

# **OFFICE CONSOLIDATION**

**SECONDARY PLAN AREA 36**

**QUEEN STREET CORRIDOR  
SECONDARY PLAN**

December 2025

## EXPLANATORY NOTES

### Office Consolidation Queen Street Corridor Secondary Plan Secondary Plan Area 36

#### General (pertaining to all secondary plan office consolidations)

- i. Secondary plan office consolidations are provided for convenience only, but have no *Planning Act* status. For official reference, recourse should be had to the original documents pertaining to each secondary plan.
- ii. As noted in the Official Plan (policy 5.4.10 in the current 1993 Official Plan) the documentation that constitutes a specific secondary plan may consist of a Chapter in Part II of the current Official Plan, or a retained Chapter in Part IV of the 1984 Official Plan, or an amendment to or chapter of the 1978 Consolidated Official Plan.
- iii. Secondary plans form part of the Official Plan and are to be read in conjunction with all policies of the Official Plan, including interpretation and implementation provisions.
- iv. Where there is conflict or inconsistency between a provision in the current Official Plan and a provision in a secondary plan (whether directly in the text or included by reference) the current Official Plan shall prevail. When such a conflict is identified, efforts shall be made to revise the plans to correct the conflict.
- v. Reference to any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.
- vi. When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1984 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and applicable part of the secondary plan, unless:
  - (a) the referenced provision is in conflict with the current Official Plan;
  - (b) the referenced provision is superseded by a more recently adopted equivalent provision; or,

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

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

**Specific (Secondary Plan 36, Queen Street Corridor Secondary Plan)**

This office consolidation of the Queen Street Corridor Secondary Plan Secondary Plan consists of Chapter 36 and Schedules SP 36(A), SP36(B) and SP36(C) of the document known as the 1993 Official Plan.

Chapter 36 is based on Official Plan Amendment OP93-62 to the document known as the 1993 Official Plan as approved by City Council on April 2, 1997 and the Region of Peel on July 15, 1998.

Chapter 36 incorporates all modifications, deferrals and referrals made by the Region of Peel and Ontario Municipal Board Order 2804 issued on November 9, 1998 along with the following Official Plan Amendments:

OP93-149	OP2006- 082	OP2006-084
OP2006-027	OP2006-136	OP2006-157
OP2006-031	OP2006-148	OP2006-175
OP2006-216		

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

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

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

**Chapter 36 and  
Schedules SP36(A), SP36(B) & SP36(C)  
of the document known as  
the 1993 Official Plan**

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**(Part II, Chapter 36)**

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## **Chapter 36: The Queen Street Corridor Secondary Plan Area**

### **1.0 PURPOSE**

The purpose of this chapter, together with Schedules SP36(A), SP36(B) and SP36(C) is to establish, in accordance with Section 5.4 of the Official Plan for the City of Brampton Planning Area, detailed planning policies for the lands straddling Queen Street between Bramalea Road and Etobicoke Creek, within the area known as the Queen Street Corridor Secondary Plan.

This Secondary Plan sets out the policy framework for the eastern portion of the Brampton Central Area which incorporates the Highway Number 410 and Queen Street Primary Office Node that functions together with the overall Central Area as the major location for higher order uses in Brampton. This Chapter envisions the Secondary Plan as a mixed-use area that will function as an urban district where:

- the lands southwest of Queen Street and Highway Number 410 and extend southward to Clark Boulevard and westward to Rutherford Road, are designated Primary Office Node to reflect their potential to become one of Brampton's most important regional office locations;
- the lands east of Dixie Road function as a prominent civic and regional retail area, with major community facilities, higher density retail and residential uses linked to a regional transportation system; and,
- the remainder of the Queen Street Corridor lands accommodates mixed residential, retail and office uses and provide continuity and connections between more prominent portions of the overall Central Area including the abutting Downtown Brampton Secondary Plan.

This chapter specifies the desired pattern of land uses, the transportation network and related policies to achieve high quality, efficient and orderly urban development within the Queen Street Secondary Plan.

### **2.0 LOCATION**

The lands subject to the policies of this amendment are:

- comprised of a total area of approximately 330 hectares (815 acres);
- generally described as the lands straddling Queen Street/Highway Number 7 from Bramalea Road in the east, to the Etobicoke Creek in the west, Church Street/south of Archdekin Drive/Lambeth Street/Hanover Road/Central Park Drive to the north and CNR line and Clark Boulevard to the south; and,

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

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

Lands subject to Secondary Plan Number 36 outlined on Schedule SP36(A) shall be developed in accordance with the policies of this chapter (Chapter 36 of Part II) and with Schedules SP36(A), SP36(B) and SP36(C) attached thereto, and also in accordance with all other relevant policies and schedules of the City of Brampton Official Plan.

Accordingly, this Queen Street Corridor Secondary Plan should not be interpreted as a free standing Official Plan document. The policies herein are designed to supplement those of the Official Plan, not to replace or repeat them. An accurate understanding of all the policies pertaining to the Secondary Plan Number 36 Area can only be achieved by reading the overall Official Plan together with Chapter 36.

The Queen Street Corridor Secondary Plan is intended to completely replace portions of the Brampton North Secondary Plan (Number 8), the Madoc Secondary Plan (Number 9), the Westgate Secondary Plan (Number 10), the Central Park Secondary Plan (Number 11), the Brampton East Secondary Plan (Number 17), the Brampton West Secondary Plan (Number 18), the Brampton West Industrial Secondary Plan (Number 19), and the Avondale Secondary Plan (Number 20), as amended.

### **4.0 GENERAL OBJECTIVES AND CRITERIA**

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

- promotes the intensification and improvements of the Central Area and its component areas as the major focus of commercial and community activity for the residents of Brampton, and as an increasingly important location for regional activity related to other parts of the Greater Toronto Area;
- provides for the identification and protection of watercourses and valley systems, including floodplains;
- provides greenspace linkages to the rest of the open space system, incorporating pedestrian and bicycle trails and linkages;
- promotes the character of Queen Street as a strong pedestrian and transit environment;
- designates the lands at Highway Number 410 and Queen Street south to Clark Boulevard and west to Rutherford Road as the Primary Office Node within the overall Central Area for office development, containing the

potentially highest density and concentration within a City-wide context;

OP2006-175

- facilitates the evolution of the corridor from an automobile-oriented commercial corridor to a higher-density, pedestrian- and transit-oriented, bicycle-friendly, mixed-use corridor by balancing the needs of existing businesses with the need to ensure that redevelopment and intensification opportunities are not precluded;
  - reinforces and expands the role of the Bramalea Centre;
  - encourages integrated regional public assembly and civic facilities, with the growth of its commercial functions;
  - recognizes, protects and ensures the continuation and appropriate expansion of existing industrial operations including heavy industrial operations within the secondary plan or on lands adjacent thereto;
  - requires major redevelopment projects to identify and address those traffic and transportation-related matters that may impact existing heavy industrial users to continue or expand their operations in a safe and efficient manner.
  - promotes for the identification, preservation and protection of heritage resources;
  - proposes improvements to the local road network and enhanced public transit to facilitate development/redevelopment in the secondary planning area.
- to promote land assembly and discourage land fragmentation within the Central Area in order to encourage comprehensive redevelopment.

OP93-149

## 5.0 LAND USE PRINCIPLES

Within the commercial designations of this Plan, mixed-uses are permitted that combine multiple density residential and/or office uses in combination with an appropriate range of street-related business uses fronting Queen Street starting from the western limit of the secondary planning area at Etobicoke Creek to Highway Number 410, including the lands on the east side of Dixie Road and those on the perimeter of the Bramalea Centre.

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Order  
2804

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

The commercial designations include two District Commercial Centres and a Regional Commercial Centre which have been carried over from existing secondary plans. Over

the next few years, these centres are expected to continue operating, providing a wide range of retail goods and services to both local residents and regional consumers. However, the Plan does recognize the potential of the existing District Commercial Centre at Highway Number 410 and Queen Street to eventually redevelop for higher order uses, namely significant concentrations of office development and regional commercial uses. Consequently, this Plan requires that detailed land use and transportation studies be undertaken to determine the long term feasibility of this centre and the surrounding lands to redevelop for higher order uses prior to the granting of development approval.

The majority of properties along Queen Street East between Highway 410 and Downtown are designated for Central Area Mixed-Use. The existing service and highway commercial uses are expected to transition over time to a new mix of residential, employment and commercial uses that, along with the implementation of rapid transit, create a new streetscape more oriented to people than to cars. While studies are being undertaken to foster and guide this transformation and as development proceeds over time, policies should ensure that any interim development contributes to the vision of the corridor and that no development takes place that could prevent the realization of the corridor's vision.

This Plan also establishes a strategy for office development within the Industrial designation. Minor concentrations of relatively low density office uses are encouraged in the Industrial designation in conjunction with an industrial operation. Higher density office development is encouraged in the Central Area Mixed-Use designation with greater vertical definition, in highly visible and accessible locations in proximity to major transportation facilities.

A number of commercial designations recognize previously designated sites at specific locations within the secondary planning area. They include: existing Service Commercial uses at the southwest corner of Kennedy Road and Orenda Court and at the southwest corner of Highway Number 7 and Dixie Road, a Convenience Commercial Centre at the northwest corner of Kings Cross Road and Knightsbridge Road, Highway Commercial uses at the southeast corner of Highway Number 7 and West Drive and at the southeast corner of West Drive and Clark Boulevard.

The Industrial designation is intended to provide for the continuing operation and appropriate expansion of viable industrial uses in the area. Minor concentrations of low density, corporate offices in association with manufacturing, industrial research and development or logistical distribution/warehousing functions and local serving business services are permitted within the Industrial designation.

To protect existing industrial operations within the secondary plan or on adjacent lands, the secondary plan restricts the introduction of uses that would be incompatible with such existing industrial operations.

In general, the residential designations are intended to recognize areas already

developed for a variety of housing types, including the low density neighbourhood between the Etobicoke Creek and Kennedy Road and the high density residential community to the east of the Bramalea Centre. A residential intensification strategy is proposed to populate the Central Area in support of retail activities, shape urban design form and function and establish a marketable identity. Areas suitable for residential intensification have been identified in the area adjacent to Peel Memorial Hospital. The lands west of Norton Place Park have been identified as an industrial area with a long term potential for residential apartments subject to the Dominion Glass facility relocating their operation.

