OFFICE CONSOLIDATION

SECONDARY PLAN AREA 7

DOWNTOWN BRAMPTON

SECONDARY PLAN

December 2025

EXPLANATORY NOTES

Office Consolidation
Downtown Brampton Secondary Plan
(Secondary Plan Area 7)

General (pertaining to all secondary plan office consolidations)

i. Secondary plan office consolidations are provided for convenience only, but have no *Planning Act* status. For official reference, recourse should be had to the original documents pertaining to each secondary plan.

ii. As noted in the Official Plan (policy 5.4.10 in the current 1993 Official Plan) the documentation that constitutes a specific secondary plan may consist of a Chapter in Part II of the current Official Plan, or a retained Chapter in Part IV of the 1984 Official Plan, or an amendment to or chapter of the 1978 Consolidated Official Plan.

iii. Secondary plans form part of the Official Plan and are to be read in conjunction with all policies of the Official Plan, including interpretation and implementation provisions.

iv. Where there is conflict or inconsistency between a provision in the current Official Plan and a provision in a secondary plan (whether directly in the text or included by reference) the current Official Plan shall prevail. When such a conflict is identified, efforts shall be made to revise the plans to correct the conflict.

v. Reference to any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.

vi. When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1984 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and applicable part of the secondary plan, unless:

(a) the referenced provision is in conflict with the current Official Plan;

(b) the referenced provision is superseded by a more recently adopted equivalent provision; or,

(c) it is evident that it was the intention of Council at the time of the repeal of the predecessor Official Plan that the referenced provision was not to be considered active and applicable for such secondary plan purposes in the future.

vii. The Council of the City of Brampton is responsible for interpreting any provision within the Official Plan and secondary plans.

Specific (Secondary Plan 7, Downtown Brampton Secondary Plan)

This office consolidation of the Queen Street Corridor Secondary Plan Secondary Plan consists of Chapter 36 and Schedules SP7(a), SP7(b) and SP7(c) of the document known as the 1993 Official Plan.

Chapter 7 is based on Official Plan Amendment OP93-63 to the document known as the 1993 Official Plan as approved by City Council on April 2, 1997 and the Region of Peel on July 15, 1998.

Chapter 7 incorporates all modifications, deferrals and referrals made by the Region of Peel and Ontario Municipal Board Order 2804 issued on November 9, 1998 along with the following Official Plan Amendments:

OP93-149	OP93-132	OP93-170	OP93-207
OP93-218	OP93-259	OP93-272	OP93-291
OP2006-081	OP2006-97	OP2006-99	OP2006-073
OP2006-154	PL160335	OP2006-226	OP2006-225
OP2006-184	OP2006-187	OP2006-258	OP2023-011
OP2023-014			

This office consolidation has been prepared without the following original documents:

OPA 23	OPA 80	OPA 97	OPA 101
OPA 103	OPA 120	OPA 229	OPA 263
OP93-167			

This office consolidation is provided for convenience purposes only. For official reference, resource should be had to the original documents noted above.

Chapter 7 and

Schedules SP7(a), SP7(b) & SP7(c)

of the document known as

the 1993 Official Plan

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Chapter 7: Downtown Brampton Secondary Plan Area

1.0 PURPOSE

The purpose of this chapter, together with Schedules SP7(a), SP7(b), SP7(c) and Schedule SP7(C2) is to establish detailed planning policies in accordance with Section 5.4 of the Official Plan for the City of Brampton Planning Area for the lands straddling Queen Street and Main Street, between McLaughlin Road and Etobicoke Creek, within the area known as the Downtown Brampton Secondary Plan.

This Secondary Plan sets out the policy framework for the western anchor of the Brampton Central Area which incorporates one of the three Primary Office Nodes which function together with the overall Central Area as the major location for higher order uses in Brampton. This Chapter envisions the Downtown Brampton Secondary Plan as a mixed-use area that will function as an urban district where:

- housing, shopping, community facilities and public spaces are mixed with workplaces; and,

- office, retail and residential uses are supported by public transit and improvements to the local road network.

This Chapter specifies the desired pattern of land use, the transportation network and related policies to achieve high quality, efficient and orderly urban development while promoting the preservation of the residential neighbourhoods surrounding the historic downtown of Brampton.

2.0 LOCATION

The lands subject to the policies of this amendment are:

- comprised of approximately 231 hectares (572 acres);

- generally described as the lands centered on Queen Street and Main Street, bounded by the Etobicoke Creek in the east, Fletcher's Creek to the west, Vodden Street to the north and Harold Street to the south; and,

- shown as the "subject lands" on each of the schedules attached hereto.

3.0 EFFECT OF THIS CHAPTER AND ITS RELATIONSHIP TO THE OFFICIAL PLAN

Lands subject to Secondary Plan Number 7, as outlined on Schedule SP7(a), shall be used or developed in accordance with the policies of this chapter (Chapter 7 of Part II of

the Official Plan) and with Schedules SP7(a), SP7(b) and SP7(c) attached thereto, and also in accordance with all other relevant policies and schedules of the City of Brampton Official Plan.

The Brampton Central Area consists of approximately 561 hectares (1,389 acres). It stretches 6 kilometres along Queen Street from McLaughlin Road in the west to Bramalea Road in the east. The mixed-use activity nodes of "The Four Corners" and Bramalea Centre represent the western and eastern anchors of the Central Area, respectively.

Accordingly, this Downtown Brampton Secondary Plan should not be interpreted as a free standing Official Plan document. The policies herein are designed to supplement and refine those of the Official Plan, not to replace or repeat them. An accurate understanding of all the policies pertaining to the Secondary Plan Number 7 Area can only be achieved by reading the overall Official Plan together with Chapter 7.

The various terms used in the policies of this Secondary Plan shall be interpreted in accordance with the definitions in the Official Plan, or in accordance with the supplementary definitions in this chapter, or if they are not specifically defined in either, in accordance with conventional planning or general usage.

This Downtown Brampton Secondary Plan Area completely replaces the current Brampton Central Area Secondary Plan (Number 7), as amended, and it also expands into and replaces portions of the current Brampton West Secondary Plan (Number 6), and the current Brampton South Secondary Plan (Number 16), as amended.

4.0 GENERAL OBJECTIVES AND CRITERIA

In addition to the goals enunciated in the General Plan (Part I), the following general objectives/criteria constitute the basis for the formulation of the Downtown Brampton Secondary Plan:

- to promote the intensification and improvement of the Central Area and its component areas as the major focus of commercial and community activity for the residents of Brampton, and as an increasingly important location for regional activity related to other parts of the Greater Toronto Area.
- to provide a distinctive downtown by creating a specialty shopping and office district to serve the future population of Brampton;
- to allow for intensification of use in commercial areas and selected residential areas in a manner that is sympathetic to the historic character of Downtown Brampton;
- to promote an increase in the resident population within the downtown to create a market for local serving retail, commercial and service uses;
- designate the crossroads of Main Street and Queen Street extending to Chapel Street on the east, the CNR line to the north, George Street to the west and John Street to the south as an Office Node;

- to promote the character of Main Street and Queen Street as a strong pedestrian and transit environment;
- to provide for the identification, preservation and protection of heritage resources;
- to ensure that building height and massing of new development is compatible with adjacent residential or commercial areas;
- to provide for the identification and protection of watercourse and valley system, including floodplain;
- provides greenspace linkages to the rest of the open space system, incorporating pedestrian and bicycle trails and linkages;
- to propose improvements to the local road network and enhanced public transit to facilitate development/redevelopment in the secondary planning area.

OP93-149

- to promote land assembly and discourage land fragmentation within the Central Area in order to encourage comprehensive redevelopment.

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- to establish process improvements that act as an incentive to development and redevelopment in the Central Area

5.0 LAND USE PRINCIPLES

This Chapter provides for the establishment of a broad range of commercial, residential, institutional and public open space and related land uses. This Chapter also designates six (6) special policy areas to effectively manage unique development constraints within the secondary planning area.

OMB Order 2804

A strong and continually revitalizing Central Area is essential to the identity of Brampton as a community. In light of the foregoing, the Central Area is considered the major location for entertainment and cultural uses. In this regard, the Central Area shall serve as the major location for movie theatres, museums, art galleries and live theatre.

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The commercial designations include a Central Area Mixed-Use designation that permits an appropriate range of street-related business uses in combination with residential apartment uses in a manner that is consistent with the “old town” character of the Downtown Brampton Secondary Plan. The other commercial designations recognize existing sites at McLaughlin Road and Queen Street West which are carried over from previous portions of Secondary Plan Numbers 6 and 16. At the northeast corner of McLaughlin Road and Queen Street West, the Plan designates a 1.2 acre site as Service Commercial to accommodate the development of local serving business uses.

In general, the residential designations are intended to allow for intensification of use in selected residential areas in a manner that is sympathetic to the “old town” character of the Downtown Brampton Secondary Plan. The policies of the residential designations recognize the stability of the surrounding low density neighbourhoods. In areas abutting

the Central Area Mixed-Use designation and those neighbourhoods in a state of transition, medium density housing is designated.

The institutional designations are intended to provide for the continued operation of existing institutional uses in the area.

The public open space designations are intended to define district gateways, provide for trail system linkages and a range of urban park opportunities to the community, and promote the preservation and appreciation of the natural environment. The Plan requires the provision of urban space to be the responsibility of the applicant as a condition of development approval as opposed to the traditional approach of the municipality acquiring parkland.

5.1 COMMERCIAL

5.1.1 Preamble

The commercial designations of this Chapter are intended to provide for a wide range of services and offer employment opportunities to the local labour force. To achieve the mixture of land use activities appropriate to the Downtown Brampton Secondary Plan Area, redevelopment shall be encouraged in the primarily be in the form of mixed-use commercial/residential projects fronting Queen Street and Main Street North.

5.1.1.1 Development within any of the commercial designations identified on Schedule SP7(a) shall conform with the urban form policies referenced in Section 8.0 of this Plan.

5.1.1.2 Properties within any of the commercial designations identified on Schedule SP7(a) which are designated under the Ontario Heritage Act or listed in the Brampton Inventory of Heritage Resources are subject to the Heritage Resource Management policies referenced in Section 8.5 of this Plan.

5.1.1.3 Specific densities shall be determined at the development approval stage in accordance with the policies of this Plan.

5.1.1.4 Council may use any of the following land use planning mechanisms such as pre-zoning, dual zoning, holding zones, temporary use by-laws to implement the policies of the Secondary Plan.

5.1.1.5 An increase beyond the maximum coverages specified by Policy 5.1.2.2 and Table 1 of this Plan, and/or increase the permitted percentage of residential shall require a site specific rezoning application containing supporting rationale and documentation.

5.1.1.6 Council may permit the conversion of vacant retail and office space for residential purposes. Proposals for conversion shall be reviewed on a site specific basis in accordance with the Central Area Mixed-Use policies of this Plan.

5.1.1.7 To ensure compatibility with the adjacent residential areas, building height, massing and site specific design features shall be established in the implementing zoning by-law and through the site plan approval process. In this regard, the following principles shall be incorporated:

(i) maximum building heights;

(ii) massing and conceptual design of commercial and mixed-use developments shall provide for a graduation of building heights such that the predominant massing and building height are achieved away from the adjacent residential properties. In this regard, the implementing zoning by-law shall provide minimum separation distances between the adjacent residential uses and maximum building heights; and,

(iii) landscaping, fencing yard widths and depths and the location of service and refuse disposal areas shall be oriented to achieve a high degree of land use compatibility between commercial and mixed-use projects and the surrounding residential areas.

5.1.1.8 The land area dedicated for road widenings and new road links required as a condition of development approval shall be included in the calculation of permissible gross floor area, and that the actual land use designation of the land area to be dedicated for road widenings or new road links shall be used to determine the amount of density to be added to the development to recover the lost development potential associated with such roads.

5.1.2 **Central Area Mixed-Use**

5.1.2.1 Lands designated Central Area Mixed-Use on Schedule SP36(A) are intended to accommodate mixed-use developments incorporating any combination of commercial, retail, office, residential, hotel, open space, recreational, institutional, a full range of entertainment and cultural uses including, but not limited to, movie theatres, art galleries, live theatre and museums which are managed as a unit. Mixed-Use development shall mean a free-standing use either/or a development which any combination of office, retail, commercial, institutional, or residential uses are developed and managed as a unit.

5.1.2.2 The overall Maximum Floor Space Index (FSI) which is permitted in specific portions of the Mixed-Use designation is 3.5, with a corresponding

maximum of 3.5 for residential uses in the immediate "Four Corners" area, and a maximum of 2.0 FSI permitted for residential uses in the mixed-use areas west of McMurchy Avenue. Other portions of the Central Area Mixed-Use designation are subject to an overall FSI maximum of 2.0 with 1.0 FSI permitted for residential uses. The specific density allocations for specific areas of the Central Area Mixed-Use designation are set out in Table 1 and identified in Appendix A. An increase beyond the maximum coverages specified above shall require a site specific rezoning application as specified in Policy 5.1.1.5.

5.1.2.3 The highest overall densities of 3.5 FSI shall be permitted in the area referred to as "The Four Corners." This area is generally defined as extending from Elizabeth Street to the west, Union Street in the east, Wellington Street to the south and Church Street to the north. Street-related retail and commercial uses shall comprise the majority of the at-grade building frontages along Main Street and Queen Street in "The Four Corners."

Table 1
Central Area Mixed-Use Density Structure
Downtown Brampton Secondary Plan

Area	***Overall Maximum FSI***	***Maximum Residential FSI***
"The Four Corners" area bounded by Elizabeth, Church, Union and Wellington Streets	3.5	3.5
Queen Street West, west of Elizabeth Street	2.0	1.0
the "James River Block" bounded by Nelson Street, Queen Street, McMurchy Avenue and Haggert Street	3.5	2.0
Queen Street East, east of James and Scott Streets	2.0	1.0

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5.1.2.4 A 9.7 acre block (the "James River Block") bounded by Nelson Street to the north, Queen Street West to the south, McMurchy Avenue to the east and Haggert Avenue to the west, is of suitable size to support comprehensive redevelopment for mixed-uses at the highest densities available within the Central Area Mixed-Use designation. The permitted density for these lands shall be a maximum of 3.5 FSI, with a maximum of 2.0 FSI permitted for residential uses.

