

4.2 COMMERCIAL

The commercial fabric of the City of Brampton is concentrated in three main areas, namely: the Central Area, Office Centres and Retailing. Each component has a distinctive role to play in the development of the City as a sustainable community and for Brampton to fulfill its role as a major urban centre.

The economic and cultural vitality of Brampton depends on a robust and healthy downtown and Central Area. The policies of this Plan reinforce the Central Area as the place for business, shopping, living, dining, entertainment and cultural activities in the City of Brampton.

In addition to the Central Area, there are a number of designations for office development in the Official Plan as shown in Schedule “A”. Some of these are also identified as Transit-Supportive Nodes on the City Concept schedule as they are strategically located with respect to the transportation system and other important site attributes. These designations reflect the desire of the City to promote a human scale of development and compatible land uses that offer live-work opportunities, where practical, while taking advantage of existing and proposed transportation and transit infrastructure.

Retailing represents an important part of Brampton’s economy and with the identification of an appropriate retail hierarchy in the Official Plan, the widest range of goods and services can continue to be provided to those who live or work in Brampton. Brampton’s retailing is organized within a hierarchy that delivers goods and services at a regional, district or local scale.

The designations and policies of this section are consistent with the City’s “Six Pillars” Strategic Plan that forms the underlying foundation of the Official Plan, in particular Pillar Two: “Managing Growth” and Pillar Four: “A Dynamic and Prosperous Economy.”

Objectives

It is the objective of the Commercial policies to:

- Continue to promote the Central Area as a major location for business, shopping, living, dining, entertainment, tourism and cultural activities in the City of Brampton;
- Encourage place making by identifying opportunities for Office Centres in locations that are strategically located with respect to the transportation system and accessible by all modes of transportation;
- Establish a retail hierarchy that will promote the efficient distribution of goods and services and satisfy the consumer needs of those who live or work in Brampton while providing employment opportunities; and,



Downtown Brampton



Ideal Vision for Downtown
Brampton – European
Example

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Objectives (cont'd)

- d) Designate appropriately located multi-purpose retail sites where people can access them easily by foot or bicycle to promote sustainable communities and place making opportunities, and to satisfy the market demand for consumer goods and services.

4.2.1 General Commercial Policies

- 4.2.1.1 Human scale commercial development shall be encouraged through the use of urban design and architectural controls in accordance with the Urban Design Section of this Plan.
- 4.2.1.2 The City shall, in considering applications for commercial or mixed commercial-residential uses adjacent to residential areas, give due regard to the minimization of environmental, noise, pollution and visual impacts in accordance with the Urban Design and Natural Heritage and Environmental Management sections of this Plan.
- 4.2.1.3 Development of some office or mixed-use projects will be governed by a hierarchy of maximum density guidelines to be found in the relevant Secondary Plans. Specific refinement of permissible office and mixed use densities within these ranges may be specified where appropriate in the relevant Secondary Plans.
- 4.2.1.4 The City shall encourage the use of the City of Brampton Accessibility Technical Standards to promote universal design in commercial development.

4.2.2 The Central Area

Brampton's Central Area, including Downtown Brampton, represents the cultural, economic and entertainment heart of the City. Within the context of the GTA, few communities besides Brampton have the advantage of an attractive downtown. Walking, transit and cycling to and in the Central Area will be given priority, particularly during peak traffic periods. In recognition of its potential, Brampton's Central Area is identified as one of the Urban Growth Centres in the Province's Proposed Growth Plan for the Greater Golden Horseshoe.

The Central Area is highlighted as a significant corridor in the Official Plan with a wide range of land uses and day/night year-round activities. This objective is supported by protecting the residential neighbourhoods in and near the Central Area and by increasing the number of dwelling units to provide people the opportunity to live and work in the same area.

The Central Area represents an important corridor located along Queen Street where significant public investment has occurred to revitalize the area. With an



Main Street South

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The Rose Theatre Brampton

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improved pedestrian environment and upgraded transit, the Central Area is expected to realize significant residential, commercial and tourism activities during the life of this Plan.

The Central Area's unique heritage resources will be protected through heritage conservation and enhanced through unique development which respects and complements existing heritage buildings.

Recognizing that the existing character of much of the Central Area east of Kennedy Road is dominated by space extensive retailing, highway commercial and automotive related uses, appropriate transition policies are required at the Secondary Plan level to achieve a gradual but consistent transition towards the intended vision of the Central Area. New buildings and spaces will reflect a human scale of development and will be guided by design criteria. This is intended to result in a significantly enhanced pedestrian environment.

The Central Area is the focus for the implementation of the City's bus rapid transit (BRT) route known as AcceleRide which forms part of the City's Transportation and Transit Master Plan. AcceleRide addresses the short-term need to link Brampton Transit to the evolving inter-regional transit system in Mississauga, York Region and the Greater Toronto Area served by GO Transit. With its emphasis on enhanced services on the east-west Queen Street corridor and the north-south Hurontario – Main Street route, AcceleRide proposes increased service frequency throughout these corridors, enhanced east-west connections to the TTC, and north-south connections with GO Transit services in the Highway 407 and 403 Corridors, Central Mississauga and the Port Credit GO Station. This enhanced transit service provides another incentive for people to live and work in the Central Area.

