THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 81-2012

To Adopt Amendment Number OP2006-065'
To the Official Plan of the
City of Brampton

The Council of The Corporation of the City of Brampton, in accordance with the provisions of the Planning Act, R.S.O. 1990, c.P. 13, hereby ENACTS as follows:

1. Amendment Number OP2006-065' to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this by-law.

READ a FIRST, SECOND and THIRD TIME, and PASSED in OPEN COUNCIL, this 28th day of March 2012.

SUSAN FENNELL – MAYOR

PETER FAY – CLERK

Approved as to Content:

Henrik Zbogar, MCIP, RPP
Acting Director, Planning Policy and Growth Management

APPROVED
AS TO FORM
LAW DEPT.
BRAMPTON
DATE 3/6/12

AMENDMENT NUMBER OP2006-065

To the Official Plan of the

City of Brampton Planning Area

AMENDMENT NUMBER OP2006 - 065

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City of Brampton Planning Area

1.0 PURPOSE

The purpose of this amendment is to revise the Fletchers Creek South Secondary Plan (Area 24) to provide detailed policies within this secondary plan to permit mixed-use, transit-oriented development for the subject site as part of implementing the recommendations of the Hurontario/Main Street Corridor Master Plan (October 2010).

The subject site has a total site area of 1.13 hectares (2.8 acres) and is located at the south east corner of Steeles Avenue East and Hurontario Street.

The Official Plan Amendment planning vision is based on:

- Provision of reliable, frequent, comfortable and convenient rapid transit service with easy access throughout the corridor, with effective connections to other links in the inter-regional transit network;
- Creating a complete street, with attractive "places" along the corridor featuring expanded mobility, vibrant economic activity, and livable, mixed-use neighbourhoods, integrated with the transportation infrastructure; and,
- Recognizing and reinforcing the Regional Urban System and the planned urban structure of the City and, accordingly, encouraging mixed-use, compact, intensified transit-oriented development along the Hurontario-Main Street Corridor, tailored to fit the varying and distinct nature of each existing community and sensitive to adjacent, stable neighbourhoods.
- Allowing for some level of interim/phased development for additions, expansions and the alteration of sites as they exist as of the date of the approval of this amendment to provide for market effective and efficient use of lands in the short to medium time frame pending the sufficient funding for higher order transit infrastructure and service in the Hurontario/Main Street Corridor.

2.0 LOCATION

The lands subject to this amendment are located at the southeast corner of Steeles Avenue East and Hurontario Street and are generally described as being Part of the West half of Lot 15 Concession 1 EHS.

The subject lands comprise an area of about 1.13 hectares (2.8 acres) and are specifically identifed on Schedule "B" to this amendment.

3.0 AMENDMENT AND POLICIES RELATIVE THERETO

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

(1) by deleting on Schedule 'A2' RETAIL STRUCTURE thereto, the "Convenience Retail" designation with respect to the subject lands as shown on Schedule "A" to this amendment;

(2) by adding to the list of amendments pertaining to Secondary Plan Area 24: The Fletchers Creek South Secondary Plan as set out in Part II: Secondary Plans, Amendment Number OP2006- 065.

3.2 The document known as the Fletchers Creek South Secondary Plan being Chapter 24 of Part II of the City of Brampton Official Plan, as amended, is hereby further amended:

(1) by changing on Plate Number 43 to the document known as the Consolidated Official Plan as it relates to the Fletchers Creek South Secondary Plan (Area 24) the designation of the subject lands from "Convenience Commercial" to "Hurontario Corridor Mixed-Use" as shown on Schedule "B" to this amendment;

(2) by adding to the legend on Plate Number 43, the designation "Hurontario Corridor Mixed-Use" as shown on Schedule "B" to this amendment;

(3) by deleting Section 6.3.2;

(4) by renumbering Sections 6.0 through 12 as Sections 7.0 through 13 and all of the policies and references within these sections in a precise and consistent manner;

(5) by adding as Section 6.0 the following:

"6.0 HURONTARIO CORRIDOR MIXED-USE

6.1. Overview

The Hurontario-Main Street Master Plan Report has generally identified the Hurontario/Main Street Corridor, including lands within 500 metres on both sides of Hurontario Street, as a preferred location for intensification, consistent with the policies of the Brampton Official Plan.

The Hurontario Corridor Mixed-Use designation and the following policies within this Section that apply to the property located at the southeast corner of Hurontario Street and Steeles Avenue East, recognize the strategic location of the subject lands at the intersection of two major arterials and sets the stage for eventually transforming this section of the Hurontario/Main Street Corridor from the present auto-oriented uses to a mixed-use, compact, intensified transit-oriented development in accordance with the recommendations of the Hurontario/Main Street Corridor Master Plan (October 2010).

Notwithstanding the policies in this Section to intensify development within the lands designated Hurontario Corridor Mixed-Use, the Central Area of the City shall continue to serve as the preferred location for free-standing or mixed-use development including a full range of office, retail and service activities, multiple residential uses, entertainment and cultural uses and governmental, institutional and community facilities.

Over the long term and given the availability of higher order transit service, development and redevelopment proposals within lands designated Hurontario Corridor Mixed-Use will generally follow the planning and urban design strategy provided in Section 7: Planning & Urban Design Strategy, the Brampton Gateway Character Area recommendations provided in Section 8.3 and the Brampton Gateway Proof of Concept Summary provided in Section 9.2, all of the final Hurontario/Main Street Corridor Master Plan (October 2010), attached as Appendix A and on-going Hurontario-Main Street Light Rail Transit Preliminary Design and Transit Project Assessment Process.

6.2. Permitted Uses

i) Lands designated Hurontario Corridor Mixed-Use are intended to accommodate a combination of office, commercial, institutional, cultural and entertainment uses, high density residential uses (including street townhouses integrated into a more comprehensive, higher density mixed use development), live work townhouses and related community facilities and parking structures, developed as a free-standing single use building or as a combination of uses developed and managed as a unit.

ii) A range of housing types that fall within the high density residential category of the Official Plan, including street townhouses integrated into a more comprehensive, higher

density mixed use development and live work townhouses, and a wide range of tenure.

iii) Permitted Uses at Ground Level

Buildings fronting Hurontario Street or Steeles Avenue East are strongly encouraged to provide commercial frontage at ground level facing the street (along with the main doors and windows) but are not limited thereto in the context of developing a mixed use corridor.

iv) The following uses shall not be permitted within lands designated Mixed-Use:

a) Drive-through uses such as drive-through restaurants and drive-through financial institutions either as single uses or in conjunction with the permitted uses; and,

b) Automobile sales, service and repair uses such as gas bars and other similar motor vehicle uses.

6.3. Maximum Density and Building Height

A maximum density of 3.0 FSI and a maximum height of 63.0 metres (20 storeys) are permitted within the subject lands. Proposals to increase density or height beyond the maximum provisions of this section shall require a site-specific rezoning application containing supporting rationale and documentation.

6.4. Minimum Building Height

A minimum building height of three storeys shall be required for all buildings within lands designated Hurontario Corridor Mixed-Use.

All parking structures that front onto a public street shall have a minimum ground floor height of 4 metres to allow for future conversion to a retail use.

6.5. Continuous Building Frontage

In order to provide an attractive and animated pedestrian environment, buildings are encouraged to generally be built at the streetline, and,provide a continuous building frontage of at least 75% along Hurontario Street and Steeles Avenue East, subject to the provisions of the implementing zoning by-law.

As raised platforms beneath multi-storey blocks, podiums may be used to define the street edge and support a pedestrian scale and active public edge.

6.6. Cycling

i) Bicycle parking will be provided within the Hurontario Corridor Mixed-Use designation. In addition, buildings for employment uses are encouraged to provide shower and change facilities.

ii) Bicycle parking areas will be well lit and designed to ensure safety.

iii) Bicycle parking shall not be located directly adjacent to areas of high-pedestrian traffic including in close proximity to street corners, bus loading zones, goods delivery zones, taxi zones, emergency vehicle zones, hotel loading zones, near fire hydrants, near driveways, access lanes or intersections. On-street bicycle parking is encouraged at appropriate locations

6.7. Parking

i) Parking structures or underground parking will be encouraged. Surface parking is discouraged but, if provided, shall only be located behind or beside buildings. There shall be no surface parking between a building and Hurontario Street or at intersections.

ii) Parking structures are discouraged from fronting Hurontario Street and Steeles Avenue East. However, if provided, parking structures shall comply with the policies in this Section with respect to "permitted uses at ground level facing the street", "minimum floor height" and "continuous building frontage".

iii) Shared parking facilities and shared vehicle access points will be encouraged. As a condition of development approval, landowners shall enter into agreements with the City, which among other matters shall determine ultimate access and shared parking arrangements.

iv) Should a development propose to reduce the parking standards of the implementing zoning by-law, planning and

transportation rationale will be required to justify the decrease in parking density.

6.8. Urban Form

6.8.1. Design

The following design policies set out the requirements for the development/redevelopment of both the public realm and the subject lands to create a sustainable, attractive, safe and pedestrian-oriented environment. These policies shall be addressed in conjunction with the design guidelines provided in the Hurontario/Main Street Corridor Master Plan (October 2010).

i) All development/redevelopment within the subject lands shall be in accordance with the Urban Design policies of the Official Plan in order to ensure a superior physical and natural environment.

ii) Principles of sustainable development shall be addressed, including but not limited to providing a mix of uses, transit supportive densities and designs, accessibility, protection of natural and cultural heritage features, and pedestrian orientation. Green Development and Low Impact Development (LID) principles will be encouraged.

iii) Hurontario/Main Street which is designated as a Main Street Primary Corridor in the Brampton Official Plan, shall receive the higher level of design treatment followed by the Primary Corridor designation on Steeles Avenue.

iv) The Etobicoke Creek Valley shall be incorporated, where appropriate, into the design of the subject lands as a visible natural feature that facilitates barrier free accessibility where feasible.

v) Streets and buildings shall be designed and developed to ensure attractive streetscapes, a walkable and human-scale community and to promote social interaction, transit usage and safety.

vi) The design and siting of buildings shall ensure that:

    a) service and parking facilities are integrated into the design of buildings to ensure an attractive public realm;

b) roofs shall be articulated and roof top mechanical equipment will be appropriately integrated into the building massing;

c) accessibility and enjoyment of public streets and other outdoor spaces for pedestrians is encouraged; and,

d) the safety and security of all persons within public places and all service areas is promoted through the design of entrances, walkways, amenity and parking areas, to provide visibility and opportunities for informal surveillance. CPTED principles shall be applied to all public spaces.

6.8.2. Place-Making

i) Development/redevelopment within the subject lands shall meaningfully contribute to the character and quality of the Hurontario Corridor Mixed-Use designation in order to foster community spirit and build civic pride and identity, through design and integration of the built form and public realm as part of a participatory design process.

ii) Intensification within the Hurontario Corridor Mixed-Use designation will facilitate place-making by providing public art and cultural venues and spaces that provide a sense of identity. Multifunctional public spaces including squares and plazas will be created in accordance with the recommendations of the Hurontario/Main Street Corridor Master Plan (October 2010). Together with the parks and the natural heritage system, this will contribute to a cohesive transitional mixture of urban and open space along this part of the Corridor.

iii) Public art will animate civic spaces and reflect the culture and diversity of the local residents and community.

iv) Development/redevelopment of the subject lands shall contribute to the conservation of heritage resources including the Etobicoke Creek Valley which has a special and unique meaning to the different communities living and working along the Hurontario/Main Street Corridor.

6.8.3. Visual Prominence

Gateways shall be recognized through design features along the Hurontario/Main Street Corridor and have distinctive architecture and urban design, such as vertical elements near the intersection, unique lighting, signage and paving. They will incorporate

distinctive landscapes and/or public art, such as unique or enhanced tree planting or freestanding sculptures. However, landscaping or public art shall not create a barrier to pedestrian movement, nor serve to separate active uses from pedestrian areas. At all gateway locations, the sense of entrance, arrival and movement shall be reinforced by the surrounding built form and site planning.

The subject lands are in a strategic and visually prominent location and redevelopment of these lands will have a positive impact on the image and character of the Hurontario/Main Street Corridor.

i) Schedule "2" of the Brampton Official Plan identifies a Gateway at the intersection of Hurontario Street and Steeles Avenue. Development/redevelopment within this Gateway location shall incorporate superior façade treatments and site design and will implement street edge building design.

ii) Design of the subject site will create landmarks, orient pedestrians and strengthen civic pride. In particular, public realm and built form design shall be coordinated at this Gateway location where a significant number of people enter and exit the Hurontario/Main Street Corridor.

iii) The Gateway intersection shall be coordinated within the City's Gateway Beautification Program.

iv) Depending on the availability of funding through City Development Charges, capital infrastructure funding and other sources, development proponents may be required to contribute financially towards gateway features that are to be provided within the Hurontario-Main Street Corridor. The design and financial obligations will be determined through the site plan approval process, as appropriate.

6.8.4. Streets and Streetscapes

i) Streets and streetscapes are strongly encouraged to be designed and landscaped to function as a significant part of the public realm and be oriented to pedestrian use.

ii) Sidewalks will be sized, where feasible, in relation to the amount of anticipated pedestrian traffic and shall provide barrier-free accessibility by being clear of obstructions such as street furniture, posts or street planting. In areas intended to accommodate retail spill-over (e.g. restaurant tables or grocery

stalls), an area must be designed and allocated for this purpose.

iii) Sidewalks located at the intersection of Hurontario Street and Steeles Avenue may be wider than standard to accommodate the higher pedestrian activity associated with major transit stops and intensified development.

iv) Sidewalks are encouraged, where feasible:

- to be wider than standard and hardscaped when fronting commercial uses;
- to link and enhance existing pedestrian paths and trails, while creating new ones wherever possible; and,
- additional Right-of-Way (ROW) may be required for dedication as part of interim and future planning and development application process to accommodate components of the Street and Streetscape in consideration of higher order transit along the corridor.

v) Hurontarion/Main Street shall be planned for an enhanced level of bicycle priority, as continuous as possible along the corridor.

6.8.5. Bonusing

Height and density bonusing in accordance with Section 37 of the *Planning Act* may be granted to developers for providing public benefits such as public space and art, structured and below grade parking, or transit facilities provided that the overall benefit exceeds the costs associated with permitting taller or larger buildings.

6.9. Phased Development

Where lands are proposed to be developed in multiple phases, the applicant shall be required to submit a Master Site Plan prior to the approval of the development application to demonstrate how the ultimate density and overall objectives for the site can be achieved in accordance with the recommendations of the Hurontario/Main Street Corridor Master Plan (October 2010). The intent of this policy is to demonstrate how the lands can ultimately achieve the maximum density and built form requirements.

i) For phased development, a Master Site Plan showing the proposed Phase 1 buildings and potential building envelopes for future phases shall be submitted with all new development proposals. The Master Site Plan shall show blocks and streets, building envelopes, vehicular and pedestrian access routes,

parking locations, open spaces and landscaping features and how the development meets the built form requirements of this Secondary Plan. Development on the Hurontario/Main Street frontage is encouraged to be, where feasible and appropriate, the first phase of development in order to create a safe, pedestrian-friendly environment as soon as possible.

ii) The Master Site Plan shall show the proposed Phase 1 and future phase pedestrian and vehicular network, indicating how this network creates a safe pedestrian-friendly streetscape along Hurontario/Main Street and other major cross streets.

iii) All requirements of this amendment must be taken into consideration for both the initial phase of development and for all subsequent phases of development.

iv) Notwithstanding the policies of this amendment and Section 6.0, the longer term development goals/ performance standards for the Hurontario Corridor and in recognition of the realities of the market place, interim/phased development that is not in strict compliance with the policies of Section 6.0 is permitted on existing developed sites for the purpose of new buildings, additions and alterations.

v) Given the above and in recognition of the long term development densities, uses and performance standards of the Hurontario Corridor, the implementing zoning by-law may provide for the implementation of a holding (H) zone provision, the removal of which may be based on the timing of committed funding of higher order transit service or other appropriate considerations, such as a traffic impact study.

vi) Additional policies related to Growth Management may be adopted by Council including further amendments to this Chapter and proponents may be required to enter into phasing agreements satisfactory to the City and other agencies to achieve a cost effective and functional sequence of transit oriented development.

6.10. Sustainable Development

Consistent with sustainable development principles, the City may:

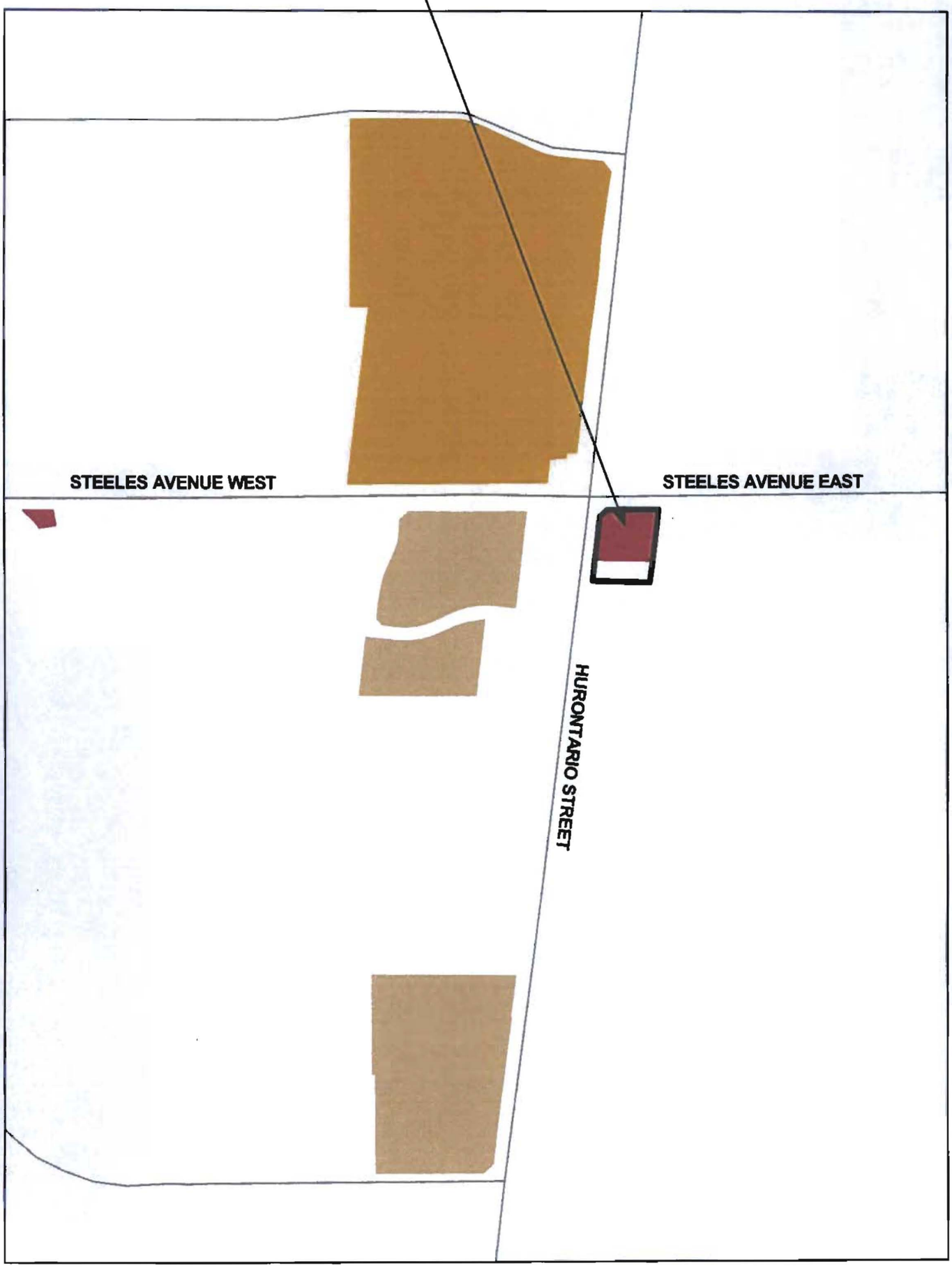
- request a sustainable design brief as part of a development application within the lands designated Mixed-Use in order to address Green Development Standards such as Leadership in Energy and Environmental Design (LEED);

- Encourage orientation of buildings to maximize energy efficiency through passive solar heating/cooling; and,
- Encourage Low Impact Development (LID)."

Approved as to Content:

Henrik Zbogar, MCIP, RPP
Acting Director, Planning Policy & Growth Management

"CONVENIENCE RETAIL" TO BE DELETED



EXTRACT FROM SCHEDULE A2(RETAIL STRUCTURE) OF THE DOCUMENT KNOWN AS THE 2006 CITY OF BRAMPTON OFFICIAL PLAN

LANDS SUBJECT TO THIS AMENDMENT

CONVENIENCE RETAIL

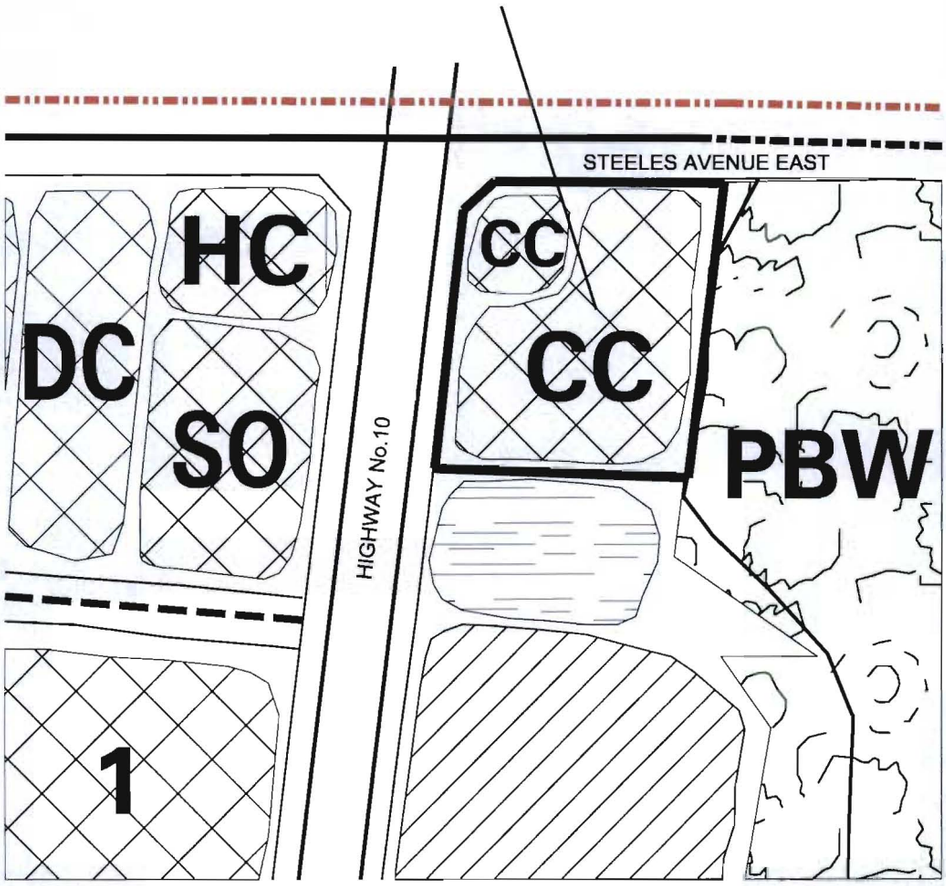
DISTRICT RETAIL

REGIONAL RETAIL

BRAMPTON
brampton.ca Flower City
PLANNING, DESIGN & DEVELOPMENT
Date: 2010 12 23 Drawn By:CJK
File: CI10_011_FIGURE1A_OPA

SCHEDULE A TO OFFICIAL PLAN AMENDMENT OP2006# 065

LANDS TO BE REDESIGNATED FROM "CONVENIENCE COMMERCIAL" TO "HURONTARIO CORRIDOR MIXED USE"



EXTRACT FROM SCHEDULE SP24(A) OF THE DOCUMENT KNOWN AS THE FLETCHERS CREEK SOUTH SECONDARY PLAN

LANDS SUBJECT TO THIS AMENDMENT

Secondary Plan Boundary

RESIDENTIAL

High Density

ROADS

Provincial Highway

Arterial Road

Minor Arterial Road

COMMERCIAL

HCMU **Hurontario Corridor Mixed Use** *(Designation to be Added)*

HC **Highway Commercial**

CC **Convenience Commercial**

DC **District Commercial**

SO **Specialty Office - Service Commercial**

1 **Specialty Office - Service Commercial Special Policy Area 1**

PUBLIC OPEN SPACE

PBW **Parkway Belt West**

INSTITUTIONAL

Institutional

SCHEDULE B TO OFFICIAL PLAN AMENDMENT OP2006# 065

Schedule B

CITY OF BRAMPTON
Planning, Design and Development

Date: 2010 12 17 Drawn by: CJK

File no. CI10_011_OPA

Appendix A

Excerpts of the Hurontario/Main Street Corridor Master Plan (October 2010)

Section 7: Planning & Urban Design Strategy
Section 8.3: Brampton Gateway Character Area
Section 9.2: Brampton Gateway Proof of Concept Summary

7 PLANNING & URBAN DESIGN STRATEGY

7.1 Introduction

The Cities of Brampton and Mississauga have grown rapidly over the last fifty years and new growth is anticipated to continue for at least another twenty-five years. As directed by the Province of Ontario through their urban growth policies outlined in the Provincial Growth Plan for the Greater Golden Horseshoe (Growth Plan), as well as the Metrolinx Regional Transportation Plan (RTP), this growth should be focussed largely in higher density nodes and corridors. These areas are expected to continue to evolve into vibrant, self-sustaining, walkable mixed-use urban spaces, linked by attractive and efficient transportation. In order to accommodate this, the Cities of Mississauga and Brampton have identified Hurontario/Main Street as an Intensification Corridor in their Official Plans, in keeping with recent Provincial legislation, as well as recognition that this corridor serves as an ideal location for future growth in transit-oriented development and sustainable community design. This Corridor will have a broad mix of uses along its length, which will provide a wide variety of residential, commercial, institutional, employment, recreational and institutional opportunities at relatively high densities, located in a series of urban corridors and secondary nodes. The Cities of Mississauga and Brampton see this Corridor as a crucial city-building opportunity that will maintain and enhance their positions as sustainable and competitive communities. The Corridor will connect the two urban growth centres (UGC) in Brampton and Mississauga, both of which are centred on Hurontario/Main Street and are planned as the focal area for investment in public services, to accommodate and support major transit infrastructure and to serve as higher density residential and employment centres accommodating a minimum of 200 residents and jobs combined per hectare.