5.1.2.5 In the area of Queen Street West, west of Elizabeth Street, the permitted density shall be a maximum of 2.0 FSI, with a maximum of 1.0 FSI permitted for residential uses, except for the "James River Block" which may develop

at the higher densities specified in Policy 5.1.2.4. This area represents the major area for the extension of commercial frontages within the Downtown Brampton Secondary Plan. The City shall encourage the assembly of sites adjacent to the Central Area Mixed-Use designation in this area for medium density residential purposes.

5.1.2.6 On lands designated Central Area Mixed Use located at the north-west corner of Main Street North and Church Street West , the following shall apply:

OP2006-226

i) A maximum density of 2006 units per net residential hectare.
ii) A maximum height of 30 storeys.
iii) A maximum floor space index of 13.46.

5.1.2.6 The lands located on the north side of John Street, adjacent to Harmsworth Lane, east of Main Street South (0.27 hectares or 0.68 acres) which are known municipally as 10, 12, 16, 18 and 20 John Street, and a part of 21 Queen Street East, may be developed for high density residential purposes at a maximum Floor Space Index of 6.05, a maximum building height of 15 storeys (or 46 metres), and a maximum of 200 residential units subject to the provisions of "Special Policy Area Number 5" in section 5.6.5 of this chapter.

OP93-259

5.1.2.7 Notwithstanding the maximum density set out in subsection 5.1.2.3 and Table 1 of this chapter, the lands on the west side of George Street North, municipally known as 9 George Street North (formerly 11 George Street North), may be developed for high density residential purposes at a maximum height of 27 storeys (excluding that portion of the building height used for mechanical penthouse purposes), subject to Special Policy Area Number 6 in Section 5.6.6. Of the 27 storeys, 24 will be used for residential purposes, with the remainder consisting of ground floor commercial, parking, lobby, and amenity areas. The maximum number of residential units shall be 301 dwelling units.

OP93-291

5.1.2.9 The lands located on the west side of Mill Street North and north of the Canadian National Railway, known municipality as 57 Mill Street North is intended for offices, retail, commercial, and service commercial uses and shall be subject to the following principles:

OP93-207

(a) the maximum gross floor area shall not exceed 4,459.2 square metres.

5.1.2.10 The lands located on the north side of John Street, west of Chapel Street, having a net site area of approximately 0.125 hectares (0.309 acres), which are known municipally as 22, 24, 26, 28, and 32 John Street, may be developed for high-density mixed-use purposes at a maximum Floor Space Index (FSI) of 22.0, a maximum building height of 39 storeys, and subject

OP06-258

to the provisions of "Special Policy Area 9" in Section 5.6.8 of this chapter.

5.1.3 Office Node

5.1.3.1 The Office Node designation on Schedule SP7(a) centered on the intersection of Main Street and Queen Street, bounded by the CNR line to the north, John Street to the south and from Chapel Street/Nelson Street Extension west to George Street. Office development in this area shall be permitted that is compatible with the local historic character of the area. Lands designated Central Area Mixed-Use within the Office Node shall be developed to a maximum density of 3.5 FSI.

5.1.3.2 The principle permitted uses with the Office Node designation include business, professional or administrative office buildings, hotels and motels and all uses consistent with the Regional Commercial and District

5.1.4 Convenience Commercial

5.1.4.1 The Convenience Commercial designations on Schedule SP7(a) recognize two existing convenience commercial areas at:

(i) the southeast quadrant of Queen Street West and McLaughlin Road consisting of approximately 3 acres in area; and,

(ii) the southeast and southwest quadrants of Main Street North and Vodden Street consisting of a total of approximately 3.2 acres in area.

5.1.4.2 The sites designated Convenience Commercial on Schedule SP7(a) may be used for the full range of convenience commercial uses specified in Section 4.2.8.4 (iii) of the Brampton Official Plan.

5.1.5 Service Commercial

5.1.5.1 The lands designated Service Commercial on Schedule SP7(a) are intended for such uses as small scale retail, service and office uses which are moderately space intensive, are moderate generators of vehicular traffic, and may typically include personal service shops, convenience retail, medical and specialized services catering to a City-wide area, restaurants and small scale offices.

5.1.5.2 Three sites have been designated Service Commercial on Schedule SP7(a). They include:

(i) a previously designated site south of Queen Street West, fronting the east side of McLaughlin Road consisting of slightly more than one acre in area. Provision shall be made

for shared driveway access between the subject lands and the northerly abutting Convenience Commercial centre;

(ii) a 1.2 acre site at the northeast corner of McLaughlin Road and Queen Street West which presently is occupied by a number of single-family dwellings. To encourage a comprehensive redevelopment for service commercial uses, a minimum site area of 1.2 acres is required for development purposes.

(iii) a 2 acre site located on part of the block bounded by Church Street West, Thomas Street and Market Street.

5.1.5.3 For the lands designated Service Commercial as referenced in Policy 5.1.5.2 (iii), an administrative office, a nursery school and related uses, and restaurant is permitted within the existing heritage building on the westerly portion of the site. The existing building is designated under Part IV of the Ontario Heritage Act, and, thus, the maintenance and upgrade of the property and building are encouraged. For lands below the Regional Storm Floodline on the easterly portion of the site, the open space function and character shall be maintained, however, existing or future public ownership is not implied.

5.2 RESIDENTIAL

5.2.1 Preamble

The residential designations of this Chapter are intended to preserve stable, low density neighbourhoods, provide opportunities for the intensification of the existing housing stock in selected areas of the Downtown Brampton Secondary Plan, and to promote innovative and compact forms of new housing development.

5.2.1.1 Specific densities shall be determined through the zoning by-law process in accordance with the policies of this Plan. Increases beyond the permitted densities of this Plan shall require a site specific rezoning application containing supporting rationale and documentation.

5.2.1.2 Basic physical form elements, including building heights and setbacks, are subject to the urban form policies referenced in Section 8.0 of this Plan.

5.2.2 Low Density

5.2.2.1 Lands designated Low Density Residential on Schedule SP7(a) shall be developed to a maximum of 35 units per net residential hectare (14 units

per net residential acre). Typical residential uses associated with the Low Density Designation may include single-detached and semi-detached dwellings subject to their consistency with the existing housing stock of the immediate area and the overall character of the surrounding residential neighbourhood.

5.2.2.2 Lands designated Low Density that are within the area referred to as Main Street South and Main Street North shall be subject to the provisions of Special Policy Area Number 1 and Special Policy Area Number 2, respectively.

5.2.3 **Medium Density**

5.2.3.1 Lands designated Medium Density Lands on Schedule SP7(a) shall be developed to a maximum of 50 units per net residential hectare (15 to 20 units per net residential acre). Typical residential uses associated with the Medium Density designation include block townhouse, street townhouse, quatroplexes and interlot housing types.

5.2.3.2 The intention of the Medium Density designation shown on Schedule SP7(a) is to encourage infill residential development of a sympathetic scale to existing building stock. The retention and conversion of existing homes is to be encouraged.

5.2.3.3 The City will consider proposals for conversions of existing residential properties on Church Street East between Main Street North and Union Street, that are outside of the Proposed Main Street North Development Permit System Area for limited commercial and/or residential apartment uses on a site-specific basis, provided that such proposals are in keeping with the following criteria, and are subject to further amendments to the plan:

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(i) redevelopment of these properties shall incorporate existing significant heritage resources to the extent practical, in accordance with the Urban Design policies of this Plan. Properties listed in the Brampton Inventory of Heritage Resources are subject to the Heritage Resource Management policies referenced in Section 8.5 of this Plan;

(ii) notwithstanding section 5.1.1.3 of this Plan, sites under 0.20 hectares (0.50 acres) in area shall be developed to a Maximum Floor Space Index of 0.75 FSI; and,

(iii) residential or commercial parking shall be located in the rear yard only, and be appropriately screened and buffered from adjacent residential properties."

5.2.3.4 The 1.9 hectare (4.6 acre) "L" shaped parcel of land located north of Nelson Street West on the west side of McMurchy Avenue North (including the future westerly extension of Denison Avenue across McMurchy Avenue North to Haggert Avenue), designated "MEDIUM DENSITY RESIDENTIAL", may be used for townhouse purposes at an overall residential density not exceeding 62 units per net residential hectare (25 units per net residential acre). The development of these lands shall be subject to the following principles:

OP93-218

(i) the westerly extension of Dension Avenue to connect with Haggert Avenue if and when the rail spur line abutting the west limit of the subject lands is no longer required for service.

(ii) Appropriate urban and architectural design features shall be established by the exercise of site plan control pursuant to Section 40 of the Planning Act, R.S.O. 1990, and development standards shall be established by the implementing zoning by-law.

(iii) Noise mitigation measures with respect to point source industrial noise from surrounding uses shall be approved by the City.

5.2.4 Medium Density 2

5.2.4.1 Lands designated Medium Density 2, located on the east side of Main Street North, south of Sproule Drive, on the south side of the terminus and future extension of William Street as shown as Schedule SP7(A), shall permit:

OP2006-187

i) a maximum density of 70 units per net residential hectare (28 units per net residential acre); and
ii) a range of block townhouses, street townhouses, stacked townhouses and back-to-back stacked townhouses.

5.2.5 Medium-High and High Density

5.2.5.1 Notwithstanding the general definitions in Part I of the Official Plan, the density range for the lands designated Medium-High and High Density on Schedule SP7(a) shall be 51 to 241 units per net residential hectare (21 to 100 units per net residential acre). Typical residential uses associated with the Medium-High and High Density designation include maisonette, stacked townhouse, cluster and walk up apartments of two to four storeys and elevator serviced tower building forms.

5.2.5.2 The permitted density ranges for specific redevelopment sites designated Medium-High and High Density on Schedule SP7(a) include:

(i) lands located south of the CNR Line and west of Mill Street North, which shall only be used for residential purposes, with a maximum density of 247 units per net residential hectare (100 units per net residential acre), a maximum building height of seventeen storeys, and with minimum landscaped open space of 60% of the total lot area; and,

(ii) Lands located at the southwest corner of Sproule Drive and Ken Whillans Drive shall only be used for residential purposes with a maximum dwelling unit of 434 units and a maximum building height of sixteen storeys.

5.2.5.3 Notwithstanding policy 5.2.4, the lands on the north side of Railroad Street between Haggert Avenue and McMurchy Avenue, known municipally as 120 Railroad Street shall be developed for medium density housing in accordance with the policies of section 5.2.3 of this Plan.

5.2.5.4 The lands known municipally as 3, 4, 5, 6, 7, 8, 9 and 10 Maple Avenue and the Rosalea Park upper parking deck shall be developed for Medium High and High Density Uses in accordance with Section 5.2.4 of this Plan. Development of these properties shall only proceed once they have been assembled as a single development block. The future role of Maple Avenue shall be reviewed in conjunction with the processing of a development application for the subject lands.

5.2.5.5 The lands designated Medium High and High Density and located on the southwest corner of McMurchy Avenue South and Fair Oaks Place, municipally known as 57 McMurchy Avenue South, shall only be used for townhouse dwellings with a maximum density of 65 units per net hectare.

OP2006-154

The development of the site is to be in accordance with the City of Brampton's Development Design Guidelines and subject to the following principles:

(i) New development is to be compatible with the surrounding area by providing a transition in building height to the adjacent residential neighbourhood;

(ii) Buildings are to face McMurchy Avenue and be positioned close to the street line to create an active built form edge and comfortable pedestrian experience; and,

(iii) New development is to provide enhanced landscaping including boulevard trees and ornamental plantings.

5.2.6 **Affordable Housing**

5.2.6.1 Opportunities shall be encouraged to create a broad mix and range of residential unit sizes and built form suitable for moderate and lower income households.

5.2.7 **High Density**

5.2.7.1 The High Density designation applies to lands located at the west side of Park Street, municipally known as 55, 57, 59, 61, 63 and 65 Park Street and represents an area that will have high-rise residential buildings.

5.2.7.2 On lands designated High Density, the following are to generally apply:

i. A maximum density of 930 units per net residential hectare;
ii. A maximum height of 30 storeys;
iii. A maximum floor space index of 9.4;
iv. Development shall demonstrate a high level of design, high quality building materials, well-articulated facades, and the incorporation of a building and site elements that contribute to a strong pedestrian streetscape.

OP2023-014

5.3 <u>INSTITUTIONAL</u>

5.3.1 Uses permitted on the lands within the Institutional designation on Schedule SP7(a) are intended to accommodate major institutional uses as defined in Part I of the Official Plan, as well as local scale institutional uses such as schools and places of worship.

5.3.2 The purpose of the Institutional designation shown on Schedule SP7(a) is primarily to recognize the existing institutional uses in the Downtown Brampton Secondary Plan Area, and to permit and encourage these uses to remain, since they contribute in a large measure to the area as the historic and focal point of the City.

5.3.3 Development within any Institutional designation, including basic physical form elements, building heights and setbacks, shall be subject to the urban form policies referenced in Section 8.0 of this Plan.

5.3.4 Properties within any Institutional designation which are designated under the <u>Ontario Heritage Act</u> or listed in the Brampton Inventory of Heritage Resources are also subject to the Heritage Resource Management policies referenced in Section 8.5 of this Plan.

5.3.5 The need for, and location of, new school sites in the Downtown Brampton Secondary Plan shall be determined by the local school boards in accordance with the policies set out in the Official Plan.

5.4 PUBLIC OPEN SPACE -INTENSIVE USE[1]

5.4.1 The lands designated Public Open Space on Schedule SP7(a) are intended to be used for public outdoor or indoor recreation areas and facilities. With respect to the lands designated on Schedule SP7(a) as Parkettes, Neighbourhood Parks, Community Parks and Specialized Parks, the policies of Part I, Section 4.5.1 of the Official Plan shall apply.

5.4.2 The City may accept cash-in-lieu of the parkland conveyance requirements pursuant to the Planning Act, or the City may accept parkland dedication that is provided on lands other than those contained in the particular development plan. It is the intent of the Community Services Department to find an equitable way of calculating parkland dedication to serve the recreational needs of local residents and stimulate development within the Downtown Brampton Secondary Plan.