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

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

## **5.1            COMMERCIAL**

### 5.1.1        Preamble

The commercial designations of this Chapter are intended to provide for a wide range of services and offer employment opportunities to the local labour force. The commercial policies of this Plan recognize existing commercial centres while providing redevelopment opportunities in selected areas of the Secondary Plan Area. Redevelopment shall primarily be in the form of mixed-use commercial/residential projects fronting Queen Street East and surrounding the perimeter of the Bramalea Centre, plus free-standing office buildings and higher order mixed-use buildings concentrated in the Primary Office Node and Office Node designations.

5.1.1.1      Development within any of the commercial designations identified on Schedule SP36(A) shall conform with the urban form policies referenced in Section 8.0 of this Plan.

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

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

5.1.1.4      An increase beyond the maximum density specified by policy 5.1.2.2,

policy 5.1.2.7 and Table 1 of this Plan, and/or increase the permitted percentage of residential shall require a site specific rezoning application containing supporting rationale and documentation.

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

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

- (i) maximum building heights;
- (ii) massing and conceptual design of commercial and mixed-use developments shall provide for a graduation of building heights such that the predominant massing and building height are achieved away from the adjacent residential areas. In this regard, the implementing zoning by-law shall provide minimum separation distances between the adjacent residential uses and maximum building heights; and,
- (iii) landscaping, fencing yard widths and depths and the location of service and refuse disposal areas shall be oriented to achieve a high degree of land use compatibility between commercial and mixed-use developments and the surrounding residential properties.

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

## **5.1.2 Central Area Mixed-Use**

## 5.1.2.1

Modification  
Number 2

OP2006-175

Lands designated Central Area Mixed-Use on Schedule SP36(A) are intended to accommodate mixed-use developments incorporating any combination of commercial, retail, office, residential, hotel, open space, recreational, institutional, a full range of entertainment and cultural uses including, but not limited to, movie theatres, art galleries, live theatre and museums which are managed as a unit. The City shall encourage a mix of uses within each proposed development, including active commercial uses at-grade, with office, institutional or residential uses located in the upper storeys. However, stand-alone uses shall also be permitted, such as office buildings and residential buildings, provided the development achieves the policies of this Plan with respect to built form, and subject to any further detailed land use policies as outlined in this Plan. Where a stand-alone residential or office building is proposed, the City will encourage, where appropriate, the ground floor to be developed with convertible frontages and a suitable ground floor building height to preserve future opportunity for conversion to commercial uses. A combination of stand-alone uses, as well as mixed-use buildings, will both contribute to achieving an overall vibrant, mixed-use corridor over the long term.

## 5.1.2.2

The Maximum Floor Space Index (FSI) which is generally permitted within the Central Area Mixed-Use designation is 3.5, with a maximum of 2.0 FSI permitted for residential uses. Other portions of the Central Area Mixed-Use designation are subject to an overall FSI maximum of 2.0 FSI with 1.0 FSI permitted for residential uses. The Primary Office Node designation southwest of Highway Number 410 and Queen Street as referenced in policy 5.1.3.1 is subject to an overall maximum FSI of 5.0 with a maximum of 2.0 FSI permitted for residential uses. Specific density allocations for specific areas of the Mixed-Use designation are set out in Table 1. An increase beyond the maximum density specified above shall require a site specific rezoning application as specified in policy 5.1.1.4.

OP2006-031

Table 1  
Central Area Mixed-Use Designation Density Structure  
Queen Street Corridor Secondary Plan

<b>Area</b>	<b>Overall Maximum FSI</b>	<b>Maximum Residential FSI</b>
Queen Street East, west of Beech Street and Trueman Street	2.0	1.0
Queen Street East, east of Beech Street and Trueman Street to Rutherford Road	3.5	2.0
Bramalea Centre Queen Street to Clark Boulevard, Dixie Road to Central Park Drive	3.5	2.0
Primary Office Node between Highway Number 410 and Rutherford Road	5.0	2.0

Queen Street between West Drive and Norton Lake Park	3.5	2.0
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5.1.2.3

Lands straddling Queen Street between the Etobicoke Creek and Highway Number 410, at the southwest and southeast quadrants of Highway Number 410 and Queen Street East, on the south side of Queen Street East, between West Drive and Norton Lake Park, and surrounding the perimeter of the Bramalea Centre, extending eastward to Bramalea Road, which are designated Central Area Mixed-Use on Schedule SP36(A), are considered suitable for mixed-use redevelopment. In these areas, residential uses will be encouraged, and sufficient street-related retail and commercial uses shall be provided to contribute to a vibrant commercial corridor along Queen Street. The permitted densities for specific Central Area Mixed-Use redevelopment areas are set out in Table 1.

OP2006-031

OP2006-175

5.1.2.4

There are historical low-density and highway commercial developments located along the Queen Street East corridor that are designated Central Area Mixed-Use that have the potential to hinder the City's ability to achieve the planning objectives for the area. The intent of this Plan is for the corridor to transform into a higher-density, mixed-use, transit-oriented, bicycle and pedestrian-friendly corridor. The policies contained in Section 9 of this Plan are intended to manage the transition within this portion of the Corridor and ensure existing uses may continue without compromising the full transformation of this important corridor into a vibrant, mixed-use centre.

OP2006-175

5.1.2.5

Lot consolidation, particularly for smaller lots, shall be encouraged while ensuring that long-term redevelopment is not precluded. The submission of a Tertiary Plan and/or planning justification addressing lot consolidation may be required by the City in association with a development application to ensure that a redevelopment proposal does not negatively affect redevelopment opportunity for nearby and adjacent lots.

OP2006-175

5.1.2.6

Recognizing that there are low-rise commercial plazas in the Central Area Mixed-Use designation, fragmentation of ownership through condominium conversion for an existing low-rise commercial development will not be permitted to ensure that redevelopment opportunity is not inhibited.

OP2006-175

5.1.2.7

Notwithstanding the generality of policy 5.1.2.1, the lands at the southwest corner of the intersection of Queen Street East and Lynch Street, known municipally as 145 Queen Street East and 15 Lynch Street are intended for retail, service commercial, office and residential uses. The following policies shall apply to these lands:

OP2006-148

- (i) Notwithstanding Appendix A: Central Area Mixed Use Density Limits, the maximum floor space index (FSI) shall be

5.3 and the minimum FSI shall be 3.5;

- (ii) Residential dwelling units shall only be permitted above the ground floor of a building;
- (iii) Building facades are to have a high degree of architectural articulation;
- (iv) Buildings are to generally be located in proximity to public roads and minimal setbacks;
- (v) Amenity areas are to be provided in conjunction with the development of the lands to fulfill the needs of the residents;
- (vi) Buildings are to be constructed with high life-cycle and aesthetic quality materials. Extensive use of EIFS (i.e. stucco) finish is strongly discouraged and the use of EIFS should be limited for architectural features and accents; and,
- (vii) Pedestrian connections shall be designed with distinctive and durable surface materials that delineate the pedestrian realm from the vehicular realm. Materials, colour, and texture should be varied to clearly identify pedestrian links.

#### 5.1.2.8

Modification  
Number 4

On the lands located on the north side of Queen Street East between Hansen Road and the Highway Number 410 right-of-way, residential uses shall not be permitted and mixed-use commercial buildings shall be developed to a maximum building height of 27 metres (88.6 feet). Buildings of 12 metres (39.4 feet) in height or less shall be setback a minimum of 20 metres (65.6 feet) from the rear lot lines of the abutting properties along the south side of Archdekin Drive, while buildings in excess of 12 metres (39.4 feet) in height shall be setback a minimum of 43.9 metres (144 feet) from such rear lot lines. Each development shall be required to erect a sound barrier along the rear lot line. The amount of surface parking shall be minimized and a laneway or service road shall be developed at the rear of the subject lands, designed in such a way as to discourage through vehicle movements and restrict vehicles from cutting across Rutherford Road to access lands on the opposite side on the north side of Queen Street. Notwithstanding the foregoing, requests to add residential uses in accordance with other polices of this section or increases in height to a maximum of 47 metres (154.2 feet) shall be considered for approval without an amendment to this Plan if it can be adequately demonstrated through the submission of supporting documentation that such uses or heights will not detrimentally impact the existing Archdekin Drive residential properties. Such requests shall be subject to a public meeting with the local area residents in accordance with

standard procedures.

5.1.2.9 Notwithstanding policy 5.1.2.2, the lands on the north side of Queen Street East known municipally as 174, 178, 180 and 184 Queen Street East may be developed for a high-density, mixed-use building subject to the following policies:

OP2006-157

- (i) The maximum floor area shall be 22,600 square metres (exclusive of the parking garage) and the maximum height shall be 69 metres, except that if the building is used exclusively for commercial uses, the maximum floor area shall be 16,600 square metres (exclusive of the parking garage).
- (ii) The building shall demonstrate a high level of design, including a strong definition of the podium and tower, high quality building materials, a well articulated façade, and the incorporation of building and site elements that contribute to a strong pedestrian streetscape.
- (iii) A landscaped buffer shall be provided between the building and the Brampton Cemetery.

### 5.1.3 Primary Office Node

5.1.3.1 The Primary Office Node designation on Schedule SP36(A) in the southwest quadrant of Highway Number 410 and Queen Street consists of approximately 21.2 hectares (52 acres) bounded by Queen Street East to the north, Clark Boulevard to the south and from Rutherford Road east to Highway Number 410. Office development in this area shall be permitted at densities greater than the standard office nodes designated in the City of Brampton. This area is intended to be the only primary location of office development within the Central Area of the City of Brampton. Lands designated Central Area Mixed-Use within the Primary Office Node shall be developed to a maximum density of 5.0 FSI. The ultimate development of this Primary Office Node including the type, location, and interrelationship of land uses shall be determined as part of a comprehensive land use and transportation study as set out in Section 5.7.1 of this Plan (Special Study Area Number 1). In addition, the land use and transportation study for this Highway Number 410/Queen Street Primary Office Node will evaluate the merits of integrating multiple density residential uses into this area.

