

THE CORPORATION OF THE CITY OF BRAMPTON

CENTRAL AREA COMMUNITY IMPROVEMENT PLAN

1. FOUR CORNERS

d) Proposed Initiatives, Programs, and Projects

1. Four Corners intersection reconfiguring
2. Theatre Square
3. Theatre Lane
4. Performing Arts Centre
5. Common Building Pedestrianism
6. Main Street North Block redevelopment
7. Heritage House redevelopment
8. North of City Hall redevelopment
9. Four corners blocks redevelopment
10. 45 George Street redevelopment
11. John Street residential
12. Future John Street redevelopment
13. Streetcar implementation - Downtown West, streetcar station, station
14. Nelson Street garage expansion
15. George Street East redevelopment (government market building)
16. C St. Bridge redevelopment
17. Nelson street new development
18. Church & Main street redevelopment
19. Nelson & Main street redevelopment



DRAFT

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Preliminary Draft

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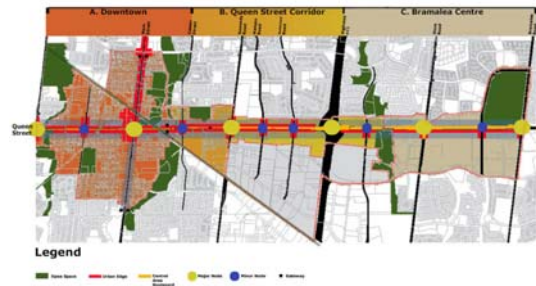
PART A

'THE FLOWER CITY BLOOMS' CENTRAL AREA COMMUNITY IMPROVEMENT PLAN 2007

THE COMMUNITY IMPROVEMENT PLAN

DOWNTOWN BRAMPTON – EXISTING CHARACTER IMAGES

Downtown has a rich heritage traditions and a strong character and image forming the basis for its business case and proposed vision



CENTRAL AREA CONCEPT PLAN
URBAN DESIGN AND SPECIAL PROJECTS
JANUARY 2007

Downtown – Proposed Development Types

The Vision and Character Areas will allow further detailed policies and guidelines to be developed

Proposed Redevelopment Types / Models

1. Special Character Areas (4 Corners, Cornfields)
2. (Green) mixed residential - 3, 4, 5, 6 - building on Main Centre prominent example - heritage, street, streetlights, pattern building
3. Major Redevelopment Areas
higher intensity, mixed use, street market, 3 stories plus to 13 stories max. at 10 Corners & adjacent area (George St., George Park) site
4. Incremental growth areas - stable areas with defined character
incremental, small scale growth (3 stories max.) integrate with the established character of the area
5. Preservation areas - stable, well defined, protected - New Development may occur only in very strict conditions
6. Landmark buildings / features - build on existing elements (Brampton City Hall, Convention Centre, Library)
7. Open space development - Rosalie Park / Etobicoke Creek, Cemetery etc
8. Galleries, markets, walkways and signage areas



1. Introduction and Overview

1.1 City Of Brampton Central Area Context

The “*Flower City Blooms*” Community Improvement Plan (CIP 2007) is the third Community Improvement Plan for the Central Area, it exemplifies the City’s continued support for the revitalization and transformation of the Central Area into a vibrant, people-oriented transit-supportive, mixed-use centre that acts as the heart of the City of Brampton.

The Central Area is a major designated “Growth Centre” by the Provincial Growth Plan, an important Regional node, includes significant civic, institutional, cultural and entertainment facilities as well as important commercial, employment and residential areas. The Official Plan (2006) states the following of the Central Area’s importance in relation to the overall City:

Brampton’s Central Area comprises the historic Downtown core and the area adjoining Queen Street Corridor, stretching from McLaughlin Road to Bramalea Road as depicted in the City Concept plan. Given its scale, concentration and diversity of uses, and the City’s continuous proactive planning and investment over the years, Brampton’s Central Area is unique amongst the GTA communities. It plays a very important role at both the City and Regional level. Within Brampton, the Central Area is the major location for a number of important civic, institutional, cultural and entertainment facilities as well as major commercial, retail and employment activities. It is also home to a number of established neighbourhoods. Its designation as a Regional Urban Node in the Region of Peel Official Plan and an Urban Growth Centre in the Provincial Growth Plan for the Greater Golden Horseshoe further attests to the importance of Brampton’s Central Area in the Regional urban structure.

The planning vision for the Central Area is to continue reinforcing its role as the premier location for business, shopping, dining, entertainment and cultural venues and program. Its existing neighbourhoods will be maintained and enhanced. At appropriate locations with consideration for public safety requirements, revitalisation, infill and intensification will be encouraged to allow people the opportunity to live and work in the same area. The priority is for transit-supportive development and to create a pedestrian-friendly environment in the Central Area. The City’s AcceleRide Bus Rapid Transit program supports this vision and presents further potential and opportunities for a more intensive urban form with mixed uses in the Central Area.”

The City of Brampton’s Central Area incorporates, but is much larger than, the historic Downtown core. The Central Area extends along the Queen Street corridor in the centre of the community, generally between McLaughlin Road in the west and Bramalea Road in the east. This corridor also incorporates and links the contemporary shopping-centre core of the Bramalea development area with the historic core of Downtown Brampton.

It can be generally subdivided into three precincts: – the historic Downtown, Queen Street Corridor and Bramalea City Centre, each of them with special characteristics and distinct redevelopment models. The Queen Corridor Precinct, between Kennedy and Dixie, is seen as a destination area that will undergo a transformation from a car-oriented strip commercial form to a transit-oriented, pedestrian friendly corridor. A gradual change is envisioned towards mixed-use development, with street related commercial and concentration at key nodes. This transition will be supported and anchored by the implementation of the AcceleRide Bus Rapid infrastructure along the Queen Street corridor and into downtown Brampton. The Bramalea City Centre Precinct has significant potential to develop into an Urban Center Model. This area will allow for intensification with significantly higher densities, will function as a transit oriented inter-modal transportation centre and will function as a key anchor at the easterly limit of the Central Area. Chinguacousy Park will serve as the major City park and recreation area at the east end of the Central Area.

The Central Area is also the focus of other significant municipal, provincial and federal investment in the form of the AcceleRide Bus Rapid Transit system. The project has a significant level of investment from all three levels of government. The CIP provides an opportunity to tailor investment and development in the Central Area to best support this.

1.2 Background

The preparation of a new CIP to replace the 2000 CIP, arose from deliberations around amendments to the 2000 CIP (in particular in relation to the Development Charges Grant program and removal of specific unit limit and program expiry dates from the plan) set out in a staff report dated May 15, 2006 that was tabled at June 7, 2006 Committee of Council Meeting. Concurrent with amending the 2000 CIP, a workplan was established and consultant retained to initiate work on a new CP in the summer of 2006. An initial workshop was held on September 27, 2006 with City staff, provincial representatives, Council representatives and the Mayor and various other stakeholders including active developers in the Central Area.

Background policy work was initiated, looking at the following areas:

- Background Policy Review
- Best Practices Review/Toolbox Analysis

From this background work the general approach (the “Toolbox”) and goals and objectives of the plan were derived. A proposed funding model for the CIP was established in consultant with the City’s Finance Department. A draft version of the CIP was prepared along with detailed implementation guidelines for the two programs that would be initially activated with the “roll-out” of the new plan.

This document was circulated to relevant commenting agencies and stakeholders for input. In accordance with the requirements of the Planning Act,

a statutory public meeting was held. Subsequent to this public meeting, a staff report, incorporating agency and stakeholder comments, with a recommended CIP and Implementation Guidelines for the Development Charges Grant Program and Façade Improvement Program, was presented to Planning, Design and Development Committee for their approval. This report also included recommended for the next steps to be undertaken.

1.3 Overview

1.3.1 Purpose of the CIP and Key Concepts

It is evident that financial and other incentives are required to stimulate development and rehabilitation in the project area in order to realize the land use planning goals of the City for the Central Area. Development in the Central Area has specific challenges to make it competitive with greenfield development as well as other similar locations in the GTA. Land use planning policies need to be paired with other incentives to achieve the desired goals. This CIP will enable Council to provide such incentives so as to direct support to those projects that best meet the needs for the revitalization and contribute towards the vision established for the Central Area. Some of the key concepts with this CIP are:

- Improve upon the previous Community Improvement Plan based on the following general objectives:
 - more closely aligning the Plan with the most current policies and Vision for the Central Area;
 - tying incentives to performance and quality of development
 - designing incentive programs to ensure development delivery and avoiding land speculation;
 - creating flexibility through the plan structure, and financial and program provisions;
- The CIP is an ‘enabling’ document with based on a ‘toolbox’ of incentives. Potential incentives are identified in the plan. These can be activated by Council through the approval of detailed Implementation Guidelines based on staff reports and financial impact study.
- Changes to the main CIP document will require an amendment to the plan. Activation, termination and amendments to the Implementation Guidelines for an identified program in the CIP can be undertaken by resolution of Council and does not require a formal amendment to the plan.
- The initial program to be activated in conjunction with the approval the Plan is the Development Charges Incentive Program. Other programs can be implemented in the future, if Council decides so, based on the Monitoring Report, financial impact study, an Implementation Guideline, and budget approval.

1.3.2 Plan Content

The plan consists of two main components. These two components must be read in conjunction with one another in order:

- 1) **Part A: The Community Improvement Plan**
This document sets the goals and objectives of the plan,, legislative authority the general area and general program requirements. It also establishes or enables the “toolbox” of potential incentive programs. These programs are only activated upon approval of by Council of specific program Implementation Guidelines and corresponding budget. The Implementation section sets out roles for selected stakeholders in the Central Area, including the benefit of a Marketing Program to accompany the CIP. The Monitoring section sets out the general principles for monitoring the various incentive programs in order to gauge success and provide Council with a sound basis for making decisions on the active incentive programs. Changes to this plan will require an amendment in accordance with Planning Act requirements and Council approval.
- 2) **Part B: Implementation Guidelines**
The Implementation Guidelines outline the objectives of the specific incentive program identified in the CIP, specific details, limitations, criteria, process, application forms and monitoring program. They are a ‘companion document’ to the CIP. Council approval of the specific guidelines and corresponding budget is required to activate the program. Approval, amendments and termination of programs can be undertaken at Council’s discretion and will not require a formal amendment to the CIP.

The Appendices and Background Documentation provide additional detail and information with respect to matters set out in the main body of the CIP.

1.3.3 Incentive Programs

This section provides a brief overview of the Incentive Programs. Further general details are set out in Section 6.0 with respect to intent, description, eligibility, funding and implementation of the various programs. Section 6.0 also sets out the general eligibility and other requirements for incentive programs.

a. The ‘Toolbox’ Approach

The approach with the “*Flower City Blooms*” CIP is to enable a “toolbox” of incentives that can be used to target various types of desired development and/or in specified locations, subject to Council approval of implementation guidelines and budget approval for each program. The list of programs that are enabled as part of the plan are set out in Section 6.0 of the CIP. The Implementation Guidelines for the specific programs are a ‘companion document’ to be read in conjunction with the CIP and are set out as Part B to this plan.

b. The Toolbox of Incentives

The following potential incentives are enabled as part of this plan subject to Council approval of detailed Implementation Guidelines for the particular program and a budget.

i) Development Charges Incentive Grant Program:

Program design to provide a grant (or partial grant) of the Development Charges paid for developments that meet the eligibility criteria.

ii) Façade Improvement Program:

Provide a loan or grant (depending on details in Implementation Guidelines) or both to offset façade maintenance, restoration and construction costs for non-residential and mixed-use buildings in specified locations in Downtown Brampton

iii) Feasibility Study Grant Program:

The purpose of this grant program is to assist applicants with determining the feasibility of a proposed development or rehabilitation project by assisting with the costs of undertaking studies or preparation of plans. Program would apply to non-residential and mixed-use buildings in Downtown Brampton.

iv) Development (Planning and Building) Application Fee Rebates/Equivalent Grant Program:

Reduction or elimination of planning application fees for development proposals. Program would be tailored to support smaller developments and would be subject to limitations (such as a cap on the reduction in fees)

v) Tax Increment Based Grant Program:

The purpose of this program is to promote the long-term redevelopment and rehabilitation of downtown properties by removing the financial disincentive of increased property taxes associated with this type of redevelopment. The property tax increase (tax increment) generated by a downtown redevelopment project is used to pay a grant equivalent to part or all of the property tax increase generated by the project.

vi) Building Improvement Loan/Grant Program:

This program would seek to promote the maintenance and interior and exterior improvement of commercial and mixed-use buildings and properties in Downtown Brampton and would consist of a low interest or 0-interest loan that covers a certain percentage of the eligible costs.

vii) Direct Investment/Development Partnerships:

This program would enable the City to participate in an active manner in downtown development through a variety of manners such as public-private partnerships, land acquisition, partner in private developments on key municipal properties.

viii) Remediation Tax Increment Based Grant Program:

This program is would offset environmental remediation costs through use of grant of part or all of municipal portion of property tax increment.

ix) Non-CIP programs:

There are several other City programs that provide assistance, but do not form part of the CIP. They include:

- cash-in-lieu of parking for development in Downtown Brampton
- reduction in parkland dedication requirements (or cash-in-lieu) for high-density residential development
- heritage incentive programs.

2.0 The Community Improvement Project Area: Brampton's Central Area

The ("*Flower City Blooms*") Community Improvement Plan (CIP 2007) is intended to apply to lands within two integrated segments, in particular:

- lands within the historic downtown area of Brampton which are generally centred on Queen Street and Main Street, bounded by the Etobicoke Creek in the east, Fletcher's Creek to the west, Vodden Street to the north and Harold Street to the south (coincides with the Downtown Brampton Secondary Plan); and,
- lands on both sides of Queen Street, from Bramalea Road in the east to the Etobicoke Creek in the west (coincides with the Queen Street Corridor Secondary Plan).

A total land area of approximately 1,390 acres (561 hectares) are included with the Central Area Community Improvement Plan. Appendix 6 outlines the overall limits of the Community Improvement Project Area.

3.0 Legislative Authority

Section 28 of the Planning Act and sections 106 and 365.1 of the Municipal Act, provide the legislative basis for community improvement planning. This legal framework is discussed briefly in this section.

3.1 Municipal Act

Section 106(1) of the Municipal Act sets out a prohibition on bonusing by municipalities. Prohibited actions include:

- giving or lending money or municipal property
- leasing or selling any municipal property at below fair market value
- guaranteeing borrowing
- giving a total or partial exemption from any levy, charge or fee

An exception to this rule is made under Section 106(3) of the Municipal Act for municipalities who have adopted a Community Improvement Plan and are exercising powers under Section 28 of the Planning Act.

Section 365.1 of the Municipal Act deals with providing assistance for the remediation of contaminated lands. Municipalities may provide property tax assistance to eligible properties to offset all or a portion of remediation costs, they may cancel or defer the municipal portion of property taxes on eligible properties. Financial support from the province is also available through its *Brownfields Financial Tax Incentive Program*.

3.2 Planning Act

Section 28 of the Planning Act enables municipalities, where there are provisions in its Official Plan relating to Community Improvement, to designate by by-law, a “Community Improvement Project Area”, and subsequently provide for the preparation of a “Community Improvement Plan.” For the purposes of carrying out the Community Improvement Plan, a municipality may:

- designate by bylaw a specific property, area or entire community as a community improvement project area where the municipality’s official plan contains community improvement provisions
- acquire, holding, clearing, grading or otherwise preparing land for community improvement
- construct, repair, rehabilitate or improve buildings on municipal land
- sell, lease or otherwise dispose of municipal land
- provide grants or loans to owners, tenants and their assignees
- provide property tax assistance for environmental remediation purposes

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The eligible costs of a community improvement plan may include costs related to environmental site assessment, environmental remediation, development, redevelopment, construction and reconstruction of lands and buildings for rehabilitation purposes or for the provision of energy efficient uses, buildings, structures, works, improvements or facilities.

Section 28 also allows upper-tier municipalities (in this situation, the Region of Peel) to prepare or participate in Community Improvement Plans and project areas.

This Community Improvement Plan has been prepared in context of Section 28 of the Planning Act and its related requirements and provisions.

