

AMENDMENT NUMBER OP2006-____

to the Official Plan of the

City of Brampton Planning Area

1.0 PURPOSE

The purpose of this amendment, together with Schedule 'A' attached, is to implement the policies of the Official Plan for the City of Brampton Planning Area, by establishing, in accordance with Section 5.4 of the Official Plan and the City's Growth Management Program, a policy framework to guide the development of a new secondary plan area in the City of Brampton referred to as Secondary Plan Area 52 - Heritage Heights. This amendment specifies land use designations, a transportation network, a protected natural heritage system, and related policies to achieve superior, efficient, orderly and ecologically responsible urban development inspired by principles of sustainability, healthy, active complete communities.

2.0 LOCATION

The lands subject to this amendment are located in northwest Brampton, bound by Mayfield Road to the North, the Credit River valley to the South, Winston Churchill Boulevard to the West and Mississauga Road to the East.

3.0 AMENDMENT AND POLICIES RELATIVE THERETO:

The document known as the City of Brampton Official Plan is hereby amended:

- 1) By amending Schedule 'G' Secondary Plan Areas thereto, to delete 'Secondary Plan Area 53 – Mount Pleasant West' and revising the boundaries of 'Secondary Plan Area 52 – Huttonville North' to include the subject lands shown on Schedule 'A'; and renaming Area 52 from "Huttonville North to "Heritage Heights", also shown on Schedule 'A' of this amendment.

- 2) By revising Schedule "H" Community Block Plan Areas, thereto the establish boundaries of Areas: 52-1, 52-3, 52-4, 52-5, 52-6 as shown on Schedule 'B' to this amendment.

- 3) By adding the following text to Part II – Secondary Plans, as Chapter 52:

CITY OF BRAMPTON OFFICIAL PLAN

PART II

CHAPTER 52

HERITAGE HEIGHTS SECONDARY PLAN

SECONDARY PLAN AREA 52

1 Introduction

How to Read This Secondary Plan

This Secondary Plan sets out a planning framework and serves as a blueprint for future growth for the redevelopment of the Heritage Heights Secondary Plan Area shown on Map 52-1. This Plan includes a vision, objectives, and policies on the Secondary Plan Area's intended urban structure, natural heritage network, land use, the public realm, built form, culture and heritage, mobility, sustainability and climate resiliency, and the supporting infrastructure, both hard and soft, to support the development of complete, active, sustainable and resilient communities.

The Secondary Plan is organized into thirteen sections:

- **Section 1:** Introduction
- **Section 2:** Vision & Guiding Principles
- **Section 3:** Area Structure
- **Section 4:** Natural Heritage Network
- **Section 5:** Land Use
- **Section 6:** Public Realm
- **Section 7:** Built Form & Urban Design
- **Section 8:** Culture & Heritage
- **Section 9:** Sustainability, Energy, Climate & Water
- **Section 10:** Mobility
- **Section 11:** Housing & Community Services and Facilities
- **Section 12:** Servicing
- **Section 13:** Implementation and Interpretation
- **Appendix 1:** Complete Application Requirements
- **Appendix 2:** Heritage Heights Concept Plan
- **Appendix 3:** 2019 Ministry of Transportation Technically Preferred Route

1.1 Who is this Secondary Plan Meant For?

The Vision for the Heritage Heights Secondary Plan Area was developed in collaboration with the City of Brampton, Region of Peel, Credit Valley Conservation Authority, key stakeholders, and affected landowners, along with the broader public. The concepts and ideas articulated in this Secondary Plan further articulate the actions of the City's 2040 Vision.

City Council will use this Secondary Plan to make decisions on planning and development proposals within the Secondary Plan area shown on Map 52-1 – Secondary Plan Area. City Planning Staff will use this document to work with the public and land developers to achieve

the vision described in this Secondary Plan, to educate and raise awareness about possible future development, and to make recommendations to City Council on development proposals, public works, and infrastructure.

This Secondary Plan is a tool used to guide the implementation of a vision. The Secondary Plan will provide clarity and certainty for residents in communities adjacent to the Secondary Plan area. This document will also guide City divisions, municipal and regional organizations and commissions, and their decisions affecting the Secondary Plan area.

1.2 Location

This Secondary Plan is Chapter 52 of the City's Official Plan, referred to in this document as the 'Heritage Heights Secondary Plan Area'. The lands subject to this planning framework are approximately 1,700 hectares (3,500 acres) in size and are bound by Mississauga Road to the east, the Credit River to the south, Winston Churchill Boulevard to the west and Mayfield Road to the north. The Heritage Heights Secondary Plan Area is located adjacent to the Secondary Plan Areas of Mount Pleasant, Credit Valley and Huttonville communities.

- 1.2.1 The lands subject to the policies of this Secondary Plan are identified on Map 52-1 - Secondary Plan Area.

1.3 Purpose

1.3.1 This Secondary Plan:

- a) Sets out the planned function and long-term planning vision for the Heritage Heights Secondary Plan Area to 2051 and beyond.
- b) Describes and identifies the desired area structure, land use designations, transportation network, natural heritage system, heritage resources and sustainability objectives, infrastructure and related policies to achieve efficient, orderly and ecologically responsible urban development that is environmentally sustainable and premised on the principles of healthy and active communities.
- c) Sets out the development controls to be used in implementing the urban structure, transportation network, and land use designations set out in this Plan.

2 Vision and Guiding Principles

The Heritage Heights Secondary Plan functions as the north-western gateway to the City of Brampton from the neighbouring municipalities of Halton Hills and Caledon. The Heritage Heights Area is planned to undergo significant change in the near future with the construction of the Heritage Heights mobility hub, Major Transit Station Areas, and The Grand Boulevard, which will be catalysts in transforming the Secondary Plan Area's landscape from mainly rural and auto-oriented uses into a mixed-use, vibrant, and transit-supported community. The area is to be planned to accommodate approximately 124,000 people and 43,000 jobs.

The Heritage Heights Secondary Plan establishes a vision where people, business, arts and culture thrive, and will become a choice destination within the City of Brampton, where the health and well-being of residents will be supported. Development in the Heritage Heights community will protect and celebrate its natural heritage assets and will also ensure climate change mitigation and adaptation are critical components of its planning, design and construction.

The Plan identifies six distinct Precincts, which will accommodate a full range of housing forms, tenures and types, and uses. Urban development will sensitively integrate into the surrounding neighbourhoods and will be known for its high-quality, transit-supportive built form, as well as its comfortable and attractive public realm that promotes the diversity of its residents. A network of natural areas, parks, open spaces and pedestrian amenities across the Secondary Plan Area will connect the Precincts and provide opportunities for residents to recreate and interact with one another. Over time, The Heritage Heights community will evolve into an urban community and destination in northwest Brampton.

2.1 The Vision, Guiding Principles and Big Moves outlined in the following sections will be implemented in accordance with the policies of this Secondary Plan.

2.2 Realizing the Vision

2.2.1 Development within the Heritage Heights Secondary Plan Area will advance the following Vision:

The Heritage Heights Secondary Plan area will be a sustainable, complete, urban and resilient community that provides for a full range of residential and employment opportunities.

The Secondary Plan area will be an active, healthy, and vibrant place with connections to the surrounding community and other areas of the City, where new communities in each of the six Precincts will be designed to be pedestrian-friendly, walkable, and transit-supportive.

Each Precinct and Character Area will develop its own identity and will be organized around The Grand Boulevard, the main organizing element of the Secondary Plan Area. Heritage Heights will include a high quality, connected public realm of streets, parks and open spaces, and well-defined high functioning natural heritage system, which will support The Grand Boulevard and the existing and planned transit system in forming the underlying structure of the Precincts and overall Secondary Plan area.

Community services and facilities, and transportation and servicing infrastructure, will support new and existing communities in keeping pace with future growth. Well-designed neighbourhoods and blocks will be founded on principles of urban design excellence, and will include a range of uses, built form types, densities, and heights appropriate to their location.

Development adjacent or near natural areas and heritage resources will protect their natural and cultural heritage features and functions and integrate them into site design to enhance the overall character of the community. Parks and open spaces, and Natural Areas will provide active and passive spaces, as appropriate, that support the mental and physical health and well-being of residents.

2.2.2 The vision for the Heritage Heights Secondary Plan Area encourages urban, transit-oriented walkable communities that promote a vibrant pedestrian realm and experience. This goal will be achieved through Precinct Planning, Urban Design Guidelines, Character Areas, area specific policies, Community Planning Permit Systems, area specific zoning by-laws, and other supporting strategies, tools, and studies identified in this Secondary Plan.

2.2.3 All development within the lands shown on Map 52-1 – Secondary Plan Area will conform to the overall Vision for change identified in this Secondary Plan.

2.2.4 The realization of the Secondary Plan Vision is expected to occur over a 30-year time horizon. Development will protect for the long-range vision of this Secondary Plan.

2.3 Guiding Principles

2.3.1 Development in the Secondary Plan Area will be informed by the following seven guiding principles to bring about the Vision in:

- a) Supporting an active, healthy, vibrant, walkable and resilient communities for people to gather, recreate, work and live;

- b) Achieving compact development with a diverse mix of housing forms and types to support active neighbourhoods and achievable housing options.
- c) Implementing low carbon, sustainable and climate change resiliency plans, infrastructure, technologies, and design approaches.
- d) Leveraging and promoting Brampton's diversity in arts and culture to create focal points and attract investment to the area.
- e) Protecting and improving natural areas and conserving cultural heritage assets in creating local destinations and opportunities for active uses.
- f) Fostering a competitive environment for employment and economic development.
- g) Planning for the physical, mental, and social well-being of residents through the design of people-centric spaces that are safe, accessible and age-friendly.

2.4 The Big Moves

2.4.1 Development in the Secondary Plan Area will be informed by the following Big Moves, which implement the Vision and guiding principles in this Secondary Plan:

20 -Minute Walk

- a) Communities will be premised on the '20-minute neighbourhood'. A connected system of green corridors and pedestrian, cycling, and street networks will promote walkability, accessibility, and connections to transit, and local and regional destinations.

Creating a Vibrant Complete Community

- b) A complete community with a range and balanced mix of land uses and varied levels of planned intensification will be supported by a full range of transportation options, community services and facilities, and infrastructure.
- c) Land uses and built form will, together, respond appropriately to their existing and planned context and transportation and servicing conditions.
- d) Urban built form, and a mix of land uses which include retail development, is anticipated at the intersection of major thoroughfares. These intersections are identified as 'Gateways' in Map 52-3 - Structure Plan and Map 52-4a – Public Realm and Conceptual Parks and Open Spaces, and as set out in this Plan. Higher densities and more intense uses will be concentrated in the Character Areas identified in Map 52-3a – Structure Plan.
- e) An active, diverse, and vibrant community will be supported by a high-quality public realm. Character Areas, which are envisioned as hubs of activity accommodating a significant amount of growth in the Secondary Plan area, will be framed with buildings that have active at-grade uses, appropriate glazing on lower levels, and direct entrances from the public sidewalk.

- f) Development and civic and/or private open spaces will respect and reinforce the natural and cultural heritage assets of the Secondary Plan Area through the conservation, restoration, and enhancement of natural heritage areas, heritage structures and landscapes.
- g) Development in the Secondary Plan Area will not outpace investment in community services and facilities that support a livable and complete community, unless otherwise directed by the Commissioner of Planning Building and Economic Development.

A Connected System of Natural Heritage Areas and Green Spaces

- h) The Plan envisions a robust and connected network of protected natural heritage areas, corridors, and linkages to support the overall ecologic function of the Natural Heritage System. The established Natural Heritage System will support ancillary passive opportunities for recreation such as supporting the provision of trails and multi-use cycling facilities and will enhance and provide an identity for the Secondary Plan Area. The intent of these spaces, corridors, and linkages will be to protect ecological biodiversity and naturally sensitive areas, while connecting the various neighbourhoods and areas of the Heritage Heights community.
- i) Green spaces, such as parks and linkages, which form part of the public realm, will support a range of local social and recreational activities, and will be connected, comfortable, safe, and attractive, and contribute to the quality of life of all residents.
- j) Only recreational uses that are compatible with the Natural Heritage System and can be supported within the natural heritage system will be permitted.

Promoting Mobility

- k) Central to the Plan is a Regional mobility hub located at the intersection of The Grand Boulevard and the Kitchener GO Line, which is identified conceptually on Map 52-3 – Structure Plan and Map 52-12 – Conceptual Transit Services. The mobility hub will connect the Heritage Heights community with the City, Region, and Greater Toronto Area, will be a central hub of activity, and where significant growth will be directed and focused in the Secondary Plan Area.
- l) The location of the future mobility hub and planned transit stations along The Grand Boulevard will be supported by appropriate transit-supportive land uses and densities, including exploring opportunities for joint development, integrated transit stations, and limited surface parking availability.
- m) The provincial transportation corridor is re-imagined as a Grand Boulevard which emphasizes active transportation, an active, vibrant and lively public realm, promotes connectivity with existing and planned communities, and prioritizes community safety and well-being.
- n) A fine-grained street network will support a connected, walkable, sustainable, and resilient community that can evolve over time.

Community Wellness

- o) A Wellness Character Area, which may be anchored by a future hospital, will be the main hub of activity for the Secondary Plan Area. The Wellness Character Area will capitalize on its proximity and connections to higher order transit and The Grand Boulevard.

Community Services and Facilities

- p) Community services and facilities, such as schools, social services, neighbourhood parks, libraries, and recreation centres, will support the planned function of the Heritage Heights Community as a livable and complete community in a manner that promotes equity, accessibility, and active transportation.

Sustainable and Resilient Communities

- a) Development, where possible, will strive to minimize environmental impact, mitigate and adapt to the effects of climate change by incorporating sustainable design practices as set out in this Plan.

3 Area and Precinct Structure

Precinct Plans will develop incrementally over time and are intended to outline development principles and guidelines at a more detailed level. Precinct Plans will demonstrate how lands can be developed to meet the Vision and policies in this Secondary Plan. Precinct Plans will be the link between Official Plan policies and Urban Design Guidelines, Plans of Subdivision, Zoning By-laws, Site Plan Control applications and other planning implementation tools.

- 3.1 The Secondary Plan area will develop in a transit-supportive manner in accordance with this Plan's policies.
- 3.2 The Secondary Plan area is organized into six distinct Precincts: 1 (one) Central Precinct and five (6) Edge Precincts. Each Precinct will have its own identity and will be guided by the policies in this Secondary Plan.
- 3.3 Map 52-2 – Precinct Areas identifies the boundaries of these seven Precincts, which are:
 - a) Central Precinct
 - b) Mississauga Road North Precinct
 - c) Mississauga Road South Precinct
 - d) Heritage Heights North Precinct
 - e) Heritage Heights South
 - f) Innovation Precinct
 - g) Mount Pleasant Precinct
- 3.4 Map 52-3 – Structure Plan shows the key structure components of the Secondary Plan area, which are described in Policy 3.6. The Secondary Plan's structure includes four (4) Character Areas. Character Areas are envisioned as hubs of activity accommodating a significant amount of growth in the Secondary Plan area. These Character Areas include:
 - a) Character Area 1: The Regional Wellness Area
 - b) Character Area 2: South Major Transit Station Area
 - c) Character Area 3: North Major Transit Station Area
 - d) Character Area 4: South Gateway

3.5 Precinct Plans and Character Areas will serve as the basis for the comprehensive planning framework set out in this Plan.

3.6 Area Structure

3.6.1 Development will be structured by the elements identified on Map 52-3 - Structure Plan and in accordance with the policies in this Secondary Plan. Growth and public investment will be directed as follows:

Realizing the Grand Boulevard

3.6.2 The Grand Boulevard will be the 'spine' that connects the Precincts in the Secondary Plan Area to neighbouring communities and municipalities. The Grand Boulevard will be designed as an at-grade roadway that comfortably accommodates the movement of pedestrians, cycling routes, transit priority roadways, and vehicles.

3.6.3 Development lining the Grand Boulevard will be massed to define and support the edges of the public realm with high quality design, appropriately scaled setbacks and step-backs, and active at-grade uses that will animate and support the pedestrian experience. New development will provide appropriate transition between areas of different development intensity and scale.

3.6.4 The highest densities and heights in the Secondary Plan Area will be oriented toward the Character Areas along the Grand Boulevard, starting with the Regional Wellness Character Area, South Major Transit Station Character Area, North Major Transit Station Character Area, and South Gateway Character Area. Development in these mixed use transit nodes will be designed as centres of activity with the creation of a vibrant, walkable and green commercial main street along the Grand Boulevard. Development will provide a mix of building types, parks, and housing forms and tenures.

3.6.5 The Grand Boulevard will be a demonstration of multi-modal transit and active transportation, supported by planned Major Transit Station Areas. Accessible, safe, and comfortable pedestrian-scaled public boulevards will promote walking and at-grade amenity, while an efficient, interconnected, and direct network of public streets will connect to the Grand Boulevard to the larger community.

Character Areas

Character Area A - The Wellness Area

- 3.6.6 The Regional Wellness Character Area will function as the heart of the Heritage Heights community. This area will have a mix of transit-supportive land uses and employment opportunities, with connections within the Secondary Plan Area, to the City, and to the Region. The Wellness Character Area is envisioned as being anchored by a future Regional Hospital and will capitalize on the proximity to the proposed “Main Street” on Fann Drive, the future GO Mobility Hub, Brampton Transit Gateway Station, and The Grand Boulevard.
- 3.6.7 Although identified as a distinct character area within the Secondary Plan, with an emphasis on hospital and medical services, medical research, and associated uses, the area will be integrated and be well-connected with the surrounding area through public realm continuity and streetscape design along with the extension of the surrounding pedestrian, cycling and road network.
- 3.6.8 The Regional Wellness Character Area will be the primary area for intensification in the Secondary Plan Area. Development with the greatest height and densities will be focused around the Mobility Hub and demonstrate appropriate transition in scale to lower scaled development.
- 3.6.9 The hospital is envisioned to be urban in nature reducing the reliance on surface parking, maximizing connectivity to the surrounding community, to encourage vibrancy and respite for those employed within the Regional Wellness Area.
- 3.6.10 A Main Street is envisioned along the street conceptually referred to as ‘Fann Drive’. This Main Street area will contain human scaled development with a high-quality design to create vibrancy and identity for the area. The Main Street area will be developed as a lively, pedestrian-oriented urban community with a broad mix of active ground floor uses, such as main street retail stores, restaurants, cafes and entertainment facilities supported by a mix of residential and employment uses. The Main Street area will support a vibrant, hub of commercial activity that provides local destinations for residents and employees.

Character Area B - South Major Transit Station Area

- 3.6.11 The South Major Transit Station Area will include the greatest range of residential uses and residential built form, ranging from areas with low-rise to mid-rise buildings, transitioning to mixed use mid-rise and tall buildings, as appropriate. Buildings will front and take its address from The Grand Boulevard and adjacent to and/or near the planned Major Transition Station Area.
- 3.6.12 The South Major Transit Station Area is bisected by the pipeline corridor that provides a threshold between the eastern predominantly lower scale residential areas and taller buildings envisioned west of the corridor, closer to The Grand Boulevard. The greatest heights and densities in this Character Area will be focused within an 800m radius or approximately a 10-minute walk from the planned transit hub located at the intersection of The Grand Boulevard and Bovaird Drive.

Character Area C - North Major Transit Station Area

- 3.6.13 Development in the North Major Transit Station Character Area will be primarily composed of medium and high density mixed-use uses with the density focused within 800 metres or approximately a 10-minute walk of the transit hub located at the future intersection of The Grand Boulevard and Wanless Drive.
- 3.6.14 Neighbourhood parks and a range of smaller parkettes and urban plazas are encouraged in strategic locations that are linked as a circuit wherever possible to connect with each other and to the open spaces located along Williams Parkway. Existing and planned open spaces and environmental lands will provide opportunities the introduction of a paths and trail system providing north-south connectivity through the Central Precinct.
- 3.6.15 Mid-rise buildings, stacked townhouses and court-yard style apartments will provide appropriate transition and buffering to *Employment Areas* and, where possible, incorporate paths/trails that could provide connections to nearby open spaces and surrounding communities.

Character Area D - South Gateway Area

- 3.6.16 Development in the South Gateway Area will include more modest heights and densities compared to the other Character Areas within the Central Precinct and will be predominantly comprised of lower scale built form which provide appropriate transition to existing neighbourhoods located at the edges of the Secondary Plan Area.
- 3.6.17 Mid-rise built form will be oriented to and locate around The Grand Boulevard with lower heights and densities located at the edges of the character area.
- 3.6.18 The future intersection of The Grand Boulevard and Heritage Road will form the south entrance into Heritage Heights and a combination of built form massing, scale and architectural style along with public realm hard and soft landscaped treatment should be provided to provide visual cues of entry into the community.

Protecting the Natural Heritage System and Enhancing the Green Space System and the Public Realm

- 3.6.19 The Natural Heritage System is integral to the Secondary Plan Area's structure and identity. This Secondary Plan will promote opportunities for residents, employees and visitors to enjoy both active and passive recreation activities in the *Natural Areas*, linkages, corridors and trails.
- 3.6.20 New community and local parks, tree-lined streetscapes, courtyards and publicly accessible private open spaces will create a connected green space system including parks and open space that will enhance and provide an identify for the Secondary Plan Area and its Precincts.

- 3.6.21 Publicly accessible natural heritage areas, parks, civic spaces, publicly accessible private open spaces, and the pedestrian realm will form a setting for community life. These spaces will be connected, comfortable, and contribute to the quality of life of all residents.
- 3.6.22 Public sidewalks will be active areas that support social and retail activities or, on local streets, will provide privacy for residential ground floor uses.

Providing Mobility Options

- 3.6.23 The Transportation Network will include a variety of mobility options to promote movement through the Secondary Plan Area and beyond, and encourage access to walking, cycling and public transit use and enhance connectivity and circulation.
- 3.6.24 The Heritage Heights Secondary Plan respects the Regional importance of goods movement. The Transportation Network will provide opportunities for through traffic and Goods Movement Corridors, but will prioritize quality of life for those who live, work, learn and play within the community by creating walkable, safe, and complete streets, with reduced design speeds and limited rights of way.
- 3.6.25 Together with a fine-grained street network and transit system, the walking and cycling network will form the underlying structure for the future development of the Secondary Plan Area. The Transportation Network will create connections between Precincts, to neighbouring communities, to the City, Region, and Greater Toronto Area, as identified in Map 52-9 – Street Network, Map 52-11- Pedestrian and Cycling Network and Map 52-12 – Conceptual Transit Services.
- 3.6.26 Map 52-9 – Street Network, Map 52-11- Pedestrian and Cycling Network, and Map 52-12 – Conceptual Transit Services establish the existing and planned transportation network that will support a mix of land uses and densities, and describe the conceptual location for transit facilities. The street network will be further refined during the Precinct Planning stage.

Precinct Planning

- 3.7 Precinct Plans will outline development principles and guidelines for each Precinct in more detail and will direct how lands can be developed to meet the broader policies of this Secondary Plan. Precinct Plan implementation policies are found in Section 13 of this Plan.
- 3.8 Precinct Plans will:
 - a) Establish the location, scale and character of streets, buildings, parks and public spaces in a geographic area.

- b) Identify infrastructure requirements to support development.
 - c) Identify community services and facilities priorities for that precinct, affordable housing strategies, and housing/density targets in the Precinct.
 - d) Develop implementation strategies for community services and facilities and affordable housing priorities and infrastructure requirements to support growth in the Precinct.
 - e) Set direction for establishing Urban Design Guidelines for the Precinct.
- 3.9 The seven (7) Precincts will be connected by a network of *Natural Areas*, and *Parks and Open Spaces* identified on Map 52-4a – Public Realm and Conceptual Parks and Open Spaces and Map 52-5 – Natural Heritage System and Open Spaces, including existing and new streets, trails, natural areas, parks and open spaces, and will define the physical structure of this Secondary Plan.
- 3.10 An expansion of the public street network as identified on Map 52-9 – Street Network and as further described in Section 10 of this Plan, will divide large blocks into development parcels and be designed to include public spaces and create links to the cycling, walking, transit system and existing vehicular network.

Central Precinct

- 3.11 The following Policies apply to the Central Precinct depicted in Map 52-2 Precinct Areas:
- 3.11.1 The Central Precinct is comprised of the following Character Areas: Wellness Area, Main Street Area, South Major Transit Station Area, North Major Station Area, and South Gateway Area.
 - 3.11.2 The Central Precinct will be largely developed as a high-density, transit-supportive, walkable mixed-use area. A mobility hub integrated with new development will be located at the heart of the precinct and will be the focus for development.
 - 3.11.3 The Vision for this Precinct includes a future Regional Hospital in the Wellness Character Area anchored by a future Mobility Hub and fronting The Grand Boulevard. The public realm will be designed to be highly walkable, vibrant, and comfortable for pedestrians and cyclists. Built form will be transit supportive, provide appropriate transition to lower density neighbourhoods, will help to define the public realm, bring vitality to streets and parks, and contribute positively to the image of the City of Brampton.
 - 3.11.4 The Central Precinct will support mixed use development comprising of residential uses, business start-ups, corporate office, research and development, educational and major institutions, the creative sector, the health sector, and businesses in the green technology sector.
 - 3.11.5 Stand-alone retail uses will not be permitted in the Central Precinct.

Mount Pleasant Heights Precinct/ Block Plan 51-3

- 3.12 The following Polices apply to the Mount Pleasant Heights Precinct/Block Plan 51-3 depicted in Map 52-2 Precinct Areas:
- 3.12.1 Notwithstanding the provisions of the OMB Settlement of OPA 101, the lands will be planned congruently with Heritage Heights. OPA 101, contains policy direction for studies and form of development as pre-conditions to future development of the area as they relate to Secondary Plan 51 – Mount Pleasant.
 - 3.12.2 Mount Pleasant Heights Precinct/ Block Plan 51-3 will be largely developed as a high-density, transit-supportive, walkable mixed-use area, defied by its access to the Central Area Precinct GO Station, Mount Pleasant Village GO Station and the South Major Transit Station Area.

Edge Precincts

- 3.13 The following Polices apply to the Mississauga North Precinct, and Mississauga South Gateway Precincts, Mississauga Road North Precinct and Mississauga Road South Precinct depicted in Map 52-2 Precinct Areas:
- 3.13.1 The Mississauga North and Mississauga South Precinct will form the north and south ‘edges’ of the Secondary Plan Area, between the planned and existing communities along Mississauga Road, and will develop into mixed use, complete communities. The Vision for these precincts includes medium density development focused around the Nodes identified in Map 52-3 – Structure Plan and Map 52-4a - Public Realm Plan and Conceptual Parks and Open Spaces.
 - 3.13.2 A north-south green space corridor comprising of natural heritage areas and linkages, green space areas, public parks and community facilities, will link the Gateway Precincts with the wider Green Space Network and to the other communities in the Secondary Plan Area.
 - 3.13.3 New, pedestrian-friendly Gateways will be located at key entrances into the Heritage Heights community, as identified in Map 52-3 – Structure Plan and Map 52-4a – Public Realm Plan and Conceptual Parks and Open Spaces, and as set out in this Secondary Plan.
 - 3.13.4 Development within the North and South Precincts should be compatible with development on the east side of Mississauga Road. It is encouraged that development on both sides of the street generally mirror each other in terms of scale to create visual cohesion.
 - 3.13.5 Mississauga Road and the new street network will have a pedestrian friendly streetscape with active ground floor uses and at-grade building entrances.
 - 3.13.6 Retail development will be of an urban form, grade-related and incorporated into a mixed-use built form development.