Downtown Brampton is regarded as the western anchor of the Central Area and is designated as a Special Policy Area under the provisions of the Provincial Policy Statement. In order to facilitate redevelopment of land within the Special Policy Area, the City, Toronto and Region Conservation Authority and the Province will work together to achieve an appropriate policy framework for redevelopment to occur within its boundary.

Policies

4.2.2.1 The Central Area, as designated on Schedule "A", serves as the major location for free-standing or mixed-use development including:

- (i) A full range of office, retail and service activities, in addition to multiple residential uses;
- (ii) Entertainment and cultural uses such as movie theatres, museums, art galleries, live theatre and tourism, yet recognising commercial trends for such uses in other parts of the City; and,
- (iii) Governmental, institutional and community facilities and uses.

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Downtown Heritage

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the OMB



Queen Street Corridor

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the OMB



Central Area Concept Plan

- 4.2.2.2 The City shall encourage major offices, hotels, convention centres and institutional uses to locate within the Central Area.
- 4.2.2.3 When considering an office development proposal within the Central Area, the City shall ensure that there is sufficient transportation capacity in the local road network to support the proposed development in accordance with the Transportation policies of this Plan.
- 4.2.2.4 The City shall encourage office development within the Central Area to be designed to facilitate pedestrian networks and develop at a scale that maximizes the use of existing and planned transit facilities in accordance with the Transportation policies of this Plan and to the extent specified in the appropriate Secondary Plan and consistent with the prescribed functional role of the particular area.
- 4.2.2.5 Notwithstanding the importance of the Central Area as the focus for community activity, the following additional limited permissions for movie theatres in Regional Retail and Local Retail designations shall be allowed to be consistent with commercial trends:
- a) Regional Retail designations – movie theatres shall be permitted on two of the City's Regional Retail designated sites and the two conceptually identified Regional Retail areas in North East Brampton and West Brampton as follows:
 - Highway 410/ Bovaird Drive – movie theatres shall be permitted subject to a maximum of 16 screens and 3,860 seats; and,
 - Highway 10/ Steeles Avenue – movie theatres shall be permitted subject to a maximum of 10 screens and 3,050 seats.
 - North East Brampton – movie theatres and the phasing of construction of movie theatres shall be determined based on studies undertaken as part of the preparation of secondary plans for the emerging areas of northeast Brampton.
 - West Brampton – movie theatres and the phasing of construction of movie theatres shall be determined based on studies undertaken as part of the preparation of secondary plans for the emerging areas of west Brampton.
 - b) Neighbourhood and District Retail designations – movie theatres shall be permitted in Neighbourhood and District Retail designations subject to a maximum of 3 screens and 780 seats.

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4.2.2.6 Notwithstanding the above-noted permissions for movie theatres in Regional Retail and Local Retail designations, the following two exceptions, which are currently existing and Ontario Municipal Board approved respectively, shall continue to be acknowledged as permitted uses subject to the following limitations:

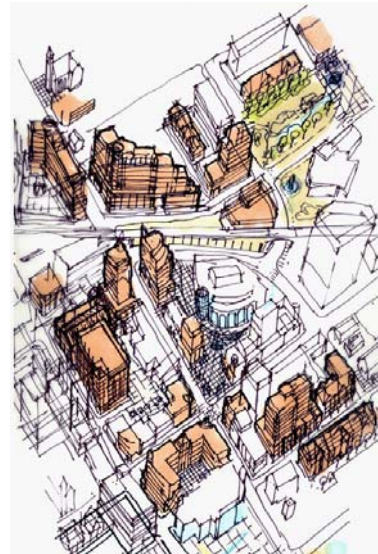
- a) Gateway Six (Queen Street and Gateway Boulevard)-movie theatres shall be permitted subject to a maximum of 6 screens and 1,490 seats; and,
- b) First Gulf Properties (Steeles Avenue and First Gulf Boulevard) – movie theatres shall be permitted subject to a maximum of 10 screens and 42,000 square feet (3,902 square metres) gross commercial area.

4.2.2.7 Council may from time to time, as it deems appropriate, establish Community Improvement Programs, planning policies, development standards or financial assistance programs to stimulate or support development within portions of the Central Area in recognition of:

- The unique role of the Central Area as the business and entertainment centre of Brampton and as an area that benefits all residents and businesses in Brampton;
- The appropriateness of supporting some of the cost of establishing and maintaining a vital Central Area;
- The relative higher costs of development within the Central Area due to factors such as lot size constraints and site rehabilitation requirements;
- Existing facilities such as parks, recreation and cultural facilities, public parking facilities and public transit which constitute significant resources capable of supporting additional development; and,
- The City's high standards for public safety in terms of hazard management and emergency preparedness.