4. Policy Framework

This section sets out the planning policy framework and vision for the Central Area and for the preparation of this plan, including Provincial and Regional policies.

The 2006 Official Plan policies conveys the future intent of City planning policy and has been used for guidance in the development of this CIP. The CIP is also supportive of the 1993 Official Plan policies and at the time of the writing of this plan provide the “in force” policies that permit the preparation of this plan.

4.1 Provincial Policy Statement and Growth Plan

4.1.1 Provincial Policy Statement (PPS)

The CIP is consistent with the 2005 PPS in that it intends to build a strong community within the City of Brampton. The CIP promotes efficient land use and development patterns that support strong, livable and healthy communities as well as facilitating economic growth. The plan encourages the maintenance and enhancement of the downtown and main streets. The plan also encourages the conservation of significant heritage resources and healthy active communities through the addition of bicycle lanes, enhanced pedestrian walkways and connections to trails throughout the City of Brampton’s open space system.

4.1.2 Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe is the first growth plan prepared under Places to Grow Act. The Growth Plan for the Greater Golden Horseshoe envisages increasing intensification of the existing built-up area, with a focus on urban growth centres, intensification corridors, major transit station areas, brownfield sites and greyfields. To this end, the Brampton Central Area is included within the “Built-up Area” designation and has been identified as an “Urban Growth Centre”.

The Growth Plan identifies the revitalization of urban growth centres as particularly important, not only because they can accommodate additional people and jobs, but because they will increasingly be regional focal points.

By the year 2015 and for each year thereafter, a minimum of 40 per cent of all residential development occurring annually within each upper- or single-tier municipality will be within the built-up area. Furthermore, the Central Area urban growth centre will be planned to achieve, by 2031 or earlier, a minimum gross density target of 200 residents and jobs combined per hectare.

In order to achieve these targets, a significant amount of growth will need to be accommodated in Brampton’s Central Area. The form the growth will need to take is also a key aspect of achieving the Growth Plan objectives, whereby transit-supportive and pedestrian-oriented mixed-use developments are sought. At this stage in the growth of Brampton’s Central Area, land use policies are not sufficient. There is a need to combine financial incentives with the appropriate

land use planning framework to achieve the desired urban form. A Community Improvement Plan would allow financial incentives to be provided in a targeted manner to realize the land use planning goals.

4.2 Region of Peel Official Plan

The Region of Peel Official Plan identifies the Central Area in Brampton as a “Regional Urban Node”. The objectives for this designation are that it development into an area with a range and mix of high intensity compact uses that exhibit transit-supportive and pedestrian-orientated urban forms. The CIP would help realize these objectives.

Under the Planning Act, there is also the potential for the Region of Peel to develop a Community Improvement Plan or participate in incentives as part of the City CIP.

4.3 City of Brampton Official Plan (1993)

The City of Brampton Official Plan in force at the time of the writing of the CIP is the 1993 edition. City Council approved the new Official Plan in 2006 thus becoming the current Council policy. It is expected that the Official Plan 2006 will be approved by the Region of Peel in 2007 but may be subject to appeals. If appealed the 1993 edition will be in force.

The City of Brampton Official Plan (1993) provides detailed policy guidance with respect to the Central Area in two key areas:

- establishing the importance of the Central Area in developing an identity and development focus for the municipality through a clear statement of planned function; and;
- policies enabling the establishment of Community Improvement Areas

4.3.1 Official Plan (1993) Provisions

The essence of Brampton’s structure as an urban place is an inter-related pattern of activities and land uses concentrated in terms of variety, scale or specialization at a number of key nodes and areas, with the City’s Central Area providing the major location for commercial, cultural, civic and entertainment activity in the municipality. Section 3.2.1 of the Official Plan identifies a strong and continually revitalizing Central Area as essential to the identity of Brampton as a community. This is important both in conveying a self-image and shared vision for Brampton citizens and in fostering a positive impression among those looking to invest or do business in the City.

As one of the key communities within the Greater Toronto Area (GTA), Brampton requires a strong Central Area in order to most effectively interact with, and to differentiate itself from, other GTA communities and centers of activity. This idea

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of using a strong and vibrant central area to differentiate Brampton from other communities in the GTA is prominent in the Official Plan.

Through the Official Plan, City Council has established a high level of planning priority for the revitalization of the Central Area and envisions the area as a major location for high order/high density uses and functions. As set out in Section 3.2.1 of the Official Plan, the Central Area is planned to contain:

- the fullest range of commercial uses, including retail, service commercial, business and professional activities
- the major location for entertainment and cultural uses. In this regard, the Central Area shall serve as the major location for movie theatres, art galleries, and live theatre
- governmental, institutional and community facilities and uses
- a major concentration of employment in all of these sectors
- significant amounts of residential uses

Section 3.3 of the Official Plan provides a summary of the goals and objectives of the Official Plan as it relates to key land use and functional components. For the Central Area, the key relevant goals and objectives are to:

- Promote the appropriate intensification and improvement of the Central Area and its component areas as a major focus of commercial and community activity of all types for the residents of the City, and as an increasingly important location for regional activities related to other parts of the GTA;
- To maintain a continuing commitment to the preservation, enhancement and development of the Central Area by guiding the locational planning and development of new, expanded and upgraded public and private uses and facilities of all types to appropriate component areas of the Central Area, and by providing the necessary infrastructure, economic development and marketing programs, and implementation tools to support this commitment; and,
- Sustain a high quality physical environment for Brampton, which is consistent with its role as a major urban centre, and to establish overall city design principles to serve as the basis for guiding the development of this high quality physical environment.

Section 5.20 of the Official Plan recognizes the need for continued efforts to revitalize the Central Area and notes that the City has shown a consistent effort and concern for the redevelopment of the Central Area with formal documentation dating back to 1981, and designation of the City core as a Community Improvement Area in 1984.

Furthermore, the development and maintenance of a high quality physical environment through urban design is a key goal of the Official Plan.

Clearly, the Official Plan directs that locational planning be done in the Central Area via traditional land use planning tools, but also using implementation tools such as economic development and marketing programs. This suggests that the entire Central Area not necessarily be treated exactly the same from a planning perspective.

The specific policies related to the Central Area's role and function, Central Area revitalization and Community Improvement are found in Appendix 1.

4.3.2 Community Improvement Policies

The Community Improvement provisions of the Planning Act can be utilized as an implementation tool to support the development of the Central Area and to realize the role and function of the Central Area as set out in the Official Plan.

The 1993 Official Plan contains policies under Section 5.13 enabling the establishment of Community Improvement Areas and Plans (See Appendix 1).

The Community Improvement policies specify that the degree of intervention or assistance required to stimulate rehabilitation and redevelopment to establish and maintain the health of an area be taken into consideration when designating a community improvement project area. They also stipulate that Council may provide guidelines for the expenditure of public funds in the form of grants and loans for community improvement activities including clearance, development or redevelopment and that Council may provide guidance for the rehabilitation and redevelopment of existing buildings and structures. Finally, the policies indicate that where Council is satisfied that a Community Improvement Plan has been carried out, it may, by by-law, dissolve the Community Improvement Project Area.

These policies provide direction for both the existing CIP programs and for the preparation of the new CIP for the Central Area. First, the policies suggest that the degree or level of assistance required be considered when designating the community improvement project area. This suggests that the existing Central Area Community Improvement Project Area be reviewed in terms of the degree of intervention or assistance required to stimulate rehabilitation and redevelopment of the Central Area, and to set out clear, measurable criteria to determine when the Plan will be deemed to be successful.

Second, this section of the Official Plan is quite clear in that Council may provide guidelines for the provision of grants and loans and that Council may guide rehabilitation and redevelopment. Guidelines may be attached to incentive programs by Council and that these guidelines should be related to and used to guide the outcome of rehabilitation and redevelopment projects in the Central Area. These guidelines can focus not only on permitted uses and densities as they had in

the previous CIP, but also issues such as urban design, smart growth, or community benefit.

Finally, this section of the Official Plan clearly indicates that Council may dissolve a community improvement project area once it is satisfied that a CIP has been carried out. An extension of this principle would suggest that as Council becomes satisfied that a CIP is reaching its goals, Council may wish to gradually reduce or wind down CIP incentives programs rather than abruptly terminate these programs, or shift the focus from one program to another. This concept can be applied to the Central Area CIP as Council becomes satisfied that the CIP goals and objectives are being met.

4.4 New Brampton Official Plan (2006)

In October of 2006, City Council adopted a new Official Plan for the City of Brampton. This Plan was developed within the framework of the Provincial Growth Plan and its policies related to protection of greenspace, intensification, delineation of urban boundaries, and targeted areas of growth. It continues with the general thrust of the 1993 Official Plan of the primary importance and significant role of the Central Area within the general planning framework for the overall City.

4.4.1 Sustainable City Structure

Section 3.2 of the 2006 Official Plan sets out the general City structure based on a principle of sustainability, of which a vibrant Central Area, that functions as the heart of the City is a key component. The Central Area is to contain the major concentration of civic, commercial, retail and employment activities. It is also to be the focus of continued revitalization to allow people to live and work in the same area and to establish a transit-supportive and pedestrian-friendly environment. An active Central Area is to be stimulated through the use of a Community Improvement Program, appropriate land use planning policies in the Secondary Plans, capital investments and utilizing funding programs from senior levels of government.

4.4.2 The Central Area

Policies specific to the Central Area under Section 4.2 of the Official Plan are similar to those within 1993 Official Plan, in respect to their thrust and intent. The potential for this area to be a location for a mix and high intensity of uses is reflected in the Province's designation of this area as an Urban Growth Centre in the Growth Plan. The significant investment in the Acceleride bus rapid transit system, which runs along the Queen Street corridor, into the downtown and south on Main Street, ties into the urban form and land use policies.

The recognition of this area through the Province's Growth Plan as a location for intensified, mixed use development, infrastructure investment such as the GO expansion and AcceleRide, and the long-standing position of the Central Area in

the Official Plan and Secondary Plan documents clearly support directed incentives to encourage revitalization and development in the Central Area.

4.4.3 Community Improvement

Section 4.2.2.7 sets out that a range of tools that can be used to stimulate and support the intended growth of the Central Area. These include, planning policies, development standards, and financial assistance programs. The use of such incentives is necessary given:

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

The relevant policies related to the Central Area, Central Area revitalization and Community Improvement are found in Appendix 2.

4.5 Central Area Secondary Plans

4.5.1 Overview

Secondary Plans are plans for various districts in the city that provide greater detail than the Official Plan regarding how the objectives, policies and land use designations of the Official Plan are to be implemented in a specific district. These documents also contain more detailed enabling policies and reflect the specific community improvement/redevelopment needs of the Central Area.

The Downtown Brampton Secondary Plan (SP 7) and the Queen Street Corridor Secondary Plan (SP 24) are the Secondary Plans that encompass the "Central Area" as set out in the Official Plan. Selected policies from both Secondary Plans are found in Appendix 3 and 4.

4.5.2 Downtown Brampton Secondary Plan (SP 7)

The Downtown Brampton Secondary Plan was adopted by Council in 1997 and approved by the Region of Peel in 1998. It covers the area from McLaughlin Road to Etobicoke Creek and is approximately 231 ha (572 acres) in size.

The Downtown Brampton Secondary Plan further reinforces the role of Downtown Brampton as a mixed use area that will function as an urban district where:

- a) Housing, shopping community facilities and public spaces are mixed with workplaces; and,
- b) Office, retail and residential uses are supported by public transit and improvements to the local road network.

The goal of the Secondary Plan is to achieve high quality, efficient and orderly urban development while promoting the preservation of residential neighbourhoods surrounding the historic Downtown.

The Downtown Brampton Secondary Plan contains a number of general objectives and criteria that provide additional framework for the CIP. These include:

- Promoting intensification and improvement with the major focus being commercial and community activities for residents and the centre for regional activity within the GTA;
- Fostering a distinctive downtown by creating specialty shopping and office district;
- Intensifying commercial areas and selected residential areas respecting the historic character of Downtown;
- Increasing the resident population to create a market for retail, commercial and service uses;
- Designating an office node;
- Promoting the character of Main and Queen streets as a strong pedestrian and transit environment;
- Identifying, preserving and protecting heritage resources;
- Ensuring the height and massing of new buildings is compatible with adjacent residential and commercial existing areas;
- Protecting the watercourse and valley system;
- Providing greenspace linkages to the open space system and incorporating pedestrian and bicycle trails and linkages;
- Improving the local road network and enhancing public transit to facilitate development; and,
- Promoting land assembly and discouraging land fragmentation in order to encourage comprehensive redevelopment.

Section 4.0 of the Secondary Plan sets out detailed land use principles. These include:

- A broad range of commercial, residential, institutional and public open space uses;
- Major location for entertainment and cultural uses;
- “Old Town” character (street related business uses in combo with residential apartments above);
- Residential uses in identified areas may be intensified in a sympathetic manner to the “Old Town” character;
- Public open space designations for district;
- Mixed-use commercial/residential along Queen and Main St. N;
- The Central area is mixed-use with commercial, retail, office, residential, hotel, open space, recreational, institutional and entertainment uses (movie theatres, art galleries, live theatre, museums.);
- Office node at Main and Queen Streets;
- The goal of residential development is to preserve stable, low-density neighbourhoods as well as intensification in selected areas.

Section 8.0 sets out policies with respect to urban form designed to help achieve an attractive built and natural environment in Downtown Brampton. The character principles in this section require that all development and redevelopment in the Downtown Secondary Plan Area be consistent with the urban design policies of the Official Plan. This section of the Plan recommends the preparation of District Design Guidelines to guide the design and site-specific requirements for common streetscape elements. Interim Design Guidelines are set out in the Secondary Plan to help guide the design of development.

The Secondary Plan also stresses the management of heritage resources. Proponents of development and redevelopment are encouraged to retain and conserve buildings with architectural and/or historic merit (Section 8.5).

In summary, the Downtown Brampton Secondary Plan is focused on high quality, efficient and orderly urban development that has a high level of urban design while preserving and promoting the character of the historic Downtown and preserving residential neighbourhoods surrounding the historic Downtown.

4.5.2.1 Community Improvement Area

Section 8.6 identifies the entire Secondary Plan as a Community Improvement Area and establishes the basis for a Community Improvement Plan and Community Improvement Project or Area for all or a portion of the identified Community Improvement Area. The Schedule from the Secondary Plan showing the Community Improvement Area is attached as Appendix 5. The policies from the Secondary Plan are found in Appendix 3.

Section 8.6.1 seeks to attract private investment of retail, service commercial and employment uses to the Central Area and use a Community Improvement Plan as a tool to improve the competitive position of the Central Area relative to greenfield sites. The plan would also support the maintenance and rehabilitation of existing buildings, consistent with the urban form policies of the Secondary Plan.

The policies allow a CIP to be dissolved if Council is satisfied that the plan has been carried out.

4.5.3 Queen Street Corridor Secondary Plan

The Queen Street Corridor Secondary Plan was adopted by Council in 1997 and approved by the Region of Peel in 1998. It covers the area shown in Appendix 5 from Etobicoke Creek to Bramalea Road, which is approximately 330 ha (815 acres) in size. Selected excerpts from the policies of the Secondary Plan are found in Appendix 4.

The Queen Street Corridor Secondary Plan envisions the Queen Street Corridor as an urban district where (Section 4.0):

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

The Secondary Plan promotes the character of Queen Street as a strong pedestrian and transit environment and envisions a transformation of this corridor from an area typified by low intensity, highway commercial, and other auto-related or dependent types of development to an urban mixed-use boulevard with a high level of pedestrian-related amenities and design and integration of higher

order transit. The corridor would also act as an entrance into the historical downtown.

The Secondary Plan also recognizes the continuation and expansion of existing industrial operations within the Secondary Plan Area and on lands adjacent to the area by restricting the introduction of uses that would be incompatible with such existing industrial operations.