- 3.13.7 The design of Gateway intersections will be comprised of both landscaped and architectural features and/or details and be coordinated through Urban Design Studies submitted through the Precinct Planning process, and seek direction from the Heritage Heights Urban Design Guidelines. Gateways at the Intersection of Regional Roads should be coordinated with the Region of Peel.
- 3.14 The following policies apply to the Heritage Heights North Precinct depicted in Map 52-2 Precinct Areas:
- 3.14.1 The Heritage Heights North Precinct will form the western 'edge' of the Secondary Plan Area.
 - 3.14.2 The Heritage Heights South Precinct will be predominantly low-rise residential in character with strategically located parks within walking distance to communities. Parks and Open Spaces will be integrated with Natural Areas and potential trail systems to provide a local circuit within the greater network of parks in the Heritage Heights Secondary Plan area. Natural Heritage features, both planned and existing, will break up the Precinct into walkable Neighbourhoods.
 - 3.14.3 Land uses adjacent to The Grand Boulevard Character Areas will transition in density and built form to lower-scale Neighbourhoods.
 - 3.14.4 A City Wide Park is envisioned for this area to serve as a destination for active recreation and to act as a community landmark within Heritage Heights
- 3.15 The following policies apply to the Heritage Heights South Precinct depicted in Map 52-2 Precinct Areas:
- 3.15.1 The Heritage Heights South Precinct will be predominantly low-rise residential in character with strategically located parks within walking distance to communities. Parks and Open Spaces will be integrated with Natural Areas and potential trail systems to provide a local circuit within the greater network of parks in the Heritage Heights Secondary Plan area. Natural Heritage features, both planned and existing, will break up the Precinct into walkable Neighbourhoods.
 - 3.15.2 Residential areas adjacent to The Grand Boulevard Character Areas will transition in density and built form to lower-scale Neighbourhoods.
 - 3.15.3 The Greenbelt and its associated open spaces define the western edge of the Secondary Plan area.
 - 3.15.4 The City currently owns the future Eco-Park and Environmental Education Centre in Heritage Heights on the south side of Bovaird Drive, west of Heritage Road. Working together with the Credit Valley Conservation (CVC), the property is envisioned to be an institutional facility supporting the conservation efforts of the CVC. The site will connect to the future Credit Valley Trail, a 100-km pathway that will connect the Credit River Valley from Lake Ontario in Port Credit to Orangeville's Headwaters. The site will also incorporate a multi-use community space and base of operations for CVC public education and stewardship services.

Innovation Precinct

3.16 The following policies apply to the Innovation Precinct depicted in Map 52-2 Precinct Areas:

- 3.16.1 The Innovation Precinct will develop as an employment focused corridor along Mayfield Road consisting of a range of employment uses that are highly accessible, walkable, promote enhanced building design and urban built form, and help achieve the employment targets set out in this Secondary Plan. This Precinct is envisioned as having a fine grain network of connections to support the movement of people and goods to and from the Precinct and the broader City of Brampton and the Region of Peel. Buildings will have an enhanced civic design and well-designed architecture and where higher order complimentary businesses that promote research, information technology, major institutional and office uses are prioritized.
- 3.16.2 Working with the City's Economic Development department, the City will establish an Innovation Precinct to support new businesses in the Innovation and Technology sectors. This Innovation Precinct will be supported through incentive programs, grants, and business development services to incentivize light industrial uses that are focused on: business start-ups, research and development, the creative sector, the health sector, and businesses in the green technology sector.
- 3.16.3 To ensure the long-term viability of the Innovation Precinct, development of this area will foster economic growth, development will contribute to and compliment the growth of the Precinct as an attractor for the Creative and Innovation & Technology sectors.

4 Sustainability, Climate, Energy & Water

The concept of sustainable development promotes a holistic approach to land use planning to achieve a balance between the social and economic needs of the community and environmental conservation. This includes making wise use of non-renewable resources and striving to protect, enhance, and restore the natural heritage system so that future generations will be able to continue to enjoy and use them. It also includes the design of walkable, pedestrian orientated, and healthy neighbourhoods that promote transit use, reduce car dependency, and a variety of uses and built form typologies. Building greener communities can result in improved air and water quality, and provide aesthetic, economic, and health benefits associated with incorporating more natural features and systems in our neighbourhoods. They also encourage a healthier lifestyle and provide more economical and equitable living, through focusing on improving transit and active transportation options, providing more affordable and varied types of housing, and creating accessible communities that allow residents to meet most of their needs within walkable distance from home.

The Heritage Heights Secondary Plan will be an exemplar of sustainable community development.

- 4.1 Development will advance and, as appropriate, implement the City's Sustainable Community Development Guidelines, and other strategies, such as the City's Community Energy Emissions Reduction Plan, and its successors, including those strategies related to climate adaptation and mitigation, and energy and water Reduction.
- 4.2 Sustainability and Climate objectives for the Heritage Heights Secondary Plan area include:
 - a) Building resilience to extreme climate events through building and site design;
 - b) Developing sustainable performance measures;
 - c) Exploring opportunities for net or near-zero communities;
 - d) Sustainable community design elements integrated into built environment, mobility, natural environment and open space, and green infrastructure and buildings; and,
 - e) Green communities
 - f) Transportation efficiency
 - g) Home and building efficiency
 - h) Local energy supply
 - i) ICI efficiency
 - j) Green infrastructure
 - k) Monitoring

Transportation efficiency & Sustainable Community Development

- 4.3 Development of neighbourhoods will support climate change mitigation by increasing the modal share for transit and active transportation and by minimizing land consumption through compact built form.
- 4.4 Different modes of transportation (e.g. car, transit, cycling, walking) should not be viewed and planned as separate isolated systems, rather as an interconnected system in which people and goods move between one mode to the other to get to their destination, in efforts to reduce overall Greenhouse Gas impacts of transportation fuels.
- 4.5 The secondary plan will provide a balance of jobs and housing to reduce the need for long distance commuting and support the development of complete communities.
- 4.6 Neighbourhoods should be designed to maximize cycling, walking and transit access within and outside of the Secondary Planning area, to establish a comprehensive active transportation network and facilitate convenient modal transfer between all transportation forms including parking, on-demand and charging infrastructure.
- 4.7 The City of Brampton will establish a flexible and frequent transit availability and competitive service quality within and between neighbourhoods and the rest of the City to encourage transit ridership as a preferred choice for users.
- 4.8 Electric Vehicle charging infrastructure will be provided where ever possible in buildings, developments, and neighbourhoods

Local Energy Supply, & Home and building efficiency

- 4.9 The use of natural gas to heat buildings contributes 38% of Brampton's GHG emissions, which underscores the need to identify measures that address the heating, cooling, and hot water needs of buildings. Modern district energy systems facilitate the use of many kinds of low carbon heat sources, including: large solar-thermal arrays; biofuel boilers and combined heat and power (CHP), sewage waste heat recovery; geothermal arrays; and boilers using renewable electricity.
 - 4.9.1 Explore opportunities to incorporate district heating and cooling in major growth and intensification areas within the Heritage Heights Secondary Plan.
 - 4.9.2 Explore opportunities to use waste heat from large facilities as an opportunity to supply heating and cooling to buildings through waste heat power or combined heat and power district systems.
 - 4.9.3 Local utilities will play a major role in managing the migration of energy supply to a more decentralized system. Explore partnerships with and between local industry to capitalize on the best opportunities within the city for Distributed Energy Systems.

- 4.10 Development within the Secondary Planning Area is encouraged to perform greater than the Ontario Building Code, and supported by a voluntary Energy Performance Program. The City of Brampton will explore the opportunities for incentive programs to support building efficiency in efforts to support the area vision of establishing net-zero communities.
- 4.11 New development will incorporate active and passive strategies to reduce energy demand and increase energy efficiency to minimize the impact on the conventional energy distribution network while also promoting the use of alternative, clean, and renewable energy sources. Development will implement, where feasible, strategies to:
- a) Reduce total energy consumption and peak energy use.
 - b) Consider renewable energy technologies in the building façade, roof, and site design.
 - c) Help offset conventional demand through considering renewable energy production facilities onsite when larger institutional, commercial, and residential buildings are developed.
 - d) Reduce the urban heat island effect and energy expenditure for climate control by implementing reflective, light-coloured roofs, or other alternatives for medium and high density residential, commercial, industrial, and institutional buildings where green roofs are not feasible.
 - e) Implement solar panel lighting for pedestrian and multi-use trails to reduce energy demand from non-renewable sources, where feasible.
 - f) Encourage electrical charging stations in the design of parking lots and parking structures, where feasible.
 - g) Encourage other methods for improving energy efficiency and air quality such as earth source energy, district energy plans, passive solar design, building orientation, ventilation, increased insulation, photovoltaic panels, green roofs, cool roofs, and high-quality windows.
 - h) Encourage net zero or net zero ready buildings.
 - i) Encourage energy efficient lighting fixtures and appliances.

- 4.12 All new buildings will be required to demonstrate the potential for improved energy efficiency strategies through approaches related to factors such as building design, efficient technologies, and behavioural change initiatives.
- 4.13 Where a district energy system is under development or has been developed, the City will require new buildings in the area with potential to be served by the system to utilize the system. Where project proceed prior to construction of the system but after the system has been deemed to be viable and construction plans are underway, development plans may be required to demonstrate that the project can connect into the system through submission of a District Energy Viability Study to the satisfaction of the City.
- 4.14 The potential to use waste heat from sources such as retail and institutional uses, sewers and wastewater will be explored through the development process as appropriate. An analysis to explore the use of waste heat shall be included in an energy modelling report or other appropriate information. The report or other information shall be prepared based on Terms of Reference determined by the City in consultation with the development proponent.

5 Natural Heritage System & Resource Protection

The natural heritage system of the Heritage Heights Secondary Plan is comprised of natural heritage features and a large portion of the Provincial Greenbelt. These areas provide critical services and functions, including but not limited to flora and fauna habitat, water resources, flood moderation, erosion control, air quality improvements, carbon sequestration, pollination, genetic diversity, recreational opportunities, and quality of life improvements. The natural heritage system includes: Valleyland and Watercourse Corridors, Wetlands, Woodlands, significant wildlife habitat, natural hazard areas, linkage corridors, restoration areas, and environmental buffers.

The natural heritage system and planned open space corridors are part of a green network that extends beyond the Secondary Plan area and will be protected, restored, and enhanced as development occurs. The Natural Heritage System will be afforded a high profile within the community as visible and accessible public amenities, and are interconnected to the greatest extent practicable where it has been demonstrated not to adversely impact the functions of the Natural Heritage System. The following policies are based on the City's ecosystem approach to land use planning and are intended to promote sustainable development and contribute toward a complete community.

5.1 Natural Heritage System

- 5.1.1 Section 4.6 and other relevant policies of the Official Plan will apply to the Natural Heritage System. Notwithstanding the provisions of Section 4.6 of the Official Plan, the conservation and protection, restoration and enhancement of natural heritage features and areas will be determined in accordance with the recommendations of the Heritage Heights Subwatershed Study and Environmental Implementation Reports or Environmental Impact Studies conducted at the Precinct Planning Phase.
- 5.1.2 The boundaries of the Natural Heritage System area designation shown on Map 52-5, and the provisions of this Chapter, reflect the initial principles and findings of the Heritage Heights Subwatershed Study (date). The boundaries of the final Natural Heritage System are to be confirmed through the Heritage Heights Subwatershed Study (SWS). Minor refinements to the boundaries of the Natural Heritage System may be considered to reflect the differences in scale and level of detail available through the preparation of the Environmental Implementation Reports (EIRs) and/or Environmental Impact Studies (EISs). However, minor refinements shall not adversely impact the functions or result in any significant decreases in size of the final Natural Heritage System. Refinements will ensure no net loss to the Natural Heritage System and ecological functions, and where possible, net ecological gain will be achieved.

- 5.1.3 A connected natural heritage system and open space network will be developed as generally shown on Map 52-5 – Natural Heritage System and Open Spaces. The Natural Heritage System Plan aims to: identify and conserve a natural heritage system that supports and balances the protection, a healthy ecology, enhancement, restoration, diversity, and linkage of natural heritage features and their ecological functions along with other development principles for achieving compact and complete communities.
- 5.1.4 Existing uses and structures within the Greenbelt shown on Map 52-5 – Natural Heritage System and Open Spaces are not permitted to expand or redevelop beyond the existing at-grade footprint except in conformity with the Greenbelt Plan.
- 5.1.5 A minimum 10 metre buffer width will be provided from the limit of the erosion hazard, and dripline of woodland. Final setback requirements should be determined based on the recommendations of the Heritage Heights Subwatershed Study, and evaluated through Environmental Implementation Reports (EIRs) and/or Environmental Impact Studies at the Precinct Planning Stage.
- 5.1.6 A minimum 15 metre buffer width will be provided from the limit of a wetland, and a minimum 30 metre buffer width will be provided from the limit of a Provincially Significant Wetland.
- 5.1.7 Development of structures will not be permitted within Natural Heritage Areas including environmental buffers, notwithstanding policies of the Official Plan.
- 5.1.8 Development near or adjacent to the natural heritage system is encouraged to provide areas for planting of native species to extend the natural landscape of the valley into the community, increase biodiversity and support the natural habitat.
- 5.1.9 Development near or adjacent to the natural heritage system will use low impact development to minimize the amount of urban run-off entering the system.
- 5.1.10 Permitted uses and activities within the Natural Heritage System, including buffers and linkage corridors, will be limited to:
- a) fish, wildlife, and conservation management;
 - b) transportation infrastructure and municipal services crossings;
 - c) stormwater management outfalls;
 - d) natural heritage restoration and enhancement works;
 - e) channel relocation and lowering;
 - f) passive recreational facilities and uses such as recreational trails, interpretative displays and signage; and
 - g) site alteration to accommodate the above uses.

- h) Where recreational trails are proposed within an environmental buffer, an additional 5 meters in width will be provided to the buffer to mitigate the impact of the trail.
- i) Transportation infrastructure crossing the NHS will include design elements and infrastructure to reduce wildlife injury and mortality.
- j) The illumination of parking facilities will be directed away from the Natural Heritage System and illumination of trails minimized to reduce disturbance to wildlife to the greatest extent practical.

5.1.11 Linkage Corridors

- a) Linkage corridors will be identified through the Heritage Heights Subwatershed Study to provide passive connections for people and active connections for wildlife. Linkages will connect significant aquatic and terrestrial habitats, will be sized and designed to ensure ecological function. Linkage corridors will be considered part of the Natural Heritage System.

5.1.12 Restoration Areas

- a) The existing and ecologically diverse Natural Heritage System will be supported by establishing Restoration Areas that will restore and naturalize these locations. Restoration Areas will be determined as part of the Heritage Heights Subwatershed Study, and refined through Environmental Implementation Reports (EIRs) and/or Environmental Impact Studies during the Precinct Planning stage or through the development approval process.
- b) Restoration Areas will be considered part of the Natural Heritage System.
- c) The existing and ecologically diverse Natural Heritage System will be supported by establishing Restoration Areas that will restore and naturalize these locations. Restoration Areas will be determined as part of the Heritage Heights Subwatershed Study, and refined through Environmental Implementation Reports (EIRs) and/or Environmental Impact Studies during the Precinct Planning stage or through the development approval process.
- d) Within Restoration Areas, natural features and functions will be created, restored, enhanced, managed, and monitored such that the diversity and connectivity of these natural features and their long-term ecological functions are healthy and protected.

Stormwater Management and Water Preservation

- 5.1.13 Proposals for large-scale development proceeding by way of a secondary plan, plan of subdivision, vacant land plan of condominium or site plan will be supported by a stormwater management plan or equivalent
- 5.1.14 Planning for large-scale development in designated greenfield areas, including secondary plans, will be informed by a subwatershed plan or equivalent.

- a) Energy Strategy will be submitted at the Precinct Planning Stage which reflects the proposed type of development. Set out what that Strategy should be exploring (e.g. low carbon energy alternatives; thermal energy; renewable energy; near/net-zero energy use targets and strategies).
- b) Storm/water overflows will be directed away from ravine features.
- c) In all new residential development, the City will encourage energy efficiency and water conservation measures that go beyond the requirements of the Ontario Building Code.
- d) A Storm Water Management Plan (SWMP) will be prepared for any major development in the Secondary Plan Area and shall be subject to approval by the Conservation Authority and the City prior to development approval. The SWMP shall address, among other matters, recommendations from the City of Brampton Stormwater Management Retrofit & Enhancement Study and shall be in accordance with TRCA's SWM criteria.
- e) The goal of the SWMP will be to provide Enhanced Water Quality Protection (Level 1) as per guidelines in MOE's Stormwater Management Planning and Design Manual, 2003. 5.8.3 In considering options for stormwater management, the following principles will apply:

- i) Stormwater runoff must be managed to protect and maintain surface and groundwater quality and quantity, the ecological health and diversity of natural areas and fish and wildlife habitat, and the integrity of municipal infrastructure;
- ii) Stormwater management facilities will be sited and designed to maintain environmental and ecological integrity, and to provide a net benefit to the environment, to the extent practical.
- iii) Stormwater will be managed for erosion control and to address water balance requirements for groundwater (site water balance) and natural features (feature-based water balance).
- iv) Stormwater management facilities shall be designed in compliance with MOE Guidelines and the City's Stormwater Management Design Guidelines. The final location of all stormwater management facilities shall be subject to the approval of the City of Brampton in consultation with the relevant conservation authority.
- v) Stormwater management facilities, where possible should be designed as public amenity space, contributing to the public realm and supporting ecological function of the Secondary Plan.
- vi) In addition to conventional wet ponds, Storm Water Management Plans (SWMP) should consider the use of innovative SWM best management practices including the use of Low Impact Development (LID) measures to help offset the quality, extended detention, or flood control volumes at the end-of-pipe SWM facilities, thereby resulting in smaller SWM pond blocks and distributed SWM controls.
- vii) Where possible, in the design of SWM facilities, consider combining these facilities with other land uses such as parks to improve the plan efficiency and create dual-purpose public areas.

5.2 Environmental Stewardship

5.2.1 Development will, where appropriate, will:

- a) Incorporate biodiversity in the design of buildings and landscapes;
- b) Implement public realm improvements that support a high level of ecological function and resiliency;
- c) Incorporate pollinator-friendly plant species in landscape design;
- d) Incorporate green roofs into residential and non-res that support biodiversity;
- e) Focus on soil volumes, permeable pavers & water features such as SWM ponds;
- f) Develop naturalized strategies for valley systems;
- g) Increase the tree canopy through restoration areas and public realm improvements;
- h) Being mindful of glazing & lighting near *Natural Heritage Areas*; and
- i) Discourage planting non-native species in UDG.

5.3 Shale Resources

- 5.3.1 Shale extraction is permitted and areas of provincially significant shale resources identified as High Potential Mineral Aggregate Resource Area (HPMARA) identified on Map 52-13.
- 5.3.2 Development immediately adjacent to adjacent to lands identified as HPMARA in the Provincial Greenbelt Plan Area will not be permitted until necessary studies are conducted to determine appropriate separation, buffering and mitigation of land uses. Development will also not be permitted adjacent to sites within Heritage Heights that are subject to an application for a licence, or are licensed, for extraction under the Aggregate Resources Act.
- 5.3.3 Prior to the approval of Precinct Plans, site plans for major development or redevelopment, or draft plans of subdivision on mapped deposits of mineral aggregate (shale) resources, the City of Brampton shall undertake or require applicants to undertake a study to determine the feasibility and economic viability of recovering shale resources prior to, or in conjunction with, development of the land. Where such study has determined that shale recovery is feasible and economically viable, the City shall ensure that appropriate conditions or requirements to implement the recovery of shale resources will be included at the appropriate approval stage, unless the proposed development will serve a greater long-term public interest. For the purposes of implementing the study requirement, the City of Brampton shall identify known deposits of mineral aggregate resources on mapping in the City of Brampton Official Plan.

6 Land Use Structure

Over time, this Secondary Plan envisions the Heritage Heights community evolving into a balanced mix of residential and non-residential land uses that create transit-supportive, compact, and sustainable neighbourhoods. Land use designations will be confirmed during the Precinct Planning process and will implement the vision of this Secondary Plan.

- 6.1 Land use designations are shown on Map 52-6 - Land Use Structure. Ancillary neighbourhood related land uses, such as school sites, neighbourhood parks, places of worship and local retail will be confirmed during the Precinct Plan process as further outlined in Section 13 of this Secondary Plan.
- 6.2 Livable and healthy communities in the Heritage Heights Secondary Plan Area will be premised on the basis of the following land use objectives:
 - 6.2.1 A balanced mix of uses that promote walkability and support a vibrant and active main street corridor;
 - 6.2.2 Neighbourhoods designed around key focal points and structural elements such as neighbourhood parks, schools and key intersections.
 - 6.2.3 A connected network of green spaces and natural heritage areas.
 - 6.2.4 Local serving retail opportunities as part of the street related retail/commercial uses main streets, key transit corridors and gateways, making them accessible to pedestrians and cyclists.
- 6.3 Office uses are encouraged to locate in Mixed Use Areas near higher order transit. Office uses are also encouraged in Employment Area designations within the Innovation Precinct.
 - 6.3.1 Mixed Use Areas

- a) Significant residential and non-residential intensification in the form of mixed use, pedestrian-friendly development will be focused within the Central Precinct on lands designated Mixed Use Areas A in Map 52-6 – Land Use Structure.
- b) The provision of suburban single-detached residential and stand-alone retail development will be prohibited in Mixed Use Areas. Ancillary retail and service uses are encouraged to be at grade to encourage active and complete streets.
- c) At-grade street-related commercial and service uses will be encouraged as accessory uses to a main use in multi-storey buildings in all Mixed Use Areas. Commercial uses will be required at-grade in certain locations, as shown on Map 52-6: Land Use Structure. Active at-grade commercial uses will be designed in accordance with the Built Form and Urban Design policies of this Plan and Section 4.11 of the Official Plan.

Mixed Use Areas 'A'

- d) Primarily located along The Grand Boulevard as identified in Map 52-6 – Land Use Structure, lands in the *Mixed Use Areas 'A'* designation will consist of a broad range of institutional, residential and commercial uses in an urban form. Lands within *Mixed Use Areas 'A'* will be predominantly developed with a mix of tall and mid-rise street-related mixed-use buildings with retail and other service uses located at grade.
- e) A Regional Hospital centred in the vicinity of the GO station is envisioned in this land use designation. Uses such as medical office, assisted living housing, medical research facilities, hospices and other healthcare-related ancillary uses will support the planned function of a Regional Hospital and will be encouraged in the *Mixed Use Areas 'A'* designation.
- f) Development in *Mixed Use Areas 'A'* will have buildings that are built at, or close to, the streetline, with building bases that are developed at a pedestrian-scale height and provide appropriate transition to lower-scale neighbourhoods through massing and scale, separation distances and/or built form.

Mixed Use Areas 'B'

- g) *Mixed Use Areas 'B'* as identified in Map 52-6-Land Use Structure will consist of a broad range of commercial, residential and institutional uses, and will be developed with primarily mixed use, medium-density development in the form of mid-rise buildings and street-oriented townhouses while allowing for retail, service and office uses.
- h) Development in *Mixed Use Areas 'B'* will have buildings that are built at, or close to, the streetline, building bases that are developed at a pedestrian-scale height and provide appropriate transition to lower-scale neighbourhoods.

Mixed Use Areas 'C'

- i) *Mixed Use Areas 'C'* as identified in Map 52-6-Land Use Structure will consist of a limited range of commercial, residential and institutional uses, and will be developed with primarily mixed use, medium-density development in the form of mid-rise buildings and street-oriented townhouses while allowing for retail, service and office uses.
- j) Development in *Mixed Use Areas 'B'* will have buildings that are built at, or close to, the streetline, building bases that are developed at a pedestrian-scale height and provide appropriate transition to lower-scale neighbourhoods.
- k) The provision of single-use residential or non-residential development will be limited to lands designated *Mixed Use Areas 'C'* on Map 52-6-Land Use Structure.

6.4 Employment Areas

- 6.4.1 Development in *Employment Areas* in the Heritage Heights Secondary Plan Area will foster economic resiliency and growth, provide local and regional employment opportunities and promote uses in the Green, Health, Creative, and Technology & Innovation sectors.
- 6.4.2 Compatible Major Institutional uses such as Health Care Facilities and Educational Facilities are permitted in *Employment Areas*. These uses should not preclude or hinder the operation of adjacent lands.
- 6.4.3 Places of Worship are prohibited from locating within designated *Employment Areas*.
- 6.4.4 Non-residential development on lands designated *Employment Areas* within the will contribute to a pedestrian-friendly and transit-supportive environment.
- 6.4.5 Light industrial uses supporting research and technology, major institutional uses noted in Policy 6.5.2, and office uses will be permitted on lands designated *Employment Areas*.
- 6.4.6 Development in *Employment Areas* will provide street-related uses along street frontages and have buildings that are oriented to the street.
- 6.4.7 Small-scale retail uses in the form of accessory retail and commercial uses on the ground floor of buildings will provide amenity for workers.
- 6.4.8 The provision of suburban single-detached residential and stand-alone retail development will be prohibited in *Employment Areas*.

6.5 Civic and Institutional

- 6.5.1 The Secondary Plan permits a range of Institutional uses which will be developed in accordance with the provisions of Section 4.9 of the Official Plan, and this Secondary Plan.
- 6.5.2 Stand alone places of worship are permitted in residential land use designations outside of the Character Areas identified in Map 52-3a – Structure Plan, and subject to the approval of the City based on location, design, interface and compatibility with adjacent land uses without an amendment to the Official Plan.
- 6.5.3 The development of civic buildings, which contain, in whole or in part, programs or services funded by the public, will recognize their civic importance in forming an important part of the public realm and a focus for public activity. Civic buildings will be located, designed and massed to promote their public status on visible and accessible sites with street frontage.
- 6.5.4 Civic buildings will integrate and provide transition to lower-scale neighbourhoods and be located close to the streetline to provide overlook and street presence.
- 6.5.5 Schools identified within the Central Precinct are encouraged to develop in an urban form to support the urban vision for the area.
- 6.5.6 Where possible, the shared use of schools, parks and public open space, including the addition of other uses, such as recreation spaces, playfields, playgrounds, parks and other uses that support civic buildings and spaces as socio-cultural centres and sources of community open space will be promoted and explored at the Precinct Planning Stage.
- 6.5.7 Open space located contiguous to civic buildings will be designed to support a variety of public functions associated with its programming by promoting a connected network of streets, parks and open spaces.
- 6.5.8 At the discretion of Council, if a Regional Hospital is not required in the Central Precinct to service the residences of Brampton, and more broadly the Central West LHIN, the lands identified in this Secondary Plan may be released for other high-density mixed use development in an urban form.

6.6 Neighbourhoods

- 6.6.1 Lands designated *Neighbourhoods* will be low-density residential neighbourhoods, with attractive, connected and safe public streets and walkways providing linkages to parks and open spaces, commercial and recreation amenities, and adjacent communities.
- 6.6.2 Neighbourhood centers should be developed to improve service proximity and increase pedestrian and cycling within the neighbourhoods. Neighbourhood focal points can be established around schools, small-scale retail uses, and/or places of worship

- 6.6.3 Where possible, *Neighbourhoods* should be designed to achieve a mix of land uses that reduce the need for long distance commuting such that local conveniences and services are accessible within a twenty-minute walk or bike-ride of one's place of residence.
- 6.7 Parks & Recreation
- 6.7.1 *Parks* the Heritage Heights Secondary Plan will be provided for the enjoyment and use of residents, visitors and workers within the Secondary Plan area and from surrounding communities and the city as a whole. Parks are permitted in all areas of the Secondary Plan Area.
- 6.7.2 Park Hierarchy to be established through the Heritage Heights Design Guidelines (HHUDGs). Parks should be designed in accordance with the HHUDGs.
- 6.7.3 Lands designated Parks will permit the range of uses and development in accordance with the provisions of Section 4.7 of the Official Plan and this Secondary Plan and will be credited against the parkland dedication requirements.
- 6.8 Natural Heritage
- 6.8.1 Only recreational uses that are compatible with the Natural Heritage System and can be supported within the Natural Heritage System will be permitted.
- 6.9 Mitigating Sensitive Uses
- 6.9.1 Sensitive uses will be located and designed to mitigate impacts from, and will demonstrate compatibility with, existing and/or planned employment uses, and not adversely impact the continuation of existing employment uses within and outside of the study area, through the submission of the appropriate noise, dust, air quality, vibration compatibility and traffic studies. The cost of any compatibility studies and mitigation measures shall be borne by the developer, including the cost to peer review the above studies.
- 6.9.2 New non-residential uses will be located and designed to demonstrate compatibility with existing and planned residential development, and may be required to submit the appropriate noise, dust, air quality, vibration compatibility and traffic studies, where required. The cost of any compatibility studies and mitigation measures shall be borne by the developer, including the cost to peer review the above studies.
- 6.9.3 Noise barriers consisting of a combination of berms and acoustical fencing may be required as part of development along all or portions of railways to mitigate sensitive uses from traffic noise along these railways, where such impacts cannot be mitigated in other ways.
- 6.9.4 Mitigating measures required for areas identified as High Potential Mineral Aggregate Resource Area (HPMARA) are outlined in the Shale Resources Section of this plan.

