

**Date:** August 16, 2019

**Subject: Information Report**  
City Initiated Amendments to the Official Plan and Zoning By-law  
**Queen Street Corridor Land Use Study**  
Wards: 1 and 3

**Contact:** Michelle Gervais, Policy Planner, Planning and Development Services, michelle.gervais@brampton.ca, 905-874-2073; and Pam Cooper, Manager, Land Use Policy, Planning and Development Services, pam.cooper@brampton.ca, 905-874-2068

**Recommendations:**

1. **THAT** the report from Michelle Gervais, Policy Planner, Planning and Development Services, dated August 16, 2019 to the Planning and Development Committee Meeting of September 9, 2019 entitled “**Information Report**” City Initiated Amendments to the Official Plan and Zoning By-law, **Queen Street Corridor Land Use Study**”, Wards: 1 and 3, be received;
2. **THAT** Planning & Development Services Department staff be directed to report back to Planning & Development Committee with the results of the Public Meeting and final recommendations, and;
3. **THAT** a copy of this report and Council resolution be forwarded to the Region of Peel for information.

**Overview:**

- **Council on November 8, 2017 directed staff to initiate a planning study for the lands located within the Queen Street East Corridor, generally between Etobicoke Creek and Highway 410 based on the recognition that redevelopment in the area is subject to outdated zoning regulations that are not in sync with Provincial policies and the policy goals of the City’s Official Plan and Queen Street Corridor Secondary Plan.**
- **The purpose of the Queen Street Corridor Land Use Study is to recommend appropriate policies and zoning regulations to enable development that helps the City achieve its planning objectives for the area as well as provide a strategy on how to manage interim commercial uses as the Corridor**

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transitions over time, recognizing that there are existing low-order commercial uses that may continue to operate.

- The scope of the Study is not intended to constitute a review of the entire Queen Street Corridor Secondary Plan.
- An Interim Control By-Law (ICBL 246-2017) was enacted by Council on November 8, 2017 to protect lands along Queen Street East between Etobicoke Creek and Highway 410. At its September 12, 2018 meeting, Council enacted ICBL 183-2018, which extended the expiry date of the ICBL until November 8, 2019.
- The ICBL prohibits new uses, with the exception of certain uses specified in the by-law, as well as the erection, enlargement or replacement of any land, building or structure within a defined area of the Urban Growth Centre while the City conducts a study of the planning policies and zoning regulations applicable to that area.
- Two public consultation meetings on the Queen Street Corridor Land Use Study were held on June 20, 2018 and June 12, 2019.
- In July 2019, staff presented a staff report to Planning & Development Committee with an update on the Queen Street Corridor Land Use Study and to seek direction to proceed to a statutory public meeting.
- The purpose of this statutory public meeting is to present the proposed amendments to the City's Official Plan and Zoning By-law that implement the recommendations of the Queen Street Corridor Land Use Study completed by WSP.
- This Information Report and the associated public meeting facilitate compliance with the Strategic Plan's "Good Government" priority, with respect to educating and engaging citizens in an open and accountable way.

### **Background:**

The Queen Street Corridor between Etobicoke Creek and Highway 410 is planned to transform into a pedestrian-friendly, mixed-use and transit-oriented environment in accordance with its Urban Growth Centre designation in both the Growth Plan for the Greater Golden Horseshoe (the "Growth Plan") and the Official Plan. However, the zoning within this area has not been updated to conform to both the Growth Plan and Official Plan policies. The current permitted uses along the Queen Street Corridor generally reflect the historical low density and highway commercial development typical of suburban

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areas in the City and have the potential to hinder the City's ability to achieve the planning objectives for the area. Continuing to allow this type of development would establish existing land use patterns and make it more difficult for the City to achieve its long term growth forecasts.

In order to realize the full transformation of this important corridor in the City into a vibrant mixed-use centre, City Council on November 8, 2017 directed staff to initiate a planning study for the lands located within the Queen Street Corridor, generally between Etobicoke Creek and Highway 410 (see Appendix 1 – Location Map).

In response to the above Council resolution, WSP was hired by the City to complete the Queen Street Corridor Land Use Study.

On November 8, 2017, City Council passed Interim Control By-law (ICBL) 246-2017 to protect lands within the Queen Street Corridor Land Use Study area (see Appendix 2). The ICBL prohibits new uses, with the exception of certain uses specified in the by-law, and the erection, enlargement or replacement of any land, building or structure within a defined area of the Urban Growth Centre for a period of one year while the City conducts a study of the planning policies and zoning regulations applicable to that area.

At its September 12, 2018 meeting, Council enacted ICBL 183-2018, which extended the expiry date of the Queen Street Corridor ICBL until November 8, 2019.

### *Public Open House Meetings*

A public open house meeting was held on June 20, 2018 at Century Gardens Recreation Centre to introduce the Queen Street Corridor Land Use Study, to discuss preliminary findings and approaches for managing transition and to receive feedback from residents on what elements and qualities they felt were important and contribute to the character of their neighbourhood.

A second open house meeting was held on June 12, 2019 at City Hall to present the preferred approach for managing transition along Queen Street corridor, including the policy, zoning and urban design framework and to receive feedback from residents on the preferred approach.

### **Current Situation:**

### **Study Area:**

The Study Area stretches along Queen Street East, between the Etobicoke Creek and Highway 410. Existing uses in the Study Area are typically auto-oriented commercial and service uses. There are sections with low-rise residential uses and industrial uses. There are some new mixed-use developments that have been built within the Study Area, which have been excluded from the Study Area.