5.4.3 It is the intent of this Chapter to encourage the provision of new Parkette sites on private lands in accordance with the policies of this section. The City reserves the right to identify opportunities where land acquisition for new Parkette sites may be appropriate but are not identified on Schedule SP7(a). These sites shall be evaluated and identified as part of the zoning by-law and site plan review processes.

5.4.4 The City may require new development fronting onto Queen Street and/or Main Street to provide up to 5% of the total project FSI for a private urban space feature to be located within the setback envelope. The urban space may be "semi-private" (located on private lands but accessible by the public) or private (accessible only to building users).

5.4.5 The Private Commercial-Recreation designation shown on Schedule SP7(a) includes recreation facilities which are available to private club members or to the general public on a pay-as-you-play basis. Permitted uses include swimming pools, skating rinks, curling rinks, racquet and handball courts, lawn bowling greens, bowling alleys, and uses similar to the foregoing provided that they are designed and screened from abutting residential uses in accordance with Part I, Section 4.4.10 of the Brampton Official Plan.

5.5 PUBLIC OPEN SPACE -VALLEY LAND

5.5.1 The Valley Land designation is intended to provide for flood and erosion

[1] Intensive use shall be defined as activity programmed facilities of higher order nature that includes all or one of the following: lit facilities, parking, and sufficient land area for more than one facility.

control, conservation areas and may accommodate opportunities for unstructured activities, nature appreciation and pedestrian walkways. With respect to Valley Lands, the provision and policies of Part I, Section 4.4.5 of the Official Plan shall apply.

5.5.2 The Valley Land designation provides as natural gateways between the two secondary plans of the Central Commercial Corridor Planning Area. These gateways shall be characterized by dense plantings, park signage and pedestrian walkway access to the valley where adjacent to Queen Street frontages.

5.5.3 Trail system linkages shall be developed within the Valley Land and Public Open Space areas of the Downtown Brampton Secondary Plan to complete unfinished sections within the City-wide system and to provide new connections to neighbourhoods and significant destination points, in conformance with the current guidelines of the City of Brampton Community Services Department and the policies of the relevant conservation authority.

5.5.4 The following crossings have been identified in order to complete the north-south connections within the trail system:

(i) at the Etobicoke Creek Crossing in the vicinity of Queen Street, the City shall endeavour to obtain Metropolitan Toronto and Region Conservation Authority approval for a bicycle/pedestrian path crossing at the east edge of the Secondary Plan Area, to establish a connection between Rosalea Park in the vicinity of Church Street to Centennial Park on the south side of the CNR line. If this approval cannot be obtained, the City may acquire lands in the vicinity to accommodate the underpass crossing. Alternative routing options shall be considered by the City should the above route not prove viable.

Deferral Number 1

(ii) at the Fletcher's Creek Crossing which is located at the western edge of the Secondary Plan Area, a bicycle/pedestrian trail shall be developed from North Fletcher's Creek Park in the vicinity of Railroad Street to an underpass crossing at Queen Street and then through Jessie and Woodview Parks extending down to the CNR line; and,

Deferral Number 2

(iii) at the Woodview Park Crossing, which is located at the southern limit of the Secondary Plan Area east of Fletcher's Creek, a pedestrian connection shall be developed at Woodview Park to allow for the continuation of the Fletcher's Creek Trail into the park and valleylands north of Harold Street, subject to the relevant recommendations and policies of the Fletcher's Creek Subwatershed Study as approved by

the appropriate agencies.

5.5.5 The lands that lie within the Fletcher's Creek Watershed have been Identified for "Special Policy Area Status" consideration. To assist in fulfilling the requirements of this designation, a comprehensive floodplain management study shall be undertaken that identifies the appropriate scale of redevelopment and assists in maintaining the viability of the community. The findings of the comprehensive floodplain management study shall be implemented by way of an Official Plan Amendment to the Downtown Brampton Secondary Plan and neighbouring built-up Secondary Plans that overlap the boundaries of the Fletcher's Creek Watershed Special Policy Area.

5.6 SPECIAL POLICY AREAS

5.6.1 Special Policy Area Number 1

5.6.1.1 The area identified as Special Policy Area Number 1 on Schedule SP7(c) includes a number of homes which are listed in the Brampton Inventory of Heritage Resources. When viewed together, these properties form a significant gateway to the Downtown Brampton District Secondary Plan. These lands are subject to site plan control, the Heritage Resource Management policies referenced in Section 8.5 of this Plan, and are further subject to the following:

(i) the maximum single-detached dwelling density permitted in Special Policy Area Number 1 is 18.75 units per net residential hectare (7.5 units per net residential acre);

(ii) the conversion to apartment dwelling uses of existing single detached dwellings in Special Policy Area Number 1 shall be permitted in principle, provided that such conversions comply with the following criteria:

(a) the maximum number of residential units per converted dwelling shall not exceed 4 dwelling units;

(b) the minimum gross residential floor area per dwelling unit shall be 175 square metres (1,884 square feet);

(c) the single-family residential character of the property is to be maintained through the careful renovation and maintenance of and, if necessary, minor additions to the existing

building, and through the judicious use of landscaping; and,

(d) adequate parking shall be provided on-site, shall be located in the rear yard only and shall be appropriately screened and buffered from adjacent residential properties.

(iii) Subdivision of existing lots which front on Main Street South shall be discouraged by the City.

5.6.1.2 The lands located at the south-east and north-east corners of Glen Eagle Crescent and Main Street South, shall be subject to the following:

OPA 173

(i) the existing funeral home located in the low density residential designation, at the south-east corner of Glen Eagle Crescent and Main Street South, will be permitted to remain. Any change from the existing use to a use other than a single-family detached residential use shall be subject to an Official Plan Amendment.

5.6.1.3 The existing chiropractic office and residence situated in the low density residential designation on the east side of Main Street South, south of Guest Street, and being Lot 3 on Plan BR-11, will be permitted to remain but if this particular office use is discontinued, this property shall only be used for purposes permitted by Section 5.6.1 of this Plan.

5.6.2 **Special Policy Area Number 2**

5.6.2.1 The area identified as Special Policy Area Number 2 on Schedule SP7(c) includes a number of significant heritage resources which substantially contribute to the character of the Main Street North Area. Parts of this Special Policy Area, which are located on the west and east sides of Main Street North are also identified as a prospective Heritage Conservation District Areas. The east side of Main Street North is generally bounded by Alexander Street, Church Street, Union Street. The area to the west of Main Street North consists of Lorne Avenue, David Street and Isabella Street. These lands are subject to the following provisions:

(i) redevelopment of these properties shall incorporate existing significant heritage resources to the extent practical, in accordance with the Urban Design policies of this Plan. Properties listed in the Brampton Inventory of Heritage Resources are subject to the Heritage Resource Management policies referenced in Section 8.5 of this Plan;

(ii) notwithstanding section 5.1.1.3 of this Plan, sites under0.20 hectares (0.50 acres) in area shall be developed to a Maximum Floor Space Index of 0.75 FSI; and,

(iii) residential or commercial parking shall be located in the rear yard only, and be appropriately screened and buffered from adjacent residential properties.

5.6.3 **Special Policy Area Number 3**

I Background

5.6.3.1 The area identified as Special Policy Area Number 3 on Schedule SP7(C) and SP7(C2) has been determined by the Toronto and Region Conservation Authority as being subject to flooding in a major storm event including the Regulatory Flood event. The inherent environmental condition of these lands with respect to flood susceptibility necessitates certain restrictions on development/redevelopment in accordance with Provincial floodplain management policies. Because of the vital economic and social function of the downtown, special policy area provisions are required to ensure the appropriate public health and safety measures are taken while enabling the long term prosperity of the City.

OP2006-099
Affects 5.6.3.1 through 5.6.3.8

Special Policy Area 3 is situated within the Urban Growth Centre for Brampton which has been identified in the Provincial Growth Plan for the Greater Golden Horseshoe. There are areas within Special Policy Area 3 that are designated for managed development and redevelopment, and provide limited opportunities to contribute to the overall population and employment targets for the Urban Growth Centre.

The City of Brampton undertook a comprehensive review and amendment to Special Policy Area 3 based on the TRCA 2012 floodline model (in accordance with the Ministry of Natural Resources 2009 Guidelines) which was approved by the Province on April 30, 2014.

Through the approval of the comprehensive study and Official Plan Amendment, the Province, TRCA and City of Brampton agreed to all of the provisions in this Section, which allow development to the limits set out herein subject to the technical and operational requirement to mitigate risk. Any future municipally-initiated amendments to these policies and/or schedules require Provincial approval.

Schedule SP7(C2) outlines several sub-areas within Special Policy Area 3 that, given the flood characteristics in the 2012 TRCA floodline model, have distinctive characteristics in terms of their potential for redevelopment and

opportunities to manage risk.

The following policies seek to manage risk and achieve the objectives of the Growth Plan and the City's planning policies for the historic downtown for these areas. The policies set out technical requirements for all lands within SPA 3 and set out detailed planning objectives and limits for each sub-area.

The City is the approval authority regarding planning instruments adopted within the Downtown Brampton Secondary Plan. Where the Downtown Brampton Secondary Plan policies make reference to the Toronto and Region Conservation Authority being satisfied, collaborating or being consulted, the TRCA's designated role is subject to its legislated authority in compliance with applicable law

With a view to fully realizing the long-term development potential of the lands within Special Policy Area 3, the City is committed to working with the Toronto and Region Conservation Authority to identify a long-term solution to eliminate the flood-susceptible lands from downtown Brampton. Brampton strongly encourages the Provincial and Federal Governments and the Toronto and Region Conservation Authority to work with the City of Brampton in identifying and funding a long-term solution to eliminate the flood- susceptible land from downtown Brampton. This would allow it to achieve its full development capacity as set out in local, regional and provincial plans.

II Technical Requirements for Managing Flood Risk for All of Special Policy Area 3

5.6.3.2 The erection of new buildings or structures including new additions shall only be permitted subject to the following technical provisions:

(i) The placing or dumping of fill of any kind or the alteration of any watercourse shall not be permitted without the approval of the Toronto and Region Conservation Authority.

(ii) Any new buildings or structures, including new additions, shall not be susceptible to flooding under the Regulatory Flood event, as defined by the Toronto and Region Conservation Authority. As a component of all applicable Planning Act applications, an analysis must be undertaken by the proponent to determine the maximum feasible level of floodproofing that can be achieved, while achieving the City's urban design objectives to the extent possible. Where an assessment proposes a level of floodproofing less than the Regulatory Flood Event, the level of floodproofing and measures to be implemented must be satisfactory to the City and the Toronto and Region Conservation Authority. In this regard, the City shall

collaborate with the Toronto and Region Conservation Authority to confirm, prior to the issuance of a building permit, appropriate flood damage specifications, including setbacks, basement elevations, the strength of the foundation walls, the placement of fill, the elimination of building openings, the installation of back-water valves and sump pumps, and the installation of waterproof seals and structural joints to the satisfaction of the TRCA and City of Brampton.

(iii) Where it has been demonstrated to the satisfaction of the TRCA and City of Brampton that it is technically impractical to flood proof a building or structure in accordance with Section 5.6.3.2 (ii), new buildings or structures, including new additions must be floodproofed to the highest level technically feasible. The minimum floodproofing level shall be the 1:350 year storm event, as determined by the Toronto and Region Conservation Authority.

(iv) In those unforeseen circumstances where the City and/or the Toronto and Region Conservation Authority determines that due to the velocity and/or depth of flows, or the nature of the development proposed, development would result in an unacceptable risk to human life or major structural damage as a result of a flood equal to or less than the Regulatory Flood event, new buildings or structures, including additions, shall not be permitted.

(v) Where new residential uses, hotels, motels or similar commercial uses providing overnight accommodation are proposed, no residential habitable living space or suites for such uses shall be permitted below the Regulatory Flood level.

(vi) Where new residential uses are proposed, emergency access/egress to and from the building to flood-free lands shall be required above the Regulatory Flood elevation, accessible to emergency vehicles. Such access may be provided by way of a permanent right-of-way over lands that are above the Regulatory Flood elevation and accessible to emergency vehicles. Interior and exterior components of the emergency access shall be designed to meet the anticipated occupant loads and be fully accessible, in accordance with the Building Code and the City's Emergency Management Plan. Access to flood-free lands may not entail access through more than two independent buildings.

vii) For hotels, motels or similar commercial uses providing overnight accommodation within Special Policy Areas 3A, 3B and 3C as shown on Schedule SP7(C2), emergency access to flood free lands shall be provided in accordance with Section 5.6.3.2 (vi) above.

viii) A hotel, motel or similar commercial use may be permitted in Special

Policy Area 3C without an emergency access to flood-free lands subject to the City's approval of a site-specific Official Plan Amendment to the satisfaction of the Toronto and Regional Conservation Authority, in consultation with the Province.

(ix) Where a site and/or building provides required emergency access to flood-free lands, the City may require the establishment of a right-of-way in perpetuity for use by other adjacent lands.

(x) All new development (including those containing non-residential uses) shall be required to prepare a Building Safety Plan for the building, which shall be consistent with the City's Emergency Management Plan, to the satisfaction of the City of Brampton Emergency Management Office and the Toronto and Region Conservation Authority. Where new development includes a plan of condominium, appropriate provision to execute the operational elements and protocols must be included in the applicable Condominium Act Declaration.

(xi) The City shall impose a condition on new development applications requiring the developer to notify prospective owners and tenants of buildings of the Building Safety Plan and emergency notification and protocol to the satisfaction of the City of Brampton Emergency Management Office and Toronto and Region Conservation Authority. These clauses shall also be included on any Community Information Map required for development by the City.

(xii) All new development (including those containing non-residential uses) must locate primary building system controls such as service units and panels, above the Regulatory Flood level.

(xiii) Underground parking is generally discouraged. Where an underground parking garage is proposed, it shall be floodproofed to the Regulatory Flood elevation. Where it is technically impractical to floodproof to the Regulatory Flood level, the entrance and all openings, including those associated with ventilation, shall be floodproofed to the highest level technically feasible and practical. The minimum floodproofing shall be the 1:350 year storm event, as determined by the Toronto and Region Conservation Authority.

(xiv) Notwithstanding Section 5.6.3.2 (vi), within Special Policy Area 3C only, residential units constructed under Section 5.6.3.3 c)-(iv) can maintain the existing conditions with respect to access and egress to the building.