5.1.3.2 Any proposed development or redevelopment activity within the Highway Number 410/Queen Street Primary Office Node designation shall also be subject to the policies of Special Study Area Number 1 set out in Section 5.7.1 of this Plan.

- 5.1.3.3 The principle permitted uses with the Primary Office Node designation include business, professional or administrative office buildings, hotels and motels and all uses consistent with the Regional Commercial and District Commercial designations of the General Plan.

#### 5.1.4 Office Node

- 5.1.4.1 The Office Node and Central Area Mixed-Use designation on Schedule SP36(A) between Highway Number 7 and Clark Boulevard, from Dixie Road to Central Park Drive (known as the Bramalea Centre) also recognize the significant institutional facilities provided by the Region of Peel Administrative Offices, the Brampton Civic Centre and a senior citizen housing complex. In the interim, these uses shall continue to be recognized by this Plan. However, redevelopment for other uses than specified in policy 5.1.4.1 (i) shall be subject to a site specific rezoning amendment in accordance with the policies of this Plan. In order to adequately provide for the future needs of these properties, the following special provisions shall apply to any proposed development or redevelopment activity:

- (i) uses permitted on these sites shall include offices, an administrative office or facility of a public authority, an arena/entertainment complex, an art gallery operated by a public authority, a hotel/convention centre, a community club, a library, an educational use, a retail use having no outside storage and residential uses in conjunction with a mixed-use proposal.

- 5.1.4.2 The principle permitted uses with the Office Node designation include business, professional or administrative office buildings, hotels and motels and all uses consistent with the Regional Commercial and District Commercial designations of the General Plan.

#### 5.1.5 Former Regional Commercial Use Areas (now Central Area Mixed-Use)

- 5.1.5.1 Notwithstanding Section 4.2.7 of Part I of the Official Plan, the Central Area Mixed-Use designation bounded by Highway Number 7 and Clark Boulevard, Dixie Road and Team Canada Drive may be developed for the full range of Regional Commercial uses to a maximum density of 1.5 FSI.

- 5.1.5.2 The lands designated Central Area Mixed-Use between Dixie Road and Team Canada Drive, from Highway Number 7 to Clark Boulevard on Schedule SP36(A) may be used for the full range of Central Area Mixed-Uses, but also for the full range of uses specified by Section 4.2.7 of Part I of the Official Plan including all types of retail uses, major full line

Modification  
Number 5

department stores, supermarkets, specialty food stores, pharmacies, restaurants, offices, alternative format retailing, entertainment facilities, and service establishments catering to personal or household needs.

- 5.1.5.3 Complementary uses such as automobile service stations, car washes, warehouses and maintenance repair shops that are not obnoxious by reason of noise, vibration, odour or smoke and which do not require outside storage may be permitted in addition to open space, recreation facilities, cultural facilities and other community-based services.

## **5.1.6 Former District Commercial Use Areas (now Central Area Mixed-Use)**

- 5.1.6.1 The Central Area Mixed-Use designation located at the southeast corner of Highway Number 7 and Highway Number 410 identifies an area of district commercial uses which are expected to continue for some time before being gradually replaced by higher order mixed-uses. This area and the lands to the south and east thereof are to be evaluated further if and when the Dominion Glass manufacturing facility to the south of this site is closed.

- 5.1.6.2 This Plan recognizes the continued operation of the existing district scale retail plazas located in the Secondary Plan Area. Until these properties are redeveloped in accordance with the long term designations of this Plan, the City shall require the submission of a detailed tertiary plan in conjunction with development applications to demonstrate how the area subject to a development proposal can be comprehensively developed without impacting the District Commercial Centre.

## **5.1.7 Service Commercial**

- 5.1.7.1 The lands designated Service Commercial on Schedule SP36(A) are intended for small scale retail, service and office uses which are moderately space intensive, are moderate generators of vehicular traffic, and may typically include personal service shops, convenience retail, medical and specific services catering to a City-wide area.

- 5.1.7.2 Three sites are designated Service Commercial on Schedule SP36(A). They include:

- (i) a 1.9 hectare (4.8 acre) strip of land fronting the east side of Kennedy Road, between Eastern Avenue and Orenda Road;
- (ii) a .3 hectare (.9 acre) site located at the southwest corner of Orenda Court and Kennedy Road; and,
- (iii) a 1.9 hectare (4.8 acre) property situated at the southwest corner of Highway Number 7 and Dixie Road.

## 5.1.8 Highway Commercial

5.1.8.1 The lands designated Highway Commercial on Schedule SP36(A) shall be used for automobile service stations, gas bar and related activities.

5.1.8.2 The lands designated as Highway Commercial on the southeast corner of Highway Number 7 and West Drive, shall only be used for a gas bar and service bay facility. Council intends that these lands be developed to be compatible with surrounding land uses, particularly institutional uses to the east. In this regard, the following development principles shall be adhered to:

- (i) the use of the lands shall be subject to controls of ingress and egress to minimize the impact on the proper functioning of the intersection. In this regard, access to/from Highway Number 7 shall not be permitted;
- (ii) signs and advertising devices shall be subject to control with regard to location, design and illumination, to ensure a high quality of development and to minimize any adverse impact on adjacent land uses;
- (iii) adequate landscaping and screening shall be provided on-site to enhance the appearance of the subject lands and to complement the aesthetics of adjacent developments; and,
- (iv) as the subject lands are visible from the intersection of two major roads, it is desirable to maintain a high degree of aesthetic and architectural integrity. Accordingly, the massing and conceptual design of the proposed structure on the subject lands shall be subject to site plan control.

5.1.8.3 The lands designated at the southeast corner of Clark Boulevard and West Drive shall only be used for a gas bar and a motor vehicle washing establishment and shall be subject to the following development principles:

- (i) provision shall be made for adequate landscaping, yard widths, depths and buffers, to minimize any adverse influence of development upon adjacent uses and to enhance the appearance of the subject lands;
- (ii) adequate off-street parking spaces shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers, and the design of

- the parking facilities shall have regard to the convenience of customers and employees;
- (iii) the location and design of access ramps shall be to the satisfaction of the road authority having jurisdiction; and,
  - (iv) the City requires the owner of the lands to enter into one or more agreements incorporating various aspects of site plan control pursuant to Section 41 of the Planning Act.

## **5.1.9 Convenience Commercial**

5.1.9.1 The lands designated Convenience Commercial at the northwesterly corner of Knightsbridge Road and Kings Cross Road, shall only be used for convenience commercial purposes and shall be subject to the following development principles:

- (i) purposes permitted on the property shall be limited in order to maintain the convenience function of the development;
- (ii) provision shall be made for landscaping, yard widths and depths, and roof treatment to ensure attractive and functional development, which is compatible with surrounding development;
- (iii) the location and design of access ramps shall be to the satisfaction of the City; and,
- (iv) the City requires the owner of the lands to enter into one or more agreements incorporating various aspects of site plan control pursuant to Section 41 of the Planning Act.

## **5.2 INDUSTRIAL**

5.2.1 The Industrial designation is intended to provide for the continuing operation and appropriate expansion of viable industrial uses in the area. Minor concentrations of relatively low density office and directly related business support services are permitted within the Industrial designation. Low density offices shall include corporate offices in association with manufacturing, industrial research and development or distribution/warehousing functions.

5.2.2 Basic physical form elements, including building heights and setbacks, shall conform with the urban form policies referenced in Section 8.0 of this Plan.

5.2.3 Where industrial lands are adjacent to residential uses, appropriate

measures will be taken to ensure the compatibility and acceptable noise levels, such as site and building design, berms, noise walls, landscape screening and spatial screening which may be in excess of minimum setback requirements.

- 5.2.4 Specific densities shall be determined through the development approvals process in accordance with the policies of this Plan. Increases beyond the permitted densities of this Plan shall require a site specific rezoning application containing supporting rationale and documentation.
- 5.2.5 The industrial uses permitted by the Industrial designation shall include such activities as warehousing, manufacturing, processing of raw materials or semi-processed materials, repair and servicing, and the storage of goods and products and offices ancillary to an industrial use.
- 5.2.6 The commercial uses permitted by the Industrial designation shall accommodate a limited range and amount of retail, service and office uses to be generally, but not exclusively selected from a range of uses including sports and recreational facilities, event catering facilities, business and entertainment facilities, automobile service stations and repair facilities, limited service motels/hotels, local serving restaurants, computer related services, architectural, engineering and other scientific and technical services, and other direct business related services in an industrial mall which also accommodates industrial uses.
- 5.2.7 The Industrial designation shown on Schedule SP36(A) shall permit a maximum overall density of 0.5 FSI.
- 5.2.8 Limited outside storage of goods and materials may be permitted subject to the implementation of appropriate screening and landscaping measures as may be required by the City as a condition of development approval.
- 5.2.9 The lands fronting the south side of Eastern Avenue and the Clark Boulevard extension between the Service Commercial block to the west and Rutherford Road to the east to a depth of 106 metres may be developed for a wider range of commercial uses that include contractor supply outlets and a limited range of retail uses in addition to the uses of the Industrial designation of this Plan. The approval for the development of non-industrial uses shall be in accordance with the policies of the Industrial designation of this Plan.
- 5.2.10 Notwithstanding policy 5.2.9 of this Plan, for areas containing existing industrial operations, including heavy industrial operations or on lands adjacent thereto, the range of permitted uses shall be limited to exclude intensive office, retail and service commercial development unless it can be demonstrated to the satisfaction of the City that the development of

these uses are compatible with existing industrial operations and that the development of designated industrial lands for the purposes permitted by the Plan will not be inhibited.

### **5.3 RESIDENTIAL**

#### **5.3.1 Preamble**

In general, the residential designations are intended to recognize areas already developed for a variety of housing types, including the low density neighbourhood between the Etobicoke Creek and Kennedy Road and the high density residential community surrounding the perimeter of the Bramalea Centre. Areas suitable for residential intensification have been identified in the area adjacent to Peel Memorial Hospital. The lands west of Norton Place Park have been identified as a potential location for high density residential uses.