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WSP has reviewed the building permit data for the Study Area between January 2008 and July 2018 and have concluded that the majority of the building permits that were issued during this time period were for alterations, renovations, revisions and change of use. There was only one permit issued for a building addition and that was to a residential dwelling. Based on the data that was reviewed, there are no indications that commercial and/or industrial building expansions are common occurrences in the Study Area. However, there appears to be considerable activity in the change of use and tenancy.

### **Queen Street Corridor Land Use Study:**

In January 2018, the City selected WSP to undertake the Queen Street Corridor Land Use Study. To date, the consultants have completed the following:

- examined the relevant policy and zoning documents;
- reviewed various approaches/mechanisms in other municipalities that have Urban Growth Centres and intensification corridors in which transitional uses need to be managed as they urbanize;
- held several meetings with the steering committee;
- prepared a draft Zoning Conformity Analysis Report;
- prepared a draft Official Plan and Zoning By-law Amendment;
- held two public open house meetings on June 20, 2018 and June 12, 2019; and
- presented the preliminary findings of the Queen Street Corridor Land Use Study at the July 10, 2019 Planning & Development Committee meeting.

### *Draft Recommendations – WSP Zoning Conformity Analysis*

The Queen Street Corridor Land Use Study has identified inconsistencies between the in-effect zoning and planning policy and has recommended a strategy for managing interim commercial uses and development within the Study Area as it transitions over time, recognizing that there are existing low-rise commercial uses which may continue to operate.

Based on the analysis completed by WSP (Zoning Conformity Analysis Report dated July 30, 2019), it is recommended that a transitional framework for managing change in the corridor be implemented. A transitional framework will balance the needs of existing owners that are not ready to redevelop while ensuring that the long-term vision for the Queen Street Corridor will be achieved. WSP has indicated that this approach best reflects the specific context of the Study Area. A copy of WSP's Zoning Conformity Analysis dated July 30, 2019 can be found in Appendix 3.

To support the recommended transitional framework, amendments to both the Queen Street Corridor Secondary Plan and Zoning By-law are required.

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## *Proposed Official Plan Amendment*

The proposed amendments to the Queen Street Corridor Secondary Plan will include policies that will permit 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 proposed 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.

Below is a summary of the policies that are required to implement the recommended transitional approach:

1. Policies that facilitate the long-term evolution of the corridor from an automobile-oriented commercial corridor to a higher-density, pedestrian- and transit-oriented, mixed-use corridor, that will balance the needs of existing businesses with the need to ensure that redevelopment and intensification opportunities are not precluded.
2. Policies for new commercial developments that exceed the maximum gross floor area permitted in the Zoning By-law, which could include a significant expansion of an existing building, major reconstruction with additional floor area and/or any new infill pad building.
3. Policies to prohibit new drive-through uses or the expansion to existing drive-through uses.
4. Policies to promote the creation of urban streets internally, where the size and configuration of the site permits this opportunity and to consider opportunities for consolidated or shared access between properties.
5. Policies to encourage the redevelopment of single detached dwellings for higher-density, mixed-uses.
6. Policies to establish criteria for the expansion of industrial uses.
7. Policies to address the potential need for lot consolidation, recognizing that many properties in the corridor (particularly west of Kennedy Road) may not sufficiently accommodate the type of development that is envisaged without some degree of lot consolidation.

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8. Policies that prohibit the fragmentation of ownership, such as through the introduction of condominium ownership of commercial uses.

In addition, to the above noted policies that are required to implement the transitional approach, a number of housekeeping amendments to the existing policies in the Queen Street Corridor Secondary Plan are also proposed. A summary of the proposed housekeeping amendments are listed below:

1. Section 5.1.1.4 (Commercial) – Change “maximum coverage” to “maximum density”.
2. Section 5.1.2.1 (Central Area Mixed-Use) – A change to the intended mixed-use built form that is encouraged within each proposed development.
3. Section 5.1.2.5 (Central Area Mixed-Use) – Change “maximum coverage” to “maximum density”.
4. Section 5.1.2.6 (Central Area Mixed-Use) – A change to the intended mixed-use built form for those lands that straddle Queen Street between the Etobicoke Creek and Highway 410.

A copy of the draft Official Plan Amendment can be found in Appendix 4.

### *Proposed Zoning By-law Amendment*

Below is a summary of the proposed draft Zoning By-law amendment that will implement the recommended transitional approach:

1. Create a new zone category (i.e. Queen Street Mixed Use Transition (QMUT) zone) that expands the list of permitted uses to align with the uses permitted by the Official Plan and Secondary Plan.
2. The maximum gross floor area for permitted uses will be restricted to the total gross floor area that existed on the day the by-law is passed by Council, plus 10%.
3. Establish moderate setbacks to enable a new or reconstructed building to be relocated on the lot in a manner that achieves the intended pedestrian-friendly and transit-oriented built form along the Corridor.
4. Create a new zone category (Future Development (FD) zone) in areas that are zoned with uses (i.e. industrial and single detached residential) that are not consistent with the long-term vision for the Corridor and include provisions that restrict the height, setbacks and maximum gross floor area to what existed on the

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property the day the by-law is passed by Council. The FD zone will also apply to properties that are vacant on the day the by-law is passed by Council.

A copy of the draft Zoning By-law Amendment can be found in Appendix 5.