More people living and working along the Corridor means there will be more people to move. If the Cities rely on the existing automobile and bus infrastructure, the resulting gridlock will deter development, making the target densities very difficult to reach. Therefore these major urban centres and secondary nodes must be linked with a higher-order transit system that will allow large volumes of residents and workers to move from one area of the Corridor to other areas of the Corridor quickly and efficiently without

LRT in Houston, TX

automobiles. In addition, this higher-order transit system will connect to various other existing and proposed transit lines, including the GO Transit rail system at three points, which will allow people to move throughout central southern Ontario seamlessly on rapid transit. Connecting Brampton and Mississauga to this larger transit network is essential to the continued sustainable development of both the Cities of Brampton and Mississauga and of the entire region.

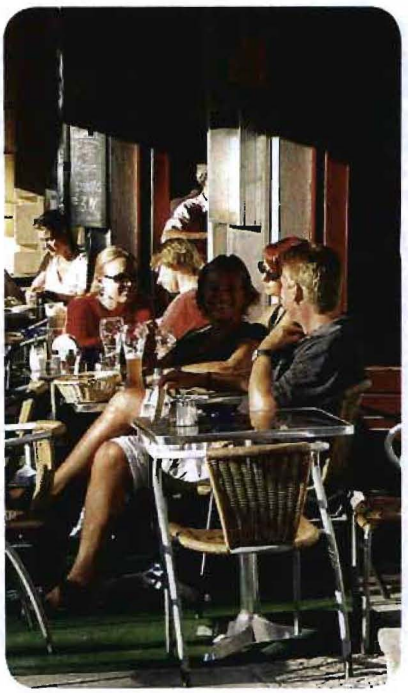
A higher density urban corridor served by higher-order transit will create more pedestrian activity as people will be able to walk between their homes, places of work, shops, schools or recreational facilities and the transit stations in a reasonable amount of time. A critical factor to the success of this new urban environment will be to ensure that it is pedestrian-friendly. Pedestrian-friendly streetscapes are ones that welcome pedestrians and make them feel safe and comfortable. There are many ways to create pedestrian-friendly environments. In general, a higher standard of urban design that helps to animate the street with retail and other commercial uses that line the street with very few gaps will ensure people feel safe, comfortable and welcome. Therefore this evolution is more than just adding transit and density

Transit Oriented Development, Paris, France

– it involves creating a new urban design and streetscape strategy for the Corridor.

Over the next few decades, the Hurontario/Main Street Corridor will be transformed from a suburban arterial thoroughfare to a corridor that includes pedestrian and transit-friendly environments, providing a series of destinations for the resident, visitor and employer alike and supporting the character and vibrancy of surrounding neighbourhoods. For residents, the Corridor will become a public living space rather than a barrier. For automobile traffic, the Corridor will become a series of destinations rather than simply an arterial road. For employers, the Corridor will become a prestige address rather than

LRT in Adelaide, Australia



Sidewalk Cafe, Berlin, Germany

another street or business park. The Planning and Urban Design Strategy seeks to guide this evolution from suburban to urban by communicating a clear concept for the Corridor to the year 2031 and beyond.

7.1.1 Purpose

Lake Ontario at Port Credit

The primary purpose of the Planning and Urban Design Strategy is to manage change along the Corridor, providing guidance on the use of the land, as well as the configuration and design of the public realm and built form. It is anticipated that both public and private projects will contribute to the types of urban form, scale and visual character that result in high-quality, transit-supportive, vibrant environments. This Strategy, as well as the overall Master Plan, is also intended to promote creativity, interest and variety that builds upon local character and heritage to create attractive, efficient, sustainable and liveable places.

7.1.2 Background

The Hurontario/Main Street Study provides an unparalleled opportunity to support the urban growth policies outlined in the Province's Growth Plan and the Metrolinx Regional Transportation Plan (RTP). The Growth Plan has identified the Corridor as having great potential for accommodating intensification, while providing the opportunity to combine transportation planning and land use planning. The Growth Plan also recommends that public transit be the first priority for transportation infrastructure investment. The Cities of Mississauga and Brampton have endorsed these concepts and have demonstrated a desire to exceed the Province's minimum requirements and recommendations by initiating this study. This initiative is seen as a crucial city-building project that will maintain and enhance Mississauga's and Brampton's positions as sustainable and competitive communities.

7.1.3 Study Area

The study area includes Hurontario and Main Street and properties within approximately 500 metres of these roadways. Using the principles of transit-oriented development (TOD), the boundaries of the study area along the Hurontario/Main Street Corridor were determined using a 10-minute walking distance (500 metre) formula. This formula has been widely accepted as an appropriate and acceptable walking distance to a transit stop. Walking distances were calculated to follow logical physical element routes and barriers (streets, valleys, etc.).

For planning purposes, the Study Area includes eleven smaller areas that have been identified based on their distinguishing characteristics. These smaller areas are referred to as "Character Areas" and are further described and illustrated in Section 8. Each Character Area entails a unique approach, sensitive to the existing context and to an area specific vision. As such, the boundaries of each Character Area recognize unique features of the landscape and built form and focuses on the areas where most change is either anticipated or desired.

7.1.4 Population and Employment Forecasting

The policies found in this Master Plan are based on the potential for population and employment growth within the Hurontario/Main Street Corridor. As required by Provincial regulations, the municipalities have defined urban growth areas and general population and employment targets to be achieved by 2031. Additionally specific growth targets for many locations have been set. Mississauga City Centre and Downtown Brampton have been identified as Urban Growth Centres and therefore have an expectation to achieve a minimum of 200 residents and jobs combined per hectare. The Hurontario/Main Street Corridor has been identified as an intensification corridor where growth shall be directed.

The following table shows the existing and projected population and employment numbers for each Character Area as determined by the municipalities. This Master Plan is intended to help guide and promote new development along the Corridor so that these targets can be reached or exceeded.

	Population			Employment		
	2008	**2031**	**Change**	**2008**	**2031**	**Change**
Port Credit	11,800	13,700	1,900	3,420	4,000	580
Mineola	9,720	10,200	480	1,370	1,450	80
Downtown Hospital*	14,210	16,150	1,940	6,440	8,000	1,560
Downtown Cooksville*	10,690	21,800	11,110	3,170	3,800	630
Downtown Fairview*	20,700	22,400	1,700	1,100	1,250	150
City Centre*	24,870	47,450	22,580	24,710	33,900	9,190
Eglinton-Bristol	62,530	68,550	6,020	6,160	7,700	1,540
Mississauga Employment	0	0	0	59,350	70,700	11,350
Brampton Gateway	14,550	21,050	6,500	4,990	7,750	2,760
Brampton Main Street South Heritage Area	9,820	11,300	1,480	840	1,000	160
Brampton Downtown*	4,700	10,200	5,500	5,680	9,200	3,520
Total	183,590	242,800	59,210	117,230	148,750	31,520

* Part of an Urban Growth Centre

7.1.5 Structure of the Planning & Urban Design Strategy

The Planning and Urban Design Strategy provides a framework and recommended policies for guiding development within the Corridor over the next twenty-five years. To begin, Section 7.2 discusses the "core elements" of this Strategy and how they are applied throughout the Corridor and also provides rationale and narrative to support interpretation of the policies in Section 7.3. Section 7.3 provides recommended policies to guide development throughout the Corridor and achieve development that creates a pedestrian-oriented built form and public realm. Section 7.3 represents a "model" official plan amendment that is intended to be incorporated into the Official Plans of each municipality, either as a stand-alone secondary plan, or as added policies to existing secondary plans.

The Character Areas (Chapter 8) includes specific policies to guide development within each of the eleven Character Areas of the Corridor, recognizing that there are distinctive strengths, weaknesses, opportunities and challenges facing the development of the vision for each Character Area.

In order to provide a full understanding of the intent and purpose of this Strategy, all elements (the Planning and Urban Design Framework, Planning and Urban Design Policies and Character Area Policies) should be read in combination with one another. The support of the additional information presented in this Strategy will help to clarify the intent of the policies.

This Strategy also includes recommendations for Community Improvement Plans to help achieve the vision of this Strategy (Section 10.2.6).

7.2 Planning & Urban Design Framework

The realization of the vision for the Hurontario/Main Street Corridor, including among other things, pedestrian-oriented and vibrant urban places, can only be achieved through appropriate regulation of new development. The following section outlines the strategy's "core elements" that are intended to ensure that new development contributes to the consolidation of the Vision and a form of development that supports new investments in transit facilities. The section establishes a more specific framework for the public realm and the built form of the Corridor. It is important to recognize that no one element discussed below is considered more significant than another and that the framework does not form part of the policies; rather, it is intended to provide a better understanding of the intention behind the planning and urban design policies presented in Section 7.3 and to assist in the interpretation of those policies. This framework is based on the Vision and Guiding Principles provided in Section 4 of this Master Plan.

MOBILITY HUBS

Gateway Hubs

Gateway Hubs are major transit station areas that are located at the interchange between two or more current or planned regional rapid transit lines, and that have 4,500 or more forecasted combined boardings and alightings in the morning peak period by 2031. In addition, these areas are generally forecasted to achieve or have the potential to achieve a minimum density target of approximately 10,000 people and jobs combined within 800 metres.

Anchor Hubs

Anchor hubs are primary major transit station areas in an urban growth centre. Anchor Hubs have strategic importance due to their relationship with urban growth centres. Anchor Hubs contain current or planned major regional destinations such as major institutions, employment centres, town centres or regional shopping centres, and they have significant potential to attract and accommodate new growth and development. Anchor Hubs have the potential to transform the regional urban structure and act as anchors of the regional transportation system.

7.2.1 Mix of Land Uses

Vibrant communities and neighbourhoods are generally ones with a broad and healthy mix of uses, all located within close proximity to each other. Encouraging a mix of jobs, shopping, offices, residential and recreational uses all within a walkable area reduces the need for automobiles and creates the energy and vitality that is found in most successful urban cores. Therefore, for most of the Corridor this Strategy recommends fostering the tightly knit mix and broad range of land uses that is typical in a vibrant urban context. As part of this urbanization, automobile-oriented uses should not be allowed to locate along the Corridor and are directed to the periphery of the Corridor area where creating a pedestrian-oriented environment is less of a priority.

MIXED LAND USE

7.2.2 Built Form Framework

The Built Form Framework establishes principles to guide the quality and character of the built environment of the Corridor, as shaped by the massing, scale and architectural treatment of its buildings. The following detailed description of each component or characteristic of the Corridor's preferred built form is intended to inform the Planning and Urban Design policies of Section 7.3.

The proposed urban structure along Hurontario/Main Street is comprised of a system of Transit-Oriented Development Nodes and Connecting Corridors. These are the priority areas where growth and intensification will be directed to support higher-order transit and create a 'sense of place'.

7.2.2.1 Transit station areas

LYNX Blue Line in Charlotte, NC

Transit stations provide the highest level of potential to build sustainable, higher density, vibrant communities. They offer high accessibility and provide the most potential for residents to shop, work and play without the need to drive. Areas located within walking distance of a transit station should be built as transit-oriented development (TOD) nodes. TOD nodes emphasize transit and active modes of transportation such as walking and cycling as the primary mode of transportation. It is in transit station areas that people will most likely be able to live without owning a vehicle. TOD nodes should stand out in a distinctive manner and possess features which contribute to a 'sense of place' such as: a pedestrian-oriented streetscape, unique street lighting, coordinated and distinctive sidewalk and pavement treatment.

In line with the recommendations of the Metrolinx Plan, there are three kinds of station areas along the Corridor which will affect the size and scale of the TOD around them. Downtown Brampton and Mississauga City Centre are Anchor hubs, where BRT lines and local transit services intersect with the Hurontario/Main Street transit line. Anchor hubs can support a larger number of transit riders than a station served by just one line. Gateway hubs are located at Port Credit, Cooksville and Steeles, which are the proposed locations for future higher order east-west transit lines. Finally, there are intermediate stations that serve a more local area.

7.2.2.2 Connecting corridors

As a whole, Hurontario/Main Street is considered the primary Corridor of this study. However, the Hurontario/Main Street Corridor can be broken up into smaller, north-south corridors that connect each individual node. The key function of these smaller, connecting corridors is to link the Nodes with adjacent local streets and the public higher-order transit system.

Additionally, there are east-west connecting corridors, which include primarily major arterial and collector roads that intersect with the Hurontario/Main Street Corridor. The key function of the east-west connecting corridors is to link Hurontario/Main Street and its higher-order transit system with other intersecting transit routes and destinations.

All connecting corridors should have a comfortable, interesting and safe pedestrian environment along the street and be characterized by a harmonious built form. Development along the north-south and east-west connecting corridors should be human-scaled and address the appearance, comfort and safety of the street. Opportunities to link transit routes on east-west connecting Corridors and the higher-order transit system of the north-south connecting corridors -- and to enhance the quality and appeal of the corresponding pedestrian environment – should be pursued.

16th Street Mall, Denver, CO

7.2.2.3 Critical mass

Critical mass relates to the concentration of people and activities in an area. Properly designed, dense environments are generally the most vibrant, exciting and diverse urban areas. It is in these higher density environments that the exchange of goods and services, as well as opportunities that propel the economy and encourage sustainable forms of living, are notable.

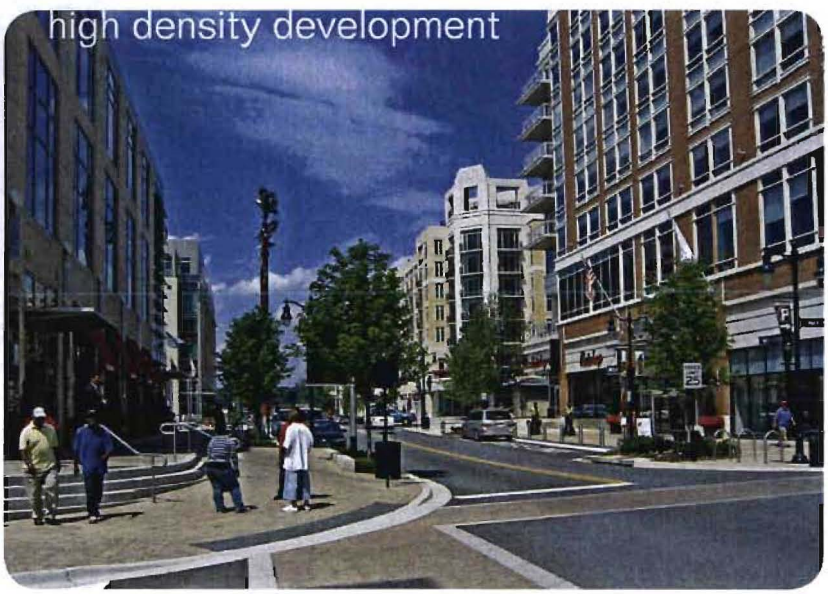
Density generally refers to the intensity of land uses. Higher densities mean a greater number of residential units, more gross floor area or more jobs within a given area of land. Throughout this Strategy, density will be measured using Floor Space Index (FSI). FSI is defined as the total building area divided by the site area.

Generally, the Hurontario/Main Street Corridor is an ideal location for intensification and growth within Brampton and Mississauga. Significant portions of its length have the potential to evolve into a higher density urban corridor, which will contain the critical mass of activities and people necessary to create a pedestrian-friendly place where people can live, work and shop.

High-density street related development, Etobicoke

The highest densities will be located within key nodes along the Corridor, in close proximity to the transit stations, which will allow the greatest number of people to conveniently walk between their homes, shopping, work and other destinations. Locating high density development near the transit stations, linked by pedestrian-friendly connections, increases the likelihood that people will use the transit system, which in turn improves the efficiency of the system, allowing transit vehicles to run more frequently and at a lower cost-per-rider. Concentrating more density near the stations is therefore a key tool in ensuring the success of a higher-order transit system. Accordingly, specific densities will be provided in the policies for the individual Character Areas to recognize the varying contexts along the Corridor.

This Strategy sets out maximum densities which are capable of being increased by bonusing in some areas. While a specific minimum density will not be required throughout the Corridor, building form and urban design policies will effectively require the building of a certain level of development in the key, street-side locations. A minimum density requirement will be achieved through the requirement for a minimum building height of 3 storeys in combination with the requirement to build a continuous street wall at the street edge (ranging from 70% to 95%) for many areas along the Corridor.



High-density street related development, National Harbor, Maryland

7.2.2.4 Bonusing framework

Height and density bonusing can be used as a mechanism to achieve public benefits by granting additional density and additional height to development proposals in select areas. Specific policies for bonusing can be found under Section 7.3.11 of this Plan. Height and density bonusing is a power granted to municipal councils under Section 37 of the *Planning Act*. Section 37(1) states:

> *37.(1)The council of a local municipality may, in a by-law passed under section 34, authorize increases in the height and density of development otherwise permitted by the by-law that will be permitted in return for the provision of such facilities, services or matters as are set out in the by-law.*

Under the *Planning*, a bonusing program can only be implemented where the municipal Official Plan contains policies to authorize and guide the program. Both Brampton and Mississauga have enabling policies in their Official Plans that allow density bonusing to occur.

Properly implemented, a Bonusing Framework should contribute to achieving the goal of attaining a critical mass of people near transit stations and services and more efficient use of land and infrastructure.

Transit station areas

A bonus may be approved, by each City:

- where the urban design of a site may accommodate additional density and height with no undue impact on adjacent properties. Bonuses should only be approved if an application obtains site plan and urban design review approval;
- where the additional density and/or height is respectful of the existing character of adjacent stable neighbourhoods; and
- only if the benefits and bonused density and/or height meet the objectives of this Strategy and the objectives and policies of other applicable Plans and municipal regulations.

Connectors

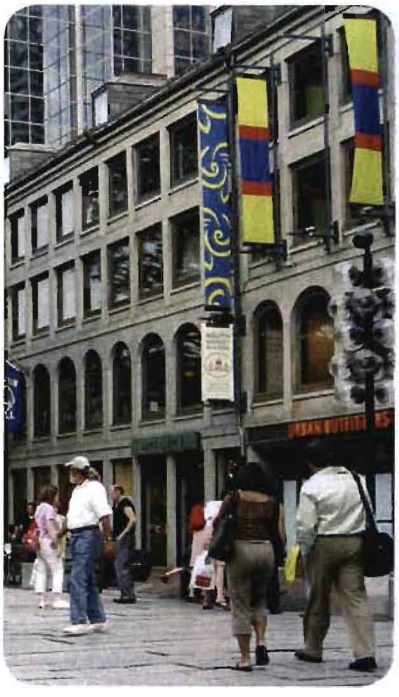
The following criteria will be used to evaluate eligible benefits:

- Bonuses will not be provided for that which is already required in this Strategy. For instance, gateway treatments, design excellence and bicycle facilities are examples of elements which are already required by this Strategy and will not be considered as contributions towards attaining additional density or height;
- Benefits must be enduring. Buildings have long life spans and, correspondingly, the resulting contribution must have a long-term effect. The benefits of programming a performance space, for example, may expire in the short term;
- Benefits must remain in public control or ownership as part of ensuring the longevity of public benefits;
- Benefits should preferably remain on site or in close proximity to the site and the community which will interact with the new building;

- Benefits should have community support. It is the broader community who should benefit from the amenity and who will need to live with the outcomes of a bonusing negotiation. Bonusing must respond to a real community need and will be subject to approval of Council; and
- Benefits should fit with the priorities and interests of the City.

