

**Adoption of Official Plan Amendment OP2006-175 (By-law 261-2019)  
and Zoning By-law 262-2019  
Queen Street Corridor Land Use Study – Wards 1 and 3**

**Date of Decision: October 23, 2019**  
**Date of Notice: November 7, 2019**  
**Last Date of Appeal: November 27, 2019**

On the date noted above, the Council of the Corporation of the City of Brampton passed By-law 261-2019, to adopt **Official Plan Amendment OP2006-175, and By-law 262-2019**, to amend Comprehensive Zoning By-law 270-2004, under sections 17 and 34, respectively, of the *Planning Act* R.S.O., c.P.13, as amended, pursuant to a City-initiated amendment.

This official plan and zoning by-law amendments are exempt from approval by the Region of Peel and the decision of Council is final if a notice of appeal is not received on or before the last day for filing such notice.

**The Purpose and Effect of Official Plan Amendment OP2006-175 (adopted by By-law 261-2019):** to include policies in the Queen Street Corridor Secondary Plan Area 36 that provide a specific framework for existing low-rise commercial uses to operate, expand and to be reused, while ensuring that new or reconstructed buildings or the expansion of existing uses does not inhibit or preclude desirable and planned future redevelopment within the Corridor.

**Purpose and Effect of Zoning By-law 262-2019:**

- to create a new zone category (Queen Street Mixed Use Transition – QMUT) that expands the list of permitted uses to align with the uses permitted by the Official Plan and Secondary Plan;
- to include a maximum gross floor area;
- to establish moderate setbacks to enable a new or reconstructed building to be relocated on the lot in a manner that achieves the intended pedestrian-friendly built form for the Corridor;
- to create a new zone category (Future Development – FD) in areas that are zoned with uses that are not consistent with the long-term vision for the Corridor; and;
- to create a site-specific zone (QMUT-2946) for the property located at 295 Queen Street East.

**Location of Lands Affected:** The subject lands include the majority of the properties that are located within the Queen Street Corridor, generally between Etobicoke Creek and Highway 410, legally described as Part of Lots 5 and 6, Concessions 1 and 2, E.H.S., Wards 1 and 3

**Obtaining Additional Information:** A copy of the by-laws is provided. The complete by-laws and background materials, including a key map showing the lands to which the by-laws apply, are available for inspection in the City Clerk's Office during regular office hours, or online at [www.brampton.ca](http://www.brampton.ca). Further enquiries or questions should be directed to Michelle Gervais, Policy Planner, Planning and Development Services, at 905.874.42073 or [michelle.gervais@brampton.ca](mailto:michelle.gervais@brampton.ca).

Any and all written submissions relating to this application that were made to Council and the Planning and Development Committee before its decision and any and all oral submissions related to this application that were made at a public meeting, held under the *Planning Act*, have been, on balance, taken into consideration by Council as part of its deliberations and final decision on this matter.

The City is currently processing various applications under the *Planning Act*, including minor variance and site plan applications, for lands subject to the Official Plan and Zoning By-law amendments. Information regarding these current applications can be obtained by contacting the Planning and Development Services Department at 905-874-2050.

**When and How to File an Appeal:** Any appeal of the official plan amendment or zoning by-law to the Local Planning and Appeal Tribunal (LPAT) to be filed with the Clerk of the City of Brampton no later than 20 days from the date of this notice as shown above as the last date of appeal. An appeal form is available from the LPAT website at [www.elfto.gov.on.ca/tribunals/lpat/forms](http://www.elfto.gov.on.ca/tribunals/lpat/forms).

**The Notice of Appeal must:**

- (1) set out the reasons for appeal; and,
- (2) be accompanied by the fee required by the Local Planning Appeal Tribunal in the amount of \$300.00 payable by certified cheque or money order to the Minister of Finance, Province of Ontario.

Only individuals, corporations and public bodies may appeal an Official Plan Amendment and/or zoning by-law to the Local Planning Appeal Tribunal. A notice of appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be filed in the name of an individual who is a member of the association or the group on its behalf.

