



HERITAGE HEIGHTS SECONDARY PLAN

Planning & Development Committee

July 26, 2021

AGENDA

- Heritage Heights - Refresh
- Policy
- Technical Studies
- Street Design
 - Bovaird Drive West
- Interim Control By-law
- Next Steps

Presenters



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HERITAGE HEIGHTS

Be a walkable neighbourhood promoting

HEALTH & WELLBEING

Be a place for business and culture to

THRIVE

Be environmentally friendly supporting

CLIMATE MITIGATION

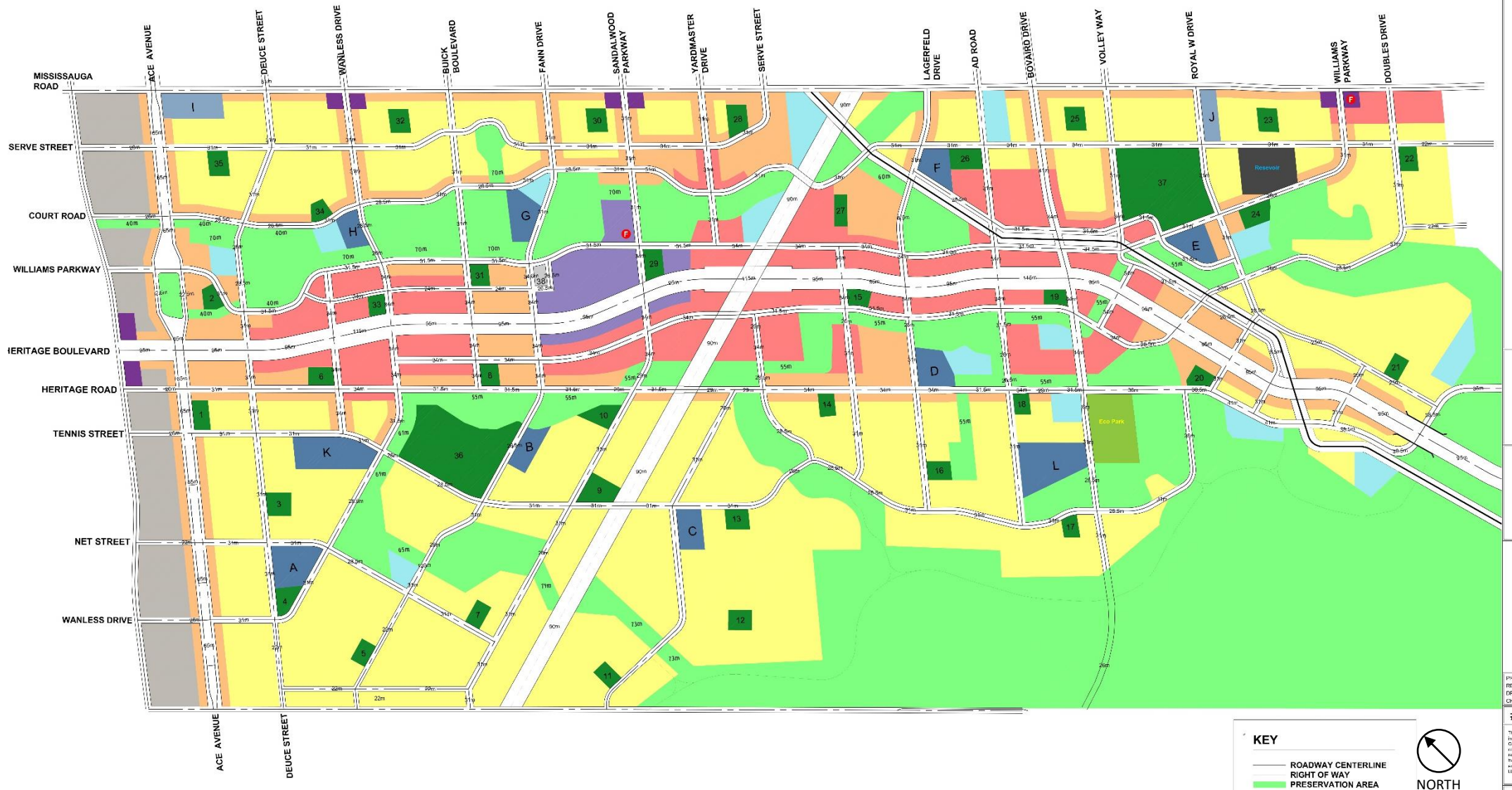
A COMMUNITY WHERE YOU CAN:

- Live, learn, work, play & shop
- Walk to school
- Live without a car
- Start a business
- Hop on the GO or the ZUM
- Pick an apple



The collage consists of several overlapping maps and documents:

- Top Left:** A map showing a street grid with various colored zones (green, yellow, orange, red) and a river. A large black arrow points from this map towards the center.
- Top Center:** A map showing a street grid with a large red circle and a smaller blue circle. A large black arrow points from this map towards the center.
- Top Right:** A map showing a street grid with a large red circle and a smaller blue circle. A large black arrow points from this map towards the center.
- Bottom Left:** A map showing a street grid with various colored zones (green, yellow, orange, red) and a river. A large black arrow points from this map towards the center.
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CURRENT CONCEPT PLAN

catalyzes mixed-use development/maximizes land values/stimulates job creation

PROVINCIAL POLICY DIRECTION

Planning Act

- governs land use planning in Ontario.
- sets out the means by which a municipality must implement land use planning decisions.

Provincial Policy Statement

- provides policy direction province-wide on land use planning and development.
- promotes **complete communities**, a strong economy, and a clean and healthy environment.

