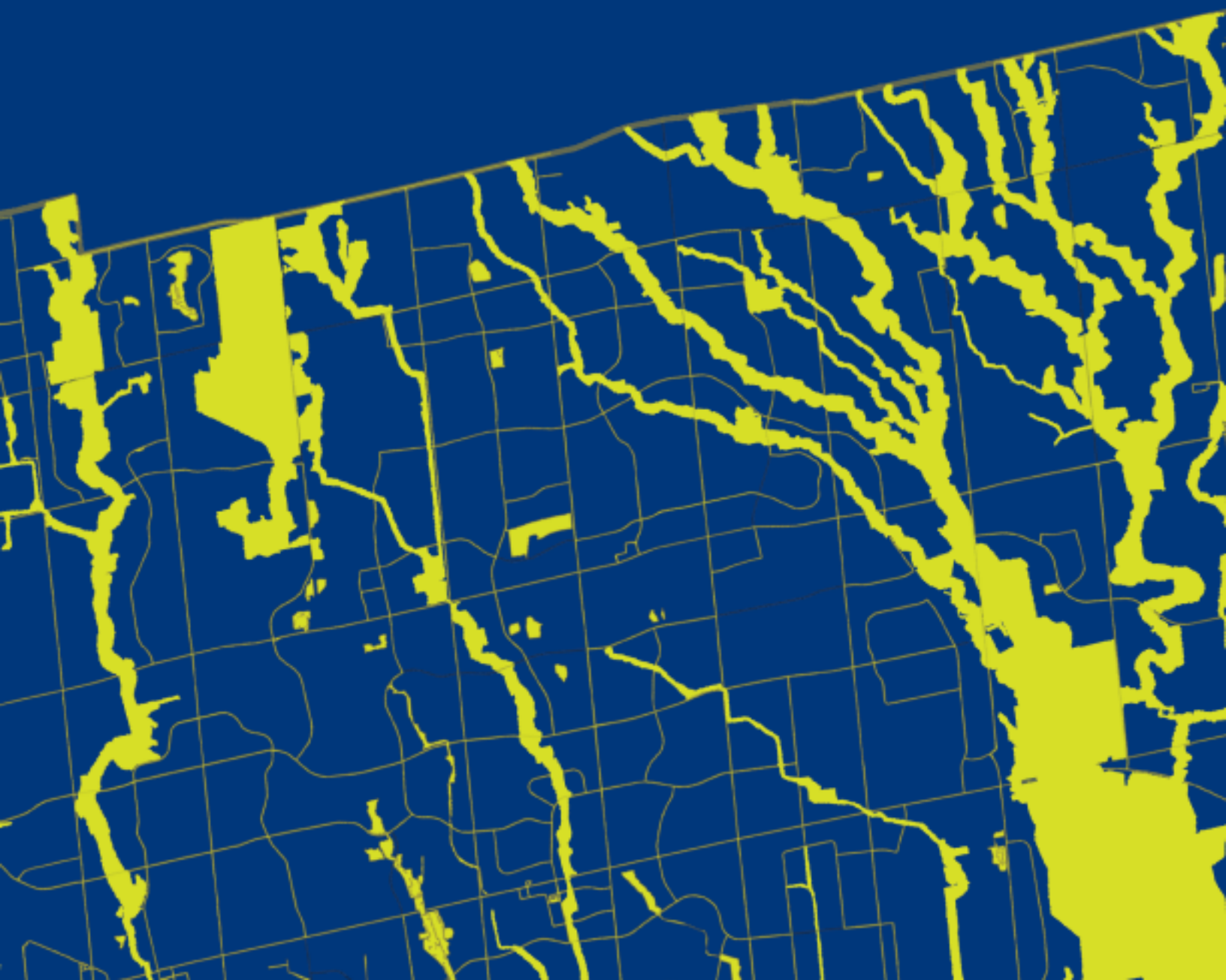
BRAMPTON PLAN

YOUR VISION
OUR FUTURE

2023



BRAMPTON
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TERRITORIAL ACKNOWLEDGEMENT

We respectfully acknowledge that the City of Brampton is located on treaty lands and territory of the Mississaugas of the Credit and the traditional territory of the Huron-Wendat and the Haudenosaunee. The City of Brampton is a contemporary home to many First Nations, Inuit, and Metis people today. Brampton appreciates and respects the history and diversity of the land and is grateful to have the opportunity to work and meet in this territory. The City of Brampton joins with First Nation groups in partnership, friendship, and reconciliation.

Brampton supports the United Nations Declaration on the Rights of Indigenous Peoples and the Truth and Reconciliation Calls to Action, which act as starting points for the City to develop meaningful collaborative relationships and work that addresses the systemic inequities and racism that Indigenous Peoples face. Some of the relevant Actions identified in the Truth and Reconciliation Commission Report, which were considered in preparing Brampton Plan include:

- We call upon all levels of government to fully implement Jordan's Principle.
- We call upon federal, provincial, territorial, and municipal governments to fully adopt and implement the United Nations Declaration on the Rights of Indigenous Peoples as the framework for reconciliation.
- We call upon federal, provincial, territorial, and municipal governments to repudiate concepts used to justify European sovereignty over Indigenous Peoples and lands, such as the Doctrine of Discovery and terra nullius, and to reform those laws, government policies, and litigation strategies that continue to rely on such concepts.