No person or public body shall be added as a party to the hearing of the appeal unless, before the by-law was passed, the person or public body made oral submissions at a public meeting or written submissions to the Council or, in the opinion of the LPAT, there are reasonable grounds to add the person or public body as a party.

**Notice of Appeal may be mailed/hand delivered to:**

City of Brampton  
Office of the City Clerk  
2 Wellington St. W.,  
Brampton, ON L6Y 4R2  
905.874.2116



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

Number 261 -2019

To Adopt Amendment Number OP 2006- **175**  
to the Official Plan of the  
City of Brampton Planning Area

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

1. Amendment Number OP 2006 - 175 to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this by-law.

ENACTED and PASSED this 23<sup>rd</sup> day of October, 2019.

Approved as to  
form.


2019/10/01

MRJ


Approved as to  
content.

2019/09/30

RJB



Patrick Brown, Mayor



Peter Fay, City Clerk

AMENDMENT NUMBER OP 2006 - 175  
TO THE OFFICIAL PLAN OF THE  
CITY OF BRAMPTON PLANNING AREA

PART A - PREAMBLE

1.0 Purpose:

The purpose of this amendment to the Queen Street Corridor Secondary Plan (Secondary Plan Area 36), affecting the lands shown in Schedule 'SP36(A)', is to facilitate the evolution of the corridor from its current state to the ultimate buildout envisioned in the Secondary Plan, recognizing that transition will likely take place over a long period of time. The Queen Street Corridor forms part of Brampton's Urban Growth Centre and the Central Area, along with Downtown Brampton. The Central Area is intended to be the cultural, economic and entertainment heart of the City, accommodating a significant share of the City's population and employment growth through the introduction of major transit infrastructure, intensification and increased mixed-use development.

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

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

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

2.0 Basis:

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

3.0 Location:

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

PART B – THE AMENDMENT

4.0 Amendments and Policies Relative Thereto:

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

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

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

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

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

- (3) **Subsection 5.1.1.4** is amended by replacing the word "coverage," between the words "maximum" and "specified," with the word "density."
- (4) **Subsection 5.1.2.1** is amended by deleting the sentence that begins "Mixed-Use development shall mean..." and replacing it with:

"The City shall encourage a mix of uses within each proposed development, including active commercial uses at grade, with office, institutional or residential uses located in the upper storeys. However, stand-alone uses shall also be permitted, such as office buildings and residential buildings, provided the development achieves the policies of this Plan with respect to built form, and subject to any further detailed land use policies as outlined in this Plan. Where a stand-alone residential or office building is proposed, the City will encourage, where appropriate, the ground floor to be developed with convertible frontages and a suitable ground floor building height to preserve future opportunity for conversion to commercial uses. A combination of stand-alone uses, as well as mixed-use buildings, will both contribute to achieving an overall vibrant, mixed-use corridor over the long term."

- (5) **Subsection 5.1.1.4** is amended by replacing the text "5.1.2.4" with "5.1.2.7."
- (6) **Section 5.1.2 – Central Area Mixed-Use** is amended by adding the following new sections to immediately follow Subsection 5.1.2.1 and renumbering all subsequent subsections accordingly (i.e., existing Subsections 5.1.2.4 – 5.1.2.6 are renumbered to 5.1.2.7 – 5.1.2.9 respectively):

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

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

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

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

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

**a) Deleting the entirety of the second sentence, beginning with "All new development shall accommodate..." and replacing the sentence with "In these areas, residential uses will be encouraged, and sufficient street-related retail and commercial uses shall be provided to contribute to a vibrant commercial corridor along Queen Street."**