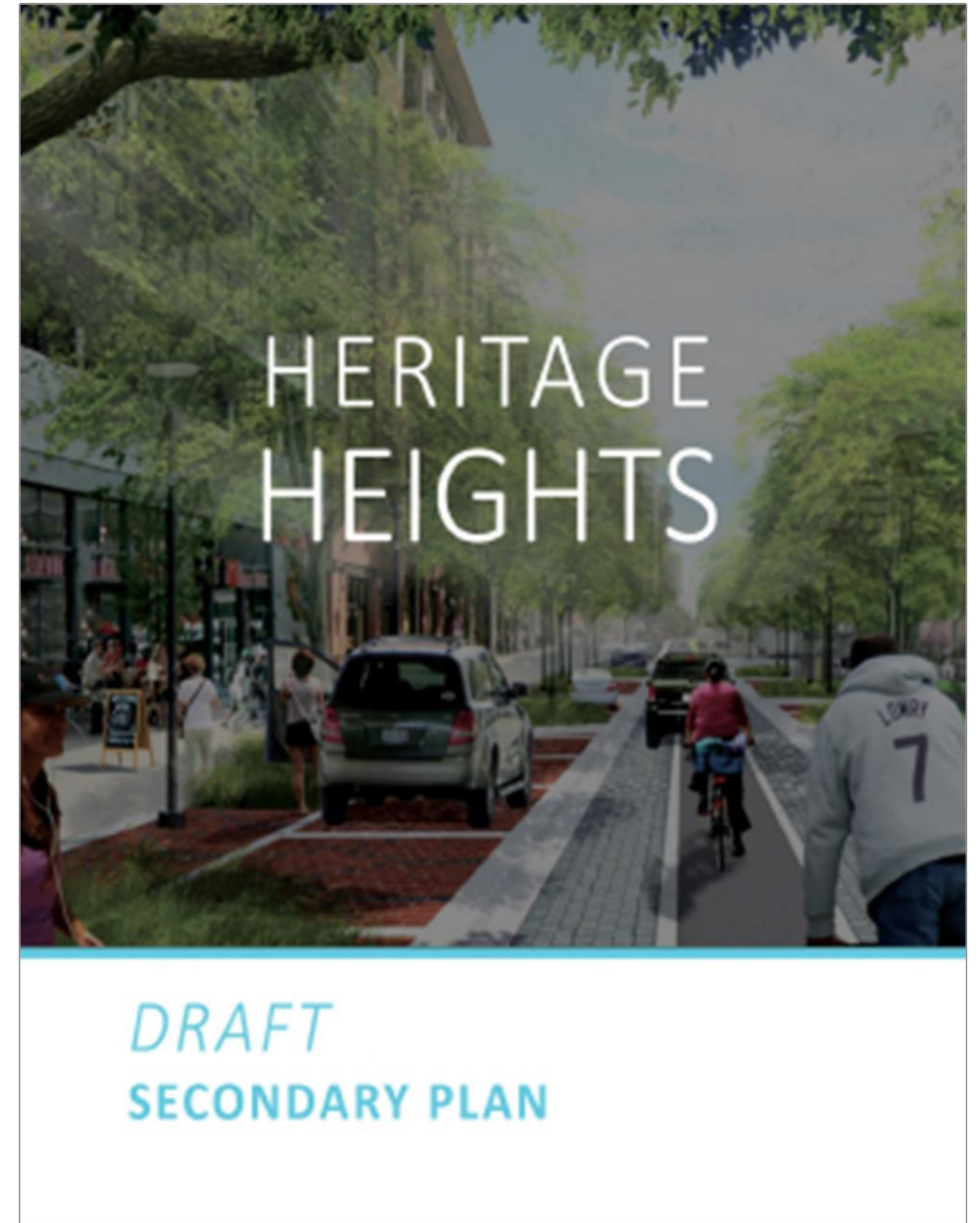
Places to Grow Plan: Growth Plan for the Greater Golden Horseshoe (2020)

- provides a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region.