The Queen Street Corridor Secondary Plan contains a number of general objectives and criteria that are relevant to the preparation of a new CIP. These include (See Section 4.0 of the Secondary Plan):

- Promoting intensification and improvement of the Central and its component areas as a major focus for commercial and community activity, and as an important location for regional activity related to other parts of the GTA;
- Creating a Regional office node area;
- Reinforcing and expanding the role of Bramalea Centre;
- Creating regional public assembly and civic facilities;
- Recognizing and protecting the continuation and appropriate expansion of industrial operations;
- Creating a strong pedestrian and transit environment along Queen Street;
- Identifying, preserving and protecting heritage resources;
- Protecting the watercourse and valley system;
- Providing greenspace linkages to the open space system, incorporating pedestrian and bicycle trails and linkages;
- Improving the local road network and enhance public transit to facilitate development; and,
- Providing greenspace linkages to the open space system and incorporating pedestrian and bicycle trails and linkages;
- Improving the local road network and enhancing public transit to facilitate development; and,
- Promoting land assembly and discouraging land fragmentation in order to encourage comprehensive redevelopment.

The Secondary Plan contains a section on detailed land use principles (Section 5.0) which establishes:

- Commercial designations including two District Commercial Centres and a Regional Commercial Centre offering goods for local residents and regional consumers;
- The District Commercial Centre at Highway 410 and Queen Street to eventually redevelop for higher order uses, namely significant concentrations of office development and regional commercial uses.
- A strategy for low density office development within the Industrial designation;

- Low to high density residential designations to recognize existing residential uses.

The Secondary Plan contains a section on urban form designed to help achieve an attractive built and natural environment in the Queen Street Corridor (Section 8.0) The character principles in this section require that all development and redevelopment in the Queen Street Corridor Area be consistent with the urban design policies of the Official Plan.

To the west of Highway 410, the City shall promote development that reinforces vertical landmark definition of built form in the primary office node, transition from highway commercial to urban storefront, mixed use projects, pedestrian and transit accessibility, streetscape improvements and improved signage standards.

To the east of Highway 410, the City shall promote development that reinforces mixed low and highrise building forms with dominant residential and retail commercial landmarks, extensive open space networks and expansive streetscapes with ceremonial sections to enhance civic functions.

The Secondary Plan recommends the preparation of District Design Guidelines to recognize distinct character and recommend policies that respond to existing conditions with appropriate reinforcement and adjustment as necessary. Interim Design Guidelines are set out in the Secondary Plan to help guide the design of development (see Appendix 4). The Secondary Plan also stresses streetscape improvements and the management of heritage resources.

4.5.3.1 Community Improvement Area

Section 8.6 identifies the entire Secondary Plan as a Community Improvement Area and establishes the basis for a Community Improvement Plan and Community Improvement Project or Area for all or a portion of the identified Community Improvement Area.

Section 8.6.1 seeks to attract private investment of retail, service commercial and employment uses to the Central Area and use a Community Improvement Plan as a tool to improve the competitive position of the Central Area relative to greenfield sites. The plan would also support the maintenance and rehabilitation of existing buildings, consistent with the urban form policies of the Secondary Plan.

The policies allow a CIP to be dissolved if Council is satisfied that the plan has been carried out.

The Schedule from the Secondary Plan showing the Community Improvement Area is attached as Appendix 5.

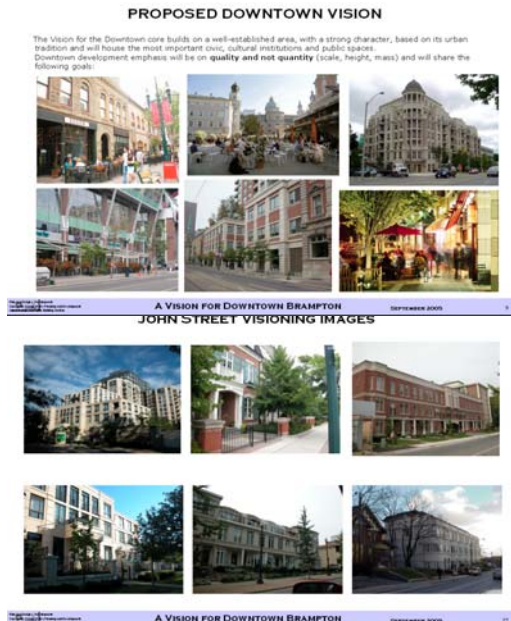
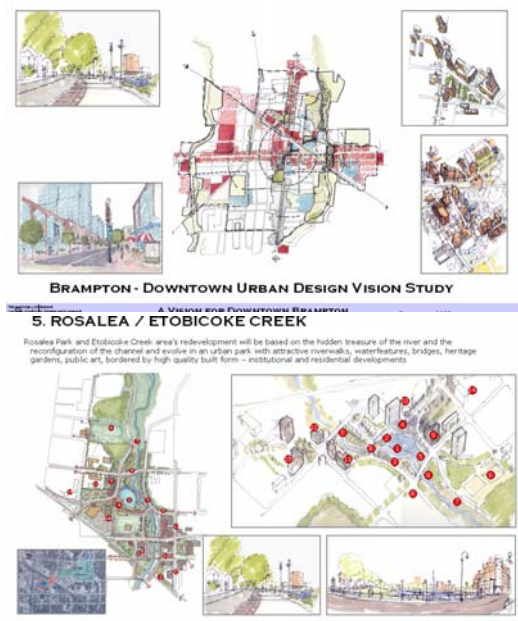
4.6 Central Area Vision Report

The Central Area Vision Report was approved by the Planning, Design and Development Committee in September of 2005. The report contains a vision for the overall Central Area. The Vision divides the Central Area into three precincts:

- i) Downtown Precinct between McLaughlin Road and Kennedy Road;
- ii) Queen Street Corridor between Kennedy Road and Bramalea Road; and,
- iii) Bramalea City Centre.

Within these areas, the report identifies distinct roles and character. The vision for the Historic Downtown, roughly corresponding to the Downtown Secondary Plan Area, is a pedestrian oriented area that houses the most important civic, cultural institutions, entertainment uses and public spaces, supported by residential, commercial and employment functions. The vision for the Queen Street Corridor from west of Kennedy Road to Highway 410 is an area that will undergo a transition from a car-oriented strip commercial area to a more transit oriented, pedestrian friendly mixed use corridor (up to 6-8 storeys) with street related commercial and concentration at key nodes. Finally, the Bramalea City Centre are from Highway 410 to Bramalea Road is envisioned as a transit-oriented large regional scale commercial centre with retail, service and civic functions.

The Central Area Vision Report suggests that the historic Downtown and the Bramalea City Centre will anchor a transition area between the two. The division of the Central Area into these three precincts implies that different levels and even types of incentive programs will be required to accomplish the goals and objectives for each area in order to achieve the vision for each area.



CENTRAL AREA COMMUNITY IMPROVEMENT PLAN 2007

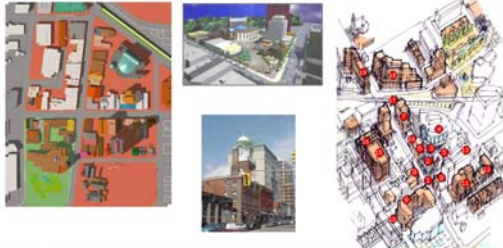
The detailed vision for the downtown builds on a well-established area with a strong character and focuses on quality of development and not quantity (scale, height, mass). The vision for the Downtown supports the following goals:

- Support the role of the Downtown as a destination;
- Make Downtown a creative centre and a liveable space;
- Make Downtown a transit oriented, pedestrian friendly area;
- Integrate built, natural and heritage elements;
- Street oriented built form with strong urban character and high level of design;
- New development will be compatible with traditional forms;
- Appropriate building heights;
- Denser forms at key locations; and,
- Quality streetscapes, gateways and signage
- Preservation/enhancement of important heritage attributes

The Vision Report also identifies eleven (11) special character areas in the Downtown, each with its own type, form and density of redevelopment.

1. FOUR CORNERS

Four Corners Study Area will continue to be the physical centre of Brampton, location of main civic and cultural facilities, will preserve and enhance the existing heritage in compatible, pedestrian-scale development with strong urban character



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FOUR CORNERS – VISIONING IMAGES

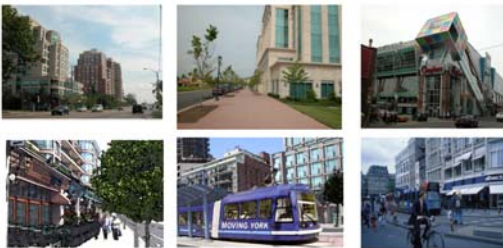


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Ongoing policy work for the remainder of the Queen Street Corridor and the Bramalea City Centre precinct will establish more detailed built form policies for those areas. However, general guidance for the Queen Street corridor (Etobicoke Creek to Dixie Road) can be found in the general Secondary Plan policies. This area is to transition to a major rapid transit corridor, with pedestrian friendly streetscape and supportive mixed-use development.

QUEEN CORRIDOR PRECINCT VISION

The Queen Corridor Precinct, between Kennedy and Dixie is seen as a destination area that will undergo a transformation from a car-oriented strip commercial to a transit-oriented, pedestrian friendly corridor, a gradual change is envisioned towards mixed-use (including affordable housing) up to 6-8 storeys, with street related commercial and concentration at key nodes.



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4.6 Previous Community Improvement Projects

The 2007 CIP is the third such Plan for the Central Area. The first plan was adopted by Council in June of 1988 and pertained to the historical downtown portion of the Central Area. This plan was focussed entirely at the construction of major infrastructure and capital projects to:

- provide the hard services necessary to support the levels of growth prescribed for Downtown Brampton in the Official Plan and applicable secondary plan; and,
- create new facilities and upgrade the overall level of amenity and streetscape character of the area to establish a new identity for the core area.

The major components of the 1988 Community Improvement Program include the construction of the new City Hall in the downtown, the transit terminal expansion, parking garage construction, roadway improvements and streetscape reconstruction:

In 1997 work on a new Community Improvement Plan was initiated. This encompassed both the Downtown Secondary Plan and the Queen Street Corridor Secondary Plan. The “Community Improvement Plan for the Central Area”, as it was called, was approved by the Ministry of Municipal Affairs in July of 2000. It will be referred herein as the 2000 CIP.

4.5.1 The 2000 CIP

The 2000 CIP was rolled out with three programs with the aim of stimulating downtown development and rehabilitating historical buildings. Residential, office and mixed-use developments were to be supported through this CIP. The three programs were:

- 1) Exemptions from Planning Application Fees
- 2) Façade Improvements
- 3) Financial Incentives for New Developments

4.5.1.1 Programs

Exemptions from Planning Application Fees

This program allowed for a refund of application fees for development applications that conform to the Secondary Plan. This program expired in July of 2002, and was never renewed. Take-up in this program was limited primarily due to a general low amount of applications in the Central Area.

Façade Improvements

This program provided a loan for façade improvements for buildings within the Brampton Downtown Business Association area. Assistance was in the form of an interest-free loan of 50% of the cost of the façade improvement, up to a maximum of \$10,000 to be repaid over ten years. The City offered design services as part of the program. The building permit fees for the façade improvement were also exempted. The program expired on April 23, 2006. Only two properties officially took part in this program. However, the design services of the City were used by a number of other landowners that renovated their facades but did not participate in the program.

Financial Incentives for New Developments (Development Charges Grant)

The intent of the Financial Incentives for New Development program was to help “kick-start” and promote the redevelopment of the Central Area to more intensive forms of development including office, entertainment, high density residential and mixed use retail / commercial / office and hotel uses, in accordance with the Central Area Secondary Plans. The effect of the program is that the City’s portion of the Development Charge is covered by the municipality on behalf of the applicant, thereby encouraging builders to develop mixed-use, multiple housing projects, multi-storey office and commercial developments within the Central Area. Some of the detailed aspects of the program were revised on a number of occasions. There was an initial cap on the number of units of 950, which was raised to 1,050 and then later to 1,150. The program had an expiry date, which was extended several times. In the fall of 2006, the 2000 CIP was amended, removing the reference to a unit cap and to a program deadline. Budget allocation for a commitment to units remained at 1,150 dwelling units. There was also opportunity for commercial developments to participate in the program. No commercial projects have taken advantage of this program or have applied for an allocation. Therefore, no funds were allocated for commercial projects.

Nine projects qualified for a commitment of dwelling units within the current 1,150 residential unit limit of the program. Of these, 541 units have had permits issued, built or were under construction as of December 2006. 609 require permit issuance (Alterra, John Street, Greenway Village/Spectrum). The 1,150 units represent \$8.45 million in City Development Charges and a \$1,143,749 forecast annual tax based effort will be required (2008) with all permits issued (based on the existing 6-year repayment term).

While there is no expressed unit cap or expiry date no further budget allocation has been approved under the 2000 CIP therefore there is no availability with this program. In June of 2006 a report regarding updating the Development Charges program under the 2000 CIP was tabled. An outcome of this report was to initiate a new CIP. It was intended to provide an updated Implementation Guideline for the Development Charges Grant program under the old CIP and have those in place for a short time until the new CIP was prepared. This process was altered as it was established that the level of work to revise the old

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CIP made it impractical to proceed with two parallel streams of work. Also, the time gap between approving an updated 2000 CIP with new Implementation Guidelines for the Development Charges Grant program and implementing the new 2007 CIP was too small to justify proceeding in this manner. In practical terms, the programs and effect of the 2000 CIP are terminated.



New residential condominium building using the CIP DC Program (Belvedere)



Façade improvements using staff design services

5.0 Vision, Goals and Objectives of the CIP

The (“Flower City Blooms”) Community Improvement Plan (CIP 2007) builds upon the planning, design and community improvement policies set out in the Official Plan, the Downtown Brampton and Queen Street Corridor Secondary Plans and other Strategic documents such as Six Pillars and Flower City.

5.1 Vision

The City of Brampton recognizes that a strong and continually revitalizing Central Area is essential to the health, vitality and identity of Brampton as a community. Based on this guiding principle and the policies and direction contained in the Official Plan, the Downtown Brampton and Queen Street Corridor Secondary Plans, and especially the Central Area Vision Report, a Vision for the Central Area was developed. These policy documents were then utilized to translate the Vision into Goals and Objectives for the Central Area CIP.

Central Area

The Central Area is:

- the major focus of commercial and community activity of all types in Brampton;
- the business, entertainment and cultural core of Brampton;
- a high quality physical environment developed and maintained through urban design;
- an area with a strong identity and character;
- an area that retains, conserves and improves buildings with architectural and/or historic merit
- an increasingly important location for regional activities related to other parts of the GTA; and,
- different than the central areas in other communities in the GTA;

Downtown

The Downtown:

- is the heart and creative centre of the City;
- is a place where people are attracted to live, work, and visit;
- is a pedestrian oriented area that houses the most important civic, cultural institutions, entertainment uses and public spaces, supported by residential, commercial and employment functions;
- has a strong character and focuses on quality of development and not quantity (scale, height, mass);

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- is a high quality built environment that is both efficient and orderly while promoting the preservation of residential neighbourhoods surrounding the historic Downtown;
- preserves the “Old Town” character of the area (street related business uses in combination with residential apartments above);
- contains more intensive forms of development including office, entertainment, medium and medium-high density residential and mixed use retail/commercial/ office and hotel uses;
- mixes a broad range of commercial, retail, office, residential, hotel, open space, recreational, institutional and entertainment uses (movie theatres, art galleries, live theatre, museums.); and,
- supports office, retail and residential uses with public transit and improvements to the local road network.



Queen Street Corridor

The Queen Street Corridor:

- is an area that will undergo a transition from a car-oriented strip commercial area to a more transit oriented, pedestrian friendly mixed use corridor (up to 6-8 storeys) with street related commercial and concentration at key nodes;
- the area will become a strong pedestrian and transit environment;
- to the west of Highway 410, promotes development that reinforces vertical landmark definition of built form in the primary office node, transition from highway commercial to urban storefront, mixed use projects, pedestrian and transit accessibility, streetscape improvements and improved signage standards;
- to the east of Highway 410, promotes development that reinforces mixed low and highrise building forms with dominant residential and retail commercial landmarks, extensive open space networks and expansive streetscapes to enhance civic functions;
- includes two District Commercial Centres and a Regional Commercial Centre on Queen Street offering goods for local residents and regional consumers;

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- includes a District Commercial Centre at Highway 410 and Queen Street that has redeveloped for higher order uses, namely significant concentrations of office development and regional commercial uses.



