

OFFICE CONSOLIDATION

CHAPTER 55

HURONTARIO-MAIN CORRIDOR SECONDARY PLAN

April 2017

EXPLANATORY NOTE

Office Consolidation Hurontario-Main Corridor Secondary Plan Area 55 CHAPTER 55

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 2006 Official Plan (policy 5.4.10 in the 1993 Official Plan) the documentation that constitutes a specific secondary plan may consist of a Chapter in Part II of the current 2006 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any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.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 When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1984, 1993 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and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 - (b) the referenced provision is superseded by a more recently adopted equivalent provision; or,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 55, Hurontario-Main Corridor Secondary Plan)

This office consolidation of the Hurontario-Main Corridor Secondary Plan consists of Chapter 55 of the document known as the 2006 Official Plan.

Chapter 55 is based on Official Plan Amendment OP2006-124 to the document known as the 2006 Official Plan, as adopted by City Council on March 8, 2017 (By-Law 38-2017).

The following Official Plan Amendments, as approved by the Region of Peel or the City of Brampton, and Ontario Municipal Board order(s), have also been incorporated:

nil

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

April 2017

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1.0 PURPOSE

The purpose of this Chapter together with Schedule SP55(a) is to establish, in accordance with Section 5.4 of the Official Plan of the City of Brampton, a detailed land use and policy framework for the lands generally fronting both sides of Hurontario/Main Street from Charolais Boulevard to south of Ray Lawson Boulevard in support of higher order transit.

This Chapter:

- i) Sets out the long-term planning vision for the area;
- ii) Defines the planned function for the above-noted section of the Hurontario/Main Corridor; and,
- iii) Provides land use, transportation and urban design policies to support the principles and objectives needed to transform this section of the Corridor from the present auto-oriented, single uses to a Mixed-Use, compact, vibrant, transit-oriented development, customized to suit the varying and distinct nature of each existing community and sensitive to the presence of adjacent stable neighbourhoods and local natural heritage and recreational open space systems.

This secondary plan covers the Brampton Gateway Character Area as defined in the Hurontario/Main Street Corridor Master Plan (October 2010) and shown on Appendix A.

The Brampton Gateway Character Area includes several sites currently developed for single-storey, auto-oriented uses that have the potential to redevelop for Mixed-Use, compact and vibrant transit-oriented development. These lands are located within the Etobicoke Creek watershed and Fletcher's Creek watershed, which fall under the jurisdiction of the Toronto and Region Conservation Authority and Credit Valley Conservation, respectively.

In partnership with the Toronto and Region Conservation Authority, Brampton is transforming the Elgin Woods Park in the Etobicoke Creek valley corridor, on the west side of Hurontario Street and south of Elgin Drive, into a community forest. The Elgin Woods Park will serve as a recreational destination and a naturalized area and contribute to a robust and diversified community forest within the Secondary Plan Area.

2.0 LOCATION

The subject lands comprise an area of about 127 hectares (313 acres) generally fronting both sides of Hurontario/Main Street from Charolais Boulevard to south of Ray Lawson Boulevard and are generally described as being Part of Lots 13, 14 and 15 Concession 1 WHS, Part of Lots 13, 14 and 15 Concession 1 EHS, Part of Lot 1 Concession 1 WHS and Part of Lot 1 Concession 1 EHS.

The lands are specifically identified on Schedule SP55(a).

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

Secondary Plan Number 55 has the effect of replacing portions of the Brampton South Secondary Plan (Area 16), Brampton East Industrial Secondary Plan (Area 17) and the Fletcher's Creek South Secondary Plan (Area 24) as amended.

Lands subject to Secondary Plan Number 55 shall be developed in accordance with the policies of this Chapter (Chapter 55 of Part II) and Schedule SP55(a) attached hereto, and also in accordance with all other relevant policies and schedules of the City of Brampton Official Plan.

Accordingly, this Secondary Plan Number 55 shall 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 Secondary Plan

Area 55 can only be achieved by reading the overall Official Plan together with Chapter 55.

4.0 PRINCIPLES, GOALS & OBJECTIVES

4.1 PLANNING PRINCIPLES

In addition to the planning framework and principles included in Part I – The General Plan of the Official Plan the following general principles, planning vision, goals and objectives constitute the basis for the formulation of the Hurontario-Main Secondary Plan:

- i) The planning principles of this Chapter are based on the principles of sustainable development and support a transit-oriented approach to land use planning.
- ii) The Hurontario-Main Corridor Secondary Plan supports the urban growth policies of the Growth Plan for the Greater Golden Horseshoe, the Metrolinx Regional Transportation Plan and the Sustainable City Structure and other relevant policies of the City's Official Plan. The Hurontario-Main Corridor is planned to be a compact, connected and sustainable district that will be supported by higher order transit (including Light Rail).
- iii) The Hurontario-Main Corridor Secondary Plan will continue to celebrate and support the preservation of the stable neighbourhoods and open space network adjacent to the Secondary Plan Area.
- iv) The land use policies in this Chapter are designed to maximize the redevelopment potential of the Secondary Plan Area by contributing to the critical mass of people and jobs required to take advantage of Light Rail transit along this Corridor.

The Planning Vision for the Hurontario-Main Corridor Secondary Plan is to:

- a) Create a complete street, with attractive “places” along the corridor featuring expanded mobility, vibrant economic activity, and livable, Mixed-Use neighbourhoods, integrated with the higher order transit system;
- b) Recognize and reinforce the Regional Urban System and the planned Sustainable City Structure of Brampton and, accordingly, encourage Mixed-Use, compact, intensified transit oriented development along the corridor, customized to suit the varying and distinct nature of each existing community and sensitive to the presence of adjacent stable neighbourhoods and the local natural heritage system; and,
- c) Take advantage of reliable, frequent, comfortable and convenient public transit with easy access throughout the corridor, with effective connections to other links in the inter-regional transit network.

The vision for the Brampton Gateway Character Area (see Appendix A) is to transform existing single-use, under-utilized properties into a vibrant Mixed-Use transit-oriented development. Within the Hurontario-Main Mobility Hub this transformation will address the principles of seamless mobility, placemaking and successful implementation. Retail uses will be encouraged to remain in the area to help the area continue as a major shopping node for the City, but with more of a focus on pedestrians and transit. However, new building forms will be encouraged to develop in order to support the vision of this Character Area. A transit terminal that connects the Hurontario/Main Street transit service to various other lines including the Züm BRT system and other transit services has been established in close proximity to the Hurontario Street and Steeles Avenue West intersection which is designated as a Gateway Mobility Hub in the Metrolinx Regional Transportation Plan and the Official Plan. A secondary transit-oriented district based predominantly on office and

institutional uses is proposed by this Secondary Plan for the area in the vicinity of Sir Lou Drive and Ray Lawson Boulevard.

Together with Section 3.0 (Sustainable City Concept) of the Official Plan, the goals and objectives described below, which are founded on the above-noted vision, provide the policy framework for the planning and development of the Hurontario-Main Corridor Secondary Plan Area. These goals and objectives will be implemented in accordance with the policies of the Interpretation and Implementation sections of this Chapter.