7 Public Realm

A high-quality, connected public realm will provide the setting for a vibrant and healthy community life. The public realm includes all public and private spaces where the public has access, including streets, sidewalks, pedestrian connections, public parks, open spaces and natural areas, privately opened publicly accessible spaces and publicly accessible lands buildings. The layout and design of these spaces and the quality of buildings that define and support their edges are fundamental to achieving the objectives of this Secondary Plan. The public realm policies provide direction on creating a network of parks and open spaces that residents, workers, and visitors can enjoy. Further guidance will be provided through Precinct-specific Urban Design Guidelines.

7.1 Supporting the Public Realm Network

- 7.1.1 The public realm will be designed as a connected network of active and passive spaces where people can gather and recreate, while facilitating mobility and access to and from surrounding communities. Key public realm components in the Heritage Heights Secondary Plan Area includes parks, natural areas and open spaces, streets, sideways, trails, and Privately-Owned Publicly-Accessible Open-Spaces which are identified on Map 52-4a – Public Realm and Conceptual Parks and Open Spaces and Map 52-5 – Natural Heritage System and Open Spaces.
- 7.1.2 Development will implement the public realm network where identified on Map 52-4a – Public Realm and Conceptual Parks and Open Spaces, and where otherwise identified in this Secondary Plan.
- 7.1.3 Streetscape elements, such as street trees, street lighting, seating, and signage, will support the roles and function of streets in creating and enhancing the character of the Secondary Plan area. These streetscape elements will be planned, coordinated, and designed at the Precinct Plan stage to:
 - a) enhance the public realm;
 - b) reinforce pedestrian scale spaces;
 - c) contribute to the urban tree canopy;
 - d) promote the character and identity of the Precinct; and
 - e) be sustainable.

- 7.1.4 Development and open space areas in the Character Areas and along major arterial roads identified in Map 52-4a – Public Realm Public and Conceptual Parks and Open Spaces will integrate appropriate streetscape elements to support the function of these streets as vibrant and urban places and/or hubs of commercial activity.
- 7.1.5 In the design of buildings and landscapes, landowners will consult with utility companies and consideration will be given to the location of utilities within the public rights-of- way, as well as on private property. Utilities will be clustered or grouped where possible to minimize visual impact.
- 7.1.6 Innovative methods of containing utility services on or within streetscape features, such as gateways, lamp posts, transit shelters, etc., will be considered in the design of streets, buildings, open space areas and landscapes when determining appropriate locations for large utility equipment and utility cluster sites will be encouraged.
- 7.1.7 Small-scale retail development, where appropriate, will be designed in a manner that integrates enhanced architectural treatment and will complement the surrounding residential community.
- 7.1.8 Provided that the general intent of this Secondary Plan is not compromised, adjustments may be made to the size and location of Neighbourhood Parks and Schools, through the Precinct Planning and Subdivision Approval processes to accommodate design or park dedication matters without further amendment to this Secondary Plan.

7.2 Parks and Open Space System

Parks and open spaces are fundamental to a walkable, healthy and complete community. Development will contribute to a system of high quality, well-connected parks and open spaces in the Heritage Heights Secondary Plan Area, which will support the creation of a sustainable, liveable and resilient community.

- 7.2.1 The areas shown as Parks on Map 52-4a – Public Realm and Conceptual Parks and Open Spaces will be developed and maintained to provide a variety of active and passive recreation space to accommodate residents and employees within the Secondary Plan area, for residents in surrounding communities, and the City as a whole. The parks system will be comprised of a hierarchy of park types, sizes and functions that will be comprehensively planned and designed in the Precinct Planning stage to be safe, diverse and integrated into the Open Space System identified in this Plan.
- 7.2.2 The Parks and Open Space System will be refined through Precinct Planning process and the Subdivision Approval process and will be guided by the policies of this Secondary Plan.

Heritage Heights Community Park

- 7.2.3 A 25-hectare Community Park in the Heritage Heights North Precinct is intended to provide green space at the community scale, provide active outdoor recreational opportunities for residents and will be planned as a major destination and focal point for the community. Land identified for this community park will be developed in accordance with the Section 4.7 and other relevant policies of the Official Plan.
 - 7.2.4 The Community Park will be designed to serve the local area as well as the broader community.
- 7.3 The planning, design and development of new parks will be guided by the following objectives:
- 7.3.1 Provide equitable access to parkland within a 500-metre distance of residential areas.
 - 7.3.2 Provide a linked and continuous natural heritage system, that is supported by the public realm to the best extent possible, to connect neighbourhoods to community services and facilities.
 - 7.3.3 Encourage safe pedestrian and cycling linkages between the various components of the urban park hierarchy, institutional and public uses, and the Natural Heritage System.
 - 7.3.4 Be informed by the latest design parameters established in the City's Development Design Guidelines and Parks Hierarchy in the Official Plan.
 - 7.3.5 Where possible, co-locate with schools to maximize efficiencies and encourage shared amenities.
 - 7.3.6 Incorporate in the Open Space System, to the greatest extent practical, localized portions of existing tableland vegetation such as high-quality hedgerows, tree stands, specimen trees, and other woodlands, that are not part of the Natural Heritage System.
 - 7.3.7 Direct illumination of recreational facilities, including parking areas and lighted playing fields, away from the Natural Heritage System and adjacent developments in order to minimize disturbance to wildlife and people to the greatest extent practical.
 - 7.3.8 Residual parks, and other publicly accessible spaces, that do not have frontage on public streets and are not of a usable shape and size to provide active and/or passive recreational opportunities will be discouraged.
 - 7.3.9 Any land used as a landscape buffer for the purpose of mitigating adverse effects or setbacks from street infrastructure or Employment Area will not be accepted by the City as parkland dedication.
 - 7.3.10 Privately owned, publicly accessible spaces (POPS) will be highly encouraged in the locations identified in Map 4a- Public Realm and Conceptual Parks and Open Spaces. The provision of POPS will be encouraged in all new development. These will:

- a) be integrated and physically and visually connected through its design and location with the adjacent streets, parks and open spaces;
- b) contribute positively to the public open space network;
- c) be located and designed to promote pedestrian and bicycle movement and amenity;
- d) be encouraged at ground level and complement local service retail uses; and
- e) not be considered to satisfy any portion of the parkland dedication requirement for a development approval.

7.3.11 Buildings supporting recreation facilities will be located close to the recreation facility they will serve and designed to help reinforce the community structure and civic identity, where appropriate. Entries and/or access points will be located conveniently and incorporate a civic design theme. Parking that serves recreation facilities will be accommodated on-site and will be sited behind the front main wall of the building, with minimum exposure to public roads.

- i) The design of hard and soft landscape elements and features will be consistent with the character of the community, the surrounding built form, and other open space components. Hard and soft landscape elements and features will be designed to define and articulate activity areas, circulation, entry points, and seating/gathering areas.
- ii) Parks intended to serve the recreational needs of the immediate or local neighbourhood will be provided at a service level equivalent to approximately 0.5 hectares/1000 persons.
- iii) Entry and/or access points to Neighbourhood Parks will be located conveniently and incorporate a civic design theme.
- iv) The street pattern will ensure significant frontage of the Neighbourhood Park on adjacent streets to promote views and reinforce their focal nature. Streetscapes will be designed to reinforce the adjacent streets as primary streets within the neighbourhood and to establish a consistent relationship between open space and built form.
- v) In the interest of providing a variety of recreational opportunities at the neighbourhood level, lands designated Neighbourhood Park will be designated in accordance with the following sub-categories as part of Precinct Planning: 'Local', 'Town Square', 'Parkette', and 'Vest Pocket'. Policies with respect to these sub-designations will be included as part of Official Plan amendments for Precinct Plans based on the following:

- 7.3.12 Local Parks and Town Squares will generally be 0.8 to 2 hectares (2 to 5 acres) in size and provide a central common green space within both the immediate neighbourhood and the larger community by serving as key recreational and gathering spaces for residents. Local Parks and Town Squares will be planned as community focal points and located preferably at the corner of a minimum of two public roads. There will be at least one Local Park or Town Square per Precinct Plan area.
- 7.3.13 Entry/access points to Local Parks and Town Squares will be located conveniently and incorporate a civic design theme.
- 7.3.14 Local Parks and Town Squares may be smaller if situated in urban node areas, e.g. 0.25 to 0.75 hectares (0.6 to 1.85 acres).
- 7.3.15 Parkettes provide active and passive recreation, servicing the local residential or Mixed-use neighbourhood. Parkettes will be planned as a central part of each neighbourhood.
- 7.3.16 Parkette locations are preferred to be separate from school blocks to improve open space distribution in the community and to prevent overuse of the park.
- 7.3.17 The design of Local Parks, Town Squares, and Parkettes should locate key features as a means of terminating view corridors. The design of hard and soft landscape elements and features will be consistent with the character of the community, the surrounding houses, and other open space components. Hard and soft landscape elements and features will be designed to define and articulate activity areas, circulation, entry points, and seating/gathering areas.
- 7.3.18 Parkettes will generally be 0.4 to 1.0 hectares (1.0 to 2.5 acres) in size.
- 7.3.19 Vest Pockets are small soft landscaped areas that are designed for passive uses and limited active play. Vest Pockets will be planned to service the local neighbourhood and supplement other neighbourhood park types.
- 7.3.20 Vest Pockets will generally be 0.2 to 0.6 hectares (0.5 to 1.5 acres) in size.
- 7.3.21 Development back-lotting onto a park space in its entirety will not be permitted, with frontage generally being required on a minimum of two public streets.

7.4 Mid-block & Public Realm Connections

- 7.4.1 Mid-block pedestrian connections should be provided within the Heritage Heights where block lengths are excessive and greater permeability is desired to support pedestrian access and direct pedestrian connections to adjacent street networks.
- 7.4.2 In particular, mid-block connections are encouraged in the character areas adjacent to The Grand Boulevard providing a convenient and discrete connection that prioritizes pedestrians and cycling facilities.
- 7.4.3 Mid-block pedestrian connections provide a more direct pedestrian and cycling link or access between the more urban boulevards to the internal lower density communities' sidewalk and road network.

- 7.4.4 Mid-block connections should be designed in accordance with the Heritage Heights Urban Design Guidelines
 - 7.4.5 Pedestrian connections will have a consistent and complementary level of pedestrian-scaled streetscape design, which may include such elements as decorative and conventional paving, landscaping, lighting and signage within public boulevards and the private realm.
 - 7.4.6 Heritage Heights will consist of an interconnected and permeable complete street network that accommodates active transportation initiatives.
 - 7.4.7 Connections between parks, parkettes, urban plazas, privately-owned public spaces (POPS) and the open space network and trails will be conceived of as an interconnected network that supports pedestrian circulation and destination points. Guidance for connections within the public realm can be found in the Heritage Heights Urban Design Guidelines.
- 7.5 Connections around Transit stations
- 7.5.1 Connections to mobility hubs and transit stations shall help to emphasize and direct travelers to and from MTSAs by utilizing hard and soft landscaping, wayfinding, the provision of special street tree planting and closer spacing to provide visual cues of these focal transit facilities.
 - 7.5.2 The areas around the transit station areas should be integrated into the design through the use of streetscape unifying elements, materials and planting.
 - 7.5.3 Consideration should be given to widening boulevards and increasing setbacks around mobility hubs to provide a pedestrian/cycling transit plaza area adjacent to transit buildings and associated facilities.
 - 7.5.4 To support the active transportation objectives of this Plan, transit stations areas will be integrated with the cycling network and adequate parking facilities, as well as provide direct pedestrian access and connections that address accessibility for residents and visitors with disabilities.
- 7.6 Public Art
- 7.6.1 The provision of public art will support and enhance the character of the Secondary Plan area and contribute to celebrating the history, culture and diversity of the area and its people. To foster a sense of local pride and achievement, Public Art will be accessible to the community, encourage community interaction, and reflect the multicultural nature of its community.
 - 7.6.2 Public Art should aim to expand and broaden the public's understanding and knowledge of the cultural and historical significance of the community, showcase local heritage and culture, while contributing to place-making and beautification.

8 Built Form and Urban Design

Complete urban communities are made up of many buildings in a variety of types and sizes. The scale of new development, through a mix of tall buildings, mid-rise buildings, and low-rise buildings, provided at appropriate locations in the Secondary Plan Area will balance the objectives of planning for transit-supportive densities in areas identified for growth, while responding to its existing context. New and varied development in both site and building design will help shape the pedestrian realm, create a sense of place. Built form in the Secondary Plan area will activate the public realm, the edges of parks and open spaces, and provide a transition in scale and creating an appropriate 'fit' between areas identified for taller buildings and lower scale *Neighbourhoods*.

Development will consider shadow and wind impact on streets, parks and open spaces, will contribute to a comfortable pedestrian and cycling realm, and will incorporate sustainable building and community development principles.

- 8.1 The built form and urban design policies and development criteria found in the Official Plan and other applicable municipal guidelines, including Urban Design Guidelines for the Heritage Heights Secondary Plan Area, and Precinct guidelines developed through the Precinct Planning process, will apply.
- 8.2 Development will be of a high-quality architecture, landscape, and urban design and will contribute to the character and identity of the Secondary Plan Area.
- 8.3 Scale and Transition
 - 8.3.1 The scale of development will respond appropriately to its existing and planned context, its relationship to adjacent and nearby lower-scale neighbourhoods, access to supporting infrastructure, and its relationship to the public realm.
 - 8.3.2 Large blocks will be divided into smaller parcels through local public streets, parks and/or mid-block connections to provide a range of built form options and development scaled to the size of the parcels.
 - 8.3.3 Tall buildings will be strategically directed to the Character Areas identified in Map 52-3a – Structure Plan. Tall buildings will have a pedestrian scale building base and will provide transition to lower-scale areas.
 - 8.3.4 Mid-rise buildings, with a mix of uses along main streets, will be encouraged as the primary form of development on main streets. Mid-rise buildings will define the frontages of redevelopment, as appropriate and directed in this Secondary Plan, and provide appropriate transition to existing and planned lower scale development areas.

- 8.3.5 Low-rise townhouses, low-rise apartments, or street-related units are encouraged to create a transition in scale from tall building areas in Character Areas to lower scale neighbourhoods.
 - 8.3.6 The vision for each Precinct will be supported by Urban Design Guidelines that will articulate and refine the built form policies in this Secondary Plan as set out in Section 13 – Implementation and Interpretation.
- 8.4 Height for Tall and Mid-Rise Buildings
- 8.4.1 Tall buildings will have appropriately scaled base buildings and tower heights and locations that will transition in scale and buffer lower scale development in adjacent and nearby communities.
 - 8.4.2 Angular planes for mid-rise buildings should generally comply with a 45-degree angular plane extending from the front property line. Development, where appropriate, have a one-to-one relationship with the right-of-way which it faces.
- 8.5 Setbacks
- 8.5.1 The pattern of built form will provide consistent built edges and a mix of uses along The Grand Boulevard and other main streets identified in Map 52-3 – Structure Plan to reinforce its main street character and enhance the pedestrian realm. Setbacks will be determined at the Precinct Planning stage as set out in Section 13 – Implementation in this Secondary Plan.
 - 8.5.2 Consistent building setbacks in Mixed Use Areas will contribute to a vibrant main street environment and will improve the pedestrian experience. Building setbacks on The Grand Boulevard will allow for built edges with a generous public sidewalk area to allow for at-grade amenity for patios and other retail amenity, and an enhanced streetscape design treatment, including a double row of trees and opportunities for public art.
 - 8.5.3 Development will frame streets, parks and open spaces with good proportion. Development where appropriate will provide active and animated uses on the ground level with direct access to the sidewalk.
 - 8.5.4 Landscaped setbacks, where appropriate, will buffer residential uses at grade from street activity.
 - 8.5.5 Any new development will be set back a minimum of 30 metres from the property line of the rail corridor and include appropriate crash protection features as identified by a qualified rail safety consultant. Alternative setbacks may be considered with appropriate rail safety measures in place, subject to approval of CN Rail, without amendment to this plan.
- 8.6 Stepbacks for Tall and Mid-Rise Buildings
- 8.6.1 Above the height of the base building of a tall building, a minimum step back of 5metres is encouraged to the tower component of the building.
 - 8.6.2 On sites containing midrise buildings, a streetwall height of up to 3 metres is encouraged.

8.6.3 Notwithstanding the above policies, the height of base buildings and mid-rise buildings are subject to further review by the City and the design policies of the Official Plan, and in accordance with the Heritage Heights Urban Design Guidelines.

8.7 Density

8.7.1 New development will be permitted at a density that is balanced with the timely provision of physical and social infrastructure consistent with this Secondary Plan. Proposals for new development will be reviewed comprehensively, with scale, massing and density being highest in the Character Areas identified in Map 52-3 – Structure Plan and will transition away from these areas in scale, massing, height and density.

8.8 Edges and Gateway Built Form

8.8.1 The edges and gateways will be designed in accordance with other relevant policies of the Official Plan and this Plan, and the Heritage Heights Urban Design Guidelines.

8.8.2 Gateway intersections are formed at the intersection of Arterial Roads and/or Collector Roads, as shown on Map 52-3 – Structure Plan and Map 52-4a – Public Realm and Conceptual Park Plan and are further described in the Urban Design and Built Form policies of this Plan. These focal points are encouraged to be developed with an appropriately scaled, and high-quality pedestrian-focused publicly accessible open spaces, public art and/or public amenity that may be defined by buildings and entrance features to enhance the importance of these Gateway locations as important entrances into the Heritage Heights community. Where this is not possible, more attention should be given to the architectural treatment of the buildings.

8.8.3 Gateways will mark a sense of arrival for residents and visitors with an enhanced design treatment in setbacks, landscape medians, and other privately accessible open spaces. Public art is highly encouraged as part of the Gateways, in parks, urban plazas, street boulevards and other private open spaces.

8.8.4 Gateways at the Intersection of Regional Roads should be coordinated with the Region of Peel.

8.8.5 Buildings at Gateway Intersections shown on Map 52-3 – Structure Plan and Map 52-4a – Public Realm and Conceptual Parks and Open Space locations will be designed with high quality architectural materials and design detail to emphasize the importance of these focal points as entrances to the Heritage Heights community from the Town of Caledon and the Town of Halton Hills, as well as from existing neighbourhoods south of Bovaird Drive and east of Mississauga Road. Landscaping and enhancements to the public realm treatments will establish and reinforce the significance and importance of Gateway Intersections.

- 8.8.6 Edges have a significant role in determining the interface with adjacent land uses and development blocks. Along Arterial Roads, which are the primary edges of a community, buildings will be sited and oriented toward the street to create a consistent built edge and variety of built form which activate the street.
 - 8.8.7 Buildings at gateway locations will be sited and orientated to address the intersection and contribute to the establishment of a well-structured focal point. A superior form of architectural design and detail. In addition to site design, landscaping and appropriate buffer treatment will be required to recognize, establish, and reinforce their focal significance.
- 8.9 Sun, Shadow and Wind
- 8.9.1 Development will create comfortable conditions for pedestrians by giving consideration to sun and shadowing impacts and the implications of wind tunneling.
 - 8.9.2 Sufficient space between tall and mid-rise buildings will be provided to protect for light and privacy for dwelling units in the development and contribute to outdoor amenity space for residents.
 - 8.9.3 The height, mass and location of buildings adjacent to or near parks and open space areas will be designed to maximize access to sunlight and minimize shadow impact.
- 8.10 Views and Vistas
- 8.10.1 Views and vistas of the natural heritage system will be incorporated within the community design and develop such features as visual and functional community focal points, where appropriate.
- 8.11 General Built Form
- 8.11.1 Any required rail safety, and noise/vibration mitigation structures or other measures such as berms and noise walls should be of a high design quality. Berms should be landscaped and maintained and opportunities for murals and community artwork should be explored on the face of noise walls and other structures which are visible from the public realm.
 - 8.11.2 All development within the Secondary Plan Area will consult and give due consideration to Crime Prevention Through Environmental Design (C.P.T.E.D.) principles and incorporate physical design features that promote proper design and the effective use of the built environment, as considered appropriate by the City. Particular attention will be paid to addressing the residential land use interface with other designations.

9 Culture and Heritage

The Secondary Plan Area includes a diverse range of significant built heritage resources and cultural heritage landscapes that are historically, architecturally and/or contextually significant rural and agricultural properties valued for the important contribution they make to our understanding of the history of a place, an event or a people.

There are twenty-three (23) cultural heritage resources within the Secondary Plan Area, consisting of twenty-one (21) active properties, including farmscapes, rural residential properties, a place of worship and a cemetery. These resources have been identified as candidates for conservation and integration into future land use development in the Secondary Plan Area.

The Secondary Plan Area also has the potential for the discovery of archaeological resources including artifacts, archaeological sites, and marine archaeological sites. Archaeological resources include the physical remains and contextual setting of any structure, event, place, feature or object which is on or below the surface of land or water.

9.1 The Culture and Heritage policies in the Official Plan and other relevant policies will continue to apply.

9.2 For the purpose of this Secondary Plan, cultural heritage resources include structures, sites, environments, artifacts and traditions that are of historical, architectural, archaeological, cultural, and/or contextual value, significance or interest. Built heritage resources and/or cultural heritage landscapes with cultural heritage value or interest are identified on Map 54-7 – Cultural Heritage Resources. These significant built heritage resources and cultural heritage landscapes are rural and agricultural properties that have been identified as candidates for conservation and integration into future land use development in the Secondary Plan Area.

9.3 Key Heritage objectives with respect to cultural heritage planning and conservation of built heritage resources and cultural heritage landscapes found within the Secondary Plan Area are as follows:

- a) Significant cultural heritage resources will be conserved, and where appropriate, integrated into new development proposals so that their heritage value, attributes and integrity are retained;
- b) Significant built heritage resources and cultural heritage landscapes will be conserved, and where appropriate and as directed in this Secondary Plan, integrated into the evolving future landscape and new development proposals within the Secondary Plan Area to retain the integrity of their cultural heritage value and heritage attributes;

- c) The City will review the built heritage resources and cultural heritage landscapes identified in the Built Heritage Resources and Cultural Heritage Landscapes – Heritage Heights Cultural Heritage Study (February 2018, as revised) and shown on Map 54-7 – Cultural Heritage Resources and may designate these properties under Section 29 of the Ontario Heritage Act or may list them on the City’s Municipal Register of Cultural Heritage Resources (as per Part IV, Subsection 27 under the Ontario Heritage Act);
- d) As much as possible, the history of the Secondary Plan Area will be incorporated into the landscape design of streetscapes and open space areas associated with the existing roadscares and agricultural land through naming considerations for streets and parks, commemorative plaques, public art and landscape features.

9.4 Incorporating cultural heritage components into new development will assist in making the Secondary Plan Area visually diverse and distinctive. New development and public spaces will reinforce the rural early nineteenth century character of the area by protecting for the long-term viability of significant built heritage resources and cultural heritage landscapes. The retention and conservation of heritage attributes that express a resources’ cultural heritage value, where not in conflict with the urban vision for the Secondary Plan, should be incorporated into the evolving future landscape. Attributes that express the rural agricultural character of the Secondary Plan Area may include, but are not limited to:

- a) Standing buildings (residences, barns, silos);
- b) Building remnants;
- c) Agricultural lands;
- d) Roadscares;
- e) Entrance laneways;
- f) Tree lines and historical trees; and
- g) Fences.

9.5 Retention of cultural heritage resources on their original site should be a priority. Consideration should be given to appropriate adaptive reuse options for identified built heritage resources and cultural heritage landscapes.

9.6 Development of lands adjacent to or incorporating built heritage resources and/or cultural heritage landscapes will be sympathetic to the cultural heritage value of the resource and will respect its scale, character and form and will have regard for appropriate setbacks, height, massing relationships, materiality, building design features, setting, views and vistas, and where appropriate, compatible infill and additions.

9.7 Development should not adversely affect built heritage resources and cultural heritage landscapes. Heritage Impact Assessments will be required for development proposals on or adjacent to the properties shown on Map 54-7 – Cultural Heritage Resources. The heritage due diligence guided through the Heritage Impact Assessment process will

recommend mitigation measures and/or alternative development approaches to reduce potential adverse impacts to built heritage resources and cultural heritage landscapes.

9.8 Archaeological resources discovered through the archaeological assessment process will require appropriate conservation and mitigation measures in accordance with the cultural heritage provisions of the *Ontario Heritage Act* and the Official Plan.

9.9 In the event that Indigenous archaeological sites are encountered, consultation with First Nations communities will take place during the archaeological assessment process when site parameters of significance are determined.

9.10 With respect to conserving the nineteenth century McNichol's Cemetery, the Cemeteries policies of the Official Plan will apply, and the regulations set out in the Cemeteries Act will apply when development may impact burial sites that are not registered cemeteries.

10 Mobility

The Secondary Plan Area will be premised on strategies that promote a balanced approach to transportation and land uses, which leverages investment in transit and enhancements the pedestrian and cycling environment to provide a range of travel choices and encourages more sustainable travel behaviours.

One of the 'Big Moves' is rethinking the provincial transportation corridor that crosses the Heritage Heights Secondary Plan Area. The concept of a grand boulevard is rooted on the merits of strong city-building and represents a shift in thinking from the existing policy and provincial directives and will be subject to further refinement. The City's Vision is an urban Grand Boulevard, which prioritizes connectivity, active transportation, and community safety and wellbeing. The Grand Boulevard will develop its own identity as an urban main street with active uses at grade and landscaped setbacks at appropriate locations that provide for pedestrian amenity.

Heritage Heights will be planned to encourage a safe and attractive walking and cycling environment, public transit, and new streets and connections through precincts by providing pedestrian and cycling facilities, enhancing the public realm, and ensuring midblock connections are introduced with development to enhance connectivity and circulation.