(xv) Notwithstanding Section 5.6.3.2 iii), to protect the historic, uniform street character, redevelopment along Queen Street and Main Street

within Special Policy Area 3C is permitted to floodproof and build entrances and finished floor elevations to the 1:350 year storm event .

(xvi) The sections under Special Policy Area 3 are to be read in conjunction with the other policies of the Downtown Brampton Secondary Plan. Where the Special Policy Area 3 policies may be construed to be more restrictive or limit the permissions under other sections of the plan, the Special Policy Area 3 provisions shall prevail.

III Detailed Sub Area Policies

5.6.3.3 (a) Special Policy Area 3A

Special Policy Area 3A on Schedule SP7(C2) is generally located at the edge of Special Policy Area 3, affording the opportunity for direct access to flood-free lands. In recognition of the prime location of these lands in proximity to the Anchor Mobility Hub, proposals for development and redevelopment shall be considered subject to the following policies:

Land Use and Density

(i) May develop for a mix of uses in accordance with the Central Area Mixed Use designation set out in this Plan, including high-density residential.

(ii) In addition to the number of units existing on May 7, 2014, a maximum of 900 new residential units shall be permitted over the entire Special Policy Area 3A.

(iii) A maximum gross floor area of 41,000 m2 (excluding mechanical penthouses, mechanical rooms, parking garages, loading areas, stairwells) of non-residential uses shall be permitted over the entire Special Policy Area 3A.

(iv) Policy 5.1.1.8 shall apply to the calculation of the maximum floor space index for a development.

(v) Policy 5.1.1.5 shall apply in the evaluation of proposal with a floor space index greater than identified in the Secondary Plan for the applicable lands, however in no case shall the limits set out in 5.6.3.3 (a)-(ii) and (iii) be exceeded.

Urban Design Principles

(vi) The following broad design principles shall be the basis for further site specific design briefs, or other area design guidelines:

- Character
  - This area will evolve into a compact, contemporary urban setting with mix of uses including residential, employment, service/retail. These areas have potential for more intensive development.

- Built Form
  - High density, high intensity forms in support of the Urban Growth Centre targets.

  - Key sites with important role in the Downtown skyline are to be development with high rises for landmark role.

  - Establish a continuous mid-rise (4-6 storey) building wall along public streets and use point towers to terminate views and create an interesting skyline.

  - Use massing to provide transition to adjoining stable residential neighbourhoods.

- Open Space & Public Realm
  - Create urban promenade along Railroad Street including high quality urban streetscape and on-street parking.

  - Deal creatively with the required setback from the rail line.

  - Create plaza or public space within development.

  - The building and site design must also ensure, to the extent possible, that an attractive, functional streetscape design is provided that encourages pedestrian activity, supports ground level commercial uses, does not disrupt pedestrian connectivity, maintains the continuity of the pedestrian area from a functional perspective, and achieves City objectives with respect to built form and site function while addressing all required floodproofing measures.

  - Any raised pedestrian podium areas along a street for access to building entrances, in particular along George Street, should be designed to maximize connectivity to adjacent properties and minimize the number of transitions to the at-grade sidewalk areas and incorporate materials and design elements that support the creation of an

attractive streetscape. Raised areas could be integrated into a building design in the form of a building “arcade”.

- Sustainability
  - Encourage and support the use of LEED techniques.

5.6.3.3 (b) Special Policy Area 3B

Special Policy Area 3B shown on Schedule SP7(C2) builds on the presence of the existing City Hall by encouraging major institutional office uses, with associated civic and retail uses. The policies shall provide for development of the lands to reinforce the role of the historic downtown as the key location for major government and institutional activities.

Land Use and Density

(i) Lands within the “Central Area Mixed Use,” designation may be developed for a mix of uses in accordance with the Section 5.1.2 of this Plan, including high-density residential.

(ii) In addition to the number of units existing on May 7, 2014, a maximum of 185 new residential units shall be permitted over the entire Special Policy Area 3B.

(iii) A maximum overall gross floor area of 45,000 m2 (excluding mechanical penthouses, mechanical rooms, parking garages, loading areas, stairwells) of non-residential uses shall be permitted over the entire Special Policy Area 3B.

(iv) Policy 5.1.1.8 shall apply to the calculation of the maximum floor space index for a development.

(v) Policy 5.1.1.5 shall apply in the evaluation of proposal with a floor space index greater than identified in the Secondary Plan for the applicable lands, however in no case shall the limits set out in 5.6.3.3 (b)-(ii) and (iii) be exceeded.

Urban Design Principles

(vi) The following broad design principles shall be the basis for further site specific design briefs, or other area design guidelines:

- Character
  - The area will expand on its function as a civic centre that is a part of a mixed-use urban area with public and cultural

facilities, commercial office, retail services, residential and park uses.

- Built Form
  - Promote a continuous building edge along the street to visually define the public streetscape.

  - New development shall be sensitive to the scale and features of the surrounding residential streets, particularly where new development interfaces with adjoining neighbourhoods and open space.

  - New development shall promote mid-rise buildings (with 3-6 storey podiums)

- Open Space
  - Create plaza or public space within development.

  - The building and site design must also ensure to the extent possible that an attractive, functional streetscape design is provided that encourages pedestrian activity, supports ground level commercial uses, does not disrupt pedestrian connectivity, maintains the continuity of the pedestrian area from a functional perspective, and achieves City objectives with respect to built form and site function while addressing all required floodproofing measures.

    Any raised pedestrian podium areas along a street for access to building entrances, in particular along George Street, should be designed to maximize connectivity to adjacent properties and minimize the number of transitions to the at-grade sidewalk areas and incorporate materials and design elements that support the creation of an attractive streetscape. Raised areas could be integrated into a building design in the form of a building “arcade”

- Sustainability
  - Encourage, and support the use of LEED techniques.

  - Conserve land resources by optimizing opportunities for infill, intensification, revitalization and mix of use.

5.6.3.3 (c) Special Policy Area 3C

Special Policy Area 3C on Schedule SP7(C2) is located entirely within flood-

susceptible lands during the Regulatory Flood event with limited opportunity for gaining emergency access to flood-free lands. However, these areas have an important role in the function of the downtown. It is the goal of these policies to provide framework that facilitates the ongoing revitalization of the area. Special Policy Area 3C covers a portion of the City of Brampton Anchor Mobility Hub identified in Provincial, Regional and City Official Plans where higher density development is envisioned in support of higher order transit. The revitalization of the area including new development as permitted under this section will support the Anchor Mobility Hub. This area is also planned to focus on the Heritage, Arts, Culture and Entertainment objectives of the City. To support the risk management approach established for Special Policy Area 3, no additional residential dwellings units over that which existed as of May 7, 2014 will be permitted.

Land Use and Density

(i) Notwithstanding the “Central Area Mixed Use” designation of the lands, it is intended that the primary uses within Special Policy Area 3C shall be commercial (including office), certain institutional and cultural uses. Arts and culture related activities and development shall be encouraged to locate within Special Policy Area 3C in support of the development of a distinct “arts and culture” district within the historic downtown core.

(ii) A range and distribution of heights shall be established to provide for and support the Provincial, Regional and City objectives of the anchor mobility hub and the continued expansion its key transportation function, while protecting the important historical characteristics and fabric of the “Four Corners” area.

(iii) Any new development or redevelopment shall maintain the prevailing 2-4 storey scale of building massing along the street edge, with any further building height set back from the buildings along the street.

(iv) There are residential dwelling units existing in Special Policy Area 3C at the time of the passing of this Amendment. Residential dwelling units existing as of May 7, 2014 may be replaced provided the total number of residential dwelling units does not exceed that which legally existed as of May 7, 2014.

(v) A maximum gross floor area of 88,000 m2 (excluding mechanical penthouses, mechanical rooms, parking garages, loading areas, stairwells) of non-residential uses shall be permitted across the entire Special Policy Area 3C. Of this total floor area, not more than 11,000 square metres may be devoted to hotels, motels or similar commercial uses providing overnight accommodation.

(vi) Policy 5.1.1.8 shall apply to the calculation of the maximum floor space index for a development.

(vii) Policy 5.1.1.5 shall apply in the evaluation of proposal with a floor space index greater than identified in the Secondary Plan for the applicable lands, however in no case shall the limits set out in 5.6.3.3 c)-(iv) and (v) be exceeded.

Urban Design Principles

(viii) The following broad design principles shall be the basis for further site specific design briefs, or other area design guidelines:

- Character
  - Will evolve into a heritage, art, culture and entertainment centre, to reinforce the Downtown's role as a destination and a creative place for entertainment and leisure activities.

  - Will continue to function as the heart of downtown's social life, accommodating restaurant and retail stores, and providing animated public spaces and sidewalks.

- Built Form
  - Preserve and enhance the existing heritage in compatible, pedestrian-scale development with strong urban character.

  - Encourage additional density while maintaining a human scale streetscape.

  - Promote a continuous building edge along the street to visually define the public streetscape.

  - New development shall have minimum façade height of 2-storey, while the maximum façade height shall be 4-storey; additional storeys may be permitted provided they are located at street intersections, or stepped back from the front façade generally at a 45 degree angle.

  - Require attractive and well-designed ground floor facades that enhance pedestrian interest and activity.

  - Preserve existing significant historical built form in accordance with policies of this Secondary Plan

- The traditional grade-level relationship between building, storefronts and entrances, and the street/sidewalk along Main Street and Queen Street (including rear entrances) shall be maintained and enhanced.

- Use appropriate, high-quality building materials that are reflective of the historical significance of the area.

▪ Open Space & Public Realm

- Streets shall be designed to maximize sidewalk space for outdoor retailing, restaurant patios and informal gathering spaces.

- Require active uses at ground level that will contribute to street life, activity and vitality.

- The building and site design must also ensure to the extent possible that an attractive, functional streetscape design is provided that encourages pedestrian activity, supports ground level commercial uses, does not disrupt pedestrian connectivity, maintains the continuity of the pedestrian area from a functional perspective, and achieves City objectives with respect to built form and site function while addressing all required floodproofing measures.

  Any raised pedestrian podium areas along a street for access to building entrances, in particular along George Street, should be designed to maximize connectivity to adjacent properties and minimize the number of transitions to the at-grade sidewalk areas and incorporate materials and design elements that support the creation of an attractive streetscape. Raised areas could be integrated into a building design in the form of a building “arcade”

▪ Sustainability

- Encourage and support the use of LEED techniques.

- Conserve land resources by optimizing opportunities for infill, intensification, revitalization and mix of use.”

5.6.3.3 (d) Special Policy Area 3D

(i) Within the area outlined as Special Policy Area 3D on Schedule SP7(C2), no additional residential units (over those which legally existed as of May 7, 2014) are permitted unless safe access to flood-free lands can be achieved from the building. Such access shall be entirely above the Regulatory Flood. Consents for the purpose of constructing new residential units are not permitted unless direct

access to flood-free lands is provided.

IV Sensitive Institutional Uses within Special Policy Area 3

5.6.3.4 Within Special Policy Area 3, and notwithstanding any other permissions set out under the underlying land use designations, the following uses shall not be permitted (as a primary and secondary use):

- institutional uses associated with hospitals, nursing homes, retirement homes, pre-schools, school nurseries, day cares and schools, or other institutional uses devoted to persons with disabilities, or similar care facilities, where there is a threat to their safe evacuation during a flood emergency;
- Essential emergency services, including fire, police, ambulance stations and electrical substations; and,
- Uses associated with the disposal, manufacturing, treatment or storage of hazardous substances (defined as toxic, ignitable, corrosive, reactive, radioactive or pathological).

Any such use legally existing on May 7, 2014 would become legal, non-conforming.

5.6.3.5 Expansions to existing institutional uses identified in Section 5.6.3.4, are only permitted where safe access to flood-free lands above the Regulatory Flood elevation can be achieved. Such access shall be entirely above the Regulatory Flood elevation.

V Approvals Process

5.6.3.6 The following approval requirements relate to any proposed development and development approvals process within the SPA, including an Official Plan Amendment, Zoning By-law Amendment and Site Plan Application:

(i) Any proposal for development including an Official Plan Amendment, Zoning By-law amendment application and/or site plan application shall be required to submit a comprehensive set of information as a package to demonstrate that the requirements under for Special Policy Area 3 are met. This package shall include: draft by-law provisions (where applicable), appropriate engineering reports as may be required by the Toronto and Region Conservation Authority, site specific Building Safety Plan, a copy of the City Emergency Management plan, draft warning clauses, and a concept plan indicating the emergency access and location of habitable space, for residential uses and suites for hotels, motels or similar commercial uses providing overnight accommodation. Additional information may be required by the City or Toronto and Region Conservation Authority in order to appropriately assess the proposal.

(ii) The City and the Toronto and Region Conservation Authority, may determine that an engineering study is required, detailing such matters as flood frequency, the velocity and depth of storm flows, proposed flood damage reduction measures and storm water management;

(iii) Formal sign-off on the technical submission required pursuant to 5.6.3.6 (i), (ii) and (iii) (including reports, plans and drawings), draft zoning by-laws and any other required implementing documents shall be provided by the Toronto and Region Conservation Authority, prior to formal enactment of the implementing Official Plan Amendment and/or Zoning By-law Amendment by City Council. General approval in principle by City Council is to be obtained prior to Toronto and Region Conservation Authority sign-off.

(iv) A Community Information Map, satisfactory to the City, shall be prepared for any proposal for residential development.

(v) Any new zoning by-laws shall contain flood proofing provisions where appropriate, relating to minimum building setbacks, maximum lot coverage, minimum height of any opening and such other matters as may be determined by the City and the Toronto and Region Conservation Authority.

(vi) Any new zoning by-law for lands proposing residential uses and hotels, motels or similar commercial uses providing overnight accommodation shall include the following provisions:

- Any new dwelling units or suites for commercial uses with overnight accommodation shall be located above the Regulatory Storm Flood elevation.

- All newly constructed residential habitable living space within an existing dwelling in sub-area 3D shall be floodproofed to the Regulatory Storm Flood elevation.

- that the location of the primary building system controls such as service units and panels, be located above the Regulatory Flood elevation.