4.2 GOALS AND OBJECTIVES

The goals and objectives of the Hurontario-Main Corridor Secondary Plan are to:

- 4.2.1 Promote higher density Mixed-Use development along the Corridor that will contribute to the ridership for a Light Rail transit system as well as active transportation;
- 4.2.2 Maximize higher order employment opportunities within the Hurontario-Main Corridor by attracting office and institutional uses;
- 4.2.3 Establish a public realm including a pedestrian-scaled, pedestrian-oriented, vibrant streetscape and a built form that is attractive and has a superior standard of design and architecture;
- 4.2.4 Develop an effective and efficient transportation network and transit system, including Light Rail, to service the Hurontario-Main Corridor Secondary Plan with connections to Downtown Brampton, other areas of the City and adjacent municipalities;
- 4.2.5 Encourage the development of a traffic network that supports active transportation such as pedestrian and cycling opportunities, travel

choices, transit access and service throughout the Secondary Plan Area and adjacent communities;

4.2.6 Enhance the overall traffic capacity of the transportation system by improving transit and the efficiency of the existing road network in conjunction with the construction of new road and pedestrian links and improvements to the existing road network within the Secondary Plan Area;

4.2.7 Establish a gateway streetscape along the Hurontario/Main Corridor that will enhance Brampton's urban identity and image on a GTA-wide basis;

4.2.8 Develop excellence in community design based on the application of the following principles:

- i) An attractive and ordered built form as well as human scale walkable communities through the use of appropriate building heights, massing, frontage, streetscapes, landscapes, pathways, urban tree canopy, gateways and architectural treatments;
- ii) The creation of a pedestrian-friendly corridor where people can live, work, play and shop;
- iii) The creation of attractive destinations of activity along the corridor through place-making;
- iv) The achievement of excellence in civic design in both the public and private realm;
- v) An effective transition from the higher density built form along the corridor to the lower densities of adjacent neighbourhoods;

- vi) Integration of new connections within the Hurontario-Main Corridor Secondary Plan Area with the road pattern and pedestrian and cycling network in adjacent areas;
- vii) A balanced transportation system, including roads, public transit, pathways, and transportation demand management measures that provides efficient transportation links;
- viii) An interconnected network of recreational open spaces;
and,
- ix) Abundant public access and visibility to the open spaces of the Hurontario-Main Corridor Secondary Plan Area.

4.2.9 Continue to apply appropriate environmental protection and management principles throughout the development approval process;

4.2.10 Implement the Pathways Master Plan, especially as it relates to key linkages to the Etobicoke Creek Valley;

5.0 LAND USE

5.1 GENERAL

The Hurontario/Main Street Corridor Master Plan (October 2010) generally identified the Hurontario/Main Street Corridor, including lands within 500 metres on both sides of Hurontario Street, as an appropriate location for intensification. Significant portions of the Corridor have the potential to evolve into a higher density urban corridor, which will contain the critical mass of activities and people necessary to create a

pedestrian-friendly place where people can live, work, play and shop. The Hurontario/Main Street Corridor Master Plan provides planning and urban design recommendations to implement a land use and policy framework intended to transform portions of the Hurontario/Main Corridor from generally auto-oriented, single uses to a vibrant, Mixed-Use, compact, transit-oriented development, customized to suit the varying and distinct nature of each existing community and sensitive to the presence of adjacent neighbourhoods, local natural heritage and recreational open spaces.

Notwithstanding the policies in this Chapter to intensify development within the Hurontario-Main Corridor Secondary Plan Area, the Central Area of the City continues to remain the primary focus for a full range of free-standing and Mixed-Use, transit oriented development.

Proposals for new drive-through facilities within the Secondary Plan Area are required to demonstrate as part of a zoning amendment or site plan approval, that the location, design and function of the proposed drive through facility will not interfere with the intended function and form of the Character Area and will achieve the intent of the Plan, including, but not limited to, policies regarding the following:

- i) Minimum building height;
- ii) Minimal building setbacks;
- iii) Continuity of the planned built form;
- iv) Continuity and character of the streetscape;
- v) No driveways or parking areas between the building and the street;
- vi) Active facades that address principal street frontages, and,
- vii) The provision for pedestrian movement into and through the site.

The planning application including a concept plan will address, among other matters, the nature of surrounding uses, the specific location of the site within the Character Area, and opportunities for the integration of the drive-through facility with other uses within the development.

New automobile sales and service uses, which include gas bars and other similar vehicle service uses, shall not be permitted within the Hurontario-Main Corridor Secondary Plan Area.

5.1.1 Density

Higher densities will be designated in key locations along the Corridor, in proximity to the transit stops near the intersection of Hurontario Street with Steeles Avenue, Sir Lou Drive and County Court Boulevard. This will allow the greatest number of people to conveniently walk between their homes, shopping, work and other destinations and increases the likelihood that people will use higher order transit, which, in turn, will improve the efficiency and frequency of the transit system. Accordingly, the densities permitted under the various designations in the following sections recognize the varying characteristics along the Corridor.

Within the Hurontario-Main Corridor Secondary Plan, density will generally be measured using Floor Space Index (FSI). This Chapter sets out maximum densities. While a specific minimum density will not be required throughout the Corridor, the level of development in key locations fronting the street shall be determined by policies that address built form. Minimum development densities will be established by a combination of minimum building heights and minimum continuous street frontage.

Proposals for a density and/or building height greater than the maximum permitted shall require justification for the increase as part of a zoning amendment; however, an official plan amendment will not be required.

Notwithstanding the higher densities, building heights and performance standards required within Section 5, development within existing developed sites shall also be subject to Section 5.12.1 (iv) of this Chapter.

5.1.2 Building Height

The minimum building height shall generally be 3 storeys for all new buildings within the Secondary Plan Area subject to Section 5.12.1 (iv) of this Chapter.

The minimum ground floor height should generally be 4 metres for all new buildings that are required to have a retail, commercial or institutional, or convertible frontage at grade, as shown on Appendix B. Convertible frontage at grade shall mean residential frontage that is permitted to transition to commercial or institutional frontage in the future.

All parking structures that front onto a public street should generally have a minimum ground floor height of 4 metres and have retail uses fronting the street.

The podium of a building provides a sense of enclosure, continuity and articulation at the pedestrian scale. An additional height restriction for podiums will be required in order to create a more suitable human-scale streetscape along Hurontario/Main Street and Steeles Avenue. Where building setbacks are required above the podium, as shown on Appendix D, the minimum podium height should generally be 14 m (4 storeys) and maximum podium height should be 21 m (6 storeys).

5.1.3 Noise and Vibration

- i) Proponents of development within Secondary Plan Area 55 shall address noise and vibration impacts in accordance with Section 4.6.15.1 of the Official Plan.

5.2 RESIDENTIAL

5.2.1 General

The residential designations shown on Schedule 'SP 55(a)' are categories in which the predominant use of land is for high and medium density residential dwellings including apartment buildings and townhouses.