5.2 Goals of the Central Area CIP

The goals of this CIP are consistent with and reflect the goals of the Central Area Vision Report, the Downtown Brampton and Queen Street Corridor Secondary Plans, and the City's Official Plan. These goals are also consistent with Provincial growth policies. The goals of the CIP for the Central Area are as follows:

- a) Improve the physical and visual quality of development, including urban design;
- b) Increase the levels of residential infill and intensification while preserving stable residential neighbourhoods;
- c) Upgrade physical services, social, recreational and cultural facilities;
- d) Improve the local road network and enhance public transit;
- e) Increase the resident population in the Central Area to create a market for retail, commercial and service uses; and,
- f) Improve the role of the Central Area and Downtown in particular as a destination.
- g) Achieve a built form that supports the Central Area vision and land use policies and supports municipal, provincial and federal investment in the AcceleRide Bus Rapid Transit system.

5.3 Objectives of the Central Area CIP

The objectives of the CIP are based on the above-noted goals and are drawn primarily from objectives in the Central Area Vision Report, Secondary Plans and the previous CIP. The purpose of this CIP is to establish programs that link land use planning with financial and other incentives as inducements to achieve land use planning policies. The following are the objectives of the CIP and the development of specific programs within the Plan

5.3.1 General

- a) Promote the long-term stability and viability of the Central Area;
- b) Stimulate private sector property maintenance, rehabilitation, reinvestment and development activity;
- c) Encourage the co-ordination of municipal expenditures and planning and development activity;
- d) Fully utilize existing infrastructure in the Central Area;
- e) Provide streetscaping, pedestrian amenities, servicing and building rehabilitation and improvements to enhance the area from a public perspective which will encourage complementary revitalization or redevelopment through private investment on private lands and buildings;
- f) Enhance the visual quality of the area through the recognition, preservation and enhancement of heritage buildings;
- g) Integrate built, natural and heritage elements;
- h) Protect the watercourse and valley system;
- i) Provide greenspace linkages to the open space system, incorporating pedestrian and bicycle trails and linkages;
- j) Promote land assembly and discourage land fragmentation in order to encourage comprehensive redevelopment;
- k) Maintain Main and Queen Streets as a strong pedestrian and transit environments;
- l) Encourage the provision of unique or specialized attractions and public facilities;
- m) Encourage the location of community events, civic and arts and entertainment uses within the downtown area and Queen Street corridor;

5.3.2 Downtown

In addition to the above general objectives for the Central Area, the following are specific objectives for the Downtown:

- a) Promote the role of Downtown as a destination;
- b) Promote street oriented built form with a strong urban character and high level of urban design;
- c) Promote development that is compatible with traditional forms;
- d) Promote appropriate building heights;
- e) Promote denser forms of development at key locations;
- f) Promote quality streetscapes, gateways and signage;
- g) Promoting intensification and improvement with the major focus being commercial and community activities for residents and the centre for regional activity within the GTA;
- h) Foster a distinctive downtown by creating specialty shopping and office district;
- i) Intensifying commercial areas and selected residential areas respecting the historic character of Downtown;

- j) Promote the character of Main and Queen streets as a strong pedestrian and transit environments;
- k) Ensure the height and massing of new buildings is compatible with adjacent residential and commercial existing areas;
- l) To establish programs that encourage office/commercial employment opportunities, including the location of a major hotel/conference centre in the downtown area.
- m) To encourage the preservation and rehabilitation of the existing, historical residential housing stock and accommodate appropriate infill in designated locations within downtown Brampton
- n) To encourage the transformation of Main Street North into pedestrian-oriented commercial/residential precinct that retains or preserves the existing historical character

5.3.3 Queen Street Corridor

In addition to the above general objectives for the Central Area, the following are specific objectives for the Queen Street Corridor:

- a) Promote the Queen Street Corridor as a Primary Office node with potential to become one of Brampton's most important regional office locations;
- b) Promote the Queen Street Corridor as a civic and regional retail area, with major community facilities, higher density retail and residential uses;
- c) Create a regional office node;
- d) Reinforce and expand the role of Bramalea City Centre;
- e) Create a strong pedestrian and transit environment along Queen Street;
- f) Create regional public assembly facilities;

5.3.4 Program Design Objectives

- a) To establish incentive programs that support the development/redevelopment of targeted areas of the Central Area for mixed-use, pedestrian-oriented and transit-supportive, high-quality, innovative developments that fit appropriately into their surrounding context and with the general Vision for the area as set out in City planning documents;
- b) To balance the developer's needs with the City's capacity and interests, to focus on the designated redevelopment areas in Downtown and along the Queen Street corridor;
- c) To establish programs that respond to the City's Vision and goals, and have a clear process relating incentives with performance, quality of development and a system of monitoring success and feedback; and,
- d) To formulate programs such that encourage actual development and full completion of projects. In this regard, projects will be awarded incentives on the basis of complete projects and not "planning approvals."

6.0 Incentive Programs

The intent of the Central Area Community Improvement Plan is to encourage and facilitate appropriate rehabilitation projects in the Community Improvement Project Area. The Central Area CIP allows for the City to offer financial assistance to encourage and support the (re)development of lands in the area, and supplements the City's ability to take a leading role as a direct participant in Central Area improvement initiatives.

Based on the Legal and Policy background described in Sections 1-5, Brampton Central Area Community Improvement Plan is established as it follows:

6.1 Approach

Following the Council recommendation of June 7, 2006, staff with the support of a consultant performed a thorough research, contacted other municipalities compiling a comprehensive list of incentive tools used in the Province. The proposed tools were presented to stakeholders for review and comment, and included in the draft new CIP submitted for public consultation.

The CIP includes the existing programs, updated, and enables those tools deemed to be suitable for Brampton's Central Area development specifics according to the principles:

- New tools are deemed appropriate for Brampton and fulfilling the objectives of the Central Area Vision;
- The new tools use will be effective based on Council approval of detailed Implementation Guidelines and funds allocation through budget approval;
- Programs could be changed or terminated and other programs or tools could be activated within the upset of the budget amount, based on Council decision;
- A mechanism for monitoring the Plan and the program performance is set in place with yearly reporting in conjunction with budget.

6.2 General Requirements

6.2.1 General Criteria for Eligibility

- (i) Only those property owners within the Central Area Community Improvement Area outlined on Schedule "A" (Map 1?) to this Plan may apply;
- (ii) The subject property shall not be in a position of tax arrears;
- (iii) The provision of assistance under any program as described in Section 6.3 shall generally be administered on a first come, first served basis, to the limit of available funding in any given year.

- (iv) Each Program of the CIP is considered active if detailed Implementation Guidelines and a budget allocation is approved by Council.
- (v) Each Program has specific requirements established in the Implementation Guidelines

6.2.2 Nullification of Program Applications

The City reserves the right to nullify any program application(s) which has been approved but which does not result in any building activity within 6 months of the issuance of an associated building permit (building permits are valid for 6 months). Extensions of this timeframe may be permitted provided an extension of the building permit is also granted.

6.2.3 Participation in Multiple Programs

Provided all eligibility criteria and conditions are met for any particular program, participation in any given program does not preclude the owner from being eligible to participate in other programs offered under the Downtown Community Improvement Plan. However, at no time shall the total amount of grants provided to a property owner or for an individual property exceed the cost of rehabilitating the lands and buildings.

6.3 The Incentive Programs Toolbox

The following incentives are identified as those programs that may be activated as part of this CIP, through approval of Implementation Guidelines for the particular program:

- 6.3.1 Development Charge Incentive Grant Program
- 6.3.2 Façade Improvement Program; and,
- 6.3.3 Feasibility Study Grant Program
- 6.3.4 Development (Planning and Building) Application Fee Rebates/Equivalent Grant Program
- 6.3.5 Tax Increment Based Grant Program
- 6.3.6 Building Improvement Loan/Grant Program
- 6.3.7 Direct Investment/Development Partnerships
- 6.3.8 Remediation Tax Increment Based Grant Program

6.3.1 Development Charge Incentive Grant Program

1. Intent

A major cost associated with new development is the payment of applicable development charges. City, Regional, Educational and Hydro development charges are normally payable at the time of building permit issuance. Frequently, developers cite the development charge as being one significant factor

contributing to the poor feasibility of developing in a Central Area location relative to greenfield sites where the costs of development can be less, and returns on investment are potentially lower. Consequently, Council has enabled in the CIP 2000 a program, “Financial Incentives for New Development” with the option of refunding the City’s portion of development charge payments or paying the City’s portion of development charge payments on behalf of the proponent using an accounting method for completed projects within the Central Area. The program objective was to promote development which changes the character of the:

Downtown Brampton portion of the Central Area from its current low intensity, service commercial orientation, to more intensive forms of development including office, entertainment, medium and medium-high density residential and mixed use retail/commercial/office and hotel uses;

Queen Street portion of the Central Area from its current suburban highway and service commercial function to a more intensive form of development including office; entertainment; high density residential and mixed use retail/commercial/office and hotel uses.

The Program continues to be the main component of the CIP 2007 until Council decides otherwise.

2. Description

The City pays the City’s portion of development charge (or part of) on behalf of the eligible developments in the subject area within the conditions outlines in the subsequent Sections using an accounting method for completed projects within the Central Area.

- 2.1 Assistance will be provided in the form of a grant;
- 2.2 Assistance will be provided only to the registered owners or assessed owners of land; and,
- 2.3 This program will commence on the day following the date of approval through By-Law and expiration of appeal period and continue until changes or termination is decided by Council

3. Eligibility

New development projects or expansion/additions to existing projects within the Program Area are eligible for the program.

Detailed eligibility criteria are included in the Implementation Guidelines attached to this document including subject area for the program, scoring, among other matters.

4. Funding

Funding and financial mechanism will be established within the entire Plan envelope on the basis of the Implementation Guidelines through the budget process, subject to Council approval.

5. Implementation

The program will be implemented through the approval of Council of detailed Implementation Guidelines and budget allocation. The guidelines will describe details such as eligibility, evaluation, application process, limitations as well as funding limitations and other financial conditions.

6.3.2 Façade Improvement Program

1. Intent

The Program aims to improve upon the appearance of numerous commercial properties throughout Downtown Brampton. It is understood that smaller scale commercial activities contribute greatly to the economic vitality and health of the commercial sector within Downtown Brampton. This Program seeks to build upon these successes, resulting in long lasting physical improvements to the assets of commercial property owners/authorized tenants, and to bring about aesthetic improvements to the commercial area.

The older loan program was used only twice in the period 2000-2006 when in effect. The City of Brampton Planning, Design and Development Department (Urban Design Section) has been providing urban/architectural design advice and guidelines to facilitate façade improvement in Downtown Brampton. This has resulted in a number of completed façade improvements, which are of high quality and conform to a set of consistent design guidelines. In order to build upon the recent success of this municipal initiative, the City's Community Improvement Plan is proposing to continue and expand the program.

2. Description

Provides financial assistance in the form of a loan or grant or a combination of both to partially offset façade maintenance, restoration and construction costs related to non-residential and mixed-use buildings in Downtown Brampton.

3. Eligibility

All non-residential and mixed-use buildings in the Downtown Brampton section of the Community Improvement Area as outlined on *Schedule "A"* to this Plan are eligible, subject to detailed and additional requirements in the Implementation Guidelines

4. Funding

Funding and financial mechanism will be established within the entire Plan envelope on the basis of the Implementation Guidelines through the budget process, subject to Council approval.

5. Implementation

The program will be implemented through the approval of Council of detailed Implementation Guidelines and budget allocation. The guidelines will describe details such as eligibility, evaluation, application process, limitations as well as funding limitations and other financial conditions.

6.3.3. Feasibility Study Grant Program

1. Intent

The purpose of this grant program is to assist applicants with determining the feasibility of a proposed development or rehabilitation project by assisting with the costs of a proper study prior to continuing with the proposal.

2. Description

Grant from the municipality to pay for such matters as: concept plans, feasibility studies, structural analysis, urban design studies, among others. This Program could also include costs for a Phase II ESA, Remedial Action Plan or Risk Assessment. Eligible items will be established in the Implementation Guidelines.

3. Eligibility

All non-residential and mixed-use buildings in the Downtown Brampton section of the Community Improvement Area as outlined on *Schedule "A"* to this Plan are eligible.

Additional requirements may be instituted through detailed Implementation Guidelines

4. Funding

Funding and financial mechanism will be established within the entire Plan envelope on the basis of the Implementation Guidelines through the budget process, subject to Council approval.

5. Implementation

The program will be implemented through the approval of Council of detailed Implementation Guidelines and budget allocation. The guidelines will describe details such as eligibility, evaluation, application process, limitations as well as funding limitations and other financial conditions.

6.3.4 Development (Planning and Building) Application Fee Rebates/Equivalent Grant Program

1. Intent

Similar to the Development Charge Incentive Grant program, the Development Process fees program aims to eliminate up-front costs of development by granting back, reducing or eliminating fees paid for planning applications as well as building permits, and other types of application fees. This program could be

applied with certain limitations with impact particularly on smaller type of developments such as conversions and additions. Details would be established in the Implementation Guidelines.

2. Description

This program includes fees for planning applications, building permit fees, sign permit fees, etc. and could be implemented through waivers, rebates or as a grant. The program could be providing a grant to reimburse Planning, Design and Development Fees for Official Plan Amendments, zoning by-law amendments, minor variances, consents, site plans, plans of subdivision/condominium, sign permits, and demolition permits; and providing a grant to partially offset Building Permit Fees.

3. Eligibility

Buildings in the Downtown Brampton section of the Community Improvement Area as outlined on *Schedule "A"* to this Plan are eligible.

Additional requirements and limitations may be instituted through detailed Implementation Guidelines.

4. Funding

Funding and financial mechanism will be established within the entire Plan envelope on the basis of the Implementation Guidelines through the budget process, subject to Council approval.

5. Implementation

The program will be implemented through the approval of Council of detailed Implementation Guidelines and budget allocation. The guidelines will describe details such as eligibility, evaluation, application process, limitations as well as funding limitations and other financial conditions.

6.3.5 Tax Increment Based Grant Program

1. Intent

The purpose of this program is to promote the long-term redevelopment and rehabilitation of downtown properties by removing the financial disincentive of increased property taxes associated with this type of redevelopment.

2. Description

This incentive uses the property tax increase (tax increment) generated by a downtown redevelopment project to pay a grant equivalent to part or all of the property tax increase generated by the project.

3. Eligibility

Developments in the areas as indicated on Map 2 are eligible. The total amount of the grant is limited to the cost of rehabilitating the land in conformity with the community improvement plan.

Additional requirements and limitations may be instituted through detailed Implementation Guidelines

4. Funding

Funding and financial mechanism will be established within the entire Plan envelope on the basis of the Implementation Guidelines through the budget process, subject to Council approval.

5. Implementation

The program will be implemented through the approval of Council of detailed Implementation Guidelines and budget allocation. The guidelines will describe details such as eligibility, evaluation, application process, limitations as well as funding limitations and other financial conditions.

This program is considered as an alternative to the Development Charge Grant Program to be implemented in conjunction with its revision or termination.

6.3.6 Building Improvement Loan/Grant Program

1. Intent

The purpose of this program is to promote the maintenance and interior and exterior improvement of commercial, and mixed use buildings and properties in downtown areas. This includes improvements necessary to meet Building Code requirements and address health and safety issues.

2. Description

Could be offered as no-interest or low interest loan that covers 50% of eligible costs (matching) to a maximum loan amount.

3. Eligibility

Eligible developments will be limited to an area set out in the Implementation Guidelines.

Additional requirements and limitations may be instituted through detailed Implementation Guidelines

4. Funding

Funding and financial mechanism will be established within the entire Plan envelope on the basis of the Implementation Guidelines through the budget process, subject to Council approval.

5. Implementation

The program will be implemented through the approval of Council of detailed Implementation Guidelines and budget allocation. The guidelines will describe details such as eligibility, evaluation, application process, limitations as well as funding limitations and other financial conditions.

6.3.7 Direct Investment/Development Partnerships

1. Intent

The purpose of this program is for the City of Brampton to take a leadership role in the development of the Downtown.