4.2.2.8 Council may from time to time, as it deems appropriate, establish planning programs for the Central Area, on either a permanent or temporary basis and for the whole or specified portions or categories of the Central Area, including the following:

- Allowing higher residential densities through appropriate approval processes than otherwise permitted in other areas of the City to provide a sufficient population base which will increase



Downtown Brampton
Built Form



McLoughlin Park –
Downtown Brampton
(Queen Street & James Street)

Commercial

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County Court Blvd –
Professional Offices



County Court Blvd –
Professional Offices

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the vitality of the Central Area on a 24 hour basis and stimulate new retail and service commercial development;

- Parking exemptions for either commercial or residential development where occupancy characteristics of municipal parking facilities permit;
- Provision of special services or facilities; and,
- Capital or infrastructure improvements necessary to promote new development or sustain existing development including provisions to address emergency preparedness and risk management.

4.2.3 Office Centres

Office designations provide a great opportunity for place making, which results from a concentration of uses and activities. By providing access and linkage, a strong image and identity will create centres of activity focussed around office development.

A number of Office designations on Schedule “A” of the Official Plan may presently have lower order commercial or employment uses but have the potential to transition into areas with an office concentration and, as such, should be protected for such a purpose, where appropriate.

Although other smaller scale offices may locate in Retail or Employment Land designations of this Plan, such uses are inherently more flexible and do not require the same critical mass of office space to maintain their attractiveness for such uses.

Policies

4.2.3.1 The Office designations identified on Schedule “A” of this Plan are to be developed at densities and concentrations suited to the particular area as determined in the appropriate secondary plans. The permitted uses within the Office designations include: business, professional or administrative offices, hotels, motels, convention centres, accessory and personal service retailing, food and beverage establishments, compatible recreation, public and institutional and convenience retail uses and business support activities. Limited multiple residential uses may be permitted subject to compatibility with adjacent land uses.

4.2.3.2 Notwithstanding the foregoing, development, infilling and redevelopment for residential and certain noise sensitive institutional uses such as day care centres, nursing homes, schools and hospitals are prohibited in the Lester B. Pearson International Airport (LBPIA)

Operating Area in accordance with the Aircraft Noise Policies in Section 4.5.15.1.

4.2.3.3 The City shall require that office buildings be developed at a scale that minimizes the impact on surrounding natural areas and land uses while providing for an orderly integration of land uses.

4.2.3.4 The City may permit the development of limited residential uses in combination with commercial uses, or live-work opportunities, within the Office designations to the extent designated in the secondary plan subject to the following considerations:

(i) Amenity space is provided exclusively for the residential component and is functionally separated from public areas associated with the commercial component;

(ii) Any audio, visual, or pollution effects that emanate from the commercial component which may adversely affect the residential component be minimized; and,

(iii) Site planning and building design will be based upon street related retail and other grade level uses to create strong pedestrian activity zones and active city streetscapes. The majority of store frontages should face and be accessed from street sidewalks.

4.2.3.5 The City shall encourage office development to be designed to facilitate pedestrian access, and develop at a scale that maximizes the use of existing and planned road networks and transit systems in accordance with the Transportation policies of this Plan and to the extent specified in the appropriate Secondary Plan, consistent with the prescribed functional role of the particular office area.

4.2.3.6 The Office designations identified on Schedule "A" of this Plan are to be referred to as:

(i) The Mississauga Road Corridor in the Bram West Secondary Plan;

(ii) Bramalea South Gateway;

(iii) South Fletcher's Courthouse Area; and,

(iv) Bram East.

4.2.3.7 Through its review and approval of development applications within the Office designations pursuant to the *Planning Act* and in accordance with

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Live-work Opportunities



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the policies of Section 4.10 Urban Design and Section 4.5 Natural Heritage and Environmental Management of this Plan, the City shall:

- (i) Require the approval of a Design Brief prior to zoning approval that indicates the ways in which the proposal reflects and responds to the direction set out in the City's Development Design Guidelines;
- (ii) Promote an appropriate massing and conceptual design of buildings;
- (iii) Endeavour to achieve satisfactory access for vehicles, public transit, cyclists and pedestrians including persons with disabilities;
- (iv) Encourage the provision of safe and attractive built environments;
- (v) Encourage a high quality of landscape treatment, which reflects the needs of both the site users and passers by;
- (vi) Promote the provision of interior walkways, stairs, elevators and escalators to which members of the public including persons with disabilities have access from streets, and open spaces;
- (vii) Protect and enhance the natural heritage features and functions such as wetlands and woodlands identified in subwatershed and environmental studies, and maintain, where practical, trees and hedgerows, by addressing impacts through site planning and design, and sustainable management practices to achieve an environmentally sustainable development;
- (viii) Encourage the projection of architectural elements such as canopies, arcades and bay windows, which enliven or animate the street frontage and promote visual diversity;
- (ix) Encourage the majority of the site's building frontage to be located close to the street line of their frontage in order to reinforce the street edge and promote the pedestrian scale of shopping streets and public spaces, where appropriate. Loading door(s) shall be well removed from arterial and collector roads;
- (x) Encourage increased setbacks and/or buffers where commercial areas abut low density residential zones;



Hollow Blvd –
Professional Offices

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- (xi) Promote site planning which minimizes the impact of parking areas and service areas as much as possible through their configuration and the use of landscaping and grading;
- (xii) Specify qualities and features of an office development that can be required as a condition of development approval;
- (xiii) Promote sustainable management practices and green building design standards (such as the principles of Leadership in Energy and Environmental Design (LEED)) which supports a framework for environmentally sustainable development;
- (xiv) Implement the Flower City Strategy; and,
- (xv) Encourage the use of the City of Brampton Accessibility Technical Standards to promote universal design in office development.