### *Draft Urban Design Framework:*

There are Interim Design Guidelines and Special Streetscape Improvements that are attached as Appendix B to the Queen Street Corridor Secondary Plan. These Guidelines are temporary until such time as Council approves District Design Guidelines for the area. The Interim Design Guidelines currently do not contain any provisions to guide the transition of built form in the Corridor.

WSP has recommended that the Interim Design Guidelines be amended to address building expansions, building reconstructions and infill buildings to ensure that they are designed in a manner that does not inhibit or preclude desirable and planned future redevelopment within the Corridor. Revisions to Appendix B Sections 1.1 and 1.3 are proposed, as well as a new section is proposed to be added as Section 1.7 - Transition of Low-Rise Commercial Areas (Central Area Mixed Use Designation between Highway 410 and Etobicoke Creek).

Official Plan policy 1.4 – Interpretation of the Official Plan states, “*the Appendix provides background information related to interpretation and implementation, but is not part of the approved Plan.*” Based on this policy, the recommended changes to Appendix B – Interim Design Guidelines and Special Streetscape Improvements will not form part of the draft Official Plan Amendment.

WSP has recommended that it would be premature to finalize the District Design Guidelines in a comprehensive manner while crucial work that will inform the final built form and character of the Study Area is in process.

A copy of the draft Queen Street Corridor Secondary Plan Appendix B – Interim Design Guidelines and Special Streetscape Improvements can be found in Appendix 6.

### *Ultimate Built Form and Density:*

The ultimate built form and density requirements along the Queen Street Corridor will evolve through other ongoing studies (i.e. Queen Street Bus Rapid Transit Study, Region of Peel Major Transit Station Area Study) and it is intended that the Secondary Plan policies and zoning along the Queen Street Corridor will be reviewed and updated again in the future to reflect any refinements or requirements to built form, density or other policies.

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## Public Meeting Notification Area:

Notice of the Public Meeting was circulated to property owners within 240 metres of the study area as per *Planning Act* requirements, and by public notification in the Brampton Guardian. The Public Notice was also emailed to the list of interested parties on file. This report has been posted to the City's website.

## **Corporate Implications:**

No corporate implications have been identified at this time.

## **Financial Implications:**

No financial implications have been identified at this time.

## **Economic Development Implications:**

There are no economic development implications identified at this time.

## Term of Council Priorities (2019-2022)

This report directly aligns with the Strategic Direction – Brampton is a City of Opportunities by proposing policies and zoning provisions that will assist in ensuring that any transitional development that occurs within the Queen Street Corridor does not undermine the City's long-term goals while the City finalizes the work required to achieve the ultimate build-out of its vision. This report has been prepared in full consideration of the Term of Council Priorities (2019 – 2022).

## Living the Mosaic – 2040 Vision

This Report has been prepared in full consideration of the overall vision that the people of Brampton will 'Live the Mosaic.' Specifically, the 2040 Vision identifies a "Queen's Boulevard" for the Queen Street Corridor between Highway 410 and the Etobicoke Creek. It is envisioned to be a '*tight corridor of higher density and scale with mixed uses and continuous commerce at grade.*'

## **Next Steps:**

Staff advise that, prior to finalizing recommendations to Council, the proposed City-Initiated amendments to the Official Plan and Zoning By-law will be evaluated for consistency with the Provincial Policy Statement (2014), conformity with A Place to Grow, Growth Plan for the Greater Golden Horseshoe (2019), the Regional of Peel Official Plan and the City of Brampton Official Plan.

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Staff will report back to Planning & Development Committee with final recommendations and an Official Plan and Zoning By-law Amendment for the Queen Street Corridor Land Use Study.

## **Conclusion:**

In compliance with the requirements of the *Planning Act*, the City is holding a statutory public meeting to present a draft Official Plan and Zoning By-law Amendment that implements the findings and recommendations of the Queen Street Corridor Land Use Study for public review and comment.

Respectfully submitted by:

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Michelle Gervais, MCIP, RPP  
Policy Planner

Recommended by:

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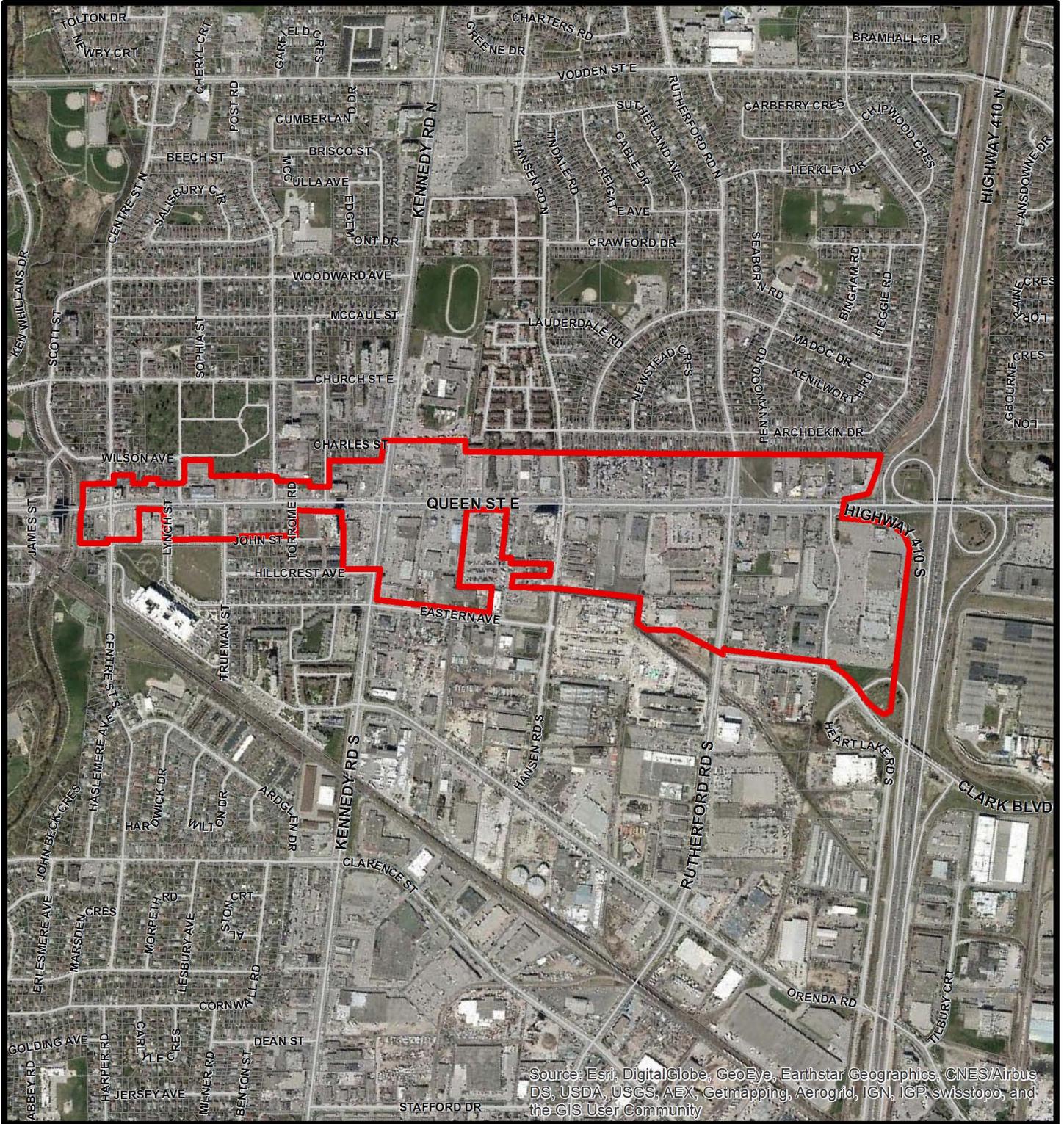
Bob Bjerke, MCIP, RPP  
Director, Policy Planning

## **Appendices:**

- Appendix 1: Queen Street Corridor Land Use Study Area (Aerial Map)
- Appendix 2: Interim Control By-law 246-2017
- Appendix 3: Draft Zoning Conformity Analysis dated July 30, 2019 prepared by WSP
- Appendix 4: Draft Official Plan Amendment
- Appendix 5: Draft Zoning By-law Amendment
- Appendix 6: Draft Queen Street Corridor Secondary Plan Appendix B – Interim Design Guidelines and Special Streetscape Improvements

Report authored by: Michelle Gervais, MCIP, RPP, Policy Planner

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 SUBJECT LANDS



PLANNING AND DEVELOPMENT SERVICES

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Author: CKovac

Date: 2018 02 27

## ICBL 246-2017 BOUNDARY



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

Number 246 -2017

An Interim Control By-Law applicable to part of the area subject to  
Zoning By-law 270-2004

WHEREAS Council of The Corporation of the City of Brampton ("Council") directed staff by resolution to initiate a study of the planning policies and zoning regulations applicable to a defined area of the Urban Growth Centre (the "Study");

AND WHEREAS section 38 of the Planning Act, R.S.O. 1990 c. P13, as amended, permits the municipality to pass an interim control by-law to be in effect for a period of time, not to exceed one year, to prohibit the use of land, building or structures within a defined area;

AND WHEREAS Council deems that while the City expeditiously completes the Study, an interim control by-law should be enacted with respect to the lands subject to the Study.

NOW THEREFORE the Council of The Corporation of the City of Brampton ENACTS as follows:

1. Notwithstanding any other by-law to the contrary, no person shall, within the bolded area identified in Schedule A to this interim control by-law:
  - (a) use any land, building or structure for any purpose whatsoever except for the uses listed below provided the specified use is listed as a permitted use within the zone that applies to the property or if the use has been approved through a minor variance application for a property as of the date of enactment of this by-law:
    - i. a retail establishment having no outside storage
    - ii. a supermarket
    - iii. a service shop
    - iv. a personal service shop
    - v. an office
    - vi. a bank, trust company and finance company, but not including a drive-through facility
    - vii. a parking lot
    - viii. a dining room or take-out restaurant, but not including a drive-through facility
    - ix. a printing or copying establishment
    - x. a commercial school
    - xi. a place of commercial recreation
    - xii. a community club
    - xiii. a health or fitness centre
    - xiv. a custom workshop

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By-law Number 246 - 2017

- xv. an animal hospital
- xvi. a day nursery
- xvii. an apartment dwelling
- xviii. a public or private school
- xix. a place of worship
- xx. an art gallery
- xxi. purposes accessory to a permitted use; or;
- xxii. a use that lawfully existed on the date of the passage of this interim control by-law and continues to be used for such purpose;

(b) permit the erection, enlargement, replacement, in whole or in part, of the use of any land, building or structure identified within subsection (a) to this by-law;

2. This by-law expires one year from the date of its enactment and passage by Council.

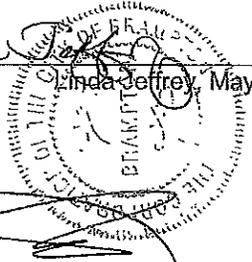
ENACTED and PASSED this 8<sup>th</sup> day of November, 2017.