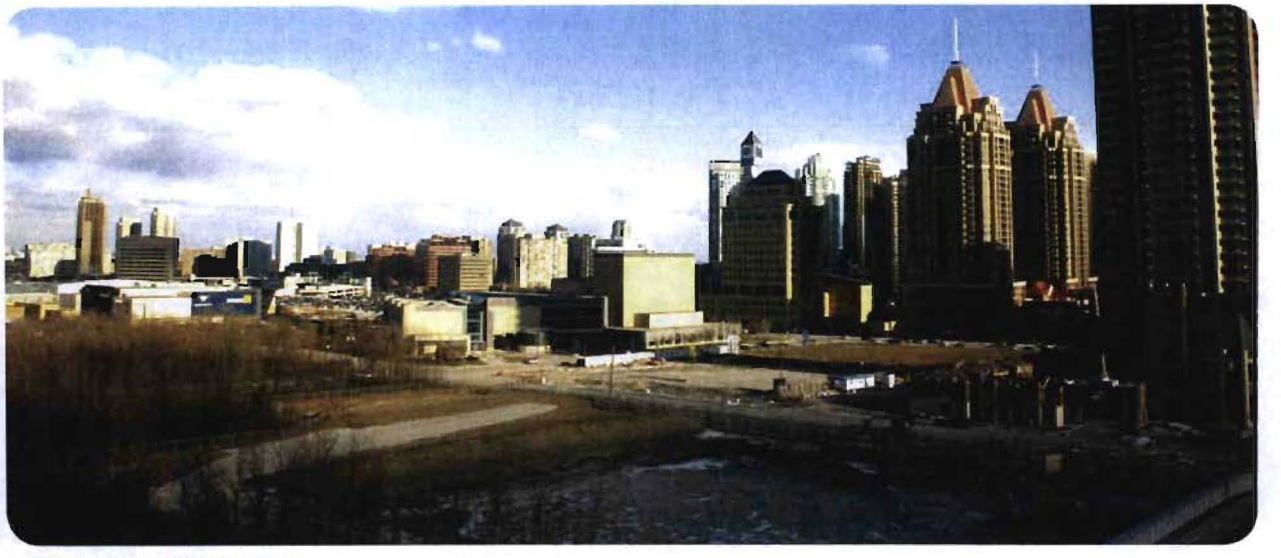
Bonusing, as a mechanism that provides value to both the municipality and the developer, needs to be continually refined as market conditions change, to ensure that the benefit extracted equates with the value generated through additional density.

A case-by-case approach to density and height bonusing should be adopted and implemented. A case-by-case approach requires a site-specific review of each development requesting bonus development rights beyond the permitted baseline levels. Based on an established list of acceptable public benefits, the municipality and the developer would negotiate the value of the requested bonus development rights and the value of the contributions being requested in exchange for those rights. This negotiation necessarily requires knowledge of urban land economics and pro-forma analysis.



It is recommended that each City create a list of public benefits, projects and initiatives, which are eligible to be exchanged for bonuses as a step in adding transparency and predictability to the system. The list should be adopted by Council, separately from the Official Plan, and updated as needed. The list is important to ensure that the benefits of a bonusing system are not diluted by amenity contributions that produce little public benefit. The list of public benefits which are eligible for bonusing can be short or long:

- a smaller list of bonusable public benefits will allow each City to aggressively pursue a few specific public policy goals; or
- a larger range of acceptable contributed public benefits provides greater flexibility to developers who may face site-specific constraints.



City building, Mississauga

The list of bonusable public benefits should evolve overtime as priorities change. Initially, a broader approach may be adopted, providing developers with a greater opportunity to participate in the bonusing program. This list may be updated on an ongoing basis, as community objectives change. For example, a daycare may be listed as a bonusable public benefit. However, once one is built, it would no longer be needed in the immediate surrounding area and the list may be edited accordingly. For this reason, the list of bonusable public benefits should be managed separately from the Official Plan Bonusing Framework and edited on an ongoing basis.

It is also recommended that each City consider phasing in the bonusing framework rather than implementing it across the entire Corridor. Offering incentives to the whole Corridor may encourage the development of isolated development proposals in non-priority areas. The incentives therefore should be focussed to key development areas that will provide the necessary critical mass to support the transportation system. Bonusing is recommended for only the Urban Growth Centres and Anchor hubs as outlined in the specific character area policies.

7.2.2.5 Density transfers

The transfer of density from one site to another should be discouraged, as it will result in developers receiving additional density without any site specific negotiation and analysis of the correlation between the proposed site plan and the public benefit. Exceptions may be allowed for important community building initiatives such as heritage preservation or the creation of public open spaces.

7.2.2.6 Continuous building façades

A continuous, largely unbroken building façade is vital to establishing and maintaining a pedestrian-oriented streetscape. Pedestrians generally feel safer in an enclosed, well-lit area, where there are "eyes on the street" from the windows of stores and apartments and offices above. Façades that are broken up by too many alleyways, driveways, parking lots and other surface features reduce the visual interest of the street, taking away the vibrancy and viability of the street. They also create opportunities for hiding spots or places that are out of view, contributing to the perception of an unsafe streetscape (CPTED). Furthermore, a continuous building façade provides opportunities to improve the vibrancy of the streetscape, offering the potential for "window shopping," up-close architecture and animation. Continuous frontages are therefore discussed further in the framework and policies of this Strategy. In general, continuous building facades will be promoted throughout the Corridor.

Lincoln Museum

7.2.2.7 Relationship of building to street

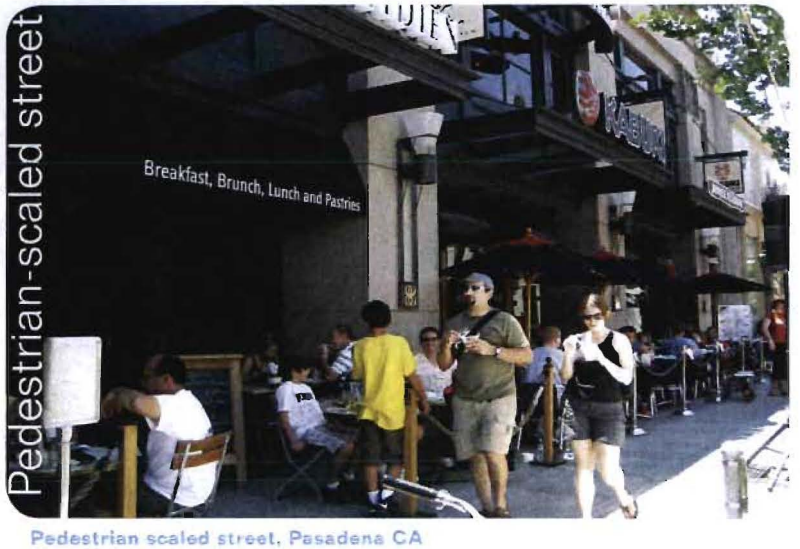
The distribution of the buildings on the site should result in a good relationship to the street. For the majority of the sites along the Hurontario/Main Street Corridor this will mean bringing the building mass to the street edge, however, in some site-specific cases, such as the Brampton

Heritage Character Area, it could be more appropriate to have the building set back in order to fit in with the character of the neighbourhood and the intent of the policies. In either case, all buildings should relate to the pedestrian realm and ensure the pedestrian environment is maintained and promoted.

The term "pedestrian-scaled" refers to the development of buildings that are in proportion to the width of the street and sidewalks and that do not overwhelm pedestrians with either disproportionate buildings or wide open space.

Pedestrian-oriented development refers to the creation of streets, spaces and buildings that are oriented towards attracting and facilitating pedestrian movement and activity, rather than principally automotive activity. The provision of amenities such as street furniture, high design standards, pedestrian-scaled streets and buildings, traffic calming measures, bicycle parking, shade, vegetation and wind breaks, helps to create pedestrian-oriented streets and spaces. Furthermore, the location of buildings can not only encourage pedestrian activity, but can also frame public spaces for informal gathering. Such public spaces also make attractive transit facilities, where the transit customer can wait in a safe, comfortable setting.

It should be noted that density alone does not create great pedestrian-oriented streets. It is important to design the entire street in a way that encourages its use by pedestrians.



Pedestrian scaled street, Pasadena CA

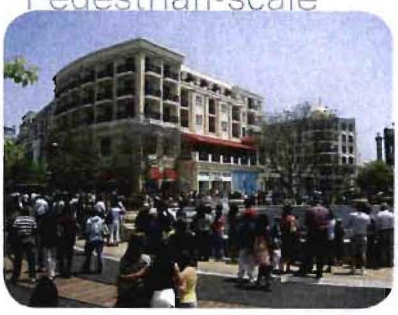
7.2.3 Public Realm Framework

The public realm is comprised by a wide range of public spaces and amenities, including streets, sidewalks, public amenities, open space, parks, plazas and public spaces – and functions as a network, where individual parts are connected and interdependent. Decisions affecting the Corridor – whether relating to public works, streetscape improvements and even private development and built form – will most likely have an influence on the quality, character and connectivity of the Public Realm Framework.

7.2.3.1 Pedestrian-scale streetscapes

Streets are a primary component of the public realm and supplement the Open Space Framework by providing connectivity, as well as pedestrian and green amenity. High-quality streetscapes strengthen communities by reinforcing and enhancing visual and physical connections. The design of streetscapes should enhance the Hurontario/Main Street Corridor experience and nurture a culture of active transportation, such as walking and cycling, while maintaining options for other modes of transportation, including vehicles and public transit. While all streetscapes are important elements of the public realm, the highest level of streetscape quality should be visible along Hurontario/Main Street.

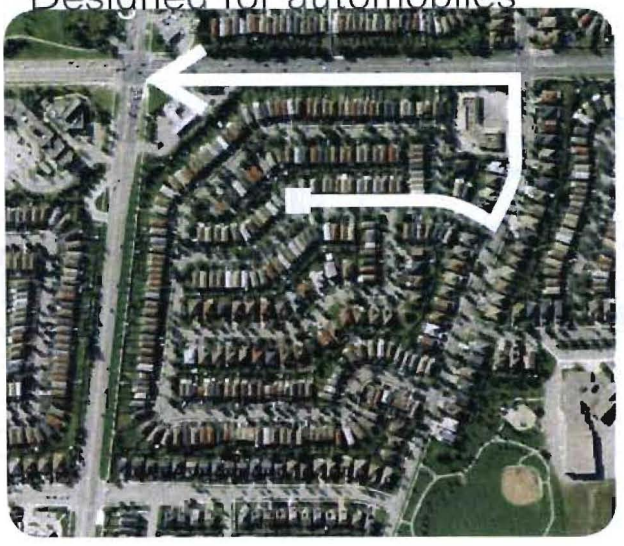
Pedestrian-scale



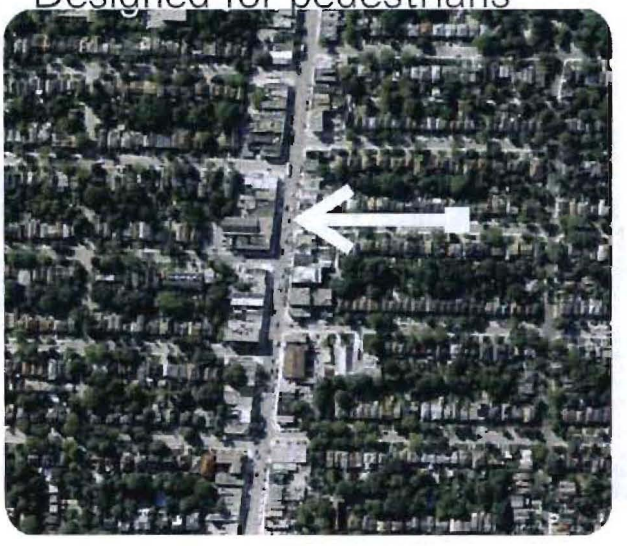
Glendale CA

It is particularly important to have high-quality streetscapes and appropriate urban design standards for cities that are located in cold and snow climate regions in order to ensure that they are well used throughout the year. Consequently, this Strategy has considered the pedestrian experience by addressing winter conditions. Bringing buildings to the street edge, locating outdoor amenities such as open spaces and street furniture in areas that are protected from the wind, providing shelters and making snow clearance a priority are all elements that minimize the discomfort of the cold and allow the streets to be animated in the winter months.

Designed for automobiles



Designed for pedestrians



7.2.3.2 Street configuration

The street network around Hurontario/Main Street is largely based on a "trunk and branch" model where local "branch" streets feed into an arterial "trunk", in this case, Hurontario/Main Street. This is quite distinct from an interconnected grid of streets, found in areas developed before modern transportation planning. An interconnected network of streets distributes traffic among all streets, rather than concentrating it on the arterial streets. Such a system improves the mobility for all users: pedestrians, cyclists, public transit and motorists, by providing multiple routes.

Improved connectivity between streets, pathways, amenities, buildings and transit stops/stations is essential to improve the vibrancy of the streetscapes by reducing walking distances and times and opening up opportunities for exploration. Having more pedestrian connections effectively increases the size of the area from which people will walk to the transit stations. Pedestrian connectivity is discussed throughout this Strategy in terms of maximizing street connectivity with inter-connected open space and trail networks.

Streets should provide the public with maximum options for movement throughout the Hurontario/Main Street Corridor. Streets, wherever possible, should be structured on a grid pattern and link and lead to destinations (e.g., other streets, transit stations, parks, community facilities and trails). However, streets should not be strictly viewed as movement systems, but as vital contributors to the quality of the public realm. A regular, street grid system enhances accessibility, order and convenience. It also provides more opportunities for new development and the introduction of high-quality design.

This Strategy encourages the creation of complete streets that are designed to safely and conveniently balance the needs of all users, while fostering a sense of place in the public realm and contributing to the overall vitality and animation.

7.2.3.3 Interconnected open spaces

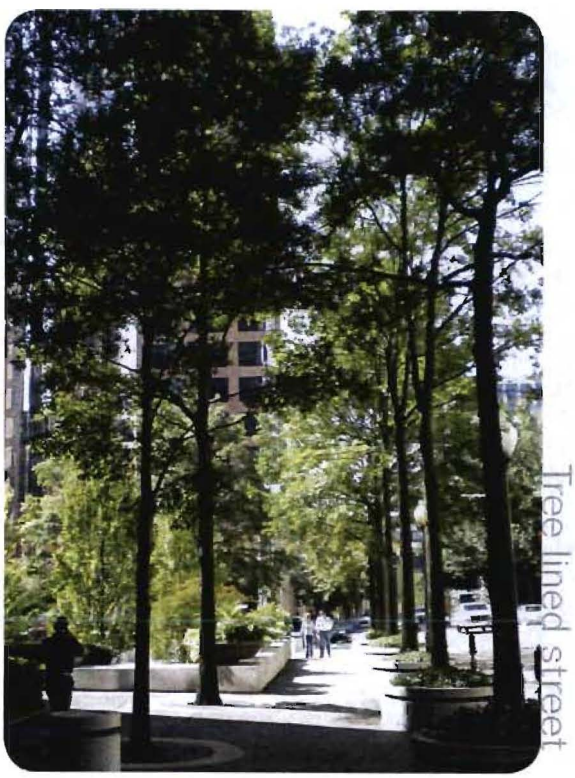
Open spaces include a broad range of parks, public squares and plazas, trails and private open spaces. An interconnected network of open spaces facilitates and encourages cycling and pedestrian activity. This in turn generates vitality and can provide exposure to a natural experience within an urban area. Such a network creates comfortable, inviting, diverse and economically successful environments.

An interconnected system of open spaces also contributes to physical continuity, accessibility and the freedom of pedestrian and cyclist movement. Properly designed open spaces invite residents and visitors to actively occupy a vibrant, safe environment at all times of the day.

The design of all development proposals and public works should incorporate parks, squares and plazas, as well as trails and other open spaces to contribute to an overall network. New development should provide new connections or enhance open space connections. Streetscape design, including lighting, should provide visual and physical connections to open spaces.

Interconnected

Mid-block connection, Toronto



Tree lined street

Tree Lined Street in Charlotte, NC

7.2.3.4 Conserving sensitive habitats and tree canopy

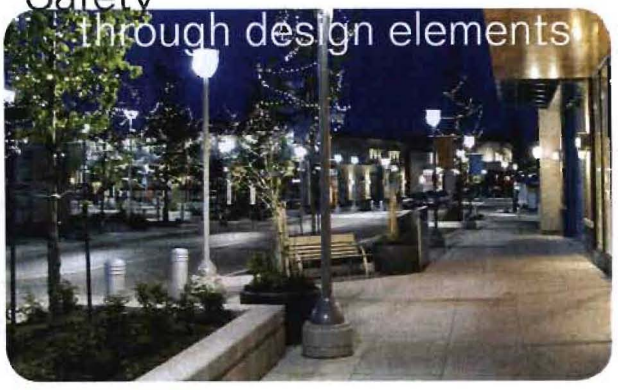
The Hurontario/Main Street Corridor contains sensitive habitats including two major creeks, Cooksville and Etobicoke and their associated riparian zones, as well as other open spaces and their associated flora and fauna. These habitats should be conserved. As the Hurontario/Main Street Corridor intensifies, access to the outdoors becomes more important, and these habitats will increasingly require protection and enhancement.

Tree canopy preservation and improvement is equally as important as conserving ecological habitats. Trees provide habitat to urban wildlife. They also add aesthetic value and improve the quality of life, while offering protection from the natural elements during all seasons. Trees should be provided along key pedestrian routes and streetscape design should provide enough room for maximum soil area for roots to spread and water and air to penetrate. Trees that are well adapted to harsh urban conditions should be used. Native species are preferred.

Street design should also take into consideration the configuration of buildings and other streetscape elements so as to not interfere with the vitality of trees and provide sufficient room for continuous tree canopies to grow and develop without conflict. In high traffic areas, tree guards should be used to protect trunks from damage.

Preserved tree canopies

7.2.3.5 Safety



Shops at Don Mills

It is critical to ensure that people feel safe and comfortable in the public realm. Accordingly, the principles of Crime Prevention Through Environmental Design (CPTED) should be applied to all public open spaces.

CPTED is a pro-active crime prevention strategy utilized by planners, architects, police services, security professionals and everyday users of space. CPTED advocates the proper design and effective use of the built environment to lead to a reduction in the incidence and fear of crime and to an overall improvement of quality of life.

CPTED principles encourage:

- active building frontages facing public spaces, including entries and windows to ensure people's "eyes" are on the space, enhancing the sense of safety and discouraging inappropriate behaviour;
- facilitating active uses within public spaces such as sidewalk patios, outdoor display, buskers, festivals and the like;
- designing the public realm to enable ease of access and egress and avoid the creation of entrapment spots that are not highly visible or well used;
- including a variety of activities and a mix of surrounding uses to facilitate constant public use and/or surveillance of the space in all hours and seasons;
- ensuring clear views of surrounding areas and of streets and open spaces;
- incorporating adequate lighting to ensure all areas of circulation, entrance and connection are lit; and
- making use of legible signs and orienting devices such as landmarks and pathways.

Tactile Street Material

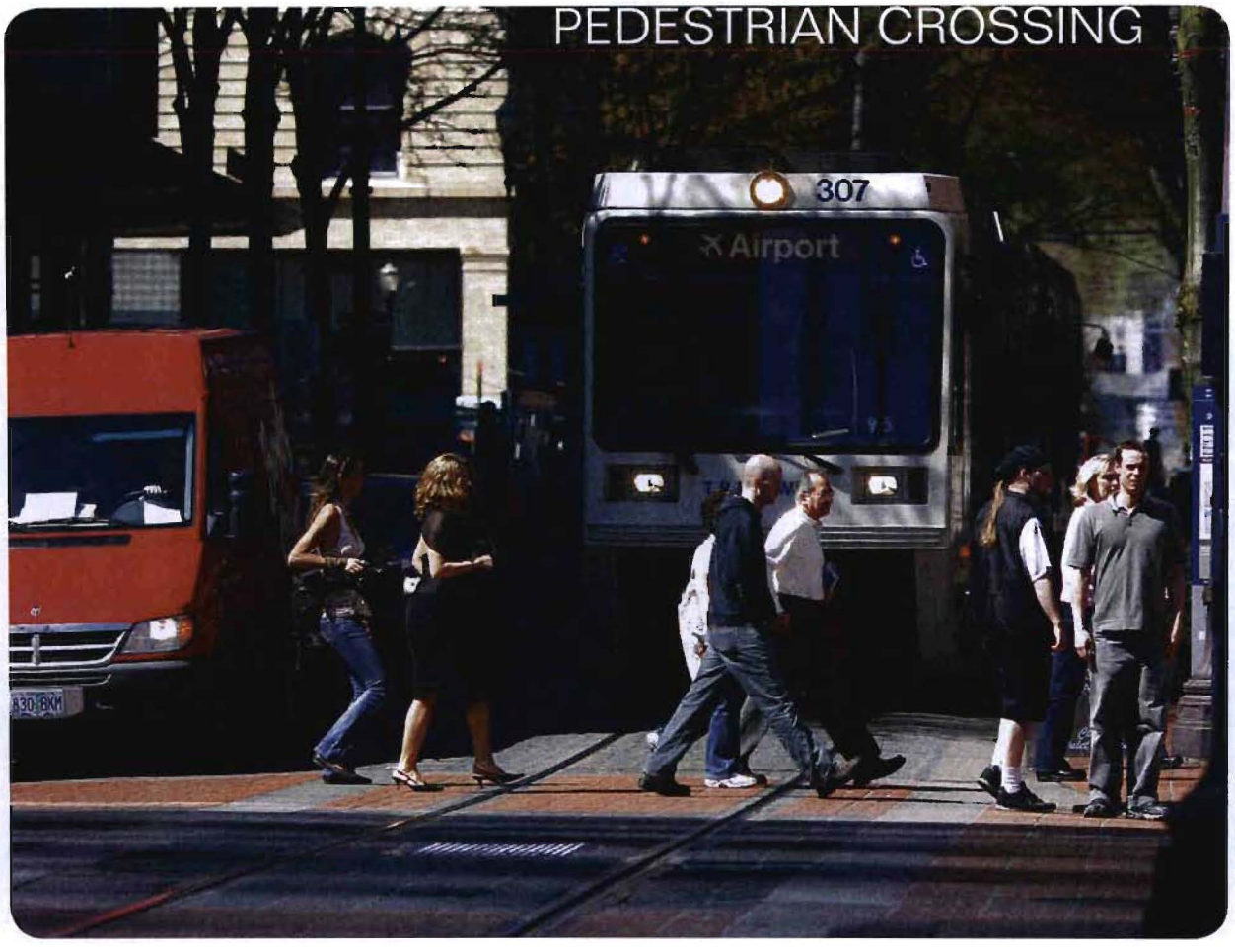
Accessibility

7.2.3.6 Accessibility

All residents, employees and visitors should have barrier-free accessibility. Careful attention must be directed to ensure smooth grading of surfaces, clear routes and obvious wayfinding cues. Ground surfaces should be paved, stable, firm and slip-resistant. Access and navigation can also be enhanced by ensuring that circulation routes and building entrances are barrier-free and utilize contrasting materials, textures and/or colours for visual guidance.

While street furniture is an important component of streetscapes and contributes to the quality of the public realm, if not properly located, it can hinder accessibility. Street trees, benches, poles, utilities and other streetscape elements should be located outside of main circulation routes.

Key components of good accessibility are sidewalks, walkways, crosswalks and open spaces. These should be linked in a continuous network and provide connections to buildings and parking and be wheelchair accessible.



7.2.3.7 Wayfinding

Wayfinding is the creation of a sense of orientation for people so they know where they are and can move about easily and confidently. Wayfinding elements include the street network itself, signs, graphic communications, spatial markers, streetscape elements, building design, and space planning. All elements should work together to ensure that routes are easily understood and navigated and destinations are clear.

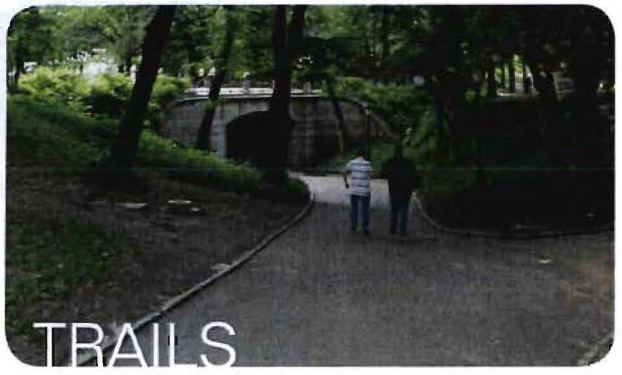
Of particular assistance to visitors are graphic communications, including street signs, directional signage and maps. All graphic communications should be easily legible for pedestrians, cyclists and transit users.