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

- (9) **Section 5.7 – Special Study Areas** is amended by:
- a) Adding the words “and Transitional Policies” following “Central Area Mixed – Use designation” in Subsection 5.7.1.2.
- (10) **Section 6 – Road Network** is amended by inserting the new Subsection 6.2.7, following the existing Subsection 6.2.6:
- “6.2.7 Development, redevelopment or intensification shall not preclude any future potential additions, improvements and extensions to the road network described in Section 6.2.4.”
- (11) **Section 8.2 – Character Principles** is amended by inserting the following new subsection after Section 8.2.3, and renumbering all subsequent Sections accordingly (i.e., 8.2.4 – 8.2.7 are renumbered to 8.2.8 – 8.2.11, respectively):
- “8.2.4 It is the first principle of this Plan to promote Queen Street East as a pedestrian-oriented corridor, framed by multi-storey buildings that provide for a majority of street-related commercial uses at grade. The City shall prefer that lands with direct frontage onto Queen Street East be developed for a mix of uses, and a minimum height of 4 storeys.
- 8.2.5 To the west of Highway 410, the City shall promote the appropriate transition of built form from the current low-rise commercial format to the higher-density, pedestrian- and transit-oriented, bicycle-friendly mixed-use corridor intended by this Plan. The policies in Section 9 of this Plan and the Interim Design Guidelines in Appendix ‘B’ provide additional guidance and policies with respect to this transition.
- 8.2.6 The City will also explore and promote the creation of complete, pedestrian-oriented streets internally within sites, where comprehensive, transformative redevelopment is proposed or is possible, and where the size and configuration of the site permits this opportunity. In these cases, the City will encourage multi-storey commercial or mixed-use buildings with street-related uses located at-grade to frame the internal streets.
- 8.2.7 The City will promote the clustering of public amenity spaces, urban squares and parks with mixed-use, higher density developments on the Queen Street East frontage and as part of internal streets.”



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

“9.1 Transition of Low-Rise Commercial Uses to Mixed Uses (Central Area Mixed-Use Lands Located Between Etobicoke Creek and Highway 410)

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

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

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

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

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

Proposals to Convert Commercial Uses in Existing Low-Rise Buildings

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

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

- 9.1.2 For all sites, expansions of existing low-rise commercial uses and buildings may be permitted, provided:
- a) The use is permitted in the Central Area Mixed-Use designation;
  - b) The maximum gross floor area is the total gross floor area existing on the date of approval of this Amendment, plus 10%;
  - c) Where possible, the building expansion should be located away from the Queen Street East Frontage in order to maximize opportunities for the future infill of mixed-use, higher-density development that addresses Queen Street East;
  - d) New or expanding drive-through uses shall not be permitted; and,
  - e) Consideration shall be made to locate the building expansion in a manner that facilitates the long-term road network (Section 6.2) and to consider opportunities for consolidated or shared access between sites.

Proposals to Reconstruct Existing Low-Rise Commercial Buildings

- 9.1.3 Reconstruction of low-rise commercial buildings existing on the date of approval of this Amendment may be permitted, provided that the policies in Section 9.1.2 are met.
- 9.1.4 Where appropriate due to the scale/configuration of the site, the nature of the use and in consideration of the specific long-term development potential of the site, the City may encourage a reconstructed building to be located close to the Queen Street East frontage. A more pedestrian-oriented built form, including encouraging a minimum height of at least two functional storeys, in accordance with the Interim Design Guidelines (Appendix B) is promoted.

Proposals for New Buildings, Major Expansions, etc.

- 9.1.5 Where new low-rise commercial buildings exceeding the maximum gross floor area permitted in the Zoning By-law are proposed, including a significant expansion of an existing building, major

reconstruction with additional floor area and/or any new infill pad building, the development may be permitted, provided:

- a) A proposed low-rise commercial development shall not be located within the Queen Street East frontage, generally defined as any lands within approximately 50 metres of the Queen Street East street line;
- b) The proposed development implements the urban form character principles in Section 8.2 and the applicable Interim Design Guidelines in Appendix B;
- c) A long-term phasing or development concept including site-specific design guidelines is submitted to the City's satisfaction, to illustrate how the proposed development will be able to transition and intensify over the long term to achieve the land use and density requirements of the Central Area Mixed-Use designation under Section 5.1.2;
- d) The development is planned to support implementation of the long-term road network and considers consolidated access; and,
- e) Any proposed retail warehouse use shall only be permitted if it is integrated into a multi-storey mixed-use building.