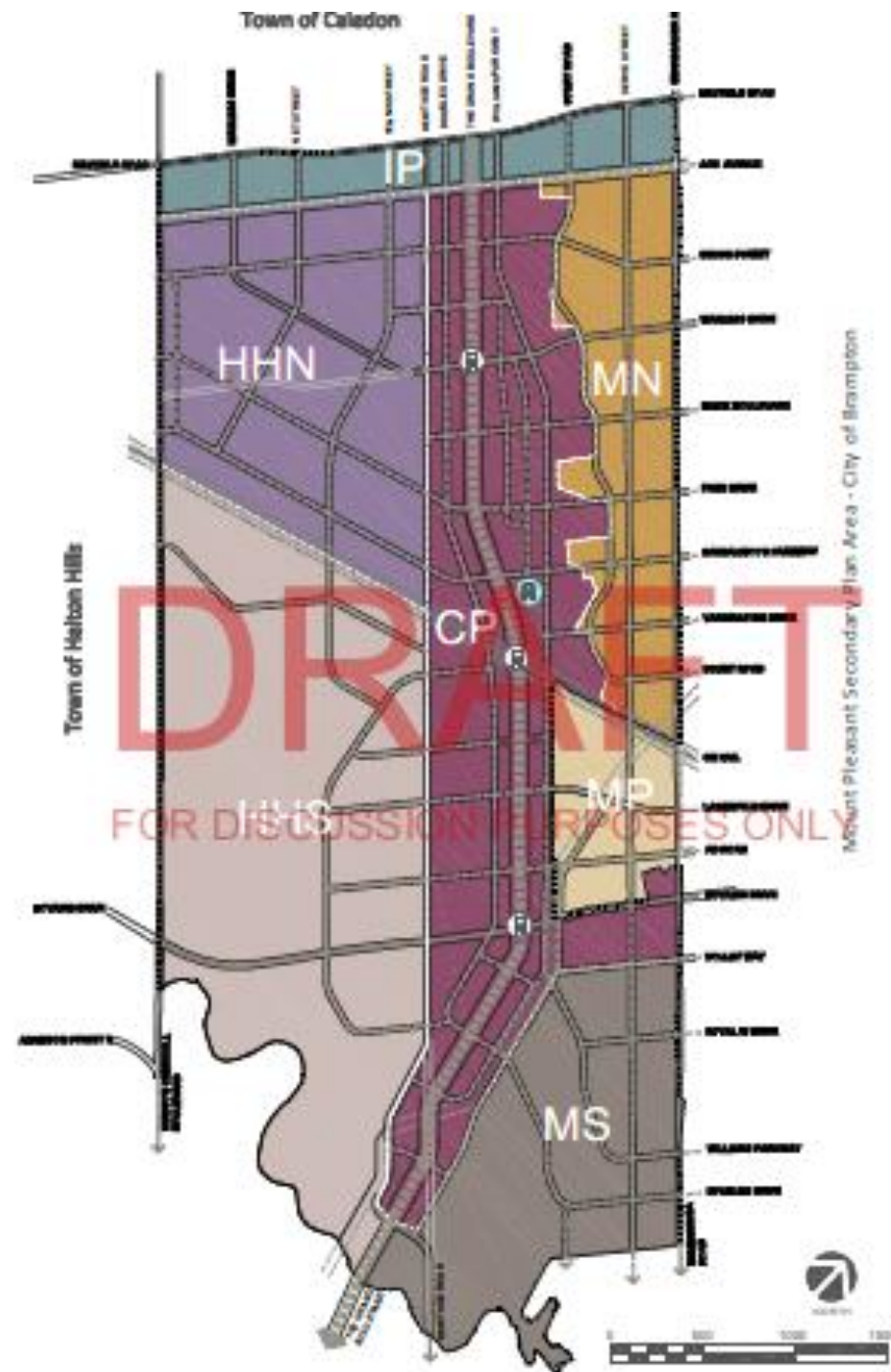
SECONDARY PLAN POLICY

- Draft Heritage Heights Secondary Plan Policy ('HHSP') attached to the accompanying corporate report.
- Framework that will guide growth.
- Will create a complete, compact, connected and vibrant mixed-use community.
- Form-based approach with land use flexibility.
- Mix of residential, commercial and institutional land uses.
- Transit-oriented community.
- Maximizes value for Brampton.