Los Angeles Downtown Pedestrian Wayfinding Signs

City of Vancouver Wayfinding Kiosk

7.2.3.8 A system of trails

Waterfront Trail, Port Credit



For the purposes of this study, trails are differentiated from pathways and sidewalks by their typical presence in more ecologically sensitive or natural settings. The majority of trails within the Hurontario/Main Street Corridor run alongside the two waterways: Cooksville Creek and Etobicoke Creek. Trails are an important component of the public realm structure because they are highly visible and cater to a variety of users.

Trails serve as important linkages to transit stations, open spaces, neighbourhoods, services and other key destinations. Trails also offer a structure for the establishment of a larger system of connections to sidewalks and streets throughout the Hurontario/Main Street Corridor.

New development adjacent to existing or proposed trails should enhance visual and physical connectivity to the trails through ample pedestrian and cycling connections. It is vital for new development adjacent to trails to complement the trail system and improve its function as an alternative mode of transportation.

Shared Bike and Pedestrian Trail, Manchester, UK

7.2.3.9 Integrated cycling infrastructure

The provision of cycling infrastructure should be mandatory at any site that is likely to attract or generate bicycle trips (e.g., major transit stations, office buildings, community facilities, shopping, employment uses, schools and parks).

Cycling infrastructure includes on-street bicycle lanes, independent bicycle paths, bicycle racks, bicycle lockers and bicycle parking stations. All new development should integrate cycling infrastructure while balancing high-quality urban design standards and cyclist needs. All streets should be considered 'cycling streets' and should be cleared of snow and ice during winter months to ensure safety and usability.

Urban cyclists

Urban Cyclists, San Francisco, CA

7.3 Planning & Urban Design Policies

Mixed-use development, Portland Oregon

The following policies are intended to be adopted as Official Plan policies by Brampton and Mississauga. They are written in a format that could easily be adopted as a Hurontario/Main Corridor Secondary Plan or alternatively, elements of these policies could be incorporated into existing secondary plans in each community. These policies should be read in conjunction with the Planning and Urban Design Framework in order to gain a thorough understanding of the intention of these policies.

7.3.1 Permitted uses

A complete community is one that meets the needs of people for daily living through an entire lifetime by facilitating convenient access to a mix of jobs, services, housing and community infrastructure such as affordable housing, schools, recreation and open space. Complete communities prioritize walking as a preferred mode of transport. In general, the Hurontario/Main Street Corridor will have a broad mix of uses that provide a wide variety of residential, commercial, institutional, employment, recreational and civic opportunities. Non-residential uses will be concentrated closer to Hurontario/Main Street or along major cross streets. Automobile-oriented uses that do not create a pedestrian-friendly environment such as gas stations, car washes, warehousing and storage and commercial uses with drive-through facilities are not permitted on the Hurontario/Main Street frontage or along major cross street frontages in the vicinity of Hurontario/Main Street.

Lands within the Mississauga Employment Area are subject to the regulations of the Federal Government's Lester B. Pearson Airport Operating Area which prohibits new residential uses and other sensitive land uses. Therefore, employment uses will dominate this Character Area with commercial, institutional, recreational and civic uses being concentrated immediately adjacent to Hurontario/Main Street, as well as along major cross streets.

Recommended Policies and Guidelines:

i. Permitted uses shall include the full range of employment, commercial, institutional, cultural, health and medical and entertainment uses, medium and high density residential uses and related public uses and infrastructure.

ii. Some areas in the Corridor, particularly within the Brampton Main Street South Heritage District and Mineola Character Areas, will retain their low density character in accordance with existing Official Plan policies. In these areas nothing in this Plan will preclude the development of additional low density residential uses as long as they meet the intent of the Strategy.

iii. Permitted uses shall be primarily located in medium and high density residential, office and institutional buildings. Both mixed use and single use buildings shall be permitted, including single use retail and service commercial buildings.

iv. A wide range of housing types and tenures including affordable housing should be provided within each Character Area (except within the Mississauga Employment Area).

v. Institutional uses shall be encouraged to locate on sites fronting onto Hurontario/Main Street or major cross streets.

vi. Drive-through uses such as drive-through restaurants and drive-through financial institutions, shall not be permitted in the Corridor Area, either on single uses or in conjunction with otherwise permitted uses.

vii. Automobile sales and service uses, which include gas bars and other similar vehicle service uses, shall not be permitted within 100 metres of Hurontario/ Main Street.

RESIDENTIAL DENSITIES

Residential Densities

- Low: permits single detached dwellings, semi-detached dwellings, duplex and triplex dwellings, and street townhouses.
- Medium: permits a range of multiple dwellings such as all forms of townhouses, mid-rise apartments and other forms of horizontal multiple dwellings.
- High: permits apartments.

7.3.2 Permitted Uses at Grade Level

The use at street level along Hurontario/Main Street and major cross streets plays an important role in creating a pedestrian-friendly environment. For most sections of Hurontario/Main Street and on various connecting streets, the use at ground level facing the street must be as shown on the Character Area maps. There are five categories of use: Retail, Commercial or Institutional, Convertible, Employment Convertible and Special.

Areas designated Retail are expected to have a very high volume of pedestrian activity. Providing active retail uses facing the street will enhance the pedestrian experience and will create a strong Main Street environment. Uses in the remaining part of the building may be any other use allowed by these policies.

Areas designated Commercial or Institutional will have a relatively high volume of pedestrian activity as well; however, they may not have enough to support a large amount of retail activity. The intent is to create an attractive and safe pedestrian environment that allows a wide variety of uses. Uses in the remaining part of the building may be any other use allowed by these policies.

Convertible areas will have a relatively high volume of pedestrian activity at some point in the future, but may not have high enough volumes at the time of construction to justify mandating commercial uses.

Recommended Policies and Guidelines:

i. Permitted uses at grade on street frontages will be in accordance with the Character Area maps and policies defined in Section 8.

ii. In areas designated Retail, the use at ground level facing the street must be a retail commercial use, with the main doors and windows facing the street.

iii. In areas designated Commercial or Institutional, the use at ground level facing the street must be commercial uses, which can include retail, office or service commercial uses, or institutional uses, such as schools or places of worship. The main doors and windows must face the street.

iv. In areas designated Convertible, the use at ground level facing the street can be any use allowed by these policies; however, the structure must be built in such a way that it can accommodate street-related commercial uses at some point in the future. This means the main doors and windows must face the street and the first floor height must be typical of a commercial unit (4.0 metre minimum).

v. In areas designated Convertible Employment, the use at ground level facing the street can be any employment use allowed by these policies; however, the structure must be built in such a way that the building can accommodate street-related accessory commercial uses at some point in the future. This means that the main doors and windows must face the street and the first floor height must be typical of an accessory commercial unit (4.0 metres minimum).

vi. Areas designated Special Policy Area have certain historic characteristics that must be maintained. It is intended that these areas create a safe and attractive pedestrian environment by having buildings that face the street. This will be achieved by maintaining the existing character of the buildings and landscaping along the street edge.

7.3.3 Density and Heights

Based on a detailed analysis of the Hurontario/Main Street Corridor, a maximum density of 4.0X FSI and a maximum building height of 78.0m (25 storeys or 19 commercial storeys), not including possible bonusing, has been considered generally appropriate for much of the Corridor. With a higher-order transit system, these densities and heights will not only be acceptable from a planning and urban design perspective, but are also required to support the transit system as people move away from their dependency on the automobiles towards alternative modes of transportation. In some locations, lower density levels and lower maximum heights are proposed, particular at greater distances from the immediate station areas. Figures 7.3.1, 7.3.2 and 7.3.3 set out three potential massing scenarios for this scale of density. This helps create variety and character within the neighbourhood, with the highest heights and densities closest to the most urban sections of the Corridor and lower density, mid-rise buildings buffering surrounding stable areas. These lower density areas help create distinct neighbourhood character, buffer existing stable residential or employment areas and result in a wider range of housing forms or employment built forms.

HEIGHTS

4.0X FSI

4.0X FSI

4.0X FSI means a building can have Gross Floor Area (GFA) equal to four times the lot area. This density level creates a very urban built form that is consistent with the desire of the Cities' to create new urban centres. This density also helps the Cities meet the Province's density targets.

DENSITY AND HEIGHTS

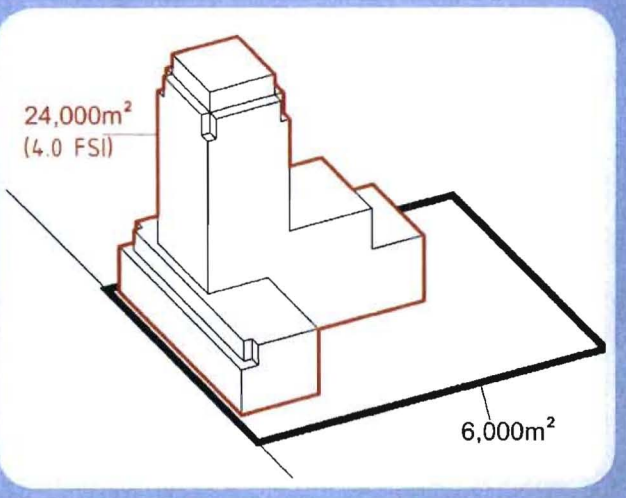


Figure 7.3.1
4.0X FSI and 25 Storeys

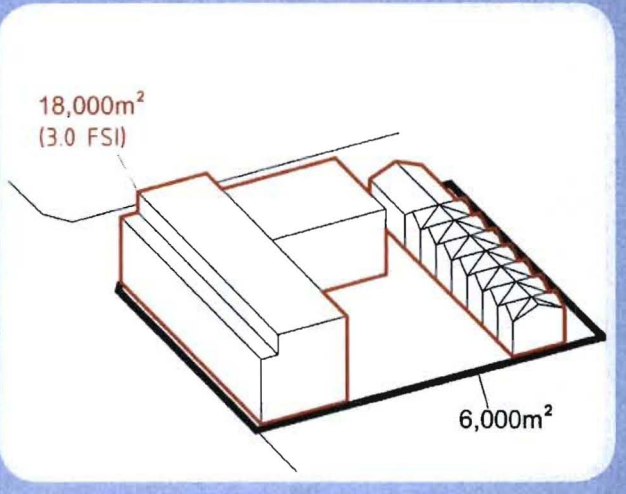


Figure 7.3.2
3.0X FSI and 8 storeys

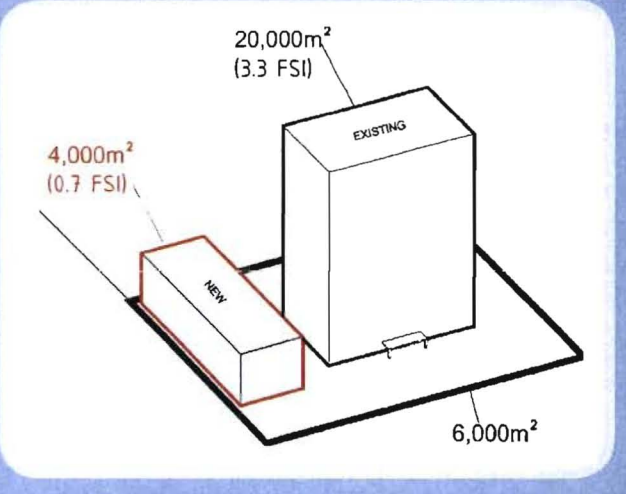


Figure 7.3.3
4.0X FSI allowing new podium building in front of existing building

Minimum density standards are not specified by this Planning and Urban Design Strategy. However, minimum densities are effectively established by the combination of continuous frontage and minimum storey policies. Unless otherwise specified, in all areas of the Corridor, the minimum building height will be 3 useable storeys. This ensures that land is used efficiently within the Corridor and lower density uses are not allowed.

In addition, along many of the main pedestrian-scaled streets, an additional height restriction for podiums is used to help create a more suitable human scaled streetscape. The maximum podium heights vary by area and street, but generally range from 12m (3 storeys) to 21m (6 storeys).

Recommended Policies and Guidelines:

i. Maximum development densities and heights shall be in accordance with the Character Area maps and policies.

ii. Minimum development densities will be established by a combination of minimum building storeys and minimum continuous street frontage.

iii. The minimum height of all new buildings shall be 3 storeys, unless otherwise specified on the Character Area sections.

iv. The minimum ground floor height shall be 4m for all buildings that are required to have a retail, commercial or institutional, or convertible use at grade.

v. All parking structures that front onto a public street must have a minimum ground floor height of 4m to allow for future conversion to a retail or commercial use.

	Min. (m)
Height of ground floor	4.00
Height of residential storey	3.00
Height of commercial storey	4.00

Maximum height (m)	Typical residential storeys	Typical commercial storeys
12.00	3	3
15.00	4	3
18.00	5	4
21.00	6	5
24.00	7	6
27.00	8	6
30.00	9	7
33.00	10	8
36.00	11	9
39.00	12	9
42.00	13	10
45.00	14	11
48.00	15	12
51.00	16	12
54.00	17	13
57.00	18	14
60.00	19	15
63.00	20	15
66.00	21	16
69.00	22	17
72.00	23	18
75.00	24	18
78.00	25	19

7.3.4 Development in Phases

Where lands are proposed to be developed in multiple phases, the applicant shall be required to submit a master Site Plan to demonstrate how the ultimate density and overall objectives for the site can be achieved, before approval of any rezoning application or site plan application is given. The intent of this policy is to demonstrate how the lands can ultimately achieve the maximum density and built form requirements. The Site Plan should show blocks and streets, building envelopes, vehicular and pedestrian access routes, parking locations, open spaces and landscaping features and how the development meets the built form requirements of this Strategy. The master site plan should also clearly state which elements of the plan are interim elements, such as surface parking, that are intended to be replaced by the ultimate plan. Development on the Hurontario/Main Street frontage should be the first phase of development in order to create a safe, pedestrian-friendly environment as soon as possible. Figures 7.3.4, and 7.3.5 illustrate 2 examples of phased developments.

Figure 7.3.4
Phase 1 podium building with addition development on back of lot added later

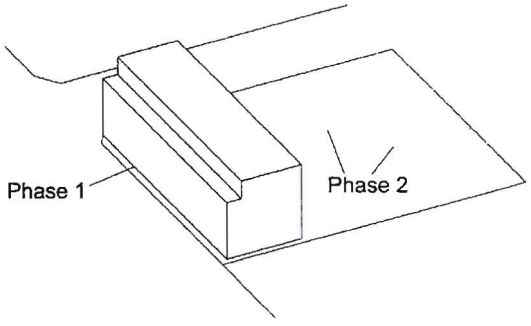
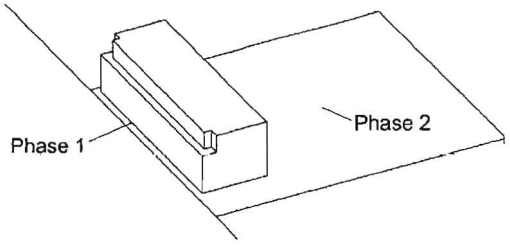


Figure 7.3.5
Phase 1 podium building with tower added later



Recommended Policies and Guidelines:

i. For phased development, a master Site Plan showing future development phases shall be submitted with all new development proposals.

ii. The master Site Plan shall show the proposed phase 1 buildings and potential building envelopes for future phases, along with interim elements not intended to be permanent.

iii. The master Site Plan shall show the proposed phase 1 and future phase pedestrian and vehicular network, indicating how this network creates a safe pedestrian-friendly streetscape along Hurontario/ Main Street and other major cross streets.

iv. All requirements of this Strategy must be taken into consideration for both the initial phase of development and for all subsequent phases of development.

7.3.5 Minimum Continuous Building Frontage Requirements

A continuous frontage and building façade is required to encourage a pedestrian-scaled street.

The minimum continuous building frontage requirement is measured as a percentage of the available frontage. Available frontage is defined as the total frontage less any required side yard setbacks and areas where buildings are not allowed due to building code, environmental or heritage conservation reasons or the location of utilities. Additionally, if no other site access opportunities exist, up to 8 metres of the frontage can be used for driveway and site access. In such cases incorporating vehicular access into the form of the building may be required. See Figures 7.3.6, 7.3.7 and 7.3.8 for examples.

Exceptions to the continuous building frontage requirement for various design considerations, such as providing public plazas or improving pedestrian connections, may be granted on a case-by-case basis.

Recommended Policies and Guidelines:

i. Where identified on the Character Area maps, a continuous building frontage shall be required, which means the building must occupy, at grade, at least 95% of the entire available frontage facing the street.

ii. Where identified on the Character Area maps, an intermittent building frontage shall be required, which means the building must occupy, at grade, at least 70% of the entire available frontage facing the street.

iii. For the remaining streets, no continuous minimum building frontage is required; however a building frontage of at least 70% of the available frontage is encouraged for all locations.

iv. In no case shall new surface parking be located closer to the street than the front wall of a building.

7.3.6 Maximum Setback Lines

The provision of maximum building setbacks is vital to establishing a consistent street wall. The street wall is the effect created along the street by the collection of buildings along the street. Maximum setbacks range from 0.0m (building must be built at the streetline) to 5.0m (building must be built within 5.0m of the streetline). Where streetlines jog across the frontage of either one property or neighbouring properties exceptions may be allowed to create a visually consistent street wall.

Recommended Policies and Guidelines:

i. Maximum building setbacks shall be in accordance with the Character Area maps and policies.

ii. Where variation in the setback is allowed or required, consideration should be given to the relationship between the proposed building and its neighbours on either side.

street frontage uses

FRONTAGE

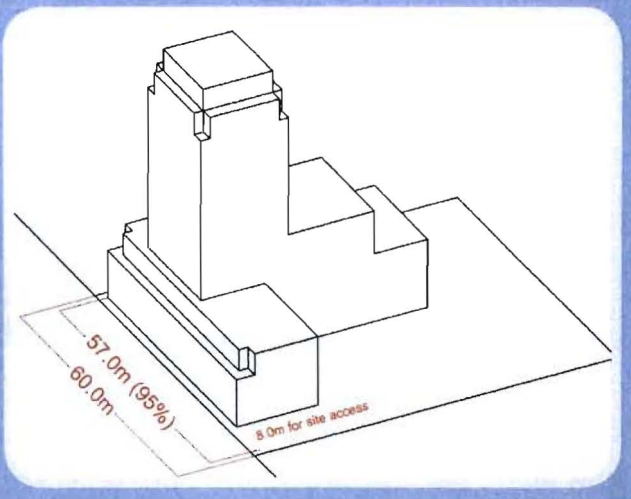


Figure 7.3.6
Continuous Frontage (95%) with an allowance for access

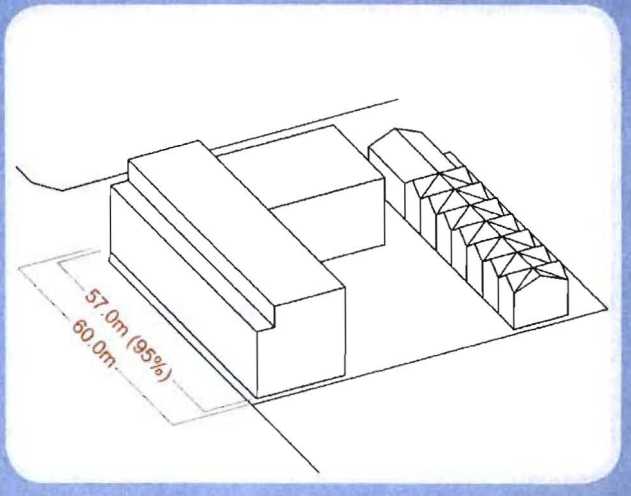


Figure 7.3.7
Continuous Frontage (95%) with access from side street

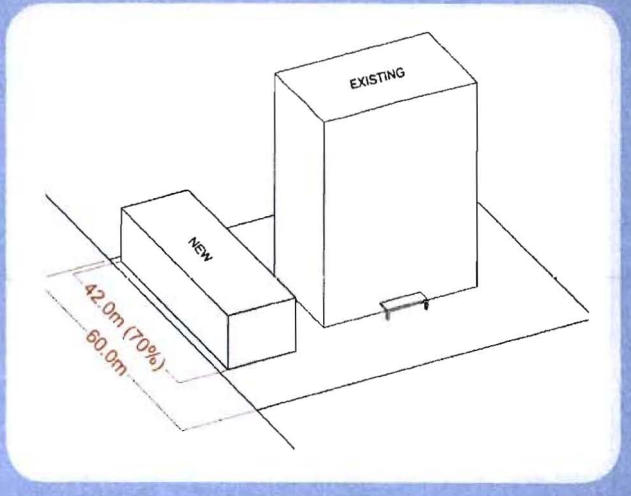


Figure 7.3.8
Intermittent Frontage (70%) on lot with new podium building in front of existing building

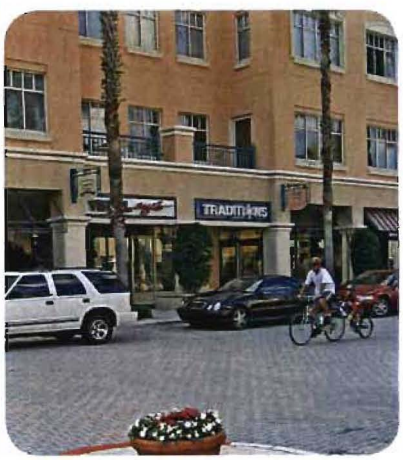
7.3.7 Parking

Parking is a critical issue for the success of the Corridor. An adequate amount of parking must be provided at all stages of growth to allow developments to compete successfully in the market. However, it is also critical that parking takes up as little prime space as possible as the land within an urbanized environment with access to higher-order transit will become increasingly more valuable.

Parking should be built underground, wherever possible. This provides a great volume of parking close to the Corridor, particularly for residents and office workers. It also frees up valuable land for development and allows buildings to be sited in a pedestrian-friendly fashion.

Above-ground parking structures may also provide large volumes of parking. The size and location of such facilities should be sensitive to pedestrians and bicycles alike. Parking structures should not be built directly adjacent to the Corridor unless they face the structure with a building that animates the major street frontages in order to maintain a more attractive, pedestrian-scaled building façade.

On-street parking is a pedestrian-friendly way to provide convenient access to street front commercial uses and should also be considered as it supports animation, vibrancy and pedestrian-orientation of the



On-Street Parking, Mizner Park, Florida

street. On-street parking, both along Hurontario/Main Street and on side streets, can provide some parking space particularly for short-term visitors and shoppers.

In some cases, surface parking lots may be located behind buildings. However, these parking lots will be seen as temporary until full development of the property occurs. In areas where an intermittent frontage of 70% is allowed, surface parking lots along the side of the building may be acceptable if they are setback from the street frontage, proper landscaping is provided to maintain a comfortable and safe pedestrian realm, and walkways are included to promote through pedestrian traffic.

It is recognized that as the population and employment within the Corridor grows, the value of land will increase and the development of underground and structured parking will become increasingly feasible. A recommended solution is to "phase" parking standards overtime, by permitting a competitive amount of surface parking in the early years of the development of the Corridor and then reducing the overall parking requirements and setting maximums for surface parking

over time as transit service increases and becomes a better alternative to vehicular access. In addition to parking standards, it is recommended that more emphasis be placed on managing parking infrastructure through transportation demand management policies and techniques. Parking related TDM policies and techniques can be used to encourage transit use, car/van pooling, walking and cycling and will encourage reduced single-occupancy vehicle use over time. By proactively managing the parking system, public investment in new transit facilities will be maximized.