- 10.1 The Heritage Heights Transportation Master Plan (HHTMP) forms the basis of the transportation infrastructure required to service the growth envisioned as part of this Secondary Plan. The requirements from the HHTMP will be refined, protected, and implemented through the development application process.
- 10.2 Active transportation networks, such as transit, walking and cycling, together with the street network, will provide a range of sustainable travel options. The transit system, public streets, parks and open spaces in the Secondary Plan Area will be consistent with the following transit-supportive objectives:
 - a) Promoting and ensuring a land use pattern and mix of uses that allow for the community to evolve and grow over time while reducing daily vehicular trips;
 - b) Prioritizing active transportation networks and a complete streets approach to the design of new streets and re-design of existing streets;
 - c) Establishing logical and direct connections to focal points, transit, and surrounding neighbourhoods;
 - d) Focusing on promoting and improving an integrated and connected pedestrian, cycling and transit network;
 - e) Improving the public realm to create a comfortable environment for pedestrians and cyclists, with particular attention to transit stations, intersections, road-widths and streetscapes;

- f) Directing transit-supportive land uses and densities to mobility hubs and transit stations;
 - g) Encouraging a distribution of vehicular movement through an extensive fine grain network; and,
 - h) Implementing Travel Demand Management programs with new development.
- 10.3 Development and public infrastructure projects will keep pace with development and will protect for the future expansion and long-term implementation of the transit system, including higher order transit, in the Secondary Plan Area.
- 10.4 For Regional roads, any recommendations should be consistent with Regional policies, practices, and standards and should be determined in consultation with Region of Peel staff.
- 10.5 The North-South Transportation Corridor Protection Policies of the Official Plan will continue to apply, until the decision regarding the GTA West Corridor is made by the Ministry of Transportation. Appendix 3 depicts the 2019 Technically Preferred Area, under corridor protection.
- 10.6 The Grand Boulevard
- 10.6.1 Jurisdiction and financing of the Grand Boulevard within the GTA West Transportation Corridor will be determined once a definitive decision is made by the Ministry of Transportation. Potential scenarios have been established as part of the Heritage Heights Transportation Study, anticipating various outcomes.
 - 10.6.2 The vision for the Grand Boulevard is for six vehicular lanes separated by two dedicated transit lanes. Collector lanes will flank the boulevard and will include cycling facilities. Street parking, where appropriate is envisioned along the collector lanes as a means of traffic calming and supporting main street retail uses. The proposed right-of-way cross section for the Grand Boulevard can found in the Heritage Heights Transportation Master Plan. The following policies will guide the long-term planning and development for the Greater Toronto Area (GTA) West corridor:
 - 10.6.3 The City recognizes the importance of protecting the future GTA West Transportation Corridor and its associated interchanges and accesses. The City also recognizes the interests of the Province and neighbouring municipalities to ensure that the development of Heritage Heights does not preclude or predetermine the findings and requirements of the ongoing Environmental Assessment, the potential routing of the corridor, and the future location of interchanges and accesses. The City and the Region of Peel will continue to work with the Ministry of Transportation in the GTA West Corridor Environmental Assessment process.
 - 10.6.4 The Corridor Protection Area is demonstrated on Map 52-9 – Street Network. Any amendments to reflect the release of lands from the Corridor Protection Area may occur without the need for an Official Plan Amendment.

- 10.6.5 Once an alignment for the GTA West Corridor has been approved as part of an Environmental Assessment, the City will undertake a review to determine if any adjustments to the land use designations are required. The results of the review will be implemented by way of a Precinct Plan for the Central Precinct.
- 10.6.6 The Grand Boulevard will develop its own identity as an urban main street with active uses at grade and landscaped setbacks at appropriate locations that provide for pedestrian amenity, staged pedestrian crossings, truck only lanes and higher order transit as set out in this Secondary Plan and the Heritage Heights Transportation Master Plan .

10.7 The Role of Streets

- 10.7.1 A fine grain street network with an enhanced streetscape environment will be implemented in the Secondary Plan Area to allow pedestrians, cyclists, transit users and vehicles to move efficiently and conveniently through the area. An integrated, multi-modal connected grid network of streets, which defines new and smaller development blocks, and improves access, will be developed at the Precinct Planning stage and will consider the needs of all users.
- 10.7.2 The planned street network shown on Map 52-9- Street Network envisions a fine grain of public streets which will facilitate a high level of connectivity for pedestrians, cyclists and vehicles, transit, and efficient access to and from local destinations and transit.
- 10.7.3 Precincts will require a new, fine grid network of public streets to support the development of smaller-scaled land parcels that promote walkability. The local street network will be developed at the Precinct Planning stage through the creation of a street grid with interconnected streets and blocks in order to:
 - a) improve access to and within the Precinct by establishing a series of east-west and north-south local streets and collector roads that connect to the existing street network at appropriate locations;
 - b) ensure a high level of permeability, flexibility, visibility, and safe and efficient movement, for pedestrian, cycling and vehicular movement;
 - c) develop varied and distinct building types and scales that are appropriate for those blocks; and
 - d) reduces reliance on arterial roads for local travel.
- 10.7.4 The conceptual layout and pattern of new local public streets is illustrated on Map 52-9 – Street Network. The exact location, alignment and design of each new street will be determined and refined through the review and approval of the respective Precinct Plan, as set out in this Secondary Plan, and review and approval of individual plans of subdivision adopted by City Council. Landowners that are adjacent to, but outside of the Secondary Plan Area, will not be responsible for providing new public streets.

- 10.7.5 Access and servicing to development from new or existing local collector streets will be encouraged. The impact of driveways, garages and parking areas along collector streets, arterial roads and The Grand Boulevard will be minimized by locating them at the side or back of buildings, or underground where appropriate.
 - 10.7.6 An Official Plan amendment is not necessary to alter the number of local streets, their location or alignment for those conceptual streets shown on Map 52-9 – Street Network.
- a) The planned street right-of-way widths for the public street network within the Secondary Plan Area is shown on Map 52-10- Street Right-of-Way Widths and Schedule F of the Region of Peel Official Plan.

10.8 Transit

- 10.8.1 City of Brampton transit services will be provided in accordance with Section 4.4 of the Official Plan and this Secondary Plan and Map 52 – Conceptual Transit Services.
- 10.8.2 The Major Transit Station Areas and the planned Mobility Hub are identified on Map 52-12 – Conceptual Transit Services. These station areas will provide higher order public transit service to the area. Development and public realm improvements in the vicinity of these transit stations will be designed to:
 - a) Provide direct connections for pedestrians and cyclists above and below grade, as appropriate;
 - b) Promote opportunities for the design of these transit stations and infrastructure to be integrated with mixed use, urban development and the public realm.
 - c) Transit stations will act as a focal point contributing to the character of its context and have an elevated architectural treatment that reflects its importance as a hub of activity for the community.
- 10.8.3 The location and design of streets, buildings and other facilities should prioritize transit and pedestrians and will give consideration to the following:
 - a) Convenient and safe access to stations and waiting areas.
 - b) Improving the transit users' and pedestrian experience.
 - c) The efficient operation of surface transit vehicles and improvement of the transit users' experience.
- 10.8.4 Development and public infrastructure projects adjacent to the transit system will recognize and protect for possible future transit system improvements.
- 10.8.5 The major road system within and abutting Heritage Heights consists of Arterial Roads and Collector Roads have been designed with sufficient flexibility to deliver bus routes within 400 metres of most residents and to conveniently serve commercial, institutional, and employment uses.

- 10.8.6 Development, and streets and blocks, will be designed to minimize walking distances to transit routes and provide safe, convenient, attractive, and direct pedestrian and cyclist access to transit stops.
- 10.8.7 Brampton Transit will determine the type and level of local transit service as well as the location of transit stops and shelters.
- 10.8.8 The introduction of transit services to Heritage Heights will be phased based on acceptable operational and functional criteria.
- 10.8.9 Transit supportive infrastructure, such as pavement markings at key stops, bus pads, street furniture and security features, and bicycle parking will be incorporated into the design of such infrastructure with new development and infrastructure projects, where possible, to support existing and growing transit ridership.

10.9 GO Station

- 10.9.1 This plan is predicated on the development of The Grand Boulevard and on planned Major Transit Station Areas along the corridor. A major objective of the City is to facilitate and achieve a minimum of three Major Transit Station Areas which will be integrated into the City's existing transit network. The City of Brampton will continue to work with Peel Region and the relevant transit agencies to expedite the planning, design and construction of any proposed transit infrastructure.
- 10.9.2 The GO Station planned at the intersection of the Grand Boulevard and the GO Train Corridor, as identified on Map 52-12 Conceptual Transit Services, is intended to support the establishment of a high density, mixed use community and facilitate intermodal transit, linking directly to the Brampton and Zum transit systems. The Heritage Heights station will not include a public commuter surface parking lot associated with transit facilities.

10.10 Active Transportation

- 10.10.1 The Heritage Heights Secondary Plan Area will be planned to support a safe and walking cycling environment and travel opportunities that reduce automobile dependence, complements main street activity as identified in this Plan, and creates connects within and external to the community. The cycling network will provide connections to other cycling networks. Pedestrian crossings at major intersections will facilitate movement to connect new and existing communities and amenities, open space areas, transit and employment areas.
- 10.10.2 The Active Transportation Network and associated facilities will be integrated in the Secondary Plan Area with the public realm and any improvements thereto identified in this Secondary Plan. The policies in Sections 4.5.6 of the Official Plan and the City's Pathways Master Plan will continue to apply.
- 10.10.3 Cycling and Pedestrian connections have been conceptually identified on Map 52-11 Pedestrian and Cycling Network and is intended to link directly to the planned city-wide Bicycle and Pedestrian Network.

- 10.10.4 Pedestrian and cycling networks will be enhanced and/or integrated with development, or as stand-alone public infrastructure projects, to facilitate access to transit, to local destinations, for recreation purposes, and for short trips to meet the daily needs of the community.
- 10.10.5 Design features that maximize the safety and comfort of pedestrians and cyclists will be considered in the future design of highway interchanges and grade separated facilities.
- 10.10.6 Active transportation facilities and linkages will be provided through, across, or along the edges of adjacent open space areas, as deemed ecologically appropriate. Road allowances may also be utilized and expanded to accommodate portions of the active transportation network where there is no other alternative.
- 10.10.7 Opportunities to provide a pedestrian/cyclist pathway along the Trans-Canada Pipeline (TCPL) will provide local and community linkages.
- 10.10.8 Where there are identified potential impacts to the Natural Heritage System features and/or functions, an additional buffer area may be required to accommodate pedestrian and cyclist paths.
- 10.10.9 Property requirements for active transportation facilities and related linkages located outside of a designated road right-of-way or outside of the Natural Heritage Areas designation will be gratuitously conveyed to the City of Brampton as a condition of development approval where it has been demonstrated that such facilities cannot be located within the public right-of way through the development process.
- 10.10.10 Parks and open spaces will include multi-purpose recreational trails linked to the street network to enhance connectivity for cyclists.
- 10.10.11 Cycling facilities and amenities such as bicycle parking and lock-up areas will be provided at all public destinations within Heritage Heights, including but not limited to transit stations, parks, schools, community centres, cultural facilities, other public institutions, and retail uses.
- 10.10.12 Sheltered bicycle lock-up facilities will be provided at major transit station entrances.
- 10.10.13 Development adjacent to the GO Station and bus stations will be encouraged to include public bicycle parking in accessible, secure indoor facilities.

10.11 Travel Demand Management

- 10.11.1 Travel demand management (TDM) will be critical to achieving a balanced transportation system in Heritage Heights, one that provides and promotes attractive alternatives to the automobile. The City will work with the Region of Peel and transit agencies, and with landowners and businesses to develop and implement measures that promote the use of transit, walking and cycling. The focus of this Secondary Plan is on active transportation and encouraging people to get out of their vehicles and using other forms of transportation, such as transit, walking, or cycling. A balanced approach to providing parking that recognizes improvements to transit, cycling and pedestrian networks, while still providing adequate parking to accommodate the needs of users, is required.
- 10.11.2 Applications for development will be required to submit TDM plans scoped to reflect the proposed development and prepared by a qualified consultant that describe facilities and programs intended to discourage single-occupancy vehicle trips, minimize parking, and promote transit use, cycling, car and bike sharing, and car-pooling.

10.12 Parking

- 10.12.1 Vehicular parking facilities will take multiple forms, including underground parking lots, small surface lots and on-street parking. In *Mixed Use Areas*, above-grade parking structures and parking between the buildings and adjacent streets is strongly discouraged.
- 10.12.2 In *Mixed Use Areas*, where there are no other feasible alternatives above grade parking structures may be permitted if it is wrapped in residential, commercial, institutional or employment uses on all floors, as appropriate. Alternatively, where the City determines it is appropriate, above grade parking structures may be permitted if the structure is wrapped with active uses at grade, and screened appropriately along streets, other than The Grand Boulevard.
- 10.12.3 Where surface parking is proposed as part of an initial phase of development, a phasing plan will demonstrate how in subsequent phases surface parking will be incorporated into development and secured in the appropriate development agreement. Surface parking lots will be permitted in Neighbourhoods to support civic, recreational, and institutional uses.
- 10.12.4 Transit-supportive parking standards for residential and non-residential uses will support non-automobile travel.
- 10.12.5 The City will encourage a portion of parking provided for office and major institutional uses in Character Area A – Wellness/GO Station Area to be available for visitor public parking. The number of parking spaces for public use and their location will be determined with the submission of parking study with development applications. These public parking spaces may be owned and operated by the building owner or, if procured by the City, be operated by a municipal authority.

- 10.12.6 Off-street parking facilities will be designed to accommodate spaces for car-share programs and include reserved spaces for drivers of car-share and electric vehicles.
- 10.12.7 On-street parking will be encouraged on minor collector and local streets, and on higher order streets where appropriate.
- 10.12.8 On-street parking functions such as a traffic calming device to slow traffic and act as a safety buffer separating the pedestrian realm from vehicles. Where appropriate, parking on both sides of a local road, one side of a minor collector road, and on both sides of the road in a mixed-use node or neighbourhood centre will be encouraged.
- 10.12.9 Surface parking lots, where appropriate, will be designed to incorporate plantings, to increase tree cover and shading, to reduce heat island impacts, and to intercept rainfall during extreme weather events.

11 Housing & Community Services and Facilities

The Heritage Heights Secondary Plan will achieve compact development with a diverse mix of housing forms and types to support active neighbourhoods, achievable housing options, with community services and facilities that support new and existing communities in keeping pace with future growth. Well-designed neighbourhoods and blocks will be founded on principles of urban design excellence, and will include a range of uses, built form types, densities, and heights appropriate to their location.

The adequate provision of housing and community services and facilities will play an important role in the vibrancy of the community by augmenting the population in the central precinct. It is an objective of this plan to establish distinct, transit-oriented neighbourhoods providing a range of housing forms intended to attract a variety of household types at varying income levels. While condominium and rental apartments will be the dominant unit type, each neighbourhood shall contain a significant proportion of grade-related housing, principally townhouses. Community Services and Facilities are conceptually shown on Map 52-4a – Public Realm and Conceptual Parks and Open Spaces.

11.1 The policies and development criteria for community services and facilities and affordable housing found in Chapter 4.2 of the Official Plan will apply.

11.2 Housing

- 11.2.1 To support the achievement of a complete and inclusive community, a full range of housing in terms of types, building forms, tenure, and affordability will be provided with development in the Secondary Plan Area to meet the diverse and changing household needs of all household typologies.
- 11.2.2 The Secondary Plan shall provide for at least 25% of all residential units as purpose-built rental units. In the Major Transit Station Character areas, at least 35% purpose-built units with a large share of family-friendly (2 and 3 bedroom) units as well as micro-units shall be provided in the high density land use areas.
- 11.2.3 The Secondary Plan shall provide for 50% of all new housing units in forms other than single-detached and semi-detached houses.
- 11.2.4 The Secondary Plan and each Precinct Plan will incorporate the direction and recommendations of the City's Housing Strategy and Action Plan "Housing Brampton" in addition to direction from the City's Official Plan and Region of Peel Official Plan.
- 11.2.5 The Plan shall provide for 30% of all new residential units to be affordable units, as per the PPS definition of affordable housing and local/Regional affordability thresholds at the time of development. 50% of this affordable housing will be encouraged to be affordable to low income residents.

- 11.2.6 Inclusionary Zoning policies, once established, will be utilised by the City to obtain affordable units within new multi-unit development within Protected Major Transit Station Areas and any CPPS areas. The affordable units shall be of both ownership as well as rental tenure, and may be managed and operated by the developer, municipal non-profits (eg. Region of Peel) or private non-profits and charities (eg. Habitat for Humanity). A major portion of such affordable units in multi-unit developments shall be located in the Central Precinct, and equally distributed between the North and South Major Transit Station Areas.
- 11.2.7 The Plan will address housing needs across the housing continuum, which include non-market housing including subsidized housing and supportive housing. This shall be achieved through partnerships with private non-profits and/or the Region of Peel.
- 11.2.8 Shared-equity developments shall be encouraged wherever possible in the Secondary Plan.
- 11.2.9 Serviced land of a suitable size for high-density development for the purposes of affordable housing, shall be gratuitously conveyed to the Region or made available to a private non-profit housing provider with the following considerations:
- 11.2.10 Through the development of each precinct area, a provision of lands determined in collaboration with the Region of Peel shall be conveyed to the Region of Peel for the purpose of Regional family shelters or equivalent, in the first phase of development.
- 11.2.11 The City will explore opportunities to acquire land or lease for partnership projects, such as innovative solutions to housing for vulnerable groups, including land for projects for veteran and indigenous housing.
- 11.2.12 The City shall support the provision of affordable housing by exploring opportunities for financial incentives, alternate development standards (parking requirements, shared amenities, etc.), concierge services for application review, among others.
- 11.2.13 Other forms of relatively affordable and innovative low rise housing, such as Additional Residential Units, triplexes, fourplexes, eightplexes, small lot subdivisions, Single Room Occupancy rental housing, etc. as recommended in Housing Brampton, shall be included in the Neighbourhoods and Mixed Use Transitional areas of the Plan, specifically located along neighbourhood centres and adjacent to other uses, or along collector and arterial roads.
- 11.2.14 Individual Precinct Plans will specify appropriate housing targets in terms of affordability, tenure and housing mix, determined in concert with the City and Region during Precinct Planning.
- 11.2.15 Each Precinct Plan shall further include a diverse housing mix, and a minimum provision of housing options other than single- detached, semi-detached, townhouse and mid/high rise apartments.

- 11.2.16 Once the initial zoning is established for a Precinct or Plan area, downzoning from higher densities to low density housing will be discouraged, in order to protect the higher density, relatively affordable housing stock.
- 11.2.17 All low density subdivision developments in the Neighbourhoods shall provide at least 50% of new single and semi detached houses with occupancy-ready second units and 25% of single and semi detached houses with service connections for future garden units.
- 11.2.18 Low density residential subdivisions shall ensure a variety of lot sizes to meet the needs of various household typologies and income groups.
- 11.2.19 All residential development in the Secondary Plan area shall incorporate the recommendations of the City's Age-friendly Strategy, including accessibility. Retirement homes, assisted/supportive housing, long term care facilities (nursing homes), homes for the aged, and seniors' apartment buildings will be allowed by right in appropriate precincts. At least 25% of ground oriented dwellings, such as single and semi-detached dwellings, duplexes, and townhouses, shall be designed with basic accessibility features such as a no step entrance, clear passageways, and an accessible bathroom on the main floor.
- 11.2.20 A Housing Assessment Report shall be submitted and approved prior to any Secondary Plan amendment, and approval of any Precinct Plan and Phasing Plan. A Housing Analysis will be submitted within a Planning Justification Report as an application requirement for all rezoning, subdivision and site plan applications.
- 11.2.21 Co-location of affordable and purpose-built rental housing with certain commercial and institutional uses shall be explored during the development of Precinct Plans.

11.3 Community Services and Facilities

- 11.3.1 Community services and facilities are important to creating strong, liveable communities. As new residents move into the Heritage Heights Secondary Plan area, the community will be supported by a publicly accessible, non-profit facilities for residents and visitors to enjoy a variety of physical, social, and cultural activities. Community facilities will be designed and located so that they are accessible to residents, provide focal points for the community, and distributed such that they provide equitable access for residents.
- 11.3.2 Community services and facilities will be provided with development within the Secondary Plan Area as intensification occurs to support a growing and inclusive community, including facilities and services that are designed for users of all ages and abilities. Community services and facilities include, but are not limited to community centres and hubs, new and/or renovated public elementary and secondary schools, non-profit childcare facilities, libraries and non-profit community space.

- 11.3.3 New community services and facilities will be established within the Heritage Heights Secondary Plan Area to appropriately serve the future growth provided for by this Secondary Plan. A Community Services and Facilities Strategy for the Heritage Heights Secondary Plan Area will:
- a) Respond to anticipated future growth by identifying community services and facility priorities;
 - b) Identify community services and facilities priorities
 - c) Identify preferred locations for community services and facilities in the Secondary Plan area;
 - d) develop phasing strategies for the timely provision of community services and facilities;
 - e) Identify an approach to ensure community services and facilities are geographically and equitably distributed through the Secondary Plan Area such that they provide broad access to residents;
- 11.3.4 Where new development in the Heritage Heights Secondary Plan Area generates Section 37 and/or Community Benefits under the Planning Act, the provision of community services and facilities will be:
- a) Distributed to provide broad access to those services and facilities;
 - b) Located in visible and accessible locations with frontage on public streets and strong connections to pedestrian, cycling and transit routes;
 - c) Delivered in a timely manner to support residential growth in the Secondary Plan Area;
 - d) Where appropriate, incorporated into mixed-use buildings or as stand-alone facilities; and
 - e) Designed to provide flexible multi-purpose facilities which can adapt over time to meet the community's evolving needs.
- 11.3.5 Community services and facilities will be secured through the appropriate development approvals process and agreements, which will outline the anticipated timing and phasing of these new facilities to ensure the timely provision of the required community services and facilities to support development.
- 11.3.6 The City, together with the Ministry of Education and school boards as appropriate, will be encouraged to coordinate their review of school needs over time to identify the resources to support future enrolment growth. The City will encourage this review as plan of subdivision applications are submitted in the Secondary Plan area and/or through a Precinct Plan Study.

12 Servicing

A significant amount of growth is anticipated in the Heritage Heights Secondary Plan area. Ensuring there is sufficient municipal servicing capacity to accommodate the anticipated growth is essential to the success of this Plan. Servicing infrastructure includes sanitary sewers, storm sewers and the water distribution system. Intensification within the Secondary Plan Area will be supported by the timely provision of new infrastructure and investment in new infrastructure both within and outside the Plan Area.

12.1 Development within the Secondary Plan Area will be on full urban municipal services in accordance with Section 4.8 and other relevant policies of the Official Plan.

12.2 Stormwater management facilities will be provided in accordance with Section 4.6 and other relevant policies of the Official Plan, and this Secondary Plan.

12.3 Water and Wastewater

12.3.1 Development within the Secondary Plan Area will be on full urban municipal services in accordance with Section 4.8 and other relevant policies of the Official Plan.

12.3.2 Proponents of development will be required to enter into appropriate agreements to the satisfaction of the Region of Peel and the City of Brampton to provide protection for existing private water supply systems in the area that are to continue in use should their operation be detrimentally impacted through the process of developing the Secondary Plan Area.

12.3.3 In accordance with Section 4.12 and other relevant policies of the Official Plan, the City of Brampton and the Region of Peel may require servicing or phasing agreements with developers as conditions of approval to ensure that development only proceeds in a manner that optimizes the utilization of sewer and water services and does not outpace the ability of the Region of Peel to finance and construct new services.

12.3.4 The detailed design and installation of municipal services within the Secondary Plan Area will be undertaken in an ecologically responsible manner with regard, generally, for the recommendations of the Secondary Plan Infrastructure Servicing Study.

12.4 Stormwater

12.4.1 Stormwater management ponds and Low Impact Development (LID) measures should be designed to provide opportunities for passive recreation and as community amenity areas in addition to managing stormwater.

12.4.2 Stormwater management facilities are arranged and located to serve the future development in the most cost and land efficient manner. These are required to ensure that all stormwater that is generated from development on the site is treated from both a quality and quantity perspective in Heritage Heights and directed to appropriate receiving systems (watercourses and other natural features). In this regard, the City will consider the design of stormwater management facilities to be contemporary, technologically advanced, innovative, and be located as such to maximize efficiency while supporting natural systems and minimizing land consumption. Map 52 – Depicts preliminary locations for SWM facilities, these facility locations will be refined through future submissions of Stormwater Management Plans, without amendment to this plan.

12.4.3 In considering options for stormwater management, the following policies will apply:

- a) Rainwater, snowmelt, and stormwater will be considered as a resource, not a waste product.
- b) Best management practices, including Low Impact Development techniques and measures, will be incorporated into the stormwater management system in accordance with the recommendations of the Heritage Heights Secondary Plan Subwatershed Study, Environmental Implementation Report, or Environmental Impact Study as feasible and appropriate.
- c) Stormwater management facilities will be located and designed to conserve and maintain the environmental and ecological integrity of the Natural Heritage System and to provide a net benefit to the environmental health of the community.
- d) Stormwater management facilities will be designed, wherever possible, to provide community amenities such as passive recreation and be visually attractive.

12.5 Potentially Contaminated Sites, Utilities and Waste Management

12.5.1 Where there is the potential that a site may be contaminated due to the previous use of the property, a soils study will be prepared in accordance with the provincial guidelines for the decommissioning and cleanup of contaminated sites and submitted along with any application for development. Development for any contaminated site will not be permitted until the site is decommissioned or cleaned up in accordance with provincial guidelines.

12.6 Public Utilities and Communications

- 12.6.1 Public utilities and other facilities such as a municipal works yard, telecommunications and/or communications infrastructure, switching stations, hydro transformer stations, water and sanitary pumping stations will be provided in accordance with Section 4.8 and other relevant Sections of the Official Plan. These are permitted in any land use designation provided they are appropriately integrated and all necessary approvals from the appropriate authorities are obtained.
- 12.6.2 The City will pursue opportunities for providing all services underground, where feasible, in the Secondary Plan Area. These services will be clustered or grouped into a single utility conduit or trench, wherever possible, to minimize visual impacts. Utility providers will also be encouraged to consider innovative ways of containing infrastructure that are above-ground or within streetscapes in a manner compatible with the community design attributes of the streetscape.
- 12.6.3 The City will ensure that the coordination of design and placement of services (including cable, hydro, gas, telecommunications, Canada Post, etc.) be required for all parts of the Secondary Plan Area prior to draft plan of subdivision approval.
- 12.6.4 Wireless telecommunication tower applications will follow the City Council approved protocol for processing of such applications. The identification of preferred locations for the siting of wireless telecommunication towers and ground stations will be encouraged at the Precinct Planning stage. The City will also encourage identifying opportunities to visually integrate wireless telecommunication facilities within communities through enhanced design and other appropriate methods to take advantage of their potential as visual community markers or landmarks.

12.7 Trans Canada Gas Pipeline Safety Features

- 12.7.1 In addition to any safety regulations or guidelines that may be applied to the TransCanada Pipeline by the National Energy Board, the following supplemental measures will be applied to all future developments that abut the pipeline right-of-way within Secondary Plan:

- a) All permanent structures, excluding municipal road right-of-way, will be located at least 7 metres from the limits of TransCanada's right-of-way.
- b) Accessory structures and lots with side-yards abutting the right-of-way will have a minimum setback of at least 3 metres from the limits of the right-of-way.
- c) Any development application within 200 metres of TransCanada's facilities will be circulated for review and comment by TransCanada Pipelines.
- d) In conjunction with implementing zoning by-laws, the zoning of the Pipeline right-of-way for open space and/or Natural Heritage System purposes, subject to Trans Canada Pipeline easement rights and conditions, is encouraged.

12.8 Infrastructure Phasing

- 12.8.1 Development will be sequenced to ensure appropriate transportation and municipal servicing infrastructure along with CS&F are available to service development.
- 12.8.2 The expansion of the street network will occur incrementally with development as follows:
- 12.8.3 If a required public street is fully within a development site or land assembly, the full required right of way will be secured with the approval and construction of the first phase of development.
- 12.8.4 Where a required public street forms the boundary between development sites, the full conveyance of the right of way may be achieved in two stages provided interim measures to facilitate access and travel are put in place with the first site to redevelop.
- 12.8.5 If required transportation infrastructure does not form part of a development site or land assembly, financial contributions towards the acquisition of land and construction of transportation infrastructure off site may be secured through the development approvals process.

13 Implementation & Interpretation

Precinct Plans are area specific implementation tools that establish a context for co-ordinated development, detailing what kind of development will happen and where. Precinct Plans will implement the vision of this Secondary Plan using a variety of instruments and tools provided for in the Planning Act and as set out in this Plan.