2. Description

Municipality participates in development of downtown as an active partner. Including such activities as:

- ◆ construction of civic uses as catalysts to private sector investment
- ◆ direct municipal purchase/acquisition of key properties
- ◆ development of key properties by municipality or RFPs for private development of key municipal properties – allows municipality to control type and quality of development
- ◆ pilot projects
- ◆ participation of municipality in public-private partnerships (P3's) for development of civic/private uses

3. Eligibility

Eligible developments will be limited to an area set out in the Implementation Guidelines.

Additional requirements and limitations may be instituted through detailed Implementation Guidelines

4. Funding

Funding and financial mechanism will be established within the entire Plan envelope on the basis of the Implementation Guidelines through the budget process, subject to Council approval.

5. Implementation

The program will be implemented through the approval of Council of detailed Implementation Guidelines and budget allocation. The guidelines will describe details such as eligibility, evaluation, application process, limitations as well as funding limitations and other financial conditions.

6.3.8 Remediation Tax Increment Based Grant Program

1. Intent

The purpose of this program is for the City of Brampton to Grant of part or all of municipal property tax increment for remediation of environmental remediation costs.

2. Description

Tax increment pays for environmental remediation costs over a number of years.

3. Eligibility

Requirements and limitations will be instituted through detailed Implementation Guidelines

4. Funding

Funding and financial mechanism will be established within the entire Plan envelope on the basis of the Implementation Guidelines through the budget process, subject to Council approval.

5. Implementation

The program will be implemented through the approval of Council of detailed Implementation Guidelines and budget allocation. The guidelines will describe details such as eligibility, evaluation, application process, limitations as well as funding limitations and other financial conditions.

6.4 Non-CIP Incentive Programs

Other Central Area assistance initiatives not forming part of the CIP may be offered by the City, including:

- (i) providing relief, in the form of an exemption or reduction in the number of parking spaces required, to property owners who undertake improvement projects;
- (ii) providing relief, in the form of a reduction of parkland dedication requirements (either land or cash-in-lieu requirements), to property owners who undertake; improvement projects involving the provision of new high-density residential development and/or new medium-density residential development featuring underground parking; and
- (iii) Heritage incentive programs

The City's direct investment in the Central Area

The City has invested considerably in facilities and infrastructure such as Rose Theatre (\$55M) and Transit Expansion with a positive impact on the Downtown and Central Area. The investment will continue with programs that will be major drivers of Central Area such as Acceleride Transit Project where in Phase 1 the City is investing \$92M (with equal contributions from the Federal and Provincial governments).

7. Implementation

7.1 Activation

The Plan is in force after the approval of the enacting By-Law and the expiration of the Appeal period.

7.2 Administration

The Plan is administered by the Planning, Design and Development staff according to details outlined in the Implementation Guidelines, as approved by Council

The overall implementation of the CIP programs offered under the umbrella of Section 28 of the Planning Act, including liaison with the Ministry of Municipal Affairs and Housing, shall be the responsibility of the Planning, Design and Development Department.

7.3 Changes and Termination

Programs can be changed or terminated subject to Council approval. Developments with committed funds or with application under assessment will be subject to the following rules.

Due to the limited funds available in any given year and the inability to predict the level of participation, the City may suspend further participation in any program(s) if, over the course of a given year, the number of applications and/or the magnitude of the projects proposed for the CIP exceed available funds for that year.

In such instances, applications approved up to the point of program suspension will continue to proceed unhindered, and receive disbursements (where applicable) in the normal fashion. Applications which have been received but not yet approved at the point of program suspension will continue to be processed toward approval/refusal of the application in the standard manner, and if approved, will be put in a queuing sequence with priority being established in the order that the applications were received. Any applications submitted after the point of program suspension will not be accepted until the next annual budget is approved by the City. Applications which have been approved but suspended in the queue will be reactivated upon approval of the next annual budget, with the newly available CIP funding being allocated in order of the queuing sequence, if such approval occurs.

7.4 Participation in Multiple Programs

Provided all eligibility criteria and conditions are met for any particular program, participation in any given program does not preclude the owner from being eligible to participate in other programs offered under the CIP 2007. However, at no time shall the total amount of grants provided to a property owner or for an individual property exceed the cost of rehabilitating the lands and buildings.

7.5 Brampton Downtown Development Corporation

The City of Brampton may provide assistance, as described in Ontario Municipal Act, 2001, Regulation 168/03 Section 19(3), to the Brampton Downtown Development Corporation. Such assistance shall be subject to the approval of the City of Brampton Council as provided in the annual operating budget of the City of Brampton.

8. Monitoring and Program Adjustments

8.1 Monitoring and Evaluation

A Monitoring and Evaluation Program for the entire program will be setup. Active programs will be analyzed against a number of indicators to ascertain if the desired level of success has been achieved. The Report will include planning, financial and economic development criteria and would provide the basis for decisions regarding the level of commitment, whether the programs should be terminated or to shift funding in part or whole to other programs or projects. Some of the factors may include new retail/commercial activity, resale/sale value of units, general population increase, property tax revenues. Staff will report on a yearly basis (starting at the end of 2007), in conjunction with the budget process and give a status on the program and achievement of objectives.

APPENDICES

Appendix 1: 1993 City of Brampton Official Plan Policies

Appendix 2: 2006 City of Brampton Official Plan Policies

Appendix 3: Downtown Brampton Secondary Plan (SP 7) Policies

Appendix 4: Queen Street Corridor Secondary Plan (SP 36) Policies

Appendix 5: CIP Schedules from Secondary Plans
- Downtown Brampton Secondary Plan
- Queen Street Corridor Secondary Plan

Appendix 6: CIP Area

APPENDIX 1:
1993 CITY OF BRAMPTON OFFICIAL PLAN POLICIES
POLICIES RELATED TO THE CENTRAL AREA AND COMMUNITY
IMPROVEMENT PLAN

CITY CONCEPT POLICIES (SECTION 3.2)

FUNDAMENTAL GOALS AND OBJECTIVES OF THE OFFICIAL PLAN (SECTION 3.3)

POLICIES RELATED TO ROLE AND FUNCTION OF KEY AREAS (SECTION 4.2.1)

PRIMARY OFFICE NODE POLICIES (SECTION 4.2.4)

OFFICE NODE POLICIES (SECTION 4.2.5)

COMMUNITY IMPROVEMENT PLAN POLICIES (SECTION 5.13)

CENTRAL AREA REVITALIZATION POLICIES (SECTION 5.20)

CITY CONCEPT POLICIES (SECTION 3.2):

“The essence of Brampton’s structure as an urban place is an inter-related pattern of activities and land uses concentrated in terms of variety, scale or specialization at a number of key nodes and areas, with the City’s Central Area providing the major location for commercial, cultural, civic and entertainment activity in the municipality. The Central Area and other structural elements are described in the following subsections 3.2.1 through 3.2.5 and illustrated on the attached City Concept map.

3.2.1 CENTRAL AREA

The City of Brampton’s Central Area incorporates, but is much larger than, the historic Downtown core. The Central Area extends along the Queen Street corridor in the centre of the community, generally between McLaughlin Road in the west and Bramalea Road in the east. This corridor also incorporates and links the contemporary shopping-center core of the Bramalea development area with the historic core of Downtown Brampton.

A strong and continually revitalizing Central Area is essential to the identity of Brampton as a community. This is important both in conveying a self-image and shared vision for Brampton citizens and in fostering a positive impression among those looking to invest or do business in the City. As one of the key communities within the Greater Toronto Area (GTA), Brampton requires a strong Central Area in order to most effectively interact with, and to differentiate itself from, other GTA communities and centers of activity. Fortunately, this task of differentiating Brampton is facilitated by the unique economic development qualities of Downtown Brampton. Within the context of the GTA, few communities besides Brampton have the advantage of an attractive downtown and overall Central Area.

The Central Area includes a number of the corridors, nodes and districts separately identified in the following subsections. These components constitute an extensive, multi-faceted central corridor, with considerable diversity with respect to land use, density, scale, design, land ownership and other existing characteristics, and with respect to the inherent range of opportunities for future accommodation of varying types of central activities and more intensive urban forms. Although the Primary Office Node and Office Nodes of the Central Area are separately identified, they are intended to function collectively and in an increasingly complementary manner as the location for:

- the fullest range of commercial uses, including retail, service commercial, business and professional activities;
- the major location for entertainment and cultural uses. In this regard, the Central Area shall serve as the major location for movie theatres, art galleries, and live theatre;
- governmental, institutional and community facilities and uses;
- a major concentration of employment in all of these sectors;
- and significant amounts of residential uses.”

FUNDAMENTAL GOALS AND OBJECTIVES OF THE OFFICIAL PLAN (SECTION 3.3):

“This section provides a point form summary of those goals and objectives that best convey the fundamental intent of this Plan relative to its key land use and functional components. These fundamental goals and objectives are as follows:

CITY STRUCTURE AND URBAN FORM

Central Area To promote the intensification and improvement of the Central Area and its component areas as a major focus of commercial and community activity of all types for the residents of the City, and as an increasingly important location for regional activities related to other parts of the GTA.

To maintain a continuing commitment to the preservation, enhancement and development of the Central Area by guiding the locational planning and development of new, expanded and upgraded public and private uses and facilities of all types to appropriate component areas of the Central Area, and by providing the necessary infrastructure, economic development and marketing programs, and implementation tools to support this commitment.

Other Structural To plan other urban units as part of the long-range City structure concept,

Elements to fulfill various roles including districts, nodes and corridors in accordance with existing and projected growth patterns; and to establish general land use and design principles for each type and function of urban unit.

Design Principles To achieve and sustain a high quality physical environment for Brampton which is consistent with its role as a major urban centre, and to establish overall city design principles to serve as the basis for guiding the development of this high quality physical environment.”

POLICIES RELATED TO ROLE AND FUNCTION OF KEY AREAS (SECTION 4.2.1):

“The following policies regarding the range of potential uses for the City’s Central Area and key nodes and corridors are subject to all other policies of the Plan, as well as the detailed policies of the relevant Secondary Plans.

Policies

Central Area

4.2.1.1 The Central Area designation identifies an area which shall collectively serve as the location for:

- a full range and concentration of commercial uses, including office, retail, and service activities;
- the major location for entertainment and cultural uses. In this regard, the Central shall serve as the major location for movie theatres, museums, art galleries and live theatre;
- governmental, institutional and community facilities and uses; and
- compatible residential uses, both free-standing and in mixed use forms.

Recognizing that the existing character of much of the Central Area is dominated by space extensive retailing, highway commercial and automotive sales, service and repair uses, appropriate transition policies will be required in the Secondary Plans to achieve a gradual but consistent transition towards the intended higher order and mixed uses. Those policies will need to balance the competing objectives of sustaining the interim financial viability of businesses and investments within the Central Area with the ultimate role as a major Brampton location for high order and high density uses.

The integrated nature and connectivity of the Central Area from McLaughlin Road, through the historic centre of Downtown Brampton, to the Queen Street East sector between the Etobicoke Creek and West Drive, with its easterly terminus at the Bramalea Centre, shall be linked by means of special streetscape and urban design measures to be set out in the applicable Secondary Plan policies.”

PRIMARY OFFICE NODE POLICIES (SECTION 4.2.4):

Policies

4.2.4.1 The Primary Office Node designation is located within the Central Area, bounded by Queen Street, Highway Number 410, the CNR rail corridor and the rear property line of the properties fronting the west side of Rutherford Road. This area shall be developed and reinforced as the major office activity area for the City of Brampton and will contain the highest density and greatest concentration of office development. The uses permitted in the Primary Office Node designation shall include offices, services, retailing, entertainment, hotels, business support activities, community services, and all uses consistent with the Central Area designation.

4.2.4.2 The City shall encourage major offices, hotels, convention centres, government buildings, entertainment uses and cultural facilities which have a City-wide or larger service area to locate within the Primary Office Node designation.

4.2.4.3 The development of the Queen Street/ Highway 410 Primary Office Node as a major office area is predicated on the provision of enhanced access from the abutting Highway Number 410 and the provision of higher order transit services including a new GO Train Commuter Station and a transit terminal to

be operated as part of a planned North-South Transit Corridor along Highway 410 in accordance with the Transportation section of this Plan.

- 4.2.4.4 The ultimate development form of the Queen Street/ Highway 410 Primary Office Node area including the type, location, and interrelationship of land uses, including multiple density residential uses, shall be determined as part of a Secondary Plan study for the area.
- 4.2.4.5 The Primary Office Node designation on Schedule "A" of this Plan is intended to recognize the long term potential of this area for redevelopment for a full range of higher order uses. Notwithstanding this designation, existing industrial uses both within and adjacent to the Primary Office Node designation will continue to be permitted by this Plan and the relevant Secondary Plan, and the potential impact of such development and redevelopment on the viability of existing industrial uses will be considered as part of the comprehensive land use and transportation studies that are required to provide for the transition of this area to an appropriate mix of higher order uses, in particular, the impact of the type and volume of vehicular traffic on the use, activities and operation of nearby industrial uses."

OFFICE NODE POLICIES (SECTION 4.2.5):

"Policies

- 4.2.5.1 The Office Node designations identified on Schedule "A" of this Plan are to be developed at densities and concentrations suited to the particular area as determined in subsequent secondary planning studies. The permitted uses within the Office Node designation include: business, professional or administrative offices, hotels, motels, accessory and personal service retailing, food and beverage establishments, compatible recreation, institutional and convenience retail uses and business support activities.

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

- 4.2.5.2 The City shall require that office buildings within the Office Node designation be developed at a scale that minimizes the impact on surrounding natural areas and land uses while providing for an orderly integration of land uses.
- 4.2.5.3 The Office Node designations identified on Schedule "A" of this Plan are:
- (i) Downtown Brampton;
 - (ii) Bramalea Centre;
 - (iii) Courthouse Area;
 - (iv) Airport Road/Highway 7;
 - (v) Steeles Avenue/Airport Road;
 - (vi) Bramalea South Gateway;
 - (vii) Bram East; and,
 - (viii) Bram West.

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4.2.5.4 The Downtown Brampton Office Node area is located in the general vicinity of the intersection of Queen and Main Streets. This area will be developed to permit significant office development that is compatible with the local historic character of the area.”

COMMUNITY IMPROVEMENT PLAN POLICIES (SECTION 5.13):

“5.13.1 Pursuant to Section 28 of the Planning Act, 1990, the City may designate, by by-law, a Community Improvement Project Area and adopt a Community Improvement Plan for the purpose of providing for the maintenance, rehabilitation and redevelopment of selected areas of the City.

5.13.2 In designating a Community Improvement Project Area, the following shall be taken into consideration:

- (i) the importance of the proposed area to the overall social and economic health and integrity of the City;
- (ii) the degree of intervention or assistance required to stimulate rehabilitation and redevelopment to establish and maintain the health of the proposed area; and,
- (iii) the likelihood that such intervention or assistance will achieve the desired result.

5.13.3 In preparing a Community Improvement Plan, Council may:

- (i) provide guidelines for the expenditure of public funds in the form of grants or loans for community improvement activities including clearance, development or redevelopment;
- (ii) support efforts and provide guidance for the rehabilitation and redevelopment of existing buildings and structures; and,
- (iii) upgrade the existing level of municipal services for the purpose of stimulating private investment.

5.13.4 Where Council is satisfied that a Community Improvement Plan has been carried out, it may, by by-law, dissolve the Community Improvement Project Area.”

CENTRAL AREA REVITALIZATION POLICIES (SECTION 5.20):

“The City has shown a consistent effort and concern for the redevelopment of the Central Area. Formal documentation dates back to the Four Corners Revitalization Study of 1981 and includes the designation of the City core as a Community Improvement Area in 1984, the Brampton Central Secondary Plan (1985) and supporting documentation, the C.A.U.S.E. report of 1986 and more recently, the Central Commercial Corridor Study (1991).

The Brampton Central Area contains two nodes generally located at the major cross roads along Queen Street from Downtown Brampton at Main Street (Highway 10) in the west to Bramalea Centre in the east. The general objective for the Central Area is to allow for the

intensification and redevelopment of the area for commercial, community and civic activities for the City.