- that for development proposing new residential uses, and hotels, motels or similar commercial uses providing overnight accommodation within Special Policy Areas 3A, 3B and 3C, ingress and egress to flood free lands under a Regulatory Flood event be required to the satisfaction of the City of Brampton, and the Toronto and Region

Conservation Authority. Ingress and egress to and from the building to flood-free lands shall be over lands located above the Regulatory Flood level.

- that all buildings and structures shall be floodproofed to the Regulatory Flood level. Dry passive floodproofing of buildings and structures is preferred. Where it has been demonstrated to the satisfaction of the City and the TRCA that it is technically impractical to flood proof a building or structure to the Regulatory Flood level, it shall be floodproofed to the highest level technically feasible and practical. The minimum floodproofing level shall be the 1:350 year storm level, as determined by the Toronto and Region Conservation Authority.

(vii) Provincial approval of an Official Plan Amendment and/or Zoning By-law Amendment proposed in relation to a development application, is not required provided the Zoning By-law includes provisions as set out in Section v) and vi) above and is in accordance with the limits set out in 5.6.3.3 and the limitations to sensitive uses set out in 5.6.3.4. Where a development application proposes to exceed the development limits or does not meet the performance criteria that relate to flood risk mitigation set out in 5.6.3. or proposals for uses contrary to Section 5.6.3.4, Provincial approval is required and may only be considered following the submission of a City-initiated comprehensive assessment and Official Plan Amendment and where necessary, a Zoning By-law Amendment.

VI Monitoring

5.6.3.7 The City will monitor growth in relation to the development limits established within this section to ensure that development conforms to the detailed development limits set out in Section 5.6.3.3. Such monitoring will be undertaken through the development and ongoing maintenance of a database of existing and approved development.

VII Planning Initiatives Related to Special Policy Area 3

5.6.3.8 Should the Regulatory Flood event be eliminated for all or a portion of the Special Policy Area to the satisfaction of the Toronto and Region Conservation Authority, the City of Brampton may file an Official Plan Amendment and Zoning By-law Amendment to allow for the removal of all or part of the Special Policy Area, which shall require Provincial approval. At such time, the flood-free areas of the downtown may be developed in accordance with the underlying land use designations set out in the Downtown Brampton Secondary Plan.

5.6.4 **Special Policy Area Number 4**

5.6.4.1 New residential development or additions within Special Policy Area Number 4 shall retain the character, compatibility and scale of the existing housing stock. New residential development located on the north side of Wellington Street East between Chapel Street and Mary Street shall be either single-family or semi-detached, and shall be compatible in scale with the existing homes in the relevant block, and generally reflect the average lot frontage and lot size of the immediate area. New development within the Medium Density Residential designation fronting the south side of John Street and extending south to Wellington Street East shall be limited in height to three stories and be appropriately screened with fencing from the adjacent low density residential dwellings.

5.6.4.2 Wellington Street East between Main Street South and James Street shall remain as a two-lane collector road. Notwithstanding the collector road classification, the established character of the street including landscaped front yards, boulevards, and mature trees warrant preservation. Minor improvements may occur on the above-noted collector road, provided that the spirit and intent of maintaining the established character, is upheld. Any adjustment to the existing pavement width as part of road improvements will be determined as part of the appropriate Environmental Assessment process, which includes a mandatory public meeting with local area residents.

5.6.4.3 This area has been identified by the City as containing resources of significant heritage and aesthetic value. Accordingly, in conjunction with development applications that propose to remove such resources or increase the scale of development, special consideration will be given to the preservation and maintenance of heritage and other significant structures, or, where possible, integrating such heritage and related resources into an overall development.

5.6.5 **Special Policy Area Number 5**

The lands identified as "Special Policy Area Number 5 on Schedule SP7(c) may be developed for high density residential purposes subject to the density and massing provisions of policy 5.1.2.9 of this plan and the following policies:

OP93-132

In accordance with section 5.1.1.5 City Council has determined that increased densities are appropriate for lands within Special Policy Number 5 to implement the residential intensification objectives of this plan. To

promote attractive built form and high quality architectural design development of the site shall be consistent with the following design principles:

(i) A pitched roof design shall be constructed which articulates the roof line of the building;

(ii) The entire area between the apartment dwelling and John Street shall be landscaped except for access locations;

(iii) All balcony railings shall be enclosed with opaque materials;

(iv) Building facades shall be constructed with predominantly brick and glazing with a variety of window sizes and treatments including bay windows, solariums and balconies; and,

(v) In accordance with the design principles of Appendix "B" of this plan, building setbacks will be required from John Street to foster appropriate streetscapes design in relation to the building height and massing on the site.

5.6.6 Special Policy Area Number 6

OP93-291

The lands identified as Special Policy Area Number 6 on Schedule SP7(c) may be developed for high density residential purposes subject to density provisions of policy 5.1.2.10 and the following policies:

OP93-291

In accordance with Section 5.6.3.1 of this Plan, the implementing zoning by-law for this site shall include provisions that require flood proofing measures to protect against risks associated with the Regional Storm flood level. Only where it is technically impractical to floodproof to the Regional Storm flood level, will floodproofing to the minimum 1:350 year flood level be considered, to the satisfaction of the TRCA, including passive floodproofing measures. Notwithstanding this, at no time shall emergency access/egress to and from the building or the location of habitable living space be permitted below the Regional Storm flood level. Prior to approval of implementing zoning, confirmation must be provided to the satisfaction of the TRCA that the building will not be a hazard to life or susceptible to major structural damage due to the velocity and/or depth of a flood less than the Regulatory Flood.

OP93-291

That development of the site shall promote attractive built form, high quality design, pedestrian scale activity, and shall be in accordance with deign principles, including the following;

OP93-132

(1) A pedestrian scale and street enclosure created by a maximum 16.5 metre high podium (including parapet) along the length of George Street North, articulated in locations demarcating the entrance of retail units and patios, and the

tower portion of the building set back from the common podium and street edge.

(2) The majority of the ground floor level of the building facing George Street used for commercial purposes, each with public access to the street.

(3) Hard and soft landscaping at grade and on aboveground terraces between the building and the street to enhance the appearance of the site and building from the street.

(4) An articulated roof design to screen all mechanical rooftop equipment.

(5) Balconies designed in a manner to effectively screen contents on the balconies from exterior views.

(6) The use of high quality building cladding materials (such as stone and brick) to accentuate the architectural features and substantial components of the building podium.

Special Policy Area Number 7

5.6.7 In the area of Queen Street East, east of James Street/Scott Street to the Etobicoke Creek, the permitted density for the lands designated Central Area Mixed-Use shall be a maximum of 2.0 FSI, with a maximum of 1.0 FSI permitted for residential uses.

OP93-272

In accordance with section 5.1.1.5, an increase in density is appropriate for the lands within the Central Area Mixed Use designation to implement the residential intensification objectives of this Plan. To promote attractive built form and high quality architectural design, development of the site shall implement the following:

- The ground floor level of the building facing Queen Street East shall be used for commercial and retail purposes and have public access to the street.

- A landscaped area shall be provided in between the building and the street edge in the form of hard and soft landscaping and shall be encouraged to be provided on any outdoor terraces/balconies of the building, which are located above-ground.

- The building shall be constructed with an articulated roof design such that all mechanical rooftop equipment is screened.

- Development of these lands shall be transit-oriented, provide for

and include a mix of commercial, office and residential uses and implement a strong and attractive urban edge to the Queen and James Street frontages.

- The building architecture shall provide landmark building elements such as a strong base, which anchors the building within the streetscape and a unique and defining cap, which provides an attractive focal point within the downtown Brampton skyscape.

- Building design shall provide for extensive articulation to the building façade. These elements, along with significant architectural treatment for the building's top shall be used to control the mass and bulk of the building.

PL160335
November 24, 2016

OP2006-097

Special Policy Area Number 8

5.6.8 The lands identified as "Special Policy Area Number 8" on Schedule SP7(C) may be developed for medium density residential uses subject to the following policies:

PL160335

(i) A maximum of 90 stacked and back to back townhouse dwelling units shall be permitted on the site at a maximum density of 141 units per net hectare;

OP2006-184

(ii) The maximum building height shall be three storeys (not including basements or a roof structure used to house enclosed stairways and or mechanical equipment); (iii) The design of the development, including building scale, massing, composition, material and design features, shall be compatible with the character of the surrounding area.

(iii) The design of the development, including building scale, massing, composition, material and design features, shall be compatible with the character of the surrounding area; and,

(iv) The architectural design of new buildings shall take inspiration from heritage resources in the vicinity of the site.

(v) Appropriate urban and architectural design features shall be established by the exercise of site plan control pursuant to Section 41 of the Planning Act, R.S.O 1990, and development standards shall be established by the implementing zoning by-

law.

Special Policy Area Number 9

5.6.9 The lands identified as "Special Policy Area Number 9" on Schedule SP(7)(C) may be developed for mixed-use purposes subject to the following policies:

(a) A maximum Floor Space Index (FSI) of 22.0 (exclusive of the parking garage);

OP06-258

(b) Development shall demonstrate a high level of design, high quality building materials, well-articulated façades, and the incorporation of a building and site elements that contribute to a strong pedestrian streetscape;

(c) Buildings are to be constructed with high life-cycle and aesthetic quality materials. Extensive use of EIFS (i.e., stucco) finish is strongly discouraged and the use of EIFS should be limited for architectural features and accents**.**

Special Policy Area Number 10

5.6.10 Notwithstanding the maximum density set out in subsection 5.1.2.3 and Table 1 of this chapter, the lands located on the west side of Mill Street North and south side of Nelson Street West, having a combined gross area of approximately 0.45 hectares (1.12 acres) and which are known municipally in 2025 as 17, 19,21,23, 25,27 & 29 Mill Street North and 53 Nelson Street West, the following shall apply:

OP23-011

i. May be developed for high-rise residential land uses with non-residential uses as permitted in the implementing site specific Zoning By-law;

ii. A maximum Floor Space Index (FSI) of 17.0;

iii. The maximum building height shall be 48 storeys (155.0 metres), excluding portions of the building height used for mechanical penthouse purposes and as permitted in the implementing site specific Zoning By-law;

iv. Development shall demonstrate a high level of architectural design, high quality building materials, well-articulated building facades, and the incorporation of a building and site elements that contribute to a strong pedestrian streetscape.

v. Development shall demonstrate adequate sanitary servicing capacity to accommodate the proposed development, including any potential phasing, prior to final site plan approval.

5.7 DEVELOPMENT PERMIT SYSTEM AREA: MAIN STREET NORTH

5.7.1 Vision

The policies of this section of the Secondary Plan establish a Development Permit System (DPS) area on both sides of Main Street North between Church Street and Vodden Street as shown on Schedule SP7(A).

The City of Brampton supports new investment and redevelopment along Main Street North however, it is the intent of the City to maintain and enhance the existing character of Main Street North, which is representative of the City's strong history and proud heritage. The policies balance these two objectives. At the north and south end of the Main Street North Area, existing land uses, parcel fabric and other considerations allow for more intensive development. The policy framework encourages the development of higher density commercial and residential uses in gateway locations of the Main Street Development Permit System Area. Potential open space opportunities are identified to assist in establishing a progression of public spaces along Main Street within the downtown.

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In terms of character, the predominant built form in the Development Permit System Area is made up of residential-type buildings that are located on deep rectangular lots fronting on Main Street North. These buildings typically occupy between 60% and 75% of the length of the front lot line, which has an average length of 15.0 metres. It is this pattern of development that this policy framework intends to maintain and protect. Small-scale additions or intensification and the adaptive reuse of existing buildings with suitable uses is promoted, with the intent to improve the streetscape and activity along Main Street North.

It is the intent of the City of Brampton to utilize the Development Permit System to stimulate development and redevelopment at the northern gateway to Downtown Brampton and streamline the planning approvals process.

5.7.2 Goal

5.7.2.1 It is the goal of the Main Street North Development Permit System Area to protect and enhance the character of the district and to encourage its transition into a diverse, liveable, safe, thriving and attractive component of the historic Downtown precinct and the City as a whole. Main Street North has several distinct sub-character areas that have specific attributes that will be addressed through detailed policies and objectives.

5.7.2.2 The Official and Secondary Plan policies provide the broad enabling structure for the Development Permit System Area. The Main Street North Development Permit By-law will provide a unified policy framework for the area that will set out the general goals, objectives, review criteria and regulations to establish the City's policy intent for the area and ensure that the goals and objectives are achieved.

5.7.3 Permitted Uses

The Development Permit By-law for Main Street North shall set out the range of permitted uses within the Development Permit System Area.

5.7.4 When A Development Permit is Required

In the Main Street North Development Permit System Area, the Development Permit By-law shall establish when a Development Permit is required, to allow the municipality sufficient control to achieve the objectives of the Official Plan and the planning objectives outlined in the Development Permit System Area. As such permits may be required for new development, additions, building and material changes, changes to architectural styles, vegetation removal, changes to uses and other matters proposed in accordance with Section 9.4.2 of this Plan, all as more specifically established in the Main Street North Development Permit By-law.

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5.7.5 Development Policies

The following types of criteria shall be used for the basis of principles included in the by-law for a Development Permit System Area which are intended to guide decisions on new development or redevelopment in the Main Street North Development Permit System Area as well as municipal initiatives, projects and capital works improvements. Review of Development Permits, municipal initiatives, projects and capital works shall be assessed in relation to principles established in the Main Street North Development Permit System By-law that relate to such matters as streetscape and public realm, provision of open space elements, building design, location and use of materials and colours, lot configuration and assembly, parking and access, site design and layout, landscaping, signage and display areas, site servicing and grading, sustainable site and building design elements, and heritage protection and conservation. The Development Permit By-law will establish standards with respect to these matters that achieve the desired planning goals and objectives. Review of Development Permits, municipal initiatives, projects and capital works shall also be assessed in relation to other applicable Official Plan policies, City-wide design Guidelines and City technical manuals and standards.