13.1 Precinct Plans

- 13.1.1 The boundaries of precinct areas on Map 52 – 2 - Precinct Areas are general. Where the general intent of the Secondary Plan is maintained, minor adjustment to boundaries will not require amendment to this Secondary Plan.
- 13.1.2 Precinct Plans will be required for each Precinct with the submission of any Draft Plan of Subdivision and/or significant Zoning By-law Amendment application within that Precinct. Precinct Plans will be prepared to the satisfaction of the City and Peel Region prior to approval of any significant Draft Plan of Subdivision or Zoning By-law Amendment application within that Precinct, in accordance with the policies of this plan. Precinct Plans which have been prepared in accordance with the City's Terms of Reference will be submitted for consideration to City Council concurrent with the consideration of an implementing Plan of Subdivision and/or Zoning By-law.
- 13.1.3 Precinct Plan(s) will demonstrate how the proposed development addresses the vision and principles of this Secondary Plan by illustrating where appropriate: the

- a) A streets and block structure that includes the location, size and design of public and private streets and provides appropriate pedestrian, cycling and vehicular connections to public transit facilities;
 - b) The conceptual location and massing of buildings;
 - c) The location of school sites within the various stages of development, including the initial stage, to reasonably accommodate the planned levels of growth;
 - d) The location and size of lands to be conveyed to the City as parkland;
 - e) The location and design of the pedestrian and cycling network;
 - f) The building location and organization, including entrances and ground floor uses;
 - g) The location, dimensions and character of interior and exterior publicly accessible private open spaces showing their continuity and complementary relationship to adjacent public spaces and streets and their pedestrian amenity including weather protection;
 - h) The general location of parking facilities and vehicular access points which are of sufficient detail to assess the effect of these facilities on the public sidewalk and on adjacent signalized intersections;
 - i) The efficient utilization of public investments in sanitary sewer and water supply infrastructure;
 - j) Urban design standards and guidelines for the Precinct; and
 - k) A phasing plan for development.
- 13.1.4 Precinct Plans for the Heritage Heights Secondary Plan Area adopted by City Council will, among other matters, establish a context for coordinated development of the Area. If the Precinct Plan is adopted by City Council, the Precinct Plan will be implemented by way of a Site and Area Specific Policy in Chapter 14 of this Secondary Plan to guide future development within the Precinct.
- 13.1.5 Precinct Plans and Urban Design Guidelines together will be used as tools to determine standards that will be included in the Zoning By-law(s), or a Community Planning Permit System, and to evaluate concurrent applications for Plans of Subdivision and Site Plan Control.
- 13.1.6 The City may enact Zoning By-laws and approve Site Plan Applications without a Precinct Plan process, as set out in Section 13.1 of this Plan, for uses that the City deems are in the City and the Region's interest, such as a Regional Hospital, civic works, or transit facilities, provided that such proposals meet all applicable policies and legislation, and provided the proposed development:

- a) Can be supported by existing servicing infrastructure;
 - b) Protects, preserves, enhances and restores natural heritage features;
 - c) Conserves places and/or landscapes of cultural heritage value;
 - d) Protects for the future right-of-way of The Grand Boulevard and any planned transit facilities;
 - e) Meets the intent and purpose of the Heritage Heights Urban Design Guidelines; and,
 - f) Implements the policies and directions of this Secondary Plan.
- 13.1.7 The City, at its discretion, may request a scoped sub-Precinct Plan process for the uses described in Section 13.1.6. accordance with the criteria identified in Section 13.1 of this Plan. A scoped sub-Precinct Plan process will:
- a) identify the development context of the proposal;
 - b) include an area of sufficient size to provide the relationship of the location and massing of the proposed development to surrounding buildings, streets, open spaces, natural heritage features and heritage resources;
 - c) Identify requirements for streets, transit, and pedestrian and cycling connections that link the broader pedestrian and cycling network;
 - d) Demonstrate that the proposed development would not adversely impact any adjacent lands within the precinct, or any adjacent precinct;
 - e) Demonstrate that the proposed development will not prevent comprehensive precinct planning to occur; and
 - f) Provide any other information required by the City to review the scoped sub-Precinct Plan.
- 13.1.8 The City in consultation with the Region of Peel will use its powers as the municipal approval authority to ensure that residential development does not outpace provision of infrastructure, services, facilities, and amenities needed to support intensification of the Secondary Plan Area.
- 13.1.9 The City may enact Community Planning Permit Systems and Zoning By-laws and approve Precinct Plans and Plans of Subdivision to permit the development of residential uses provided that proposals meet all applicable policies and legislation.
- 13.1.10 The City and Region of Peel may enter into Agreements pursuant to the Planning Act, to secure matters required to support the development provided for by this Secondary Plan.
- 13.1.11 To provide for the orderly sequencing of development and appropriate infrastructure and services, the Holding (H) symbol provisions of Section 36 of the Planning Act, as amended, may be used.

- 13.1.12 All development will have appropriate and meaningful regard for all Council adopted urban design guidelines, including the Heritage Heights Urban Design Guidelines.
- 13.1.13 New development will protect for the long-term vision of the Heritage Heights Community within the planned right-of-way consistent with the policies of this Secondary Plan and the Heritage Heights TMP.

13.2 Urban Design Guidelines

- 13.2.1 Urban Design Guidelines will be required for each Precinct and will be prepared to the satisfaction of the City prior to approval of any Draft Plan of Subdivision or major Zoning By-law Amendment application within that Precinct. Urban Design Guidelines represent a further refinement of the planning vision of the community as outlined in the Vision policies in this Plan and will include, but are not limited to, the following:
 - a) The general intended character of the area(s).
 - b) The hierarchy of typical street edge treatments from major arterial roads to minor local streets including typical building orientations to the street, the style of street lighting and signage, landscape treatments, noise barriers and fencing, the placement of above-ground utilities, mail boxes, bus stops and associated streetscape furniture such as benches and litter containers.
 - c) The locations and generic design of all community and neighbourhood entry features, decorative centre medians, islands, fencing, sidewalks, etc.
 - d) The locations of and the techniques for incorporating special visual features including views, vistas, and landmarks.
 - e) The intended building architecture including comprehensive design guidelines on the desired character of all types of buildings within the area, particularly as viewed from streets and other points of high public visibility.
 - f) Programming requirements, conceptual plans, and recommended park names for all open space blocks; and,
 - g) Build on the City of Brampton's City-wide Development Design Guidelines with particular focus on place-making and developing a unique identity for the Precinct.
- 13.2.2 Urban Design Guidelines for the Heritage Heights Secondary Plan adopted by City Council will, among other matters, establish a context for coordinated development of the Area. The Urban Design Guidelines will also be used as a tool to determine standards that will be included in the Zoning By-law(s) and to evaluate applications for Plans of Subdivision and Site Plan Control.
- 13.2.3 The Urban Design Guidelines will reflect the boundaries of the Precinct Plans and may be submitted concurrently along with Precinct Plans.

13.3 Natural Heritage Areas

- 13.3.1 Precinct Plans will identify ecologically appropriate locations for valleyland crossings that will minimize and mitigate environmental impacts to natural features and functions to ensure a well-connected pedestrian and cyclist-friendly community can be achieved as directed in this Plan.
- 13.3.2 The limits of the Natural Heritage System designation may be refined through the finalization of an Environmental Implementation Report undertaken as part of Precinct Planning or an Environmental Impact Study undertaken as part of draft plan of subdivision or site plan application, where appropriate.
- 13.3.3 Prior to the City issuing final approval for draft plan of subdivision or site plan approval, where appropriate, an Environmental Implementation Report or Environmental Impact Study will illustrate the limits of the Regulatory Floodplain based on the CVC's updated flood flow rates for the Credit River and Huttonville Creek Watershed. Where the Regulatory Floodplain has expanded in Heritage Heights based on the application of the updated flood flow rates, the Environmental Implementation Report or Environmental Impact Study will recommend technical solutions that provide a balanced approach that accommodates the updated flood flows while maintaining the existing limits of the valley corridors that are shown in the secondary plan, where appropriate, and to provide an environmental buffer.
- 13.3.4 The Environmental Implementation Report or Environmental Impact Study will be undertaken in accordance with the recommendations and requirements of the approved Heritage Heights Subwatershed Study and must demonstrate no negative impacts to the tributaries, natural features and their ecological functions, and that an enhancement to the natural features and functions can be achieved, to the satisfaction of City of Brampton and CVC. Grading within the environmental buffers will generally not be permitted. In areas where technical solutions have been approved by the City and CVC, grading may be allowed in the environmental buffers to address changes to the Regulatory Floodplain resulting from the updated flood flow rates.
- 13.3.5 The final Natural Heritage System designation will be protected through an appropriate zone in the City's Zoning By-law in accordance with the recommendations of the approved Heritage Heights Subwatershed Study and Environmental Implementation Report or Environmental Impact Study.
- 13.3.6 Minor refinements to the boundaries of the Natural Heritage System designation may be considered to reflect the differences in scale, and level of detail available through the preparation of the Environmental Implementation Report or Environmental Impact Study without an official plan amendment. However, minor refinements will not adversely impact the functions or result in any significant decrease in size of the final Natural Heritage System designation.
- 13.3.7 As part of the Precinct Planning process, a Natural Heritage Education and Awareness Strategy will be required to ensure residents are informed of their local natural heritage features and how to be stewards of these community assets.

13.1 Transportation

- 13.3.8 Typical street sections will be developed at the Precinct Planning stage, as guided by this Secondary Plan and the Heritage Heights Urban Design Guidelines, to illustrate how the components of the streetscape combine to achieve an enhanced public realm. These street sections will illustrate:
- a) width of street right-of-way;
 - b) roadway pavement width;
 - c) boulevard widths/boulevard landscaping/tree locations;
 - d) pedestrian sidewalks;
 - e) lay-by parking and their relationship to store fronts where applicable;
 - f) bicycle paths/lanes linkages;
 - g) streetlight locations;
 - h) minimum building setbacks and projections; and
 - i) relationship to garages.
- 13.3.9 Roads in Heritage Heights are intended to develop and function in accordance with Schedules “B” and ‘B1” of the Official Plan, and in accordance with the policies of this Secondary Plan and the designated road classifications on Map 52-10 – Street Right-of-Way Widths.
- 13.3.10 Final right-of-way requirements will be determined through the Precinct Planning stage and Environmental Assessment processes where necessary.
- 13.3.11 A fine-grain grid of streets is fundamental to this plan. Map 52-9 -Street Network identifies the public street network planned for Heritage Heights. It is intended to optimize connectivity providing flexibility for a range of development scenarios. Minor modification to the location and alignment of planned streets are permitted without amendment to this plan, provided the intersections in Map 52-9 that include a major or minor collector street or arterial street are maintained in their general location.
- 13.3.12 Potential conceptual access points for Collector Roads and local road requirements will be determined as part of the Precinct Planning Process.
- 13.3.13 Arterial Roads, Collector Roads, and Local Roads will be designed to support and accommodate active transportation (walking, bicycling) and public transit to the greatest extent practical. This includes the use of either multi-use pathways either in the boulevard or in the road right-of-way, or sidewalks, on-road bicycle lanes, and pedestrian walkway linkages to provide safe access to transit services.
- 13.3.14 All roads within the Secondary Plan Area will be located to avoid and/or minimize encroachments into the Natural Heritage System and will be designed to eliminate, minimize, and/or mitigate impacts to the environmental and ecological functions and sensitivities of natural features and areas, and to facilitate wildlife passage at valleyland crossings, as appropriate.

13.2 Transportation Master Plan

- 13.3.15 The Secondary Plan Transportation Master Plan has fulfilled Phases 1 and 2 of the Municipal Class EA process justifying the need for and identifying the general location of the new arterial and collector roads designated within the Secondary Plan. The new arterial roads include Grand Boulevard. The City will undertake Phases 3 and 4 of the Class EA for these new arterials as well as for improvements to existing arterial roads in order to finalize the road alignments and preliminary design in accordance with the Municipal Class EA process.
- 13.3.16 In order to continue to fulfill the requirements of the Environmental Assessment Act, all Collector Road projects where the proponent is not a public agency, as determined by the City of Brampton, will require the completion of an Environmental Assessment or equivalent process as permitted in the Municipal Engineers Association guidelines document for Municipal Class Environmental Assessment.
- 13.3.17 An Environmental Assessment or an equivalent process will be completed prior to or in tandem with the approval of the Precinct Plan to ensure that appropriate measures are included to address the impact of any proposed road works. Collector Roads within the residential area will be finalized at the Precinct Plan stage and Collector Roads within Employment lands will be finalized as part of the preparation of tertiary plans in support of development applications within the Employment area.
- 13.3.18 Road widening to achieve the right-of-way requirements identified in the City of Brampton and Region of Peel Official Plans are to be gratuitously provided within or abutting the Secondary Plan and conveyed to the road authority having jurisdiction, as a condition of development approval.
- 13.3.19 To protect the function of Arterial Roads, it is the policy of the City and the Region of Peel to restrict access to them from individual properties. Accordingly, 0.3 metre reserves or other measures, as appropriate, will be a condition of development approval for lands abutting Arterial Roads except at approved access locations. However, existing residence or buildings will continue to have direct access until such time as access from an alternative road becomes available or the property is redeveloped. Notwithstanding, direct access to boundary Arterial Roads are permitted subject to detailed traffic studies without an amendment to this Secondary Plan.
- 13.3.20 The determination of any future road alignments will avoid small parcels of land which are not proposed to be developed, wherever possible.
- 13.3.21 All proposed accesses or intersections on Regional Roads will be in accordance with the Region's Controlled Access By-Law 62-2013, as amended, or as may otherwise be approved by the Region of Peel.

13.3 Transportation, Cycling and Pedestrian, and Transit Networks

- 13.3.22 The City and the Region of Peel may require with applications for development, the submission of a Traffic Impact Study that assesses the impacts of the proposal on the street network, including the impacts of truck traffic that accommodates neighbouring industrial uses, and/or a pedestrian and bicycle circulation plan that demonstrates how the development facilitates access and circulation by transit users, cyclists and pedestrians.
- 13.3.23 The general Cycling and Pedestrian Network for the Heritage Heights Secondary Plan Area is identified in Map 52-11 – Pedestrian and Cycling Network. The precise location of the pedestrian and cycling network may vary from those shown on Map 52-11 – Pedestrian and Cycling Network without amendment to this Plan. Future cycling facilities are intended to be built and improved on existing streets and open spaces when new streets and open spaces are built. Temporary facilities may also be considered where the timing of permanent facilities to create key linkages is long term or uncertain.
- 13.3.24 To maximize the potential of and urban use of land, Brampton Transit, Metrolinx or other station authorities may enter into a strata title agreement with a developer to allow for the development of the air rights of stations within Heritage Heights to the satisfaction of the City. This agreement must describe such matters as access, maintenance, liability and monetary contributions will be required. Vehicular ramps and other accesses will be located within adjacent buildings wherever possible.
- 13.3.25 The City will monitor the need for public parking in Heritage Heights Secondary Plan Area and may prepare a public parking strategy that considers:
- 13.3.26 Changes to the minimum and maximum parking standards required to support all planned uses to reflect the introduction of improvements to Higher Order Transit in the area.
- 13.3.27 The amount of on-street parking required to support planned commercial, entertainment, and institutional uses.
- 13.3.28 Access easements should be explored to make office parking available to the public in the evenings and on weekends.
- 13.3.29 Access easement should be explored to make commercial parking facilities available to be used by GO Transit commuters.
- 13.3.30 Appropriate locations and sizes for off-street public parking facilities.
- 13.3.31 Appropriate parking standards for commercial uses based on the ability to complement private parking with public facilities.
- 13.3.32 Reduced parking strategy for office and retail areas will be developed to encourage the use of transit and carpooling for each precinct.

13.4 Greater Toronto Area West Corridor

13.3.33 Development applications wholly within the Corridor Protection Area will not be permitted until:

- a) Applications may be processed to the extent practical in conjunction with the progress of the GTA West Corridor EA and in a manner that does not preclude or predetermine the findings and requirements of the Environmental Assessment, potential route alignment options or the future location of interchanges and accesses;
- b) If there is any uncertainty or dispute as to whether the lands have been released from the Corridor Protection Area, through consultation with the Province, the Province will confirm whether the lands have been formally released.
- c) If there is disagreement by any affected party about whether lands should be released, the City, the Region and the Province will consult with each other to resolve that issue as soon as practicable.
- d) Notwithstanding (c) above, Zoning By-laws pursuant to Section 39 of the *Planning Act* may permit the temporary use of land, buildings, or structures provided the temporary use meets the following conditions:
 - i. is consistent with the general intent of this Secondary Plan;
 - ii. is compatible with adjacent land uses;
 - iii. is temporary in nature and can be easily terminated when the temporary zoning by-law expires;
 - iv. does not require new buildings or significant structures;
 - v. does not require significant grading of lands;
 - vi. sufficient servicing and transportation capacity is available for the temporary use;
 - vii. maintains the long-term viability of the lands for the uses permitted in this Plan; and
 - viii. the duration of use and proposed interim use are to the satisfaction of the City.

13.4 Plans of Subdivision

13.4.1 New residential development, including the passage of an implementing Zoning By-law, will not proceed without the approval by the City of a Draft Plan(s) of Subdivision for the associated lands which implement(s) new streets and blocks.

13.4.2 Applications for Plan of Subdivision will comply with the statutory complete application submission requirements of the Planning Act, the Official Plan, and the requirements of Appendix 1 to this Secondary Plan.

13.4.3 Division of land will be in conformity with this policy document and will create land parcels that facilitate development consistent with the intent of this Secondary Plan.

13.5 Zoning By-law Amendments and Holding (H) Symbol

13.5.1 In addition to the Complete Application submission requirements of Appendix 1 and the Official Plan, and the policies of this section, a complete application to amend the Zoning By-law for lands within the Secondary Plan identified on Map 52-3 – Structure Plan - will include a Precinct Plan, in consultation with residents, stakeholders, the City, and relevant agencies.

13.5.2 Zoning By-law provisions will include, but not be limited to, the following:

- a) Permitted uses;
- b) Limits on Gross Floor Area;
- c) Front setbacks and/or build-to lines, including minimum requirements for building walls which are sufficient to establish the continuity and scale of building frontages;
- d) Building heights and setbacks;
- e) Built form envelopes and facing distances between buildings;
- f) Height limits and/or angular planes;
- g) Requirements for indoor and outdoor amenity space;
- h) Minimum and maximum vehicular and bicycle parking standards;
- i) Minimum requirements for cycling facilities, where appropriate, including change rooms, showers, bicycle share programs and lockers for bicycle commuters.
- j) Defined conditions for the use of a Holding (H) symbol pursuant to Section 36 of the *Planning Act*; and
- k) The permitted uses of the lands and buildings when the Holding (H) symbol is removed by amendments to the by-law;

13.5.3 Where deemed necessary by the Region and the City a Holding (H) symbol pursuant to Section 36 of the Planning Act can be established to ensure the coordinated delivery of development and infrastructure, in accordance with the strategy outlined in the approved DSSP for the HHSP.

13.6 Section 37/ Community Benefits under the *Planning Act*.

13.6.1 City Council may enact a zoning by-law pursuant to Section 34 and 36 of the Planning Act, with an 'H' holding symbol in respect of the residential uses on lands within the Secondary Plan Area.

- 13.6.2 In order to appropriate sequence development within a phase and otherwise address the provisions of a development site, any implementing Zoning By-law may define and incorporate a Holding (H) symbol pursuant to Section 36 of the Planning Act. When a Zoning By-law has been enacted that incorporates a Holding (H) symbol, it will specify both the use of the lands and buildings that are permitted upon removal of the Holding (H) symbol by amendment to the By-law and any uses, including existing uses, interim uses and minor alterations thereto, that are permitted while the lands remain subject to the Holding (H) symbol.
- 13.6.3 The Zoning By-law will define and incorporate the conditions that must be satisfied prior to the removal of the Holding (H) symbol. In addition to those conditions identified in the City's Official Plan, conditions to be met or secured to the City's satisfaction and to the Region of Peel, where appropriate, prior to the removal of a Holding (H) symbol may include:
- a) Registration of a Plan of Subdivision;
 - b) Construction of or securing of required water, sewer and stormwater infrastructure;
 - c) Construction of or securing of required public streets;
 - d) Provision of sites for the construction of schools, either as standalone buildings or as part of mixed-use development;
 - e) conveyance of new parkland;
 - f) construction of or securing of required community facilities;
 - g) site-specific design guidelines for individual development parcels; and
 - h) confirmation of funding or financing of transportation infrastructure, servicing infrastructure, parks, and/or community facilities required to support development.
- 13.6.4 The City, in consultation with the Region, may remove the Holding (H) symbol only as the associated conditions have been satisfied and matters appropriately secured through an agreement or agreements entered into pursuant to the Planning Act.
- 13.6.5 No changes will be made through rezoning, minor variance or consent or other public action that are out of keeping with the vision for Heritage Heights Secondary Plan Area.

13.7 Community Planning Permit System

- 13.7.1 The City may identify one or more areas, including the entire Secondary Plan Area, as a community planning permit area.
- 13.7.2 The Central Precinct is a priority for a proposed community planning permit areas and will be designated as such by a community planning permit by-law if so passed by City Council.
- 13.7.3 Within an area for which a community planning permit by-law has been enacted, the City's Zoning By-law will not apply, nor will site plan control if applicable.

- 13.7.4 If a Community Planning Permit By-law is enacted, the use and development of land must comply with the permitted uses, standards and criteria set out in the Community Planning Permit unless the proposed use or development is expressly exempted from a permit as indicated in the Community Planning Permit By-law.
- 13.7.5 A Community Planning Permit By-law will:
- a) Contain a description of the area to which the by-law applies, which must be within the boundaries of the area identified in the Official Plan;
 - b) Set out development standards with specified minimum and maximum standards;
 - c) Set out any internal review for permit decisions;
 - d) Describe notification procedures for decisions;
 - e) Set out criteria for determining whether a proposed use or development is permitted;
 - f) Describe the process for amending development permit agreements;
 - g) Outline any conditions of approval that may be imposed;
 - h) Set out the scope of delegated authority, including any limitations; and
 - i) Include a statement of any exemptions from the requirement for a permit.
- 13.7.6 City initiated amendments or an application to amend the Community Planning Permit By-law must be considered in the context of the planned vision for all lands within the area subject to the By-law. An application to amend the Community Planning Permit By-law must be supported by a comprehensive planning rationale within the context of the planned vision for all of the lands within the area subject to the By-law and must include area studies as identified in Section 13 and a public and community engagement plan involving the City and the community impacted by the proposed amendment.
- 13.7.7 City initiated amendments to the Community Planning Permit By-law will be considered by Council only after the completion of the comprehensive planning rationale has been submitted and the public and a robust community engagement program has been completed.
- 13.7.8 The Community Planning Permit By-law may require an applicant to enter into and register on title an agreement with the City to address some or all of the conditions of approval imposed on a Community Planning Permit.
- 13.7.9 The Community Planning Permit By-law may require the applicant to provide financial security to ensure the satisfaction of any condition imposed on the community planning permit including the details for the provision of community benefits, or cash contribution in lieu thereof, proportionate to and in exchange for the height and/or density being sought.

13.8 Noise, Dust and Vibration

- 13.8.1 Additional individual subdivision-based noise analysis reports prepared in accordance with this Plan, and other relevant policies of the Official Plan, will be submitted, as necessary, at the Precinct Plan and/or draft plan of subdivision stage so that adequate noise attenuation measures can be specified and guaranteed at the time of draft plan of subdivision approval. Site-specific noise analysis reports will be required at the Site Plan Approval Stage if it is determined that circumstances warrant such a report.
- 13.8.2 Where development for which noise attenuation measures will be required precedes the presence of the noise source, the City will require that as a condition of development approval, sufficient lands and facilities be provided for noise attenuation in accordance with the requirements of the relevant authority.

13.9 Climate and Sustainability

- 13.9.1 Energy Strategy will be submitted at the Precinct Planning Stage which reflects the proposed type of development. Set out what that Strategy should be exploring (e.g. low carbon energy alternatives; thermal energy; renewable energy; near/net-zero energy use targets and strategies).
- 13.9.2 Submission of Integrated Local Energy Plan at Precinct Plans, Plan of Subdivision, and Site Plan stages
- 13.9.3 Submission Transportation Plans that includes multi-modal analysis, recommendations, and targets that meet the City's GHG emission reduction targets
- 13.9.4 Provide all residents information resources (e.g. brochures, manuals, etc) that offer education and instruction on how to facilitate energy efficiency, water conservation, and waste reduction

13.10 Community Services and Facilities

- 13.10.1 In addition to the school sites conceptually identified in Map 52-4a – Public Realm Plan and Conceptual Parks and Open Spaces, the Peel District School Board has identified the need for an additional elementary school and secondary school to satisfy its long term requirements for school accommodation in the Heritage Heights Secondary Plan Area in consideration of the forecasted number of residential units and students in the Secondary Plan and adjacent school catchment areas. Through the City's Precinct Planning process, the need for and location of additional school sites will be determined to the satisfaction of the City in consultation with the Peel District School Board. The designation of additional school sites will be implemented by way of an official plan amendment and site and area specific policy appended to Chapter 14 of this Plan.
- 13.10.2 The need for a particular school site will be confirmed by the School Boards as part of the Precinct Plan and Draft Plan of Subdivision approval process. The duration for which the site is reserved will generally not exceed ten (10) years from the time of registration of the plan in which the site is located.

- 13.10.3 If any school site is not required by either School Board or if the reservation period lapses, then it will be released for residential development based on the permissions of the adjacent residential designation. Relevant draft plans of subdivision will include designated educational facilities as appropriate with a size, shape, and frontage satisfactory to the School Board..
- 13.10.4 Prior to approval of plans of subdivision, the City will require landowners within a Precinct Plan area to enter into agreements with each other for the purpose of providing for the equalization of the costs associated with establishing school sites, unless this purpose is deemed to be satisfied by Education Development Charges or another effective mechanism.
- 13.10.5 Relevant draft plans of subdivision will include the designated School site with a shape, size, and frontage satisfactory to the relevant School Board. The School site will be dual zoned and landowners will be required to submit, at the draft plan of subdivision stage, an alternative lotting plan to facilitate residential development should the site not be used for educational facility purposes.

13.11 Stormwater Management

- 13.11.1 A Stormwater Management Plan will be submitted with development in accordance with the approved Heritage Heights Subwatershed Study, Subwatershed Implementation Study, or Environmental Impact Study. The Stormwater Management Plan will address such concerns as low impact development measures, flow attenuation (quantity), water detention (quantity and quality), groundwater quantity/quality issues, water balance for groundwater, natural heritage features, and erosion/siltation control design requirements, as appropriate.
- 13.11.2 A comprehensive Stormwater Management Monitoring Program will be developed at the Precinct Planning stage which implements the recommendations of the Subwatershed Study, Subwatershed Implementation Study, or Environmental Impact Study.
- 13.11.3 Prior to the construction of any stormwater management facility, including the commencement of any grading or filling, the necessary permits that may be required will be obtained from the appropriate agencies having jurisdiction. This may include, but is not limited to, the City of Brampton, Credit Valley Conservation Authority, and the Ministry of Environment, Conservation and Parks.
- 13.11.4 Stormwater management facilities will be designed in compliance with the City's Stormwater Management Design Guidelines and Credit Valley Conservation Authority's Stormwater Management Criteria. The final location of all stormwater management facilities will be subject to the approval of the City of Brampton in conjunction with any other appropriate approval authority having jurisdiction in these matters.

- 13.11.5 Sediment and erosion control measures and monitoring will be undertaken in accordance with the Greater Golden Horseshoe Area (GGHA) Conservation Authorities' Erosion and Sediment Control Guidelines for Urban Construction, December 2006. Monitoring of sediment controls is to be undertaken by a professional certified in erosion and sediment control as deemed appropriate by the City of Brampton in consultation with the GGHA Conservation Authority.
- 13.11.6 Where appropriate, Stormwater facilities will be integrated with adjacent land uses and subject to the recommendations of the Heritage Heights Subwatershed Study, the Secondary Plan Infrastructure Servicing Study, a Subwatershed Implementation Study, a Stormwater Management Report, and/or Functional Servicing Report that are completed to the satisfaction of the City of Brampton in consultation with Credit Valley Conservation Authority. Notwithstanding, stormwater management ponds will not be permitted within park blocks or school sites.