4.2.4 The Mississauga Road Corridor (Bram West)

The Mississauga Road Corridor Office Centre in the Bram West Secondary Plan, with access and visibility to Highway 407, has the locational and public infrastructure attributes to attract significant development including corporate head offices, and high performance employment uses such as research and development facilities.

The development of Bram West as a major office area is predicated on the results of the Bram West Review, which states that this area has a well-developed transportation network, excellent accessibility to Lester B. Pearson International Airport and proximity to major markets in the United States via the Provincial highway system.

Bram West shall be developed and reinforced as the major office activity area for the City of Brampton outside the Central Area and is planned to permit the highest densities for office development.

Policies

4.2.4.1 The Mississauga Road Corridor Office Centre in Bram West is planned to attract the following uses between Highway 407 and Steeles Avenue West and will be based on a high standard of urban design in accordance with the Urban Design Section of this Plan:

- (i) Office and research and development uses;
- (ii) Limited high performance prestige industrial uses;



Loblaws HQ - Mississauga Rd & Hwy 407 (Bram West)

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- (iii) Hotels, and conference/convention centres; and,
- (iv) Limited accessory retail and service commercial uses that provide support to the adjacent employment areas.

4.2.4.2 The primary function of the Mississauga Road Corridor Office Centre will be protected and enhanced by:

- (i) Preventing the intrusion of residential uses and other non-complementary lower order industrial uses; and,
- (ii) Prescribing specific urban design policies, including requirements for high-quality architecture, streetscape and landscape treatments as well as appropriate massing in order to provide a sense of arrival and destination.

4.2.4.3 Council may impose conditions of development approval that require proponents to physically or financially contribute to the development of gateway features along the Mississauga Road Corridor.

4.2.4.4 The ultimate development form of the Mississauga Road Corridor including the type, location, and interrelationship of land uses, shall be prescribed by the Secondary Plan for the area.

4.2.4.5 The City shall interpret the land use designations in the Bram West Secondary Plan as identified on Schedule "A" as permitting the development of major office uses at appropriate locations along with accessory retail and personal service, hotels and business support services. Limited high performance prestige industrial uses that are compatible with a major gateway function are permitted on a limited basis subject to being developed with superior urban design features.

4.2.4.6 The City shall require proposals to expand or add to the Mississauga Road Corridor to be the subject of an Official Plan Amendment. The City may require applicants to submit supporting documentation indicating the economic, financial, environmental, physical and transportation impact of a proposed development.

4.2.5 Bramalea South Gateway

The Bramalea South Gateway Office Centre is located at the intersection of Steeles Avenue East and Bramalea Road. This area is recognized as an urban gateway to the City of Brampton from the south. The development of this area for significant concentrations of office buildings is based on the planned expansion of the Bramalea GO Station to include all day, two-way train services; excellent accessibility to Highway 407 and its interchange with Bramalea Road, and the



Bramalea GO Station

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functional integration of public transit facilities as detailed in the Transportation policies of this Plan. This area will continue to permit additional employment uses which are still compatible with the surrounding area, in order to permit transition from industrial to limited commercial/retail and office development over time. No residential development shall be permitted within the boundaries of the Bramalea South Gateway Office Centre.

Policies

4.2.5.1 This area currently has a mix of employment uses, but has the potential to transform into an office centre over time to attract the following uses:

- (i) Higher order office and service uses;
- (ii) Offices and local serving commercial; and,
- (iii) Additional employment uses compatible with the surrounding employment precinct.

4.2.6 South Fletcher's Courthouse Area

The South Fletcher's Courthouse Area Office Centre is located in the general vicinity of Highway 10 between Steeles Avenue and Highway 407, focused on the intersection of County Court Boulevard and Highway 10. This area contains a significant number of institutional buildings such as the Provincial Offences Office, the A. Grenville & William Davis Courthouse, and Peel Regional Police Headquarters, in addition to a number of office buildings. The South Fletcher's Courthouse Area is expected to continue to develop as an important office area providing a mix of uses including retail, institutional and residential.

Policies

4.2.6.1 The South Fletcher's Courthouse Area Office Centre has developed into a mixed-use office centre and shall be protected from lower order and incompatible uses by prohibiting:

- (i) Motor vehicle body shops, repair shops, and sales;
- (ii) The development or expansion of service stations or gas bars; and,
- (iii) Residential uses fronting on arterial roads.



Grenville & William Davis
Courthouse



Provincial Offences
Courthouse

Commercial

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4.2.7 Bram East

The Bram East Office Centre comprises the area centered around Queen Street East and bounded by Ebenezer Road, Claireville Conservation Area and Highway 50, and shall form the gateway to the City of Brampton from the east. Specific urban design policies are required to maintain this gateway, including a requirement for high-quality architectural design and landscape treatment as well as appropriate massing in order to maintain the planned “gateway” effect. The designation will permit both office uses and complementary retail and service uses. The Bram East Office Centre shall be designated a secondary plan to provide a minimum space requirement of 100,000 square feet of office development, directed to prominent intersections along Bovaird Drive East.