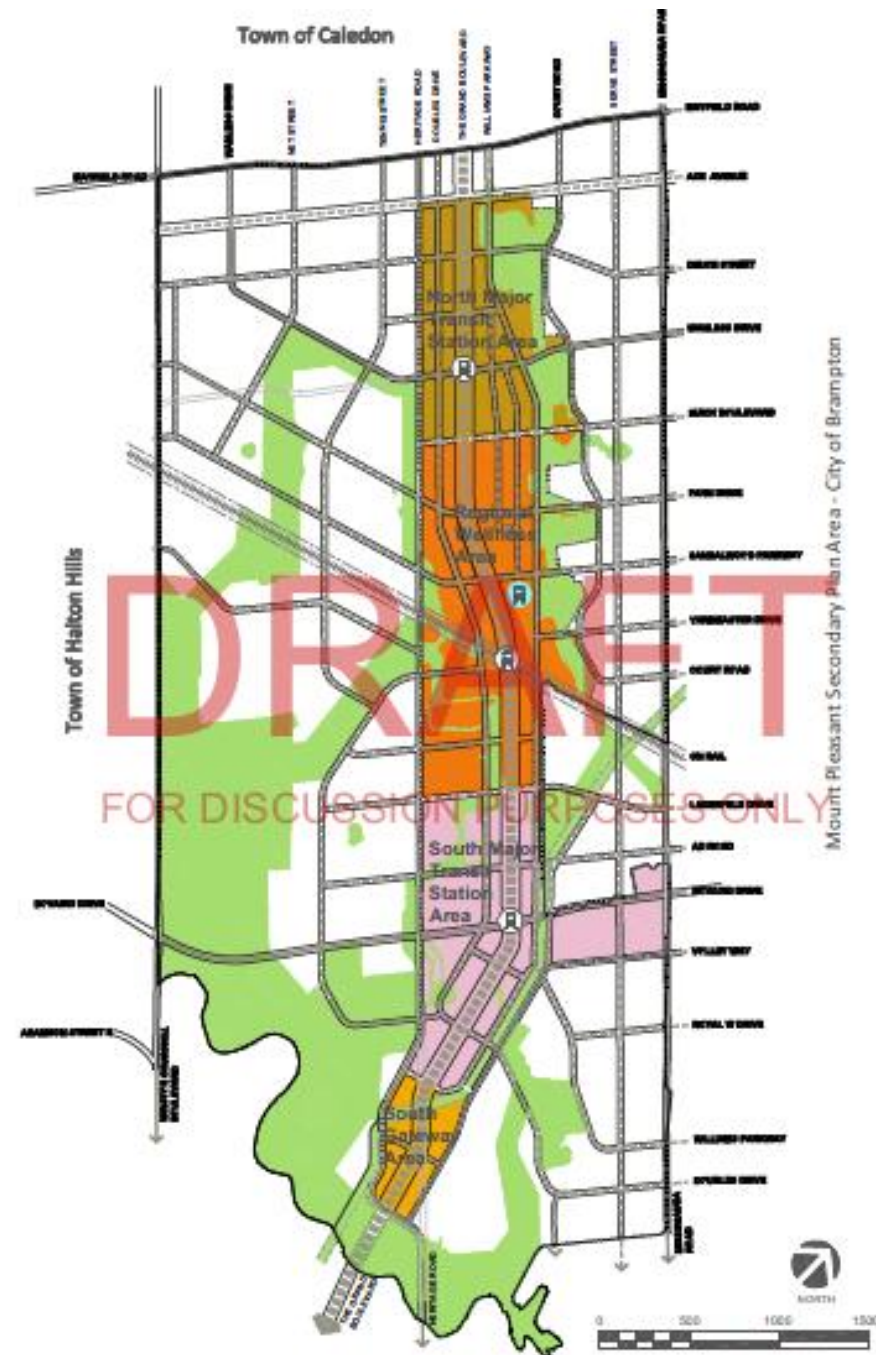
SECONDARY PLAN POLICY

- Precinct Planning will follow approval of the Secondary Plan.
- The HHSP will have seven “Precinct Plan” areas (a.k.a. Blocks Plans).
- Each Precinct will have a distinct identity with varying intensities of development.
- Most intense development in the HHSP will be focused within 800m of Major Transit Station Areas (MTSA’s) within the Central Precinct (CP).
- Greatest heights and densities will be located at the confluence of Heritage Heights Boulevard and the Kitchener GO Line and will cascade downward from there.



SECONDARY PLAN POLICY

- The HHSP creates a framework for:
 - land use, streets and blocks;
 - the protection of natural and built heritage resources;
 - connected system of parks and open spaces;
 - sustainable development;
 - affordable housing; and
 - community services and facilities required to support future growth.
- Three-pronged policy regime (with Form-Based Zoning and Urban Design Guidelines).
- Built form standards to achieve appropriate scale, massing and transition between precincts while focusing on the delivery of a vibrant, comfortable and beautiful public realm.



SECONDARY PLAN POLICY

The Secondary Plan is comprised of fourteen (14) sections including two appendices:

Section 1: Introduction

- Sets the planning framework that will guide future growth and redevelopment.

Section 2: Vision & Guiding Principles

- The mixed-use vision.
- Heritage Heights Boulevard as the organizing spine.
- Major Transit Station Areas.

Section 3: Area Structure

- Precinct and Character Areas.
- Describes intended character for each precinct and establishes policy directions (land use, public realm and built form).

Section 4: Natural Heritage Network

- Policies that support the significant natural heritage features and system as a whole.

Section 5: Land Use

- Policies to guide, manage and direct growth and development.

Section 6: Public Realm

- Policies to guide the creation of a high quality public realm in Heritage Heights.

Section 7: Built Form & Urban Design

- Policies that support a variety of building typologies – encouraging missing middle.

SECONDARY PLAN POLICY

The Secondary Plan is comprised of fourteen (14) sections including two appendices:

Section 8: Culture & Heritage

- Policies to protect/preserve a diverse range of significant cultural heritage features and landscapes.

Section 9: Sustainability, Energy, Climate & Water

- Policies to realize environmentally sustainable development including community energy.

Section 10: Mobility

- Policies to achieve a balanced transportation network.

Section 11: Housing & Community Services and Facilities

- Policies pertaining to housing and services needed to support a high quality of life.

Section 12: Servicing

- Policies to ensure requisite infrastructure to support future growth.

Section 13: Implementation and Interpretation

- Policies to implement the Secondary Plan.

Section 14: Site and Area Specific Policies

- Site and Area Specific Policies (SASP's) to implement Precinct Plans in the future.

