



PUBLIC OPEN HOUSE

HURONTARIO/MAIN CORRIDOR SECONDARY PLAN

PRESENTATION OF DRAFT OFFICIAL PLAN AMENDMENT AND ZONING BY-LAW FOR PUBLIC REVIEW

February 28, 2012, 6.00 pm – 9.00 pm
1st Floor Atrium, City Hall,
2 Wellington Street West, Brampton

In 2007 Council approved the undertaking of the Hurontario/Main Higher Order Transit (HOT) Master Plan. The Master Plan has set out a vision for the Hurontario/Main Street Corridor that integrates planning for rapid transit with intensified mixed-use and enhanced urban design. Per the Municipal Class Environmental Assessment process, the Master Plan was released for final comments in October 2010 and a Notice of Completion was issued in January 2011.

In accordance with Council direction, City staff is presenting for public review a draft City-Initiated Official Plan Amendment and Zoning By-law that will implement many of the planning and urban design recommendations of the HOT Study with respect to lands generally fronting Hurontario/Main Street from south of Harold Street to south of Ray Lawson Boulevard and comprising about 149 hectares (368 acres) - see Figure 1.

The City's draft Official Plan Amendment sets out the long-term planning vision for the area and provides land use, transportation and urban design policies to support the principles and objectives needed to transform the Hurontario/Main Corridor, into a mixed use, higher density, transit-oriented development. The draft Official Plan Amendment and Zoning By-law are also based on the City's Growth Plan policies with respect to development within Intensification Corridors and Mobility Hubs.

The City's draft Official Plan Amendment proposes to:

- Establish a new secondary plan known as the "Hurontario-Main Corridor Secondary Plan (Area 55)" by including lands within the Hurontario Corridor that are presently part of three existing secondary plan areas (see Figure 1);
- Establish a Gateway Mobility Hub focused on the Hurontario St. and Steeles Ave. intersection including a transit terminal that connects current and future conventional and higher order rapid transit services on Hurontario/Main Street and Steeles Ave.;
- Establish a transit-oriented corridor with predominantly office and institutional uses between Steeles Ave. and Highway 407;
- Generally prohibit outdoor storage and the development of new auto-oriented uses such as drive-through facilities, gas bars, car washes and automobile sales establishments;
- Establish minimum building height of 11metres (3 storeys), maximum building height range of 33 metres (10 storeys) to 78 metres (25 storeys) and maximum density range of 2X Floor Space Index (FSI) to 4X FSI; and,

- Establish continuous building frontage to the street that ranges generally between 70% and 95% of the lot frontage;
- Establish maximum building setback from the front and/or side lot line that ranges between 0 metres and 5 metres; and,
- Include other urban design policies consistent with transit-oriented development that encourage new building forms and attractive private and public spaces.

The City's draft Zoning By-Law proposes to pre-zone key sites within the Hurontario/Main Corridor to permit mixed uses, higher densities and related performance standards, and to generally prohibit outdoor storage and the development of new auto-oriented uses such as drive-through facilities, gas bars, car washes and automobile sales establishments (see Figure 2).

Since the development densities, uses and performance standards proposed for the Hurontario/Main Corridor Secondary Plan are intended to implement the long term planning vision for the area, the implementing zoning by-law includes a Holding zone (H) provision that generally allows existing permissions subject to requiring higher design standards. Lifting of the Holding (H) symbol is dependent upon approval by the Region of Peel of a Functional Servicing Report and fulfillment of one of the following conditions:

- i. commitment of funding for the development of higher order transit infrastructure on the Hurontario Corridor, which may also include the requirement for a Traffic Impact Study, or,
- ii. the submission of a Traffic Impact Study to be approved by the Region of Peel and/or the City of Brampton, if there is no commitment of funding for the development of higher order transit infrastructure.

The City's draft Zoning By-Law proposes to include the following requirements and performance standards:

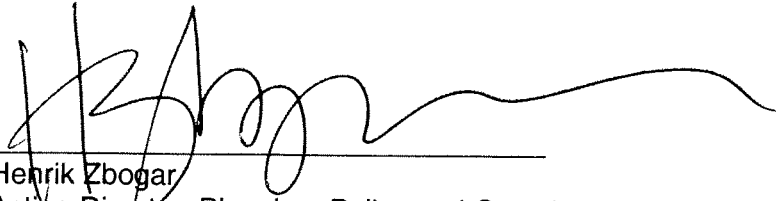
- Building heights, densities, continuous building frontage and setback, as generally set out in the City's draft Official Plan Amendment, in order to create a higher density transit supportive built form;
- Require retail uses to be located at ground level to create a pedestrian-oriented streetscape;
- Reduce parking rate requirements to promote the use of transit, and prohibit surface parking between the street edge and the front wall of new buildings;
- Establish bicycle parking requirements; and,
- Require height transition to minimize impacts on existing adjacent residential areas.