Policies

4.2.7.1 The Bram East area has good potential to develop into a mixed-use office centre over time and accordingly, the following uses will be encouraged:

- Higher order office and service uses;
- Offices and local serving commercial; and,
- Additional employment uses compatible with the surrounding residential neighbourhood.

4.2.8 Retail

Retailing is constantly changing in response to innovations in technology, evolving demographics and changing lifestyle patterns. The dynamic nature of retailing presents challenges for planning commercial uses within the City. As such, commercial strategies need to balance the flexibility necessary to address the evolving form and function of retail centres with the specific requirements to achieve sustainable development consistent with the goals and objectives of the City.

Supermarkets have become larger and now offer non-traditional product lines. Entertainment-based retail centres have become a part of the current commercial fabric. The resulting emergence of large format, theme stores and power centres and the consolidation of department store anchors have induced property owners to invest in new mall concepts that include big box retailers and entertainment components such as large-scale movie theatres and theme restaurants.

The retailing of goods and services represents an important component of Brampton's economy as well as a means to provide the widest range of consumer goods and services to the residents of Brampton and those in outlying areas. Schedule “A2” identifies the City's Retail Structure which includes Regional, District, Neighbourhood and Convenience Retail. The intent of this retail hierarchy is to ensure a well-balanced distribution of centers that offer goods and services to residents and businesses in a



Lakeridge Plaza



South Fletchers Meadow
Plaza

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convenient fashion. As well, commercial centres act as a strong structuring element in community design, and contribute to creating a sense of place and identity.

Policies

- 4.2.8.1 The Retail designations identified on Schedule “A2” of this Plan are used to indicate the location of land uses that primarily involve retail trade but also include the buying and selling of goods and services including retail stores, offices and service functions, cultural and entertainment facilities and community services.
- 4.2.8.2 The City shall encourage an appropriate distribution of retail centres in accordance with the designations of this Plan and the Secondary Plans to effectively accommodate the total potential demand for retail goods and services to Brampton residents and those in outlying areas.
- 4.2.8.3 This Plan acknowledges the need to designate future retail hierarchies in both North East Brampton and North West Brampton consistent with the retail policies and designations of this Plan. These centers will be designated on Schedules “A” and “A2” of this Plan as part of the implementation of Secondary Plans for these new development areas of the City.
- 4.2.8.4 The City shall restrict entertainment uses in all the Retail designations to ensure they are of a limited scale relative to the primary retail function of a particular retail centre in accordance with Section 4.2.2.6 of this Plan and as defined in the relevant Secondary Plan and/or zoning by-law, yet recognize commercial trends with respect to movie theatres. Such restriction is also necessary to protect Central Area’s role as the City’s primary entertainment center.
- 4.2.8.5 The City may require appropriate studies to be undertaken in the following circumstances in order to ensure consistency with the objectives and policies of this section, Section 4.10 Urban Design and Section 4.5 Natural Heritage and Environmental Management of this Plan:
- In order to assist in the planning of new Secondary Plan areas, the City may undertake or require the submission of commercial studies to determine the type, location, and extent of intended retail land use designations in order to adequately serve the anticipated future trade areas;
 - Proposals to change, delete, expand or add to the designated Retail designations shall be subject to an Official Plan Amendment. The City may require applicants to submit supporting studies identifying the market and/or planned

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McLaughlin Corners West
Plaza

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the OMB



Building Façade
Improvements



George Street, Downtown
Brampton

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function, environmental, design and traffic impact of such a change in designation;

- c) Applications for the redesignation of obsolete or under-utilized retail sites for residential uses may require appropriate market impact and planned function studies to be submitted to the City to demonstrate that the existing commercial designation is no longer viable; and,
- d) The City may require the submission of appropriate studies to support proposals to designate new small scale business, retail, office or service commercial sites or clusters in Secondary Plans.

4.2.8.6 Through its review and approval of development applications pursuant to the *Planning Act* and in accordance with the policies of Section 4.10 Urban Design and Section 4.5 Natural Heritage and Environmental Management of this Plan, the City shall:

- (i) Require the approval of a Design Brief that reflects the directions set out in the Development Design Guidelines prior to zoning approval;
- (i) Promote an appropriate massing and conceptual design of buildings;
- (ii) Endeavour to achieve satisfactory access for vehicles, public transit, cyclists and pedestrians including persons with disabilities;
- (iii) Encourage the provision of safe and attractive built environments;
- (iv) Encourage a high quality of landscape treatment, which reflects the needs of both the site users and passers by;
- (v) Promote the provision of interior walkways, stairs, elevators and escalators to which members of the public including persons with disabilities have access from streets, and open spaces;
- (vi) Protect and enhance the natural heritage features and functions such as wetlands and woodlands identified in subwatershed and environmental studies, and maintain, where practical, trees and hedgerows, by addressing impacts through site planning and design, and sustainable management practices to achieve an environmentally sustainable development;
- (vii) Encourage the projection of architectural elements such as canopies, arcades and bay windows, which enliven the street frontage and promote visual diversity;