5.2.2 High Density One

The land designated High Density One fronting Steeles Avenue West on the west side of the Shoppers World site includes the existing Kaneff apartment complex that is located in proximity to the key Steeles Avenue-Hurontario Street node. Notwithstanding Section 3.2.6.2 of the Official Plan the following policies shall apply within lands designated High Density One:

- i) Densities should not exceed 4.0 FSI;
- ii) Building height should not exceed 78.0 metres (25 storeys);

5.2.3 High Density Two

The lands designated High Density Two generally in the vicinity of Ray Lawson Boulevard and Hurontario Street include existing high-rise buildings that are located away from the Steeles Avenue-Hurontario Street node.

Notwithstanding Section 3.2.6.2 of the Official Plan the following policies shall apply in areas designated High Density Two:

- i) Densities should not exceed 3.0 FSI;
- ii) Building height should not exceed 63.0 metres (20 storeys);

5.2.4 Medium Density

The Medium Density designation applies to lands with existing townhouses as well as to the undeveloped lands on the south side of the proposed extension of Malta Avenue to Steeles Avenue, as shown on Schedule SP55(a). The Medium Density designation on these lands will permit uses including townhouses and stacked townhouses that provide an appropriate transition between the intensification planned within the corridor and existing low density residential areas on the south side of these lands.

Notwithstanding Section 3.2.6.2 of the Official Plan the following policies shall apply in areas designated Medium Density:

- i) Densities should not exceed 2.0 FSI;
- ii) Building height should not exceed 15.0 metres (4 storeys).

5.2.5 Affordable Housing

Development applications shall demonstrate how the affordable housing initiatives of the City of Brampton and the Region of Peel are being addressed.

5.3 MIXED-USE

The Mixed-Use designations on both sides of the Hurontario-Main Corridor together with the Regional Commercial designation that applies to the Shoppers World site permit a mix of uses and the higher densities that support Light Rail transit and active transportation along the Corridor. Policies with respect to this designation also address the built form and streetscape required to create a vibrant, attractive Corridor where people can live, work, play and shop.

5.3.1 General

- i) Permitted uses shall include a full range of major office, office, commercial, institutional, cultural, and entertainment uses, medium and high density residential dwellings, live/work units related community facilities and infrastructure.
- ii) Permitted uses shall be primarily located in medium and high density residential, office and institutional buildings. Both Mixed-Use and single use buildings shall be permitted.
- iii) High density residential dwellings in accordance with Section 4.2 of the Official Plan shall be encouraged.
- iv) The co-location of community facilities will be encouraged.
- v) Permitted Uses at Ground Level

Lands adjacent to the transit stop at the Steeles Avenue/Hurontario Street intersection and within the Gateway Mobility Hub represent areas of higher densities and greater pedestrian activity and shall require retail uses to develop with street frontage at ground level as shown on Appendix B. Lands south of Steeles Avenue West fronting Hurontario Street shall require retail, commercial, office or institutional uses to develop with street frontage at ground level as shown on Appendix B. A convertible frontage, which permits residential uses at ground level that may transition to retail, commercial, office or institutional uses in the future, shall be permitted generally along Ray Lawson Boulevard, Sir Lou Drive, County Court Boulevard and Main Street South, north of Bartley Bull Parkway, as shown on Appendix B.

vi) Required Street Wall along Frontage

The primary building facades along a street represent a street wall. In order to provide an attractive and animated pedestrian environment, a minimum continuous street wall of 95% for most of the frontage on either side of Hurontario Street and Steeles Avenue will generally be in accordance with Appendix C. A minimum continuous street wall of 70% along Ray Lawson Boulevard, Sir Lou Drive, County Court Boulevard and Main Street South, north of Bartley Bull Parkway, will generally be in accordance with Appendix C.

vii) Building Setback

Minimal building setbacks are vital to establishing a consistent street wall that invites pedestrian activity.

- a) Buildings will generally be developed within the maximum setback permitted in locations identified on Appendix D.

viii) Setback above Podium

- a) In addition to the above-noted setback requirement, buildings above the podium will generally be set back a

minimum of 2.5 metres, in locations identified on Appendix D.

5.3.2 Mixed-Use One

The Mixed-Use One designation applies to lands within the southwest quadrant of Steeles Avenue West and Hurontario Street and represents an area that will have the highest densities in order to support the Gateway Mobility Hub at Steeles Avenue West and Hurontario Street.

Policies

5.3.2.1 Notwithstanding Section 3.2.6.2 of the Official Plan, lands designated Mixed-Use One on Schedule SP55(a) shall be permitted to develop to a maximum density of 4.0 FSI and a maximum building height of 78.0 metres (25 storeys);

5.3.2.2 Notwithstanding Section 5.3 of this Chapter, the following site specific principles and policies shall continue to apply for the existing District Commercial site known municipally as 85 Steeles Avenue West located on the south side of Steeles Avenue west of Hurontario Street:

- (i) The total Gross Leasable Area for the retailing of goods and services shall not exceed 11,765 square metres (126,642 square feet);
- (ii) The principal use shall be a supermarket with a maximum of 5,850 square metres (63,000 square feet) of Gross Leasable Area devoted to the sale of food; and,
- (iii) A high standard of urban design and site planning will be implemented on this site through the following measures:

- (a) The submission of comprehensive urban design guidelines to the satisfaction of City staff, to address streetscape treatment, landscape designs, architectural concepts and the identified urban design principles;
- (b) Sensitive site planning design which reflects the urban design guidelines and, among other features, incorporates the following:
- A suitable landscape buffer along the southerly edge of the subject property, to enhance compatibility with existing residential uses to the south;
 - Appropriate building design and landscape/buffer treatment along the east edge of the site, to minimize the visual impact of any loading/service areas at the rear of the proposed buildings; and,
 - Careful siting, façade and landscape treatment of the building in relation to the Steeles Avenue frontage, to establish an attractive street presence.
- (c) That the existing District Commercial site located on the south side of Steeles Avenue, west of Hurontario Street shall be developed in accordance with the following general design principles, and shall address the proximity of the site to two major streets (Steeles

Avenue and Hurontario Street) and the intersection of those streets:

Steeles Avenue West Streetscape

Buildings in proximity to Steeles Avenue West shall create visual interest and be of high-quality in materials and architectural design, and shall be consistent with the “Steeles/Hurontario Gateway Design”. Building siting, uses, architectural design and massing shall address the street and support a pedestrian environment along Steeles Avenue.

Loading, refuse collection and service areas shall be completely screened from view from Steeles Avenue West.

Hurontario Street Streetscape

Elements of the building exposed to Hurontario Street shall be of high quality and create visual interest through careful attention to design and materials that is consistent with the “Steeles/Hurontario Gateway Design”.

Loading, refuse collection and service areas shall be completely screened from view from Hurontario Street.

Southerly Residential Interface

The site shall be designed to take into consideration the residential uses to the south. Landscaping shall be used to provide screening and reduce the visual impact of large expanses hard-surfaced areas. The façade shall be designed to provide visual interest and utilize

elements that visually break down the overall mass of the building.

General Landscaping

Landscaping (including walls) shall be used to screen loading and service areas from views from public streets.

As a unifying element, landscaping along Steeles Avenue West should incorporate some of the details/design and use of materials from the Gateway Design for the intersection of Steeles Avenue West and Hurontario Street.