If you are unable to attend the open house, we invite you to visit the City of Brampton's Web Site to view this material and to provide additional input.

Based on the comments received, staff will make refinements to the draft Official Plan Amendment and Zoning By-law before presenting these documents at a statutory public meeting for further public review.

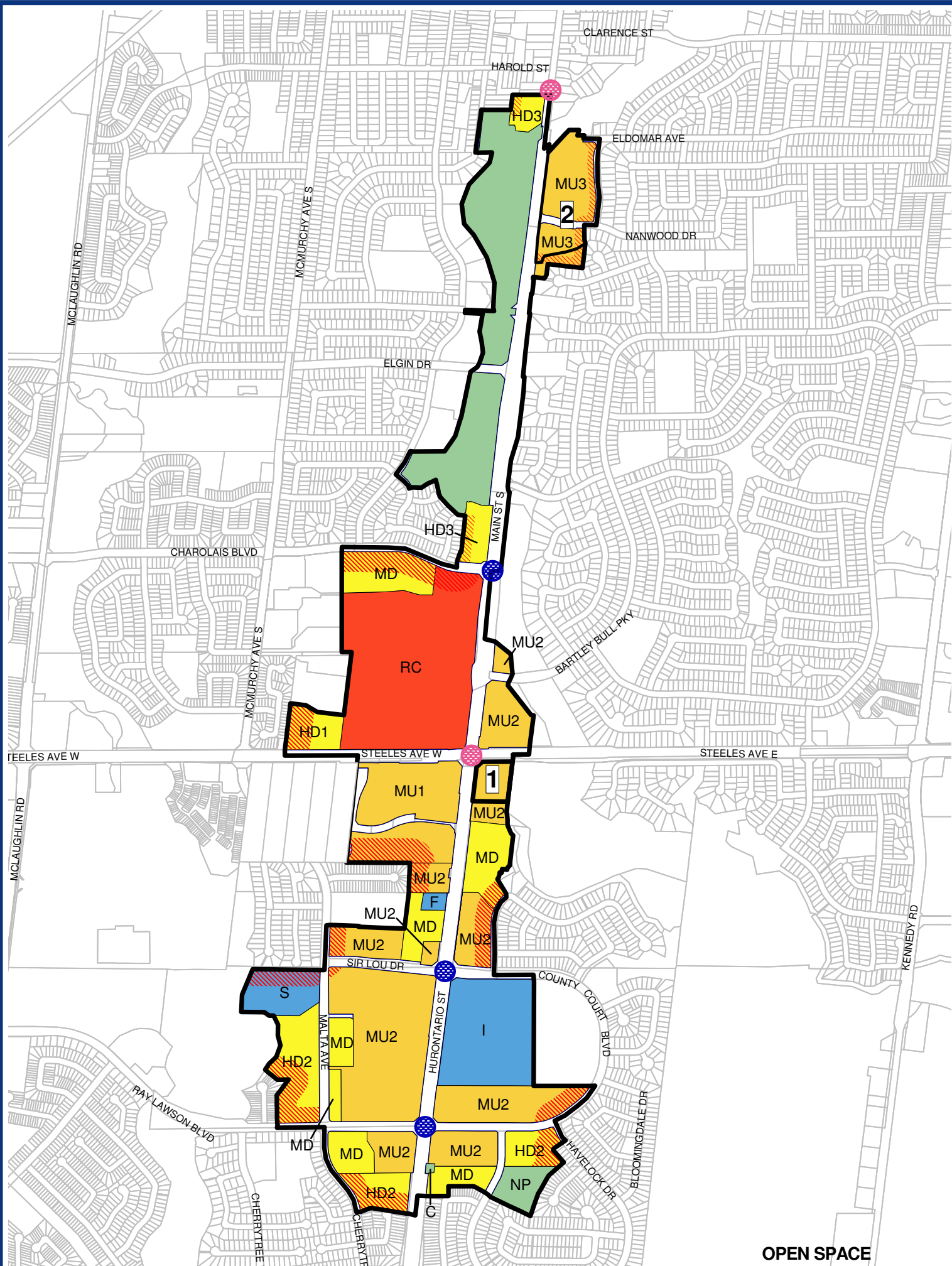
We look forward to seeing you on February 28, 2012. If you have any questions about the Hurontario/Main Higher Order Transit (HOT) Study, the draft planning documents or the upcoming open house, please call Mr. Malik Majeed at (905) 874-2076 or visit the City's Web Site at www.brampton.ca

Dated at the City of Brampton this 31st day of January 2012.

A handwritten signature in black ink, appearing to read 'Henrik Zbogor', written over a horizontal line.