Policies

5.20.1 The City may make use of the following, and any other applicable legislation or programs, to implement objectives and policies for Central Area redevelopment and revitalization:

- (i) the Downtown Business Improvement Area established pursuant to Section 361 of the Municipal Act;
- (ii) the Ontario Heritage Act, and,
- (iii) the Demolition Control provisions of Section 33 of the Planning Act.”

APPENDIX 2:

**2006 CITY OF BRAMPTON OFFICIAL PLAN POLICIES
POLICIES RELATED TO THE CENTRAL AREA AND COMMUNITY
IMPROVEMENT PLAN**

POLICIES RELATED TO CITY STRUCTURE (SECTION 3.2)

GENERAL COMMERCIAL OBJECTIVES AND POLICIES (SECTION 4.2)

SPECIFIC POLICIES RELATED TO THE CENTRAL AREA (SECTION 4.2.2):

POLICIES RELATED TO COMMUNITY IMPROVEMENT (SECTION 4.2.2.7)

POLICIES RELATED TO SPECIAL CONSIDERATIONS FOR PLANNING PROGRAMS,
LAND USE DECISIONS, DEVELOPMENT STANDARDS AND INCENTIVES FOR
CENTRAL AREA (SECTION 4.2.2.8)

COMMUNITY IMPROVEMENT POLICIES IN IMPLEMENTATION SECTION OF
OFFICIAL PLAN (SECTION 5.13)

POLICIES RELATED TO CENTRAL AREA REVITALIZATION (SECTION 5.20)

POLICIES RELATED TO CITY STRUCTURE (SECTION 3.2):

“3.2 SUSTAINABLE CITY STRUCTURE

Brampton is positioned to continue as a major urban center in the Greater Toronto Area-Hamilton (GTAH) that is dynamic, liveable, sustainable and beautiful. The decision on where and how the City will grow will have important bearing on sustainability as it determines how resources are used, including land. Brampton is committed to building a compact and transit-supportive city where growth will be concentrated around major infrastructure and transit facilities. Development that supports the use of transit is thus the focus of this Plan.

This vision is supported by and manifested in the physical structure of the City which is characterized by:

- A vibrant **Central Area** with a strong image and character which functions as the heart of the City;
- **Transit-Supportive Nodes** which are focus of integrated economic, residential, civic, cultural and recreational and transportation uses;
- **Employment Precincts** which represent the main areas for employment and related economic uses;
- **Intensification Corridors** that link districts/communities with nodes and are focus for intensification and transit-supportive development;
- A network of attractive, integrated and sustainable **Communities** that are the basic living units of the City;
- **Unique Communities** that preserve and enhance historical, cultural, natural, and landscape characteristics that are valued by the Brampton community; and,
- An extensive, interconnected **Open Space and Natural Heritage System** which represents the City's green spaces and green links.

The City Concept plan provides a conceptual depiction of the City structure and the interrelationships of the various elements. Policies for the structural components are included throughout this Plan and articulated in the City's secondary plans.

3.2.1 Central Area

Brampton's Central Area comprises the historic Downtown core and the area adjoining Queen Street Corridor, stretching from McLaughlin Road to Bramalea Road as depicted in the City Concept plan. Given its scale, concentration and diversity of uses, and the City's continuous proactive planning and investment over the years, Brampton's Central Area is unique amongst the GTA communities. It plays a very important role at both the City and Regional level. Within Brampton, the Central Area is the major location for a number of important civic, institutional, cultural and entertainment facilities as well as

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major commercial, retail and employment activities. It is also home to a number of established neighbourhoods. Its designation as a Regional Urban Node in the Region of Peel Official Plan and an Urban Growth Centre in the Provincial Growth Plan for the Greater Golden Horseshoe further attests to the importance of Brampton's Central Area in the Regional urban structure.

The planning vision for the Central Area is to continue reinforcing its role as the premier location for business, shopping, dining, entertainment and cultural venues and program. Its existing neighbourhoods will be maintained and enhanced. At appropriate locations with consideration for public safety requirements, revitalisation, infill and intensification will be encouraged to allow people the opportunity to live and work in the same area. The priority is for transit-supportive development and to create a pedestrian-friendly environment in the Central Area. The City's AcceleRide Bus Rapid Transit program supports this vision and presents further potential and opportunities for a more intensive urban form with mixed uses in the Central Area.

The Central Area is comprised of three distinct precincts with their own unique functions and characters:

- The Downtown Core represents the heart of the City containing rich built and cultural heritage and characters that will be preserved and enhanced to reinforce its place-making role, as the place with its civic, institutional, cultural and entertainment facilities supported by residential, commercial and employment functions.
- The Queen Street Corridor between Kennedy Road and Highway 410 has the potential to transform into a mixed-use, transit-oriented pedestrian-friendly environment.
- The Bramalea City Centre Precinct is considered to be from Highway 410 to Bramalea Road and will evolve into a vibrant and modern mixed-use Urban Centre, building on its existing function as a regional retail centre, with inter and intra-regional transit infrastructure already in place.

The City will continue to stimulate and support a strong and vibrant Central Area through the Community Improvement Plan, the Official Plan, updating of the corresponding secondary plans, the Capital Works Program and by taking advantage of funding programs from senior levels of government.”

GENERAL COMMERCIAL OBJECTIVES AND POLICIES (SECTION 4.2):

“4.2 COMMERCIAL

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

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

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

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

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

Objectives

It is the objective of the Commercial policies to

- a) Continue to promote the Central Area as a major location for business, shopping, living, dining, entertainment, tourism and cultural activities in the City of Brampton;
- b) Encourage place making by identifying opportunities for Office Centres in locations that are strategically located with respect to the transportation system and accessible by all modes of transportation;
- c) Establish a retail hierarchy that will promote the efficient distribution of goods and services and satisfy the consumer needs of those who live or work in Brampton while providing employment opportunities; and,
- d) Designate appropriately located multi-purpose retail sites where people can access them easily by foot or bicycle to promote sustainable communities and place making opportunities, and to satisfy the market demand for consumer goods and services"

SPECIFIC POLICIES RELATED TO THE CENTRAL AREA (SECTION 4.2.2):

"4.2.2 The Central Area

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

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

The Central Area represents an important corridor located along Queen Street where significant public investment has occurred to revitalize the area. With an improved pedestrian environment and upgraded transit, the Central Area is expected to realize significant residential, commercial and tourism activities during the life of this Plan.

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

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

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

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

Policies

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

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

4.2.2.2 The City shall encourage major offices, hotels, convention centres and institutional uses to locate within the Central Area.

4.2.2.3 When considering an office development proposal within the Central Area, the City shall ensure that there is sufficient transportation capacity in the local road network to support the proposed development in accordance with the Transportation policies of this Plan.

4.2.2.4 The City shall encourage office development within the Central Area to be designed to facilitate pedestrian networks and develop at a scale that maximizes the use of existing and planned transit facilities in accordance with the Transportation policies of this Plan and to the extent specified in the appropriate Secondary Plan and consistent with the prescribed functional role of the particular area.”

POLICIES RELATED TO COMMUNITY IMPROVEMENT (SECTION 4.2.2.7):

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

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

- The City's high standards for public safety in terms of hazard management and emergency preparedness."

POLICIES RELATED TO SPECIAL CONSIDERATIONS FOR PLANNING PROGRAMS, LAND USE DECISIONS, DEVELOPMENT STANDARDS AND INCENTIVES FOR CENTRAL AREA (SECTION 4.2.2.8):

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

- Allowing higher residential densities through appropriate approval processes than otherwise permitted in other areas of the City to provide a sufficient population base which will increase the vitality of the Central Area on a 24 hour basis and stimulate new retail and service commercial development;
- Parking exemptions for either commercial or residential development where occupancy characteristics of municipal parking facilities permit;
- Provision of special services or facilities; and,
- Capital or infrastructure improvements necessary to promote new development or sustain existing development including provisions to address emergency preparedness and risk management."

COMMUNITY IMPROVEMENT POLICIES IN IMPLEMENTATION SECTION OF OFFICIAL PLAN (SECTION 5.13):

"5.13 COMMUNITY IMPROVEMENT

5.13.1 Pursuant to Section 28 of the *Planning Act, 1990*, the City may designate, by by-law, a Community Improvement Project Area and adopt a Community Improvement Plan for the planning, replanning, design, redesign, resubdivision, clearance, development, redevelopment, reconstruction and rehabilitation, or any of them, of selected areas of the City.

5.13.2 In designating a Community Improvement Project Area, the following shall be taken into consideration:

- (i) Whether, in the opinion of Council, the community improvement of the proposed project area is desirable because of age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings or any other environmental, social or community economic development reason;
- (ii) The importance of the proposed area to the overall social and economic health and integrity of the City;

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- (iii) The degree of intervention or assistance required to stimulate rehabilitation and redevelopment to establish and maintain the health of the proposed area; and,
- (iv) The likelihood that such intervention or assistance will achieve the desired result.

5.13.3 In preparing a Community Improvement Plan, Council may:

- (i) Provide guidelines for the expenditure of public funds in the form of grants or loans for community improvement activities including clearance, development or redevelopment;
- (ii) Support efforts and provide guidance for the rehabilitation and redevelopment of existing buildings and structures;
- (iii) Upgrade the existing level of municipal services for the purpose of stimulating private investment;
- (iv) Acquire, hold, clear, grade or prepare land for community improvement;
- (v) Construct, repair, rehabilitate or improve buildings on municipal land in the community improvement project area in conformity with the community improvement plan and sell, lease or dispose of such buildings;
- (vi) Sell, lease or dispose of municipal land in the community improvement project area for use in conformity with the community improvement plan; and,
- (vii) Provide grants, loans or tax assistance to owners, tenants and their assignees of lands and buildings within the community improvement project area to pay for the cost of rehabilitating lands and buildings in accordance with Section 28 (7.1) of the *Planning Act* and Section 365.1 of the *Municipal Act, 2001*.

5.13.4 Where Council is satisfied that a Community Improvement Plan has been carried out, it may, by by-law, dissolve the Community Improvement Project Area.”

POLICIES RELATED TO CENTRAL AREA REVITALIZATION (SECTION 5.20):

“5.20 CENTRAL AREA REVITALIZATION

The City has taken efforts to promote and facilitate revitalisation initiatives in the Central Area. Formal documentation dates back to the Four Corners Revitalization Study of 1981 and includes the designation of the City core as a Community Improvement Area in 1984, the implementing Brampton Central Secondary Plan (1985) and related documentation, the C.A.U.S.E. report of 1986 and more recently, the initiation of the Brampton Central Area Plan Review.

The Brampton Central Area contains three transport supportive precincts including the Downtown Core, the Queen Street Corridor between Kennedy and Bramalea Road and the Bramalea City Centre in the east. The general objective for the Central Area is to allow for the intensification and redevelopment of the area for residential, office, restaurant, community, entertainment and institutional activities.

Policies

5.20.1 The City may make use of the following, and any other applicable legislation or programs, to implement objectives and policies for Central Area redevelopment and revitalization:

- (i) The Downtown Business Improvement Area established pursuant to Section 361 of the *Municipal Act*;
- (ii) The Downtown Brampton Development Corporation established pursuant to Ontario Regulation 168/03 as amended;
- (iii) The *Ontario Heritage Act*, and,
- (iv) The Demolition Control provisions of Section 33 of the *Planning Act*.”

**APPENDIX 3:
SECONDARY PLAN POLICIES
DOWNTOWN BRAMPTON SECONDARY PLAN (SP 7)**

GENERAL OBJECTIVES AND CRITERIA (SECTION 4.0):

POLICIES RELATED TO URBAN FORM (SECTION 8.0):

INTERIM DESIGN GUIDELINES (APPENDIX B TO SECONDARY PLAN):

POLICIES RELATED TO HERITAGE RESOURCE MANAGEMENT (SECTION 8.5):

POLICIES RELATED TO COMMUNITY IMPROVEMENT AREA (SECTION 8.6):

GENERAL OBJECTIVES AND CRITERIA (SECTION 4.0):

“4.0 GENERAL OBJECTIVES AND CRITERIA”

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

- to promote the intensification and improvement of the Central Area and its component areas as the major focus of commercial and community activity for the residents of Brampton, and as an increasingly important location for regional activity related to other parts of the Greater Toronto Area.
- to provide a distinctive downtown by creating a specialty shopping and office district to serve the future population of Brampton;
- to allow for intensification of use in commercial areas and selected residential areas in a manner that is sympathetic to the historic character of Downtown Brampton;
- to promote an increase in the resident population within the downtown to create a market for local serving retail, commercial and service uses;
- designate the crossroads of Main Street and Queen Street extending to Chapel Street on the east, the CNR line to the north, George Street to the west and John Street to the south as an Office Node;
- to promote the character of Main Street and Queen Street as a strong pedestrian and transit environment;
- to provide for the identification, preservation and protection of heritage resources;
- to ensure that building height and massing of new development is compatible with adjacent residential or commercial areas;
- to provide for the identification and protection of watercourse and valley system, including floodplain;
- provides greenspace linkages to the rest of the open space system, incorporating pedestrian and bicycle trails and linkages;
- to propose improvements to the local road network and enhanced public transit to facilitate development/redevelopment in the secondary planning area.
- to promote land assembly and discourage land fragmentation within the Central Area in order to encourage comprehensive redevelopment.”

POLICIES RELATED TO URBAN FORM (SECTION 8.0):

“8.1 PREAMBLE”

The general intent of this chapter is to utilize, manage and conserve resources in a pro-active way to achieve an attractive built and natural environment in the Downtown Brampton Secondary Plan. The Urban

Form policies in this section include Character Principles, District Design Guidelines and Special Streetscape Improvements.

8.2 CHARACTER PRINCIPLES

- 8.2.1 The Character Principles are intended to convey the specific district character concept for the Downtown Brampton Secondary Plan, and to recommend policies that respond to specific elements with appropriate reinforcement or adjustment as necessary.
- 8.2.2 All physical development and redevelopment activity in the Downtown Brampton Secondary Plan shall be consistent with the Urban Design Policies of the Official Plan to ensure a high quality physical and natural environment.
- 8.2.3 In this Secondary Plan Area, the City shall promote development which reinforces the district character principles of: pedestrian orientation, human scale massing, mixed-use projects, heritage conservation, urban forest protection and enhancement, transit accessibility and the ceremonial functions associated with City Hall.
- 8.2.4 The primary node in the Downtown Secondary Plan will be “The Four Corners.” This primary node will provide opportunities for enhanced pedestrian and visual amenities within the Secondary Plan Area and the enhancement of the numerous existing landmark buildings and the landscapes within the district.
- 8.2.5 The two primary visual corridors in the Downtown Secondary Plan are Queen Street and Main Street. These corridors will provide the primary visual orientation for the Secondary Plan and the focus for the enhanced pedestrian and visual amenities.
- 8.2.6 The areas proposed to be significant to the City as a whole by virtue of their unique and special architectural or landscape character, and civic landmark role for the entire City are Main Street South and The Four Corners. The special opportunities of these areas shall be further explored in the District Design Guidelines referenced in this Plan.
- 8.2.7 Sites which are considered to be significant entry/exit points within the Secondary Plan will be identified in Appendix B to this Plan. The treatment of these gateway areas is to be further explored, including the development of policies for their enhancement, in the District Design Guidelines referenced in this Plan as Appendix B.
- 8.2.8 Sites identified as suitable for landmarks within the Secondary Plan Area are to be defined in the District Design Guidelines referenced in this Plan as Appendix B.
- 8.2.9 Sites identified for the purpose of encouraging public use and enjoyment of natural features are to be further explored, including the development

of policies for their enhancement in the District Design Guidelines referenced in this Plan as Appendix B.

8.2.10 Significant visual compositions which enhance or punctuate the overall physical character of the Secondary Plan Area are to be further explored, including the development of policies for their enhancement, in the District Design Guidelines referenced in this Plan as Appendix B.

8.2.11 Sites appropriate for the placement of public art are to be identified in the District Design Guidelines referenced in this Plan as Appendix B.

8.3 **DISTRICT DESIGN GUIDELINES**

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

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

8.3.3 Until such time as the District Design Guidelines are completed and adopted by Council, all development and redevelopment activity shall be consistent with the Interim Design Guidelines which are attached to this Plan as Appendix B."