TECHNICAL STUDIES

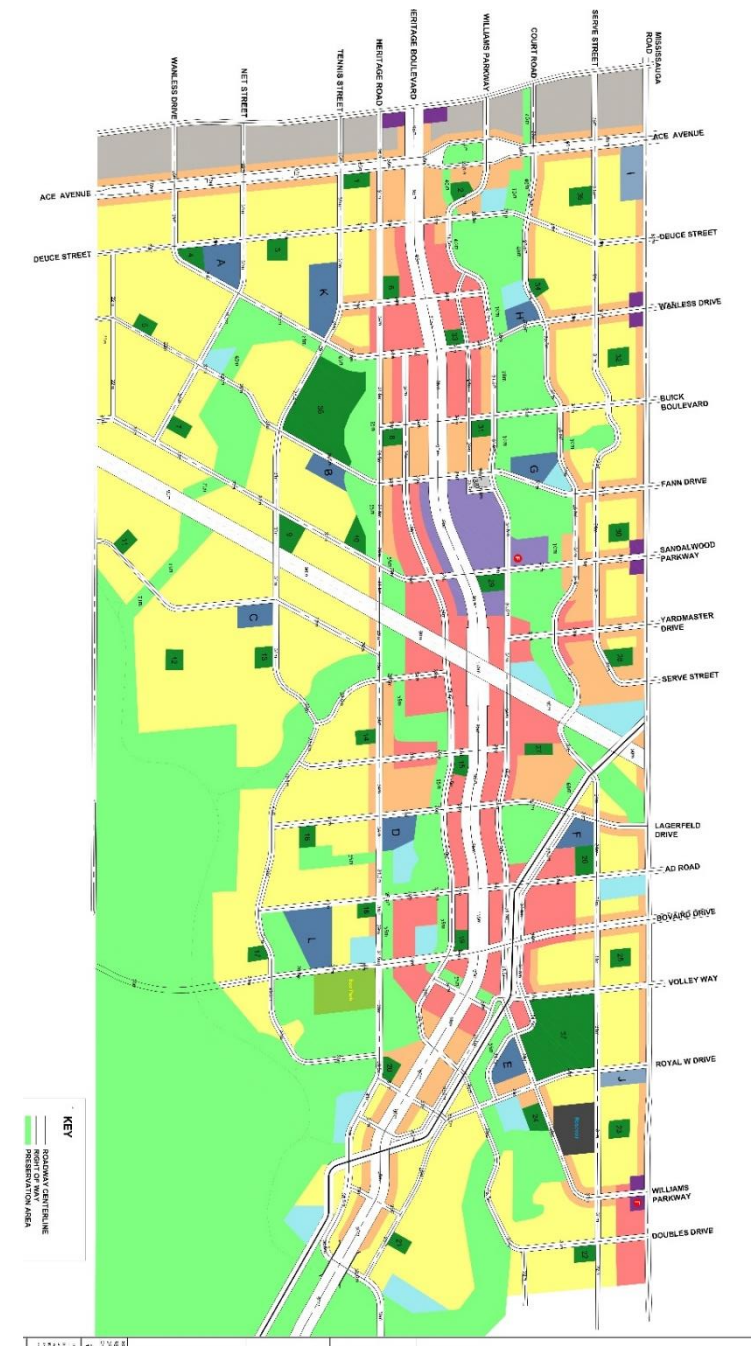
Policy will be refined as technical studies advance

Subwatershed Study

- Land use concept updated to reflect fluvial and terrestrial systems and to establish a robust Natural Heritage System.
- Efforts to reduce impacts on the existing natural heritage system.

Infrastructure Servicing Study

- Develop alternative sanitary sewer and water servicing strategies and systems for the subject lands.
- Determine preliminary storm water requirements, including drainage boundaries and the identification of storm water management facilities and their potential location (including innovative SWM solutions).
- Identify servicing staging and sequencing strategies.



TECHNICAL STUDIES

Community Energy Study

- Will explore the feasibility of alternative energy solutions in the area to establish a net zero community.
- Energy Districts to be established and reinforced through Policy.
- Working with Alectra, Enbridge, and the IESO through this process.

Preclude and Hinder Study (Shale)

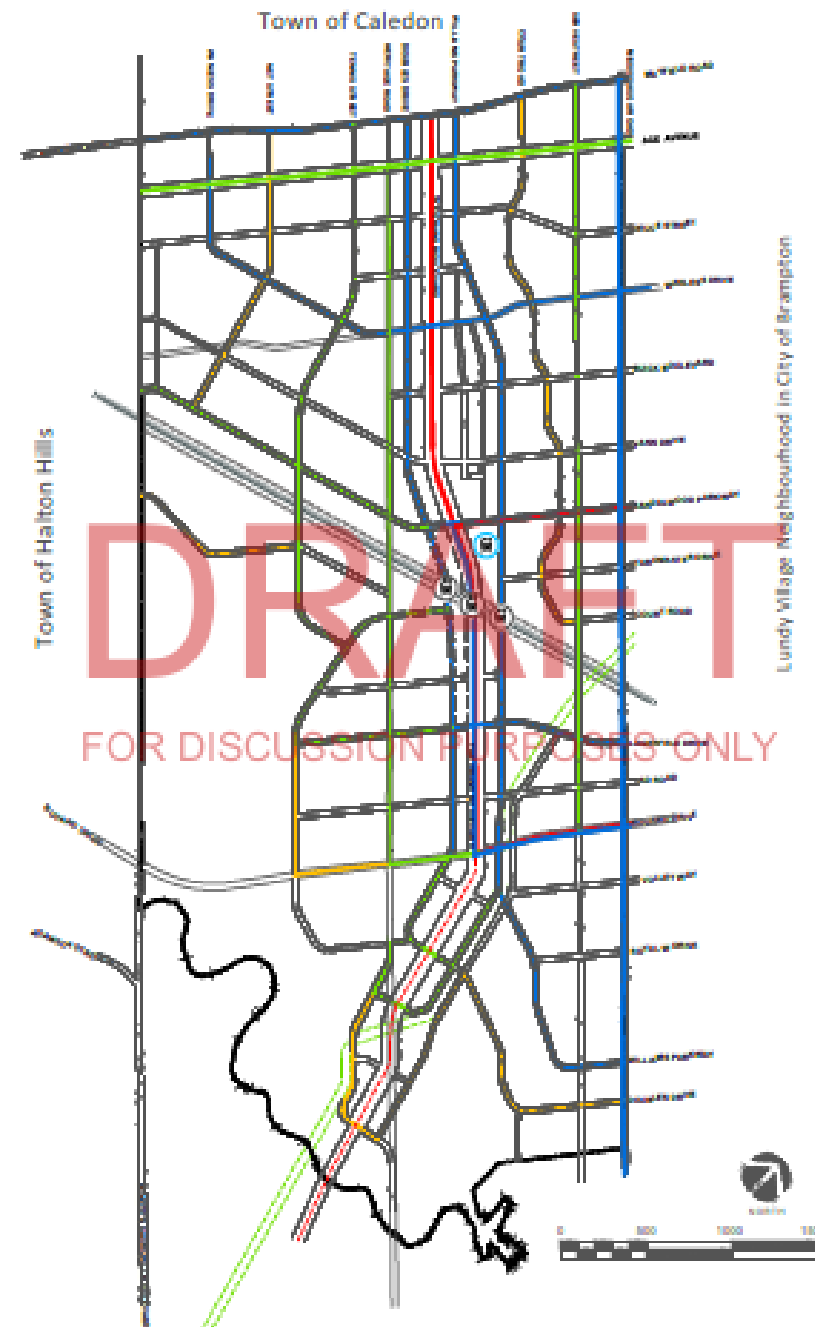
- Examine any potential impacts of the Secondary Plan on the aggregate resource and its potential extraction
- Identify any potential mitigation techniques