- (viii) Encourage the majority of the site's building frontage to be located close to the street line of their frontage in order to reinforce the street edge and promote the pedestrian scale of shopping streets and public spaces, where appropriate. A building requiring loading door(s) shall be well removed from arterial and collector roads;
- (ix) Encourage increased setbacks and/or buffers where commercial areas abut low density residential zones;
- (x) Promote site planning which minimizes the impact of parking areas and service areas as much as possible through their configuration and the use of landscaping and grading;
- (xi) Promote sustainable management practices and green building design standards (such as the principles of Leadership in Energy and Environmental Design (LEED)) which supports a framework for environmentally sustainable development;
- (xii) Implement the Flower City Strategy; and,
- (xiii) Encourage the use of the City of Brampton Accessibility Technical Standards to promote universal design in retail development.

4.2.8.7 The City shall, in considering applications for retail centres adjacent to residential areas, give due regard to the minimization of environmental, noise, pollution and visual impacts in accordance with the Urban Design and Natural Heritage and Environmental Management sections of this Plan.

4.2.8.8 Mixed use development is encouraged that envisions retail and community/institutional uses at grade, integrated with office and residential uses developed at upper storeys.

Interpretation

4.2.8.9 The City shall interpret the location of Retail designations on Schedule "A2" of this Plan to be approximate. The City shall require the specific location of Retail centers and all other commercial uses including live-work units in a residential area to be designated in Secondary Plans, where applicable.

4.2.8.10 The City may approve a retail centre proposal that is within, or in the general vicinity of, a particular retail designation without an amendment to this Plan, or the applicable Secondary Plan, provided that:



- a) The retail centre proposal is of the type and scale designated as applicable for the particular area;
- b) Such a retail centre has not already been approved for an adjacent site; and,
- c) The specific site of the proposal possesses all of the key attributes of the original designation for the use intended.

Phasing and Integration of Retail Areas

- 4.2.8.11 The City may permit Regional Retail designations to be developed in stages where this is appropriate to meet the needs of a growing trade area population. The basic requirements for the development of the complete centre will be established in the first phase.
- 4.2.8.12 Where retail uses appropriate to a particular location are proposed to be developed adjacent to existing or approved commercial development, the City may require that the location and design of structures, parking areas and access points be integrated with those of the existing or approved adjacent uses.
- 4.2.8.13 The City shall encourage the development of retail areas to be planned and managed in an integrated manner and to be of sufficient scale to accommodate the majority of establishments appropriate to a given location.
- 4.2.8.14 Through its review and approval of development applications for new retail development pursuant to the *Planning Act* and in accordance with the policies of Section 4.10 Urban Design and Section 4.5 Natural Heritage and Environmental Management of this Plan, the City shall require the approval of a Design Brief to implement the City's Development Design Guidelines prior to zoning approval.
- 4.2.8.15 In particular, where a retail development is proposed as a condominium, it will be subject to rigorous urban design analysis in order to achieve a built form that is compatible with the adjacent community.



Regional Retail Centre

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the OMB

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4.2.9 Regional Retail

Regional Retail sites are intended to be planned as large scale multi-use, multi-purpose centres or areas offering a diverse range of retail, service, community, public and institutional and recreational uses serving a major portion of the community and/or broader regional market.

Regional Retail centers or areas serve as identifiable destinations for major shopping needs, recreation, entertainment and hospitality uses.

Policies

- 4.2.9.1 Regional Retail centers shall be designated at key intersections of arterial roads and/or Provincial highways to conveniently serve a fairly large trade area.
- 4.2.9.2 Regional Retail sites shall be served by primary transit routes to provide the greatest possible accessibility to the wider community.
- 4.2.9.3 The integration of transit facilities within Regional Retail sites shall be encouraged.
- 4.2.9.4 Regional Retail centres generally will be in excess of 46,500 square metres (500,000 square feet) of total gross leasable area in size. Permitted uses include all types of retail stores, major full line department stores, discount department stores, major and specialty food stores, supermarkets, pharmacies, restaurants, offices, retail warehouses, entertainment facilities and service establishments. Regional Retail centres are typically anchored by major full line department stores, discount department stores, or retail warehouses such as warehouse membership clubs and home improvement stores. Notwithstanding the foregoing, entertainment uses shall be subject to Section 4.2.8.4 of this Plan.
- 4.2.9.5 Complementary uses such as automobile service stations may be permitted in addition to community services, open space, recreational facilities, cultural facilities and other institutional uses. Residential uses may also be integrated into Regional Retail areas if provided for in multi-use plans adopted as a component of a relevant Secondary Plan.
- 4.2.9.6 The specific Regional Retail areas designated on Schedules "A" and "A2" of this Plan are:
 - (i) Brampton Shopper's World (NW quadrant of Hwy 10 & Steeles Avenue West);
 - (ii) Bramalea City Centre (SE quadrant of Dixie Road & Queen Street East); and,
 - (iii) Trinity Common (NE quadrant of Highway 410 & Bovaird Drive).