5.3.3 Mixed-Use Two

The Mixed-Use Two designation represents lands that will have the next highest densities and applies to the lands, which are presently characterized mainly by single story retail, office and institutional uses, generally on the northeast and southeast corners of Hurontario Street and Steeles Avenue East and lands on the north and south sides of Sir Lou Drive, County Court Boulevard and Ray Lawson Boulevard as shown on Schedule SP55(a). Lands south of Steeles Avenue that are designated Mixed-Use Two shall be developed predominantly for office and institutional uses.

Notwithstanding Section 3.2.6.2 of the Official Plan, lands designated Mixed-Use 2 on Schedule SP55(a) shall be permitted to develop to a maximum density of 3.0 FSI and a maximum building height of 63.0 metres (20 storeys).

5.3.4 Mixed-Use Three

Notwithstanding Section 3.2.6.2 of the Official Plan, lands designated Mixed-Use Three shall be permitted to develop to a maximum density of 2.5 FSI and a maximum building height of 33.0 metres (10 storeys).

5.4 REGIONAL COMMERCIAL

The planning vision for the lands designated Regional Commercial at the northwest quadrant of Steeles Avenue West and Main Street is to redevelop Shoppers World Brampton into a more vibrant, Mixed-Use, transit-oriented destination. Retail uses will be encouraged to remain in the area to help create a major shopping node that will be pedestrian and transit focused. However, new, higher density building forms will be encouraged to develop in order to support the above-noted vision. A transit terminal that connects the Hurontario/Main Street transit service to various other lines including the Züm BRT system and other transit services has been developed in close proximity to the Hurontario/Main Street and Steeles Avenue intersection. A pedestrian-scaled neighbourhood will be encouraged to develop around this Gateway Mobility Hub.

Notwithstanding Section 3.2.6.2 of the Official Plan, the lands designated Regional Commercial shall permit uses consistent with the Mixed-Use designation identified in Section 5.3 and be developed to a maximum density of 4.0 FSI and a maximum building height of 78.0 metres (25 storeys) generally within the southern half of the Shoppers World site. A maximum density of 3.0 FSI and a maximum building height of 78.0 metres (25 storeys) shall be permitted generally for the northern portion of the Shoppers World Brampton site north of Bartley Bull Parkway that is designated Regional Commercial.

5.5 INSTITUTIONAL

The Institutional designation in the southeast quadrant of Hurontario Street and County Court Boulevard that includes the A. Granville and William Osler Courthouse together with the Mixed-Use designations fronting

Hurontario Street and the transit stops designated in the general area represent an opportunity for place-making and the development of a secondary transit node.

The Senior Public School designation on the south side of Sir Lou Drive west of Hurontario Street recognizes the existing school on this site.

The Fire Station designation on the west of Hurontario Street south of Steeles Avenue recognizes the existing fire station on this site.

5.6 RECREATIONAL OPEN SPACE SYSTEMS

Lands within the broad Open Space designation including parks, squares and plazas shall be connected and integrated as part of the overall public realm through a system of trails, pedestrian walkways and bicycle paths. Connection between the natural environment and the green spaces that are part of the built environment will continue to be established through the urban tree canopy that is located on public and private lands. A diverse urban tree canopy will be established in conjunction with new development that will be environmentally sustainable and support a healthy functioning natural heritage system.

5.6.1.1 Neighbourhood Park

A park hierarchy has been established in the Official Plan based on the distribution and demand of the community including City Parks, Community Parks and Neighbourhood Parks. Neighbourhood Parks provide a central common green space within neighbourhoods and serve as key recreational and social gathering space for residents. The Hurontario-Main Corridor Secondary Plan Area includes an existing Neighbourhood Park at the southern edge of the Secondary Plan Area. Residents within the Hurontario-Main Corridor Secondary Plan Area will also be served by the existing Courthouse Park on the east side of the A. Granville and William Osler Courthouse as well as a future Neighbourhood Park designated about 200 metres southwest of Steeles Avenue and Hurontario Street.

Policies

- i) Lands designated Neighbourhood Park within the southwest quadrant of Steeles Avenue West and Hurontario Street shall be developed in the general location indicated on Schedule SP55(a) in accordance with the Neighbourhood Park policies of Part I, Section 4.7.3 and other relevant policies of the Official Plan. Provided that the general intent of this Chapter is not compromised, adjustments may be made to the size and location of the Neighbourhood Park, through the development approval process, to accommodate design or park dedication matters, without further amendment to this Chapter.
- ii) Detailed site design shall encourage safe pedestrian and cyclist linkages between the various components of the park hierarchy and the natural heritage elements of the open space system such as the Etobiocke Creek and Fletcher's Creek valleylands within the Hurontario-Main Secondary Plan Area and the adjacent Secondary Plan Areas.
- iii) As part of the next stages of the development approval process, the City shall require the gratuitous conveyance of a seven metre wide public pathway within the southernmost portions of the lands known municipally as 209 Steeles Avenue West, 177 Steeles Avenue West, 157 Steeles Avenue West and 137 Steeles Avenue West in order to provide pedestrian/cyclist linkages to the existing and planned pathways network.
- iv) The street pattern will ensure significant frontage of the Neighbourhood Park on adjacent streets to promote views and reinforce its focal nature. Streetscapes will be designed to reinforce the adjacent streets as primary streets within the neighbourhood and to establish a consistent relationship between open space and built form.

- v) Entry/access points to the Neighbourhood Park will provide easy access and incorporate a civic design theme.
- vi) Neighbourhood Parks will generally be 0.8 to 1.2 hectares (2 to 3 acres) in size.

5.6.1.2 Squares, Plazas and Other Urban Recreational Spaces

Squares and plazas that are attractive have a positive influence on the image, appeal and economic development of an area. The design and interface of these spaces with surrounding streets and land uses as well as their programming is crucial to attract and delight a variety of users and to ensure that they are safe and comfortable.

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

- i) A series of multifunctional open spaces including squares and plazas will be created, where appropriate, as part of new development along the Corridor. Together with the open space parklands and the natural heritage system, this will create a cohesive transitional mixture of urban and open space along this part of the Corridor.

- ii) The design of squares and plazas shall include clear sight lines to surrounding areas and uses. The design will incorporate adequate pedestrian-scaled lighting and provide active building fronts, including entries and windows, to create “eyes” on the space, enhancing a sense of safety and discouraging inappropriate behaviour.
- iii) Squares and plazas will serve the broad interests of people of all ages and will provide opportunities for active and passive forms of leisure and recreation.
- iv) Squares and plazas will enable easy ingress and egress and avoid creating entrapment spots that are not highly visible or well-used. Where appropriate, these spaces will use legible signs and orienting devices such as landmarks and pathways.
- v) These spaces will also include barrier-free design to ensure accessibility to the broadest user group.
- vi) Squares and plazas will include a variety of activities and a mix of surrounding uses to facilitate constant public use and/or surveillance of the space in all hours and seasons. Opportunities for programming during different times of the day and different seasons should be considered.
- vii) All edges of a square or plaza will be publicly accessible, preferably from a public street, or alternatively, from a publicly accessible use, such as retail, located at grade within a building.
- viii) Squares and plazas will emphasize quality of design over scale in high density areas. Generally, the greater the density of surrounding uses, the higher shall be the quality of the open space.
- ix) Squares and plazas shall create a vibrant visual impression for people passing by and shall support pedestrian, cycling and other forms of active transportation uses.