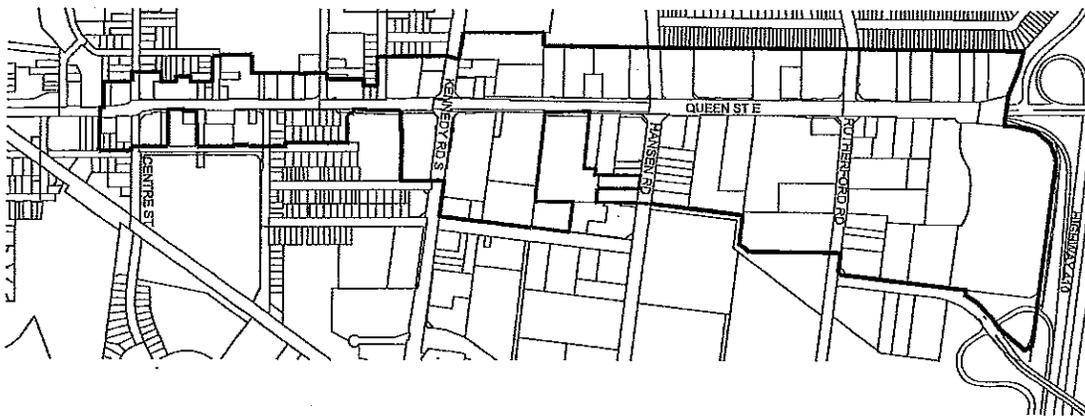
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Linda Jeffrey, Mayor

  
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Peter Fay, City Clerk

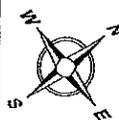




LEGEND

**——** LANDS SUBJECT TO THIS INTERIM CONTROL BY-LAW

**PART LOTS 5&6, CONCESSION 1&2 E.H.S.**



**CITY OF BRAMPTON**  
Planning and Development Services

Date: 2017 11 03      Drawn by: CJK

**By-Law** 246-2017

**Schedule A**

File no. QUEEN ST E INTERIM BY LAW



AMENDMENT NUMBER OP 2006 - \_\_\_\_\_  
to the Official Plan of the  
City of Brampton Planning Area

## Constitutional Statement

Part A, The Preamble does not constitute part of this Amendment.

Part B, The Amendment, consisting of amendments to the Text, the Tables, the Figures, and the Schedules of the Queen Street Corridor Secondary Plan (SPA 36), constitutes Amendment Number \_\_\_ to the City of Brampton Official Plan.

## AMENDMENT NUMBER OP 2006 - TO THE OFFICIAL PLAN OF THE CITY OF BRAMPTON PLANNING AREA

### PART A - PREAMBLE

#### 1.0 Purpose:

The purpose of this amendment to the Queen Street Corridor Secondary Plan (Secondary Plan Area 36), affecting the lands shown in Schedule 'A', is to facilitate the evolution of the corridor from its current state to the ultimate buildout envisioned in the Secondary Plan, recognizing the transition will likely take place over a long period of time. The Queen Street Corridor forms part of Brampton's Urban Growth Centre and the Central Area, along with Downtown Brampton. The Central Area is intended to be the cultural, economic and entertainment heart of the City, accommodating a significant share of the City's population and employment growth through the introduction of major transit infrastructure, intensification and increased mixed-use development.

Accordingly, the intent of this Amendment is to balance the needs of existing businesses with the goals set out in Section 4.0 of SPA 36, including: promoting intensification and improvements in Brampton's Central Area as a major focus of commercial and community activity, promoting the character of Queen Street as a strong pedestrian and transit environment; and promoting enhanced public transit and land assembly, while discouraging land fragmentation in order to encourage comprehensive redevelopment.

These policies are intended to prevent development that could compromise the Secondary Plan vision as a higher-density, mixed-use corridor and help to bring about development that is consistent with the long-term vision for the Corridor. While the corridor has been historically used for low-density commercial and other uses, the corridor now forms part of the City of Brampton's Urban Growth Centre, and is intended to accommodate higher density development and a mix of uses, transforming Queen Street into a vibrant, pedestrian-oriented corridor. The Amendment introduces policies to guide existing uses and development in a manner that will ensure the long-term vision will be achieved.

This Amendment further recognizes that built form and density requirements may evolve through other initiatives ongoing at the time of completing this Amendment, including the Queen Street - Highway 7 Bus Rapid Transit Study and the applicable requirements of the 2019 A Place to Grow: Growth Plan for the Greater Golden Horseshoe for Major Transit Station Areas. It is intended that the policies will be reviewed and updated again in the future to reflect any refinements or requirements to built form, density or other policies.

## 2.0 Basis:

Managing the transition of the Urban Growth Centre has been an ongoing effort by the City of Brampton. In 2006, the City passed two Zoning By-laws (266-2006 and 267-2006), to restrict uses that do not conform to the Official Plan vision in Downtown and the Queen Street Corridor, respectively. In November 2017, recognizing that much of the zoning in the corridor was for principally low-rise commercial uses, Council approved Interim Control By-law 246-2017, as amended, pursuant to Section 38 of the *Planning Act* to prohibit new uses and the erection, enlargement or replacement of existing land, buildings and structures within the designated area for one year so that a study would be undertaken. A Zoning Analysis Report was prepared, and it included a review of existing zoning regulations and Secondary Plan policies and recommendations for updated regulations and policies to ensure compatibility with the Official Plan policies. The Zoning Analysis Report contains the detailed background, review of options and analysis, resulting in a recommended framework including recommended changes to the policies of the Queen Street Corridor Secondary Plan.