5.3.1.1 Specific densities shall be determined through the development approvals process in accordance with the policies of this Plan. Increases beyond the permitted densities of this Plan shall require a site specific rezoning application containing supporting rationale and documentation.

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

5.3.1.3 Prior to site plan approval, the proponent shall provide to the satisfaction of the City of Brampton, evidence that the level of soil contamination is acceptable for residential and related uses, including recreational.

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Number 6

5.3.1.4 Where industrial facilities are expanding in areas designated “Central Area Mixed-Use” or “Residential” on Schedule SP36(A), appropriate measures will be undertaken to ensure compatibility and acceptable noise levels with any new residential uses. Such measures may include site and building design, berming and noise walls, landscape screening and setbacks which may be in excess of minimum requirements.

Modification  
Number 7

#### **5.3.2 Low Density**

5.3.2.1 Lands designated Low Density on Schedule SP36(A) shall be developed to a maximum of 35 units per net residential hectare (14 units per net residential acre). Typical residential uses associated with the Low Density designation include single-family, semi-detached, and small lot single housing types of no more than three stories in height.

#### **5.3.3 Medium Density**

5.3.3.1 Lands designated Medium Density on Schedule SP36(A) shall be developed to a maximum of 50 units per net residential hectare (15 to 20 units per net residential acre). Typical residential uses associated with the Medium Density designation include block townhouse, street townhouse, quaterplexes and interlot housing types.

5.3.3.2 The intention of the Medium Density designation shown on Schedule SP36(A) is to encourage infill residential development of a sympathetic scale to existing building stock. The retention and conversion of existing homes is to be encouraged.

### **5.3.4 Medium-High Density**

5.3.4.1 Lands designated Medium-High Density shall developed to a maximum density of 148 units per net residential hectare (60 units per net residential acre). Typical uses associated with the Medium-High Density designation include stacked townhouse, cluster and walk-up apartments of two to four storeys with built form close to the street edge.

### **5.3.5 High Density**

5.3.5.1 Lands designated High Density on Schedule SP36(A) shall permit a density of 247 units per net residential hectare (100 units per net residential acre).

5.3.5.2 The permitted density ranges for specific redevelopment sites designated High Density include the High Density designations located adjacent to June Street and Beech Street in the vicinity of Queen Street and Kennedy Road will be permitted at a density range of 198 to 247 units per net residential hectare (60 to 80 units per net residential acre).

### **5.3.6 Affordable Housing**

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

## **5.4 INSTITUTIONAL**

5.4.1 Uses permitted on the lands within the Institutional designation on Schedule SP36(A) are intended to accommodate major institutional uses as defined in Part I of the Official Plan, as well as local scale institutional uses such as schools and places of worship.

5.4.2 The purpose of the Institutional designation shown on Schedule SP36(A) is primarily to recognize the existing institutional uses in the Queen Street

Corridor Secondary Plan, and to permit and encourage these uses to remain in order to maintain the existing quality of life.

- 5.4.3 In addition to the uses specified in Section 5.5.1 of this Plan, the expansion of Peel Memorial Hospital facilities may include the construction of structured parking and ancillary retail uses fronting along John Street and/or Lynch Street. The retail uses shall be subject to the policies of the Central Area Mixed-Use designation referenced in Section 5.1.2 of this Plan.
- 5.4.4 A 1.1 acre site designated institutional as shown on Schedule SP36(A) has been identified at the southeast corner of Central Park Drive and Kensington Road. These lands shall be used for senior citizens housing.
- 5.4.5 The need for, and location of, new school sites in the Queen Street Corridor Secondary Plan shall be determined by local school boards in accordance with the policies set out in the Official Plan. The City shall encourage the reduction of the land area requirements for new school sites to an urban scale, to allow for a more compact and intensified area of land for school purposes.
- 5.4.6 Development within any Institutional designation, including basic physical form elements, building heights, and setbacks, shall be subject to the urban form policies referenced in Section 8.0 of this Plan.

## **5.5 PUBLIC OPEN SPACE - INTENSIVE USE<sup>1</sup>**

- 5.5.1 The lands designated Public Open Space on Schedule SP36(A) are intended to be used for public outdoor or indoor recreation areas and facilities. With respect to the lands designated on Schedule SP36(A) as Parkettes, Neighbourhood Parks, Community Parks and Specialized Parks, the policies of Part I, Section 4.5.1 of the Official Plan shall apply.
- 5.5.2 The City may accept cash-in-lieu of the parkland conveyance requirements pursuant to the Planning Act, or the City may accept parkland dedication that is provided on lands other than those contained in the particular development plan. It is the intent of the Community Services Department to find an equitable way of calculating parkland dedication to serve the recreational needs of local residents and stimulate development within the Secondary Plan Area.
- 5.5.3 It is the intent of this Chapter to encourage the provision of new Parkette sites on private lands in accordance with the policies of this section. The

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

City reserves the right to identify opportunities where land acquisition for new Parkette sites may be appropriate but are not identified on Schedule SP36(A). These sites shall be evaluated and identified as part of the zoning by-law and site plan approval processes.

- 5.5.4 The City may require new development within the Central Area Mixed-Use designation fronting on arterial and collector roads to provide up to 5% of the total project FSI for a private urban space feature to be located within the setback envelope. That urban space may be semi-private (located on private lands but accessible to the public) or private (accessible only to users).
- 5.5.5 The City may encourage the development of open space facilities within the Highway Number 410/Queen Street Primary Office Node. The ultimate size and function of this facility shall be determined as part of the land use and transportation study referenced in Section 5.7.1 of this Plan.
- 5.5.6 Due to the limited opportunities for new residential development between Highway Number 410 east to Bramalea Road, it is anticipated that no additional intensive open space sites will be required in this particular area of the Queen Street Corridor Secondary Plan.
- 5.5.7 Chinguacousy Park is recognized as a destination park, attracting people from both inside and outside the City of Brampton. Chinguacousy Park shall be maintained as a unified open space feature incorporating both active and passive use areas and allowing a variety of recreational activities for all ages at varying intensities. The role of Chinguacousy Park is a critical one and its potential should be protected and enhanced for further generations.

## **5.6 OPEN SPACE - VALLEYLAND**

- 5.6.1 The Valleyland designation is intended to provide for flood and erosion control, conservation areas and may accommodate opportunities for unstructured activities, nature appreciation and pedestrian walkways. With respect to Valleylands, the provision and policies of Part I, Section 4.4.5 of the Official Plan shall apply.
- 5.6.2 The Valleyland designation functions as natural gateways between the two secondary plans of the Central Area. These gateways shall be characterized by dense plantings, park signage and pedestrian walkway access to the valley adjacent to Queen Street frontages.
- 5.6.3 Trail system linkages shall be developed within the Valleyland and Public Open Space areas of the Secondary Plan Area to complete unfinished

sections within the City-wide system and to provide new connections to neighbourhoods and significant destination points, in conformance with the City of Brampton Community Services Department and the policies of the relevant conservation authority.

5.6.4 The following Highway Number 7 (Queen Street East) crossings have been identified in order to complete the north-south connections within the trail system:

- (i) a pedestrian/bicycle route shall be established within the open space system east of Central Park Drive, connecting Knightsbridge Park to Chinquacousy Park, which is located in the eastern section of the Secondary Plan Area;
- (ii) as development occurs on the east side of Dixie Road, another pedestrian/bicycle route may be established along Peel Centre Drive, to serve residents and users of the Bramalea Centre and neighbouring commercial areas. This would link into an east-west route within the available open space corridors along Clark Boulevard; and,
- (iii) west of Dixie Road at Norton Place Park, a north-south crossing at Highway Number 7 (Queen Street East) shall be established to provide a continuous pedestrian/bicycle route connection to and from the valleyland system.

## **5.7 SPECIAL STUDY AREAS**

### **5.7.1 Special Study Area Number 1**

5.7.1.1 The City shall undertake a comprehensive land use and transportation study of the Primary Office Node located just west of Highway Number 410 and identified as Special Policy Study Area Number 1 on Schedule SP36(C). The key aspects of this study include:

- (i) assessing the required and achievable transportation infrastructure such as full interchange accesses from abutting Highway Number 410 and the provision of higher order transit services, including a new GO Train Commuter Station and a transit terminal as part of a planned North-South Transit Corridor along Highway Number 410;
- (ii) determining appropriate land use and densities and appropriate southerly extent of the Primary Office Node uses in relationship to overall market demand and the existing and proposed transportation infrastructure;

- (iii) the merits of integrating various types of multiple density residential development into mixed projects within the Primary Office Node will be evaluated as part of the land use and transportation study;
- (iv) recommending appropriate massing and conceptual design of new development, including building heights and setbacks;
- (v) proposing a development phasing strategy that protects existing employment lands until they are redeveloped under the Primary Office Node designation; and,
- (vi) addressing the potential impacts arising from non-industrial land uses including the associated traffic volumes on viable existing industrial areas within and adjacent to the Special Study Area, including the lands west of Rutherford Road. This study shall assign priority to the safe and efficient movement of industrial traffic within the aforementioned areas. Study recommendations will ensure the protection of industrial operations and their future expansion.

#### 5.7.1.2

Before the completion of the studies specified in policy 5.7.1.1, development may proceed within the Special Study Area based on the policies of the Central Area Mixed-Use designation and Transitional Policies set out in this Plan.

OP2006-175

### 5.7.2 Special Study Area Number 2

#### 5.7.2.1

Schedule SP36(C) designates approximately 21 hectares (52 acres) on the west side of West Drive, north of Clark Boulevard as Special Study Area Number 2. In the vicinity of the east side of West Drive, Special Study Area Number 2 also recognizes the significance of the Norton Place Park natural feature, and the long potential of the adjacent areas to the west for residential development. The industrial uses within Special Study Area Number 2 will continue to be recognized by this Plan. At such time as the existing users have indicated their intention to relocate or cease operations, the City shall consider an amendment to this Plan to reflect the transition of this site to an appropriate mix of higher order uses.

#### 5.7.2.2

Before the completion of the studies specified in policy 5.7.2.1, development may proceed within the Special Study Area based on the policies of the prevailing designations of this Plan.