INTERIM DESIGN GUIDELINES (APPENDIX B TO SECONDARY PLAN):

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. These interim guidelines are organized in five topic areas as follows:

- i) spatial organization;
- ii) building massing;
- iii) design in the public realm;
- iv) site access; and,
- v) other environmental considerations.

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 Massing
- 1.3.1 The primary elements of building massing are height and setbacks. Subject to the formulation of the District Design Guidelines, these characteristics will be determined on a site specific basis through the application of land use densities, parking standards and setback specifications.
- 1.3.2 To promote human-scale development, the height of the building wall facing the street will be limited to three stories and the higher floors will be stepped back a minimum of 6 metres (20 feet). Setback provisions that ensure human-scale development and adequate sunlight penetration shall be considered where the proposed development is adjacent to existing residential development areas.
- 1.3.3 Front yard setbacks are established for different areas of the Downtown Brampton Secondary Plan as follows:
- i) in the area known as “The Four Corners”, extending north from Wellington Street to Church Street, and west from the CNR underpass to Elizabeth Street, front yard setbacks are pre-determined by existing built form at 0 metres from the right-of-way. New development shall, where appropriate, complement the historic setback pattern, with building fronts setback a maximum of 4 metres from the right-of-way; and,
 - ii) in the area of Main Street North (from Church Street to Vodden Street), Main Street South (from Wellington Street to the southern limit of the Secondary Plan Area), Queen Street East and Queen Street West, front yard setbacks shall be a minimum of 4 metres and a maximum of 5 metres.
- 1.3.4 For new development which proposes a colonnade, the City shall consider relief to the front yard and side yard setback requirements¹.
- 1.3.5 For a distance of 30 metres from the street corner, the side yards abutting a street right-of-way shall have the same setback as the front yard setbacks referenced in Section 1.3.3 of this Appendix.
- 1.3.6 Notwithstanding any of the foregoing setback parameters, new development in the Secondary Plan Area shall complement the existing setbacks of any heritage features to be retained on-site.

- 1.4 Design in the Public Realm
- 1.4.1 The City shall encourage creative detailing of building facades, 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 colonnades, canopies, skylights or awnings shall be encouraged for the protection of pedestrian areas against adverse weather conditions. Where the sidewalk space is also used for commercial display purposes, the method of weather protection shall be deep enough to allow pedestrians to pass these displays and still remain under cover.
- 1.4.5 All new developments shall incorporate the principles of C.P.T.E.D. (Crime Prevention through Environmental Design) for the purpose of reducing the fear and incidences of crime within the Secondary Plan by increasing opportunities for surveillance of accessible spaces.
- 1.4.6 The City shall encourage signage which adds to the diversity and colour of the street while presenting an unobtrusive, positive image and identification for the tenants. The City shall also encourage attention to the placement of signs in relation to other streetscape components, such as trees, to ensure that signage remains reasonably visible from the street over the long term. Consistent identification of individual addresses, clearly visible from the street shall also be encouraged. The City may prescribe uniform signage for this purpose.
- 1.4.7 Subject to the adoption of a decorative street light design and appropriate new lighting grid for the district, each new development shall incorporate special lighting to encourage night-time pedestrian activities.
- 1.4.8 The City shall encourage the appropriate use of a variety of surface treatments such as brick pavers, concrete, grass and other vegetative ground covers.

- 1.4.9 The City shall encourage the retention of large trees along streets and the provision of additional trees to promote the objective of continuous urban forest where practicable. If it is necessary to remove an existing large tree from within the street right-of-way, it shall be replaced by other specimen quality trees of an appropriate size and in a suitable location elsewhere within the right-of-way, as determined by the City.
- 1.4.10 The City shall encourage the provision of street furniture in the district including benches, planters, lighting, trash containers and bicycle stands.
- 1.4.11 The City shall encourage the use of floral displays as a seasonal streetscape improvement element in the Downtown Brampton Secondary Plan.
- 1.4.12 The City shall encourage the use of special streetscape improvement features in the Secondary Plan Area including, but not limited to: 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, 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, and the relationship to the overall transportation network for the Secondary Plan Area.
- 1.5.3 Site design shall take into account the efficient movement of emergency and service vehicles.
- 1.5.4 The City shall encourage the use of planting screens in surface parking areas. Surface parking lots shall be bordered by a landscaped 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 Downtown Brampton Secondary Plan. 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.

2.0 SPECIAL STREETScape IMPROVEMENTS

2.1 The locations, treatments and implementation strategies for the Special Streetscape Improvements identified in Section 8.4 of the 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 added to Appendix B without an amendment to this Plan.”

POLICIES RELATED TO HERITAGE RESOURCE MANAGEMENT (SECTION 8.5):

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

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

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

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

8.5.5 The areas identified in Appendix C to this Plan, namely Area “A” (Wellington/Chapel), Area “B” (Church/Alexander), Area “C” (Isabella/Rosedale) and Area “D” (Main Street South), are considered by the City as areas worthy of study to examine the feasibility of Heritage

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District Designation pursuant to Part V of the Ontario Heritage Act. Until such time as a decision on district designation is complete, the following factors shall be considered by the City as appropriate in reviewing development applications in these areas:

- (i) the placement and relationship of buildings;
- (ii) the scale and character of the building groups;
- (iii) vegetation such as mature trees and other natural features of heritage and/or scenic value; and,
- (iv) vistas, views and the streetscape.

8.5.6 If and when it is determined that a Heritage District Designation is appropriate for one or more portions of the subject areas, appropriate amendments to this Plan to incorporate appropriate heritage designations and policies will be proposed for Council consideration.

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

POLICES RELATED TO COMMUNITY IMPROVEMENT AREA (SECTION 8.6):

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

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

- (i) construct, repair, rehabilitate or improve buildings or land acquired or held by it in the Community Improvement Area in conformity with the Community Improvement Plan, and sell, lease or otherwise dispose of any such buildings and land;
- (ii) sell, lease, or otherwise dispose of any land acquired or held by it in the Community Improvement Area

to any person or governmental authority for use in conformity with the Community Improvement Plan;

(iii) provide grants or loans to the registered owners or assessed owners of land and buildings within the Community Improvement Area to pay for in whole or in part the cost of rehabilitating such lands and building in conformity with the Community Improvement Plan; and,

(iv) reduce or wave fees for development applications, which could include grants to offset the City's Development Charge.

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

(i) the designation of the whole or any part of the Community Improvement Areas delineated on Appendix C as Community Improvement Project Areas for the purpose of the preparation and implementation of Community Improvement Plans pursuant to Section 28 of the Planning Act;

(ii) agreements with government authority or agency for the preparation of studies, plans and programs for the development or improvement of a Community Improvement Project Area;

(iii) discussions and negotiations with owners of properties which are substandard with respect to maintenance and if such discussions and negotiations are unsuccessful, enforcement of the Maintenance and Occupancy By-Law; and,

(iii) encouragement of private initiatives that meet the objectives of a Community Improvement Plan, including infill and redevelopment projects.

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

**APPENDIX 4:
SECONDARY PLAN POLICIES
QUEEN STREET CORRIDOR SECONDARY PLAN (SP 36)**

POLICIES RELATED TO GENERAL OBJECTIVES AND CRITERIA (SECTION 4.0):

LAND USE PRINCIPLES (SECTION 5.0):

URBAN FORM POLICIES IN SECONDARY PLAN (SECTION 8.1, 8.2 & 8.3):

INTERIM DESIGN GUIDELINES (APPENDIX B TO SECONDARY PLAN):

HERITAGE POLICIES (SECTION 8.5):

COMMUNITY IMPROVEMENT POLICIES (SECTION 8.6):

QUEEN STREET CORRIDOR SECONDARY PLAN POLICIES RELATED TO GENERAL OBJECTIVES AND CRITERIA (SECTION 4.0):

“4.0 GENERAL OBJECTIVES AND CRITERIA”

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

- promotes the intensification and improvements of the Central Area and its component areas as the major focus of commercial and community activity for the residents of Brampton, and as an increasingly important location for regional activity related to other parts of the Greater Toronto Area;
- provides for the identification and protection of watercourses and valley systems, including floodplains;
- provides greenspace linkages to the rest of the open space system, incorporating pedestrian and bicycle trails and linkages;
- promotes the character of Queen Street as a strong pedestrian and transit environment;
- designates the lands at Highway Number 410 and Queen Street south to Clark Boulevard and west to Rutherford Road as the Primary Office Node within the overall Central Area for office development, containing the potentially highest density and concentration within a City-wide context;
- reinforces and expands the role of the Bramalea Centre;
- encourages integrated regional public assembly and civic facilities, with the growth of its commercial functions;
- recognizes, protects and ensures the continuation and appropriate expansion of existing industrial operations including heavy industrial operations within the secondary plan or on lands adjacent thereto;
- requires major redevelopment projects to identify and address those traffic and transportation-related matters that may impact existing heavy industrial users to continue or expand their operations in a safe and efficient manner.
- promotes for the identification, preservation and protection of heritage resources;
- proposes improvements to the local road network and enhanced public transit to facilitate development/redevelopment in the secondary planning area.

- to promote land assembly and discourage land fragmentation within the Central Area in order to encourage comprehensive redevelopment.”

LAND USE PRINCIPLES (SECTION 5.0):

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

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

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

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

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

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

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

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

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

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

5.1 COMMERCIAL

5.1.1 Preamble

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

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

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

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

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- 5.1.1.4 An increase beyond the maximum coverages specified by policy 5.1.2.2, policy 5.1.2.4 and Table 1 of this Plan, and/or increase the permitted percentage of residential shall require a site specific rezoning application containing supporting rationale and documentation.
- 5.1.1.5 Council may permit the conversion of vacant retail and office space for residential purposes. Proposals for conversion shall be subject to review on a site specific basis in accordance with the Central Area Mixed-Use policies of this Plan.
- 5.1.1.6 To ensure land use compatibility with the adjacent residential areas, building height, massing controls and site specific design features shall be established in the implementing zoning by-law and through the site plan approval process. In this regard, the following principles shall be incorporated:
- (i) maximum building heights;
 - (ii) massing and conceptual design of commercial and mixed-use developments shall provide for a gradation of building heights such that the predominant massing and building height are achieved away from the adjacent residential areas. In this regard, the implementing zoning by-law shall provide minimum separation distances between the adjacent residential uses and maximum building heights; and,
 - (iii) landscaping, fencing yard widths and depths and the location of service and refuse disposal areas shall be oriented to achieve a high degree of land use compatibility between commercial and mixed-use developments and the surrounding residential properties.
- 5.1.1.7 The land area dedicated for road widenings and new road links required as a condition of development approval shall be included in the calculation of permissible gross floor area, and that the actual land use designation of the land area to be dedicated for road widenings or new road links shall be used to determine the amount of density to be added to the development to recover the lost development potential associated with such roads.
- 5.1.2 Central Area Mixed-Use
- 5.1.2.1 Lands designated Central Area Mixed-Use on Schedule SP36(A) are intended to accommodate mixed-use developments incorporating any combination of commercial, retail, office, residential, hotel, open space, recreational, institutional, a full range of entertainment and cultural uses including, but not limited to, movie theatres, art galleries, live theatre and museums which are managed as a unit. Mixed-Use development shall mean a free-standing use either/or a development which any combination

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of office, retail, commercial, institutional, or residential uses are developed and managed as a unit.

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

Table 1
Central Area Mixed-Use Designation Density Structure

Queen Street Corridor Secondary Plan

Area	<i>Overall Maximum FSI</i>	<i>Maximum Residential FSI</i>
Queen Street East, west of Beech Street and Trueman Street	2.0	1.0
Queen Street East, east of Beech Street and Trueman Street to Rutherford Road	3.5	2.0
Bramalea Centre, (Highway Number 7 to Clark Boulevard, Dixie Road to Central Park Drive)	3.5	2.0
Primary Office Node between Highway Number 410 and Rutherford Road	5.0	2.0

- 5.1.2.3 Lands straddling Queen Street between the Etobicoke Creek and Highway Number 410, at the southwest and southeast quadrants of Highway Number 410 and Queen Street and surrounding the perimeter of the Bramalea Centre, extending eastward to Bramalea Road, which are designated Central Area Mixed-Use on Schedule SP36(A), are considered suitable for mixed-use redevelopment. All new development shall accommodate the potential for residential accommodation, while street-related retail and commercial uses shall comprise the majority of the at-grade building frontages. The permitted densities for specific Central Area Mixed-Use redevelopment areas are as follows:

(i) in the areas of Queen Street East, west of Beech Street and Trueman Street, the permitted density shall be a maximum of 2.0 FSI, with a maximum of 1.0 FSI permitted for residential uses;

(ii) in the area of Queen Street East, east of Beech Street and Trueman Street extending to Rutherford Road, the permitted density

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shall be a maximum of 3.5 FSI, with a maximum of 2.0 FSI permitted for residential uses; and,

(iii) in the area of the Bramalea Centre between Queen Street East and Clark Boulevard, Dixie Road east to Central Park Drive, the permitted density shall be a maximum of 3.5 FSI, with a maximum of 2.0 FSI permitted for residential uses.”

URBAN FORM POLICIES IN SECONDARY PLAN (SECTION 8.1, 8.2 & 8.3):

“8.1 PREAMBLE

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

8.2 CHARACTER PRINCIPLES

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

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

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

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

8.2.5 The areas proposed to be significant to the City as a whole by virtue of their unique and special architectural or landscape character, and commercial role for the entire City are the Highway Number 410/Queen Primary Office Node and the Bramalea Centre Office Node. These Office Nodes will provide opportunities for enhanced pedestrian and

visual amenities and potential community landmarks within the Secondary Plan Area. The special opportunities of these areas shall be further explored in the District Design Guidelines referenced in this Plan.

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

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

8.3 DISTRICT DESIGN GUIDELINES

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

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

8.3.3 Until such time as the District Design Guidelines are completed and adopted by Council, all development and redevelopment activity shall be consistent with the Interim Design Guidelines which are attached to this Plan as Appendix B.”

INTERIM DESIGN GUIDELINES (APPENDIX B TO SECONDARY PLAN):

“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. These interim guidelines are organized in five topic areas as follows:

- i) spatial organization;
- ii) building massing;
- iii) design in the public realm;

- iv) site access; and
- v) other environmental considerations.

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 Massing

- 1.3.1 The primary elements of building massing are height and setbacks. Subject to the formulation of the District Design Guidelines, these characteristics will be determined on a site specific basis through the application of land use densities, parking standards and setback specifications.

- 1.3.2 To promote human-scale development, a general setback angle will apply to buildings which face public streets where no building may rise above a plane inclined 45 degrees from the horizontal which intersects the opposite line of the designated public street right-of-way forming the frontage of the property. On narrow streets where the right-of-way is 26 metres (85 feet) or less, the height of the building wall facing the street will be limited to three stories and the higher floors will be stepped back 6 metres (20 feet). Setback provisions that ensure human-scale development and adequate sunlight penetration shall also be established where the rear property line abuts residential development.