Bramalea City Centre

Appealed to
the OMB



Regional Retail Centre,
Trinity Commons
(Hwy 410 & Bovaird Dr.)
Commercial

October 7, 2008



District Retail
Heart Lake Town Centre



Leons
Home Furnishing Warehouse



Springdale Square – Bovaird Dr
& Mountainash Rd

Appealed to
the OMB

Commercial

October 7, 2008

4.2.10 District Retail

District Retail sites are generally planned as multi-use, multi-purpose developments that offer a wide range of retail, service, community, institutional and recreational uses serving several nearby residential and business areas at a sub-regional scale.

Policies

- 4.2.10.1 District Retail centres shall be designated at the intersection of an arterial road and/or provincial highway with an arterial or collector road.
- 4.2.10.2 Designated locations shall be well-served by public transit.
- 4.2.10.3 Where appropriate, District Retail centers shall be integrated with existing or planned major public, institutional, recreation and office uses and multiple density housing.
- 4.2.10.4 The City shall interpret a District Retail centre as a group of retail establishments that generally ranges from 11,620 to 46,500 square metres (125,000 to 500,000 square feet) in total gross leasable area. District Retail centres will be anchored usually by any two of the following uses:
 - Supermarket, major department store, discount department store, home improvement store, warehouse membership club and, hardware and automotive store. In addition, pharmacies, restaurants and service establishments are also permitted uses.
- 4.2.10.5 Complementary uses including places of worship and institutional uses such as government offices compatible with and complementary to the planned function and policies of the designation may also be permitted within areas designated District Retail in Secondary Plans.
- 4.2.10.6 The City may permit complementary uses such as gas bars, rapid oil change operations, car washes, service commercial, office and entertainment uses in conjunction with the District Retail designation. Notwithstanding the foregoing permitted uses, the permission of entertainment uses shall be subject to Section 4.2.8.4.

4.2.11 Local Retail

Local Retail centers consist of Neighbourhood Retail and Convenience Retail sites as designated on Schedule “A2”. These sites are usually located in residential areas in order to serve the shopping needs of the community. Designations and related policies are specified in this Plan act as a guide to detailed policies and locations in the applicable Secondary Plan.

Policies

- 4.2.11.1 Local Retail sites may front onto local, collector or arterial roads subject to the access policies of Section 4.4 Transportation and shall be easily accessible to the residential areas they are intended to serve. Designated sites should provide easy access to pedestrians, transit and auto routes.
- 4.2.11.2 Local Retail sites will preferably be located at an intersection with a transit stop and in conjunction with open space, a public amenity and/or higher density housing to form a localized focal point for the trade area intended to be served and to promote a walkable, transit-supportive community.
- 4.2.11.3 Local Retail sites shall be well served by public transit.
- 4.2.11.4 Permitted uses typically include small scale retail stores, supermarkets or specialty stores, junior department stores, pharmacies, restaurants and service establishments that primarily serve the surrounding residential area. Notwithstanding the permission for restaurant uses, drive-through facilities, where permitted shall be located in the site plan sensitive to their impact on adjacent residential areas.
- 4.2.11.5 The Local Retail uses are defined as follows:
- Neighbourhood Retail: A group of retail establishments that generally range from 3,700 to 11,620 square metres (40,000 to 125,000 square feet) and are typically anchored by a supermarket, but may also be anchored by a pharmacy or smaller scale home improvement outlet.
 - Convenience Retail: One or more retail or service establishments planned and developed as a unit not exceeding 3,700 square metres (40,000 square feet).
- 4.2.11.6 Complementary uses such as those permitted in the Institutional and Open Space designations may also be permitted within areas designated for Local Retail purposes in Secondary Plans.
- 4.2.11.7 The City may permit complementary uses such as gas bars, car washes, service commercial, office and entertainment uses in conjunction with any of these Local Retail designations. Motor vehicle sales and rentals, body repair shops and truck washes are not permitted uses.
- 4.2.11.8 The City shall designate Local Retail use areas in appropriate locations within Secondary Plans subject to the general intent and policies of this Plan. An Official Plan Amendment will be required to permit the development of a new Local Retail centre in a location not designated



Neighbourhood Retail Centre
Mayfield Rd & Hurontario St.

Appealed to
the OMB

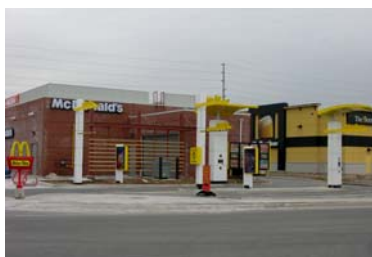


Convenience Retail
Fletchers Meadow



Queen Street Retail,
Downtown Brampton

Appealed to
the OMB



Auto-oriented Uses
Demonstrating High
Architectural Standards

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for such a use in the relevant Secondary Plan or to permit an extension to an existing Local Retail centre.