- x) The design of squares and plazas shall conserve heritage resources and incorporate environmentally sustainable design practices including: linking natural systems, use of porous hard surfaces, incorporating stormwater management facilities, landscaping with indigenous species and minimizing irrigation needs.

5.6.1.3 Cemeteries

The Cheyne Cemetery, located on the east side Hurontario Street south of Ray Lawson Boulevard, is designated as a Heritage Cemetery in the Official Plan. The Cemetery policies of Part I, Section 4.9 and other relevant policies of the Official Plan shall apply.

5.7 SPECIAL POLICY AREAS

5.7.1 Special Policy Area 1

- i) Lands designated as Special Policy Area 1 on Schedule SP55(a) at the southeast corner of Steeles Avenue East and Hurontario Street will be developed generally in accordance with Sections 5.1 and 5.3.1 of this Chapter. Notwithstanding the Mixed-Use policies of Section 5.3.1, lands designated Special Policy Area 1 will be subject to the following:
 - a) Street townhouses integrated into a more comprehensive, higher density Mixed-Use development, live-work townhouses and a wide-range of tenure are permitted in addition to the permitted uses identified within Section 5.3.1;
 - b) A maximum density of 3.0 FSI and a maximum building height of 63.0 metres (20 storeys) are permitted;
 - c) Buildings fronting Hurontario Street and Steeles Avenue are strongly encouraged to provide commercial frontage at

ground level facing the street, but are not limited thereto in the context of developing a Mixed-Use corridor; and,

- d) Buildings are encouraged to generally be built at the street line and provide a continuous building frontage of at least 75% fronting Hurontario Street and Steeles Avenue East, subject to the provisions of the implementing zoning by-law.

5.7.2 Special Policy Area 2

The Area shown as Special Policy Area Number 2 on Schedule SP55(a) applies to lands west of Hurontario Street and on the south side of Steeles Avenue West and known municipally as 209 Steeles Avenue West.

The following policies shall apply within lands designated Mixed Use One as part of Special Policy Area 2:

- a) The permitted density and building height shall be in accordance with Section 5.3.2.1 of this Chapter.
- b) Residential uses shall be permitted in the following built forms as defined by the implementing zoning by-law:
 - i) An apartment building;
 - ii) Stacked townhouses; and,
 - iii) Back-to-back stacked townhouses.
- c) The following non-residential uses shall also be permitted as an accessory use to the primary residential use as defined in the implementing zoning by-law:
 - i) Retail;
 - ii) Office;
 - iii) Service Commercial; and,
 - iv) Institutional.

- d) The following principles shall be incorporated into the design of the lands:
- i) The ground floor of an apartment building with direct frontage on Steeles Avenue shall have a minimum floor to floor height of 4.5 metres to accommodate non-residential uses;
 - ii) Building facades are to have a high degree of architectural articulation;
 - iii) Building entrances are to generally be oriented towards a street;
 - iv) Buildings are to generally be located in proximity to public and private roads with minimal setbacks;
 - v) Buildings are to be constructed of upscale materials (e.g.: stone, brick and vision glass);
 - vi) Superior landscaping and streetscape treatment is to be provided along Steeles Avenue West and Malta Avenue (e.g.: use of stone, decorative metal fencing, street furniture and street and pedestrian lighting);
 - vii) Amenity areas are to be provided in conjunction with the development of the lands to service the recreational needs of residents;
 - viii) Where new buildings are to abut existing low-rise residential buildings located to the west and south, the buildings are to be generally limited and/or designed in a manner so as to be sensitive to the low-rise development.

Notwithstanding Section 5.0, the following policies shall apply within lands designated Medium Density as part of Special Policy Area 2:

- a) The permitted density shall be a maximum of 190 units per hectare and a minimum of 100 units per hectare.

- b) Residential uses shall be permitted in the following built forms as defined by the implementing zoning by-law:
 - i) Stacked townhouses;
 - ii) Back-to-back stacked townhouses; and,
 - iii) Back-to-back townhouses;

- c) The following principles shall be incorporated into the design of the lands:
 - i) Building facades are to have a high degree of architectural articulation;
 - ii) Buildings are to generally be located in proximity to public and private roads with minimal setbacks;
 - iii) Buildings are to be constructed of upscale materials (e.g.: stone, brick and vision glass);
 - iv) Superior landscaping and streetscape treatment is to be provided along Malta Avenue (e.g.: use of stone, decorative metal fencing, street furniture and street and pedestrian lighting);
 - v) Amenity areas are to be provided in conjunction with the development of the lands to service the recreational needs of residents;
 - vi) Where new buildings are to abut existing low-rise residential buildings located to the west and south, the buildings are to be generally limited and/or designed in a manner so as to be sensitive to the low-rise development.

It is the intent of this Plan to ensure that the Natural Heritage System and the Recreational Open Space System are accessible (visually and functionally) within the community. In this respect, pedestrian/cyclist linkages are to be provided to the existing pathways network. Specifically, a 7.0 metre wide public pathway is to be created along the southerly property line.

5.8 STORMWATER MANAGEMENT

5.8.1 A Storm Water Management Plan (SWMP) shall be prepared for any development in the Secondary Plan Area and shall be subject to approval by the Conservation Authority and the City prior to development approval. The SWMP shall address, among other matters, recommendations from the City of Brampton Stormwater Management Retrofit & Enhancement Study and shall be in accordance with TRCA's SWM criteria.

5.8.2 The goal of the SWM plan will be to provide Enhanced Water Quality Protection (Level 1) as per guidelines in MOE's Stormwater Management Planning and Design Manual, 2003.

5.8.3 In considering options for stormwater management, the following principles shall apply:

- i) Stormwater runoff must be managed to protect and maintain surface and groundwater quality and quantity, the ecological health and diversity of natural areas and fish and wildlife habitat, and the integrity of municipal infrastructure;
- ii) Stormwater management facilities will be sited and designed to maintain environmental and ecological integrity, and to provide a net benefit to the environment, to the extent practical.

5.8.4 Stormwater will be managed for erosion control and to address water balance requirements for groundwater (site water balance) and natural features (feature-based water balance). and,

5.8.5 Stormwater management facilities shall be designed in compliance with MOE Guidelines and the City's Stormwater Management Design Guidelines. The final location of all

stormwater management facilities shall be subject to the approval of the City of Brampton in consultation with the relevant conservation authority.

5.9 TRANSPORTATION

5.9.1 General

The comprehensive analysis undertaken as part of the Hurontario/Main Street Corridor Master Plan based on transportation, natural environment, social and economic factors, supports the implementation of Light Rail transit (LRT) on Hurontario/Main Street from Port Credit in Mississauga to Downtown Brampton.