1.4 Design in the Public Realm

- 1.4.1 The City shall encourage creative detailing of building facades, 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 colonnades, canopies, skylights or awnings shall be encouraged for the protection of pedestrian areas against adverse weather conditions. Where the sidewalk space is also used for commercial display purposes, the method of weather protection shall be deep enough to allow pedestrians to pass these displays and still remain under cover.
- 1.4.5 All new developments shall incorporate the principles of C.P.T.E.D. (Crime Prevention through Environmental Design) for the purpose of reducing the fear and incidences of crime within the Secondary Plan by increasing opportunities for surveillance of accessible spaces.
- 1.4.6 The City shall encourage signage which adds to the diversity and colour of the street while presenting an unobtrusive, positive image and identification for the tenants. The City shall also encourage attention to the placement of signs in relation to other streetscape components, such as trees, to ensure that signage remains reasonably visible from the street over the long term. Consistent identification of individual addresses, clearly visible from the street shall also be encouraged. The City may prescribe uniform signage for this purpose.
- 1.4.7 Subject to the adoption of a decorative street light design and appropriate new lighting grid for the district, each new development shall incorporate special lighting to encourage night-time pedestrian activities.
- 1.4.8 The City shall encourage the appropriate use of a variety of surface treatments such as brick pavers, concrete, grass and other vegetative ground covers.
- 1.4.9 The City shall encourage the retention of large trees along streets and the provision of additional trees to promote the objective of continuous urban forest where practicable. If it is necessary to remove an existing large tree from within the street right-of-way, it shall be replaced by other specimen quality trees of an appropriate size and in a suitable location elsewhere within the right-of-way, as determined by the City.
- 1.4.10 The City shall encourage the provision of street furniture in the district including benches, planters, lighting, trash containers and bicycle stands.
- 1.4.11 The City shall encourage the use of floral displays as a seasonal streetscape improvement element in the Secondary Plan Area.
- 1.4.12 The City shall encourage the use of special streetscape improvement features in the Secondary Plan Area including, but not limited to: centre medians, flags, banners and water features.
- 1.5 Site Access

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- 1.5.1 Site design shall take into account efficient vehicular circulation, including internal site movement, 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, and the relationship to the overall transportation network for the Secondary Plan Area.
- 1.5.3 Site design shall take into account the efficient movement of emergency and service vehicles.
- 1.5.4 The City shall encourage the use of planting screens 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.”

POLICIES RELATED TO HERITAGE RESOURCE MANAGEMENT (SECTION 8.5):

- “8.5.1 Heritage resource management activities within the Secondary Plan Area shall be undertaken in accordance with the policies of the Brampton Official Plan and in consultation with the Brampton Heritage Board, which is a Council appointed committee whose mandate is to advise on all matters pertaining to heritage.
- 8.5.2 For the purposes of this Plan, heritage resources shall include structures, sites, environments and artifacts which are of historical, architectural and/or archaeological value, significance or interest.

- 8.5.3 Proponents of development/redevelopment are encouraged to retain and conserve buildings of architectural and/or historic merit on their original sites and to promote the integration of these resources into any plans which may be prepared for such development.
- 8.5.4 When a development proposal may impact a heritage resource, the City may request the preparation of a cultural heritage resource assessment. This assessment should provide information and present recommendations about how to mitigate the development impacts on identified heritage resources, and will be prepared to the satisfaction of the City, the Brampton Heritage Board and other appropriate authorities having jurisdiction.
- 8.5.5 The City shall consider the relocation and dismantling of all or part of a heritage resource only as a last resort when its protection cannot be achieved by other means.”

POLICES RELATED TO COMMUNITY IMPROVEMENT AREA (SECTION 8.6):

- “8.6.1 As an incentive to attract private investment, the Brampton Central Area is designated as Community Improvement Area under Section 28 of the Planning Act. The location of the Community Improvement Area is attached hereto as Appendix C. The creation of a Community Improvement Area is intended to provide landowners and businesses the opportunity to improve the competitive position of the Brampton Central Area relative to “greenfield locations” in attracting new retail, service commercial and employment uses and to support private efforts to maintain and rehabilitate existing buildings and structures that is consistent with the urban form policies of the Queen Street Corridor Secondary Plan.
- 8.6.2 Once Council has endorsed the Brampton Central Area as a Community Improvement Project Area, a Community Improvement Plan shall be prepared that indicates the various incentives the municipality may provide. In carrying out the Community Improvement Plan, the municipality may:
- (i) construct, repair, rehabilitate or improve buildings or land acquired or held by it in the Community Improvement Area in conformity with the Community Improvement Plan, and sell, lease or otherwise dispose of any such buildings and land;
 - (ii) sell, lease, or otherwise dispose of any land acquired or held by it in the Community Improvement Area to any person or governmental authority for use in conformity with the Community Improvement Plan;

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(iii) provide grants or loans to the registered owners or assessed owners of land and buildings within the Community Improvement Area to pay for in whole or in part the cost of rehabilitating such lands and building in conformity with the Community Improvement Plan; and,

(iv) reduce or wave fees for development applications, which could include grants to offset the City's Development Charge.

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

(i) the designation of the whole or any part of the Community Improvement Areas delineated on Appendix C as Community Improvement Project Areas for the purpose of the preparation and implementation of Community Improvement Plans pursuant to Section 28 of the Planning Act;

(ii) agreements with government authority or agency for the preparation of studies, plans and programs for the development or improvement of a Community Improvement Project Area;

(iii) discussions and negotiations with owners of properties which are substandard with respect to maintenance and if such discussions and negotiations are unsuccessful, enforcement of the Maintenance and Occupancy By-Law; and,

(iii) encouragement of private initiatives that meet the objectives of a Community Improvement Plan, including infill and redevelopment projects.

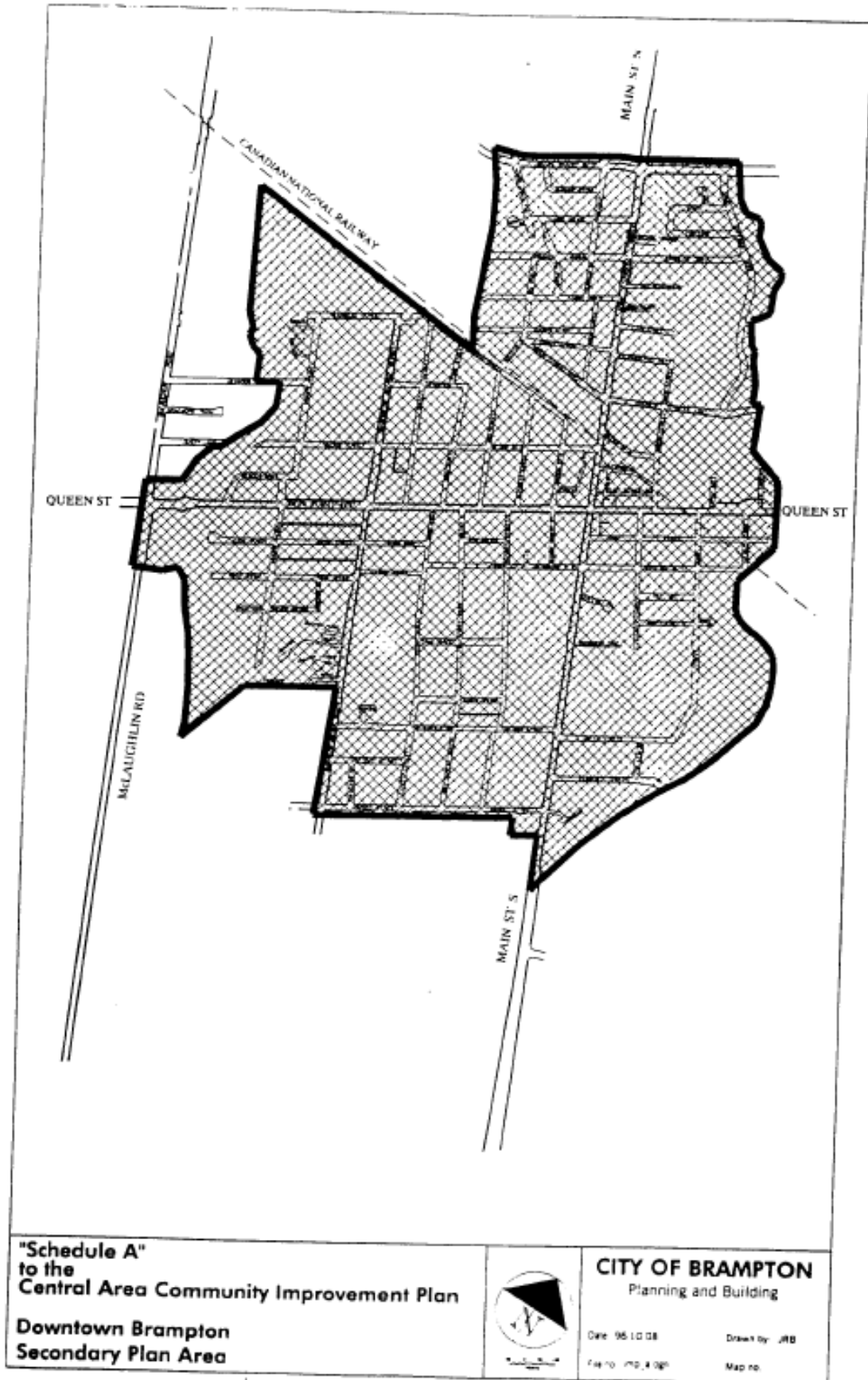
8.6.4 When Council is satisfied that the Community Improvement Plan has been carried out, Council may by by-law, dissolve the Community Improvement Area.”

APPENDIX 5:

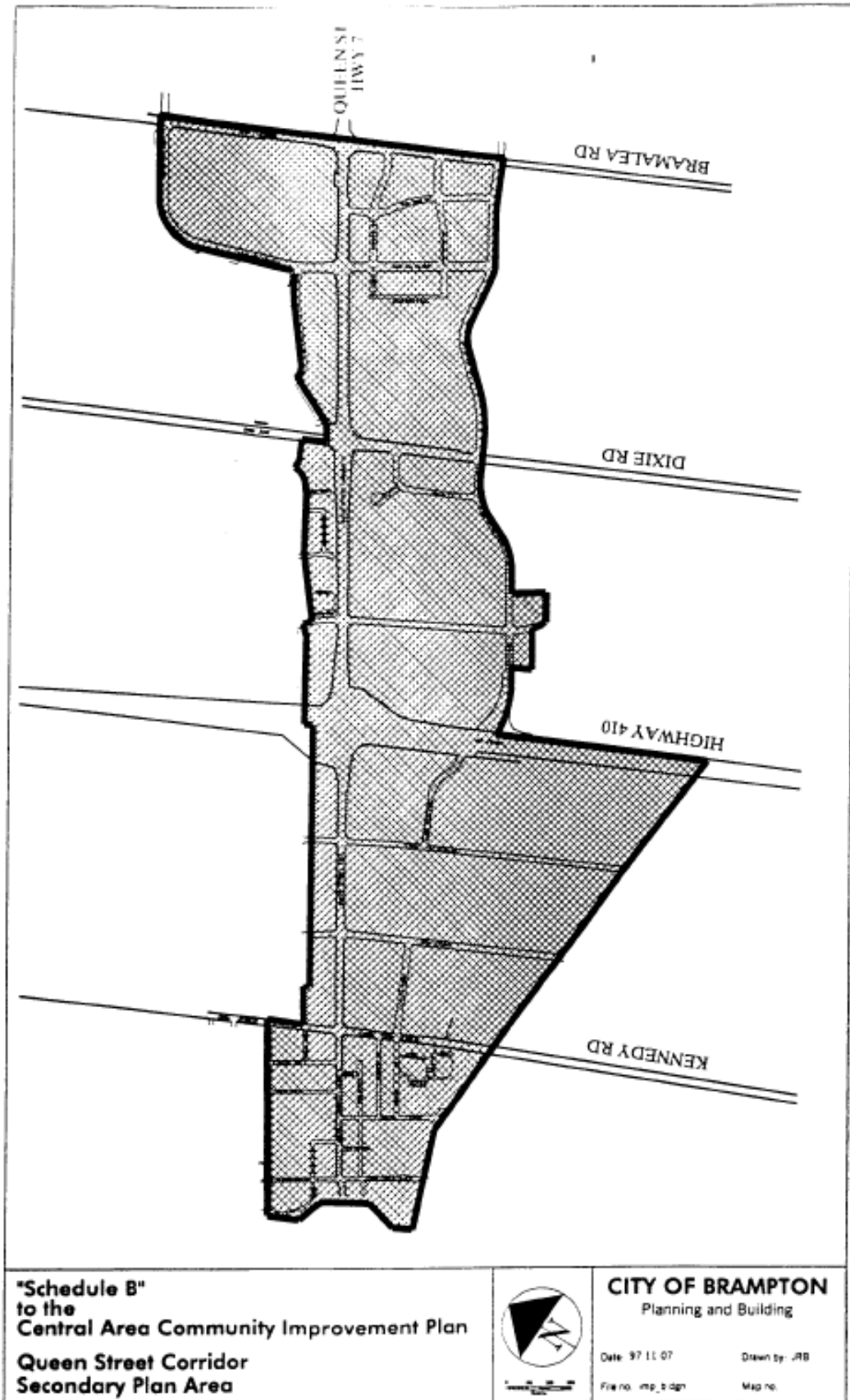
CIP SCHEDULES FROM SECONDARY PLANS

- Downtown Brampton Secondary Plan
 - Queen Street Corridor Secondary Plan
-

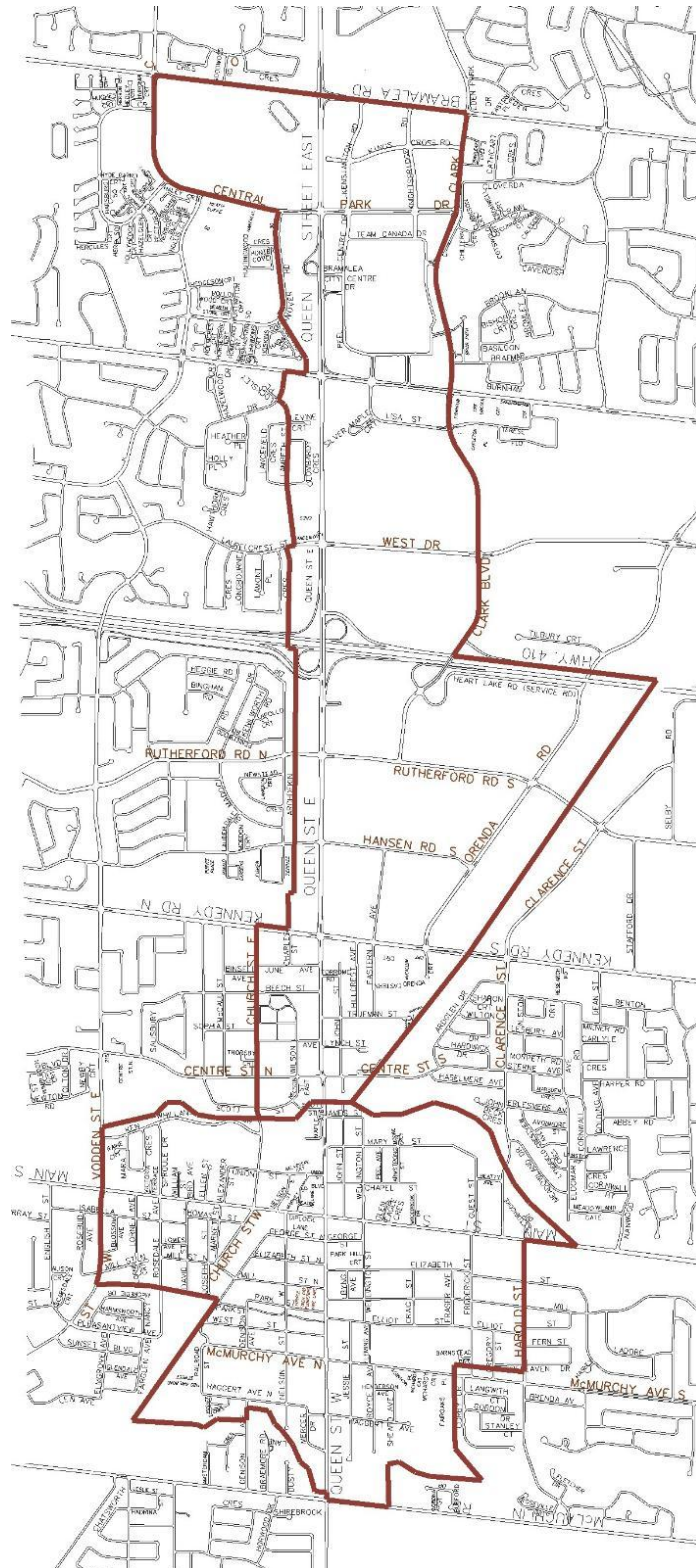
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APPENDIX 6:
CIP AREA



PART B:

**'THE FLOWER CITY BLOOMS'
CENTRAL AREA COMMUNITY IMPROVEMENT PLAN 2007**

INCENTIVE PROGRAMS IMPLEMENTATION GUIDELINES