- 4.2.11.9 The City shall, in the Secondary Planning process, designate the number and distribution of Local Retail uses within secondary plan areas recognizing that nearby Business Corridor designations may accommodate competing retail uses. It is not the intention of this Plan to safeguard the residential trade areas of Local Retail uses internal to residential areas by selectively restricting competition from retail centers located outside residential trade areas.

4.2.12 Small Scale Commercial in Secondary Plans

It is intended that small scale commercial sites or clusters of a business, office, retail or service nature may be recognized or designated in Secondary Plans. Development of designated small scale commercial sites shall be subject to a superior urban design.

Policies

- 4.2.12.1 Small scale business, retail, office or service commercial sites or clusters, ranging up to approximately 2 hectares (5 acres) in size, that do not fit the Local Retail definitions, may also be designated in predominantly residential Secondary Plans without needing an amendment to this Plan.
- 4.2.12.2 The City shall require that such small scale business, retail, office or service commercial sites or clusters are only designated in Secondary Plans to recognize existing legal uses or pursuant to a satisfactory market and/or planned function and land use planning evaluation that addresses existing or potential designations in this Plan and adjacent Secondary Plans.
- 4.2.12.3 Through its review and approval of development applications for commercial development pursuant to the *Planning Act* and in accordance with the policies of Section 4.10 Urban Design and Section 4.5 Natural Heritage and Environmental Management of this Plan, the City shall require the submission of a design brief to implement the City's Development Design Guidelines prior to zoning approval.

4.2.13 Motor Vehicle Commercial

Policies

- 4.2.13.1 The City may permit Motor Vehicle Commercial uses including gas bars, automobile service stations, limited automobile repair facilities and car washes in all of the land use categories on Schedule "A" of this Plan provided that, where applicable, such uses are appropriately designated

in the respective Secondary Plans, and subject to Section 4.10.3.6 of this Plan and the Development Design Guidelines.

- 4.2.13.2 A drive-through facility may be permitted in conjunction with a Motor Vehicle Commercial use subject to specific provision in the respective Secondary Plan, Section 4.10.3.6 of this Plan and the Development Design Guidelines. Such development shall be subject to site plan approval and addresses, among other matters, compatibility with adjacent land uses, a satisfactory on-site traffic circulation study including ingress/egress arrangements, and a suitable design with respect to built form, adequate on-site parking, screening, signage and safety.
- 4.2.13.3 In the case of areas not subject to Secondary Plans, gas bars, automobile service stations and car washes will be permitted subject to an amendment to this Plan, provided that such uses are limited to one per intersection and subject to Section 4.10.3.6 of this Plan and the Development Design Guidelines.
- 4.2.13.4 Motor Vehicle Commercial uses will be discouraged as stand-alone uses and should be integrated with other commercial development.
- 4.2.13.5 Motor Vehicle Commercial uses will be permitted to locate at intersections, except where such locations are important or sensitive with respect to City image, character, streetscape or significant natural factors, as determined through the secondary plan process.
- 4.2.13.6 The City shall, when evaluating proposals to develop or expand a Motor Vehicle Commercial use, have regard for the following:
 - a) The potential environmental, noise, visual (including signage), and air quality effects of such a use on adjacent existing or proposed uses, especially residential, in accordance with the Urban Design and Natural Heritage and Environmental Management sections of this Plan; and,
 - b) The potential effects of such a use on personal safety, the parking and traffic circulation generated by adjacent uses, and on the traffic movement on adjacent streets.
- 4.2.13.7 Notwithstanding the above policies, Business, Highway Commercial, Service Commercial or similar designations not explicitly identified in this Plan, may be permitted within "Residential" designations as shown on Schedule "A" as necessary and appropriate in the context of all other objectives and policies of this Plan, to either provide service to the surrounding population or to provide service to a broader area or to those passing through the area, provided they are designated in the relevant Secondary Plan.



Auto-oriented Uses
Demonstrating High
Architectural Standards

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October 7, 2008

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GTA Examples of Live-Work Units

4.2.14 Live-Work Units

The City recognizes the opportunity for Live-Work Units that provide for limited home-based office, personal service and convenience commercial uses that are compatible with the primary residential use and the surrounding community.

Policies

4.2.14.1 Live-Work Units shall be identified, as appropriate, as part of the preparation of Block Plans with respect to the emerging Secondary Plan areas of the City.

4.2.14.2 Regulations relating to the location of Live-Work Units shall be included in the City's Comprehensive Zoning By-law.

4.2.14.3 Zoning By-law regulations relating to Live-Work Units shall be based on the following:

- a) The home occupation is intended to be carried on primarily by the residents of the Live-Work Unit;
- b) The home occupation shall be accessory to the primary residential use of the Live-Work Unit, and the area within the Live Work Unit devoted to the home occupation shall be restricted to a percentage of the size of the dwelling unit, to be specified by the implementing Zoning By-law;
- c) Outside storage and display areas will be prohibited and exterior lighting and signage will be restricted to avoid impacting adjacent land uses; and,
- d) The home occupation shall be compatible with the adjacent community with respect to noise, odour, traffic and parking and the Live-Work Unit shall be compatible with the built form of adjacent residential units.

Commercial

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