5.7.6 Conditions of Development

a) Types of Conditions

In conjunction with the approval of a development permit, the City may impose conditions as set out in Section 9.4 IMPLEMENTATION DEVELOPMENT PERMIT SYSTEM AREAS of this Plan as well as those set out below:

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i) dedicate lands to the City of Brampton to provide a continuous 26 metre right-of-way along Main Street North;
ii) Provide for the dedication of lands to the City of Brampton to provide for the designated right-of-way width along any abutting street frontage;
iii) enhance the façade of any existing buildings in a manner that complements and is compatible with the character of adjacent development;
iv) use building materials and colours that are compatible with the character of existing buildings fronting on Main Street;
v) provide services and matters in exchange for a specified height or density of development as set out in Section

5.7.7 Density and Height Increases

Notwithstanding the regulations limiting height and density with the Development Permit By-law, the maximum permitted height may be exceeded within identified areas in the Development Permit By-law area beyond the identified range, provided that it supports the overall goals and objectives of the City, the criteria in Section 9.4.6 are met and the Development Permit By-law sets out specific provisions for contributions.

5.7.8 Applicability of Sections 8.1 to 8.4

Sections 8.1 to 8.4 are not applicable to the lands that are within the Development Permit System Area. Requirements with respect to Character Principles Urban Design, Design Guidelines and Special Streetscape Improvements as they pertain to the Main Street North Development Permit System Area will be set out in the Development Permit System By-law

5.7.9 Policies in Section 5.7.9 shall apply to lands bounded by Main Street North, Market Street, Thomas Street, and David Street excepting lands municipally known as 195, 223 and 227 Main Street North; 48 and 54 Thomas Street; and 5 and 7 David Street.

OP2006-225

5.7.9.1 The lands may be developed for high density mixed-use development that incorporates a combination of commercial, retail, office, institutional, daycare, and residential uses with a maximum building height of 48-

storeys, a maximum podium height of 6 storeys, and a maximum floor space index of 12.

5.7.9.2 A minimum of approximately 1,400 square metres of gross floor area shall be dedicated to non-residential uses on the ground floor, and the non-residential uses facing Main Street North shall have direct access to street.

5.7.9.3 The development is located within the Downtown GO Major Transportation Station Area and is strongly encouraged to achieve compact transit-oriented development with a diverse mix of housing unit sizes and tenure, and contribute towards affordable housing and housing choice that aligns with the principles and action items of Housing Brampton 2021.

5.7.9.4 Bicycle parking shall be provided to serve the users of the development to encourage alternative modes of transportation in lieu of vehicular parking spaces.

5.7.9.5 The following urban design principles shall apply to the design of high density mixed-use buildings and additions:

a. The design of the high density mixed-use buildings shall have complementary design relationship to existing buildings and the planned emerging context, while accommodating a diversity of architectural styles, building materials and colours, energy conservation techniques and innovative built forms.

b. The design of all buildings shall have regard to pedestrian safety, and direct street access where possible. Buildings should be massed and be architecturally articulated to reinforce the pedestrian scale, provide an appropriate street wall height at the street line to provide visual variety and interest.

c. Buildings shall be encouraged to present their principal building facades with an appropriate building design and fenestration to the public street. Facades shall be given special treatment through the use of massing and building articulation strategies, such as added height, special roof treatments, and use of special cladding materials to address such locational conditions.

d. Building entrances shall be located and be visible from the adjoining street(s) and, where possible, directly linked to the sidewalks through appropriately articulated walkways.

e. The prominence of garages or garage doors shall be reduced by providing appropriate treatment. All parking shall be located below grade.

f. New development and redevelopment shall consider the following factors:

i. The nature of the existing and proposed exterior

ii. Building materials and architectural elements.

iii. Potential impacts on adjacent built heritage resources.

iv. The location of driveways and private garages.

v. Provision of landscaping to buffer residential uses, enhance streetscape and achieve a high quality of site design.

vi. Roofscapes shall be an integral part of the design of a building. In this regard, it is expected that the design of the upper portions of buildings provide interesting architectural features, elements and articulation.

vii. Site design shall promote an appropriate design relationship between the public realm, adjacent land uses, on-site operations and visual aesthetics, in order to realize an environment that is pleasant and attractive to the community.

viii. Site design shall address compatibility between differing adjacent land uses and planned uses in the context of density, height and massing through appropriate site layout, building locations, massing, and landscape treatments.

ix. Continuous, highly visible, well-articulated and landscaped connections between building(s) and the street shall be provided to enhance the streetscape, establish appropriate pedestrian linkages between the sidewalk and building entrances;

x. Any lighting shall be designed to minimize impacts on adjacent residential areas and properties.

6.0 TRANSPORTATION NETWORK

6.1 GENERAL PROVISIONS

6.1.1 The general intent of this chapter is to promote the development and maintenance of an efficient transportation network that will:

(i) accommodate to the greatest extent practical the long term transportation demands within the Downtown Brampton Secondary Plan;

(ii) provide for efficient vehicular circulation and reduced traffic conflicts. This includes the implementation of a formal program to monitor the impact of new development within the Secondary Planning Area;

(iii) enhance the overall traffic capacity of the transportation system by improving the efficiency of the existing roadway system in conjunction with the construction of new infrastructure which includes the elimination of jogs at intersections along Queen Street;

(iv) promote the use of public transit in conjunction with land use policies that will provide the support and ridership for an enhanced transit system;

(v) encourage the development of a traffic circulation system that will enhance personal mobility, travel choices and transit access and service throughout the Secondary Plan Area;

(vi) encourage cyclist and pedestrian activity through the provision of wide curb lanes or other types of special shoulder lanes or dedicated bike paths on all arterial and parkway roads as required and feasible; and,

(vii) provide for adequate and safe rail facilities and the grade separation of railway mainlines from urban roads where feasible.

6.2 ROAD NETWORK

6.2.1 The overall road network for the Downtown Brampton Secondary Plan is shown on Schedule SP7(b). Collector roads considered to be essential for the development objectives of this plan are identified schematically on Schedule SP7(b). Where large size blocks are contemplated for development, access between properties at strategic locations to facilitate a local road network shall be considered at the development approvals stage. As a condition of development approval, landowners shall enter into agreements which among other matters shall determine ultimate access and shared parking arrangements.

6.2.2 Appropriate road widenings necessary to achieve the right-of-way requirement shall be conveyed to the local road authority having jurisdiction as a condition of development approval. Additional right-of-way dedications may be required at main intersections for the construction of turning lanes, bus bays, utilities and corner parkettes in accordance with the policies of the Official Plan. Wellington Street West between George Street and Elliot Street, Fleming Avenue and Mill Street North and Mill Street South shall remain as two lane collector roads. Notwithstanding the collector road classification, the established character of the street including landscaped front yards, boulevards, and mature trees warrant preservation. Minor improvements may occur on the above-noted collector roads, provided that the spirit and intent of maintaining the established character, is upheld. Any adjustment to the existing pavement width as part of road improvements will determined as part of the appropriate Environmental Assessment process, which includes a mandatory public meeting with local area residents.

6.2.3 The road facilities shown on Schedule SP7(b) are intended to function in accordance with the guidelines and classifications outlined in Part I, Section 4.3.2 of the Official Plan.

6.2.4 Ultimate redevelopment of the Secondary Plan Area may require the following major additions, improvements and extensions to the road network, which are subject to the appropriate conservation authority policies, technical guidelines and ecological considerations, and the policies of Section 6.2.5 of this Plan:

(i) two additional lanes of east/west street capacity between the Downtown Brampton Secondary Plan and the area east of the Etobicoke Creek will be required. This may be accommodated by the extension of Wellington Street eastward to Centre Street;

(ii) further to the west, Wellington Street shall be extended to Elliot Street, then along Royce Avenue to connect to McLaughlin Road;

(iii) two additional lanes of east/west street capacity between Main Street in the area east of the Etobicoke Creek to Kennedy Road may be required. This may be accommodated by widening Church Street from two to four lanes;

(iv) the extension of Dennison Avenue to complete the roadway between Haggert Avenue and Mill Street North;

(v) the northerly extension of McMurchy Avenue through a grade separation at the CNR tracks connecting to Pleasantview

Avenue;

(vi) the extension of Ken Whillans Drive south from its intersection with Nelson Street, with a possible connection to Maple Avenue;

(vii) a grade separation is required at the intersection of Mill Street North and Railroad Street. This will be accommodated by a Mill Street North underpass across the CN rail tracks with Railroad Street remaining at grade; and,

(viii) a jog elimination at the Mill Street South and Queen Street West intersection.

6.2.5 Various transportation facilities and new road links proposed and designated in this Plan may be subject to the Environmental Assessment Act and accordingly, they shall be regarded as subject to the necessary Environmental Assessment approvals.

6.2.6 The land acquired as a condition of development approval for road widenings and new road links shall be included in the calculation of permissible gross floor area.

Complete Streets

6.2.7 The general approach for the design of streets within Downtown Brampton Secondary Plan shall be to establish complete streets whereby the shared use of Major and Minor Arterials and Collector Roads by transit, active transportation modes, pedestrians and automobiles shall be promoted. The broader function of streets as a primary element of the City's public realm, a place for interaction of citizens and for accommodating all modes of travel shall be recognized and appropriately addressed in the development and implementation of street design standards and approval of public works.

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To implement this intent, improvements to Major and Minor Arterials and Collector Roads that have the effect of improving the pedestrian environment will be encouraged and every effort will be made to address the needs and/or accommodate all modes of travel within the municipal right-of-way. Alternative design standards shall be implemented to provide for the development of an attractive, safe and comfortable street environment for non-private vehicular modes. These may include, among others:

- Use of reduced design speeds, street design standards and other measures to calm traffic and reduce conflicts between active transportation modes and vehicles;

- Design of intersections and corner curb radii to minimize width of crossings;
- Provision of street network with appropriately spaced intersections with aim to enhance pedestrian and active transportation mobility; and,
- Provision of appropriate streetscape elements in locations that help provide a sense of separation between vehicles and pedestrians and provide for comfortable pedestrian spaces.

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i) Along Main Street North between Church Street and Vodden Street generally no more than 60% of the ultimate right-of-way shall be dedicated to the exclusive use of motor vehicles. The balance of the right-of-way shall be utilized for the pedestrian/boulevard zone with associated landscaping and to accommodate active transportation modes (bicycle path/lane). Exceptions may include the provision of bus bays for rapid transit and accommodation of turning lanes at intersections, however, a comfortable pedestrian environment in terms of quality and width shall be maintained in all locations. Where additional road facilities are required, all efforts to secure additional right-of-way to accommodate a suitable pedestrian area and maintain the 60/40 ratio shall be pursued.

6.3 PUBLIC TRANSIT

6.3.1 The Public Transit Network for the Downtown Brampton Secondary Plan is shown on Schedule SP7(b). This transit network includes: High Occupancy Vehicle (HOV) Lanes located within the Queen Street and Main Street right-of-way; Brampton Transit service operating along Queen Street and Main Street, the Downtown Brampton Transit Terminal and the Brampton GO Transit Station.

6.3.2 The transit network elements delineated on Schedule SP7(b) are intended to develop and function in accordance with the transportation policies of Part I, Section 4.3.4 of the Official Plan.

6.3.3 The City shall attempt to promote increased transit usage in the Downtown Brampton Secondary Plan from the current modal split of 16% to the ultimate target of 29% by encouraging a decrease in the number of private automobile movements through “The Four Corners” and reducing current parking standards in relevant zoning by-laws.

6.3.4 The City shall actively support the provision of two-way, all day service on the GO Transit line from Toronto to Georgetown with the intent of improving inter-regional transit accessibility.

6.3.5 Ultimate redevelopment within the Secondary Plan Area is formulated on the basis of the following improvements to the public transit system:

(i) the development of downtown transit service along Queen Street and Main Street as an important, integrated component of a region-wide transit network. Reserve transit lanes or High Occupancy Vehicle Lanes when warranted will be accommodated within the existing right-of-way; and,

(ii) the introduction of priority Transit Lanes on Highway Number 10 and 410, connecting Downtown Brampton to Mississauga City Centre and Pearson International Airport.

6.4 TRAFFIC AND ACCESS MANAGEMENT

6.4.1 The policies of this chapter are intended to enhance transit service and the overall traffic carrying capacity within the Downtown Brampton Secondary Plan by encouraging strategies to reduce the number of driveway accesses to Queen Street. Such access reduction strategies include, but are not limited to:

(i) alternate site access from adjacent streets and rear lot service roads;

(ii) shared site access for several adjacent sites; and,

(iii) reduced access by connecting the parking lots of adjacent properties.

6.4.2 The City may, in conjunction with the redevelopment of specific sites, request that existing driveway accesses to Queen Street are relocated to adjacent roads. One foot reserves and appropriate zoning restrictions will be implemented to recognize this policy.

6.4.3 No new driveway site accesses to Queen Street shall be permitted in the Downtown Brampton Secondary Plan, with the following exceptions:

(i) in conjunction with redevelopment, access to Queen Street may be permitted through the provision of a shared driveway access with adjacent properties;

(ii) a temporary access to Queen Street may be allowed for new developments when the provision of alternate access from adjacent streets is not feasible at the time of development; and,

(iii) new developments which do not generate significant traffic during peak periods may, with the support of a traffic study,

be granted a new access to Queen Street.

6.5 TRANSPORTATION MONITORING AND STAGING

6.5.1 The City shall attempt to match development with the capacity of existing and planned infrastructure. Therefore, the City shall develop and implement a formal program to monitor the impact of cumulative growth of new development within the Secondary Planning Area on the level of service of the transportation system, to the satisfaction of and in collaboration with the appropriate road authorities.

6.5.2 The Monitoring Program may include periodic reviews by Council (at intervals not exceeding three years) of the existing, approved and proposed development, and the level of service and capacity of the transportation system. Based on the findings of the monitoring review, the road and transit improvements of Section 6.2.4 and Section 6.3.5 of this Plan may be required as a condition of development approval.

6.5.3 When, through the Monitoring Program or for other reasons, it is identified that the existing transportation system is nearing capacity, or the level of service is inadequate, Council may advance the construction of transportation improvements or may implement a comprehensive, detailed development staging and transportation improvement program, setting out development limits, timing and targets, and/or implement other reasonable and appropriate mechanisms addressing the situation. Such measures shall be to the satisfaction of the appropriate road authorities.

6.5.4 Any program of improvement under this section will consist of the following:

(i) Council may require contribution toward and/or completion of infrastructure improvements to the transportation system as a condition of site plan approval; and,

(ii) when development priorities are established and incorporated into comprehensive phasing plans in accordance with this subsection, developers may be required to enter into phasing agreements satisfactory to the City as needed to guarantee that rates of development will not outpace the provisions of services, particularly those that are beyond the direct control of the City.