## 3.0 Location:

The lands subject to this amendment are generally located along Queen Street East, between Highway 410 and Etobicoke Creek, within the City's Urban Growth Centre, as shown on Schedule 'A'. More specifically, this amendment affects the properties subject to Interim Control By-law 246-2017, as amended.

## PART B – THE AMENDMENT

### 4.0 Amendments and Policies Relative Thereto:

The document known as the Queen Street Corridor Secondary Plan - Secondary Plan Area 36 is amended as follows:

- (1) **Section 4.0 – General Objectives and Criteria is amended by inserting the following bullet point between the fifth and sixth bullet points:**

“facilitates the evolution of the corridor from an automobile-oriented commercial corridor to a higher-density, pedestrian- and transit-oriented, mixed-use corridor by balancing the needs of existing businesses with the need to ensure that redevelopment and intensification opportunities are not precluded;”

- (2) **Section 5.0 – Land Use Principles is amended by inserting the following new paragraph between the existing third paragraph and existing fourth paragraph (i.e., after “...granting of development approval.”):**

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“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 no development takes place that could prevent the realization of the corridor’s vision.”

**(3) Subsection 5.1.1.4 is amended by replacing the word “coverage,” between the words “maximum” and “specified,” with the word “density.”**

**(4) Subsection 5.1.2.1 is amended by deleting the sentence that begins “Mixed-Use development shall mean...” and replacing it with:**

“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) Section 5.1.2 – Central Area Mixed-Use is amended by adding the following new sections to immediately follow Subsection 5.1.2.1 and renumbering all subsequent subsections accordingly (i.e., existing Subsections 5.1.2.2 – 5.1.2.6 are renumbered to 5.1.2.5 – 5.1.2.8 respectively):**

5.1.2.2 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 gradually transform into a higher-density, mixed-use, transit-oriented 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

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compromising the full transformation of this important corridor into a vibrant, mixed-use centre.

5.1.2.3 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.

5.1.2.4 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.

**(6) Subsection 5.1.2.5 (formerly 5.1.2.2) is amended by replacing the word “coverage,” between the words “maximum” and “specified” in the final sentence of the paragraph, with the word “density.”**

**(7) Subsection 5.1.2.6 (formerly 5.1.2.3) is amended by:**

**a) Deleting the entirety of the second sentence, beginning with “All new development shall accommodate...” and replacing the sentence with “In these areas, residential uses will be encouraged, and street-related retail and commercial uses shall comprise the majority of at-grade building frontages.”**

**b) Deleting the entirety of the text following “Central Area Mixed-Use redevelopment areas are” in the final sentence of the first paragraph and replacing it with “set out in Table 1.”**

**(8) Section 6 – Road Network is amended by inserting the new Subsection 6.2.7, following the existing Subsection 6.2.6:**

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.

**(9) Section 8.2 – Character Principles is amended by inserting the following new subsection after Section 8.2.3, and renumbering all subsequent Sections accordingly (i.e., 8.2.4 – 8.2.7 are renumbered to 8.2.8 – 8.2.11, respectively):**

8.2.4 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 mixed-use corridor intended by this Plan. The policies in

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Section 9 of this Plan and the Interim Design Guidelines in Appendix 'B' provide additional guidance and policies with respect to this transition.

- 8.2.5 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.
- 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.
- 8.2.7 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.

**(10) Section 9.0 – Transitional Policies is inserted immediately following Section 8.6.4, and the existing subsequent sections are renumbered accordingly (i.e., Section 9.0 – Implementation becomes 10.0 – Implementation):**

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, 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.

# 4.1-22

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.

### 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.

### 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,

## 4.1-23

- 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.

### 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 based on a more transformative-scale development 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 and promote 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).

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

9.1.5 Where new low-rise commercial uses 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,

## 4.1-24

- e) Any proposed retail warehouse use shall only be permitted if it is integrated into a multi-storey mixed-use building.

### 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 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.

### 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 recognized as legal non-conforming uses, and this shall be implemented in the Zoning By-law;
- b) For single detached dwellings that do not directly front onto Queen Street East, the dwellings shall be recognized as a permitted use and shall be zoned accordingly; and,
- c) The City will encourage the consolidation and redevelopment of these dwellings for higher-density, mixed uses, in accordance with this Plan.

# 4.1-25

## 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.

**(11) Section 10.0 – Implementation is hereby amended by deleting newly renumbered policy 10.3.**

Approved as to Content:

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Bob Bjerke, MCIP, RPP  
Director, Policy Planning



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

**Number** \_\_\_\_\_

To amend By-law 270-2004, as amended

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

1. By-law 270-2004, as amended, is hereby further amended:

(1) By adding to Section 3.1.2 the following zone:

“Queen Street Mixed Use Transition QMUT”

(2) By changing Schedule A thereto, the zoning designation of the lands as shown on Schedule A to this by-law:

From:	To:
Service Commercial (SC-3453, SC-3103, SC-3375, SC-3174, SC-3199, SC-3058, SC-3072, SC-3083, SC-3105, SC-3123, SC-3136, SC-3150, SC-3155, SC-3160, SC-3201, SC-3214, SC-3255, SC-3303, SC-3350, SC-3382); Highway Commercial One (HC1-3453, HC1-3454, HC1, HC1-3153, HC1-3138, HC2, HC1-3053, HC1-3069, HC2-3179, HC1-3232, HC1-3250), Highway Commercial Two (HC2-3453); Commercial Two (C2-3404, C2-3162); Commercial Three (C3-3064, C3-3256).	Queen Street Mixed Use Transition (QMUT)

(3) By adding thereto the following section:

“ 29.3 QUEEN STREET MIXED USE TRANSITION – QMUT

# 4.1-27

29.3.1 The lands zoned QMUT on Schedule 'A' to this by-law shall only be used for the following purposes:

a. Commercial

- i. a retail establishment having no outside storage
- ii. a service shop
- iii. a personal service shop
- iv. a bank, trust company, or finance company
- v. a dry cleaning and laundry distribution station
- vi. a laundromat
- vii. a dining room restaurant, a convenience restaurant or a take-out restaurant
- viii. a tavern
- ix. a printing or copying establishment
- x. a commercial, technical or recreational school
- xi. a community club
- xii. a health centre or fitness centre
- xiii. a recreational facility
- xiv. an art gallery, museum or art/photo studio
- xv. a convenience store or grocery store
- xvi. a travel agency
- xvii. an office
- xviii. a hotel
- xix. a shopping centre
- xx. a banquet hall
- xxi. a place of commercial recreation
- xxii. a supermarket
- xxiii. an animal hospital
- xxiv. a theatre
- xxv. a body art and/or tattoo parlour
- xxvi. an amusement arcade
- xxvii. a motor vehicle rental or car sharing establishment (small-scale)

b. Institutional

- i. a place of worship
- ii. a day nursery
- iii. a private or public school
- iv. a library
- v. a community centre
- vi. a private or public hospital
- vii. a public park

c. Other

- i. purposes accessory to the other permitted uses

29.3.2 shall not be used for the following purposes:

a. Prohibited Uses

- i. an adult video store
- ii. an adult entertainment parlour
- iii. a massage or body rub parlour
- iv. a drive-through facility associated with any use

## 4.1-28

29.3.3 shall be subject to the following requirements and restrictions:

- a. Maximum Building Height: 4 storeys
- b. Minimum Lot Width: The existing lot width
- c. Minimum Lot Depth: The existing lot depth
- c. Minimum Front Yard Depth: 0.0 m
- d. Maximum Front Yard Depth: The greater of the existing front yard setback or 4.5 m
- e. Minimum Exterior Side Yard Width: 0.0 m
- f. Maximum Exterior Side Yard Width: The greater of the existing exterior side yard setback or 4.5 m
- g. Minimum Interior Side Yard Width: 0.0 m
- h. Minimum Rear Yard Depth: 7.5 m
- i. Maximum Gross Floor Area
  - i. For uses listed as permitted uses, the maximum gross floor area shall be the existing gross floor area that existed on the date of passing of this By-law, plus 10%.
  - ii. For any other use, including any legal non-conforming use, the maximum gross floor area shall be the existing gross floor area as it existed on the date of passing of this By-law.
- j. Minimum Landscaped Buffer Area: A landscaped buffer area having a width not less than 1.5 m shall be provided between any portion of a parking area and a street. The landscaped buffer area may be crossed only by walkways and driveways to provide pedestrian or vehicular access into or out of the site from the street or sidewalk.
- k. Drive-Through Facilities: An existing legal non-conforming drive-through facility shall not be permitted to expand in terms of the number of stacking lanes or stacking spaces as they existed on the date of adoption of this By-law.
- l. For the purposes of the QMUT zone, the following term is defined:

**MOTOR VEHICLE RENTAL OR CAR SHARING**

**ESTABLISHMENT (SMALL-SCALE)** shall mean premises used principally for the temporary storage of up to five (5) motor vehicles, excluding oversized motor vehicles, for the purposes of rental or temporary usage by members or patrons of a car sharing business.

(4) By adding to Section 3.1.2 the following zone:

“Future Development

FD”

# 4.1-29

- (5) By changing Schedule A thereto, the zoning designation of the lands as shown on Schedule A to this by-law:

From:	To:
Industrial Two (M2); Residential Single Detached B (R1B), Residential Single Detached B – 3453 (R1B-3453)	Future Development (FD)

- (6) By adding thereto the following sections:

“29.4 Future Development – FD

29.4.1 The lands zoned FD on Schedule ‘A’ to this by-law shall only be used for the following purposes:

- a. A building, structure or use that was existing on the date of adoption of this By-law.

29.4.2 shall be subject to the following requirements and restrictions:

- a. Maximum Building Height: The existing building height
- b. Minimum Lot Width: The existing lot width
- c. Minimum Lot Depth: The existing lot depth
- d. Minimum Front Yard Depth: The existing front yard depth
- e. Minimum Side Yard Width: The existing side yard width
- f. Minimum Rear Yard Depth: The existing rear yard depth
- g. Maximum Gross Floor Area: The existing gross floor area

- (7) By changing Schedule A thereto, the zoning designation of the lands as shown on Schedule A to this by-law:

From:	To:
Commercial Three – 3064 (C3 – 3064)	Queen Street Mixed Use Transition – 2946 (QMUT – 2946)

2946.1 The lands zoned QMUT - 2946 on Schedule ‘A’ to this by-law shall only be used for the following purposes:

- a. The uses permitted in the QMUT zone to this by-law.

