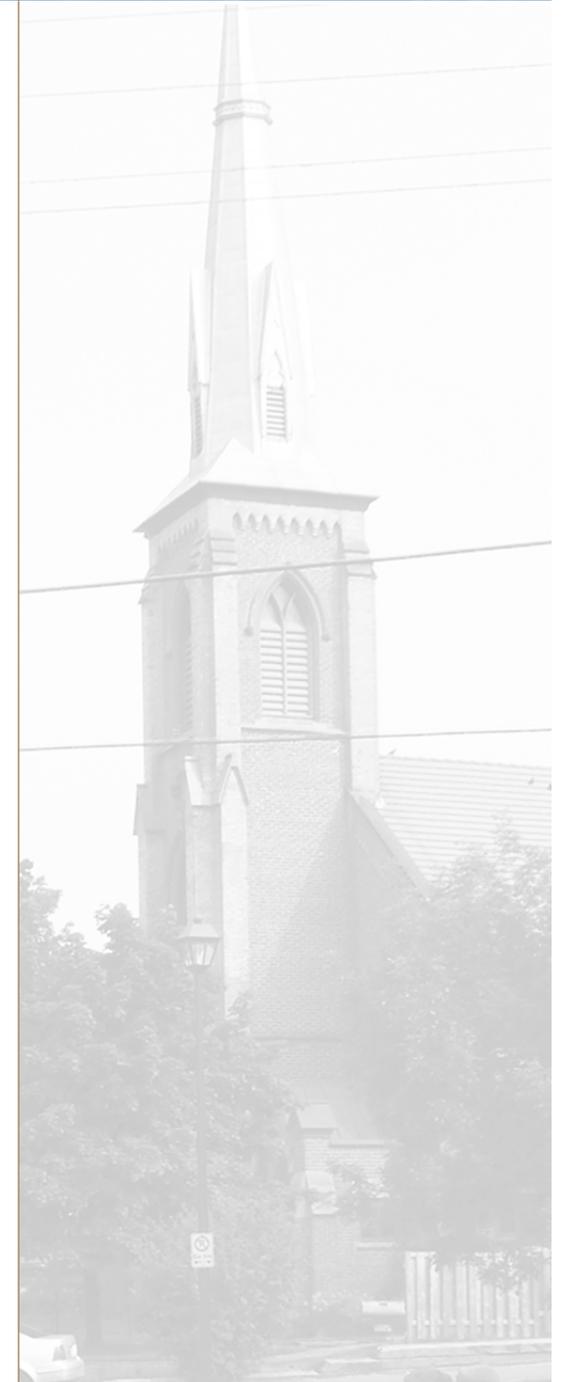


Part 3.0 VISION AND POLICIES

- 3.1 Context
- 3.2 Vision
- 3.3 Goals and Objective
- 3.4 Character Sub-Areas
- 3.5 Development Policies



Part 3.0: Vision and Policies

3.1 Context

3.1.1. Image and Character

Main Street North, in the 19th and early 20th century, was defined by narrow, rural roadways, narrow sidewalks, mature and uniformly planted street trees. This area is an important extension to the Brampton Downtown core. This heritage character generally remains intact with its groupings of detached, one and two-storey single family homes. The buildings are situated on square or rectangular lots. They have relatively uniform front and side yard setbacks.

Archival images document the general characteristics of the street in the late 19th century and early 20th century. Initially the houses were situated along a narrow, unpaved rural road with no curbs and gutters and essentially no boulevards.

The front yards of each house had lawns and uniformly planted rows of deciduous trees. After the introduction of telegraph poles and street lighting, curbs and gutters were introduced and very narrow grassed boulevards were also established.

Front yard setbacks are generally uniform, resulting in long, uninterrupted views up and down the streetscape. The front yard setback and relatively narrow side yard setbacks are key components that dictate building siting. They also help maintain the pattern of the streetscape.

3.1.2. Architectural Style

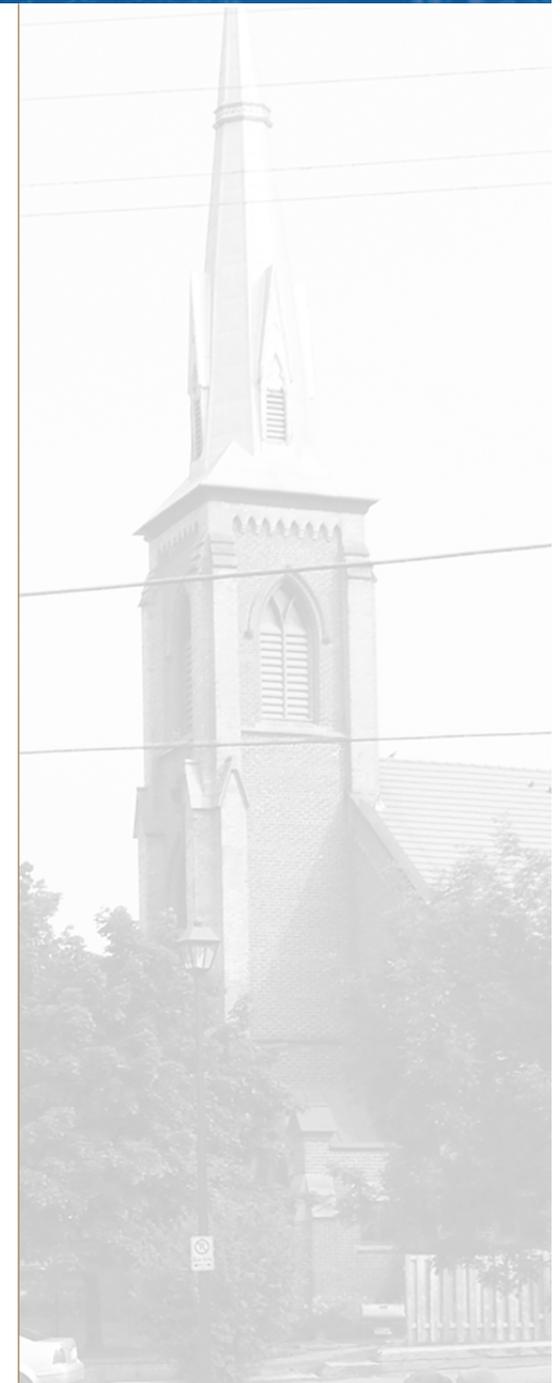
The buildings exhibit a variety of architectural styles and influences, suggesting a relatively lengthy pace of development along this corridor. The predominance of later Edwardian buildings suggests a peak of development at the end of the 19th century and into the early 20th century. An important Queen Anne Revival landmark house and a rare Octagon style house can be found along this corridor. Representative examples of Georgian, vernacular Gothic Revival, Italianate and Edwardian Classicism are also present.

Some buildings appear to have been constructed by the same builder. Many homes had prominent front verandahs or porches and those that remain are important character defining elements on the street.

Many homes exhibit considerable landmark status and prominence. Others buildings are more modest in scale and form yet remain significant heritage buildings. Most of the heritage buildings exhibit a considerable degree of craftsmanship with vintage details and finishes still intact on many of the buildings.



Figure 3-1: Characteristics of the Historical Streetscape circa 1910



3.1.3. Streetscape

Historically, the streetscape was distinguished by a tree canopy established around the turn of the last century with plantings along the inside edges of the sidewalks. Despite some losses, mature shade trees remain an important component of the streetscape character. This important character-defining element must be maintained and enhanced. Backyard tree plantings are also important, as are hedges along many side yards.