13.12 Cultural Heritage

- 13.12.1 As a component of the Precinct Planning Process, the City will adopt a Strategic Implementation Plan for cultural heritage resources. This plan will identify priority resources for conservation based on specific criteria, including but not limited to, historical merit, the financial feasibility of acquisition and long-term maintenance, contextual merit, reuse or adaptive reuse potential, and structural integrity.
- 13.12.2 City Council will obtain and consider, but not necessarily be bound by the recommendation of the Brampton Heritage Board as to whether existing cultural heritage resources should be retained, relocated, or demolished.
- 13.12.3 All development in the Secondary Plan area will require an appropriate Archaeological Assessment to be undertaken in accordance with the current technical guidelines set out by the Ministry of Tourism, Culture and Sports. No grading or other disturbance will take place on a property with respect to archaeological resources prior to issuance of a Letter of Acceptance by the Ministry of Tourism, Culture and Sports and clearance by the City's Heritage staff.
- 13.12.4 Landowners are required to adequately maintain, protect, and secure any cultural heritage resource identified for retention in the Built Heritage Resources and Cultural Heritage Landscapes – Heritage Heights Cultural Heritage Study (February 2018, as revised).
- 13.12.5 Those cultural heritage resources identified for retention in the Built Heritage Resources and Cultural Heritage Landscapes – Heritage Heights Cultural Heritage Study (February 2018, as revised) and Map 52-7 Cultural Heritage Resources of this Secondary Plan will be subject to the standard subdivision financial security provisions. Upon completion of these conditions, to the satisfaction of the City, securities will be reduced or released accordingly.

13.13 Tree Preservation Plans

- 13.13.1 During processing of development applications, the City will require the preparation of Vegetation Assessment and/or Tree Preservation Plans by qualified professionals in core areas. Approval by the City of such plans, incorporating suitable implementation programs, will be required prior to final approval of development applications, in accordance with Section 4 and other relevant policies of the Official Plan and the City's Woodlot Development Guidelines.
- 13.13.2 Approval of development applications will be conditional upon commitments from the appropriate authorities and the proponents of development as to the timing and funding of the required water supply, sanitary sewer, road, and transportation facilities. These works will be provided for in Subdivision and Site Plan Agreements. Phasing of development, based on the completion of required external works and facilities, may be implemented as considered appropriate or necessary by the City of Brampton.

13.14 Small Holdings

- 13.14.1 Landowners of small holdings less than 2.0 hectares (5 acres) will be encouraged to submit joint subdivision plans with adjacent owners in the interest of comprehensive planning and expediting their development proposals.
- 13.14.2 Development proposals for very small holdings of less than 0.8 hectares (2.0 acres) will be evaluated with reference to their land use designations on this Plan. In most cases, not until subdivision plans for larger, adjacent landholdings are submitted for approval.
- 13.14.3 Provision will be made in abutting plans of subdivision to ensure compatibility of new development with existing residential holdings and, where feasible, to provide for their ultimate redevelopment in accordance with this Secondary Plan.

13.15 Cost Sharing

- 13.15.1 In addition to Development Charges, the City where and as appropriate, will require the use of front-ending agreements under The Development Charges Act, Developer Cost Sharing Agreements or other suitable arrangements among landowners, in order to implement development of the Secondary Plan Area and fairly allocate related costs of development. However, the City will not negotiate or be a party to such agreements but must be assured, and ascertain, that the document assigns cost sharing in a reasonable manner.

13.15.2 The City will require that a Developer Cost Sharing Agreement(s) sufficient to ensure the equitable implementation of this Secondary Plan are executed between all developers within each of Precinct Plan Area, respectively, for any draft plan of subdivision, site plan, and/or rezoning. The City will require, where it deems appropriate, having regard for the requirements of Section 5.3 herein, that Developer Cost Sharing Agreement(s) sufficient to ensure the equitable implementation of this Secondary Plan are executed between developers within the area comprising of the employment lands, for any draft plan of subdivision, site plan and/or rezoning. Where a Developer Cost Sharing Agreement has been required, the City will require confirmation from the Developer Cost Share Trustee of:

- a) The execution by the developer of the Developer Cost Sharing Agreement including any amendment(s) thereto.
- b) Confirmation of developer compliance with the terms of the Developer Cost Sharing Agreement. The aforesaid confirmation will be provided to the City prior to the approval of any draft plan of subdivision plan, site plan and/or rezoning within the Secondary Plan Area.

13.16 Environmental Assessment Act

13.16.1 Various infrastructure and facilities proposed and designated in this Secondary Plan may be subject to Environmental Assessment Act requirements and accordingly should be regarded as tentative subject to the necessary Environmental Assessment approvals.

13.17 Alternative Development Standards

13.17.1 The application of Alternative Development Standards for roads and municipal infrastructure will be considered for use in this Plan to the Satisfaction of the City and the Region of Peel. This includes, but is not limited to, the application of public rear lane-way based housing, modified right-of-way standards, cross walk construction and decorative treatments, pavement construction materials and stormwater management ponds. Operational and maintenance requirements and related costs arising from the implementation of Alternative Development Standards will be identified and addressed to the satisfaction of City Council prior to the issuance of final Precinct Plan Approval.

13.18 Interpretation

13.18.1 The policies of the Official Plan apply to the Heritage Heights Secondary Plan Area, except in the case of a conflict, the Secondary Plan policies will prevail.

- 13.18.2 The specific shapes, sizes, locations, and relative positions of land uses, roads, transit stations, and other designations in this Plan are intended to indicate a desirable arrangement of these elements and will be refined through the Precinct Plan process provided that the intent of this Secondary Plan is maintained. This flexibility may be invoked by the City or other public agency to ensure implementation of this Plan in an equitable manner relative to property lines and parcel sizes. Specifically, this flexibility may include an adjustment to the shape of a designation, or an adjustment to its size, or to its absolute or relative location without further amendment to this Plan, provided the City is satisfied of the following:
- a) that the fundamental effectiveness of the intended uses would not be reduced;
 - b) that the intent and integrity of the overall plan is respected;
 - c) that shortfalls or excesses are to be made up elsewhere in the Plan;
 - d) that the function and centrality of services is maintained; and
 - e) that the fundamental aspects of land use interrelationships are maintained.
- 13.18.3 The land use designations and road network shown on this Plan are schematic and may be adjusted through the Precinct Plan process and other development approval processes, taking into account such matters as the preservation of natural vegetation or other environmentally significant features, preservation of heritage resources, stormwater management requirements, detailed land use relationships, and street patterns. Minor variations of land use boundaries and the local road pattern will not require an amendment to this Secondary Plan, provided the intent of the Plan is maintained.
- 13.18.4 The limits of the Natural Heritage System which includes Valleylands and Watercourse Corridors, Woodlands and Wetlands designations will be determined based on the findings of the Subwatershed Study and will be refined based on an SIS or Environmental Impact Study prepared to the satisfaction of the City of Brampton in consultation with CVC. In the event that minor modifications can be made to the Natural Heritage System that would have the effect of reducing the extent of the Natural Heritage System but enhance its ecological and hydrological functions to the satisfaction of the City of Brampton and CVC, the adjoining residential designations will apply without further amendment to this Plan.

13.18.5 The conceptual location of parks and sites for community uses shown on Map 52-4a Public Realm and Conceptual Parks and Open Spaces have been selected without regard to property ownership. In order to ensure that property owners contribute equally towards the provision of community and infrastructure facilities such as schools, parks and roads and road improvements, external services, and stormwater management facilities, property owners will be required to enter into a Cost Sharing Agreement, prior to Draft Plan Approval, Site Plan approval or a Zoning approvals. Such a Cost Sharing Agreement will provide for equitable distribution of cost (including lands) of the aforementioned community and common public facilities where such costs are not covered under Development Charges.

List of Maps

- Map 52 – 1 Secondary Plan Area
- Map 52 – 2 Precinct Areas
- Map 52 – 3 Structure Plan
- Map 52 – 3a Character Areas
- Map 52 – 4 Public Realm and Conceptual Parks and Open Spaces
- Map 52 – 5 Natural Heritage System and Open Spaces
- Map 52 – 6 Land Use Structure
- Map 52 – 7 Cultural Heritage Resources
- Map 52 – 8 Minimum Development Density in Character Areas
- Map 52 – 9 Street Network
- Map 52 – 10 Street Right-of-Way Widths
- Map 52 – 11 Pedestrian and Cycling Network
- Map 52 – 12 Conceptual Transit Services
- Map 52 – 13 High Potential Mineral Aggregate Resource Area (HPMARA)

Potential Additional Maps

- Map 52 – 2b Sites in Character Areas Requiring Context Plans
- Map 52 – 5b Views and Vistas
- Map 52 – 5c Active Uses and Building Edges
- Map 52 – 9c Building Types and Heights in Character Areas

Appendix 1 – Complete Application Requirements

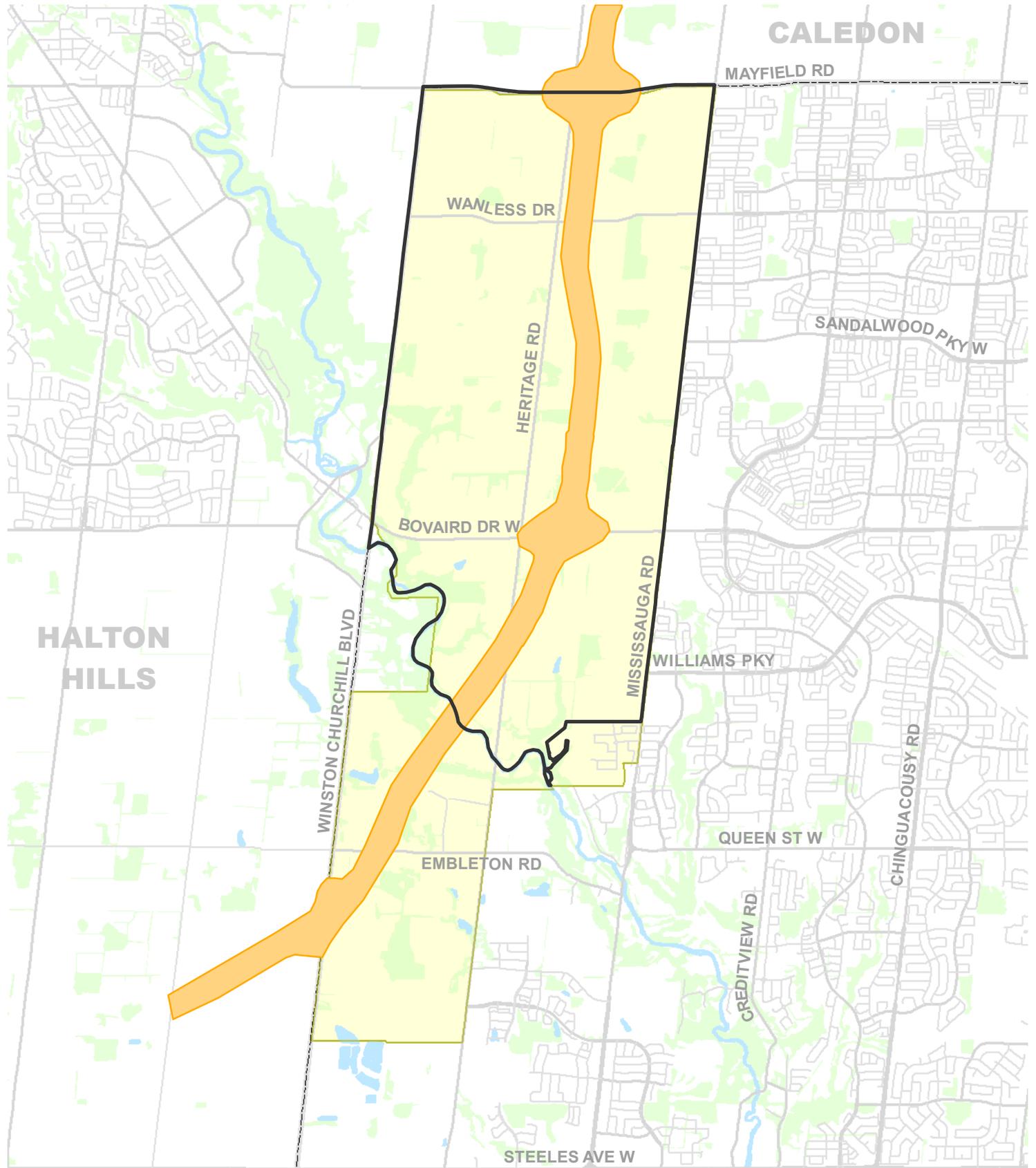
Plan of Subdivision Applications

Plans of Subdivision will comply with the statutory complete application submission requirements of the *Planning Act*, the Official Plan, and the following:

1. A plan indicating the location, elevations, dimensions and intersection details of all existing and proposed public highways, public streets, and private roadways within the Precincts required to serve the existing and incremental vehicular traffic created by the development provided for by this Secondary Plan.
2. A plan and description of lands to be conveyed to the City for proposed public streets.
3. A plan indicating the location, elevation, dimensions and intersection details of all existing and proposed sidewalks adjoining the existing and proposed streets in the Precinct required to meet the needs of pedestrians travelling in and through the Precinct as a result of development provided for by this Secondary Plan.
4. A description of the general treatment of all public sidewalks and public streets, referred to above, including:
 - Paving materials;
 - Street trees;
 - Street lighting including pedestrian scale lighting; and
 - The general locations of street furniture.
 - Infrastructure to support development.
5. A plan and description of the location, dimensions and areas of any lands to be conveyed to the City for parks purposes in conjunction with the development of the Precinct.
6. A description of the phasing of construction within the Precinct, including the phasing of key infrastructure construction, to ensure that the provision of servicing remains on pace with the orderly development of the Precinct. When municipal services or infrastructure are identified as required external to the Precinct, the phasing description will demonstrate the cost effective and efficient implementation of this external infrastructure and its relationship to the planned intensification of the Heritage Heights Secondary Plan Area.
7. Traffic Impact Assessment and Quantitative multimodal transportation assessments and site related mitigation measures.
8. Infrastructure Costing Analysis.
9. As part of a complete application with respect to Precinct Planning, draft plans of subdivision and site plans, as applicable, applicants will be required to undertake a sustainability assessment utilizing the City's Dynamic Excel-based Tool and to submit a

Sustainability Score and Sustainability Summary that will meet at least the minimum Threshold Sustainability Score established by the City.



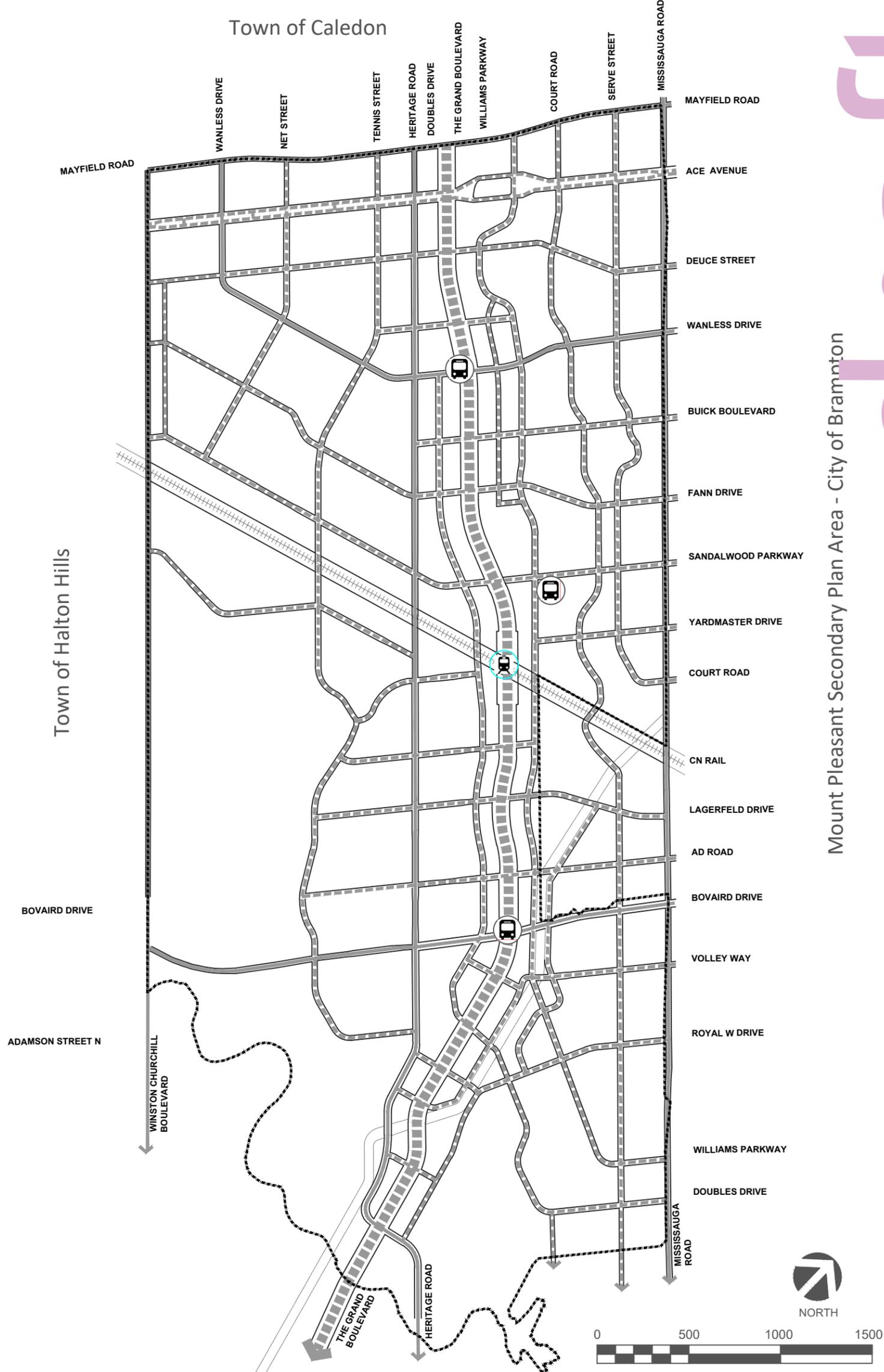


HERITAGE HEIGHTS SECONDARY PLAN
APPENDIX 3 - GTA West Preferred Route

-  GTA West Preferred Route with Conceptual Interchange Footprints
-  Lands subject to Interim Control By-law 306-2003
-  Heritage Heights Boundary
-  Brampton City Limit

draft

Mount Pleasant Secondary Plan Area - City of Brampton



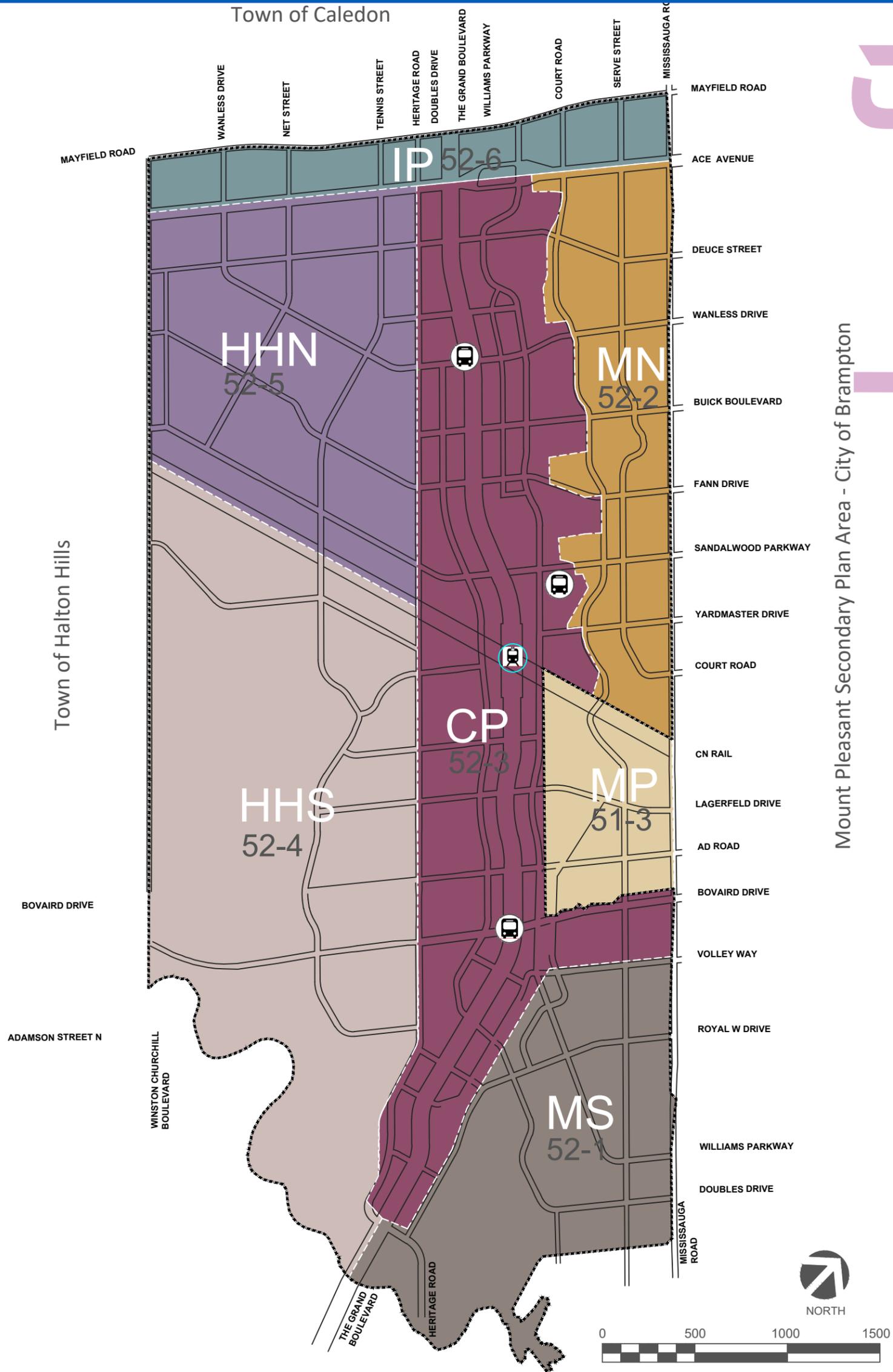
LEGEND

- Secondary Plan Area
- Existing Street Network
- Proposed Grand Boulevard
- Proposed Street Network
- Existing Rail Line
- Proposed Green Trail Easement
- Potential Transit Station
- Potential Transit Hub

HERITAGE HEIGHTS SECONDARY PLAN

Map 53 - 1 Secondary Plan Area





Mount Pleasant Secondary Plan Area - City of Brampton

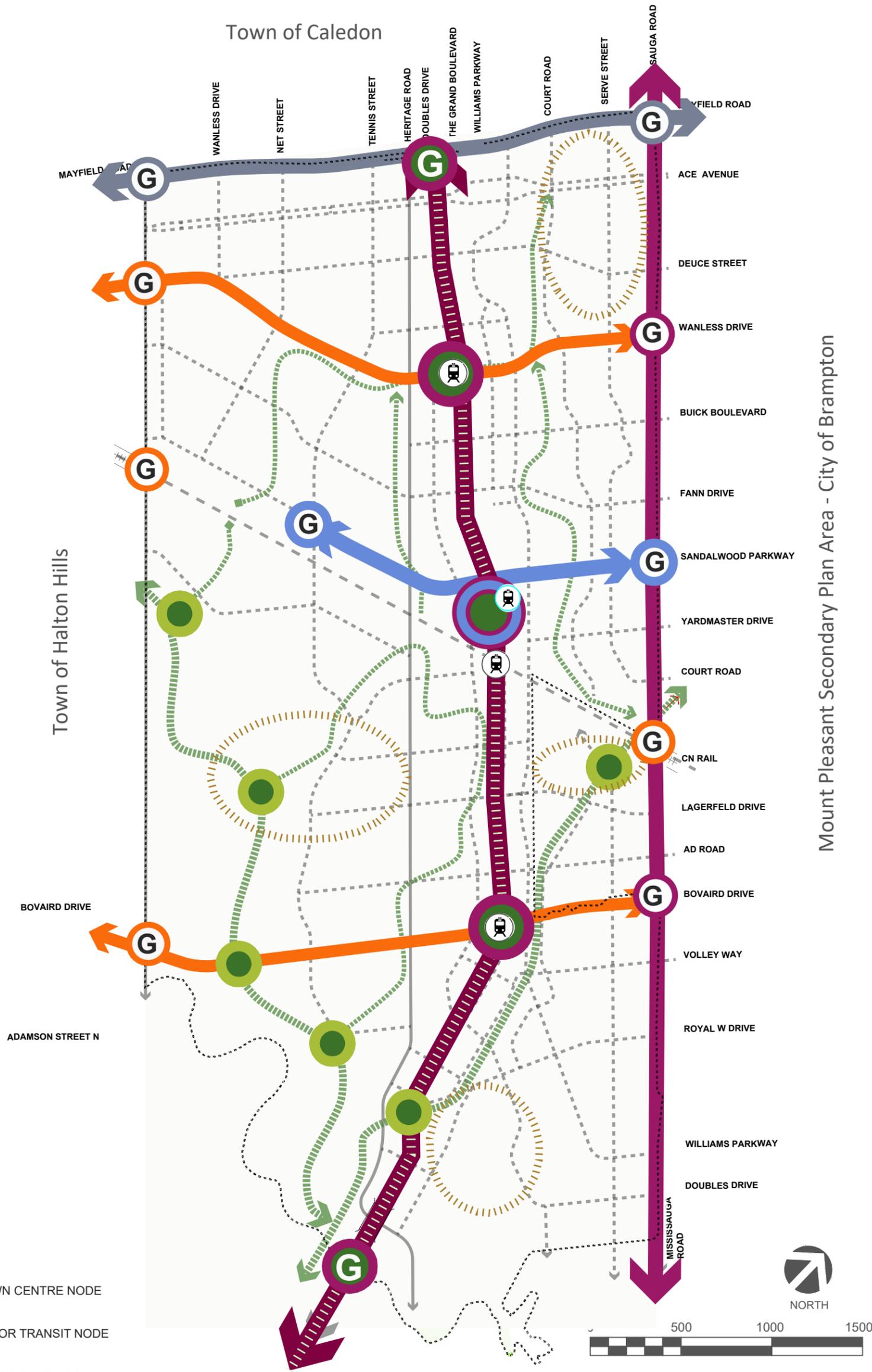
draft

LEGEND

- Secondary Plan Area
- Existing Street Network
- Proposed Grand Boulevard
- Proposed Street Network
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- Potential Transit Station
- Potential Transit Hub

- Central Precinct (CP)
- Mississauga Road North Precinct (MN)
- Mississauga Road South Precinct (MS)
- Mount Pleasant Heights Precinct (MP)
- Heritage Heights North Precinct (HHN)
- Heritage Heights South Precinct (HHS)
- Innovation Precinct (IP)