TECHNICAL STUDIES

Transportation Study

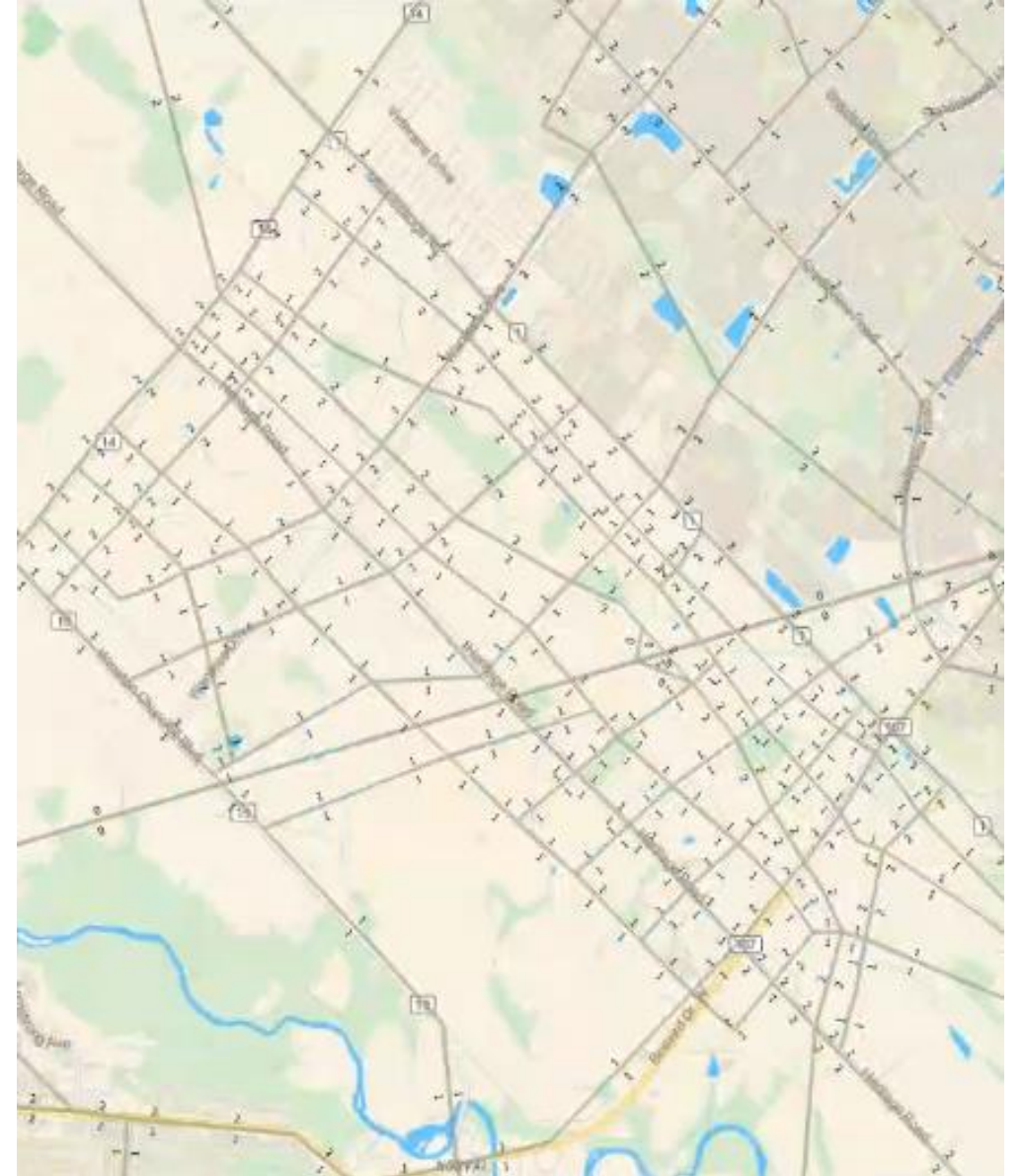
- Provide guidance on street and block structure.
- Complete streets – 2-lane community to maximize safety.
- Reduce VKT to lower emissions.
- Contribute to and not detract from places.
- Provide guidance to transit routing.