Originally all houses had front lawns. In recent years this all important feature has been diminished with the introduction of front yard parking pads and wide, hard paved driveways. Many of these historical streetscape qualities remain, with obvious areas where the streetscape rhythm has been broken.

3.1.4. History

Main Street North was originally a residential neighbourhood, similar to many others that evolved across Ontario throughout the mid-19th century. In more recent times, the street has begun to transform into a retail/commercial district.

Key historical events that helped establish the Main Street North neighbourhood were the arrival of the railway in the mid 1850s, and the establishment of Brampton as the County seat in 1867. The street developed as Brampton began to grow and industrialize. A relatively affluent mix of working and middle class families began to emerge and houses were built to suit their needs. A mix of large, grand homes and more modest dwellings were built along the street over a 60-year period.

The close proximity of the Dale flower nurseries also had an influence on the development of Main Street North as a residential district. The Dale Estate was located at the corner of Main and Vodden Streets. A



Figure 3-2: Characteristics of Current Main Street North Streetscape Where Many Historical Streetscape Qualities Remain

group of homes were built in this area to accommodate Dale family members and employees. Some of these homes survive, and now stand as the only tangible evidence of the once massive Dale nursery complex.

Impacts of new commercial developments are obvious in the two comparative images - one from 1910 circa and a more recent image. Visual clutter with concrete hydro poles, wires and pylon signs tends to diminish the heritage character of the streetscape.

The McKillop house at Main Street North was demolished in the 1980s to make way for future redevelopment. The parcel of land remained vacant for several years. Eventually an apartment building was approved on the site. An additional heritage property at 167 Main Street North was also demolished just prior to approval of this development.

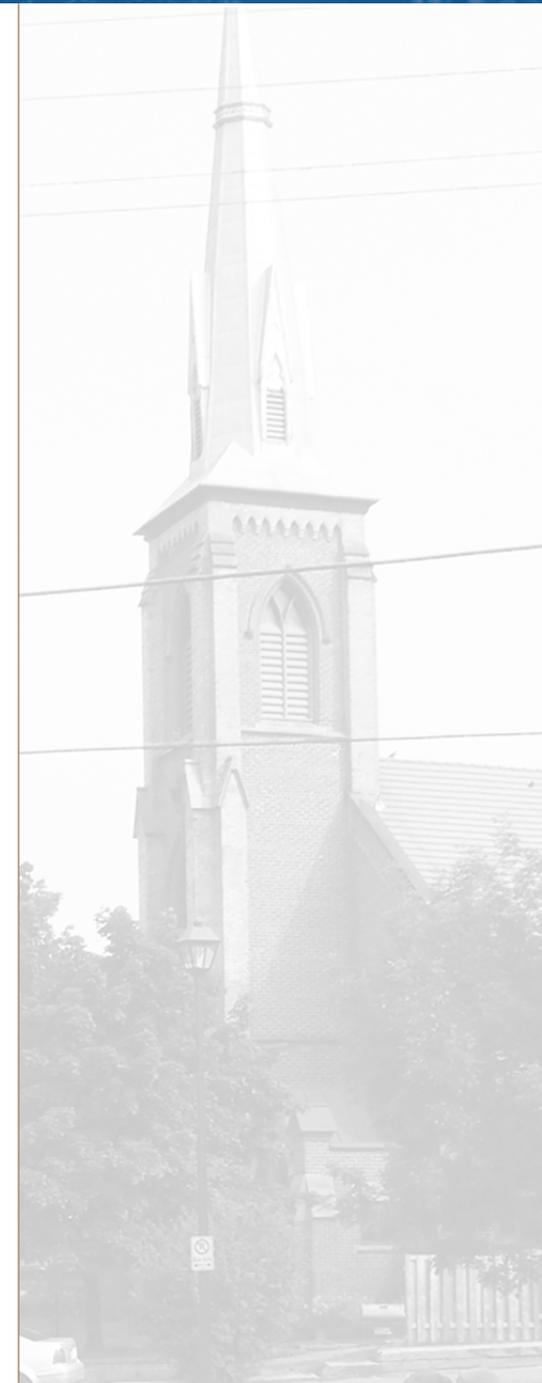
Commercial plazas, gas bar and larger apartment towers are evidence of more recent changes to the area.



Figure 3-4: McKillop House, Demolished in the 1980s



Figure 3-3: Gas Bar and Larger Apartment are Evidence of More Recent Changes to Main Street North





3.2 Vision

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 historic built character of Main Street North, which is representative of the City's strong history and proud heritage. Thus, the policies intend to balance these two objectives. The purpose of the Main Street North Development Permit System is to stimulate development and redevelopment at the northern gateway to Downtown Brampton and streamline the planning approvals process.

In terms of character, the predominant built form in the DPS area is residential 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 metres. The remaining area on each lot is typically utilized for driveway access to the rear for parking purposes (whether residential or commercial) and landscaping. 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 are promoted.

There are several sub-areas along Main Street North with different characteristics that create a need for specific policies. Several areas within the DPS Area have differences in character than the predominant Main Street North historic commercial area. This creates the need for area-specific policies. The different character subareas are identified on Schedule 1. 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. Therefore, the policy framework identifies these as gateway areas and encourages the development of more intensive commercial and residential uses at



Figure 3-5: Main Street North Vision 2005

both the north and south ends of the Main Street North DPS Area.

North of the southern gateway, medium density development is permitted to serve as a transition between the gateway and the historic commercial area. There is also a transition area at the northerly gateway on the west side of Main Street. Areas that do not front on Main Street have been recognized as historic residential areas, which are intended to retain their prevailing historical residential character, uses and lot and development pattern.

3.3 Goals and Objectives

a. Goal:

To protect and enhance the character of the Main Street North Special Policy Area 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.

b. Strategic Objectives:

- i. To encourage the sensitive intensification and use of the lands within the Main Street

North Special Policy Area and its transformation into a mixed use district;