Town of Caledon



Mount Pleasant Secondary Plan Area - City of Brampton

LEGEND

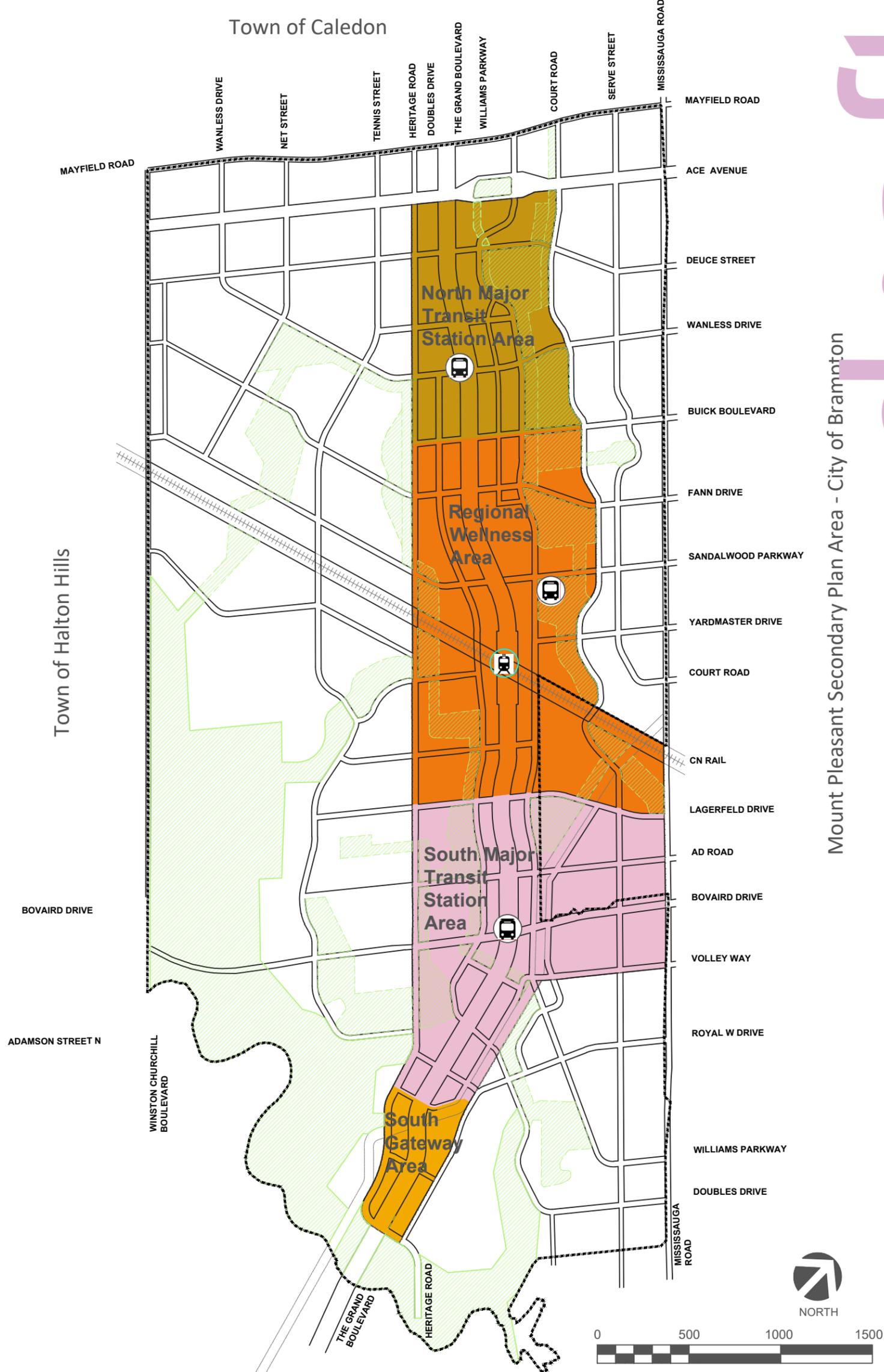
- TOWN CENTRE NODE
- MAJOR TRANSIT NODE
- MAJOR GATEWAY
- MINOR COMMERCIAL GATEWAY
- MINOR TRANSITIONAL GATEWAY
- MINOR INSTITUTIONAL GATEWAY
- MINOR EMPLOYMENT GATEWAY
- GREEN GATEWAY
- HERITAGE ZONE

- MAIN GREEN COMMERCIAL SPINE
- COMMERCIAL SPINE
- TRANSITIONAL SPINE
- INSTITUTIONAL SPINE
- EMPLOYMENT SPINE
- GREEN CONNECTIONS NETWORK



draft

Mount Pleasant Secondary Plan Area - City of Brampton



LEGEND

- Secondary Plan Area
- Existing Street Network
- Proposed Grand Boulevard
- Proposed Street Network
- Existing Rail Line
- Proposed Green Trail Easement
- Potential Transit Station
- Potential Transit Hub

- Natural Heritage System
- Character Areas**
- Regional Wellness Area
- South Major Transit Station Area
- North Major Transit Station Area
- South Gateway Area

draft

Mount Pleasant Secondary Plan Area - City of Brampton



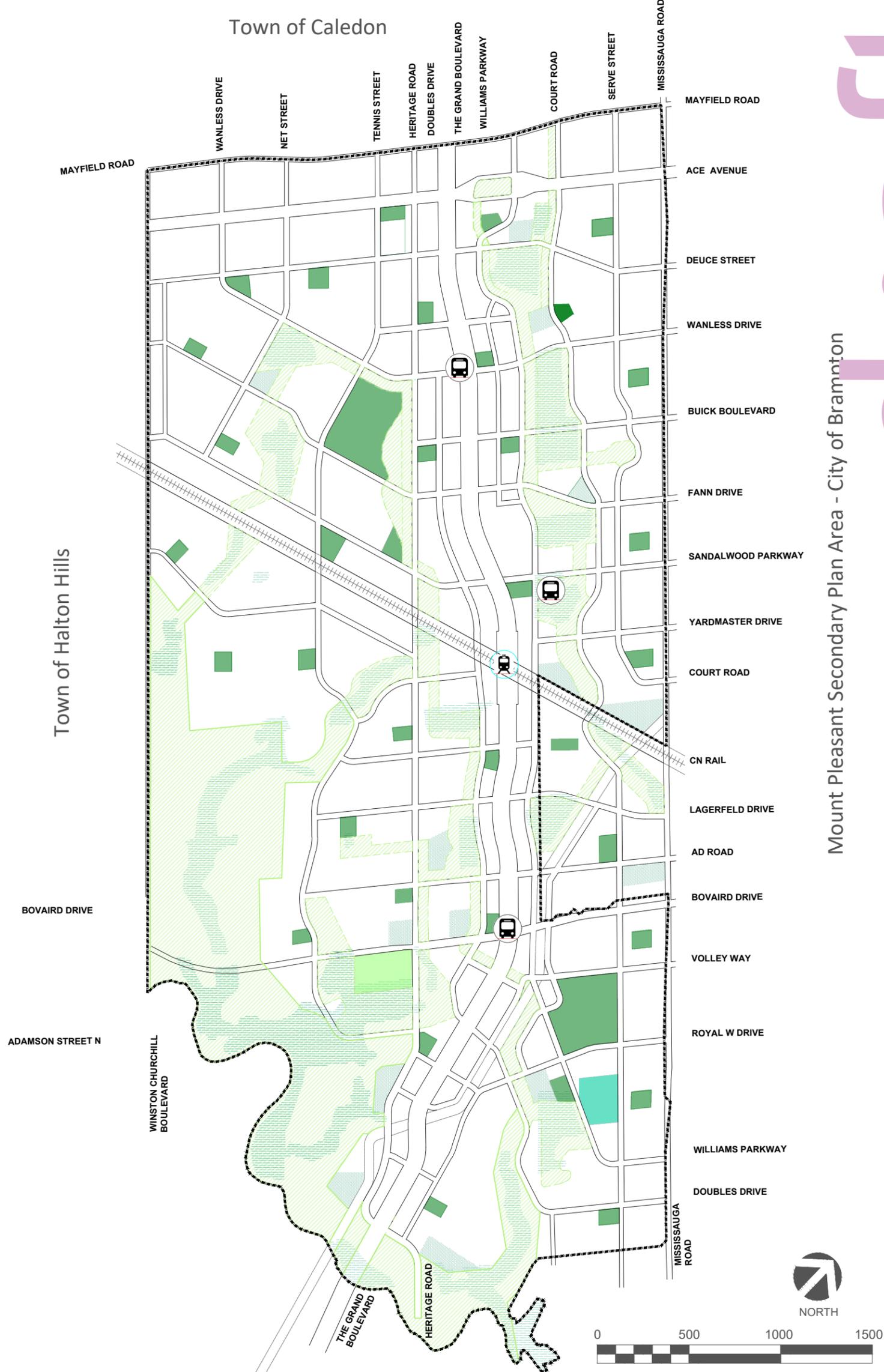
LEGEND

- Secondary Plan Area
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- Proposed Street Network
- Existing Rail Line
- Proposed Green Trail Easement
- Potential Transit Station
- Potential Transit Hub

- Public School
- Secondary School
- Catholic School
- Neighbourhood Parks
- Community Parks
- Natural Heritage System
- Stormwater Management Facilities
- Convenience Commercial
- Major Institutional
- Existing Bike Lanes
- Future Bike Lanes
- Future Multi-use Paths
- Future Recreational Trail

draft

Mount Pleasant Secondary Plan Area - City of Brampton



LEGEND

- Secondary Plan Area
- Existing Street Network
- Proposed Grand Boulevard
- Proposed Street Network
- Existing Rail Line
- Proposed Green Trail Easement
- Potential Transit Station
- Potential Transit Hub

- Environmentally Sensitive Areas
- Natural Open Space
- Future Community Parks
- Future Neighbourhood Parks
- Stormwater Management Pond
- Water Reservoir



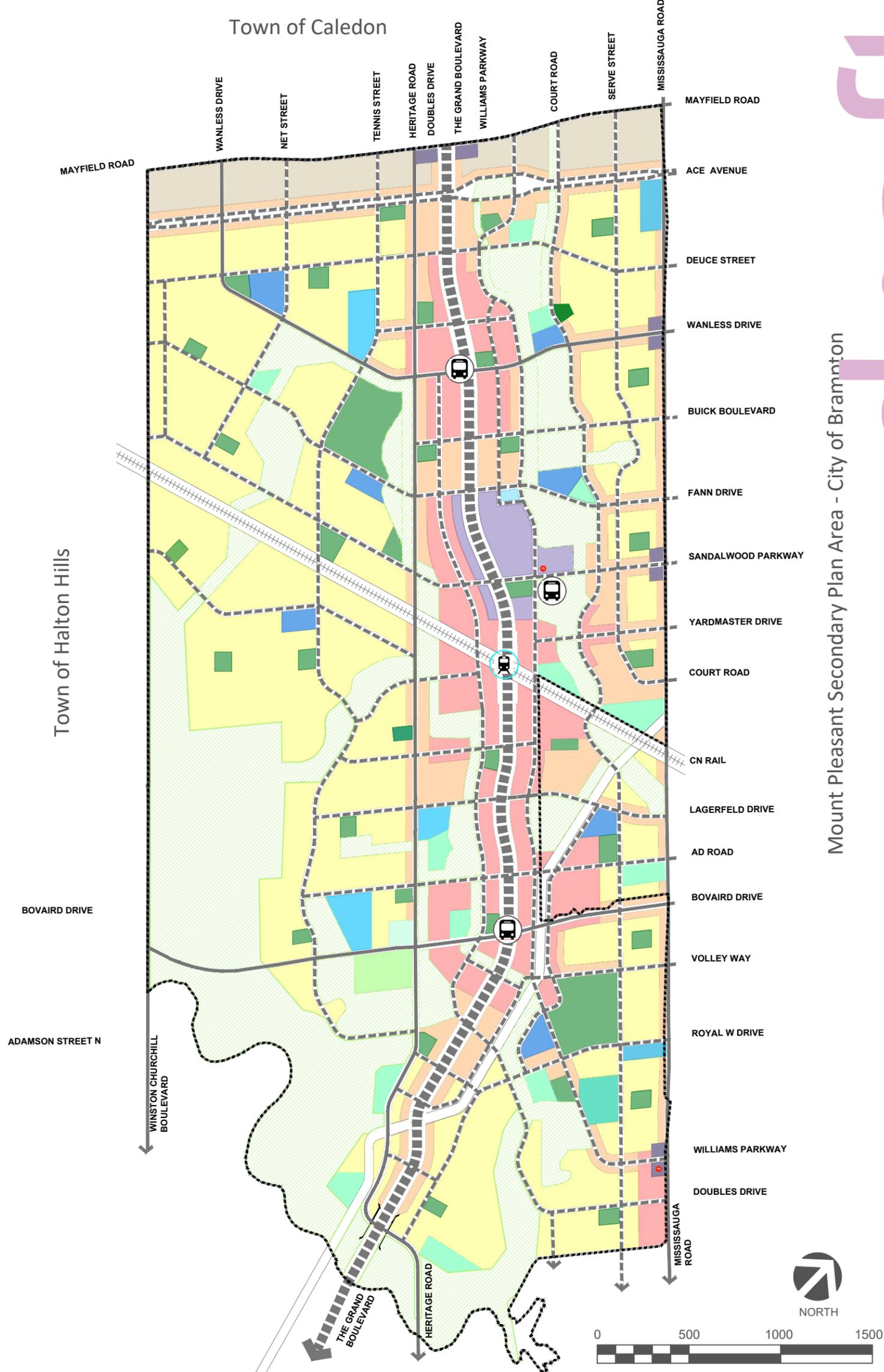
HERITAGE HEIGHTS SECONDARY PLAN

Map 53 - 5 Natural Heritage System and Open Space

SUBJECT TO FUTHER REFINEMENTS BASED ON THE ONGOING SUBWATERSHED STUDY

draft

Mount Pleasant Secondary Plan Area - City of Brampton



LEGEND

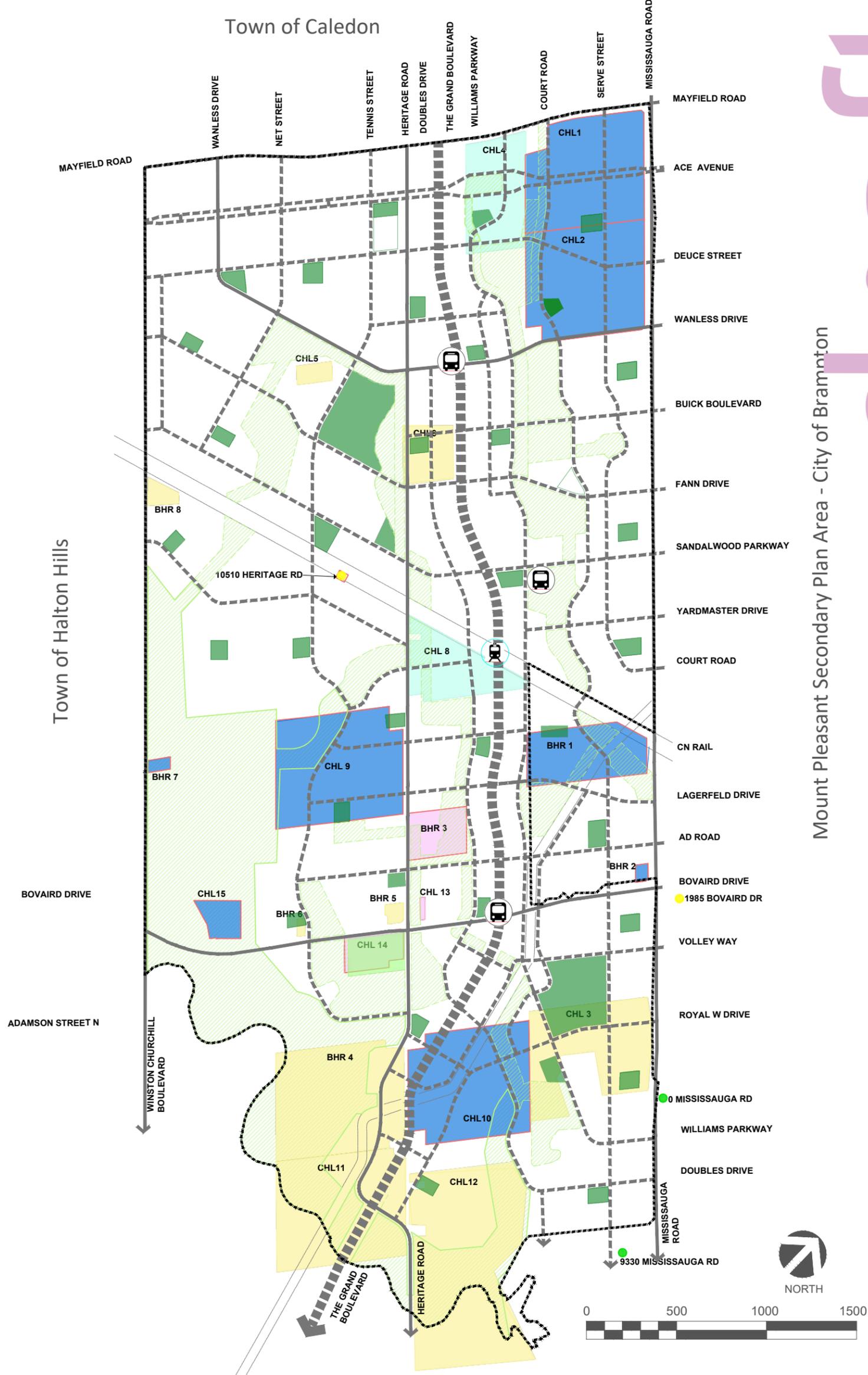
- Secondary Plan Area
- Existing Street Network
- Proposed Grand Boulevard
- Proposed Street Network
- Existing Rail Line
- Proposed Green Trail Easement
- Potential Transit Station
- Potential Transit Hub

- Public School
- Secondary School
- Catholic School
- Neighbourhood Parks
- Community Parks
- Natural Heritage System
- Water Retention
- Convenience Commercial
- Neighbourhoods
- Mixed Use Transitional
- Mixed Use
- Major Institutional
- Light Industrial



draft

Mount Pleasant Secondary Plan Area - City of Brampton



LEGEND

- Secondary Plan Area
- Existing Street Network
- Proposed Grand Boulevard
- Proposed Street Network
- Existing Rail Line
- Proposed Green Trail Easement
- Potential Transit Station
- Potential Transit Hub

- Natural Heritage System
- Proposed Parks
- Designated
- Listed
- Designation in Progress
- Identified in Previous Assessment
- Identified in Field Review
- CHL 12 Denotes Corresponding Map in Cultural Heritage Study



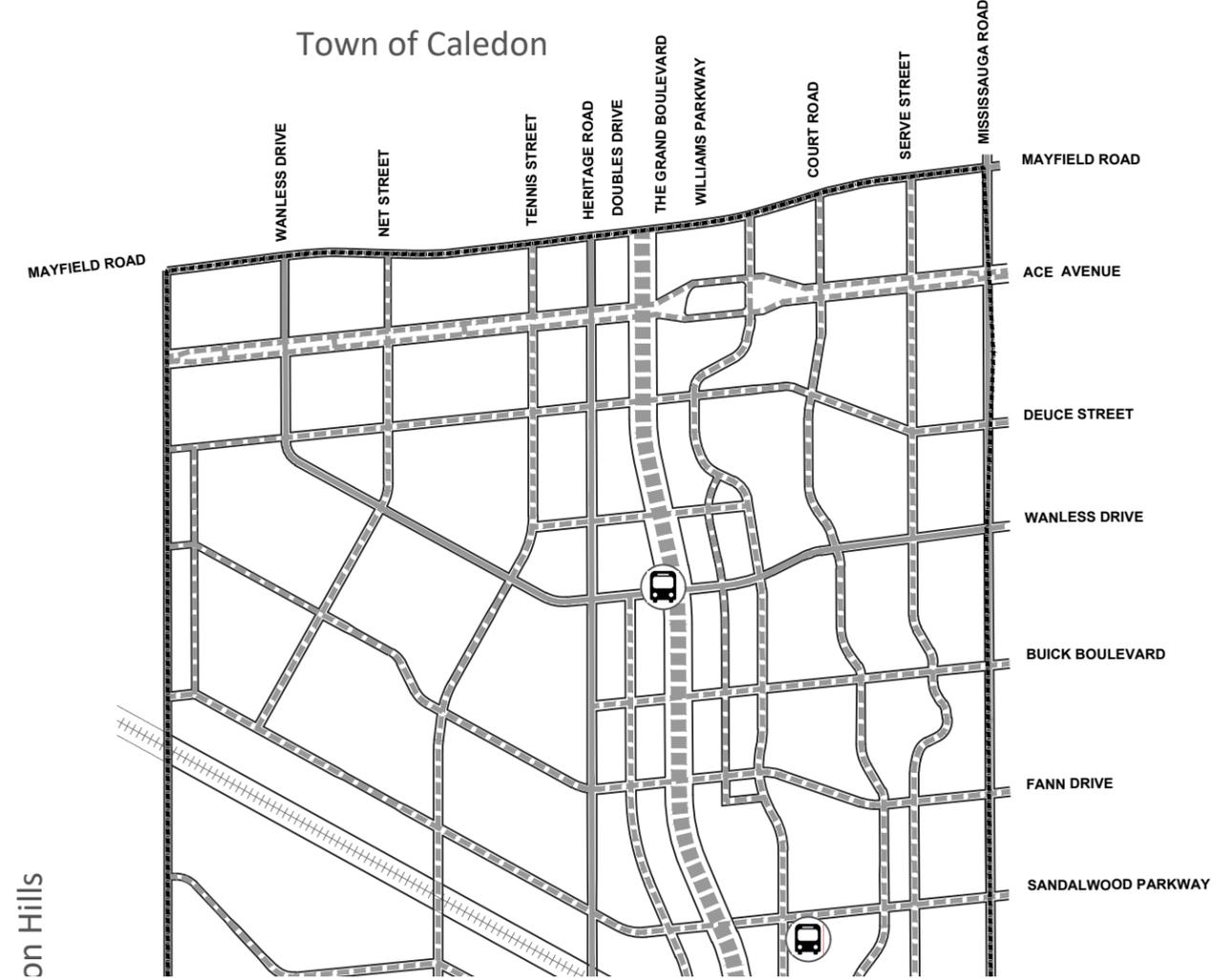
HERITAGE HEIGHTS SECONDARY PLAN

Map 53 - 7 Cultural Heritage Resources

Note: "Heritage Heights Cultural Heritage Study" by ASI Archaeological & Cultural Heritage Services

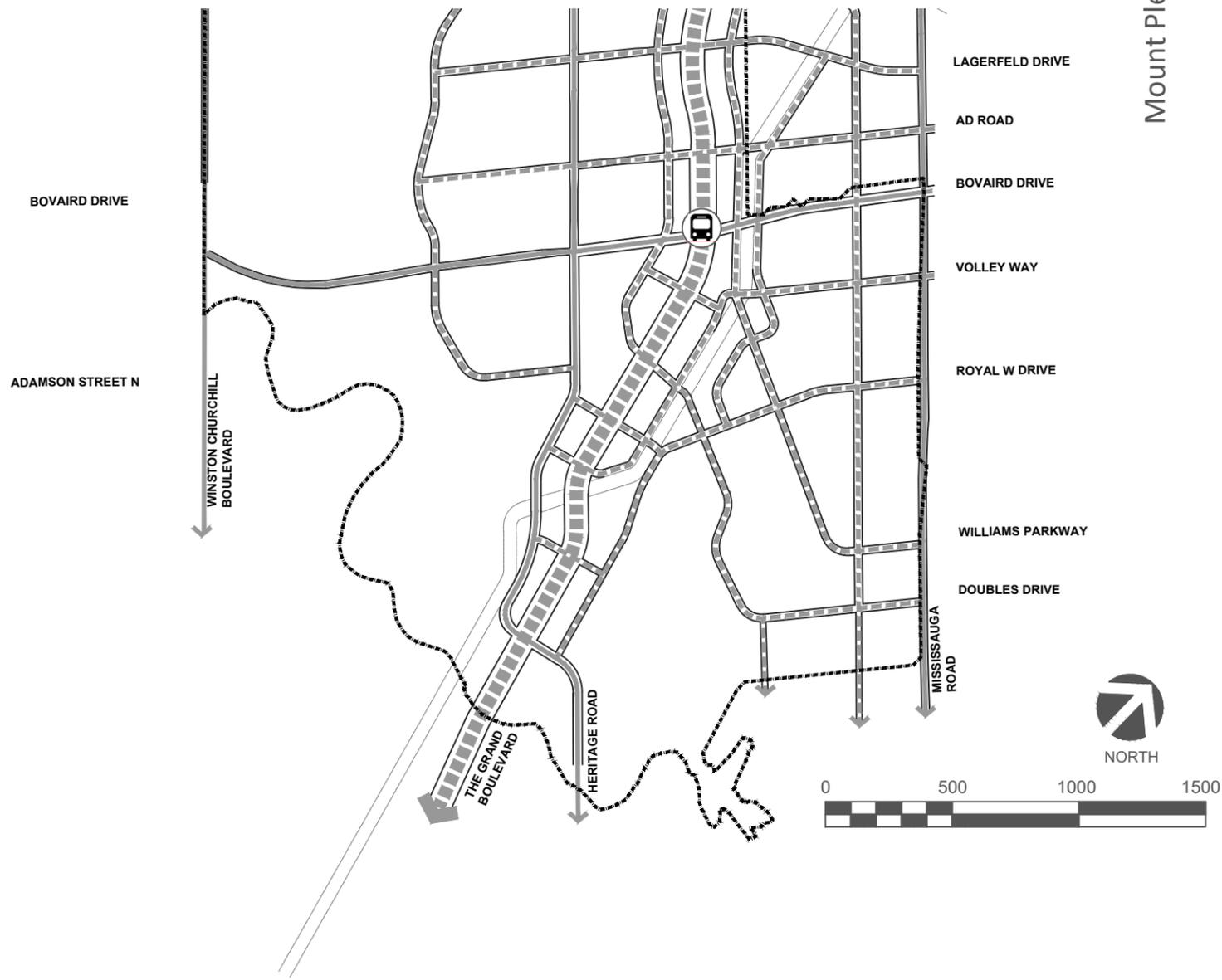
draft

Mount Pleasant Secondary Plan Area - City of Brampton



MAP UNDERDEVELOPMENT

Subject to input from the ongoing Heritage Heights Urban Design Guidelines

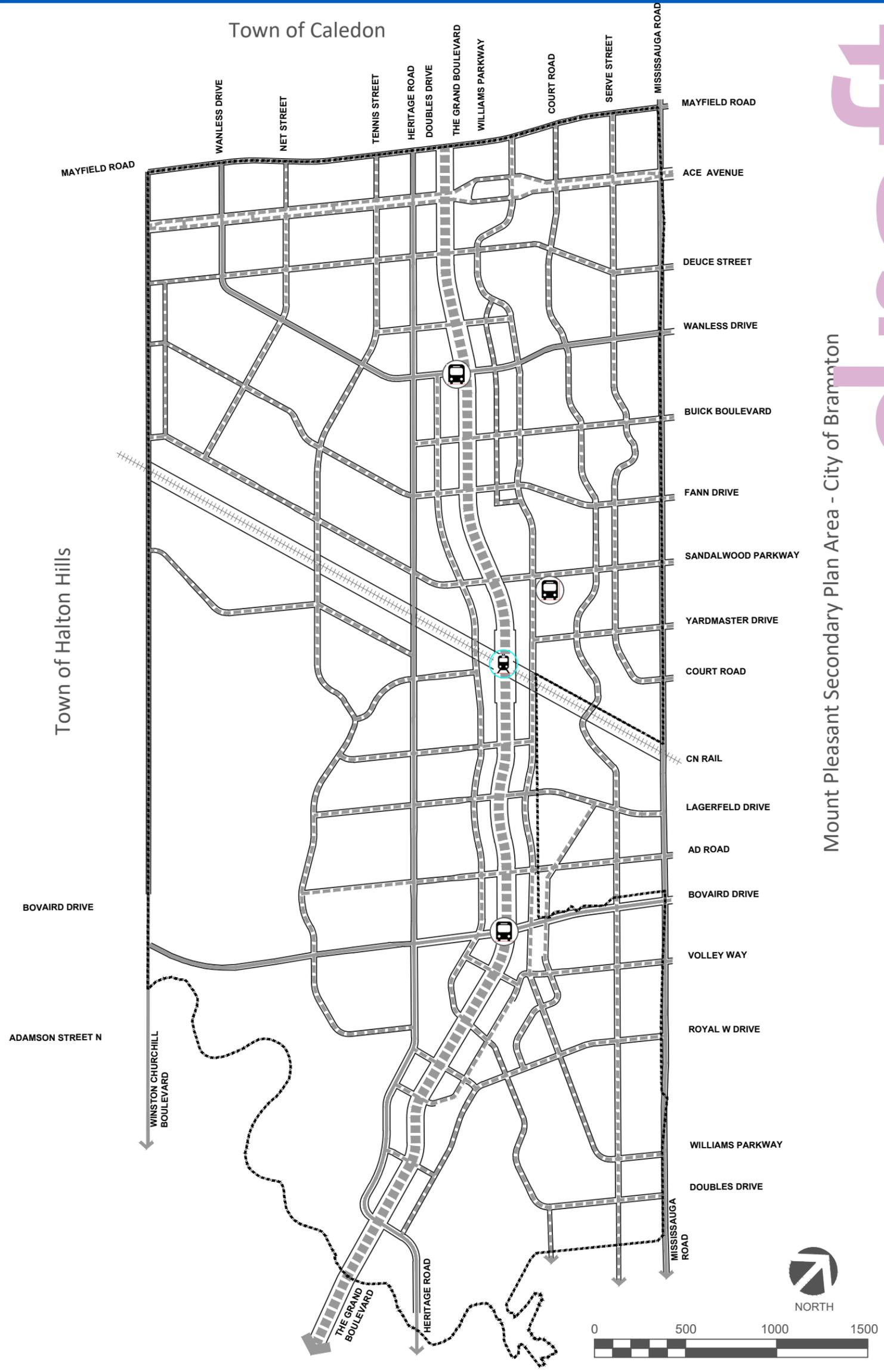


LEGEND

- Secondary Plan Area
- Existing Street Network
- Proposed Grand Boulevard
- Proposed Street Network
- Existing Rail Line
- Proposed Green Trail Easement
- Potential Transit Station
- Potential Transit Hub