Henrik Zbogor
Acting Director, Planning, Policy and Growth Management
City of Brampton
2 Wellington Street West
Brampton, Ontario L6Y 4R2

Note: This notice may also be accessed via our website at www.brampton.ca



RESIDENTIAL

- MD MEDIUM DENSITY
- HD1 HIGH DENSITY ONE
- HD2 HIGH DENSITY TWO
- HD3 HIGH DENSITY THREE

COMMERCIAL

- RC REGIONAL COMMERCIAL

MIXED USE

- MU1 MIXED USE ONE
- MU2 MIXED USE TWO
- MU3 MIXED USE THREE

INSTITUTIONAL

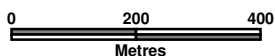
- S SENIOR PUBLIC SCHOOL
- F FIRE STATION
- I INSTITUTIONAL

GATEWAYS

- PRIMARY GATEWAY
- SECONDARY GATEWAY

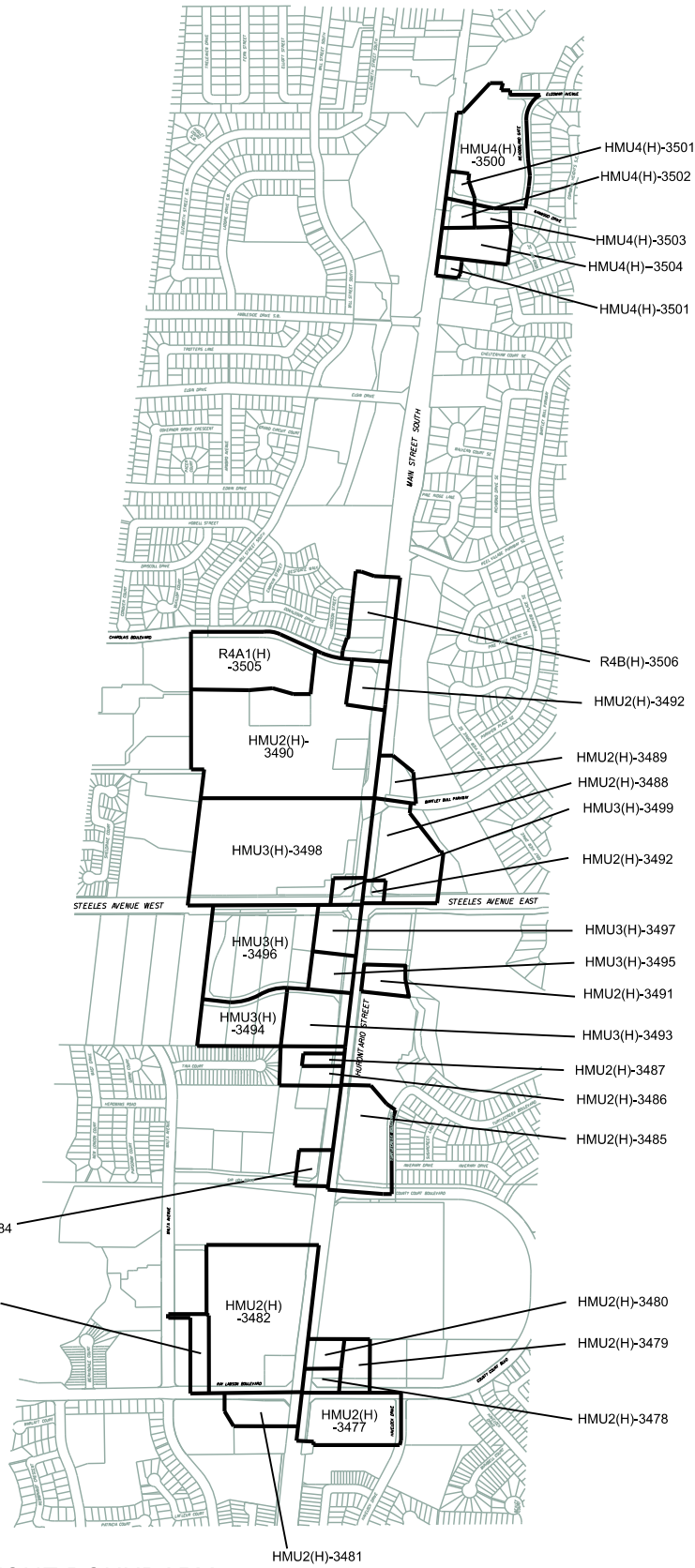
OPEN SPACE

- VALLEYLAND / WATERCOURSE CORRIDOR
- NP NEIGHBOURHOOD PARK
- C CEMETERY
- 1-2 SPECIAL POLICY AREA
- LANDS SUBJECT TO THIS AMENDMENT
- HEIGHT TRANSITION AREA



**FIGURE 1 - PROPOSED LAND USE PLAN
HURONTARIO-MAIN CORRIDOR SECONDARY PLAN - AREA 55**

DRAFT



LEGEND

— ZONE BOUNDARY

FIGURE 2 - PROPOSED ZONES
HURONTARIO-MAIN CORRIDOR SECONDARY PLAN