### 5.8 Special Policy Areas

OP2006-027

## 5.8.1 Special Policy Area One: Clark-Eastern Industrial Transition

### General Principles

- 5.8.1.1 The development of lands within this area shall act as a transition between the industrial uses to the south and the full range and higher intensity and mix of uses envisaged for the balance of the “Central Area Mixed Use” designation adjacent to the Special Policy Area. The land use permissions, urban design and streetscape principles shall support this transition.

OP2006-027

### Land Use

- 5.8.1.2 Notwithstanding the land use permission set out by the Central Area Mixed Use Designation under section 5.1.2 of this document, within Special Policy Area 1, the following sensitive land uses shall not be permitted: permanent and seasonal residences, hotels/motels, nursing/retirement homes, rental residences, hospitals, campgrounds, schools (except for technical or business schools), places of worship, group homes, lodging houses, day care and community centres.

OP2006-027

### Streetscape Principles

- 5.8.1.3 Pedestrian-friendly streets shall be established through design of the street realm and the adjacent built form.

OP2006-027

- 5.8.1.4 The design of Eastern Avenue shall include enhanced boulevard treatment along the north side to provide a “green” edge to the “Central Mixed Use” area. Such landscape treatment shall include, but not be limited to, double row trees, additional ground plantings in the boulevard and corner treatments, and street pedestrian crossing treatments. A larger building setback will be sought for development along Eastern Avenue to provide additional area for landscaping and support the desired “green” edge to the Central Mixed Use district.

OP2006-027

- 5.8.1.5 Hansen Road and Rutherford Road shall have urban characteristics with buildings close to the streetline and a greater extent of hard-surfaced landscaping in the boulevard.

OP2006-027

- 5.8.1.6 Development proposals within the Special Policy Area 1 will be required to contribute to the streetscape improvements in the public right-of-way along their associated street frontages, as a condition of approval of the development.

OP2006-027

### Built Form Principles

5.8.1.7 The built form shall address the street and create an urban, pedestrian-friendly street edge, with the majority of the property frontage on primary collector and minor arterial streets occupied by built form.

OP2006-027

5.8.1.8 Buildings shall present an active building face to the street, through provision of storefronts, main entrances, clear glazing windows. To encourage street activity, the provision of patios facing the street, between the building and sidewalk is encouraged for restaurant uses.

OP2006-027

5.8.1.9 Building design shall be to a high standard and use high quality building materials.

OP2006-027

## **5.8.2 SPECIAL POLICY AREA 2**

5.8.2.1 Notwithstanding Section 5.1.2.2 "Central Area Mixed-Use" designation, lands within Special Policy Area 2 are permitted to have a maximum of up to 3.0 FSI.

OP2006-216

### Built Form Principals

5.8.2.2 The built form shall address the street and create an urban, pedestrian-friendly street edge, with the majority of the property frontage along Kings Cross Road and Kensington Road

5.8.2.3 Building design shall be to a high standard and use high quality building materials.

5.8.2.4 Ample open space shall be provided between the buildings and Knightsbridge Park. In addition, the building height shall decrease from along Kings Cross Road to Knightsbridge Park.

5.8.2.5 The first floor for the buildings along Kings Cross Road and Kensington Road should be constructed to permit commercial / retail uses.

## **6.0 TRANSPORTATION NETWORK**

### **6.1 GENERAL PROVISIONS**

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

- (i) accommodate to the greatest extent practical the long term transportation demands of the Queen Street Corridor Secondary Plan;

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Number 10

- (ii) promote for efficient vehicular circulation and reduced traffic conflicts. This includes the implementation of a formal program to monitor the impact of new development within the Secondary Plan Area;
- (iii) enhance the overall traffic capacity of the transportation system by improving the efficiency of the existing roadway system in conjunction with the construction of new infrastructure which includes the elimination of jogs at intersections along Queen Street wherever possible;
- (iv) promote the use of public transit in conjunction with land use policies that will provide the support and ridership for an enhanced transit system;
- (v) encourage the development of a traffic circulation system that will enhance personal mobility, travel choices and transit access and service throughout the Secondary Plan Area;
- (vi) encourage cyclist and pedestrian activity through the provision of wide curb lanes or other types of special shoulder lanes or dedicated bike paths on all arterial and parkway roads as required and feasible; and,
- (vii) encourage for adequate and safe rail facilities and the grade separation of railway mainlines from urban roads where feasible.

### 6.1.2

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Number 11

This Plan recognizes the limitations of the City to control traffic impact as the required transportation infrastructure may not be implemented prior to the time of development approval. Temporary traffic solutions may be required to mitigate or minimize the traffic impact until future transportation infrastructure is in place.

## 6.2

### **ROAD NETWORK**

#### 6.2.1

The overall road network for the Queen Street Corridor Secondary Plan is shown on Schedule SP36(B). Collector roads considered to be essential for the development objectives of this Plan are identified schematically on Schedule SP36(B). Where large size blocks are contemplated for development, access between properties at strategic locations to facilitate a local road network shall be considered at the development approvals stage. As a condition of development approval, landowners shall enter into agreements which among other matters shall determine ultimate access and shared parking arrangements

- 6.2.2 Appropriate road widenings necessary to achieve the right-of-way requirement shall be conveyed to the road authority having jurisdiction as a condition of development approval. Additional right-of-way dedications may be required at main intersections for the construction of turning lanes, bus bays and utilities in accordance with the policies of the Official Plan.
- 6.2.3 The road alignments delineated on Schedule SP36(B) are intended to develop and function in accordance with the guidelines and classifications outlined under Part I, Section 4.3.2 of the Official Plan.
- 6.2.4 Ultimate redevelopment of the Secondary Plan Area may require the following major additions, road improvements and extensions to the road network and shall be subject to the policies referenced in Section 6.2.5 of this Plan and the policies, technical guidelines and ecological considerations of the appropriate conservation authority:
- (i) the extension of Clark Boulevard eastward from Hansen Road to Rutherford Road;
  - (ii) the development of new collector and local roads in the Highway Number 410/Queen Street Primary Office Node, to be completed in conjunction with redevelopment projects;
  - (iii) interchange improvements to the Queen Street/Highway Number 410 and Clark Boulevard/Highway Number 410 interchanges to provide increased accessibility into the Secondary Plan Area;
  - (iv) two additional lanes of east-west street capacity on the south side of Queen Street between the Queen Street Corridor Secondary Plan and the lands west of the Etobicoke Creek (Downtown Brampton Secondary Plan) will be required. This may be accommodated by the extension of Wellington Street eastward to Centre Street and widening Centre Street from two to four lanes between Queen Street and the proposed Wellington Street extension;
  - (v) two additional lanes of east/west capacity on the north side of Queen Street between the Downtown Brampton in the area east of Etobicoke Creek to Kennedy Road may be required. This may be accommodated by widening Church Street from two to four lanes;
  - (vi) infrastructure improvements to the existing road network surrounding the Bramalea Centre, including the relocation of the existing Bus Terminal on Clark Boulevard to the north side of the Bramalea Centre and a possible additional access

to Highway Number 7/Queen Street;

- (vii) the widening of Queen Street from the Kennedy Road/Queen intersection easterly from four to six lanes. Queen Street between Centre Street to Kennedy Road is proposed to remain mostly at four lanes, however, curb lanes are to be widened.
- (viii) As a condition of development approval on lands located within the quadrant bounded by Queen Street East, Eastern Avenue/Clark Boulevard, Kennedy Road South and Highway 410, the applicants will be required to:
- Convey, as appropriate, the necessary property, and;
  - Build and/or provide financial contributions to the City, as appropriate, towards the development of new roads to facilitate the development of a new urban collector road network as shown schematically on Schedule SP36(B) – Transportation Elements. The final road alignment will be determined at the development approval stage.

OPA2006-136

The submission of a comprehensive Functional Servicing Report to the satisfaction of the City shall be required as a condition of development approval for any redevelopment proposal within this area, unless otherwise determined by the City in consultation with the Region of Peel.

- (ix) Where redevelopment of lands fronting the north side of Queen Street East, between Kennedy Road North and Highway Number 410 is contemplated, as a condition of development approval, applicants shall convey, as appropriate, the necessary property and construct a public laneway at the rear of the property and to connect to Queen Street as further shown on Appendix D to this Plan. If a public laneway is not feasible as determined by the City, then the laneway may be constructed as a private laneway, and the applicant shall be responsible for providing the necessary easements and making other arrangements as may be necessary, to the satisfaction of the City. The final alignment and ownership of the laneway will be determined at the development approval stage.
- (x) The City may acquire lands required to implement the roads and laneways identified in 6.2.4(viii) and (ix), respectively when such lands cannot be obtained through the

development approval process with respect to any development proposal contemplated in 6.2.4(viii) and/or (ix). Costs for such acquisition(s) may be sought through the development approval process with respect to such development proposal if the resulting development will be served by any new roads and/or laneways identified in 6.2.4(viii) and (ix), respectively which are implemented as a result of such acquisition(s).

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

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

6.2.7 Development, redevelopment or intensification shall not preclude any future potential additions, improvements and extensions to the road network described in Section 6.2.4.

### **6.3 PUBLIC TRANSIT**

6.3.1 The Transit Network for the Queen Street Corridor Secondary Plan is shown on Schedule SP36(B). This transit network includes: High Occupancy Vehicle lanes (HOV) lanes along Queen Street and Highway Number 410; Brampton Transit service; the Bramalea Centre Transit Terminal on Clark Boulevard and the proposed GO Station in the Primary Office Node.

6.3.2 The transit network elements delineated on Schedule SP36(B) are intended to develop and function in accordance with the transportation policies of Part I, Section 4.3.4 of the Official Plan.

6.3.3 The City shall attempt to promote increased transit usage in the Secondary Plan Area from the current modal share of 8% to the ultimate target of 24% by encouraging alternative transportation modes other than private automobile movements, and reducing current parking standards of the appropriate zoning by-law.