#### Policies Related to the Existing Industrial Uses

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

- a) The proposed expansion will not adversely affect other adjacent uses due to noise, vibration, odour, parking needs, lighting, dust, smoke or other impacts, and appropriate buffers, setbacks and location of the expansion will be used to mitigate impacts;
- b) The proposed expansion will not adversely impact the ability of adjacent lands to be developed or redeveloped for the permitted uses, including sensitive uses (residential), due to increased noise or other impacts which would normally necessitate greater separation; and,

- c) The proposed expansion is minor in scale and size, generally not exceeding an increase of 10% of gross floor area.

Policies Related to the Existing Single Detached Dwellings

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

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

9.2 Transition of Other Central Area Mixed-Use Lands (east of Highway 410)

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

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

Approved as to content. 2019/09/30  RJB
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THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

Number 262 - 2019

To amend By-law 270-2004, as amended

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

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

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

"Queen Street Mixed Use Transition - QMUT"

(2) By changing Schedule A thereto, the zoning designation of the lands

as shown on Schedule A to this by-law:

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

(3) By adding thereto the following section:

" 29.3 QUEEN STREET MIXED USE TRANSITION – QMUT

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

a. Commercial

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

b. Institutional

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

c. Other

- i. purposes accessory to the other permitted uses

29.3.2 Shall not be used for the following purposes:

a. Prohibited Uses

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

- 29.3.3 Shall be subject to the following requirements and restrictions:
- a. Maximum Building Height: 4 storeys
  - b. Minimum Lot Width: The existing lot width
  - c. Minimum Lot Depth: The existing lot depth
  - c. Minimum Front Yard Depth: 0.0 m
  - d. Maximum Front Yard Depth: The greater of the existing front yard setback or 4.5 m
  - e. Minimum Exterior Side Yard Width: 0.0 m
  - f. Maximum Exterior Side Yard Width: The greater of the existing exterior side yard setback or 4.5 m
  - g. Minimum Interior Side Yard Width: 0.0 m
  - h. Minimum Rear Yard Depth: 7.5 m
  - i. Maximum Gross Floor Area
    - i. For uses listed as permitted uses, the maximum gross floor area shall be the existing gross floor area that existed on the date of passing of this By-law amendment, plus 10%.
    - ii. For any other use, including any legal non-conforming use, the maximum gross floor area shall be the existing gross floor area as it existed on the date of passing of this By-law amendment.
  - j. Minimum Landscaped Buffer Area: A landscaped buffer area having a width not less than 1.5 m shall be provided between any portion of a parking area and a street. The landscaped buffer area may be crossed only by walkways and driveways to provide pedestrian or vehicular access into or out of the site from the street or sidewalk.
  - k. Drive-Through Facilities: An existing legal non-conforming drive-through facility shall not be permitted to expand in terms of the number of stacking lanes or stacking spaces as they existed on the date of the passing of this By-law amendment.
  - l. For the purposes of the QMUT zone, the following term is defined:  
**MOTOR VEHICLE RENTAL OR CAR SHARING ESTABLISHMENT (SMALL-SCALE)** shall mean premises used principally for the temporary storage of up to five (5) motor vehicles, excluding oversized motor vehicles, for the purposes of rental or temporary usage by members or patrons of a car sharing business.

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

"Future Development - FD"

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

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

(6) By adding thereto the following sections:

"29.4 Future Development – FD

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

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

29.4.2 Shall be subject to the following requirements and restrictions:

a. Maximum Building Height: The existing building height

b. Minimum Lot Width: The existing lot width

c. Minimum Lot Depth: The existing lot depth

d. Minimum Front Yard Depth: The existing front yard depth

e. Minimum Side Yard Width: The existing side yard width

f. Minimum Rear Yard Depth: The existing rear yard depth

g. Maximum Gross Floor Area: The existing gross floor area

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

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

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

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

2946.2 Shall be subject to the following requirements and restrictions:

a. For the purposes of this section, the front lot line shall be the lot line abutting Queen Street East.

b. Minimum building height for any portion of any building within 65 metres of Queen Street East shall be 2 storeys.




By-law Number 262 - 2019


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

ENACTED and PASSED this 23<sup>rd</sup> day of October, 2019.