TECHNICAL STUDIES

Transportation Model

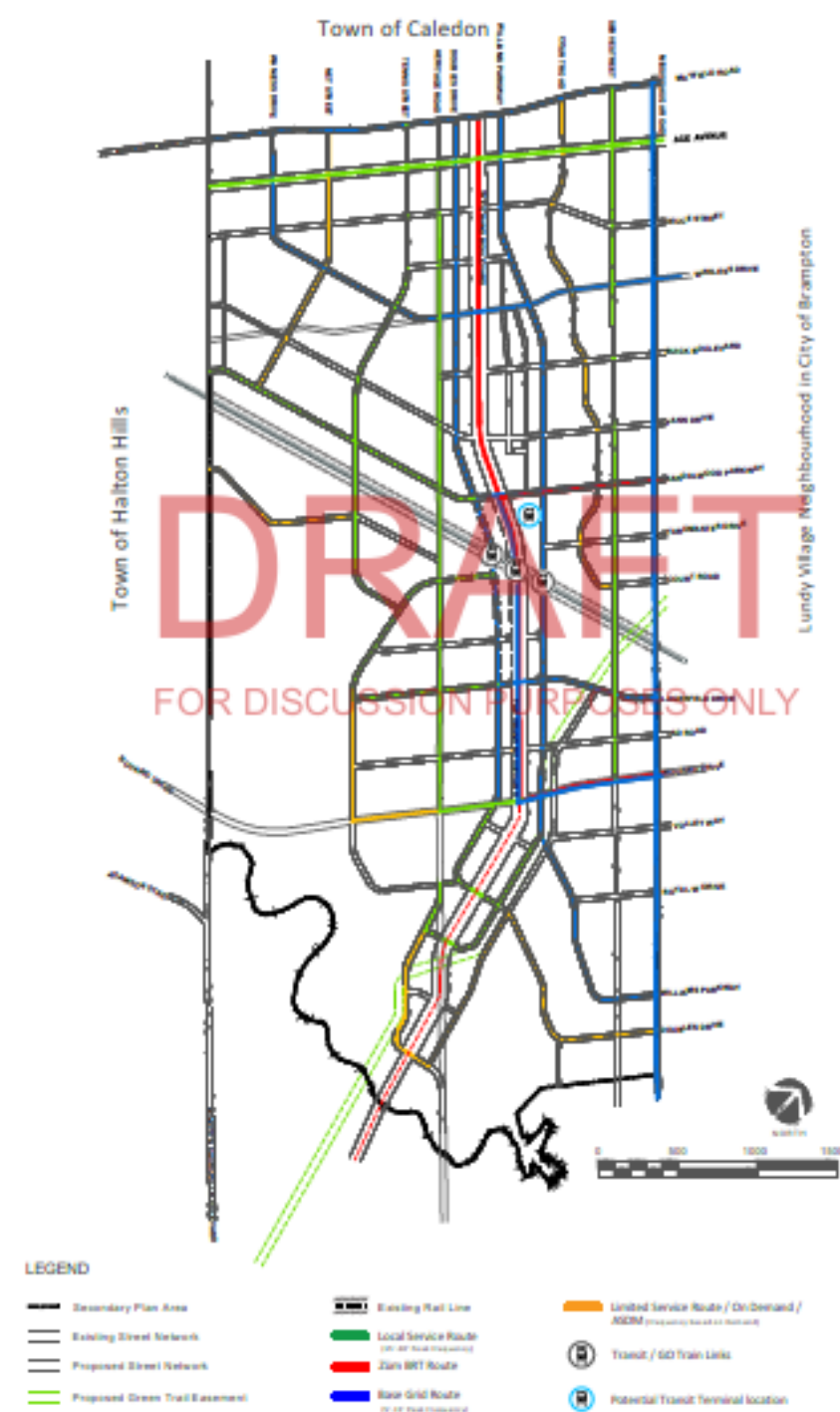
- Model is being prepared to support the Transportation Study
- Several scenarios are being tested, including:
 - High transit modal split; and
 - Low transit modal split



TECHNICAL STUDIES

Transit and Active Transportation Plan

- Staff are working collaboratively with Brampton Transit to understand facility and routing considerations for the plan.
- Cycling facilities are planned on every framework street, through the NHS, along the rail lines, and on top of the Trans- Canada Pipeline



STREET STANDARDS

Key Plan and Street Sections

- Sections for each framework street prepared.
- Focus on complete streets and climate resilience.
- Safe, high quality design.
- Walking, cycling and transit priority



Figure 19. Street Section – 31.0m R.O.W., N.T.S.



Figure 30. Street Section – 41.0m R.O.W., N.T.S.

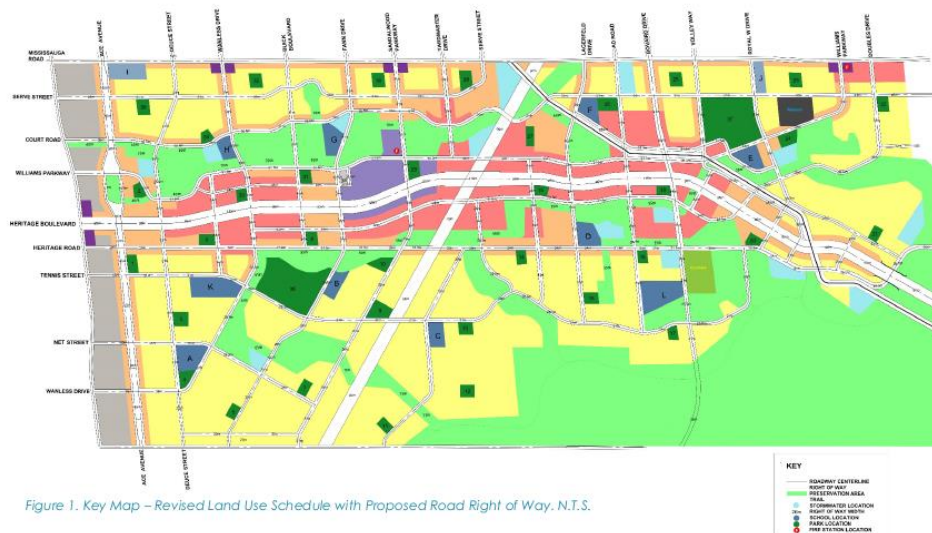


Figure 1. Key Map – Revised Land Use Schedule with Proposed Road Right of Way, N.T.S.