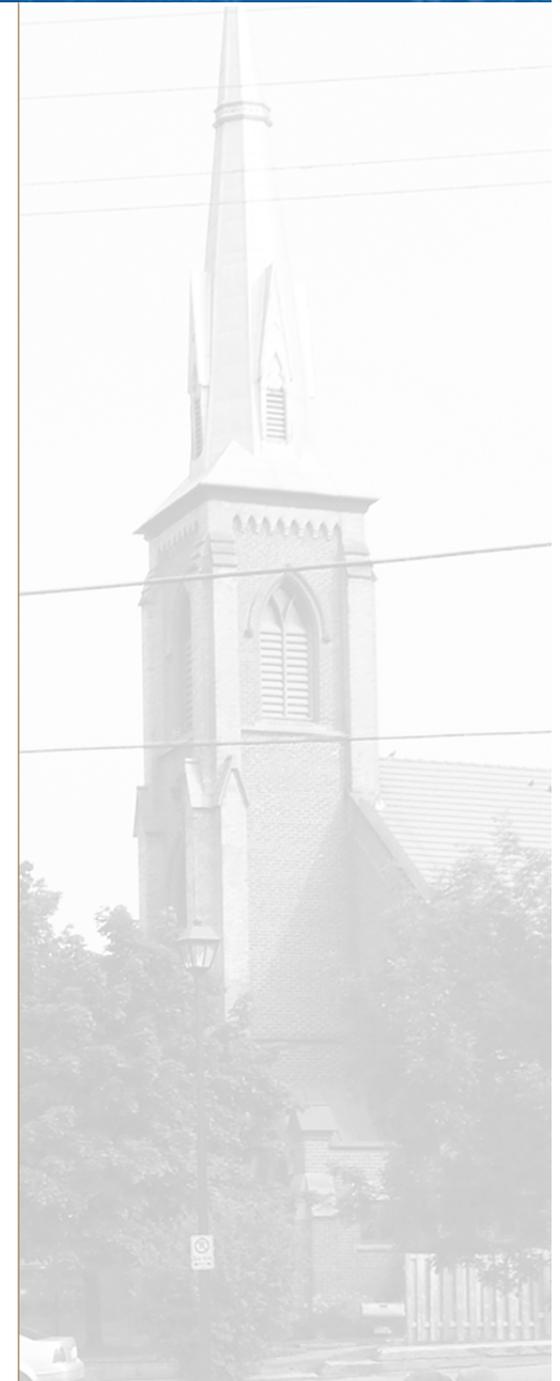
- ii. To ensure that all new development has a positive contribution on urban life in the City;
- iii. To ensure that the character and stability of existing and well-established residential neighbourhoods in the vicinity of the Main Street North Special Policy Area is maintained and enhanced;
- iv. To ensure that development and redevelopment is compatible, in terms of built form, with the character of adjacent buildings and neighbourhoods and the scale and density of existing development;
- v. To ensure that the built form rhythm of Main Street North of detached dwellings or converted dwellings is maintained wherever possible;
- vi. To encourage a high quality of site and building design for all forms of development and redevelopment;
- vii. To exercise appropriate municipal development control to achieve a consistently high standard of site, building, landscape and streetscape design;



Figure 3-6: Main Street North Vision 2005 - Streetscape



Figure 3-7: Main Street North Vision 2005 - Streetscape





- viii. To foster a sense of civic identity and pride through a high standard of urban design in all future developments;
- ix. To encourage the retention of built heritage resources to provide continuity between the past and the present and to help maintain the prevailing character of Main Street North;
- x. To ensure that additions to built heritage resources are undertaken in a manner that is consistent and compatible with the character, massing, materials, colours, detailing and scale of the existing building and with the recognized standards and guidelines for the conservation of heritage resources;
- xi. To encourage and promote development that combines commercial, residential and other land uses to facilitate the more efficient use of urban land and the establishment of a human scale and active pedestrian environment;
- xii. To continually make improvements to the public realm to enhance the character and attractiveness of the area; and,
- xiii. To encourage reinvestment and revitalization by streamlining the development approval processes, utilizing a Development Permit System to govern the review and approval of development proposals.

3.4 Character Sub-Areas

The Main Street North Development Permit System Area is divided into four character sub-areas based on their historical development pattern. Schedule 1 identifies these character sub-areas. The following sections describe each of the Character Sub-Areas and provide policies related to permitted uses, nature of development and specific development requirements. These policies provide the basis for the provisions in the Regulations and provide the policy basis for the review of development applications and development permits.

3.4.1. Main Street North Historic Mixed-Use Sub-Areas

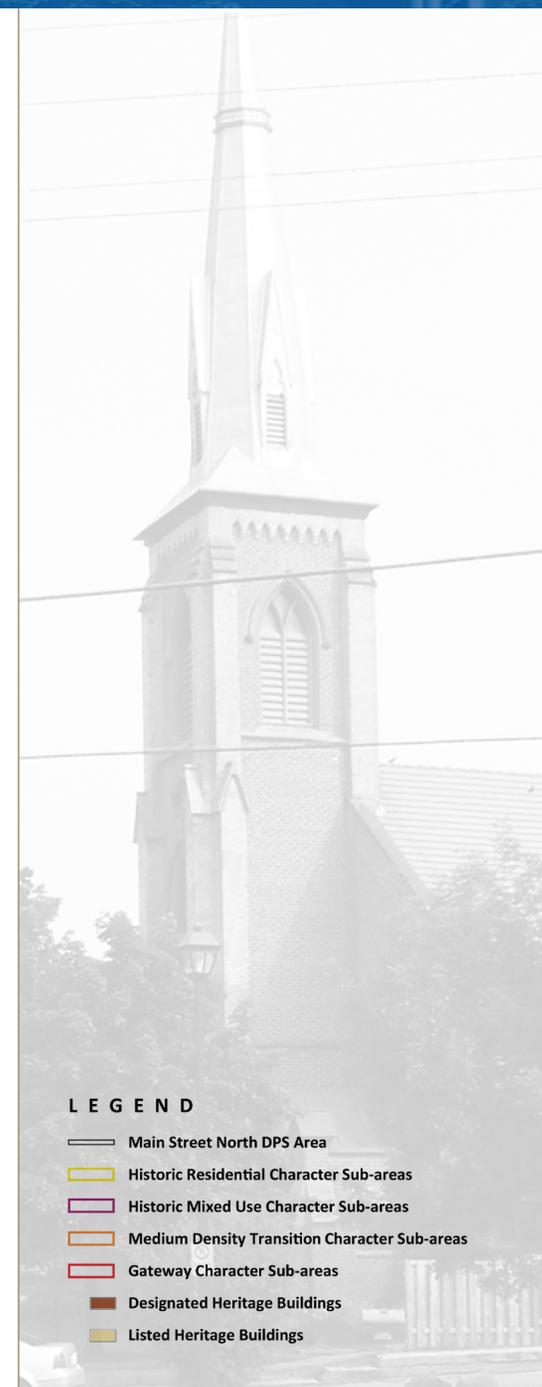
This Character Sub-area has a rich concentration of heritage residential buildings between 1 and 2.5 storeys in height, which have relatively uniform front and side yard setbacks. Many buildings in this area exhibit considerable landmark status and prominence. Others are more modest in scale and form, yet remain significant heritage buildings. Many traditional homes had prominent front verandahs or porches and those that remain are important character defining elements on the streets.

The intent for the Main Street North Historic Mixed-use area is to provide for development and redevelopment that is compatible in terms of character and architectural style with the existing built form of the area.

- a. A mix of uses is encouraged and a range of commercial, residential, institutional, cultural uses is permitted in this Character Sub-area. To encourage activity in the area, providing for a mix of uses on property or site is encouraged, although buildings can be single-use in nature. The range of



Figure 3-8: Main Street North Character Sub-Areas, N.T.S.



LEGEND

-  Main Street North DPS Area
-  Historic Residential Character Sub-areas
-  Historic Mixed Use Character Sub-areas
-  Medium Density Transition Character Sub-areas
-  Gateway Character Sub-areas
-  Designated Heritage Buildings
-  Listed Heritage Buildings



commercial activity includes such uses as office, retail and service commercial that can be suitably accommodated in historic converted dwellings. Multiple-unit residential such as apartments are permitted as part of a mixed-use development or as single uses in a converted dwelling. Existing single detached residential uses are recognized and may continue as a use in the area. Highway commercial type uses are not permitted, nor are auto-related facilities such as drive-through facilities in conjunction with other commercial uses. Open Space opportunities such as parkettes and/or urban plazas may be accommodated in the Main Street North Historic Mixed-Use area.

b. Development proposals that would create a continuous streetwall along Main Street North shall

be discouraged. The general pattern of distinct individual buildings separated by landscaping is to be maintained.

c. The treatment of the front façade facing Main Street and the use and design of the lands between the façade and the Main Street right-of-way is a key element in the character of the area. In this regard, building additions that would reduce the setback of the building from Main Street North with the exception of appropriate front porches, are not permitted, unless they provide a transition between differing setbacks of two adjacent existing buildings.

d. Where land assembly occurs, the existing relationship between the built form and the street



Figure 3-9: Historic Mixed-Use Sub-Areas, N.T.S.

frontage is to be generally maintained. Assembly of land that would facilitate a development with a continuous street wall for a building along the Main Street North frontage is discouraged. Linking buildings will be considered if the design and location of linkages does not impact on the pattern of built form along Main Street North.