Shared parking lots and facilities may also be a viable option to reduce the amount of space required for new developments along the Corridor, as uses that operate during different times of the day can share their facilities, therefore reducing their demand for spaces.

In the short term, before higher order transit is operational, Brampton and Mississauga should engage developers in agreements requiring future infilling of their surface parking lots or the building of structured parking after higher order transit becomes operational.

Recommended Policies and Guidelines:

i. On-street parking will be encouraged on Hurontario/Main Street and other streets in the Corridor where feasible. On-street parking stalls may be used to meet parking standards for commercial and other non-residential development, subject to City parking policies (i.e. payment-in-lieu of off street parking). For residential buildings on-street parking can accommodate visitors, but not tenants.

ii. Live/work buildings are not required to provide additional parking for the "work" component.

iii. Parking structures or underground parking are encouraged. Surface parking is discouraged but, if provided, will be located behind or beside buildings. There shall be no parking between a building and Hurontario/Main Street or at intersections.

iv. Parking structures are discouraged from fronting onto Hurontario/Main Street and all major cross streets. However, if located on Hurontario/Main Street or a major cross street, parking structures must comply with the "Permitted uses at street frontage" "Minimum floor height", and "Continuous frontage" policies of the Planning and Urban Design Strategy.

v. Shared parking facilities and shared vehicle access points are encouraged.

vi. Civic-owned parking facilities are encouraged and may be used to meet parking standards for commercial and other non-residential development, subject to each City's specific parking policies (i.e. payment-in-lieu of off street parking).

vii. Reduced parking requirements will be phased in over time as the higher order transit system is implemented and the Corridor intensifies.

viii. Should a development propose to exceed the parking standards, a planning and transportation rationale will be required to justify the increase.

7.3.8 Transit Supportive Designs

The physical configuration, land use, density and appearance of land development dictate the overall quality and function of a transportation system. Future development patterns along the Corridor shall create a balanced transportation system where pedestrians, cyclists, transit users and motorists all work together to develop a sustainable community, in keeping with the vision for the Corridor and for each character area.

Recommended Policies and Guidelines:

i. New development will be designed to support, complement and integrate transportation infrastructure.

Transit supportive development, San Francisco CA

7.3.9 Pedestrian Orientation

Facilitating a network of lively, safe, enjoyable and convenient streets that link key destinations such as transit stations, homes, jobs, schools, shopping, parks, natural areas and other desirable destinations within the Hurontario/ Main Street Corridor is an important aspect of the Planning and Urban Design Strategy. Pedestrian connections throughout the Hurontario/Main Street Corridor should be maintained and improved where needed. Well connected communities have many benefits, including fostering of healthier lifestyles, increased social interaction and decreased pollution through alternative modes of transportation such as walking and cycling.

Streets must be viewed as part of a larger network of a linked system. Each individual street within this network must be designed with the pedestrian in mind, shifting the balance away from an auto-dominated urban form.

Recommended Policies and Guidelines:

i. New development will support a pedestrian-scaled network of connected local streets and sidewalks linking neighbourhoods, parks, transit stations, services and other desirable destinations.

ii. New development will accommodate pedestrians on all streets along a network of connected sidewalks.

iii. Wherever possible, streets will provide landscaped buffers, trees and appropriate pedestrian amenities for pedestrian safety and convenience.

iv. Winter maintenance of pedestrian linkages will be undertaken to encourage active use of all streets throughout the winter months.

v. Wherever possible, connections through blocks will be developed and direct walkway routes provided to parks, businesses, stations, schools, community facilities and other desirable destinations.

vi. New development will promote and will not discourage pedestrian connections. Gated developments, cul-de-sacs and other approaches to development, which reduce connectivity, are not permitted.

7.3.10 New connections

Urban rapid transit systems rely heavily on pedestrian access for their economic viability and ridership. As the area along the Corridor evolves from a more suburban car-oriented landscape to a true urban environment, it is vital that new pedestrian connections are established that allow people to get to transit stations and the retail areas as quickly and directly as possible. In most cases the new connections shown on the Character Area maps will be new public rights-of-way that serve as vehicular access points for the development along the Corridor. This helps to decrease the number of driveways directly accessing Hurontario/Main Street. In some locations, however, public streets are not possible or desirable. In these cases public walkways or publicly-accessible private pathways will be accepted. In all cases these walkways and pathways must be safe, attractive and accessible 24 hours a day.

Recommended Policies and Guidelines:

i. New connections shall be in accordance with the Character Area maps and policies.

ii Sidewalks on both sides of the street shall be incorporated into the design of all streets, parking facilities and public spaces and shall be designed to connect building entrances.

7.3.11 Bonusing

Height and density bonusing, which may be granted to developers for providing public benefits such as public space and art, structured parking or transit facilities, is a valuable tool that can be used to improve the public amenities and transportation facilities within the Corridor. Since no two development proposals are the same, the benefit of providing additional height or density provisions will be reviewed on a case-by-case basis to consider whether the overall benefit exceeds the costs associated with permitting a taller or larger building.

Recommended Policies and Guidelines:

i. Height and density bonusing in accordance with Section 37 of the *Planning Act*, may be used in accordance with the Character Area maps and policies to achieve identified public benefits.

7.3.12 Place-making

A priority for the Corridor is to become a vibrant and active pedestrian-friendly urban environment. Creating special, unique and memorable places along the Corridor is an essential part of creating this environment. All actions in the Hurontario/Main Street Corridor should contribute to place-making by building areas with a strong sense of identity and character that are attractive, safe and welcoming. High-quality and well integrated urban design creates places that engage people and offer a rich experience and a sense of belonging.

All new development should contribute to these place-making policies. Both private and public investment should strive to make a lasting and significant contribution. New development, deliberately directed, will be a catalyst for creating places that are unique, safe, walkable, vibrant and transit supportive. Growth and development should be directed to areas and sites where change is needed and where growth can be accommodated and supported by transit.

Small Public Park, Helsinki

PLACE-MAKING

Promoting, conserving and building upon a unique identity as well as encouraging public art and culture provides an opportunity to create a sense of place by conveying distinctiveness, developing community pride and enhancing public space by animation and diversity.

Recommended Policies and Guidelines:

i. New development shall meaningfully contribute to the character and quality of the different Character Areas in order to foster community spirit and build civic pride and identity, and through aspects of the design, the integration of the public realm and through a participatory design process.

ii. Growth should be directed to key nodes of mobility and activity, to support transit, facilitate 'place-making' and to revitalize the Corridor.

iii. Growth should facilitate the creation of a sense of place through developing an identity, providing public art and cultural venues and spaces, such as parks, plazas and open spaces for community interactions.

iv. Public art should animate civic spaces and reflect the culture and diversity of the local residents and community.

v. New development shall contribute to the conservation of heritage resources, including landscapes, where they exist and conserve and enhance those elements (e.g. locations, events, buildings, landscapes) that have a special and unique meaning to the different communities living and working along the Hurontario/Main Street Corridor.

7.3.13 Visual Prominence

Sites that are visually prominent have a great impact on the image and character of the Hurontario/Main Street Corridor. Design of these sites should create memorable landmarks, orient pedestrians and strengthen civic pride. In particular, public realm and built form design should be coordinated at these locations. Sites that are visually prominent include:

- Gateways: locations where a significant number of people enter and exit the Hurontario/Main Street Corridor. Gateways occur at a variety of scales including gateways to Hurontario/Main Street, gateways to Character Areas, or gateways to specific open spaces.
- View corridors: the long, straight streets within (and surrounding) the Hurontario/Main Street Corridor create the opportunity to maintain and enhance the views from the Corridor.
- View terminus: a feature that terminates view corridors. Appropriate public realm view termini include parks or public art. Appropriate built form view termini are buildings that respond with a deliberate design, such as a tower or portico.
- Landmark buildings and frontages: locations which are prominent because of their context, such as adjacency to a public open space or important street, or because of their content, such as heritage resources or public art. They also include structures that are prominent in the city's skyline.

Recommended Policies and Guidelines:

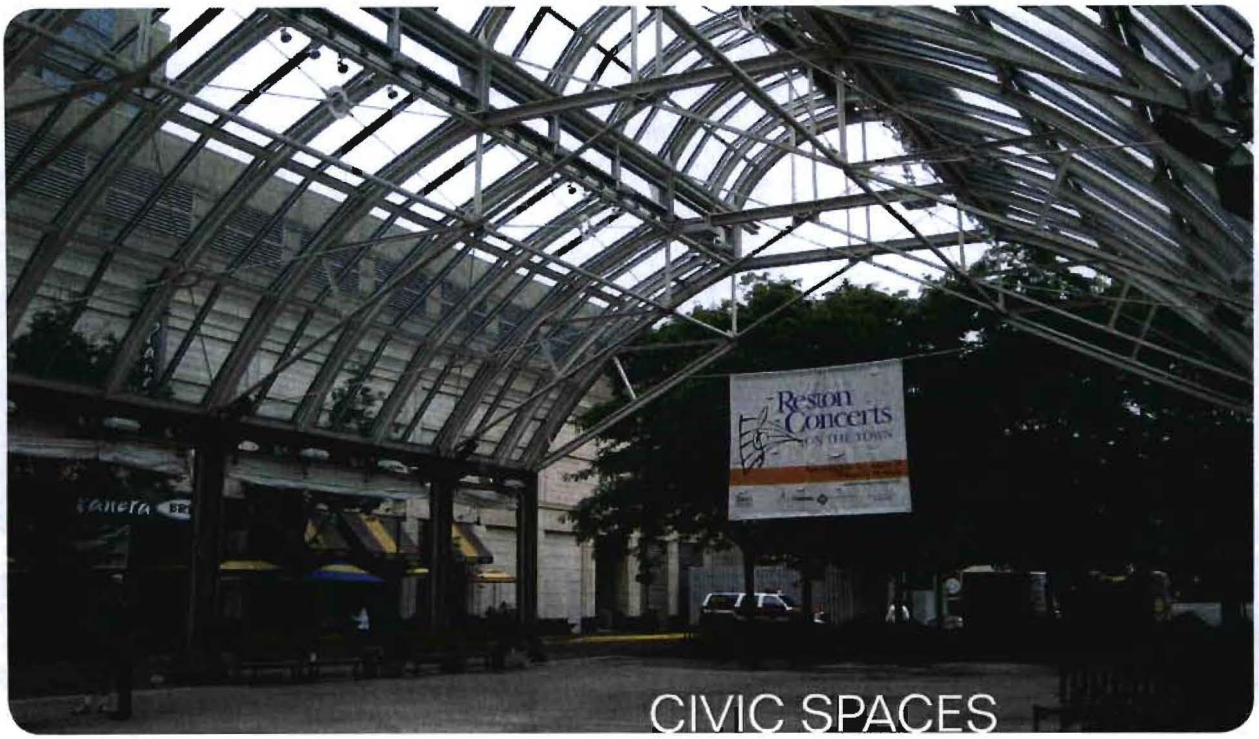
i. Gateways should be recognized through design features along the Hurontario/Main Street Corridor. They should have distinctive architecture and urban design, such as vertical elements at or near the intersection, unique lighting, signage and paving. They should have distinctive landscapes and/or public art, such as a unique or enhanced tree planting or freestanding sculptures. However, landscaping or art should not create a barrier to pedestrian movement, nor serve to separate active uses from pedestrian areas.

ii. Development should be designed to preserve views of natural amenities, parks and cultural facilities.

iii. Important view corridors should be protected through the creation of an enclosed built form throughout the view corridor. Buildings located within the view corridor and up to the view terminus should not obstruct the public view of the terminus.

iv. Landmark frontages should assist in wayfinding and contribute to a sense of place and reinforce the immediate context and Character Area in which they are located. Landmark frontages should be identified, protected and reinforced by existing and/or new/potential landmarks so as to enhance visual and physical connectivity.

Rose Theatre, Brampton



7.3.14 Civic public spaces

Open spaces that are successful can have a tremendous influence on the image, appeal and economic development of an area. How these spaces are designed, programmed and interfaced with surrounding streets and land uses is crucial to their ability to attract and delight a variety of users and ensure that they are places where people feel safe and comfortable.

Parks typically serve a community's passive and active recreational interests and come in a variety of scales and configurations. Parks can be local and district parks, as well as larger city-wide parks.

Squares and plazas are more formal spaces than parks in that they are typically associated with a civic building and/or include a greater number of built amenities such as street furniture and public artwork. Squares and plazas are typically suited for denser neighbourhoods and downtown locations because of their simplicity in design and the adjacent uses they promote. When successfully designed, squares and plazas have the potential to serve as a focus for attracting residents and visitors and for concentrating civic uses, retail and other amenities. They function best when they are framed by animated uses such as restaurants, bars and cafés. In such instances, they can function as year round gathering places. Successfully designed squares and plazas can reinforce the prominence of certain civic/commercial locations and instil a sense of pride in communities by enhancing the public realm.

Cemeteries, school yards, community garden plots and mid-block connections also have the opportunity to play an essential role in the open space system.

NOTE

Part of a realizing the goal of achieving "complete communities" along the Corridor is ensuring a proper mix and diversity of publicly accessible open spaces that support local living, working, and recreation. Each Character Area has an existing supply that will need to be assessed as sites develop, demographics evolve, populations grow and needs change.

Recommended Policies and Guidelines - Parks and Open Spaces:

i. Creek corridors should be conserved as significant natural areas, and be connected and integrated as part of the overall public realm through a system of trails and pedestrian walkways.

ii. A series of public multifunctional open spaces should be created to accompany the new transit-oriented development along the Corridor. This will create a cohesive transitional mixture of urban and natural space along this part of the Corridor.

iii. All parks, squares, plazas and open spaces should be included as part of the transit-oriented developments along the Corridor and be connected and integrated as part of the overall public realm and neighbourhood.

iv. The design of parks, squares, plazas and open spaces should include clear sight lines to surrounding areas and uses. The design will incorporate adequate pedestrian-scaled lighting and provide active building fronts, including entries and windows, to create "eyes" on the space, enhancing a sense of safety and discouraging inappropriate behaviour.

v. Parks, squares, plazas and open spaces will serve the broad interests of a population of all ages and will provide opportunities for active as well as passive forms of leisure and recreation.

Civic public space, Washington DC

vi. Parks, squares, plazas and active open spaces will enable easy ingress and egress and avoid creating entrapment spots that are not highly visible or well-used. Where appropriate, these spaces will use legible signs and orienting devices such as landmarks and pathways.

vii. These spaces will also include barrier-free design to ensure accessibility to the broadest user group.

viii. Parks, squares, plazas and active open spaces will include a variety of activities and a mix of surrounding uses to facilitate constant public use and/or surveillance of the space in all hours and seasons. Opportunities for programming during different times of the day and different seasons must be considered.

ix. Parks, squares and plazas will emphasize quality of design over scale in high density areas. Generally, as the intensity of the surrounding uses increases, so should the quality of the open space.

x. Parks, squares and plazas will create a vibrant visual impression for people passing by and be utilized for pedestrian, cycling and other forms of active transportation uses.

xi. Parks, squares and plazas shall play a major role in the recreational needs of residents of the entire Corridor and the entire City.

xii. The design of parks, squares, plazas and open spaces will conserve significant natural features and heritage resources and incorporate environmentally sustainable designs practices including: linking natural systems, use of porous hard surfaces, incorporating stormwater management facilities, landscaping with indigenous species and minimizing irrigation needs.

xiii. Squares and plazas shall be accepted by the Cities as part of a development's parks contribution required by the *Planning Act*.

NOTE

Sidewalk should be sized in relation to the amount of anticipated pedestrian traffic. Generally a minimum 3 metre width should be maintained clear of obstructions such as street furniture, posts, or street plantings. In areas of higher pedestrian traffic the minimum width may increase to 4 or 5 metres in areas intended to accommodate retail spill-over (e.g. restaurant tables or grocery stall). An area of the public boulevard must be designed and allocated for this purpose and can vary in width from 1 metre to as much as 5 or 6 metres. Areas surrounding transit stops should have increased sidewalk width.

Streetscape Design Elements, New York, NY

Recommended Policies and Guidelines – Streets and Streetscapes

i. Streets and streetscapes shall be designed and landscaped to function as a significant part of the public realm and be oriented to pedestrian use.

ii. Sidewalks located at major intersections along the Corridor should be wider to cope with higher pedestrian activity associated with major transit stops and intensified development. All remaining sidewalks widths should vary depending on their location with respect to: current or proposed uses, frontage designations and proximity to existing and future transit nodes, which will determine future pedestrian flows.

iii. Sidewalks should:

- be wide and hardscaped when fronting commercial uses;
- include landscaping and walkways when fronting residential uses;
- be wider in areas of greater pedestrian traffic;
- Link to and enhance existing pedestrian paths and trails, while creating new ones wherever possible; and,
- Provide for cycling routes.

Street Furniture & Landscaping

iv. Pedestrian crossings should be designed to meet municipal standards, located at all signalized intersections and enhanced with different types of paving (unit paving or concrete) or colours and correspond with sidewalk width.

v. Street furniture and landscaping within the right-of-way should reflect the high quality character of the Corridor.

vi. High quality street furniture shall be strategically located to allow pedestrians to use the street comfortably, responding to the different uses, frontage designations and proximity to existing and future transit nodes along the Corridor. Street furniture in these areas should help achieve the aim of creating gathering areas along the frontages of the intersection.

vii. Landscaping should support the movement of pedestrians while still extending the area's tree canopy along the street; and should connect with existing and planned parks and open spaces associated with the new transit-oriented developments.

viii. The character of a park-like promenade, with an extensive and connected tree canopy, integrated with the canopy of adjacent areas, should be encouraged.

NOTE

Some areas along the Corridor have been identified as requiring a higher standard of streetscaping and street furnishings. This implies investing greater attention, care, and resources (than what may be standard along other parts of the Corridor) on the quality and character of the elements located within the streetscape, to ensure the highest possible appeal to, and use by, pedestrians. Examples may include specially designed benches, uniquely oriented lighting, retail kiosks, water fountains, commemorative plaques and other place specific features.

7.3.15 Private Publicly Accessible Spaces

Private publicly accessible spaces may include courtyards, forecourts, walkways, urban gardens, patios, porches and balconies. These contribute to the overall open space component of the public realm. Even where private open space is not accessible to the public, such spaces are still important if they form part of the visual open space and contribute visual connections in the overall network of open space.

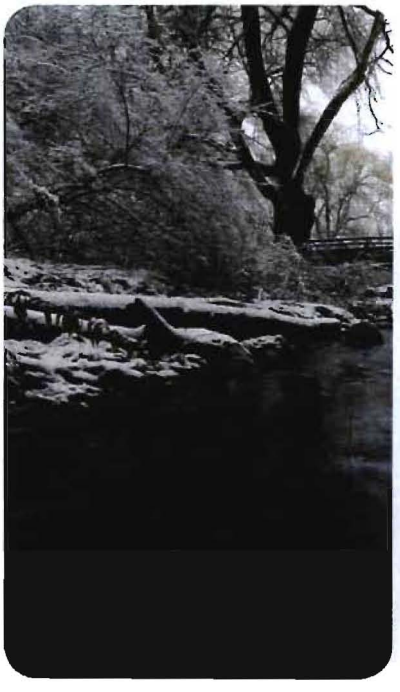
Recommended Policies and Guidelines:

i. All development proposals are encouraged to provide publicly accessible private open space.

ii. The design of publicly accessible open space or private space must consider the context of the proposed open space in the overall network of open space, such as consideration for visual connections and tree canopy preservation and improvement.

Network of Private publicly accessible space, Washington, DC

7.3.16 Natural Heritage Considerations



Natural heritage is an important part of our history and culture, as well as important to the health of the overall natural systems. This Strategy has been developed to ensure that the Corridor's natural heritage features – creek valleys, woodlands, wildlife corridors and all other natural heritage features – remain a viable and significant part of its future. The policies recognize the significance of these features and the need to conserve them for their environmental function, as well as for their recreational opportunities.

Some of the notable natural features in the area include the Lake Ontario Waterfront and two key watercourses and associated valleys - Cooksville and Etobicoke Creek, in addition to a number of other creeks including Mississauga Valley and Fletcher's Creek. Water and valley features are recognized as special areas that should be treated to maximize their economic and social potential and protected to maintain or improve their environmental and ecological functions.

The waterfront is a major community, municipal and regional destination and is the southern terminus of Hurontario Street. The waterfront is defined by parks, the Lake Ontario shoreline and its associated natural environments. The waterfront is located in the Port Credit Character Area, a community defined by mixed-uses; vibrant, pedestrian-friendly streets and other desirable urban qualities. The waterfront has many attractive and functional natural and built environments upon which to build. Additional policies and discussion about the waterfront are provided in the Port Credit Character Area.

The two major watercourse systems that intersect Hurontario/Main Street and run along portions of the Corridor, serve as important links between neighbourhoods, parks, schools, community facilities and other public amenities. They also provide a refuge from urban living for residents and visitors alike. The design of the public realm near and adjacent to the creeks should have a strong visual and physical link to the waterways and their associated natural features to integrate them into the community fabric and the open space system. New development, such as buildings, trails and roadways should relate to the topographical features and contours of the waterways to retain and complement the natural shape and character of the creeks.

Good urban design should be used to enhance and protect the environmental landscape character in the natural heritage areas along the Corridor, including view sheds. New development should have frontage on the waterway and open space corridors bordering the waterways, wherever possible.

Recommended Policies and Guidelines:

i. In all cases, all new development shall adhere to the policies that have been set out in the municipalities' Official Plans and shall conform to the Credit Valley Conservation Authority and Toronto Region Conservation Authority requirements.

ii. Development adjacent to natural features to be protected shall provide an assessment of land use compatibility. Where land uses are found to be incompatible the Cities will require alternative building and site design, landscaping and spatial separation requirements to ensure land use compatibility.

iii. New and existing pedestrian connections to the creek corridors should be created and enhanced, wherever possible.

iv. Streets, open spaces and private yards should seek to extend and connect the area's tree canopy and support the health of natural systems.

7.3.17 Stable neighbourhoods

While some neighbourhoods will experience change, other stable neighbourhoods will undergo little or no change at all. Stable residential neighbourhoods in the Corridor, such as Mineola, Main Street South Heritage Area and areas outside those recommended for change in the Character Area Plans, should remain stable and maintain their existing character.

Recommended Policies and Guidelines:

i. Development occurring in or adjacent to stable neighbourhoods shall be in accordance with the applicable Character Area maps and policies.

7.3.18 Transition Areas

As illustrated on the Character Area Maps, height transition areas are located adjacent to stable lower density residential areas. The purpose of these transition areas is to ensure that new developments are appropriately scaled and blended into existing neighbourhoods, by imposing a height transition plane on development in the Corridor. Additional Height Transition Areas may be identified by the City to allow for heritage, environmental or urban design considerations. Despite the height transition area designation, any new building within the Corridor must be at least 3 storeys in height.

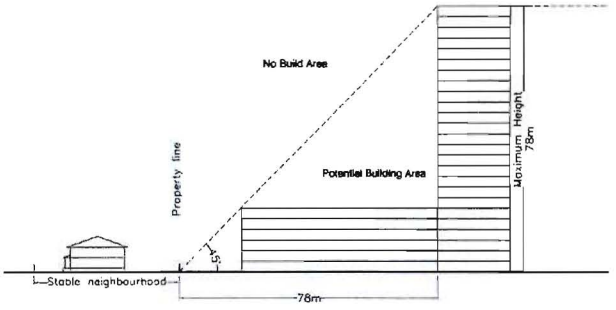
Recommended Policies and Guidelines:

i. The maximum building height within each Character Area shall be limited by a line measured from the Height Transition Boundary as identified on the Character Area maps at a 45 degree angle from the boundary up over the Character Area (see Figure 7.3.9).