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

6.3.5 Ultimate redevelopment of the Secondary Plan Area is formulated on the

basis of the following improvements to the public transit system:

- (i) the development of transit service along Queen Street as an important, integrated component of a region-wide transit network;
- (ii) the introduction of priority transit lanes on Highway Number 10 (Mod 12) and 410, connecting downtown Brampton to the Mississauga City Centre and Pearson International Airport;
- (iii) the establishment of a Transit Node adjacent to the CNR line in the vicinity of Orenda Road, between Rutherford Road and Highway 410 within the Primary Office Node. Sufficient space shall be reserved in this area to accommodate both local and regional scale transit services and parking facilities. The City shall, in conjunction with the Ministry of Transportation and GO Transit, and as part of the studies identified for Special Study Area Number 1, study the feasibility and preferred location of this station and the necessary transit connections to the Highway Number 410;
- (iv) the provision of frequent bus service along Queen Street to connect together the Primary Office Node and the two Office Nodes within the Central Area, including the Downtown Brampton Office Node, the Highway Number 410/Queen Street Primary Office Node and the associated GO Station/Transit Terminal and the Bramalea Centre Office Node and the associated Transit Terminal, including dedicated bus lanes for peak hour usage;
- (v) the evaluation of existing local bus services, and re-orientation as necessary to maximize efficient connections with the proposed Primary Office and Office Nodes; and,
- (vi) the strengthening of the Bramalea Centre Transit Terminal as a focal point in the region-wide transit network.

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Number 12

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Number 13

### 6.3.6

Commensurate with development activity, the existing transit terminal on the south side of Bramalea Centre will be relocated to the north side with the intent of developing a major transit terminal with an exclusive grade separated transitway connection to Highway Number 7/Queen Street and also linking to the Highway Number 410 interchange with Queen Street. The incorporation of High Occupancy Vehicle lanes and/or additional transit lanes including related infrastructure improvements at interchanges with the Highway Number 410 Corridor will be investigated as part of the Province's Highway Number 410 HOV Corridor Overview Study. The latter

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Number 14

study will also address the potential transit interconnection of the Highway Number 407 Transitway with appropriate transit facilities extending along the Highway Number 410 Corridor to the Primary Office Node designation within the Queen Street Corridor Secondary Plan.

- 6.3.7 The City shall ensure the protection of an adequate right-of-way along Queen Street within the Secondary Plan Area for High Occupancy Vehicle Lanes (HOV)/Reserved Bus Lanes (RBL).

#### **6.4 TRAFFIC AND ACCESS MANAGEMENT**

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

- (i) alternate site access from adjacent streets and rear lot service roads;
- (ii) shared site access for several adjacent sites; and,
- (iii) reduced site access by connecting the parking lots of adjacent properties.

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

- 6.4.3 No new driveway site access to Queen Street shall be permitted in the Secondary Plan Area, with the following exceptions:

- (i) in conjunction with redevelopment, access to Queen Street may be permitted through the provision of a shared driveway access with adjacent properties;
- (ii) a temporary access to Queen Street may be allowed for new developments when the provision of alternate access from adjacent streets is not feasible at the time of development; and,
- (iii) new developments which do not generate significant traffic during peak periods may be granted, with support of a traffic study, a new access to Queen Street.

## **6.5 TRANSPORTATION MONITORING AND STAGING**

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

6.5.2 The Monitoring Program may include periodic reviews (at intervals not exceeding three years) of the existing, approved, and proposed development, and the level of service and capacity of the transportation system. Based on the findings of the monitoring review, the road and transit improvements of Sections 6.2.5 and 6.3.5 of this Plan, may be required as a condition of development approval.

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

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

- (i) Council may require contribution toward and/or completion of infrastructure improvements to the transportation system as a condition of development approval; and,
- (ii) when development priorities are established and incorporated into comprehensive phasing plans in accordance with this subsection, developers may be required to enter into phasing agreements satisfactory to the City as needed to guarantee that rates of development will not outpace the provision of services, particularly those that are beyond the direct control of the City.

6.5.5 Notwithstanding the above referenced Monitoring Program and Staging Strategy, approval of a development application for density beyond the maximum coverages of this Plan shall be subject to a transportation impact study, to address site related traffic and transportation issues. Such a study shall be prepared in accordance with the City of Brampton and the

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

## **6.6 PARKING**

- 6.6.1 The City shall encourage flexible and less stringent parking standards to facilitate commercial, residential and mixed-use development/redevelopment within the Secondary Plan Area. This flexible approach is based on the current supply of parking spaces, the existence of non-auto facilities for bus, rail, bicycle and pedestrian travel, and the proposed improvements to these facilities as detailed in this Plan.
- 6.6.2 Council may from time-to-time exempt commercial and mixed-use developments within the Queen Street Corridor Secondary Plan from on-site parking requirements of the appropriate zoning by-law and/or may enact a comprehensive by-law to establish reduced parking standards across the Secondary Plan Area.
- 6.6.3 For mixed-use developments, the parking supply resulting from applying the parking standards of the appropriate zoning by-law may be reduced through the provision of shared or swing parking.
- 6.6.4 Lands may be used on a temporary basis for parking, prior to redevelopment, in accordance with the use and density provisions of this Plan. The design of temporary parking areas shall be in accordance with the urban form policies referenced in Section 8.0 of this Plan.
- 6.6.5 Parking for business uses in the Central Area Mixed-Use designation may be provided in locations within 250 metres of the subject site provided that the City is provided with adequate evidence that legal agreements and leases are in effect and registered on title for such parking arrangements.
- 6.6.6 The City may establish cash-in-lieu payments from development projects which cannot economically provide on-site parking as a means of providing financial support to transit and public parking facilities.

## **6.7 BICYCLE LANES and TRAIL SYSTEM LINKAGES**

- 6.7.1 The City shall encourage the incorporation of bicycle lanes into the right-of-way to serve as at-grade trail system links where appropriate.
- 6.7.2 The City shall encourage the provision of connections from the trail system

to the bicycle lanes through parks or open space corridors, and/or along quiet residential streets with the intent of providing pleasant environments and to minimize conflicts with vehicular traffic.

- 6.7.3 The need for an east-west bicycle route along Queen Street has been identified on Schedule SP36(B). The bicycle route west of Highway Number 410 shall be located adjacent to the High Occupancy Vehicle (HOV) lane as an on-road facility while the bicycle route east of Highway Number 410 shall be located adjacent to the High Occupancy Vehicle (HOV) lane as an off-road facility.

## **6.8 RAILWAY CORRIDORS**

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

Modification  
Number 16

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

Modification  
Number 17

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

## **7.0 WATER SERVICING AND SANITARY SEWER**

- 7.1 The Queen Street Corridor Secondary Plan is served by two existing major sanitary trunk sewers: the Etobicoke Creek West Branch and the Etobicoke Creek Central Branch. New development within the Secondary Plan Area shall be subject to the capacity of existing piped municipal sanitary sewers and any necessary capacity reinforcements.

- 7.2 New development within the Queen Street Corridor Secondary Plan shall be subject to the capacity of existing municipal water supply and any necessary capacity reinforcements.

## **8.0 URBAN FORM**

### **8.1 PREAMBLE**

The general intent of this chapter is to utilize, manage and conserve

resources in a pro-active way to achieve an attractive built and natural environment in the Queen Street Corridor Secondary Plan. The Urban Form policies in this section include Character Principles, District Design Guidelines and Special Streetscape Improvements.

## **8.2 CHARACTER PRINCIPLES**

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

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

8.2.3 To the west of Highway Number 410, the City shall promote development which reinforces the district character principles of: vertical landmark definition of built form in the Highway Number 410/Queen Street Primary Office Node, transition from highway commercial to urban store front, mixed-use projects, pedestrian and transit accessibility, streetscape improvements and improved signage standards.

8.2.4 It is the first principle of this Plan to promote Queen Street East as a pedestrian-oriented corridor, framed by multi-storey buildings that provide for a majority of street-related commercial uses at grade. The City shall prefer that lands with direct frontage onto Queen Street East be developed for a mix of uses, and a minimum height of 4 storeys.

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8.2.5 To the west of Highway 410, the City shall promote the appropriate transition of built form from the current low-rise commercial format to the higher-density, pedestrian- and transit-oriented, bicycle-friendly mixed-use corridor intended by this Plan. The policies in Section 9 of this Plan and the Interim Design Guidelines in Appendix 'B' provide additional guidance and policies with respect to this transition.

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8.2.6 The City will also explore and promote the creation of complete, pedestrian-oriented streets internally within sites, where comprehensive, transformative redevelopment is proposed or is possible, and where the size and configuration of the site permits this opportunity. In these cases, the City will encourage multi-storey commercial or mixed-use buildings with street-related uses located at-grade to frame the internal streets.

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8.2.7

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The City will promote the clustering of public amenity spaces, urban squares and parks with mixed-use, higher density developments on the Queen Street East frontage and as part of internal streets.

8.2.8

To the east of Highway Number 410, the City shall promote development which reinforces the district character principles of mixed low and highrise building forms with dominant residential and retail commercial landmarks, extensive open space networks which provides frequent visual openings throughout the district and expansive streetscapes with ceremonial sections to enhance civic functions.

8.2.9

The areas proposed to be significant to the City as a whole by virtue of their unique and special architectural or landscape character, and commercial role for the entire City are the Highway Number 410/Queen Primary Office Node and the Bramalea Centre Office Node. These Office Nodes will provide opportunities for enhanced pedestrian and visual amenities and potential community landmarks within the Secondary Plan Area. The special opportunities of these areas shall be further explored in the District Design Guidelines referenced in this Plan.

8.2.10

The two primary visual corridors in the Secondary Plan Area are Queen Street/Highway 7 and Highway Number 410. These corridors will provide the primary visual orientation for the Secondary Plan and the focus for the enhanced pedestrian and visual amenities.

8.2.11

Sites within the Queen Street Corridor Secondary Plan which are considered to be significant entry/exit points, suitable for landmarks, suitable for the purpose of encouraging public use and enjoyment of natural features, have significant visual compositions which enhance or punctuate the overall physical character of the Secondary Plan Area and are appropriate for the placement of public art will be identified in Appendix B to this Plan.