- e. Lot severances and land fragmentation are generally discouraged.
- f. In order to encourage the retention of existing mature trees in the rear yards of lots fronting on Main Street North and to provide for an appropriate buffer between parking areas and adjacent residential uses, the extent of a parking area in the rear yard will be limited by the requirements of this by-law.
- g. The By-law will only establish minimum on-site parking requirements for residential uses, restaurants, medical clinics and offices, day care, religious institutions and any accommodation facility where overnight stays are proposed. For other uses, parking will be established on a discretionary basis recognizing the lower parking demand of small-scale uses and the availability of on-street parking.
- h. Development should occur in the form of small scale additions or intensification and the adaptive reuse of existing buildings with suitable uses.

3.4.2. Main Street North Gateway Sub-Areas

The areas identified as Gateway Areas are intended to develop as gateways to Main Street North and be the location for higher-density, street-related mixed-use development. The southerly gateway is an extension of the characteristic urban form found in the historic commercial core found to the south, while the gateway site at Vodden Street and Main

Street will act as a general gateway to the historic Downtown and Central Area as a whole. These sites shall exhibit an urban character with buildings situated close to the street, containing commercial uses at grade and mixed uses above.

- a. A mix of uses is encouraged and a range of commercial, residential, institutional, entertainment and cultural uses is permitted in this Character Sub-area. The range of commercial activity may include such uses as office, retail and service commercial. Live-work type uses are permitted. Any new development shall only be in the form of a mixed use building consisting generally of commercial uses at grade and other uses above grade level. To encourage activity in the area, providing for a mix of uses on property or site is encouraged, although buildings can be single-use in nature. The range of commercial activity may include such uses as office, retail and service commercial. At-grade street-related commercial uses will be required in conjunction with new development. Residential development shall take the form of multiple unit type development such as an apartment. Existing single detached residential uses are recognized and may continue as

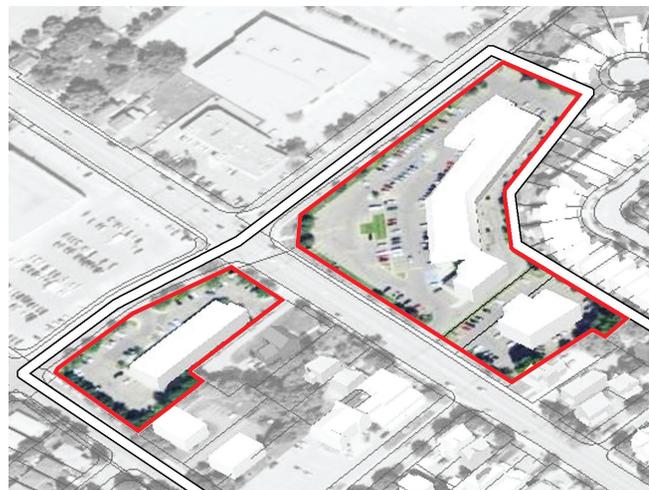
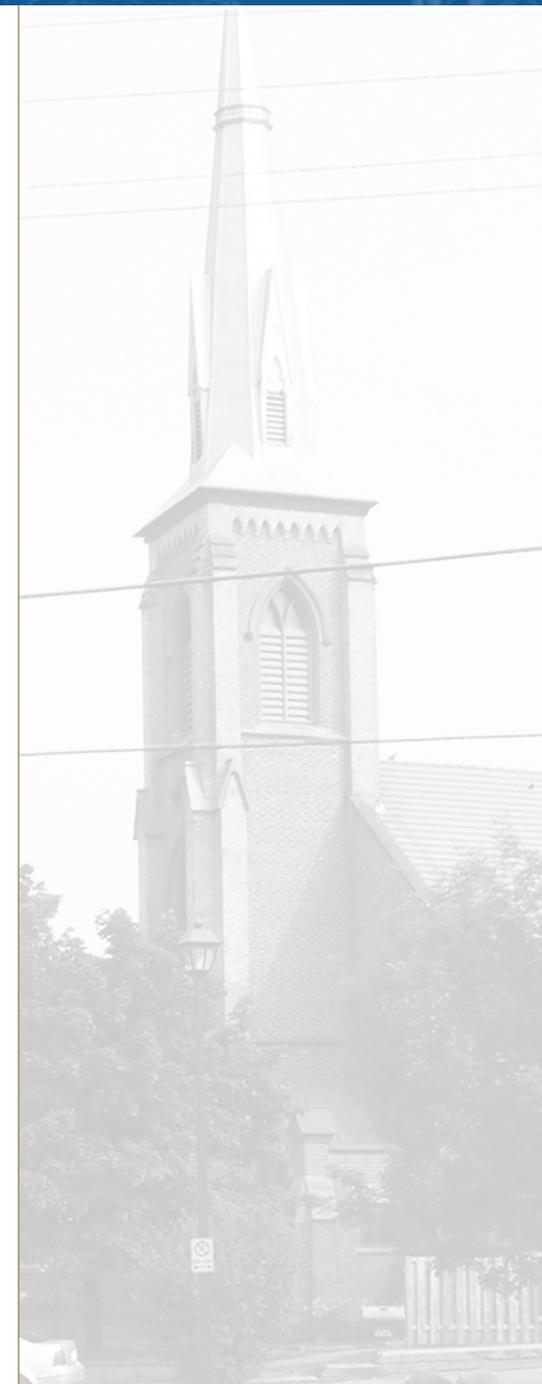


Figure 3-10: Gateway Sub-Areas, N.T.S.





a use in the area, although new low density residential development is not permitted. Highway commercial type uses are not permitted, nor are auto-related facilities such as drive-through facilities in conjunction with other commercial uses. Urban Plazas are to be provided in conjunction with new development at the Main Street and Vodden Street intersection, as semi-public space through increased building setbacks at the corner. Other open space opportunities such as parkettes and/or urban plazas may be accommodated in the Main Street North Gateway areas.