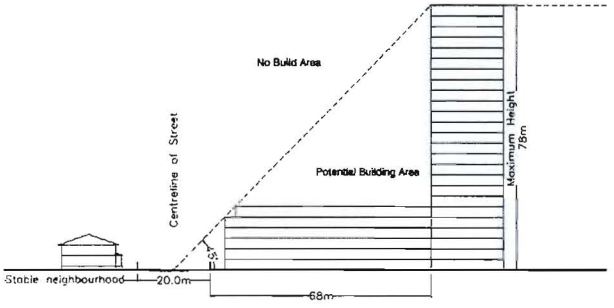
ii. Notwithstanding the above policy, any new building shall be at least 3 storeys in height, unless otherwise specified in the Charater Area sections, in accordance with policy iii of Section 7.3.3.

iii. A step back along a 45 degree angular plane will also be required for new and renovated buildings that are adjacent to a property with significant heritage resources (i.e. listed, designated, or identified through a Heritage Impact Statement as may be required by the City). New buildings must be sympathetic to and transition from, the height of adjacent heritage resources, with a minimum 45 degree angular plane. Figure 7.3.9 illustrates these policies.

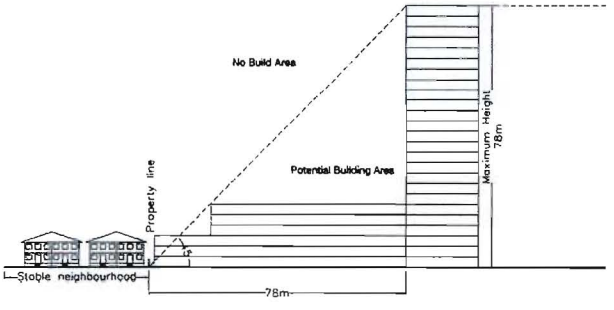
TRANSITION AREAS



Measured from rear lot line



Measured from centre of street



Measured from side lot line

Figure 7.3.9
Transition Areas

7.3.19 Special Policy Areas and Recognized Floodplain

Certain areas along the Corridor are affected by Special Policy Area designations established by the Credit Valley Conservation Authority and the Toronto Region Conservation Authority, related to flood plain and flooding hazards.

In general, development is discouraged within floodplains in Ontario. However, if there is existing development on an affected site and re-developing the site can provide opportunities to improve the conditions of the riparian environment, re-development may be considered, subject to approval by the Conservation Authority. In these areas, special consideration must be given to mitigating potential damage from flooding and to generally improving the conditions of the riparian environment.

This provides an opportunity to develop some very creative and exciting design solutions that link the urban fabric with the natural environment found in the valleys. However, in these areas the policies and guidelines in this Strategy are secondary to the over-riding elements found in the special area policies.

Municipal policies and Conservation regulations related to a recognized floodplain area or designated Special Policy Area take precedence over the policies found below.

Recommended Policies and Guidelines:

i. Development or redevelopment within a recognized floodplain or designated Special Policy Area may be considered if supported by floodproofing or flood protection measures, subject to the approval of the City and the policies of the Conservation Authority.

ii. Any development or redevelopment within a recognized floodplain or designated Special Policy Area designation will be required to meet all of the requirements of the Conservation Authority, in addition to the requirements of this Plan. Where there is a conflict between policies in this Plan and those of the Conservation Authority that relate to flood safety, the policies of the Conservation Authority shall prevail.

iii. In general, pedestrian and cycling linkages should be sited to avoid sensitive natural features, including flood plains. However if linkages are located in flood prone areas, bridges, culverts, swales and raised walkways will be required to ensure pedestrian safety and accessibility.

7.3.20 Cultural Heritage Conservation

Portions of the Hurontario/Main Street Corridor contain significant cultural heritage resources. Accordingly, any development or redevelopment of lands containing or adjacent to cultural heritage resources shall be required to provide a Heritage Impact Study to demonstrate how the proposed development contributes to the conservation and maintenance of cultural heritage resources and attributes, integrating them into the development whenever possible. Heritage conservation policies established by the municipality or by other governmental agency regulations take precedence over the policies of this Strategy.

Recommended Policies and Guidelines:

i. Any development or redevelopment of land that contains or is adjacent to identified cultural heritage resources will be required to undertake a Heritage Impact Study to the satisfaction of the City, the Heritage Board and any other appropriate approval authorities having jurisdiction, in order to determine the impacts of development and to identify how the impacts can be mitigated Mitigation may include appropriate siting of new development, conservation of all or part of cultural heritage resources or attributes, or adaptive re-use of cultural heritage features.

7.3.21 Sustainability

In order to achieve the core elements of this Strategy, the concept of sustainability must be a guiding principle. The triple bottom-line objectives of sustainability – cultural/social, economic and environmental – are interwoven throughout the policies of this Strategy. The idea of a complete community is central to the success of the Hurontario/Main Street Corridor. It requires that development provide for and integrate alternative forms of transportation, provide linkages that facilitate accessibility and safety and encourages new development to explore innovative land use patterns, building standards and urban design that will reduce overall demand for energy.

Recommended Policies and Guidelines:

i. Development applications shall be reviewed to ensure efficiency in the use of land in terms of their intensity, diversity, integration of land use and transportation system.

ii. The City may require development proponents to submit a sustainable design brief as part of the development application in order to address the Region's Green Development Standards and these policies.

iii. Development applications shall be reviewed with consideration given to energy conservation measures including, but not limited to:

   a. Increased densities;

   b. Promotion of public transit and alternative forms of transportation;

   c. Orientation of streets and buildings to facilitate maximum energy efficiency;

   d. Use of landscaping and green development standards, such as green building guidelines, Low Impact Development (LID) or similar standards; and

   e. Promotion of the use of alternative and renewable energy systems, such as passive solar energy, geothermal and wind power.

iv. New development shall be compatible with, integrated with and designed to, enhance existing natural heritage features such as woodlots, watercourses and stream valleys.

7.3.22 Cycling

Cycling and other forms of active transportation are critical forms of transportation that allow people to reach destinations that are too far to walk, but not so far away that they need to take a car or rapid transit. A higher density corridor with active retail and other destinations along it must be accessible by bicycle. Making the Corridor bicycle-friendly will encourage a more active lifestyle for residents and workers, as well as contributing to the improvement of the economic and environmental health of the area. Bicycle routes, both along the Corridor and to and from the Corridor, are important. Providing bicycle parking facilities on the rapid transit vehicles and at transit stations expands the catchment area of the rapid transit system.

Recommended Policies and Guidelines:

i. Bicycle parking will be provided by all residential, commercial, institutional, office, recreational and civic buildings. Incrementally plan for residential buildings offering secure bike parking at a rate of at least 0.9 bicycle parking spaces for every unit, begining in the Urban Growth Centre and Port Credit. Employment uses shall offer secure bike parking at a rate of at least 1 bicycle parking space for every 500 square metres of floor space. In addition, these buildings are encouraged to provide showers and change facilities.

ii. Bicycle parking areas should be well lit and designed to ensure safety.

iii. On-street bicycle parking is encouraged at appropriate locations and should be coordinated by the municipality.

iv. Bicycle parking should not be located directly adjacent to areas of high-pedestrian traffic. It should not be located in immediate proximity to street corners, transit loading zones, goods delivery zones, taxi zones, emergency vehicle zones, hotel loading zones, near fire hydrants, near driveways, access lanes, or intersections.

v. It is recognized that the provision of cycling infrastructure is constrained by the width of the Corridor right-of-way. Where sufficient right-of-way width is available to provide cycling lanes and on-street parking, consideration will be given to providing bicycle lanes where pedestrian safety and comfort is not adversely affected.

vi. Cycling infrastructure on public lands should be maintained year-round by the City.


CYCLING

8.3 Brampton Gateway

8.3.1 Vision

The vision for the Brampton Gateway Character Area is to transform Shoppers World and other single-use retail properties into a vibrant mixed-use transit-oriented development. Retail uses, including large department stores and "warehouse" type retailers will be encouraged to remain in the area to help create a major shopping node that will be pedestrian and transit focused. However, new building forms will be encouraged to develop in order to support the vision of this Character Area. A transit terminal that connects the Hurontario/Main Street transit service to various other lines including Züm BRT (formerly known as the AcceleRide BRT) system and other transit services will be established in close proximity to the Hurontario and Steeles intersection. A pedestrian-scaled neighbourhood will be established around this Gateway Mobility Hub. A secondary transit-oriented neighbourhood area based on a predominantly office and institutional core will develop between Steeles Avenue and Highway 407.

8.3.2 Population and Employment Forecast

The policies are based in part on the potential for population and employment growth in the Brampton Gateway area. Significant population and employment growth creates the opportunity to transform Brampton Gateway into a vibrant neighbourhood where residents can live, work and shop within a walkable area.

Existing and potential population and employment figures are as follows:

- Existing population: 14,550 people
- Population potential: 21,000 people
- Existing employment: 4,990 jobs
- Employment potential: 7,700 jobs

Note: These figures have been provided from the municipality as their 2031 growth targets and were determined through the municipality's provincial conformity exercise and the recommendations of this Master Plan. These figures are based on boundaries that may not exactly replicate the boundaries this study is using, but recognizes that the majority of new development will occur within the Character Area boundaries. Additional growth may be possible beyond 2031.

PERMITTED USE AT GRADE

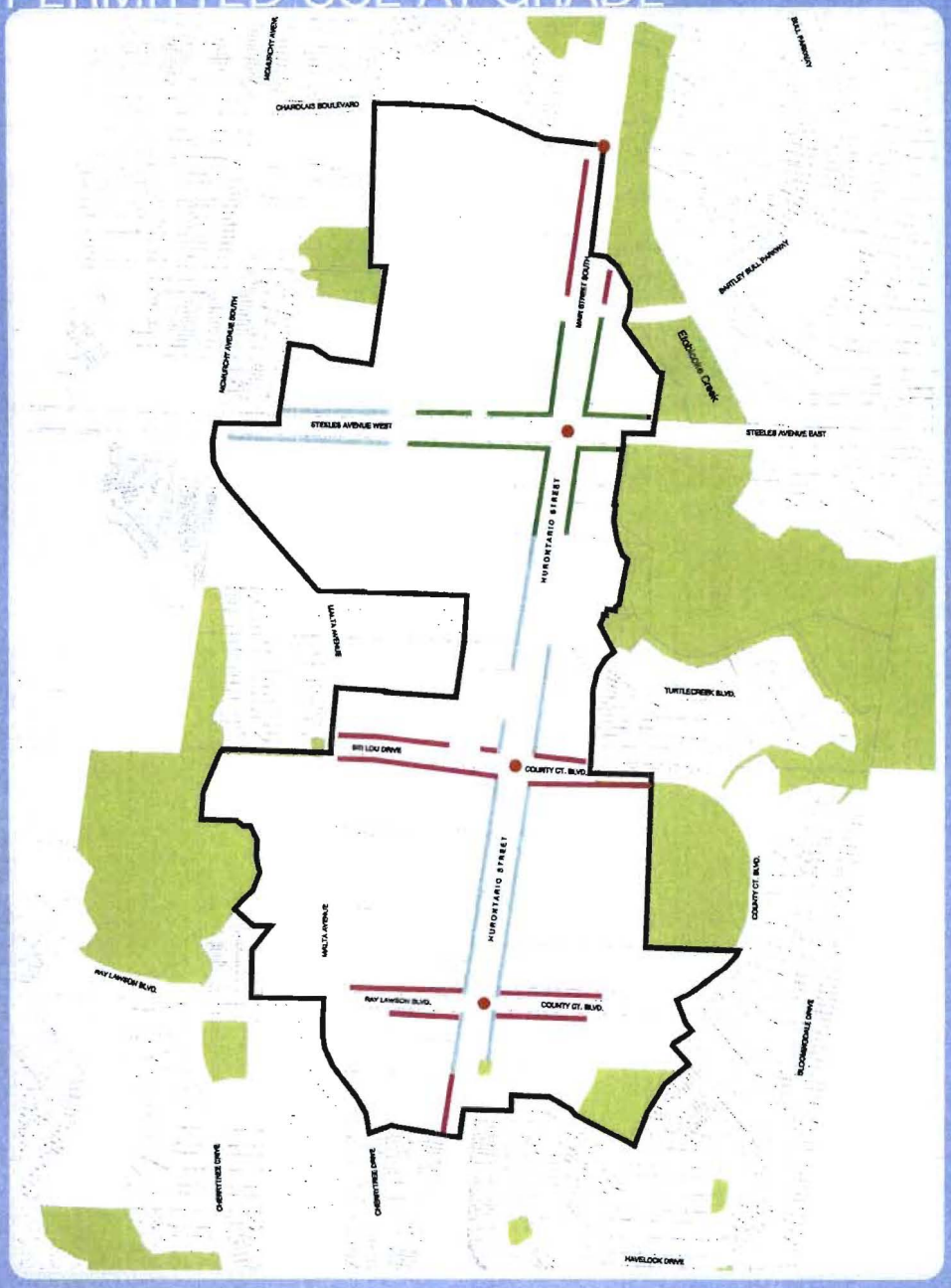


Figure 8.3.1
Brampton Gateway
Permitted Use

8.3.3 Permitted Use at Grade Level

Within the Brampton Gateway Character Area there are three categories of animated use at street level: Retail, Commercial or Institutional, and Convertible. The intention is to create streets that will serve high levels of pedestrian activity. South of Steeles Avenue, Hurontario Street will be an active "Main Street" with uses limited to Retail and Commercial or Institutional at street level which support high volumes of pedestrian traffic. North of Steeles Avenue, the focus of pedestrian activity will move west of Main Street onto the Shoppers World lands. In the County Court node, cross streets will have a Convertible frontage allowing for a broad range of uses that can respond to market demands and neighbourhood evolution over time.

i. Uses along the main street-edge are required to be as designated on Figure 8.3.1.

DENSITY & HEIGHT MAP

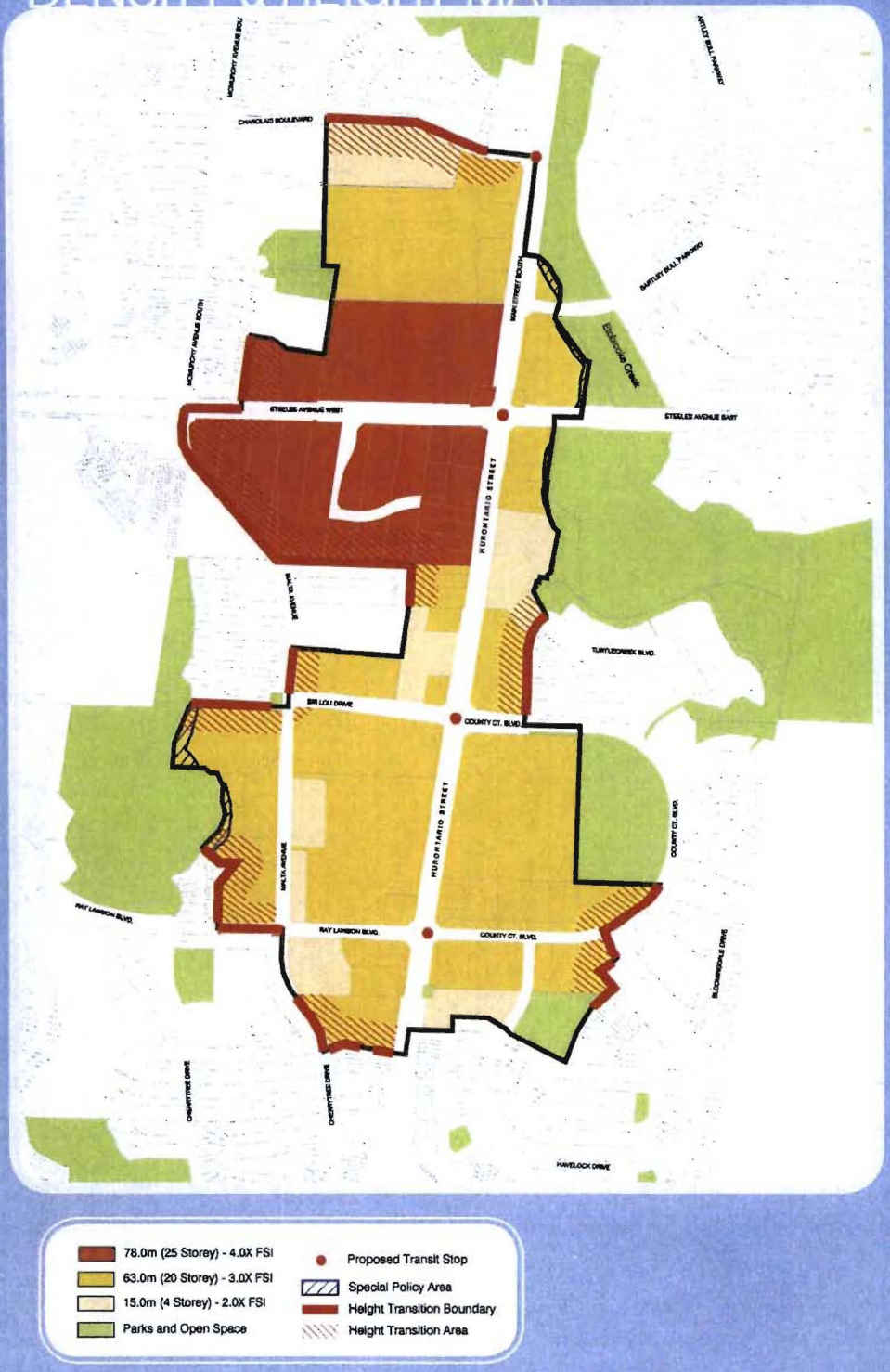


Figure 8.3.2
Brampton Gateway
Density and Height Map

8.3.4 Density

Within the Brampton Gateway area the permitted density is 4.0X FSI with the highest densities around the intersection of Hurontario Street and Steeles Avenue. This is intended to create a compact form of development. It is also intended to encourage additional development, on properties with existing high-rise development to help create a desirable street frontage condition. Further away from the intersection of Hurontario and Steeles and in the County Court node the permitted density is 3.0X FSI which will allow for a variety of building types within the corridor.

i. Density shall be as specified on Figure 8.3.2.

8.3.5 Heights

The existing Brampton Gateway Character Area is dominated by one-storey retail plazas and malls surrounded by a mix of mid-to-high rise residential buildings with heights that range from 6 to 25 storeys, medium-density townhouse developments, 6 to 8 storey commercial/institutional buildings and low density single family homes.

The proposed heights for high-rise buildings is 78 m (25 storeys) (before bonusing) in the Steeles Avenue node and 63 m (20 storeys) in the County Court node. However, a minimum height of 3 storeys will be applied to all new developments.

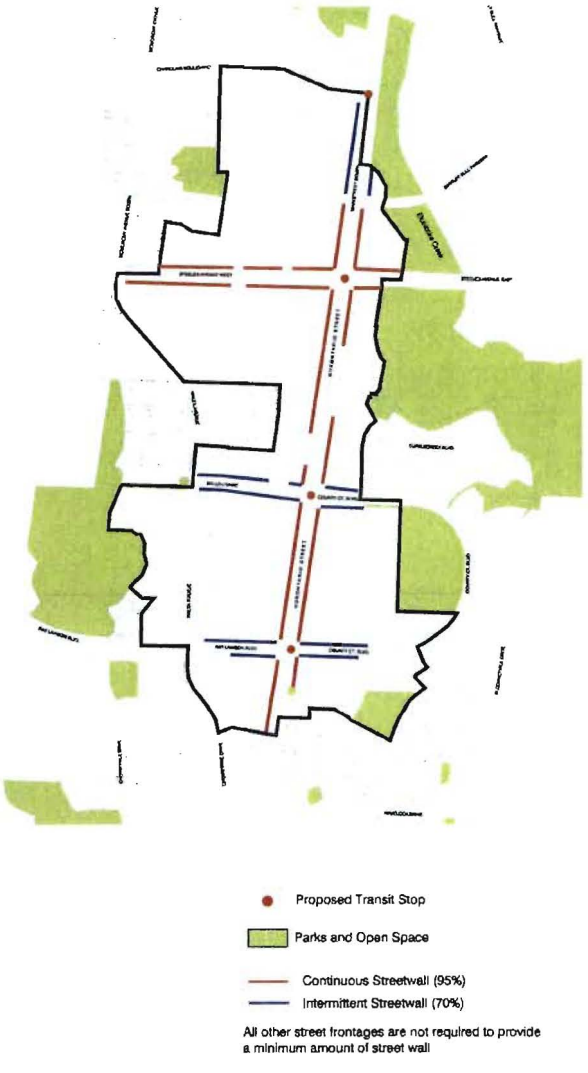
i. Maximum building heights shall be as specified on Figure 8.3.2.

ii. Minimum building height shall be 3 storeys for all areas within this Character Area.

iii. Where podium setbacks are specified on Figure 8.3.5, podium heights shall be as follows:

- Hurontario/Main Street and Steeles Avenue shall have a minimum of 4 storeys and a maximum of 21 m (6 storeys).

Figure 8.3.3
Brampton Gateway Continuous Street Frontage Map



8.3.6 Minimum Continuous Street Frontage Requirements

Along Hurontario/Main Street and along Steeles Avenue continuous frontage will be required. It is intended that this area will have a welcoming pedestrian environment and complete streetwalls will be an important element of this Character Area. For sections of Ray Lawson Blvd, County Court Blvd and Sir Lou Drive (see Figure 8.3.3) an intermittent frontage of 70% is required.

i. Continuous street frontage of buildings shall be required in the specific locations shown on Figure 8.3.3.

8.3.7 Maximum Setback Lines

A vibrant streetscape involves the creation of an enclosed, pedestrian-scaled street. Along various routes, the provision of only minimal building setbacks is vital to establishing a consistent street wall that invites pedestrian activity.

i. Development must be built within the distances stated from the streetline in locations specified on Figure 8.3.4.

ii. Buildings above the podium shall be set back a minimum of 2.5 m in locations specified on Figure 8.3.4.

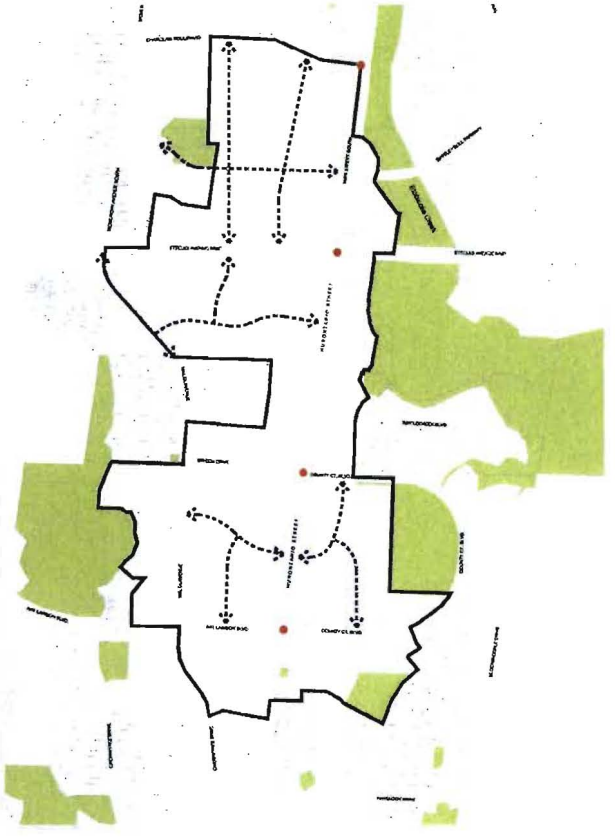
SETBACK MAP

Figure 8.3.4
Brampton Gateway Setback Map

- Building must be built at Street Line (0.0m Setback)
- Building must be built within 2.5m of Street Line (maximum 2.5m setback)
- Additional setback of at least 2.5m required above podium
- Proposed Transit Stop
- Parks and Open Space

All other setbacks are as required by the Zoning Bylaws.