The introduction of LRT along the Hurontario/Main Street Corridor is expected to create significant development potential. As such, the planning vision for the Corridor is to create a balanced transportation system including pedestrians, cyclists, transit users and motorists as part of a sustainable community.

The general intent of this Chapter is to promote the development and maintenance of an efficient transportation system in accordance with Part 1 Section 4.4 of the Official Plan that will:

- i) Accommodate to the greatest extent practical the long term transportation demands within the Hurontario-Main Secondary Plan Area;
- ii) Promote the use of public transit in conjunction with land use policies that will provide the support and ridership for a higher order transit system;
- iii) Enhance the overall traffic capacity of the transportation system by improving transit and the efficiency of the existing road network in conjunction with the construction of new connections;

- iv) 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 and beyond.

5.9.2 Public Transit

The major public transit facilities within the Secondary Plan Area includes planning for a higher order transit corridor along Hurontario/Main Street along with associated transit stops at the general locations shown on Appendix F, a BRT corridor along Steeles Avenue West, a Mobility Hub-Gateway designation around the intersection of Hurontario/Main Street and Steeles Avenue West and a Major Transit Station Area designation around the intersection of Hurontario/Main Street and Ray Lawson Boulevard.

- i) The transit network elements delineated on Appendix F are intended to develop and function in accordance with the transportation policies of Part I, Section 4.5 of the Official Plan;
- ii) New development shall be designed to support, complement and integrate transit and other transportation infrastructure;
- iii) Ultimate development within the Secondary Plan Area is based on the following improvements to the public transit system:
 - a) The development of higher order transit along Hurontario/Main Street and Steeles Avenue as an important component of an integrated region-wide transit network;
 - b) Dedicated Light Rail transit lanes when warranted are to be accommodated within the existing right-of-way of Hurontario/Main Street, where appropriate;

5.9.3 Roads

Urban higher order transit systems rely heavily on pedestrian access for their economic viability and ridership. As the area along the Corridor evolves from a more suburban car-oriented landscape to an intensified urban environment, it is vital that new pedestrian connections are established that allow people direct access to transit stops and the retail areas as conveniently as possible.

5.9.3.1 Policies

- i) The Collector Roads designated on Schedule SP55(a) are intended to develop and function in accordance with the guidelines and classifications outlined in Part I, Section 4.5.2 of the Official Plan.
- ii) The new connections shown on Appendix E will generally be new Collector Roads that serve as vehicular access points for development along the Corridor. This helps to decrease the number of driveways directly accessing Hurontario/Main Street. In some locations, however, other than the Malta Avenue extension to Steeles Avenue and the Lancashire Lane extension to Malta Avenue, public streets are not possible or desirable. In these cases public walkways or publicly-accessible private pathways will be considered. In all cases these walkways and pathways must be safe, attractive and accessible 24 hours a day.
- iii) Sidewalks shall be incorporated into the design of all streets, parking facilities and public spaces and shall be designed to connect building entrances in accordance with the Urban Form section of this Chapter.
- iv) As part of the site plan process, shared site access will be required as appropriate in order to reduce the number of driveways fronting the Corridor.

- v) Appropriate road widenings necessary to achieve the right-of-way requirement shall be conveyed to the local 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 LRT stops, turning lanes, bus bays, utilities and corner parkettes in accordance with the policies of the Official Plan.
- vi) The land acquired as a condition of development approval for road widenings and new road links shall be included in the calculation of permissible gross floor area.
- vii) 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.
- viii) Vehicular access onto Steeles Avenue West shall comply with the Region's Controlled Access By-Law 62-2013, as may be amended from time to time, and the Region's Road Characterization Study.

5.9.4 Pedestrian Orientation

Facilitating a network of lively, safe, enjoyable and convenient streets that link key destinations such as transit stops, homes, jobs, schools, shopping, natural heritage system and open space parks and other desirable destinations within the Hurontario/Main Street Corridor is an important aspect of transit-oriented development. Pedestrian connections throughout the Hurontario/Main Street Corridor shall be maintained and improved where needed. Well connected communities have many benefits, including facilitation of healthier lifestyles, increased social interaction and decreased pollution through active transportation modes such as walking and cycling.

Streets must be viewed as part of a larger network of a linked system. Each individual street within this network shall be designed with the

pedestrian in mind, shifting the balance away from an auto-dominated urban form.

5.9.4.1 Policies

- i) New development and redevelopment shall support a pedestrian-scaled network of connected local streets and sidewalks linking neighbourhoods, parks, transit stops, services and other desirable destinations.
- ii) New development and redevelopment shall accommodate pedestrians on all streets along a network of connected sidewalks.
- iii) Wherever possible, streets shall provide landscaped buffers, trees and appropriate pedestrian amenities for pedestrian safety and convenience.
- iv) Winter maintenance of pedestrian linkages along streets shall be undertaken to encourage active use of all streets throughout the winter months.
- v) Wherever possible, connections through blocks shall be developed and direct walkway routes provided to natural areas and parks, businesses, transit stops, schools, community facilities and other desirable destinations.
- vi) New development shall promote pedestrian connections. Gated developments, cul-de-sacs and other approaches to development, which reduce connectivity, shall not be permitted.

5.9.5 Cycling

Cycling and other forms of active transportation allow people to reach destinations that are too far to walk, but not so distant that they need to use automobiles or other modes of motorized travel. A higher density corridor with active retail and other destinations must be accessible by bicycle. Making the Hurontario-Main Corridor bicycle-friendly will encourage a more active lifestyle for residents and workers and

contribute to the improvement of the economic and environmental health of the area. Bicycle routes, both along the Corridor and to and from the Corridor, are important. Providing for the transport of bicycles on higher order transit vehicles is encouraged where physically possible and bicycle parking at transit stops should be provided in order that it makes the higher order transit system attractive to people within a larger catchment area.

5.9.5.1 Policies

- i) It is recognized that the provision of cycling infrastructure along Hurontario/Main Street is constrained by the right-of-way width. Where sufficient right-of-way width is available along Hurontario/Main Street, consideration shall be given to providing bicycle lanes and on-street bicycle parking in a manner that pedestrian safety and comfort is not adversely affected;
- ii) Bicycle parking shall be provided by all residential, commercial, institutional, employment, recreational and civic buildings. Residential buildings shall offer secure bike parking at a rate of at least 1 bicycle parking space for every two units and employment uses shall offer secure bike parking at a rate of at least 1 bicycle parking space for every 500 square metres of gross commercial floor space. In addition these buildings are encouraged to provide showers and change facilities;
- iii) Bicycle parking areas shall be well lit and designed to ensure safety;
- iv) On-street bicycle parking is encouraged at appropriate locations and may be used to meet the above-noted bicycle parking standards; and,
- v) Bicycle parking shall not be located directly adjacent to areas of high-pedestrian traffic including in close proximity to street

corners, transit stops, bus loading zones, goods delivery zones, taxi zones, emergency vehicle zones, hotel loading zones, near fire hydrants, near driveways, access lanes or intersections. On-street bicycle parking is encouraged at appropriate locations.