- b. The Development Permit Regulations shall establish minimum and maximum height requirements for within the Gateway area. Controls for height, massing and commercial uses will be established to ensure that an appropriate transition to neighbouring low-rise areas and important buildings is maintained. Standards for parking, building design, provisions of sustainable streetscape elements, among others shall also be established, to ensure a high-quality urban environment, including a comfortable pedestrian realm.
- c. All development shall be appropriately set back from existing residential development located outside of the DPS area. Setbacks along street edges will be established to provide for views into the Main Street North area to landmarks such as Grace United Church and City Hall and respect setbacks to existing historic buildings.
- d. All development within the Gateway Areas shall be supported by a Comprehensive Development Plan prepared to the satisfaction of the City. This plan shall include:
 - i. a detailed overall land use plan, identifying the location of all proposed uses;
 - ii. a detailed phasing plan that describes the sequencing of development and the timing of any infrastructure improvements;
 - iii. a plan showing the location of any future public lands that may be dedicated to the City as part of the approval process;
 - iv. the proposed built-form of the development including type, height and architectural treatments;
 - v. the location of appropriate access points onto the abutting road network;
 - vi. the location of pedestrian, vehicular and service circulation and access and parking areas in the context of an overall parking management strategy; and,
 - vii. urban design guidelines, proposed streetscape components and the location of proposed landscaping.
- e. Building massing, height and form shall have consideration for minimizing wind and shadow impacts.
- f. Within the Gateway Areas, developments shall provide a continuous street wall along Main Street North and Vodden Street. The built form of the development must define and support the adjacent streets and open space.
- g. A variety of Urban Places shall be provided at the corners of the Main Street, Church Street and Vodden intersections. These may be in the forms of Plazas or Squares. The urban places can be public or semi-public. The main role of Urban Places is to contribute to the process of “place making” and to create destinations that promote a culture of walking.
- h. To support the establishment of a gateway to the historic downtown at the southern corners of the Main Street and Vodden Street intersection, and at the Church Street and Main Street intersection, development proposals at these locations will be required to provide a semi-private urban space at the corner, as a condition to the development

of the lands. This shall be established through increased building setbacks to the property line and provision of appropriate amenities.

- i. The amount of land devoted to surface parking in these areas shall be minimized with the majority of the required parking being provided in a structured underground parking garage.

3.4.3. Main Street North Medium Density Transition Sub-Areas

Lands within the Main Street North Medium Density Transition Area are intended to provide a transition between the Historic Mixed-use Areas and more intensive uses permitted in the Gateway Areas.

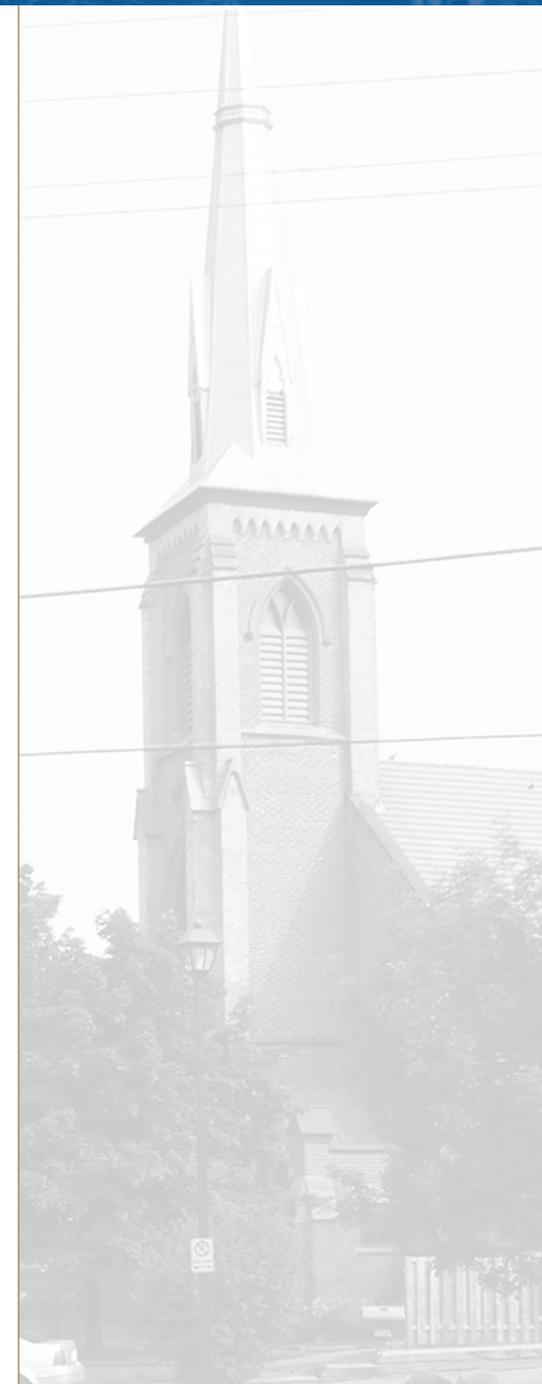
- a. A mix of uses is encouraged and a range of commercial, residential, institutional, cultural uses is permitted in this Character Sub-area. To encourage activity in the area, providing for a mix of uses on property or site is encouraged, although buildings can be single-use in nature. The range

of commercial activity may include such uses as office, retail and service commercial. Multiple-unit residential such as apartments, street townhouse, stacked townhouses, live-work residential are permitted either in conjunction with commercial including at-grade retail, or as a single use. Existing single detached residential uses are recognized and may continue as a use in the area. Highway commercial type uses are not permitted, nor are auto-related facilities such as drive-through facilities in conjunction with other commercial uses. Open Space opportunities such as parkettes and/or urban plazas may be accommodated in the Main Street North Medium Density Transition area.

- b. A greater amount of development intensity and built form can be accommodated in the Medium Density Transition areas in comparison to the Historic Commercial Character Sub-areas. Subject to 3.4.3 c), built form shall generally be in the range of 2-5 storeys. The siting and massing of new buildings shall be appropriate in relationship to neighbouring built form and shall provide a transi-



Figure 3-11: Medium Density Transition Sub-Areas, N.T.S.





tion in scale and massing to the low-rise residential areas and the Historic Mixed-use Character Sub-Area.

- c. Notwithstanding 3.4.3 b), in the Medium Density Transition block generally bounded by Main Street, Market Street, Thomas Street and David Street, a greater intensity of development in relation to the other Medium Density Transition lands will be permitted. Such an increased development type will only be accommodated within a specific set of built form controls and urban design parameters to ensure the development accommodates transitions to adjacent lower density areas and that the development fits into the heritage character of Main Street North.

The overall building mass will consist of a minimum of two distinct buildings with a break along the Main Street and Thomas Street frontages. The southerly building area will have a maximum height of 9 storeys and the northerly building area a maximum height of 7 storeys. The building massing will provide significant stepping to the lower density lands to the north and east are achieved.

The regulations will address such matters as maximum heights, maximum floorplates, setbacks, maximum building wall lengths, angular planes and stepbacks, building massing and articulation. The guidelines will provide further direction with regards to building articulation, use of materials and design elements to ensure the resulting development supports the heritage character of Main Street North.”

Any development proposal for the lands shall retain the heritage building at 219/221 Main Street North. This building may be integrated into the development or planned as a separate property.

- d. Continuous street walls, small-scale mixed use developments, street and stacked townhouses and apartment residential forms may be permitted. Development shall be urban in nature and front the street with main residential and commercial entrances facing the street. Single-storey commercial plazas are not permitted and the regulations shall establish a minimum height for development.



Figure 3-12: Historic Residential Sub-Areas, N.T.S.

- e. The integration of built heritage and mature trees into the development fabric is encouraged.
- f. Land assembly to permit larger development blocks is permitted, subject to the provisions of satisfactory concept plans that demonstrate adherence to the development objectives for Main Street North. Setback provision shall be established to ensure that the rhythm of facades along Main Street North is maintained.
- g. For townhouse dwelling types, garages are not permitted to face a public street to ensure that the historical character of the area is maintained.
- h. A transition to neighbouring low-rise areas and important buildings shall be provided through use of built form controls. The regulations will also regulate commercial uses where the transition area faces neighbouring stable residential areas.