Figure 8.3.5 Brampton Gateway Connections Map



8.3.8 New Connections

Improved connectivity between streets, pathways, amenities, buildings and transit stops/stations are essential to improving the vibrancy of the streetscapes by reducing walking distances and times and opening opportunities for exploration. The Brampton Gateway Character Area currently contains large blocks, which, if not broken up, will create a poor pedestrian environment. This Plan encourages increased connectivity through the lands in this area through the creation of new roads or pedestrian pathways that would more effectively allow residents and users of the buildings not directly fronting Hurontario Street to access Hurontario Street and the transit stations.

i. The connections shown on Figure 8.3.5 shall be developed as local public streets or publicly accessible walkways.

ii. Encourage additional connections in developments through the introduction of mid-block pedestrian connections.

8.3.9 Place-making

The intersection of Steeles Avenue and Hurontario/Main Street has been indentified as the centre of a Gateway Hub by the Metrolinx Regional Transportation Plan and is thus intended to become the heart of a major pedestrian-oriented neighbourhood. Currently this location is the intersection of two major regional arterial highways handling hundreds of vehicles per hour.

Further south in the vicinity of the A. Grenville & William Davis Courthouse, there are a number of development opportunities that will allow that area to develop a central neighbourhood focus along Hurontario Street between Sir Lou Drive and Ray Lawson Boulevard.

Some areas along the Corridor have been identified as requiring special urban design considerations and attention. This implies investing greater attention, care, and resources on the quality and character of design to ensure the highest possible appeal to, and use by, pedestrians. Examples may include special paving, a greater concentration of street furniture (e.g. benches), public art, enhanced landscaping elements, cultural heritage markings and plaques and special lighting features.

i. Special Urban Design consideration in accordance with Section 7.3.12 of this Plan should be given to the place-making locations identified on Figure 8.3.6.

Figure 8.3.6
Brampton Gateway Placemaking Map

8.3.10 Civic Public Spaces

Brampton Gateway is a major residential, retail and office node and the importance of civic spaces for the recreation and enjoyment by local residents is a key factor in the livability of the area.

The open space character of the Brampton Gateway Neighbourhood is defined by a large park system which follows Etobicoke Creek trail located along the Corridor between Steeles Avenue and the border with the Main Street South Heritage Character Area. These parks include: Kiwanis Memorial Park, Joyce Archdekin Park, Charles F. Watson Family Gardens and Centennial Park.

i Integration of civic public spaces into new development or redevelopment shall be in accordance with Section 7.3.14 of this Plan. Specifically, key elements of the Brampton Gateway public realm such as the large park system along Etobicoke Creek shall be considered to help refine the future of the Character Area.

ii A public open space should accompany the transit oriented developments and major transit stop located at the intersection of Hurontario Street and Ray Lawson Boulevard/County Court Boulevard.

iii. The visual and civic prominence of the two public buildings located on the south corners of Hurontario Street and Sir Lou Drive/ County Court Boulevard (Peel Regional Court House and Peel Police Headquarters) should be recognized through the provision of public open spaces that help frame the building frontages.

iv The section of Main Street located between Steeles Avenue and Charolais Boulevard shall be given special attention as it will act as a transition zone between the built environment along the west side of the street and the natural environment located on the east side. New plantings shall be natural to the area and shall not encroach on the adjacent habitat.

8.3.11 Transition Areas

Adjacent to stable lower density residential areas a height transition area is proposed to blend new development into existing neighbourhood heights. These areas are identified on Figure 8.3.2 and are subject to the policies below.

i. No new building within a transition area shall exceed the height transition plane (see Figure 8.3.2) unless permitted by the approval authority. The height transition plane will be measured from the outer edge of the plan area up over the plan area at a 45 degree angle.

ii. Notwithstanding the above policy, any new building shall be at least three storeys (8.0 metres) in height or can match the height of any adjacent building if they are over three storeys without regard for the height transition plane.

iii. A step back along a 45 degree angular plane will also be required for new and renovated buildings that are adjacent to a property with significant heritage resources (i.e. listed, designated, or identified through a Heritage Impact Statement as may be required by the City). New buildings must be sympathetic to and transition from, the height of adjacent heritage resources, with a minimum 45 degree angular plane as per Section 7.3.18.

9.2 Brampton Gateway Proof of Concept Summary

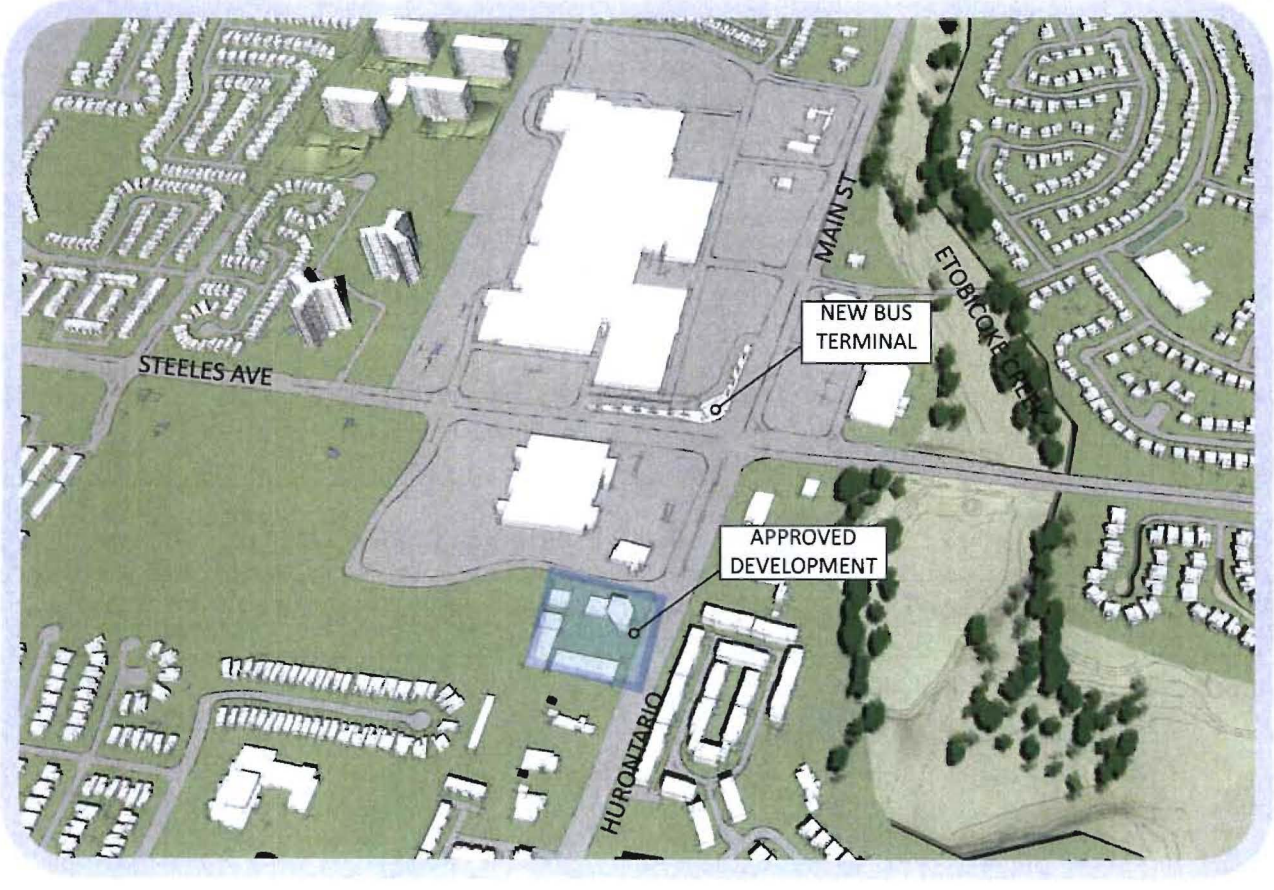
In an area constrained by greenbelts and established single-family neighborhoods, concept testing looks at long-term eventual phasing-in of development in a form and manner that meets the Vision for the character area. Conceptual future phasing envisions the Shoppers World eventually redeveloping into a mixed-use Retail District, after infill development with replacement structured parking has taken place on the current parking lots. The new shopping district contains a variety of internal mews and court spaces for varied and intimate shopping environments, and for connecting to residential areas.

Phasing assumes that development first occurs on undeveloped parcels, with added incentive for redevelopment of certain properties, in particular at the corners of the transit stop intersection at Steeles Avenue and Hurontario Main Street. Other properties will remain as currently developed for many years, until replacement makes economic sense. New buildings and infill buildings are phased in around those existing buildings, with the transit hub as the starting point and heart. The final, very long-term move develops that last corner lot with station area development and easy transit connections to the Hurontario transit line.

Brampton Gateway Phasing

Phasing assumes that development first occurs on undeveloped parcels, with added incentive for redevelopment of certain properties, in particular at the corners of the transit stop intersection at Steeles Avenue and Hurontario Main Street. Other properties will remain as currently developed for many years, until replacement makes economic sense. New buildings and infill buildings are phased in around those existing buildings, with the transit hub as the starting point and heart.

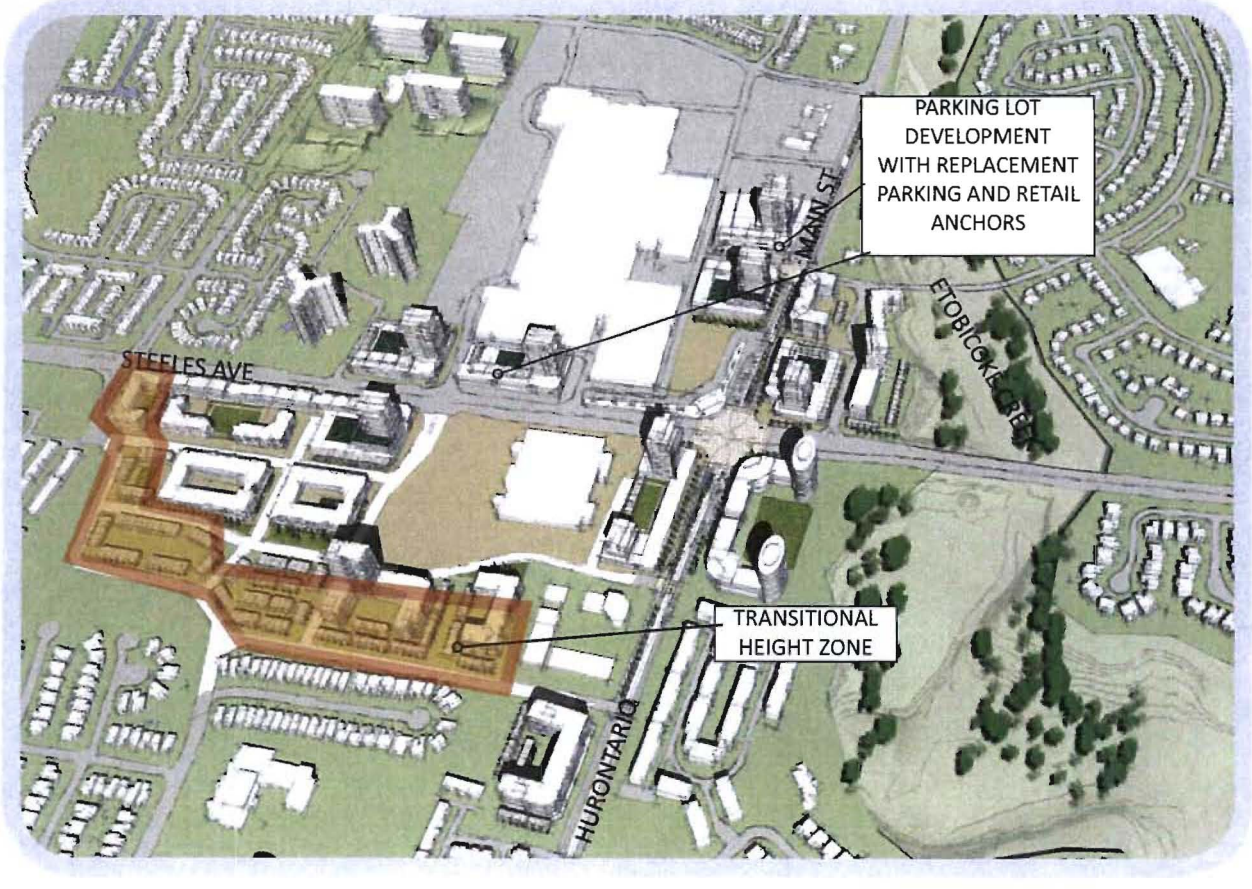
Figure 9.2.2: Brampton Gateway Existing



Phase I

Phase I shows where development is first likely to occur during and after construction of the transit corridor. The bus terminal is in place as planned. Aside from currently undeveloped parcels, new development and redevelopment is focused on giving form to the corners at the transit hub. Also shown are the first stages of development around Shoppers World. Two buildings on the parking lots at the main entry on Main Street have structured public replacement parking in the podium, as well as retail space to begin to transfer anchor tenants from the mall and begin to establish street frontage on the corridor. Similarly, on the Steeles Avenue side, development is shown on the current parking lot and on the previous bus terminal site, establishing active street frontage on Steeles. Building typologies step down in the transitional height zone adjacent to existing neighborhoods.

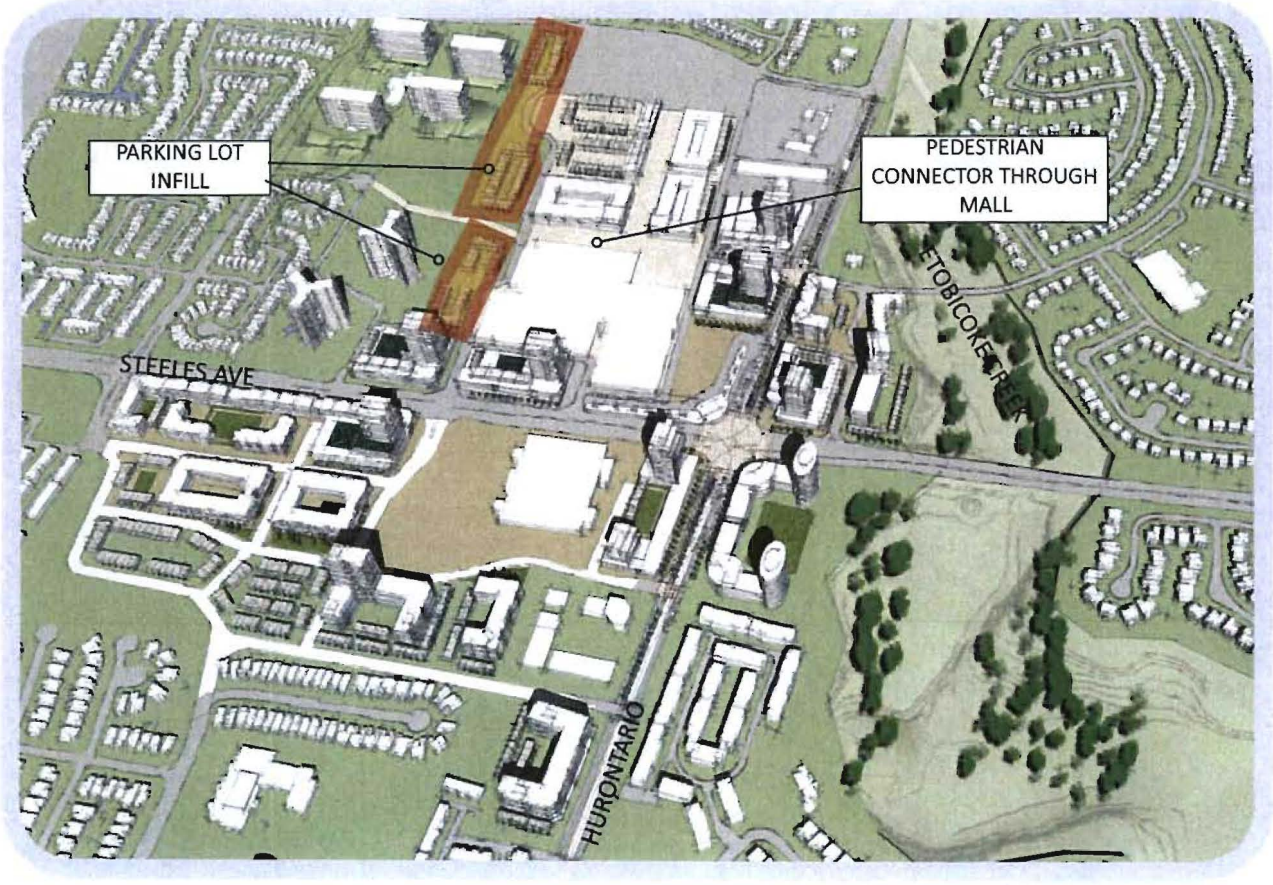
Figure 9.2.3: Brampton Gateway Phase I



Phase II

This interim phase develops more of the Shoppers World parking lot, and envisions a pedestrian passage through the mall connecting to the parks and neighborhoods on the other side. Enough retail anchor tenants have been relocated to new development in the parking lots to allow the north half of the mall to redevelop.

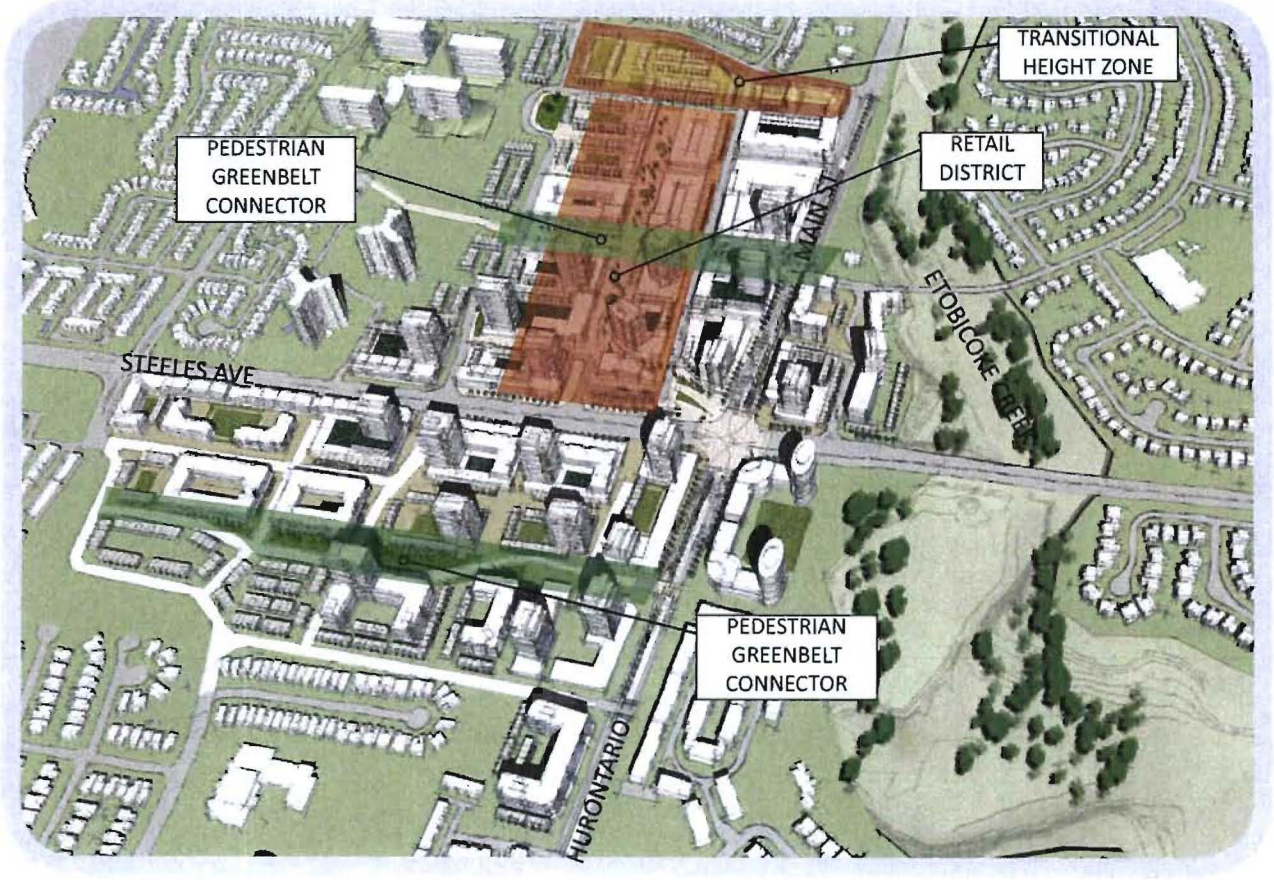
Figure 9.2.4:
Brampton Gateway Phase II



Phase III

This phase is a long-term projection, perhaps beyond the 2031 growth scenario. and envisions redevelopment of the Shoppers World into a mixed-use pedestrian retail district. The last of the surface lots are redeveloped with high density at the transit corner, and low density such as townhome blocks on the north lots. The bus shelters on Steeles are incorporated into market stalls to further activate the Steeles street edge. The remaining low-density blocks south of Steeles are ready for redevelopment in this long-term view.

Figure 9.2.5:
Brampton Gateway Phase III



Retail District: Phased Parking Replacement and Anchor/Large Retail Locations

The long-term phasing strategy utilizes gradual infill development in the parking lots at Shoppers World. New development incorporates structured parking in sufficient quantities to replace the existing capacity, and to allow for further infill development. New infill development in the parking lots also creates space for the mall anchor tenants to transfer to, allowing for eventual redevelopment of the mall. In the more compact urban form envisioned, smaller development parcels can require more than one level of below grade parking to meet current requirements. Podium typologies allow for additional above-grade in-structure parking if required.

Figure 9.2.6 shows potential development of above-grade structured parking. Red edges are wrapped with retail, institutional or commercial uses. Purple edges show service access where the garage front may not be wrapped with other uses. Remaining frontages are wrapped with residential use. The pale red areas show new anchor tenant spaces; the pale purple shows locations for parking podiums to replace the redeveloping surface parking lots.