**8.3****DISTRICT DESIGN GUIDELINES**

8.3.1

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

8.3.2

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

8.3.3

Until such time as the District Design Guidelines are completed and

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

#### **8.4 SPECIAL STREETScape IMPROVEMENTS**

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

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

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

#### **8.5 HERITAGE RESOURCE MANAGEMENT**

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

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

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

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

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

## 8.6 **COMMUNITY IMPROVEMENT AREA**

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

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

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- (i) Provide guidelines for the expenditure of public funds in the form of grants or loans for community improvement activities including clearance, development or redevelopment;
- (ii) Support efforts and provide guidance for the rehabilitation and redevelopment of existing buildings and structures;
- (iii) Upgrade the existing level of municipal services for the purpose of stimulating private investment;
- (iv) Acquire, hold, clear grade or prepare land for community improvement;
- (v) Construct, repair, rehabilitate or improve buildings on municipal land in the community improvement project area in conformity with the community improvement plan and sell, lease or dispose of such buildings;
- (vi) Sell, lease or dispose of municipal land in the community improvement project area for use in conformity with the community improvement plan;

- (vii) Provide grants, loans or tax assistance to owners, tenants, and their assignees of lands and buildings within the community improvement project area to pay for the cost of rehabilitating lands and buildings in accordance with Section 28(7) of the Planning Act and Section 365.1 of the Municipal Act, 2001; and,
- (viii) Reduce or waive fees for development applications, which could include grants to offset the City's Development Charge.

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

- (i) the designation of the whole or any part of the Community Improvement Areas delineated on Appendix C as Community Improvement Project Areas for the purpose of the preparation and implementation of Community Improvement Plans pursuant to Section 28 of the Planning Act;
- (ii) agreements with government authority or agency for the preparation of studies, plans and programs for the development or improvement of a Community Improvement Project Area;
- (iii) discussions and negotiations with owners of properties which are substandard with respect to maintenance and if such discussions and negotiations are unsuccessful, enforcement of the Maintenance and Occupancy By-Law; and,
- (iii) encouragement of private initiatives that meet the objectives of a Community Improvement Plan, including infill and redevelopment projects.

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

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## **9.0 TRANSITIONAL POLICIES**

### **9.1 TRANSITION OF LOW-RISE COMMERCIAL USES TO MIXED USES (CENTRAL AREA MIXED-USE LANDS LOCATED BETWEEN ETOBICOKE CREEK AND HIGHWAY 410)**

This Section addresses the long-term transition of the corridor from a principally low-rise, highway commercial corridor, to a higher-density, pedestrian- and transit-oriented, bicycle-friendly, mixed-use corridor, recognizing that many existing low-rise commercial uses will continue to operate during this transitional period.

The policies of Section 9.1 apply specifically to lands between the Etobicoke Creek and Highway 410 which are designated Central Area Mixed-Use. These policies are not applicable to other lands in this Corridor, such as the lands designated Industrial. Other Central Area Mixed-Use lands outside of this Corridor are also not subject to this Section, but are subject to Section 9.2.

The purpose of these policies is to provide a specific framework for existing low-rise commercial uses to operate, expand and to be reused, while ensuring that redevelopment, reconstruction or expansion of existing uses does not inhibit or preclude desirable and planned future redevelopment within the Corridor. The policies address the following types of development and uses:

- Proposals to convert commercial uses within existing low-rise buildings to other commercial uses;
- Proposals involving a minor expansion of an existing low-rise commercial building;
- Proposals to reconstruct an existing commercial building;
- Proposals involving new buildings or major expansions;
- Existing industrial uses; and,
- Existing single detached dwellings.

Additional design guidance is included in the Interim Design Guidelines, contained in Appendix 'B' and the Official Plan.

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### **Proposals to Convert Commercial Uses in Existing Low-Rise Buildings**

9.1.1 Commercial uses within low-rise buildings that existed on the date of approval of this Amendment shall be permitted to convert to other commercial uses that are permitted in accordance with the Central Area Mixed-Use policies in Section 5.1.2.

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### **Proposals for the Minor Expansion of Existing Low-Rise Commercial Buildings**

9.1.2 For all sites, expansions of existing low-rise commercial uses and buildings may be permitted, provided:

- a) The use is permitted in the Central Area Mixed-Use designation;
- b) The maximum gross floor area is the total gross floor area existing on the date of approval of this Amendment, plus 10%;
- c) Where possible, the building expansion should be located away from the Queen Street East frontage in order to maximize

opportunities for the future infill of mixed-use, higher-density development that addresses Queen Street East;

- d) New or expanding drive-through uses shall not be permitted; and,
- e) Consideration shall be made to locate the building expansion in a manner that facilitates the long-term road network (Section 6.2) and to consider opportunities for consolidated or shared access between sites.

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### **Proposals to Reconstruct Existing Low-Rise Commercial Buildings**

9.1.3 Reconstruction of low-rise commercial buildings existing on the date of approval of this Amendment may be permitted, provided that the policies in Section 9.1.2 are met.

9.1.4 Where appropriate due to the scale/configuration of the site, the nature of the use and in consideration of the specific long-term development potential of the site, the City may encourage a reconstructed building to be located close to the Queen Street East frontage. A more pedestrian-oriented built form, including encouraging a minimum height of at least two functional storeys, in accordance with the Interim Design Guidelines (Appendix B) is promoted.

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### **Proposals for New Buildings, Major Expansions, etc.**

9.1.5 Where new low-rise commercial buildings exceeding the maximum gross floor area permitted in the Zoning By-law are proposed, including a significant expansion of an existing building, major reconstruction with additional floor area and/or any new infill pad building, the development may be permitted, provided:

- a) A proposed low-rise commercial development shall not be located within the Queen Street East frontage, generally defined as any lands within approximately 50 metres of the Queen Street East street line;
- b) The proposed development implements the urban form character principles in Section 8.2 and the applicable Interim Design Guidelines in Appendix B;
- c) A long-term phasing or development concept including site-specific design guidelines is submitted to the City's satisfaction, to illustrate how the proposed development will be able to transition and intensify over the long term to achieve the land use and density requirements of the Central Area Mixed-Use designation under

Section 5.1.2;

- d) The development is planned to support implementation of the long-term road network and considers consolidated access; and,
- e) Any proposed retail warehouse use shall only be permitted if it is integrated into a multi-storey mixed-use building.

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### **Policies Related to the Existing Industrial Uses**

9.1.6 It is recognized that there are several existing industrial uses located in the Central Area Mixed-Use designation between Etobicoke Creek and Highway 410, and north of Eastern Avenue/Clark Boulevard. In these areas, which are exclusive of any lands designated Industrial on Schedule SP36(A), existing industrial uses shall be recognized as permitted uses but shall not be permitted to expand except where it is demonstrated that:

- a) The proposed expansion will not adversely affect other adjacent uses due to noise, vibration, odour, parking needs, lighting, dust, smoke or other impacts, and appropriate buffers, setbacks and location of the expansion will be used to mitigate impacts;
- b) The proposed expansion will not adversely impact the ability of adjacent lands to be developed or redeveloped for the permitted uses, including sensitive uses (residential), due to increased noise or other impacts which would normally necessitate greater separation; and,
- c) The proposed expansion is minor in scale and size, generally not exceeding an increase of 10% of gross floor area.

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### **Policies Related to the Existing Single Detached Dwellings**

9.1.7 It is recognized that there are existing single detached residences in the Central Area Mixed-Use designation between Etobicoke Creek and Highway 410, and these uses are not consistent with the long-term vision for the corridor. For these uses, the following policies shall apply:

- a) With respect to single detached dwellings fronting directly onto Queen Street East, the existing single detached dwellings shall be considered as legal non-conforming uses, and this shall be implemented in the Zoning By-law; and,
- b) The City will encourage the consolidation and redevelopment of these dwellings for higher-density, mixed uses, in accordance with

this Plan.

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## 9.2 **TRANSITION OF OTHER CENTRAL AREA MIXED-USE LANDS (EAST OF HIGHWAY 410)**

9.2.1 Notwithstanding the policies of Section 5.1.2, properties designated Central Area Mixed-Use on Schedule SP36(A), excluding all lands located between Etobicoke Creek and Highway 410, may be developed in the interim for a range of lower-order commercial uses, subject to the judicious use of landscaping, the controlled use of signs, and the prohibition of outside storage of equipment or materials associated with the proposed use.

## 10.0 **IMPLEMENTATION**

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

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

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**APPENDIX A  
BRAMPTON CENTRAL AREA  
MIXED-USE DENSITY LIMITS**

**APPENDIX B  
INTERIM DESIGN GUIDELINES  
AND  
SPECIAL STREETScape IMPROVEMENTS**

## **1.0 INTERIM DESIGN GUIDELINES**

### **1.1 Preamble**

The following interim guidelines are intended to provide guidance on physical form to all future development in the Secondary Plan Area until Council has adopted the District Design Guidelines referred in Section 8.2 of this Plan. The completion of the District Design Guidelines is subject to the completion of ongoing studies, such as the Queen Street - Highway 7 Bus Rapid Transit Study, implementation of Major Transit Station Areas under the 2019 A Place to Grow: Growth Plan for the Greater Golden Horseshoe, as well as the Official Plan Review. The City is also examining the potential to utilize a Community Planning Permit System. It is anticipated that, through these studies, permitted uses, heights and densities will be further defined in the Corridor. Once final determination of permitted uses, densities and other considerations has been made, it is the intent of the City to update and finalize the District Design Guidelines to align with the long-term policy direction.

Until that time, the goal of these interim guidelines is to start delivering urban built form elements that will create an environment where people want to live, play, shop and work as the Queen Street Corridor evolves. This includes a framework for guiding the transition of low-rise commercial areas in the Central Area Mixed Use Designation in a manner that contributes positively towards the long-term intended built form of the corridor.

These interim guidelines are organized in six topic areas as follows:

- i) spatial organization;
- ii) building height and massing;
- iii) design in the public realm;
- iv) site access;
- v) other environmental considerations; and
- vi) transition of low-rise commercial areas (between Highway 410 and Etobicoke Creek).