3.4.4. Main Street North Historic Residential Sub-Areas

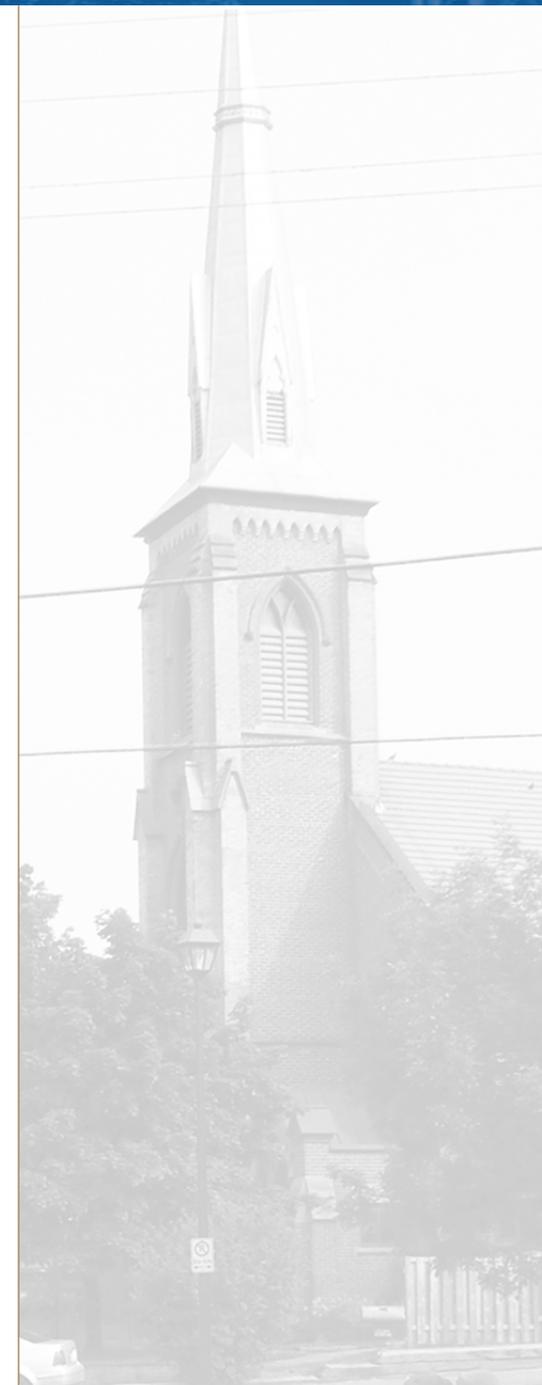
Lands within the Main Street North Historic Residential Area are intended to retain its prevailing historical residential character and use. While some additional uses may be permitted as further set out within this section, these shall be complementary and minimize impacts to the existing residential uses within this area and on adjacent lands.

- a. Complementary uses such as small-scale accommodation facilities, bed and breakfast facilities and ancillary uses may be permitted. In addition to the other relevant policies of this section, a Development Permit application that proposes the conversion of all or part of an existing building to the above-noted uses may be considered provided:
 - i. the residential character of the building is maintained;
 - ii. the scale and type of use does not detract

- from the residential character of the area;
 - iii. the use complements other uses in the DPS area;
 - iv. the use will not cause significant negative traffic impacts;
 - v. appropriate buffering such as setbacks, landscaping and fencing will be provided on-site to ensure the compatibility of the use with adjacent residential uses;
 - vi. the signage will respect the residential character of the area; and,
 - vii. an appropriate combination of on-site and off-site parking is available to service the proposed use, with all on-site parking on the lot being in the interior side and rear yards. Off-site parking shall only be considered if appropriate arrangements satisfactory to the City have been made, and the lands are permitted and designed for parking.
- b. The development criteria shall also include garage control requirements to ensure that the historic built form and area character prevails and that garages remain sub-ordinate to the primary dwelling.

3.5 Development Policies

The following policies are intended to guide decisions on new development or redevelopment in the Main Street North DPS area as well as municipal initiatives, projects and capital works improvements. These policies and the detailed elements as set out in the Design Guidelines in this By-law shall be implemented through the review of Development Permit applications and public works projects.





3.5.1. Streetscape and the Public Realm

Decisions affecting the public realm can have a positive impact on the built form and liveability of Main Street North. Public and private sector developments and initiatives shall contribute to the revitalization of the streetscape and public realm of Main Street North.

- a. Main Street North shall be a Green Street. It shall be a pedestrian-scaled, tree-canopied street catering to people's daily interactions and activities that serves as a link to the downtown core.
- b. Main Street North is planned to continue to function as a Minor Arterial road providing access to and from the Central Area. However, in addition to accommodating motor vehicles, equal emphasis shall be placed on achieving a "complete street", accommodating public transit, bicycles and pedestrians and enhancing the public realm amenities. In this regard, no less than 40% of the municipal right-of-way shall generally be devoted to pedestrian use, for landscaping and for use by non-motorized modes of travel. The width of the area not devoted to motor vehicle use shall generally be 6.0 metres.
- c. The provision of streetscape elements as identified in the Design Guidelines shall be determined by the nature of the Development Permit Application and shall be a condition to the Development Permit approval.
- d. It is the long-term intent of the City to re-establish a mature canopy of trees along Main Street North. In order to achieve this objective, new street trees shall be provided in accordance with the Main Street North Design Guidelines as a condition of a Development Permit approval. The requirement for the provision of street trees shall be determined by the nature of the Development Permit application. Street trees may be located on private property if insufficient space is available

within the public right-of-way.

- e. To establish a sense of place and location in Brampton that is unique to Main Street North, a distinctive public realm along Main Street North shall be created that has the effect of attracting new development and reducing the impact of the motor vehicle on the character of the area. In order to implement this intent, special pavement treatments, unique street furniture and signage, among other elements shall be established along the street. The Guidelines section of this by-law shall outline the various elements to be provided either through municipal projects or as a condition to a Development Permit approval.
- f. On-street parking shall be permitted wherever possible on Main Street North and, where appropriate, on side streets within the DPS area. The amount and location of parking permitted on side streets will be restricted to minimize the impacts of additional traffic on existing residential neighbourhoods.
- g. Patios for restaurants on Main Street North are encouraged in appropriate locations and with consideration for minimizing impacts on adjacent residential uses. Encroachments for such spaces into the municipal right-of-way may be considered provided the scale and extent of the patio area is appropriate for the character of the streetscape, pedestrian movement is not impeded and provision of municipal services is not impacted.

3.5.2. Open Spaces

The Main Street North Character Area is in the vicinity of a range of Public Open Spaces within a comfortable five minutes walking radius. Notable is the close proximity to the Etobicoke trail, which is a major trail system in the City. The Open Space plan for Main Street North shall comprise of a combination of a Green Street and private and public Urban Spaces (see Figure 3-13). Implementation of these

elements will occur by way of public projects and investment or in conjunction with private development.

- a. The City will seek opportunities to provide for public open space opportunities within the Main Street North area through the provision of open space such as urban parkettes. This will be augmented by semi-public urban plazas provided in conjunction with development at gateway areas and improvements to the public realm along Main Street.
- b. Public urban spaces should promote the display of public art and provide high-quality street fur-

nishings, paving materials and finishes.

- c. Other open space typologies shall be considered on a case-by-case basis where applicable.

3.5.3. Building Design and Location

Matters relating to exterior design, including without limitation, the character, scale, appearance and design features of buildings, and their sustainable design, but only to the extent that it is a matter of exterior design may be considered as part of the DPS approval process.