STREET STANDARDS

Conventional Road Design



- Limited access
- Throughputs – long haul by car
- Maximize speed/minimize delay
- Level of service

Traditional Street Design



- Maximize access – facilitate social/economic exchange
- Short trips – on foot, bike, transit, car
- Slower, safer, easier to cross
- Decrease auto-dependency, minimize km's travelled

REGIONAL ENVIRONMENTAL ASSESSMENTS (BOVAIRD DR. W)

Bovaird Drive Existing/Proposed (EA)



- 4-6 lanes proposed
- 90 km/h design speed, 70km/h posted speed
- Limited access – intended to feed the GTA West highway
- Not pedestrian or cyclist friendly
- Hostile to people and business

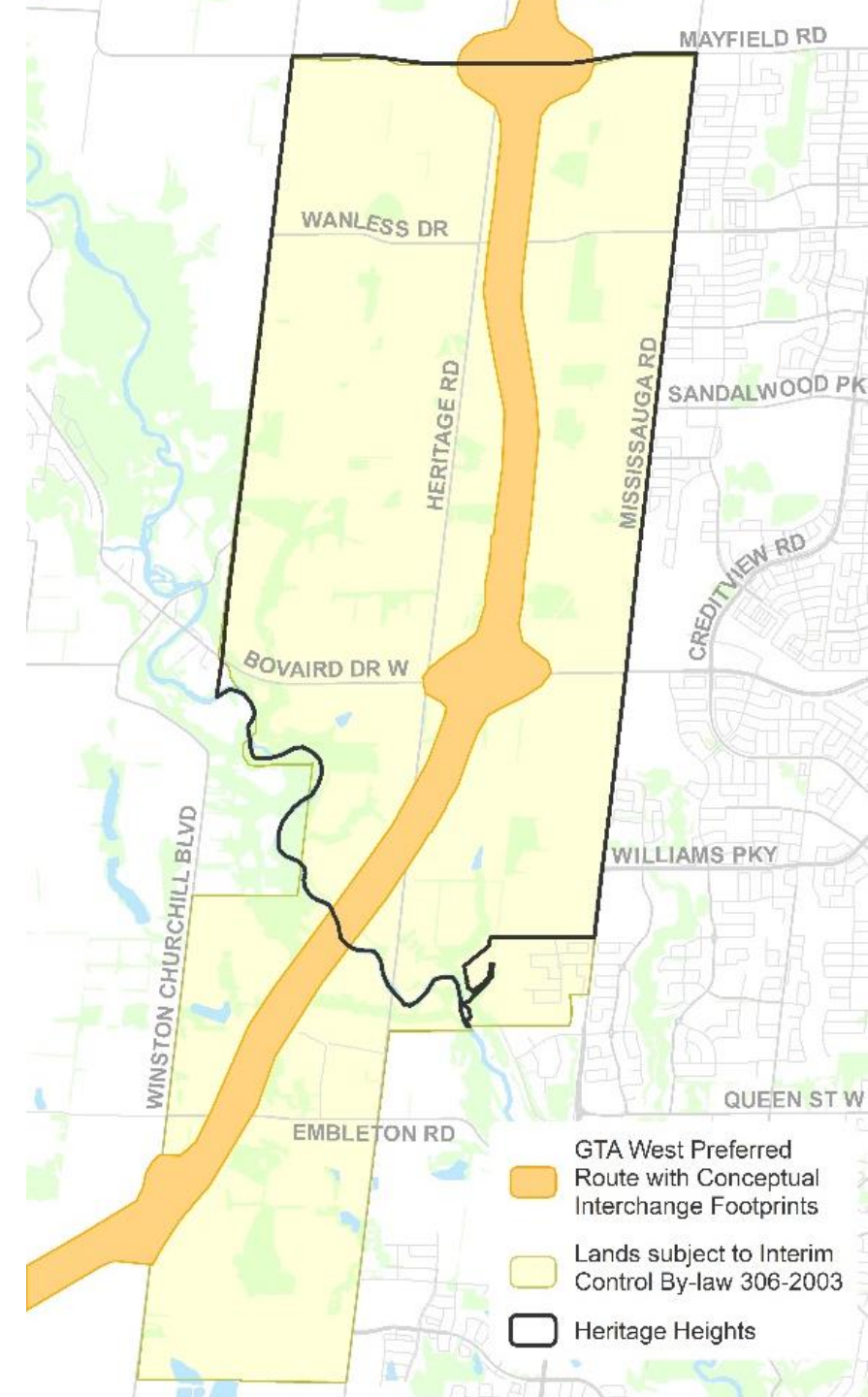
Bovaird Drive Proposed (Secondary Plan)



- 4 lane (east of Heritage Rd.) 2-lanes west
- Complete street
- 50km/h design and posted speed
- Separated and protected cycling facilities
- Pedestrian and business friendly
- Contributes to great place-making
- Adds value to Brampton

INTERIM CONTROL BY-LAW

- Interim Control By-Law (ICBL) 306-2003 has been in place in Northwest Brampton since 2003.
- A preferred alignment for the GTA West corridor has been identified.
- Wil report back with recommendations pertaining to modifications to the ICBL to unlock development outside of the GTA focus area.



NEXT STEPS

- Continue to evolve the plan with stakeholders throughout the summer
- Continue to refine the technical studies
- Formal circulation of the policy document for review
- Statutory Public meeting in September