6.5.5 Notwithstanding the above referenced Monitoring Program and Staging Strategy, approval of a development may be subject to a transportation impact study, to address site related traffic and transportation issues. Such

a study shall be prepared in accordance with the City of Brampton and the Region of Peel Guidelines for Preparing Traffic Impact Studies, and shall be satisfactory to the appropriate road authorities. Due to unique road and traffic conditions, studies beyond the scope of a conventional traffic impact study may be necessary. Furthermore, specific improvements to the transportation and road system may be required as a condition of development approval of individual sites.

6.6 PARKING

6.6.1 The City shall encourage flexible and less stringent parking standards to facilitate commercial, residential and mixed-use development/ redevelopment within the Secondary Plan Area. This flexible approach is based on the current supply of parking spaces, the existence of non-auto facilities for bus, rail, bicycle and pedestrian travel, and the proposed improvements to these facilities as detailed in this Plan.

6.6.2 Council may from time-to-time exempt commercial, residential and mixed-use developments within the Downtown Brampton Secondary Plan from the on-site parking requirements of the appropriate zoning by-law and/or may enact a comprehensive zoning by-law to establish reduced parking standards across the Downtown Brampton Secondary Plan.

6.6.3 For commercial and mixed-use developments, the parking supply resulting from applying the parking standards of the appropriate zoning by-law may be reduced through the provision of shared or swing parking. These provisions shall be calculated on a site-specific basis and shall be regulated through the appropriate zoning by-law.

6.6.4 Lands may be used on a temporary basis for parking, prior to redevelopment, in accordance with the use and density provisions of this Plan. The design of temporary parking areas shall be in accordance with the urban form policies referenced in Section 8.0 of this Plan.

6.6.5 Parking for business uses in the Mixed-Use designation may be provided in locations within 250 metres of the subject site provided that the City is supplied with adequate evidence that legal agreements and leases are in effect and registered on title for such parking arrangements.

6.6.6 The City may establish cash-in-lieu payments from development projects which cannot economically provide on-site parking as a means of providing financial support to transit and public parking facilities.

6.7 BICYCLE LANES AND TRAIL SYSTEM LINKAGES

6.7.1 The City shall encourage the incorporation of bicycle lanes into the Queen Street right-of-way to serve as an at-grade trail system link where appropriate.

6.7.2 The City shall encourage the provision of connections from the trail system to the bicycle lanes through parks or open space corridors, and/or along quiet residential streets with the intent of providing pleasant environments and to minimize conflicts with vehicular traffic.

6.8 RAILWAYS

6.8.1 All proposed development within 300 metres of a railway right-of-way may be required to undertake noise studies, to the satisfaction of the in consultation with the appropriate railway, and shall undertake appropriate measures to mitigate any adverse noise that has been identified.

6.8.2 In order to mitigate the negative visual impact of elevated railway embankments in the Downtown Commercial area, the City shall continue to co-operate with the Canadian National Railway lines in a programme of beautification of these embankments.

6.8.3 On Schedule SP7(a), a future grade separation has been identified for the intersection of the Canadian National Railway right-of-way at Mill Street North and the future extension of McMurchy Avenue North. The effects of these future improvements shall be taken into account by the City when considering any future development on abutting lands. The lands required for grade separation purposes shall be taken as a condition of development approval.

6.8.4 The City shall encourage the appropriate rail authority to ensure that a safe level of service is maintained at all rail crossings within the secondary plan area and that existing facilities are upgraded or new facilities identified and developed once vehicular and pedestrian movements warrant their improvement or development.

6.8.5 All proposed development within 75 metres of a railway right-of-way may be required to undertake vibration studies, to the satisfaction of the City in consultation with the appropriate railway, and shall undertake appropriate measures to mitigate any adverse noise that has been identified.

6.8.6 All proposed development adjacent to railways shall ensure that appropriate safety measures such as setbacks, berms and security fencing are provided, to the satisfaction of the City in consultation with the appropriate railway authority.

7.0 WATER AND SANITARY SERVICING

7.1 The Downtown Brampton Secondary Plan is served by two existing major sanitary trunk sewers: the Etobicoke Creek West Branch and the Fletcher's Creek. New development within the Downtown Brampton Secondary Plan shall be subject to the capacity of existing piped municipal sanitary sewers and any necessary capacity reinforcements.

7.2 New development within the Downtown Brampton Secondary Plan shall be subject to the capacity of existing municipal water supply and any necessary capacity reinforcements.

8.0 URBAN FORM

8.1 PREAMBLE

The general intent of this chapter is to utilize, manage and conserve resources in a pro-active way to achieve an attractive built and natural environment in the Downtown Brampton Secondary Plan. The Urban Form policies in this section include Character Principles, District Design Guidelines and Special Streetscape Improvements.

8.2 CHARACTER PRINCIPLES

8.2.1 The Character Principles are intended to convey the specific district character concept for the Downtown Brampton Secondary Plan, and to recommend policies that respond to specific elements with appropriate reinforcement or adjustment as necessary.

8.2.2 All physical development and redevelopment activity in the Downtown Brampton Secondary Plan shall be consistent with the Urban Design Policies of the Official Plan to ensure a high quality physical and natural environment.

8.2.3 In this Secondary Plan Area, the City shall promote development which reinforces the district character principles of: pedestrian orientation, human scale massing, mixed-use projects, heritage conservation, urban forest protection and enhancement, transit accessibility and the ceremonial functions associated with City Hall.

8.2.4 The primary node in the Downtown Secondary Plan will be "The Four Corners." This primary node will provide opportunities for enhanced pedestrian and visual amenities within the Secondary Plan Area and the enhancement of the numerous existing landmark buildings and the

landscapes within the district.

8.2.5 The two primary visual corridors in the Downtown Secondary Plan are Queen Street and Main Street. These corridors will provide the primary visual orientation for the Secondary Plan and the focus for the enhanced pedestrian and visual amenities.

8.2.6 The areas proposed to be significant to the City as a whole by virtue of their unique and special architectural or landscape character, and civic landmark role for the entire City are Main Street South and The Four Corners. The special opportunities of these areas shall be further explored in the District Design Guidelines referenced in this Plan.

8.2.7 Sites which are considered to be significant entry/exit points within the Secondary Plan will be identified in Appendix B to this Plan. The treatment of these gateway areas is to be further explored, including the development of policies for their enhancement, in the District Design Guidelines referenced in this Plan as Appendix B.

8.2.8 Sites identified as suitable for landmarks within the Secondary Plan Area are to be defined in the District Design Guidelines referenced in this Plan as Appendix B.

8.2.9 Sites identified for the purpose of encouraging public use and enjoyment of natural features are to be further explored, including the development of policies for their enhancement in the District Design Guidelines referenced in this Plan as Appendix B.

8.2.10 Significant visual compositions which enhance or punctuate the overall physical character of the Secondary Plan Area are to be further explored, including the development of policies for their enhancement, in the District Design Guidelines referenced in this Plan as Appendix B.

8.2.11 Sites appropriate for the placement of public art are to be identified in the District Design Guidelines referenced in this Plan as Appendix B.

8.3 DISTRICT DESIGN GUIDELINES

8.3.1 The District Design Guidelines are intended to serve as an overall guide to the design details and the site specific requirements for common streetscape elements which are necessary to achieve the desired visual character.

8.3.2 The City shall prepare District Design Guidelines for the purpose of recognizing district character and to recommend policies that respond to existing conditions with appropriate reinforcement or adjustment as necessary.

8.3.3 Until such time as the District Design Guidelines are completed and adopted by Council, all development and redevelopment activity shall be consistent with the Interim Design Guidelines which are attached to this Plan as Appendix B.

8.4 SPECIAL STREETSCAPE IMPROVEMENTS

8.4.1 Special streetscape improvements will be designated for specific areas within the Downtown Brampton Secondary Plan in order to achieve the desired visual character as discussed in Appendix B to this Plan.

8.4.2 Streetscape Improvement Areas will be identified and detailed cross-sections prepared with the intent of developing areas which have sufficient right-of-way width to provide opportunities for enhancement of sidewalk areas and the placement of amenities, and which will reinforce the character of the Downtown Brampton Secondary Plan.

8.4.3 Specific components to be considered in any improvement project may include, but shall not be limited to: street lighting, boulevard planting, surface treatment, street furniture, floral displays, flags, banners and fountains.

8.5 HERITAGE RESOURCE MANAGEMENT

8.5.1 Heritage resource management activities within the Downtown Brampton Secondary Plan Area shall be undertaken in accordance with the policies of the Brampton Official Plan and in consultation with the Brampton Heritage Board, which is a Council appointed committee whose mandate is to advise on all matters pertaining to heritage.

8.5.2 For the purposes of this Plan, heritage resources shall include structures, sites, environments and artifacts which are of historical, architectural and/or archaeological value, significance or interest.

8.5.3 Proponents of development/redevelopment are encouraged to retain and conserve buildings of architectural and/or historic merit on their original sites and to promote the integration of these resources into any plans which may be prepared for such development.

8.5.4 When a development proposal may impact a heritage resource, the City may request the preparation of a cultural heritage resource assessment. This assessment should provide information and present recommendations about how to mitigate the development impacts on identified heritage resources, and will be prepared to the satisfaction of the City, the Brampton

Heritage Board and other appropriate authorities having jurisdiction.

8.5.5 The areas identified in Appendix C to this Plan, namely Area "A" (Wellington/Chapel), Area "B" (Church/Alexander), Area "C" (Isabella/Rosedale) and Area "D" (Main Street South), are considered by the City as areas worthy of study to examine the feasibility of Heritage District Designation pursuant to Part V of the Ontario Heritage Act. Until such time as a decision on district designation is complete, the following factors shall be considered by the City as appropriate in reviewing development applications in these areas:

(i) the placement and relationship of buildings;

(ii) the scale and character of the building groups;

(iii) vegetation such as mature trees and other natural features of heritage and/or scenic value; and,

(iv) vistas, views and the streetscape.

8.5.6 If and when it is determined that a Heritage District Designation is appropriate for one or more portions of the subject areas, appropriate amendments to this Plan to incorporate appropriate heritage designations and policies will be proposed for Council consideration.

8.5.7 The City shall consider the relocation and dismantling of all or part of a heritage resource only as a last resort when its protection cannot be achieved by other means.

8.6 COMMUNITY IMPROVEMENT AREA

8.6.1 As an incentive to attract private investment, the Brampton Central Area is designated as Community Improvement Area under Section 28 of the Planning Act. The location of the Community Improvement Area is attached hereto as Appendix D to this Plan. The creation of a Community Improvement Area is intended to provide landowners and businesses the opportunity to improve the competitive position of the Brampton Central Area relative to "greenfield locations" in attracting new retail, service commercial and employment uses and to support private efforts to maintain and rehabilitate existing buildings and structures that is consistent with the urban form policies of the Queen Street Corridor Secondary Plan.

8.6.2 Once Council has endorsed the Central Area as a Community Improvement Project Area, a Community Improvement Plan shall be prepared that indicates the various incentives the municipality may provide. In carrying out the Community Improvement Plan, the municipality may:

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(i) Provide guidelines for the expenditure of public funds in the form of grants or loans for community improvement activities including clearance, development or redevelopment;

(ii) Support efforts and provide guidance for the rehabilitation and redevelopment of existing buildings and structures;

(iii) Upgrade the existing level of municipal services for the purpose of stimulating private investment;

(iv) Acquire, hold, clear, grade or prepare land for community improvement;

(v) Construct, repair, rehabilitate or improve buildings on municipal land in the community improvement project area in conformity with the community improvement plan and sell, lease or dispose of such buildings;

(vi) Sell, lease or dispose of municipal land in the community improvement project area for use in conformity with the community improvement plan;

(vii) Provide grants, loans or tax assistance to owners, tenants and their assignees of lands and buildings within the community improvement project area to pay for the cost of rehabilitating lands and buildings in accordance with Section 28(7) of the Planning Act and Section 365.1 of the Municipal Act, 2001; and,

(viii) Reduce or waive fees for development applications, which could include grants to offset the City's Development Charge.

8.6.3 The policies of this section will be implemented by one or more of the following methods:

(i) the designation of the whole or any part of the Community Improvement Areas delineated on Appendix C as Community Improvement Project Areas for the purpose of the preparation and implementation of Community Improvement Plans pursuant to Section 28 of the Planning Act;

(ii) agreements with government authority or agency for the

preparation of studies, plans and programs for the development or improvement of a Community Improvement Project Area;

(viii) discussions and negotiations with owners of properties which are substandard with respect to maintenance and if such discussions and negotiations are unsuccessful, enforcement of the Maintenance and Occupancy By-Law; and,

(iv) encouragement of private initiatives that meet the objectives of a Community Improvement Plan, including infill and redevelopment projects.

8.6.4 When Council is satisfied that the Community Improvement Plan has been carried out, Council may by by-law, dissolve the Community Improvement Area.

9.0 IMPLEMENTATION & INTERPRETATION

9.1 The provisions of Section 5.0 of the Brampton Official Plan shall apply to the implementation and interpretation of this Chapter.

9.2 The various terms used in the policies of this Secondary Plan shall be interpreted in accordance with the definitions in the Official Plan, or in accordance with the supplementary definitions in this chapter, or if they are not specifically defined in either, in accordance with conventional planning or general usage.

9.3 Notwithstanding the policies of section 5.1.2, properties designated Central Area Mixed-Use on Schedule SP7(a) may be developed in the interim for a range of lower order commercial uses, subject to the judicious use of landscaping, the controlled use of signs, and the prohibition of outside storage of equipment or materials associated with the proposed use.

9.4 DEVELOPMENT PERMIT SYSTEM AREAS

The City may establish Development Permit System Areas within all or part of the Downtown Brampton Secondary Plan pursuant to Section 70.2 of the Planning Act.

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The overall intent of establishing Development Permit System Areas is to provide for a more flexible and simplified review procedures where possible, and establish a comprehensive planning policy and urban design framework for the future development and redevelopment or protection of lands and districts within the Downtown Brampton Secondary Plan.