LEGEND

- Four Corners
- Rose Theatre
- GO Station
- Existing Park/Public Space
- Existing Trail
- Brampton Cemetery
- CN Railway
- Gateway Node
- View Corridor to be Protected
- Potential Location for New Parkette
- Pedestrian Connection
- Tree Canopy
- 5-Minute Walking Radius from Four Corners
- 10-Minute Walking Radius from Four Corners
- Future Public Space Opportunities (Public/Semi-public)
- Etobicoke Creek

Figure 3-13: Main Street North Open Space System Concept, N.T.S.



- a. The design of new buildings and additions should achieve a complementary design relationship to existing buildings, while accommodating a diversity of architectural styles, building materials and colours, energy conservation techniques and innovative built forms.
- b. The colour of the building materials shall be compatible with the colours used on the existing building and/or adjacent buildings and in the surrounding area.
- c. The design of all buildings shall have regard to pedestrian safety and direct street access. 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.
- d. Buildings shall be encouraged to present their principal building facades with an appropriate building design and fenestration to the public street. The design of buildings located on corner lots, at major vista termini or on view corridors within a development site shall take into account exposure to multiple street frontages and high public exposure. 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.
- e. For lots fronting onto Main Street North the establishment of private garages or garage doors facing the street is not permitted, with the exception of an entrance to an underground parking garage, or if the garage is located in the rear yard and detached from the primary dwelling. To ensure that the landscape area is the primary element in the front yard, and thus retain the historical character of the area, driveway widths shall be restricted in size. Parking between the building and street is not permitted.
- f. New development and redevelopment shall generally be compatible with adjacent land uses. Factors to consider in this regard include:
 - i. the relationship between the massing and height of existing and proposed buildings;
 - ii. the location of established building lines;
 - iii. the placement of existing and proposed buildings on a lot in relation to the street and lot lines;
 - iv. the lot coverage and floor area ratio of existing and proposed development;
 - v. the nature of the existing and proposed exterior building materials and architectural elements;
 - vi. potential impacts on built heritage resources;
 - vii. the location of driveways and private garages; and,
 - viii. protection of mature trees and provision of landscaping to buffer parking areas, residential uses, the enhance streetscape and achieve a high quality of site design.
- g. In order to maintain a consistent street wall, height restrictions based on desired building typologies are set out in the Development Regulations section of this By-law.
- h. All development proposals requiring a Development Permit may be required to restore or enhance their building façade in order to maintain the architectural character and identity of the DPS area in accordance with the following guidelines:
 - i. original architectural details and features should be maintained and restored where required using recognized standards and guidelines for the conservation of heritage resources;

- ii. where an existing building lacks significant architectural detail or a new building is to be built on a vacant lot, the façade should be representative of or consistent with adjacent and nearby architectural styles and/or with the prevailing heritage built form and details that define Main Street North;
 - iii. building materials that are not in keeping with the architectural character of the DPS area will be discouraged;
 - iv. sign control shall be implemented by way of Urban Design Guidelines and a Sign by-law. Signage should be traditional in design, style, use of lighting and scale, appropriate to the character of the area;
 - v. the façade should incorporate broad window treatments at street level to provide a pedestrian friendly environment.
- i. Use of massing controls such as angular planes is incorporated into this Development Permit By-law to provide for an appropriate transition between the mixed-use areas and existing residential properties.
 - j. Roofscapes shall be an integral part of the design of a building and harmonize with the design of the rest of the building.
 - k. Building entrances shall be located to be visible from the adjoining street(s) and, where possible, directly linked to the sidewalks through appropriately articulated walkways.

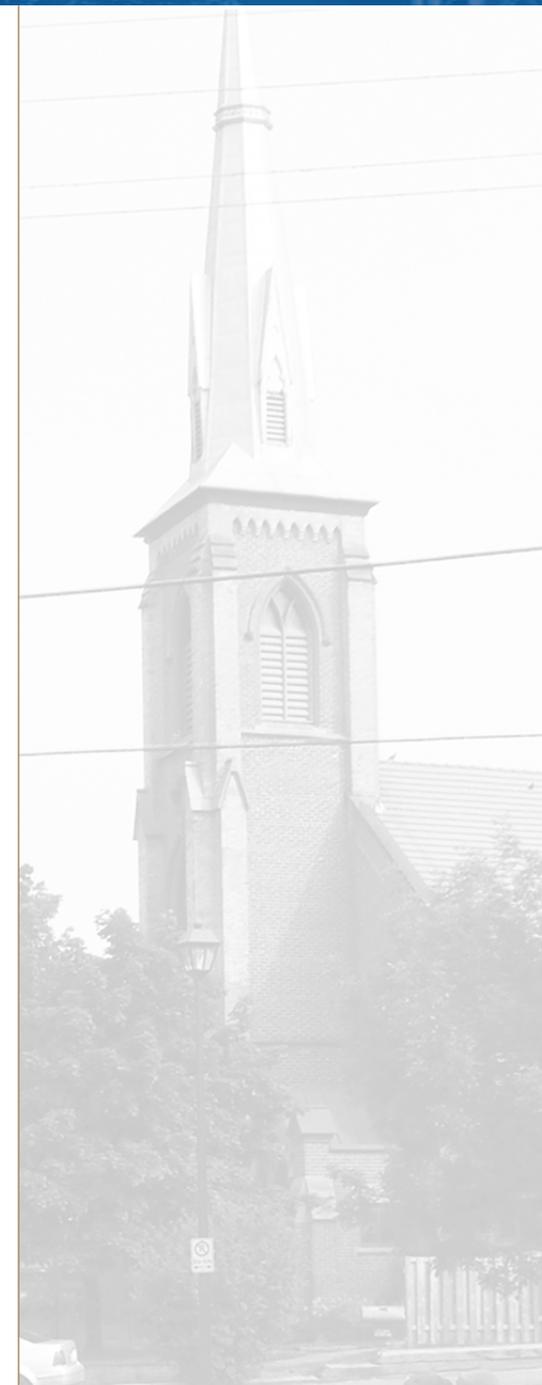
3.5.4. Parking and Access

- a. The consolidation of driveway accesses to rear parking areas along Main Street North is strongly encouraged. In this regard, an Access Management Plan may be prepared by the City to guide decision-making as development and redevelopment is proposed.

- b. While it is expected that on-site parking will be provided for uses, it is the intent of the City to provide opportunities for public parking for non-residential uses within the Main Street North right-of-way, along side streets and in municipal parking lots in the area and to minimize the need for on-site parking.
- c. Use of shared parking facilities and interconnected rear parking areas is encouraged.
- d. Provision of parking between the building and the street for lots fronting onto Main Street North, shall not be permitted. Views of parking areas from the public realm shall be screened through the use of landscaping and decorative fencing.
- e. To ensure compatibility of parking in rear yards with adjacent uses, appropriate screen fencing and landscaping shall be provided along the property line adjacent to the parking area.
- f. To minimize disruption to low-density residential areas, vehicular access to parking areas shall not be provided through lands within the Historic Residential Character Sub-area.

3.5.5. Site Design and Landscaping

- a. Site design incorporates the built form of structures, landscaping, services and the layout of all amenities. 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.
- b. Site design shall address compatibility between differing adjacent land uses in context of density, height and massing through appropriate site layout, building locations, massing, and landscape treatments.
- c. Landscaping is a major contributor to a vibrant





streetscape. Site design shall accommodate an appropriate landscaping/non-landscaping ratio in the front yard to further enhance the pedestrian environment.