5.9.6 Parking

- i) Live/work buildings shall not be required to provide additional parking for the “work” component;
- ii) Parking structures, underground parking and side-street parking will be encouraged. Surface parking is discouraged but, if provided, shall be located behind or beside buildings, where the side edge of the building does not front a street. There will be no parking between a building and Hurontario/Main Street or at intersections;
- iii) Parking structures are discouraged from fronting Hurontario/Main Street and all major cross streets. However, if fronting Hurontario/Main Street or a major cross street, parking structures shall comply with the policies in this Chapter with respect to “Permitted uses at ground level facing the street”, “Minimum floor height” and “Continuous frontage”;
- iv) Shared parking facilities and shared vehicle access points will be encouraged. As a condition of development approval, landowners shall enter into agreements which among other matters shall determine ultimate access and shared parking arrangements;
- v) City-owned parking facilities, where provided, may be used to meet parking standards for commercial and other non-residential development, subject to the City’s specific parking policies;
- vi) Parking standards along the corridor shall be reviewed periodically in conjunction with the implementation of higher order transit along the

Hurontario/Main Corridor and the expected reduction in parking requirements;

- vii) Reduced parking requirements will be phased in over time through zoning by-law amendments as the higher order transit system is implemented and the Corridor intensifies;
- viii) Should a development propose to exceed parking standards of the zoning by-law, a parking study will be required to support the increase; and,
- ix) Transportation Demand Management measures such as unbundled parking, shared parking, priority parking for car-sharing and reduction of parking requirement for employer supported transit passes will be encouraged”,

5.10 ARCHEOLOGICAL ASSESSMENT

Appropriate archaeological assessment(s) shall be undertaken on all lands subject to development/redevelopment within the Hurontario/Main Corridor Secondary Plan Area in order to mitigate, through preservation or resource removal and documentation, adverse impacts to any significant archaeological resources that may be found.

5.11 URBAN FORM

5.11.1 Design

The following design policies set out the requirements and expectations for the development of lands within the Secondary Plan Area in order to create a sustainable, attractive, safe and pedestrian-oriented environment. These policies shall be addressed in conjunction with the design guidelines provided in the Hurontario/Main Street Corridor Master Plan (October 2010), the Streetscape and Urban Design Strategy included in the Hurontario-Main LRT (HMLRT) Transit Project Assessment (September 2014) and the Metrolinx Mobility Hub Guidelines.

- i) All development within the Secondary Plan Area shall be in accordance with the Urban Design section of the Official Plan and the City's Development Design Guidelines in order to ensure a superior physical and natural environment. The City's Sustainable Community Development Guidelines shall be consulted for the City's built form, community structure and environmental sustainability requirements;
- ii) Principles of sustainability shall be addressed including but not limited to providing pedestrian orientation, human scale streetscape, mix of uses, transit supportive densities and designs, accessibility, enhanced public realm, protection of natural and cultural heritage and recreational open space, increasing and contributing to a robust and diversified urban forest canopy on private and public lands, and water and energy conservation. Green Development and Low Impact Development (LID) principles will be encouraged;
- iii) Designated as a Main Street Primary Corridor in the Official Plan, the Hurontario/Main Street Corridor will receive the highest level of design treatment followed by the Primary Corridor designation on Steeles Avenue;
- iv) Development shall be based on an interconnected system of public streets and pedestrian routes that facilitate continuous and direct movement throughout the Secondary Plan Area in accordance with Appendix E and the guidelines for Green Connectors provided in the Hurontario/Main Street Corridor Master Plan;
- v) Streets and buildings shall be designed and developed to ensure attractive streetscapes, walkable and human-scale communities and to promote social interaction, transit usage and safety;

- vi) The layout of the streets, configuration of lots and siting of buildings shall ensure that:
 - a. There are a variety of frontage and setback arrangements adjacent to primary public streets in accordance with Appendices B, C and D of this Plan;
 - b. Streets and natural heritage and recreational open spaces have an appropriate degree of continuity and enclosure, and opportunities are provided for the creation of significant views;
 - c. Service and parking facilities are integrated into the design of buildings to minimize disruption to the safety and attractiveness of the adjacent public realm;
 - d. Roofs are articulated and roof-top mechanical equipment are appropriately integrated into the building massing;
 - e. Pedestrian ease of access and enjoyment of public streets and other outdoor spaces are encouraged; and,
 - f. The safety and security for all persons within public places and service areas are promoted through the design and siting of buildings, entrances, walkways, amenity and parking areas to provide visibility and opportunities for informal surveillance. Crime Protection through Environmental Design (CPTED) principles shall be applied to all public spaces.

- viii) Development shall reinforce the importance of public and institutional buildings in the community and enhance their role through design, location and orientation.

5.11.2 Place-Making

The intent of this Chapter is to transform the Hurontario-Main Corridor into a vibrant and active pedestrian-friendly urban environment. Creating special, unique and memorable places along the Corridor is an essential part of creating such an environment. All development in the Hurontario/Main Street Corridor including private and public development shall contribute to place-making by building areas with a strong sense of identity and character that are attractive, safe and welcoming. Superior and well integrated urban design creates places that engage people and offer a rich experience and a sense of belonging.

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

- i) Development within the Secondary Plan Area shall meaningfully contribute to the character and quality of the different Character Areas (Appendix A) in order to foster community spirit and build civic pride and identity, through design and integration of the built form and public realm as part of a participatory design process;
- ii) Growth is intended to support transit, facilitate 'place-making' and to enhance the Corridor;
- iii) Growth shall facilitate place-making by providing public art and cultural venues that provide a sense of identity. Multi-functional public oriented/accessible spaces including public and private squares and plazas will be created in accordance with the recommendations of the Hurontario/Main Street Corridor Master Plan (2010). Together with the City's parks, this will contribute to a cohesive transitional mixture of urban and open space along the corridor;
- iv) Areas identified for place-making shall be designed and landscaped to function as a significant part of the public realm and be oriented to pedestrian use; and,

- v) Public art shall animate civic spaces and reflect the culture and diversity of the local residents and community;

5.11.3 Visual Prominence

Sites that are visually prominent have an impact on the image and character of the Hurontario/Main Street Corridor. Design of these sites shall create memorable landmarks, orient pedestrians and strengthen civic pride. In particular, public realm and built form design shall be coordinated at these locations. Sites that are visually prominent include gateways, view corridors, view termini, landmark buildings and frontages.

5.11.3.1 Policies

- i) Important view corridors shall be protected through the creation of an enclosed built form throughout the view corridor. Buildings located within the view corridor and up to the view terminus shall not obstruct the public view of the terminus;
- ii) Landmark frontages shall assist in wayfinding and contribute to a sense of place and reinforce the immediate context and Character Area in which they are located. Landmark frontages shall be identified, protected and reinforced by existing and/or new/potential landmarks so as to enhance visual and physical connectivity; and,
- iii) Development shall be designed to preserve views of natural heritage areas, parks and cultural facilities.

5.11.4 Gateways

Gateways shall be recognized through design features along the Hurontario/Main Street Corridor. They shall have distinctive architecture and urban design, such as vertical elements at or near the intersection, unique lighting, signage and paving. They shall have distinctive landscapes and/or public art, such as unique or enhanced tree planting or

freestanding sculptures. However, landscaping or art shall not create a barrier to pedestrian movement, nor serve to separate active uses from pedestrian areas.