2946.2 shall be subject to the following requirements and restrictions:

- a. For the purposes of this section, the front yard is Queen Street East.
- b. Minimum building height for any portion of any building within 65 metres of Queen Street East shall be 2 storeys.

## 4.1-30

- c. Minimum building height for any portion of any building located within 50 metres of the westerly boundary of the lands zoned QMUT – 2946 and setback between 65 metres and 165 metres from Queen Street East shall be 6 metres
- d. Maximum front yard depth shall only apply to a 2 storey building located within 65 metres of Queen Street East.
- e. Minimum Rear Yard Depth: 1.5 metres
- f. Notwithstanding Section 2946.2 (d), the minimum building setback from Highway 410 and the on-ramp rounding shall be 14 metres.
- g. The maximum gross floor area requirement under Section 29.3.3 (i)i. shall not apply.

READ a FIRST, SECOND and THIRD TIME, and PASSED in OPEN COUNCIL, this            day of            2019.

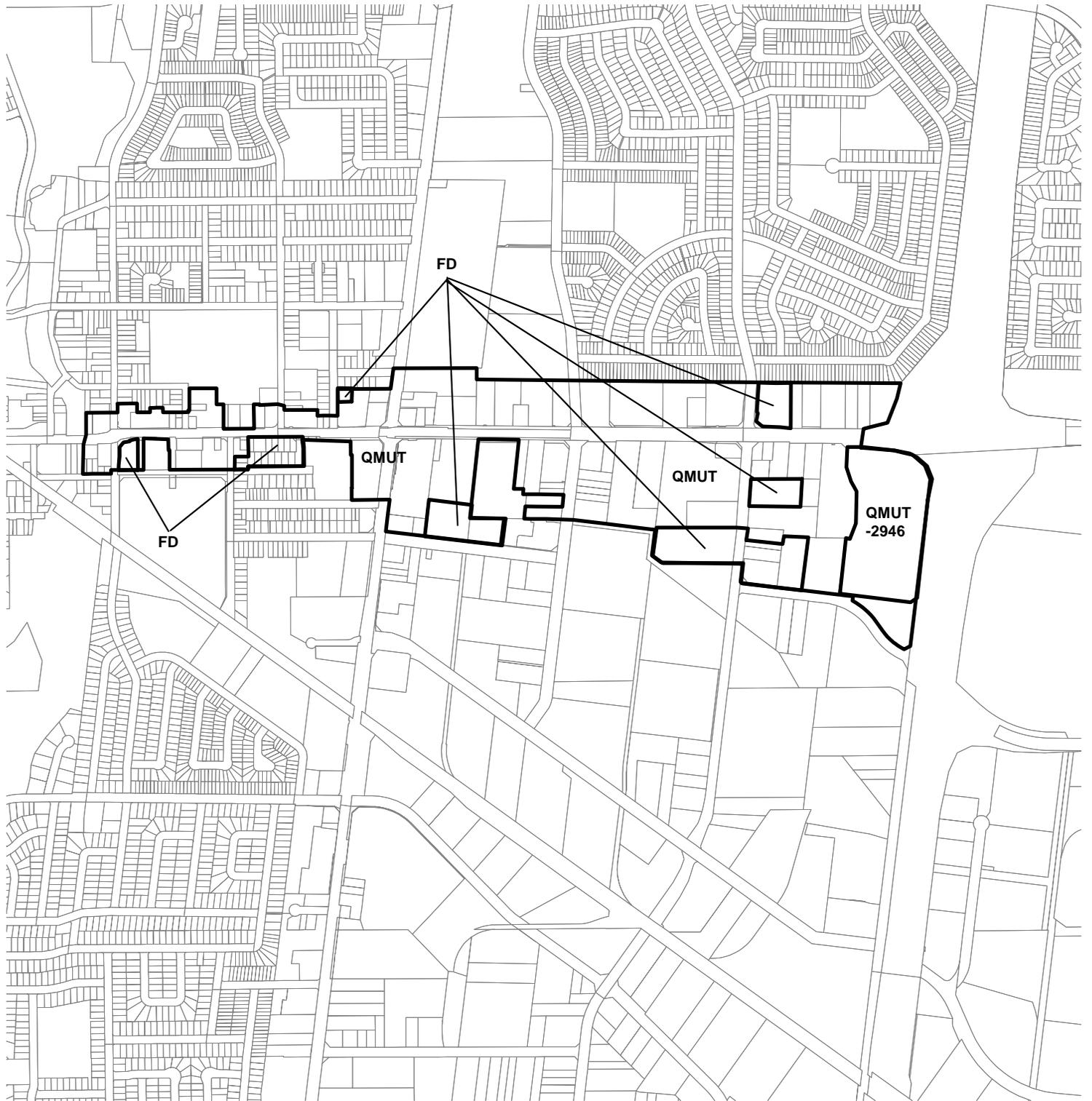
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PATRICK BROWN - MAYOR

\_\_\_\_\_  
PETER FAY - CITY CLERK



**KEY MAP**

**BY-LAW**



## **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 The Secondary Plan does not identify specific requirements for building height consistently throughout the Corridor. However, density is addressed through the floor space index requirements and units per hectare, as stated in the applicable designation and policies of the Secondary Plan. It is also recognized that ongoing studies, such as the Queen Street – Highway 7 Bus Rapid Transit Study and the future Major Transit Station Area study, may result in further modifications related to density and building height.

## **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.

# 4.1-35

- 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.

# 4.1-36

- 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.

# 4.1-37

## 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 multi-storey 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.

# 4.1-38

- 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.