draft

Mount Pleasant Secondary Plan Area - City of Brampton

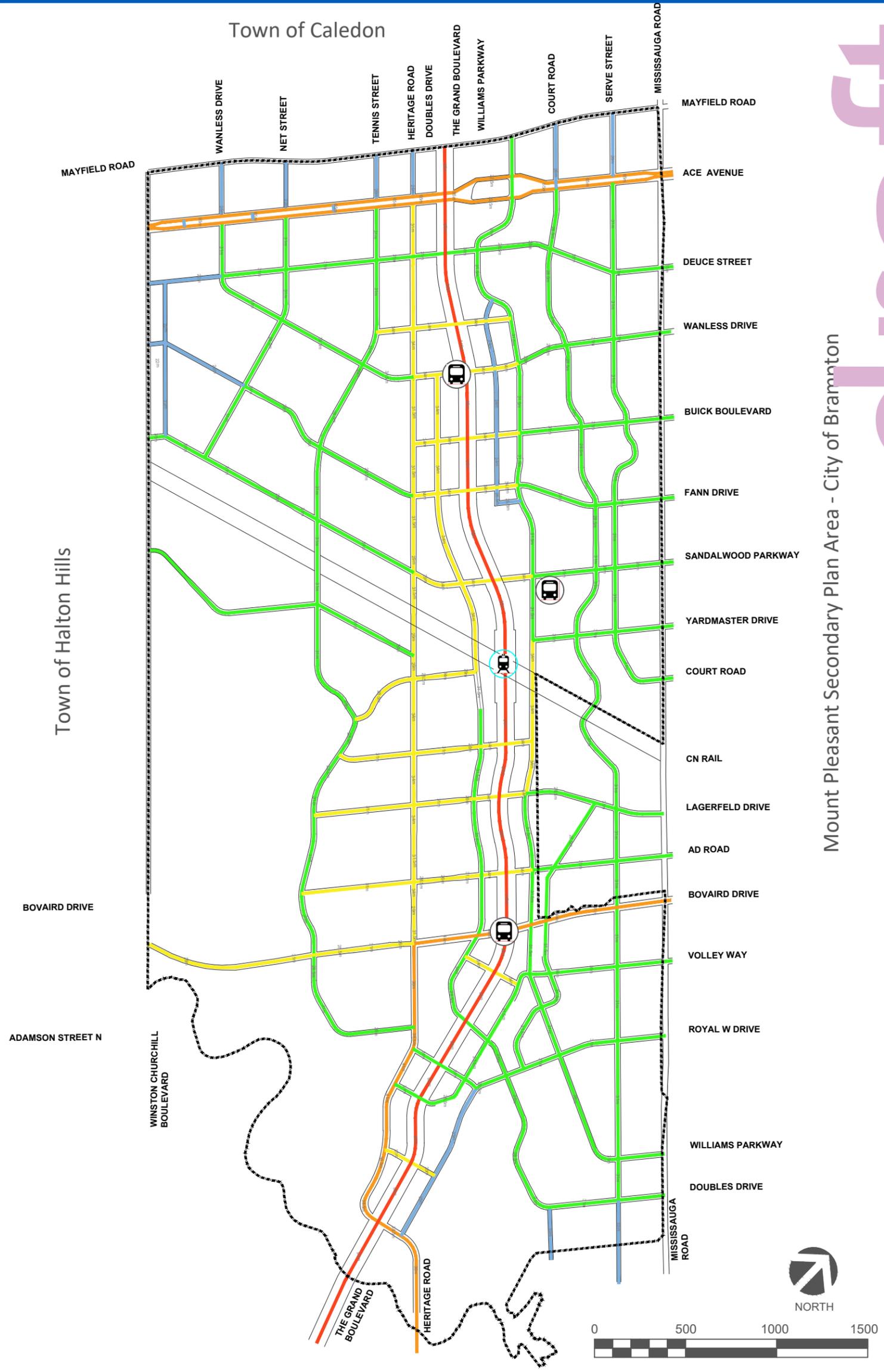


LEGEND

- Secondary Plan Area
- Existing Street Network
- Proposed Grand Boulevard
- Proposed Street Network
- Existing Rail Line
- Potential Transit Station
- Potential Transit Hub

draft

Mount Pleasant Secondary Plan Area - City of Brampton



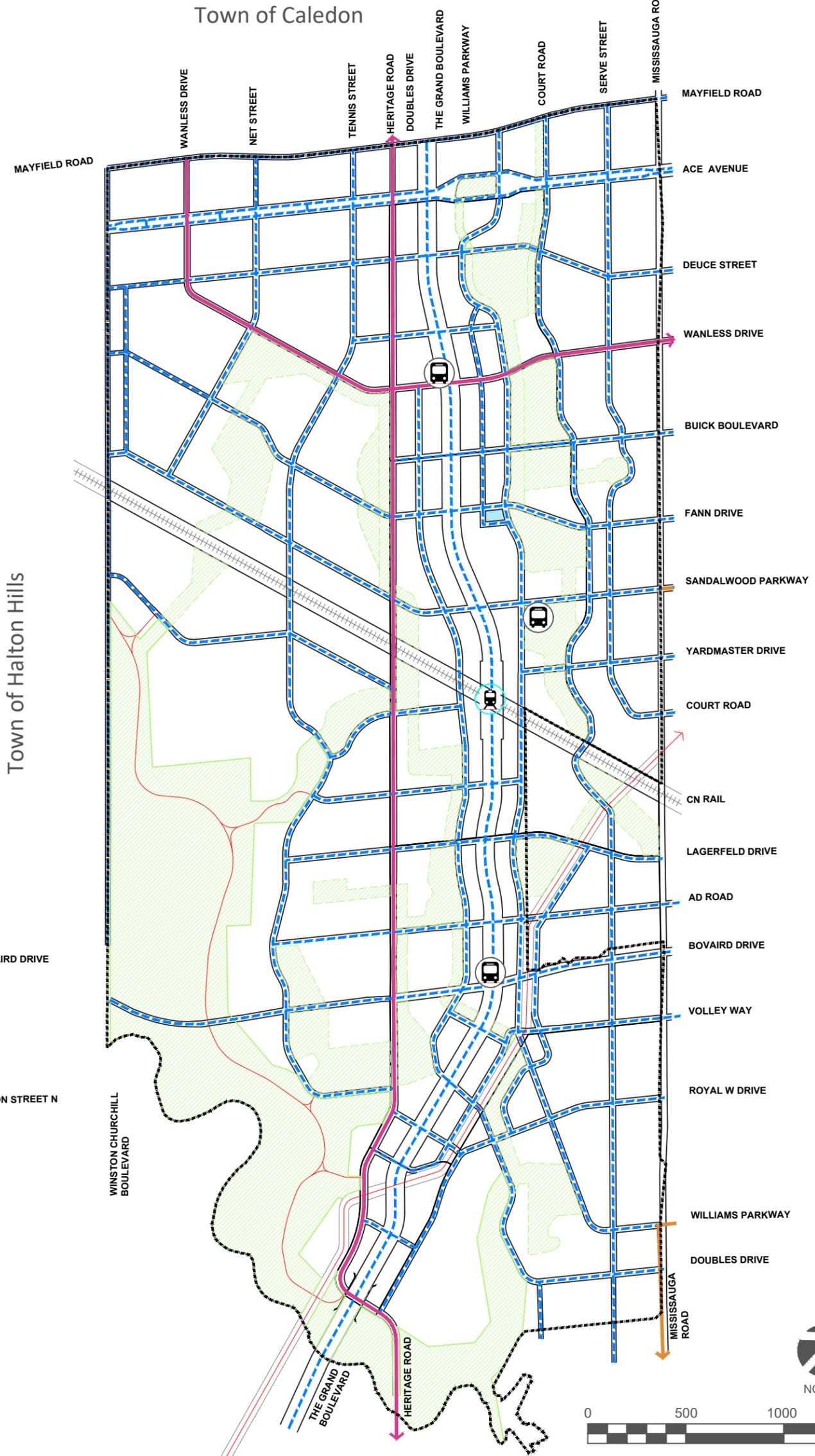
LEGEND

- Secondary Plan Area
- Existing Street Network
- Proposed Grand Boulevard
- Proposed Street Network
- Existing Rail Line
- Proposed Green Trail Easement
- Potential Transit Station
- Potential Transit Hub

- 95-115m ROW
- 35-65m ROW
- 30-35m ROW
- 25-30m ROW
- 20-25m ROW

draft

Mount Pleasant Secondary Plan Area - City of Brampton



LEGEND

- Secondary Plan Area
- Existing Street Network
- Proposed Grand Boulevard
- Proposed Street Network
- Existing Rail Line
- Proposed Green Trail Easement
- Potential Transit Station
- Potential Transit Hub

- Natural Heritage System
- Existing Bike Lanes
- Future Bike Lanes
- Future Multi-use Path / Boulevard Path
- Future Recreational Trail

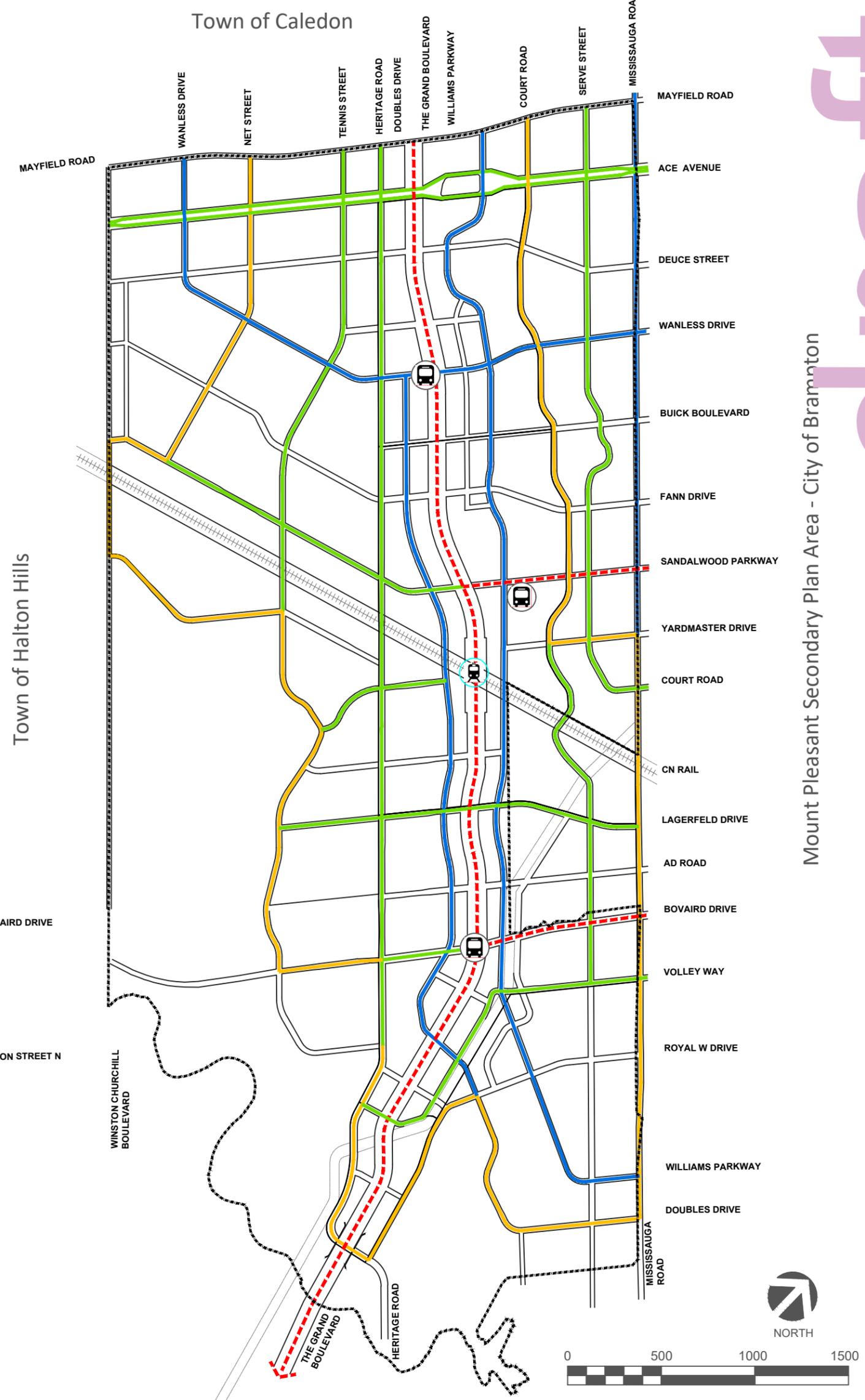


HERITAGE HEIGHTS SECONDARY PLAN

Map 53 - 11 Pedestrian and Cycling Network

draft

Mount Pleasant Secondary Plan Area - City of Brampton

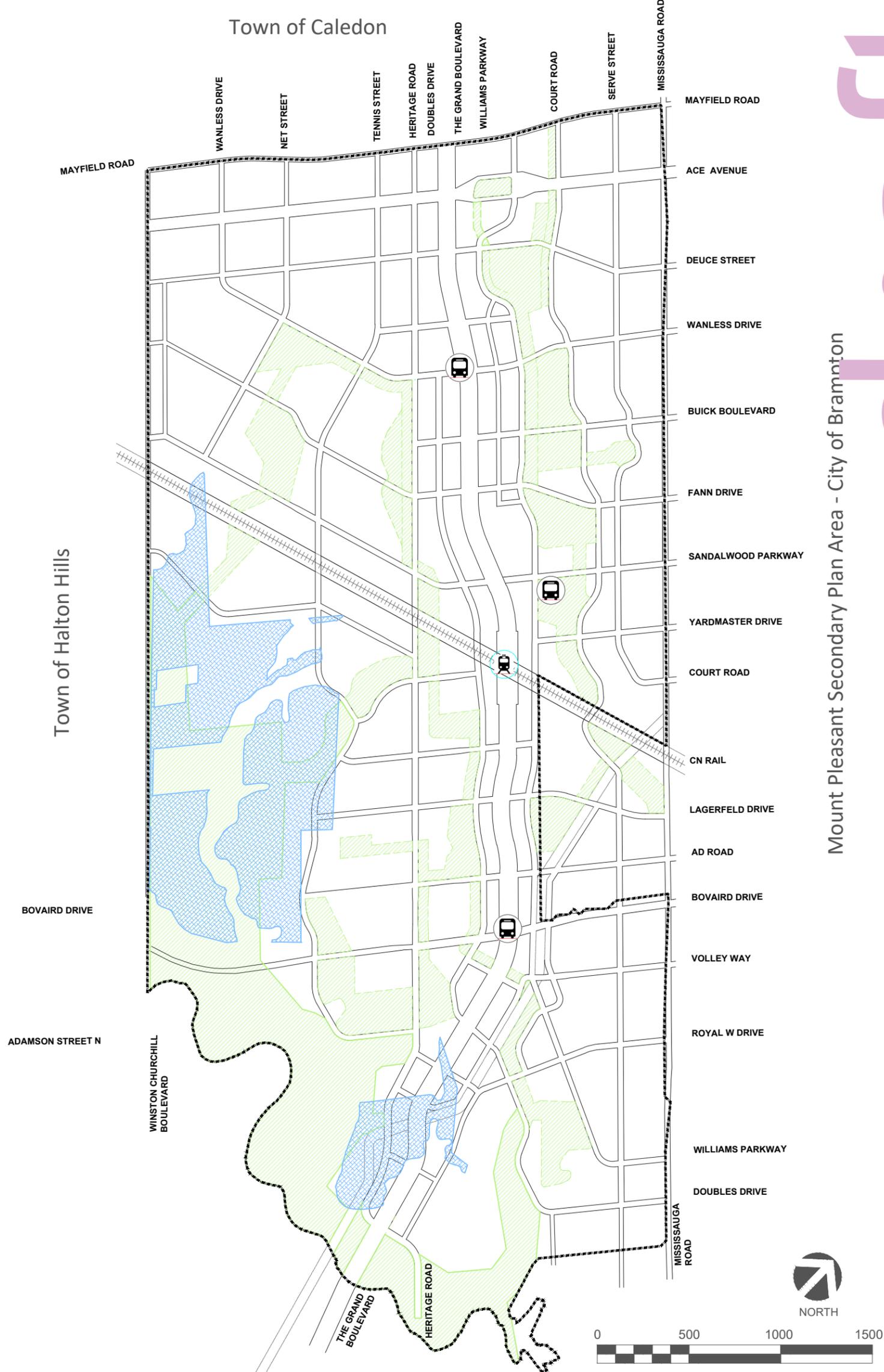


LEGEND

- Secondary Plan Area
- Existing Street Network
- Proposed Grand Boulevard
- Proposed Street Network
- Existing Rail Line
- Proposed Green Trail Easement
- Potential Transit Station
- Potential Transit Hub
- Existing Rail Line
- Local Service Route (15'-30' Peak Frequency)
- Züm BRT Route
- Base Grid Route (5'-15' Peak Frequency)
- Limited Service Route / On Demand / ASDM (Frequency based on Demand)
- Potential Regional Mobility Hub Location
- Potential Transit Terminal location

draft

Mount Pleasant Secondary Plan Area - City of Brampton

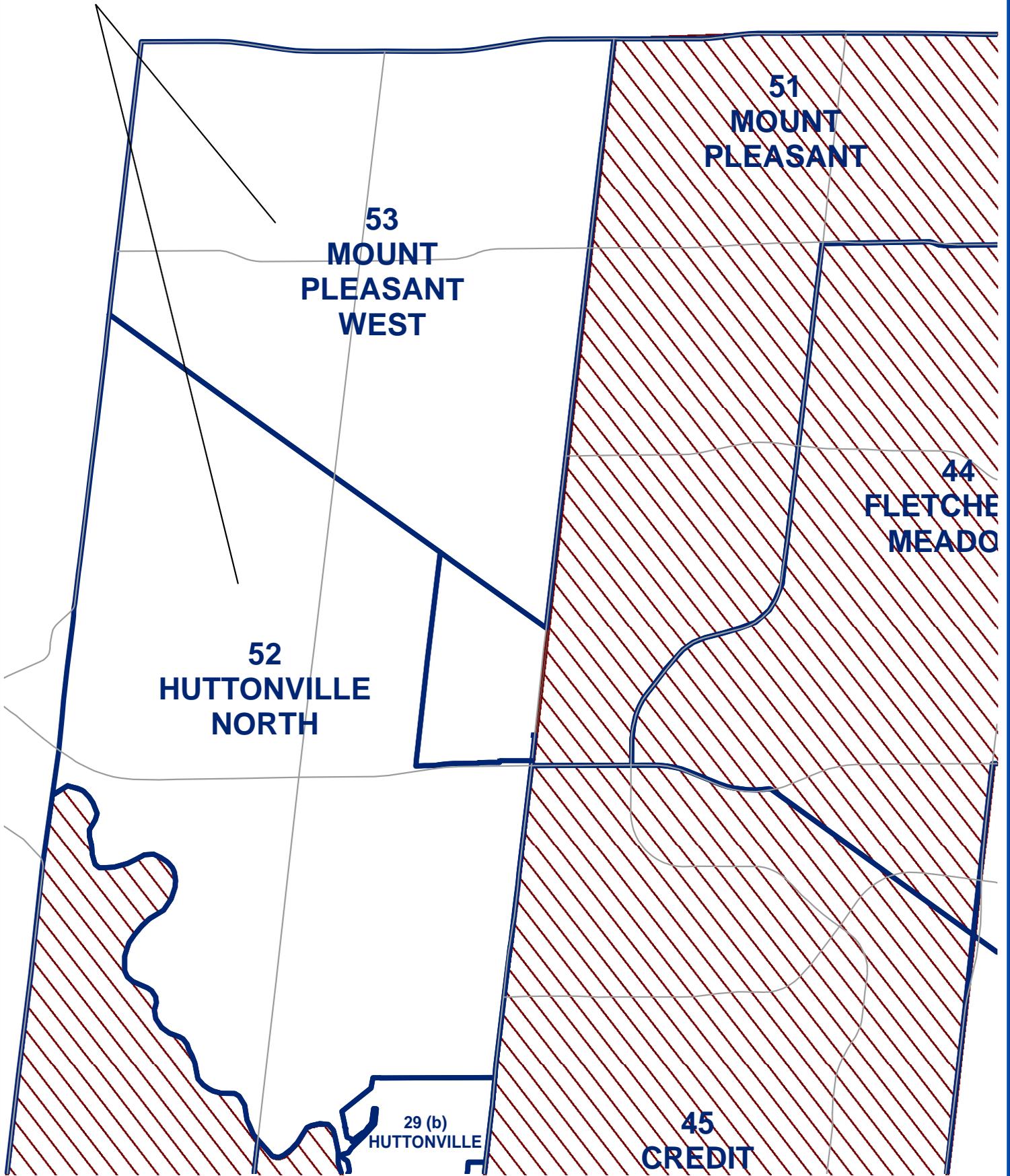


LEGEND

- Secondary Plan Area
- Existing Street Network
- Proposed Grand Boulevard
- Proposed Street Network
- Existing Rail Line
- Proposed Green Trail Easement
- Potential Transit Station
- Potential Transit Hub

- High Potential Mineral Aggregate Resource Areas
- Natural Open Space

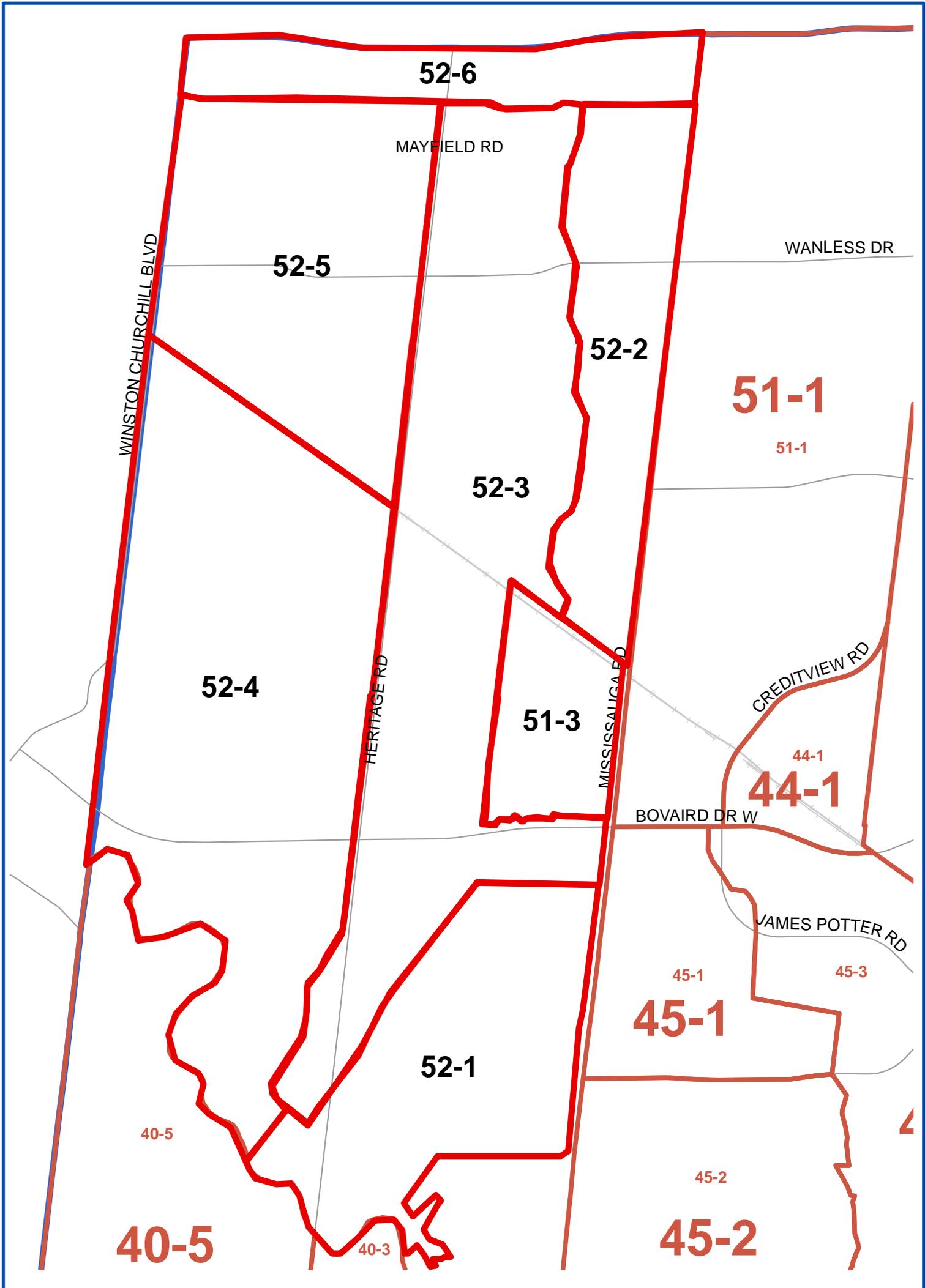
LANDS TO BE DESIGNATED
"SECONDARY PLAN AREA 52
(HERITAGE HEIGHTS)"



EXTRACT FROM THE DOCUMENT KNOWN AS THE SCHEDULE G (SECONDARY PLAN AREAS)

-  NEWER SECONDARY PLAN AREAS OR PORTIONS THEREOF SUBJECT TO THE NEW HOUSING AND DENSITY CATEGORIES OF THE OFFICIAL PLAN
-  APPEALED TO OMB/LPAT





EXTRACT FROM SCHEDULE H (COMMUNITY BLOCK PLAN AREAS) OF THE DOCUMENT KNOWN AS THE BRAMPTON OFFICIAL PLAN

- PROPOSED BLOCK PLAN AREAS
- EXISTING BLOCK PLAN AREAS