9.4.1 Basis

The City may as it deems appropriate establish Development Permit System Areas within the Downtown Brampton Secondary Plan Area, to achieve desired City objectives with respect to protection of areas or to facilitate their comprehensive revitalization and development. The following policies shall guide the application, processing and governance of the development permit system areas, in conjunction with any of the other related policies of the Official Plan and those set out under the applicable sections for a given Development Permit System Area as shown on Schedule SP7(A).

9.4.2 When a Development Permit is Required

In an area identified as a Development Permit System Area, where a Development Permit By-law is in force, a development permit is required when it is proposed to:

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a) Construct, erect or place one or more buildings or structures;
b) Increase the size of an existing building or structure;
c) Establish a parking lot or add additional parking spaces;
d) Establish driveways or modify driveways for motor vehicle access;
e) Alter the grade of the land and/or place or dump fill on the land; and,
f) undertake a proposal that meets any additional criteria as may be set out in the policies and by-law for a specific Development Permit System Area.

The Development Permit By-law shall set out specific requirements in relation to when a development permit is required. The placement of a portable classroom on a school site of a district school board is exempt from the requirement for a development permit if the school was in existence on January 1, 2007.

9.4.3 Range of Permitted Uses within Development Permit System Area

9.4.3.1 The range of permitted uses within a Development Permit System Area may be set out within Official Plan policies for the given area, or within the Development Permit By-law.

9.4.4 Conditions of Development
a) Types of Conditions
As a condition of approving a Development Permit, the City may require an applicant to:

i) enter into a Development Agreement, dealing with such

matters as the location of buildings, parking and landscaping and any other matter that would be included as a condition pursuant to this Section;

ii) post securities, which have the effect of ensuring that any required improvements are made;

iii) provide sustainable design elements, which include trees, shrubs, hedges, plantings and other ground cover, permeable paving materials, street furniture, curbed ramps, waste and recycling containers and bicycle parking facilities within the public realm at no charge to the City of Brampton;

iv) carry out landscaping enhancements in accordance with an approved landscaping plan;

v) carry out drainage improvements to the satisfaction of the City and the Conservation Authority;

vi) provide cash-in-lieu of parkland, if required by a By-law passed pursuant to Section 42 of the Planning Act;

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vii) use building materials and colours in accordance with the policies and requirements and guidelines set out for the Development Permit System Area;

viii) satisfy a condition related to site alteration, including but not limited to, the alteration or restoration of the grade of land and the placing or dumping of fill on the lands;

ix) require the dedication of land towards the identified ultimate public right-of-way for any abutting street;

x) protect, maintain and enhance existing trees and other vegetation on the lands;

xi) satisfy a matter related to the removal or restoration of vegetation;

xii) provide for the monitoring of the use of lands, provided the monitoring was necessary for the protection of public health and safety and/or the protection of the natural environment;

xiii) provide facilities that are intended to provide access to buildings and other components of a land use for persons with disabilities;

xiv) provide easements for the purposes of allowing for shared parking or access to other lots in the specified area as may be required by the City;

xv) provide services and matters in exchange for a specified height or density of development as further outlined in the policies for the specific Development Permit System Area;

xvi) With respect to land described in paragraph 3, 3.1 or 3.2 of subsection 34 (1) of the Planning Act, satisfy a condition that is related to matters that would otherwise be prohibited under those paragraphs;

xvii) improve, enhance, restore or provide items which are not explicitly identified in this sub section, but which are conditions that are provided for pursuant to Sections 34, 40, 41 or 42 of the Planning Act; and,

xviii) provide any applicable financial contribution as required by City policies and procedures, provided the contribution is supported by statute.

b) Timing of Fulfilment of Conditions

Any of the conditions identified in Section 9.4.2(a) or under the policies related to a specific Development Permit System Area may require their fulfilment prior to the issuance of a Development Permit. An implementing Development Permit By-law shall set out options for timing of conditions and any conditions imposed shall indicate when they are to be satisfied.

c) Restrictions on Conditions

Any condition shall be clear, precise and quantifiable and shall not deal with interior design, the layout of interior areas and the manner of construction and the constructions standards themselves. In addition, any condition imposed shall be of a type that is permitted by this Plan and which is reasonable for and related to the appropriate use of the land. Such a condition shall also not conflict with Federal and Provincial Statutes and Regulations.

9.4.5 Variances to Development Permit Standards

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a) The implementing Development Permit By-law contains a list of permitted and prohibited uses and minimum and maximum standards, within which all development is expected to comply. The applicable Development Permit by-law may set out which standards may be varied and those for which sufficient flexibility is built into the provision or should not be varied to meet certain requirements and are considered fixed standards.

b) Variations from development standards that exceed the permitted range of variance or for which a variance is not permitted require an amendment to the Development Permit By-law. Any such change shall be in considered in a comprehensive manner within the context of the overall policy framework for the applicable Development Permit System area.

c) Variations to a standard may be considered in the context of a Development Permit application, provided it can be demonstrated that the variation is appropriate for the development of the lot and generally satisfies the intent of the Official Plan and the variance meets the other specific requirements set out in the Development Permit System By-law.

d) The City may establish process requirements with respect to the consideration and review of variances to provisions in a Development Permit By-law, within the policies for the specific Development Permit System Area and the specific Development Permit By-law.

9.4.6 Density and/or Height Increases

a) Notwithstanding maximum densities or heights that may be set out

in the policies for a Development Permit System Area and related By-law, the maximum permitted height and/or density may be exceeded in site specific areas set out in the detailed policies for a particular Development Permit System Area, in exchange for contributions towards a public facility, service or matters.

b) These public benefits include, but are not limited to:
   i) the provision of parking for use by the public;
   ii) the provision of transit infrastructure above standard City requirements in relation to a development permit application;
   iii) the provision public art or contribution to a City art program;
   iv) the dedication of lands to a public authority for active park purposes beyond standard City requirements for dedications or provision of cash-in-lieu.
   v) preservation and integration of any identified heritage resources beyond standard City requirements.
   vi) Provision of off-site community improvements to the streetscape, parks and open space and other elements of the public realm

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c) Increases in height shall not create adverse negative impacts including wind and shadow and the proposal shall be compatible with the character and scale of the surrounding neighbourhood.

d) Notwithstanding Section 5.12.8 of Part 1 of the Official Plan, and in accordance with regulations set out under Section 70.2 of the Planning Act, in areas subject to a Development Permit System, the general provisions or site specific Development Permit By-law shall:
   i) specifically set out a proportional relationship between the quantity or monetary value of the facilities, services and matters that may be required and the density and/or height of development that may be allowed; and,
   ii) identify the area in which a density and/or height increase in exchange for the provision of specified facilities, services and matters may be considered and imposed as a condition of issuance of a Development Permit, prior to any exchange of height and/or density for provision of facilities, services and/or other matters may be considered or undertaken.

e) The provision of specified facilities, services and matters in exchange for a specified height and/or density of development shall be set out as a condition in the agreement to a Development Permit approval.

f) Consideration for density and/or height increases shall be subject to the policies under Section 5.12 of the Official Plan, as applicable."

APPENDIX A

BRAMPTON CENTRAL AREA

MIXED-USE DENSITY LIMITS

APPENDIX B

INTERIM DESIGN GUIDELINES

AND

SPECIAL STREETSCAPE IMPROVEMENTS

1.0 INTERIM DESIGN GUIDELINES

1.1 Preamble

The following interim guidelines are intended to provide guidance on physical form to all future development in the Secondary Plan Area until Council has adopted the District Design Guidelines referred in Section 8.2 of this Plan. These interim guidelines are organized in five topic areas as follows:

i) spatial organization;
ii) building massing;
iii) design in the public realm;
iv) site access; and,
v) other environmental considerations.

1.2 Spatial Organization

1.2.1 Every development shall be considered for its spatial relationship to the immediate neighbourhood. Building forms and the spaces between them shall be considered as visual compositions as viewed sequentially along the street rather than as individual developments.

1.3 Building Massing

1.3.1 The primary elements of building massing are height and setbacks. Subject to the formulation of the District Design Guidelines, these characteristics will be determined on a site specific basis through the application of land use densities, parking standards and setback specifications.

1.3.2 To promote human-scale development, the height of the building wall facing the street will be limited to three stories and the higher floors will be stepped back a minimum of 6 metres (20 feet). Setback provisions that ensure human-scale development and adequate sunlight penetration shall be considered where the proposed development is adjacent to existing residential development areas.

1.3.3 Front yard setbacks are established for different areas of the Downtown Brampton Secondary Plan as follows:

i) in the area known as “The Four Corners”, extending north from Wellington Street to Church Street, and west from the CNR underpass to Elizabeth Street, front yard setbacks are pre-determined by existing built form at 0 metres from the right-of-way. New development shall, where appropriate, complement the historic setback pattern, with building fronts setback a maximum of 4 metres from the right-of-way; and,

ii) in the area of Main Street North (from Church Street to Vodden Street), Main Street South (from Wellington Street to the southern limit of the Secondary Plan Area), Queen Street East and Queen Street West, front yard setbacks shall be a minimum of 4 metres and a maximum of 5 metres.

1.3.4 For new development which proposes a colonnade, the City shall consider relief to the front yard and side yard setback requirements[1].

1.3.5 For a distance of 30 metres from the street corner, the side yards abutting a street right-of-way shall have the same setback as the front yard setbacks referenced in Section 1.3.3 of this Appendix.

1.3.6 Notwithstanding any of the foregoing setback parameters, new development in the Secondary Plan Area shall complement the existing setbacks of any heritage features to be retained on-site.

1.4 Design in the Public Realm

1.4.1 The City shall encourage creative detailing of building facades, taking into account the visual context of the neighbourhood. Special consideration shall be given to the arrangement of entrances and windows for optimum exposure to the street and other surrounding public open spaces. Special effects through the use of colour, texture, mouldings, murals and faux painting are also encouraged where appropriate.

1.4.2 The City shall encourage the provision of safe, attractive pedestrian environments which promote walking as a primary means of access within the district. On commercial frontages such pedestrian amenities shall include ample space for sidewalk merchandising, displays, seating, planters, snow storage, bicycle racks.

1.4.3 The roofs of buildings 5 storeys or less shall be considered as surfaces requiring design effort and attention, as they form a prominent part of the landscape as seen from higher buildings. Roof equipment and appurtenances shall be organized and neatly laid out. Rooftops may not be used for storage. On roofs of structured parking lots, rooftop recreation or garden provision is encouraged.

1.4.4 The use of overhead shelter through such means as colonnades, canopies, skylights or awnings shall be encouraged for the protection of pedestrian areas against adverse weather conditions. Where the sidewalk space is also used for commercial display purposes, the method of weather protection shall be deep enough to allow pedestrians to pass these displays and still remain under cover.

1.4.5 All new developments shall incorporate the principles of C.P.T.E.D. (Crime

[1] A colonnade is defined as a covered open area supported by columns primarily associated with buildings along streets.

Prevention through Environmental Design) for the purpose of reducing the fear and incidences of crime within the Secondary Plan by increasing opportunities for surveillance of accessible spaces.

1.4.6 The City shall encourage signage which adds to the diversity and colour of the street while presenting an unobtrusive, positive image and identification for the tenants. The City shall also encourage attention to the placement of signs in relation to other streetscape components, such as trees, to ensure that signage remains reasonably visible from the street over the long term. Consistent identification of individual addresses, clearly visible from the street shall also be encouraged. The City may prescribe uniform signage for this purpose.

1.4.7 Subject to the adoption of a decorative street light design and appropriate new lighting grid for the district, each new development shall incorporate special lighting to encourage night-time pedestrian activities.

1.4.8 The City shall encourage the appropriate use of a variety of surface treatments such as brick pavers, concrete, grass and other vegetative ground covers.

1.4.9 The City shall encourage the retention of large trees along streets and the provision of additional trees to promote the objective of continuous urban forest where practicable. If it is necessary to remove an existing large tree from within the street right-of-way, it shall be replaced by other specimen quality trees of an appropriate size and in a suitable location elsewhere within the right-of-way, as determined by the City.

1.4.10 The City shall encourage the provision of street furniture in the district including benches, planters, lighting, trash containers and bicycle stands.

1.4.11 The City shall encourage the use of floral displays as a seasonal streetscape improvement element in the Downtown Brampton Secondary Plan.

1.4.12 The City shall encourage the use of special streetscape improvement features in the Secondary Plan Area including, but not limited to: flags, banners and water features.

1.5 Site Access

1.5.1 Site design shall take into account efficient vehicular circulation, including internal site movement, access and the relationship to the overall transportation network for the Secondary Plan Area.

1.5.2 Site design shall take into account the efficient provision of transit facilities including bus bays, transit stops, shelters and other weather protection features, and the relationship to the overall transportation network for the Secondary Plan Area.

1.5.3 Site design shall take into account the efficient movement of emergency and service vehicles.

1.5.4 The City shall encourage the use of planting screens in surface parking areas. Surface parking lots shall be bordered by a landscaped strip 3 metres in width along the street. Surface parking lots containing over 50 spaces shall be subdivided into small parking courts through the provision of a 1.5 metre wide landscaped area.

1.5.5 The City shall encourage the provision of structured parking either below or above grade in the Residential designations which permit densities above 20 units per acre, and in the Central Area Mixed-Use and Primary Office Node designations.

1.5.6 On sites where loading areas are visible from main streets or residential areas, screening shall be provided to block public view.

1.5.7 The City shall discourage the proliferation of private roads in new development within the Downtown Brampton Secondary Plan. If private roads are built as part of a large development, they shall not have entry gates. Public sidewalks and vehicular access shall continue along the road as if it were a public street.

1.6 Other Environmental Considerations

1.6.1 All development in the Secondary Plan Area shall be consistent with the noise attenuation, drainage, air quality, energy conservation and environmental management policies of the Brampton Official Plan.

2.0 SPECIAL STREETSCAPE IMPROVEMENTS

2.1 The locations, treatments and implementation strategies for the Special Streetscape Improvements identified in Section 8.4 of the Plan are to be formulated by the City in cooperation with the affected property owners. The timing of these improvements will be determined by Council depending upon the current level of interest from property owners in the particular area and the availability of funding and staff resources to coordinate the work. Specific improvement projects, when approved by Council will be added to Appendix B without an amendment to this Plan.

APPENDIX C

PROSPECTIVE HERITAGE CONSERVATION DISTRICT STUDY AREAS

APPENDIX D

COMMUNITY IMPROVEMENT AREA