At all gateway locations, the sense of entrance, arrival and movement shall be reinforced by the surrounding built form and site planning.

- i) Schedule SP55(a) identifies the following Primary Gateways:
 - a) Hurontario Street and Steeles Avenue.
- ii) Development within the Primary Gateway Areas shall reflect a superior façade treatment and site design and shall employ street edge building design within the Primary Gateway at the intersection of Steeles Avenue and Hurontario/Main Street.
- iii) Schedule SP55(a) identifies Secondary Gateways at significant intersections and locations within the Hurontario-Main Corridor Secondary Plan. Secondary Gateways will incorporate a high grade of streetscape treatment.
- iv) Secondary Gateways are located at the intersections of:
 - a) Hurontario Street at Ray Lawson Boulevard/County Court Boulevard; and,
 - b) Hurontario Street at Sir Lou Drive/County Court Boulevard.
- v) Gateway intersections shall be coordinated with the City's Gateway Beautification Program.
- vi) Depending on the availability of funding through City Development Charges, capital infrastructure funding and other sources, developers shall contribute financially towards gateway features that are to be provided within the Hurontario/Main Street Corridor.

The design and financial obligations will be determined through the site plan approval process, as appropriate.

5.11.5 Streets and Streetscapes

- i) Streets and streetscapes shall be designed and landscaped to function as a significant part of the public realm and be oriented to pedestrian use.
- ii) Sidewalks located at major intersections along the Corridor shall be wider to cope with higher pedestrian activity associated with major transit stops and intensified development. All remaining sidewalks widths will vary depending on their location with respect to current or proposed uses, frontage designations and proximity to existing and future transit nodes, which will determine future pedestrian flows.
- iii) Sidewalks shall:
 - a) Be wide and hardscaped when fronting commercial uses;
 - b) Include landscaping and walkways when fronting residential uses;
 - c) Link and enhance existing pedestrian paths and trails, while creating new ones wherever possible;
 - d) Provide for cycling routes;
 - e) Be sized in relation to the amount of anticipated pedestrian traffic. Generally a minimum 2 meter width will be maintained clear of obstructions such as street furniture, posts, or street plantings. In areas of higher pedestrian traffic the minimum width may increase to 4 metres. In areas intended to accommodate retail spill-over (e.g. restaurant tables or grocery

stall), an area of the public boulevard must be designed and allocated for this purpose and can vary in width from 1 metre to as much as 5 or 6 metres. Areas surrounding transit stops shall include 2 metres of width in addition to the standard sidewalk width employed in the area; and,

- f) Additional Right-of-Way (ROW) may be required for dedication as part of interim and future planning and development application process to accommodate components of the Street and Streetscape in consideration of higher order transit along the corridor.
- iv) Hurontario/Main Street shall be planned for an enhanced level of bicycle priority, as continuous as possible along the corridor.
- v) Pedestrian crossings shall be designed to meet City standards, located at all signalized intersections and correspond with sidewalk width;
- vi) Street furniture and landscaping within the right-of-way shall retain the superior character of the Corridor;
- vii) Superior street furniture shall be strategically located to allow pedestrians to use the street comfortably, responding to the different uses, frontage designations and proximity to existing and future transit nodes along the Corridor. The highest standard of street furniture shall be located at the major intersections along the Corridor. Street furniture in these areas shall help achieve the aim of creating gathering areas along the frontages of the intersection;
- viii) Landscaping shall support pedestrian movement and connect with existing and planned parks and open spaces associated with new transit-oriented developments; and,

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

5.11.6 Transition Areas

- i) As illustrated on Schedule SP55(a), Height Transition Areas have been designated adjacent to stable lower density residential areas. The purpose of these transition areas is to ensure that new development is appropriately scaled and blended into existing neighbourhoods, by introducing a height transition plane that will apply to development within the Corridor. Additional Height Transition Areas may be identified by the City to allow for heritage, environmental or urban design considerations.
- ii) Within the Height Transition Areas generally identified on Schedule SP55(a), the maximum building height shall be limited by a plane that extends from the centre of street, rear lot line and/or side lot line, as appropriate, at a 45 degree angle up towards the building, as in the examples illustrated in Appendix G.
- iii) Notwithstanding the Height Transition Area designation, any new building within the Secondary Plan Area shall generally be a minimum of 3 storeys in height.
- iv) A step back along a 45 degree angular plane will also be required for new and renovated buildings that are adjacent to a property with significant heritage resources that are listed, designated, or identified through a Heritage Impact Statement as may be required by the City.

5.12 GROWTH MANAGEMENT

To ensure conformity with the Provincial Growth Plan and the City's Growth Management objectives, Secondary Plan Area 55 is planned to

accommodate an ultimate yield in the order of 45,100 residents and 12,400 jobs (454 people plus jobs combined per hectare or 184 people plus jobs combined per acre). Implementing zoning by-laws shall include provisions that support the achievement of these targets.

5.12.1 Phased Development

Where lands are proposed to be developed in multiple phases, the applicant shall be required to submit a tertiary plan prior to the approval of the development application to demonstrate how the ultimate density, built form requirements and overall objectives for the site can be achieved in accordance with the recommendations of the Hurontario/Main Street Corridor Master Plan.

- i) For phased development, a tertiary plan showing the proposed phase 1 buildings and potential building envelopes for future phases shall be submitted with all new development proposals. The tertiary plan shall show blocks and streets, building envelopes, vehicular and pedestrian access routes, parking locations, open spaces and landscaping features and how the development meets the built form requirements of this Secondary Plan. Development on the Hurontario/Main Street frontage will generally be the first phase of development in order to create a safe, pedestrian-friendly environment as soon as possible.
- ii) The tertiary plan shall show the proposed phase 1 and future phase pedestrian and vehicular network, indicating how this network creates a safe pedestrian-friendly streetscape along Hurontario/Main Street and other major cross streets.
- iii) All requirements of this Secondary Plan must be taken into consideration for both the initial phase of development and for all subsequent phases of development.
- iv) In recognition of the need to stage the transition of existing developed sites from the existing low rise built form to the more intense form of development envisioned over the long term by the

Official Plan including this Chapter, interim development consisting of expansions and renovations to existing buildings and the construction of new buildings that are consistent with the existing scale and built form shall be permitted.

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

5.13 COST SHARING

The City may require that developers enter into cost sharing agreements to ensure that the lands required for community purposes are available at the appropriate time.

5.14 BONUSING

Height and density bonus in accordance with Section 37 of the *Planning Act* and Section 5.12 of the Official Plan may be granted to developers for providing public benefits that may not be required already as part of this Plan or as part of the site plan process, such as affordable housing, public space and art, structured and below grade parking, or transit facilities, provided that the overall benefit exceeds the costs associated with permitting taller or higher density buildings.

5.15 SUSTAINABLE DEVELOPMENT

Consistent with sustainable development principles, the City may require a Sustainability Score and Sustainability Summary as part of a development application in order to address the City's Sustainable Community Development Guidelines.