- d. 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.
- e. Open porches and patios are permitted between main walls and the street provided the porch and/or porches complement and enhance the character of the existing building.
- f. All landscape materials shall be selected for their aesthetic, ecological, disease-tolerance and maintenance characteristics.
- g. Appropriate landscaping shall be provided on either side of driveway entrances, to highlight entry points into the site.
- h. Landscaping shall be utilized to provide a visually subdivide parking areas.
- i. Significant trees on a development site shall be protected where possible and if they are healthy shall be preserved, maintained and integrated into the landscape design and parking areas.
- j. Any lighting in rear yards shall be designed to minimize impacts on adjacent residential areas or properties.

3.5.6. Signage and Display Areas

- a. All signs shall be in accordance with the Design Guidelines section of this by-law and the City's Sign By-law. They shall be designed as an integral element of the site layout and/or building design and not dominate the overall development character. The height and overall size of the sign shall be to a pedestrian scale and be primarily

in the form of a ground sign. Signs on listed or designated heritage properties pursuant to the Ontario Heritage Act shall be compatible with the architecture and character of the property.

- b. Display areas should be designed to make a positive contribution to the streetscape and the overall site development. Generally, there shall be a limited percentage of site frontage devoted to outside display areas. Architectural and/or landscaping components shall be used as appropriate, to provide well-defined display areas that work in harmony with adjacent buildings and display areas.
- c. All signs must be integrated with their context in terms of size, shape, colour and lighting so that they compliment the character of the building.
- d. Signs should enhance the architectural features of buildings, and not dominate but enhance the building design.
- e. Signs should be scaled and designed to complement and support at-grade pedestrian activities. Signage shall not be a dominant feature of a site.

3.5.7. Site Servicing Principles

- a. All lighting shall be internally oriented so as not to cause glare on adjacent properties or public roads. Outdoor lighting fixtures that reduce energy consumption and direct light away from the night sky shall be encouraged.
- b. Site and building services, utilities and mechanical equipment, shall be located and/or screened from public streets and adjacent residential areas or other sensitive land uses, in order to mitigate their visual and operational impacts.
- c. Waste storage areas should be integrated into the main building on the lot. Waste storage areas external to the main building shall be enclosed and shall not face a public street.

d. Service and loading areas shall be located away from streets so as to minimize disruption or conflicts with adjacent land uses and sidewalks and allow for the appropriate screening of such areas. Loading and service areas should be buffered for noise impacts, particularly when located in the vicinity of sensitive land uses.

3.5.8. Heritage Resources

- a. The retention and adaptive reuse of built heritage resources within the Main Street DPS Area is vital to the preservation of the area and its revitalization. Buildings with architectural, contextual and/or historical value shall be retained in their original locations wherever possible. Demolition shall be avoided. All options for on-site retention of built heritage resources shall be exhausted before considering relocation or other types of mitigation. The primary means to retain built heritage resources is to encourage their on-going maintenance, restoration and adaptive reuse. Building additions shall be undertaken in accordance with the regulations (Part 4) and guidelines (Part 6) in an appropriate manner that is complementary to and maintains the heritage character of the existing built form.
- b. The preparation of a heritage impact assessment and conservation management plan, by a qualified heritage conservation professional, shall be submitted to the satisfaction of the City, prior to approval of redevelopment proposals either involving or on lands adjacent to a built heritage resource if required by the City. Mitigation measures, alternative development approaches and other due diligence considerations shall be re-

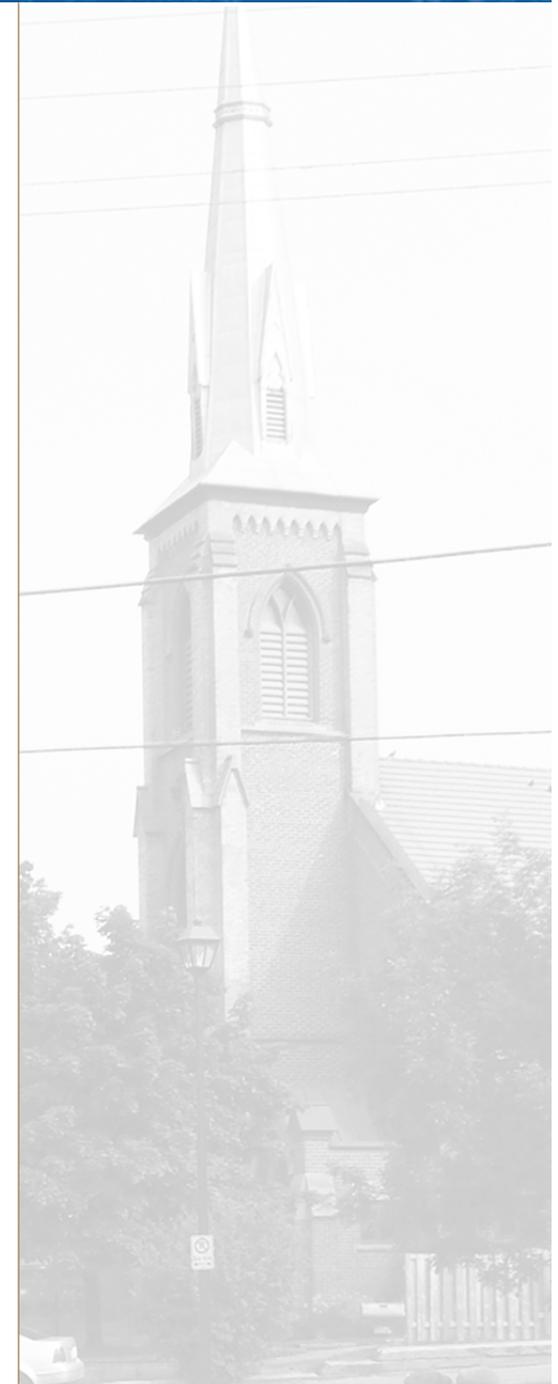


Schedule 1: Main Street North Character Sub-areas

LEGEND: CHARACTER SUB-AREAS

- GATEWAY AREAS
- MEDIUM DENSITY TRANSITION
- HISTORIC MIXED USE
- HISTORIC RESIDENTIAL

DRAWN BY: CJK DATE: JUNE 9, 2010
 FILE: DPS MSN - CHARACTER SUB-AREA





quired as part of the approval conditions to ameliorate any potentially negative impacts.

- c. Property owners shall, at all times, maintain, protect and secure built heritage resources along Main Street North in accordance with the Minimum Maintenance By-law of the City of Brampton, the Ontario Fire Code and other applicable by-laws and regulations.
- d. Council may, by by-law designate a property to be of cultural heritage value or interest, if the property meets prescribed criteria and if the designation is made in accordance with the process as set out under Part IV of the Ontario Heritage Act. Prior to the passage of such a by-law, Council shall be satisfied that the property exhibits:
 - i. Historical Value/Associative Value; and/or
 - ii. Design Value/Physical Value; and/or
 - iii. Contextual Value
- e. The standard heritage permit process shall apply to properties subject to designation under Part IV of the Ontario Heritage Act. Any works likely to result in the loss, damage, alteration or removal of one or more existing heritage attributes shall require a heritage permit before the work can begin. The heritage permit process applies primarily to major exterior renovations, additions, other new construction, along with removals and demolition. Approval of a heritage permit may be undertaken either before or in conjunction with the approval of a development permit.