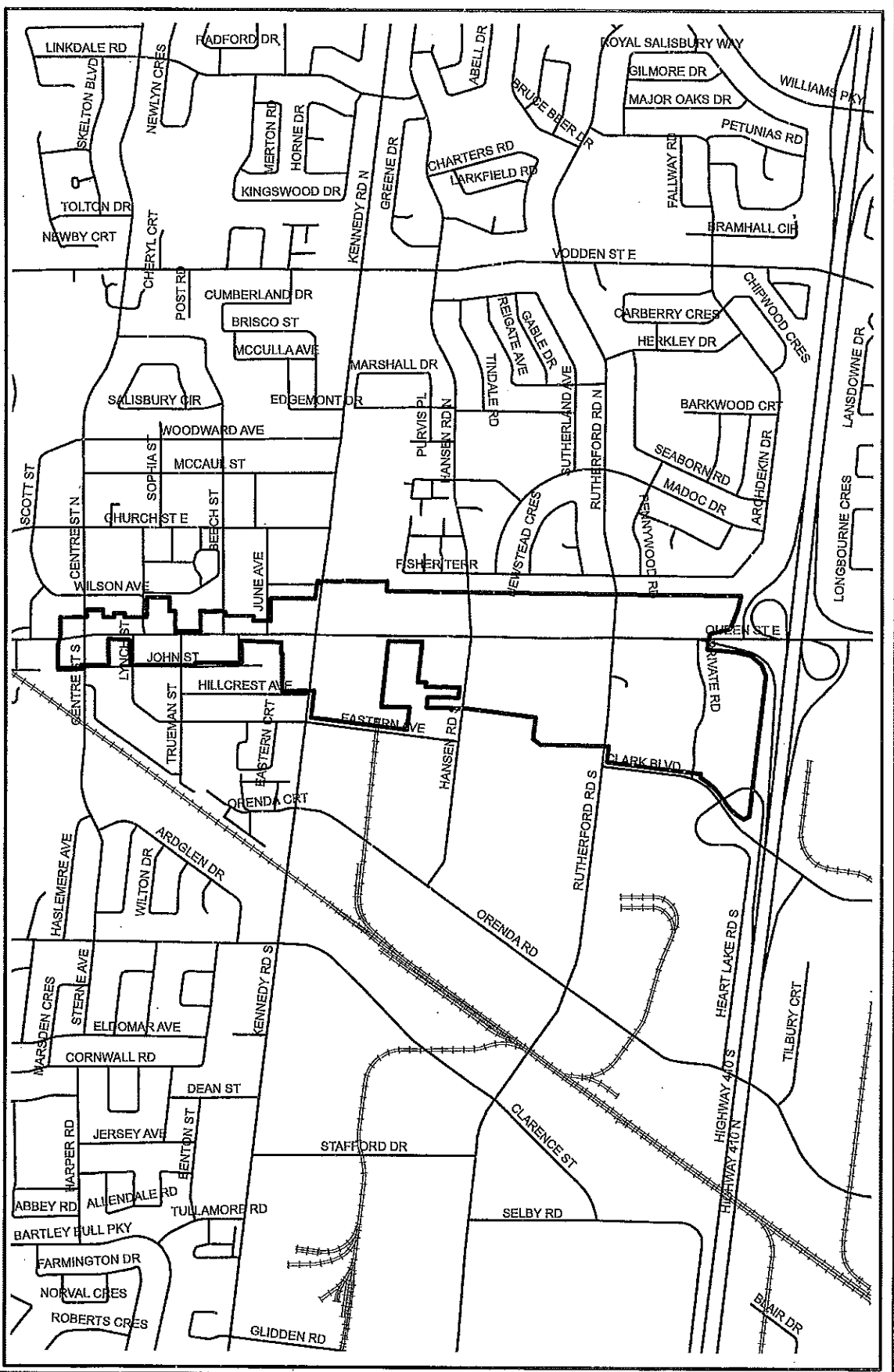
Approved as to  
form.  
2019/10/03  
MR

Approved as to  
content.  
2019/09/30  
RJB

  
Patrick Brown, Mayor

  
Peter Fay, City Clerk





**KEY MAP**