### **1.2 Spatial Organization**

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

### **1.3 Building Height and Massing**

- 1.3.1 The primary elements of building massing are height and setbacks. Subject to the formulation of the District Design Guidelines, these characteristics will be determined on a site-specific basis through the application of land use densities, parking standards and setback specifications.
- 1.3.2 To promote human-scale development, a general setback angle will apply to buildings which face public streets where no building may rise above a plane inclined 45 degrees from the horizontal which intersects the opposite line of the designated public street right-of-way forming the frontage of the property. On narrow streets where the right-of-way is 26 metres (85 feet) or less, the height of the building wall facing the street will be limited to three storeys and the higher floors will be stepped back 6 metres (20 feet). Setback provisions that ensure human-scale development and adequate sunlight penetration shall also be established where the rear property line abuts residential development.

### **1.4 Design in the Public Realm**

- 1.4.1 The City shall encourage creative detailing of building façades, taking into account the visual context of the neighbourhood. Special consideration shall be given to the arrangement of entrances and windows for optimum exposure to the street and other surrounding public open spaces. Special effects through the use of colour, texture, mouldings, murals and faux painting are also encouraged where appropriate.
- 1.4.2 The City shall encourage the provision of safe, attractive pedestrian environments which promote walking as a primary means of access within the district. On commercial frontages such pedestrian amenities shall include ample space for sidewalk merchandising, displays, seating, planters, snow storage, bicycle racks.
- 1.4.3 The roofs of buildings 5 storeys or less shall be considered as surfaces requiring design effort and attention, as they form a prominent part of the landscape as seen from higher buildings. Roof equipment and appurtenances shall be organized and neatly laid out. Rooftops may not be used for storage. On roofs of structured parking lots, rooftop recreation or garden provision is encouraged.
- 1.4.4 The use of overhead shelter through such means as canopies, skylights or awnings shall be encouraged for the protection of pedestrian areas against adverse weather conditions. Where the sidewalk space is also used for commercial display purposes, the method of weather protection shall be deep enough to allow pedestrians to pass these displays and still remain under cover.
- 1.4.5 All new developments shall incorporate the principles of C.P.T.E.D. (Crime Prevention through Environmental Design) for the purpose of reducing the fear and

incidences of crime within the Secondary Plan by increasing opportunities for surveillance of accessible spaces.

- 1.4.6 The City shall encourage signage which adds to the diversity and colour of the street while presenting an unobtrusive, positive image and identification for the tenants. The City shall also encourage attention to the placement of signs in relation to other streetscape components, such as trees, to ensure that signage remains reasonably visible from the street over the long term. Consistent identification of individual addresses, clearly visible from the street shall also be encouraged. The City may prescribe uniform signage for this purpose.
- 1.4.7 Subject to the adoption of a decorative street light design and appropriate new lighting grid for the district, each new development shall incorporate special lighting to encourage night-time pedestrian activities.
- 1.4.8 The City shall encourage the appropriate use of a variety of surface treatments such as brick pavers, concrete, grass and other vegetative ground covers.
- 1.4.9 The City shall encourage the retention of large trees along streets and the provision of additional trees to promote the objective of continuous urban forest where practicable. If it is necessary to remove an existing large tree from within the street right-of-way, it shall be replaced by other specimen quality trees of an appropriate size and in a suitable location elsewhere within the right-of-way, as determined by the City.
- 1.4.10 The City shall encourage the provision of street furniture in the district including benches, planters, lighting, trash containers and bicycle stands.
- 1.4.11 The City shall encourage the use of floral displays as a seasonal streetscape improvement element in the Secondary Plan Area.
- 1.4.12 The City shall encourage the use of special streetscape improvement features in the Secondary Plan Area including, but not limited to: centre medians, flags, banners and water features.

## **1.5 Site Access**

- 1.5.1 Site design shall take into account efficient vehicular circulation, including internal site movement, interconnectivity between sites, access and the relationship to the overall transportation network for the Secondary Plan Area.
- 1.5.2 Site design shall take into account the efficient provision of transit facilities including bus bays, transit stops, shelters and other weather protection features, efficient pedestrian connections to transit facilities, and the relationship to the overall transportation network for the Secondary Plan Area.
- 1.5.3 Site design shall take into account the efficient movement of emergency and service vehicles.

- 1.5.4 The City shall encourage the use of planting screens whenever possible in surface parking areas. Surface parking lots shall be bordered by a strip 3 metres in width along the street. Surface parking lots containing over 50 spaces shall be subdivided into small parking courts through the provision of a 1.5-metre-wide landscaped area.
- 1.5.5 The City shall encourage the provision of structured parking either below or above grade in the Residential designations which permit densities above 20 units per acre, and in the Central Area Mixed-Use and Primary Office Node designations.
- 1.5.6 On sites where loading areas are visible from main streets or residential areas, screening shall be provided to block public view.
- 1.5.7 The City shall discourage the proliferation of private roads in new development within the Secondary Plan Area. If private roads are built as part of a large development, they shall not have entry gates. Public sidewalks and vehicular access shall continue along the road as if it were a public street.

## **1.6 Other Environmental Considerations**

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

## **1.7 Transition of Low-Rise Commercial Areas (Central Area Mixed Use Designation between Highway 410 and Etobicoke Creek)**

- 1.7.1 Lands designated Central Area Mixed Use in the area generally located between Highway 410 and Etobicoke Creek are expected to transition to mixed-use development over time. Any interim expansions, reconstruction or infill development of low-rise commercial uses should be designed in such a manner that contributes to, and does not preclude, the future positive transformation of Queen Street East into a pedestrian-oriented corridor.

While the City will strongly encourage lands to redevelop to the higher density, mixed-use format that is intended by the Secondary Plan as a priority, it is recognized that interim uses and development may be proposed and can be designed in a manner that contributes positively to the long-term vision for the corridor. However, this will require thoughtful site design and consideration, and each development proposal is likely to be unique.

The purpose of the Guidelines of Section 1.7 is to provide guidance for the suitable long-term transition of low-rise commercial areas. The application of these guidelines will vary considerably based on the individual context of the site and the proposed development, and the City will exercise judgement and discretion in its application of these guidelines.

*Proposals for the Minor Expansion of Existing Low-Rise Commercial Buildings*

1.7.2 There may be circumstances where an existing low-rise commercial building is proposed to be expanded in terms of floor area, to accommodate the changing needs of the business. Where an expansion to a low-rise commercial building is proposed and is permitted in accordance with the Secondary Plan, the following guidelines will apply:

- a) The location or extent of the expansion should not compromise any planned roadways or opportunities to consolidate site access with adjacent sites.
- b) A proposed expansion into the front or exterior side yard should consider integrating a more pedestrian-oriented design, including incorporating functional doors directly front onto public realm, pedestrian-oriented access from the street, as well as suitable landscaping. Further, consideration should be made to relocating any front yard parking/aisles in favour of the expansion and landscaping, where feasible, while ensuring adequate site circulation is maintained.
- c) The expansion should not negatively impact any adjacent sensitive uses, and consideration should be made to integrate increased landscaping/buffers, fencing and setbacks.

*Proposals for the Reconstruction of Existing Low-Rise Commercial Uses*

1.7.3 The following guidelines will apply for the reconstruction of existing low-rise commercial buildings:

- a) The City envisions Queen Street East frontage to be utilized for a mix of uses with a minimum height of four storeys.
- b) Reconstructed low-rise buildings should be located internally in the site to minimize negative impact to the Queen Street East frontage.
- c) There may be opportunity to incorporate internal urban streets within the site, to create improved connectivity throughout the Corridor. Where internal urban streets are possible, they should be framed in large part by multistorey mixed-use buildings and incorporate streetscape improvements with pedestrian amenities (pedestrian-scaled lighting, benches and landscaping).
- d) The City will promote landscaping, streetscaping of Queen Street East, where applicable to buffer any parking areas and buildings.
- e) The reconstructed building should be compatible with adjacent sensitive uses through the use of a suitable landscaped buffer strip and separation of parking and loading areas.

- 1.7.4 In certain cases, it may be desirable for the reconstruction of a low-rise commercial building to be reconstructed closer to the Queen Street East frontage to promote the gradual transition towards a pedestrian-oriented built form. In these cases, the following guidelines apply:
- a) The City will encourage the reconstruction to achieve at least two functional storeys for buildings that directly front onto Queen Street East.
  - b) The building and active-outdoor uses (such as outdoor patios) should be designed to achieve a street wall of at least 70% of the lot frontage.
  - c) Parking areas should be located in the rear of the lot preferably, or in an interior side yard where the rear yard does not provide sufficient space to achieve the applicable minimum parking requirement in the Zoning By-law. In no case should a parking area be located in a front yard or exterior side yard, with the exception of lay-by parking configured to a way that is satisfactory to the City.
  - d) The City will encourage the provision of outdoor restaurant patios close to Queen Street East in conjunction with a reconstructed restaurant.

#### General Guidelines

- 1.7.5 Where feasible, as part of any development project involving low-rise commercial uses, opportunities for consolidating site access should be explored to minimize and reduce direct access to Queen Street East.
- 1.7.6 Parking areas should incorporate appropriate landscaping areas and low impact development features to contribute positively to infiltration and promote aesthetics, shade and greening.
- 1.7.7 Development will be required to facilitate the planned road network as shown on Schedule B of the Secondary Plan. Further, future access to the planned road network or any planned laneway should be provided for in the site planning process. More specifically, Schedule B and Section 6.2 of the Secondary Plan identify an extension of Clark Boulevard eastward from Hansen Road to Rutherford Road, a new east-west collector road between Queen Street East and Clark Boulevard and several new north-south collectors between Kennedy Road and Highway 401, on the south side of Queen Street East.
- 1.7.8 The City may request a demonstration plan covering the subject development block and the abutting areas to the satisfaction of the City, to demonstrate the implementation of these guidelines, and to illustrate a long-term plan for phasing in desired long-term mixed uses and built form.

## **2.0 SPECIAL STREETScape IMPROVEMENTS**

- 2.1 The locations, treatments and implementation strategies for the Special Streetscape Improvements identified in Section 8.4 of this Plan are to be formulated by the City in cooperation with the affected property owners. The timing of these improvements will be determined by Council depending upon the current level of interest from property owners in the particular area and the availability of funding and staff resources to coordinate the work. Specific improvement projects, when approved by Council will be attached to Appendix B of this Plan.

**APPENDIX C  
COMMUNITY IMPROVEMENT AREA**