Figure 9.2.6:
Brampton Gateway Retail and Parking Strategy Diagram

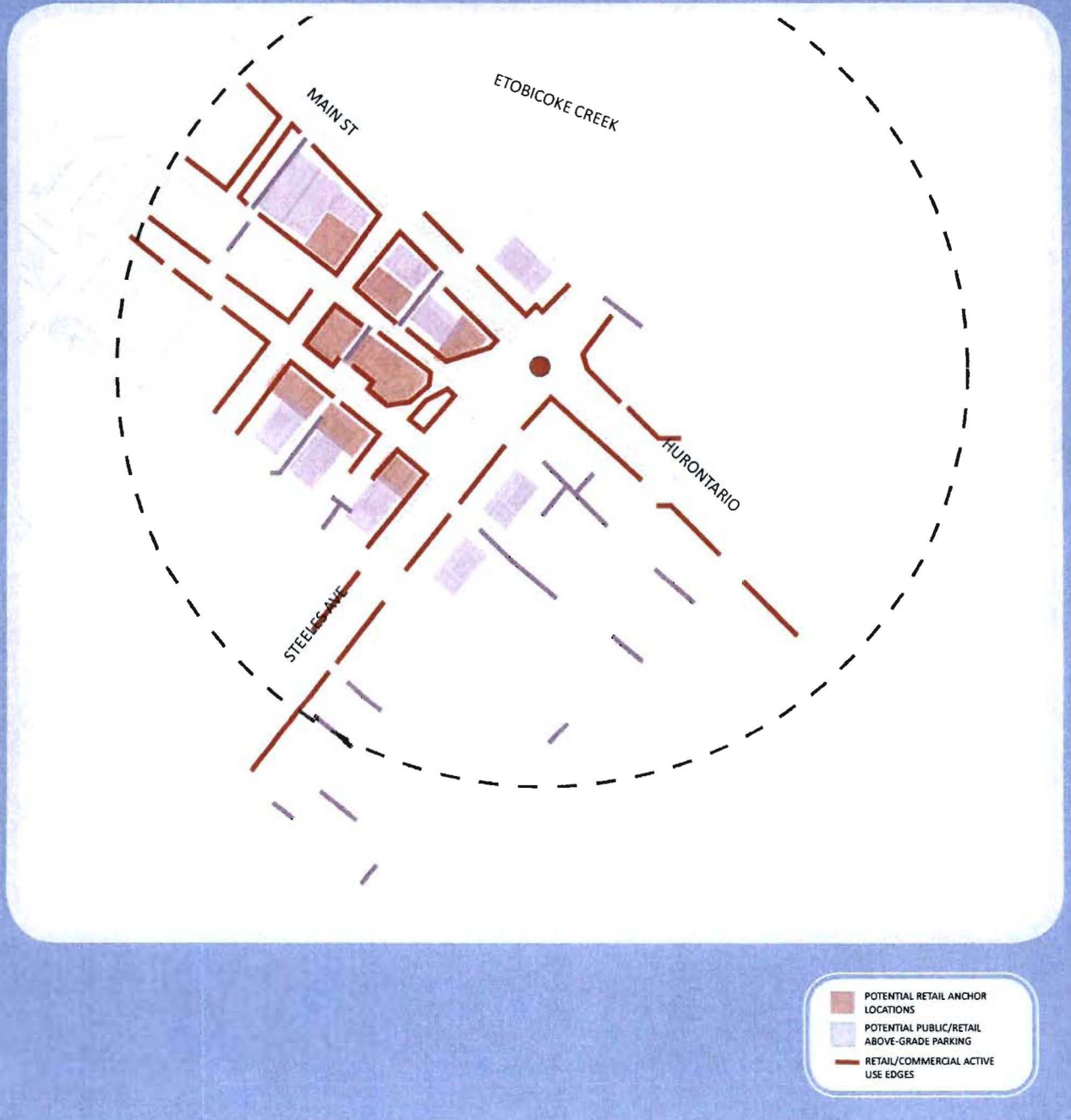


Figure 9.2.7:
Brampton Gateway Place-making Character View

9.2.1 Place-making

As the character areas transition from spread-out towers-in-the-park towards a more densely woven urban fabric, the place-making elements are the street walls that define the character of the street environment. The design considerations of upper floors involve mitigation of effects on the place-making environment of the street, using setbacks to decrease shadowing or avoid overpowering the street, or turning it into a dark and uninviting canyon. The upper maximum FSI helps to increase the spacing of towers, which should be spaced a minimum of 30 meters apart and placed for light and views. Establishing a maximum residential floorplate (800 square meters is used here) improves the massing for light, views and minimal impact on the street.

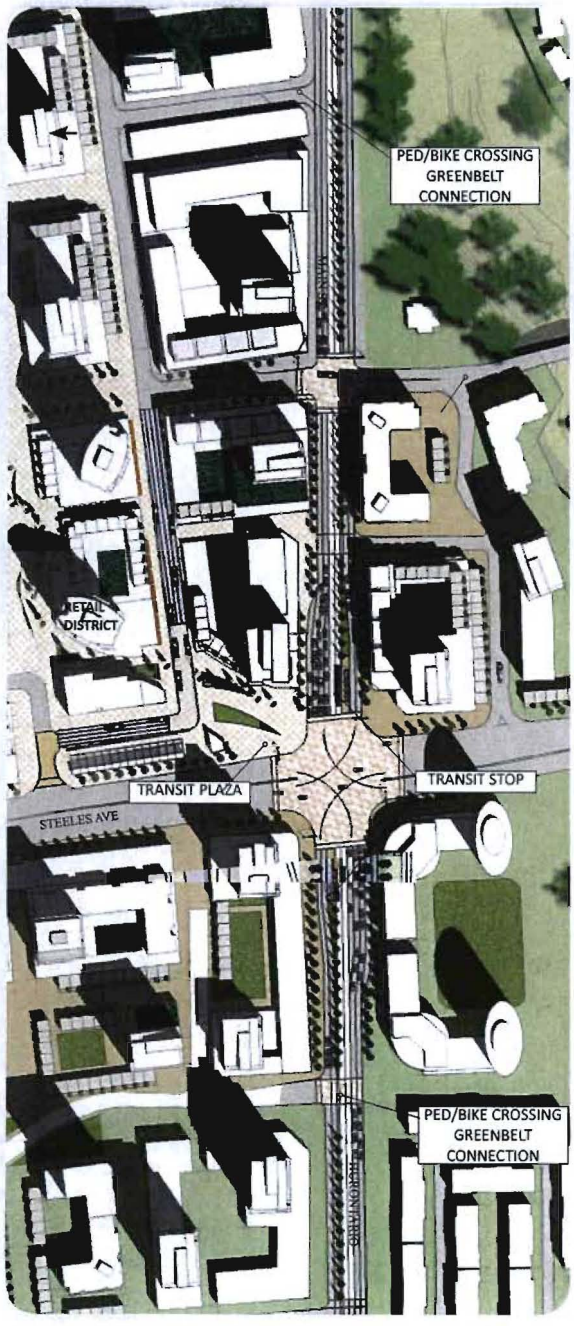
The design of the upper levels, a more private realm, takes into account green roofs and active terraces and common areas, including areas overlooking the street to add to activation and safety of the street.

Figure 9.2.8:
Brampton Gateway Main Street View

9.2.2 Street Level Uses and Frontages

The built form concept testing follows active uses and frontages as shown in images 9.2.1 and 9.2.7, with first-floor heights at a minimum of 4 meters suitable for retail, commercial/institutional or convertible uses. Where continuous frontages are called for, we have understood this as allowing for narrow laneways or covered carriageways along the frontage, to allow for more frequent pedestrian access and connections and to promote the establishment of a walkable pedestrian grid. Vehicular access along the continuous frontage is prohibited except where previously noted.

Figure 9.2.9:
Hurontario/Main Street Transit Plan



9.2.3 Hurontario/Main Street Transit Corridor

The transit is center-aligned with one tree-planted median (tree planting may be contingent upon utility locations and other issues). Both right and left turn lanes are shown at the Steeles Avenue intersection, but it may not be necessary to have both. Bollards protect pedestrians and cyclists at the mid-block crossings. Tree plantings and landscape elements emphasize the green connective nature of this area and of the gateway into Brampton.

9.2.4 Connections Network and Pedestrian Accessibility

As noted previously in the Street Frontages section, concept testing utilizes frequent laneways or carriageways for better pedestrian connections to the transit corridor. The suggested maximum distance between pedestrian access ways along the continuous street frontage is 100 meters. Incentives or other means might be considered to encourage a connective network of public access ways through private developments. On Hurontario/Main Street, mid-block pedestrian and bicycle crossings connect the Etobicoke Creek greenbelt to parks and greenbelts southeast and southwest of the transit zone. Frequent pedestrian crossings are encouraged on Hurontario/Main Street within the walking distance radii, with suggested maximum of 150 meters between crossings.

9.2.5 Brampton Gateway: Control

In the existing conditions, Hurontario/Main Street has the highest control value as there is not a connective grid pattern in the measured area.

In the conceptual buildout, control values for Bartley Bull Parkway, with extension, are increased and create a secondary axis. The new Brampton Gateway connections are fairly even in hierarchy, which highlights some of the issues with one-sided transit development, as the Etobicoke Creek ravine to the north severely limits new connective development on that side of the transit corridor.

Figure 9.2.10: Existing Control

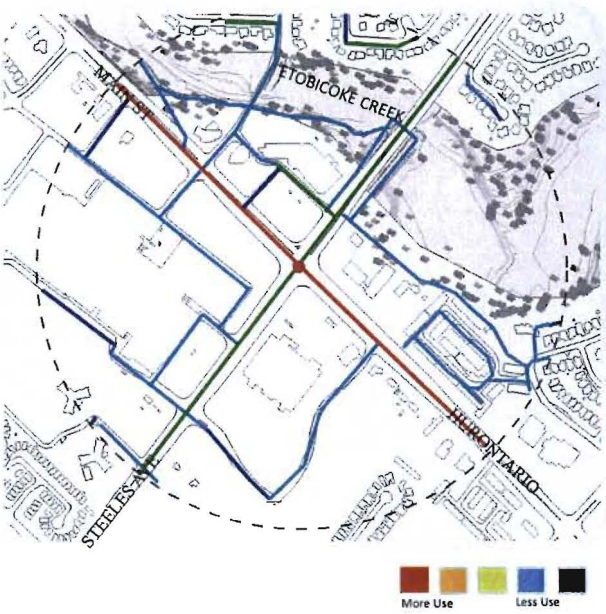
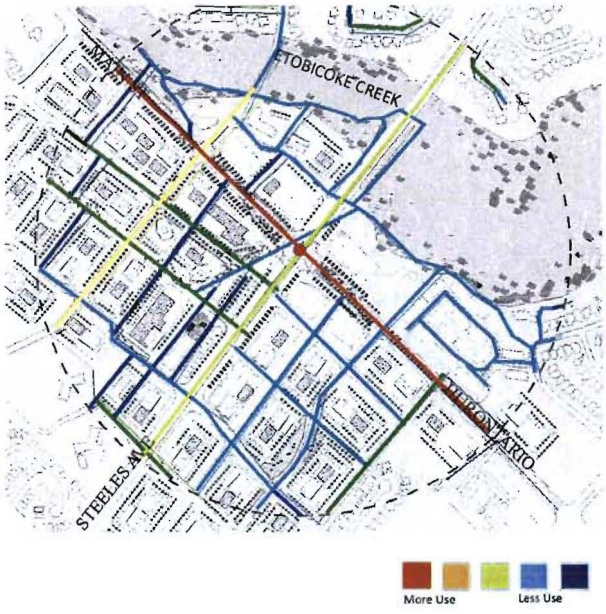


Figure 9.2.11: Buildout Control



9.2.6 Brampton Gateway: Local Integration

In the existing condition Hurontario/Main Street has the highest local integration, with strong secondary values for Steeles Avenue.

In the conceptual buildout, new connections give Steeles Avenue nearly equal priority to Hurontario/Main Street in terms of local integration, creating a strong commercial/ retail corner.

Figure 9.2.12: Existing Local Integration

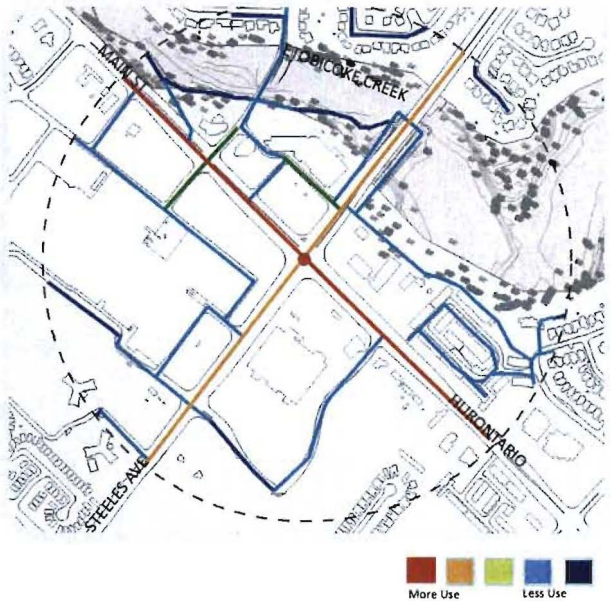
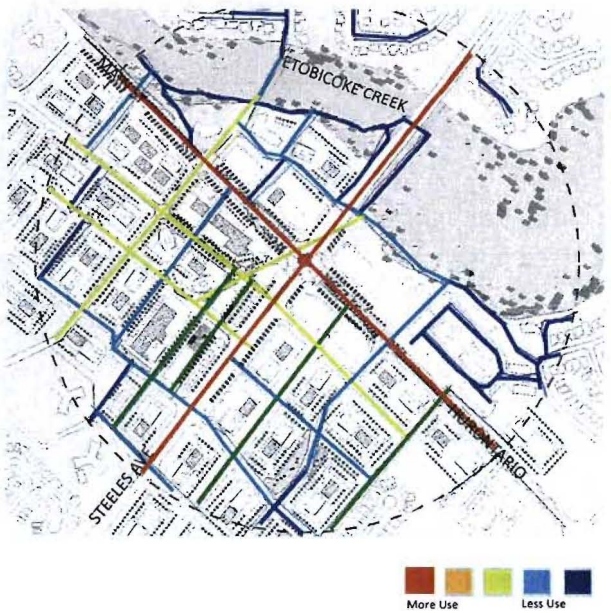


Figure 9.2.13: Buildout Local Integration



9.2.7 Brampton Gateway: Global Integration

In the existing condition there is a low level of global integration, reflecting the basic nature of the network.

In the conceptual buildout, new connections to Steeles Avenue and Hurontario/Main Street create a greatly enhanced level of integration.

Figure 9.2.14: Existing Global Integration

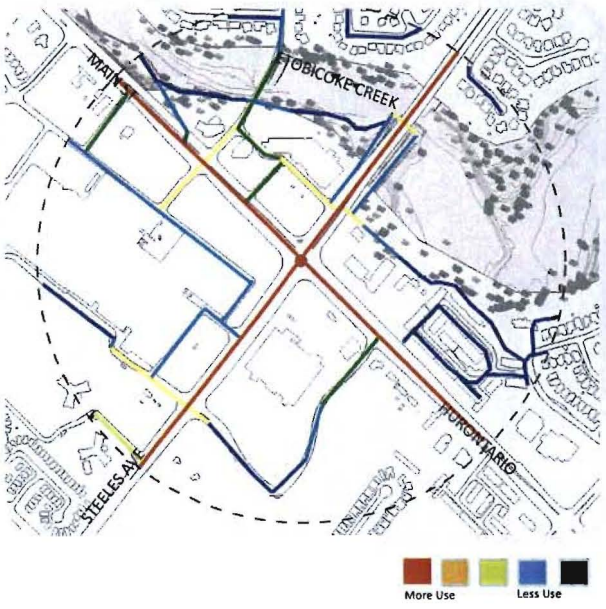
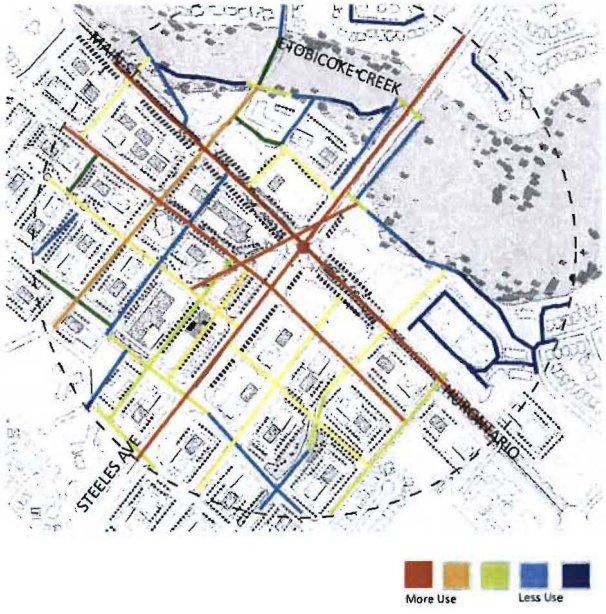


Figure 9.2.15: Buildout Global Integration



9.2.8 Height and Density

Building typologies meeting the following characteristics were utilized: Height maximums of 11 or 20 storeys at a corresponding 3.5 or 4.0 FSI; street front podiums for retail, commercial, institutional or convertible use; below grade parking or above grade podium structured parking behind frontage uses; combination forms to meet transitional height requirements while achieving allowed FSI; tower form and spacing for light and view; continuous street wall and pedestrian route frontage; and unobtrusive vehicular and service access. To try to achieve 200 ppj/ha or less, while still allowing for towers close to the station and walkable urban form, it was necessary to introduce more townhouse blocks in the transitional and adjacent zones, with lower FSI of 0.7 to 1.0.

Even so, with many block heights reduced to 5 floors, the overall density is still high. Of approximately 78 hectares in the station area, approximately 38 hectares of development parcels (not including streets and open space) are shown. The end phase development as shown will produce approximately 23,000 people plus jobs, or approximately 280 ppj/ha for the entire station area. However, as this is a long-term phase beyond the 2031 population projections, this is probably not great cause for concern.

The final buildout as shown contains approximately 94,000 square meters of ground floor retail. The existing mall is approximately 77,000 square meters.

9.2.9 Typology Examples

Typologies shown are for illustrative purposes of possible building types that meet the requirements for height, density, setbacks and active street frontages, and how those building types might be combined over the station area. Other typologies currently being built in the region were tested, but on compact urban parcels were found to yield a much higher FSI than the 4.0 maximum envisioned.

4.0 FSI – 25 Storey Typology Examples

Figure 9.2.16: M4-25A

M4-25A: Mixed-use, residential over retail. Option: Ground-floor warehouse or anchor retail use; or additional above-grade in-structure parking wrapped with uses.

residential use ground floor retail / commercial use

Parcel Area (m²)	Res. Units	Ground-Floor Retail (m²)	Office (m²)	FSI
10,000	**346**	**5,020**	**0**	**4.0**

Figure 9.2.17: M4-25B

M4-25B: Mixed-use, residential over commercial facing Hurontario; residental tower and flats on back side of development parcel. Below-grade parking.

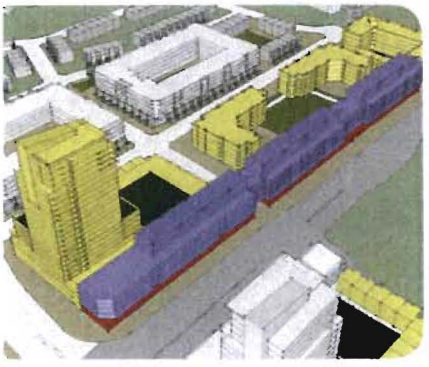
residential use ground floor retail / commercial use office

Parcel Area (m²)	Res. Units	Ground-Floor Retail (m²)	Office (m²)	FSI
16,000	**505**	**4,370**	**13,110**	**4.0**

3.5 FSI – Varied Heights Typology Examples

Figure 9.2.18: M3.5-25

M3.5-25: Mixed-use, office over commercial/institutional forms continuous active street frontage along Steeles, with pedestrian laneways or carriageways breaking the block; residental uses are located behind. A mix of below-grade and above-grade in-structure parking wrapped with uses is shown. One 25 storey residential tower is shown with 5 storey flats and office.



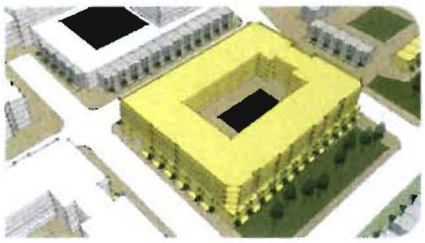
residential use ground floor retail / commercial use office

Parcel Area (m²)	Res. Units	Ground-Floor Retail (m²)	Office (m²)	FSI
30,000	**720**	**3,000**	**34,000**	**3.5**

3.5 FSI – Varied Heights Typology Examples (continued)

Figure 9.2.19: R3.5-5

R3.5-5: 5 storey residential flats around a courtyard. Below-grade parking.

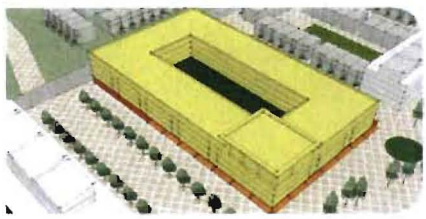


residential use

Parcel Area (m²)	Res. Units	Ground-Floor Retail (m²)	Office (m²)	FSI
8,800	**255**	**0**	**0**	**3.5**

Figure 9.2.20: M3.5-5

M3.5-5: Mixed-use 5 storey residential over retail with interior courtyard.



residential use ground floor retail / commercial use

Parcel Area (m²)	Res. Units	Ground-Floor Retail (m²)	Office (m²)	FSI
10,000	**265**	**5000**	**0**	**3.5**

3.0 FSI – 20 Storey Typology Examples

Figure 9.2.21: T3-25

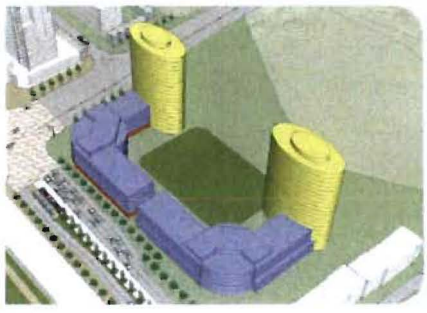
T3-25: Transitional height zone residential use with townhomes, 7 storey flats and a 25 storey tower at the back. Below-grade parking.

residential use

Parcel Area (m²)	Res. Units	Ground-Floor Retail (m²)	Office (m²)	FSI
20,300	**620**	**0**	**0**	**3.0**

Figure 9.2.22: M3-20

M3-20A: Mixed-use, 5 storey office over retail/commercial activates the corner frontages with 20 storey residential towers behind on the greenbelt and pedestrian connection through the block.



residential use ground floor retail / commercial use office

Parcel Area (m²)	Res. Units	Ground-FloorRetail (m²)	Office (m²)	FSI
18,500	**348**	**4,800**	**19,200**	**3.0**

Figure 9.2.23: M3-12

M3-12: 12 storey mixed-use offices over large-format ground floor retail. Below-grade parking.

residential use | ground floor retail / commercial use | office

Parcel Area (m²)	Res. Units	Ground-Floor Retail (m²)	Office (m²)	FSI
18,500	**348**	**4,800**	**19,200**	**3.0**

Figure 9.2.24: R3-20

R3-20: 8 storey mid-rise flats with 20 storey high-rise element and townhomes.

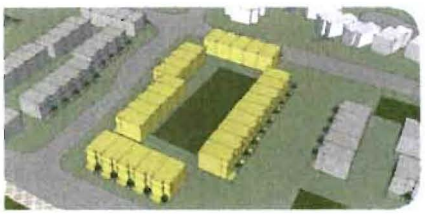
residential use

Parcel Area (m²)	Res. Units	Ground-Floor Retail (m²)	Office (m²)	FSI
20,300	**620**	**0**	**0**	**3.0**

<1.0 FSI – 3 Storey Townhomes

Figure 9.2.25: TH1-3

TH1-3: 3 Storey townhomes.



residential use

Parcel Area (m²)	Res. Units	Ground-Floor Retail (m²)	Office (m²)	FSI
20,300	**620**	**0**	**0**	**3.0**