We recognize, however, that a more comprehensive approach is required for the City to work towards true reconciliation and restorative justice – work which must involve sustained engagement with local Indigenous Communities as we implement Brampton Plan.

HOW TO USE BRAMPTON PLAN

AT A GLANCE

Brampton Plan tells the city-building story of Brampton. The chapters of Brampton Plan have been written to be read comprehensively – explaining where we are, where we want to go, and how we will get there. The policies of Brampton Plan are setup to show the relationship with one another to achieve the strategic vision for 2051 and beyond.

Contents

Brampton Plan is comprised of three Parts. Part 1: Brampton Plan, Part 2: Secondary Plans, and Part 3: Precinct Plans. Part 1: Brampton Plan is organized into five chapters that reflect the interconnected nature of planning, as follows:

1-1 **CHAPTER 1. INTERPRETATION OF BRAMPTON PLAN**
Describes the vision for Brampton to 2051 and beyond.

2-1 **CHAPTER 2. SHAPING BRAMPTON**
Establishes policies to realize Brampton's vision.

2-2 **PART 2.1. ESTABLISHING OUR CITY STRUCTURE**
Establishes the City Structure that will define how and where Brampton will accommodate growth over the next 30+ years.

2-3 Principles for the City Structure

2-5 City-Wide Growth Management Framework

2-25 Mobility Framework

2-33 **PART 2.2. OUR STRATEGY FOR BUILDING AN URBAN CITY**
Sets the land use and design policies to build an urban city, comprised of great places to live, work, and play.

2-33 Designations and Overlays

2-36 Framework for Building Typologies

2-38 Centres

2-47 Boulevards and Major Transit Station Areas

2-58 Corridors

2-63 Mixed-Use

2-71 Neighbourhoods

2-92 Employment Areas

2-106 Natural System

3-1 CHAPTER 3. CITY-WIDE BUILDING BLOCKS
Contains a range of policies that apply city-wide, relating to topics such as housing, parks and recreation, transportation, sustainability, climate change, economic development, health, and infrastructure.

3-3 Nurturing Strong and Connected Communities

3-28 Sustainability and Climate Change

3-66 Housing and Social Matters

3-86 Mobility and Connectivity

3-113 Health and Wellness

3-141 Jobs and Living Centres

4-1 CHAPTER 4. SITE AND AREA SPECIFIC POLICIES
Apply to specific sites or areas in the city. All site and area specific policies are contained in one consolidated section.

5-1 CHAPTER 5. IMPLEMENTATION AND MEASUREMENT
Contains a series of tools that have been afforded by the Province and Region to municipalities for official plans to be effectively implemented.

SCHEDULES are used in Brampton Plan to illustrate many of the ideas and concepts in the policy chapters of this Plan. All schedules have been developed based on information provided by the Region of Peel and Province of Ontario, as necessary.

List of Schedules

Schedule 1A. City Structure

Schedule 1B. Major Transit Station Areas

Schedule 2. Designations

Schedule 3A. Active Transportation Network

Schedule 3B. Transit Network

Schedule 3C. Street Network

Schedule 4. City Road Right-of-Way Widths

Schedule 5. Provincial Plans and Policy Areas

Schedule 6A. Natural System

Schedule 6B. Natural System Features and Areas

Schedule 6C. Key Hydrologic Areas

Schedule 7. Parks and Open Space

Schedule 8. Energy Planning Districts

Schedule 9. Major Development Influences

Schedule 10. Secondary Plan Areas

Schedule 11. Precinct Plan Areas

Schedule 12. Site and Area Specific Policies

Schedule 13A-13N. Major Transit Station Areas

Amendments in this Consolidation

Official Plan Amendment	Date in Force	By-law Number

Chapter 1

Defining Brampton

A Rapidly Growing City

Brampton is at a turning point in its evolution. Over the next three decades it is anticipated that Brampton will grow to its boundaries. As first-generation greenfield **development** winds down, growth will transition to second-generation **infill** and **intensification**. During this time, Brampton will transition from a medium sized city with a population of 680,000 to a large city with a population of around 1 million people. Rapid growth will bring many challenges, but also incredible opportunities. Brampton Plan seeks to address challenges and embrace the opportunities that lie ahead to help shape and direct growth in a manner that will allow Brampton to emerge as a leader in **sustainability** where residents, business owners and visitors can enjoy an exceptionally high quality of life without compromising the environmental health of future Brampton residents.

Brampton is fortunate to enjoy a strategic location within the Greater Toronto Area, adjacent to Lester B. Pearson International Airport (Canada's gateway to the world) as well as being well serviced by transportation **infrastructure**. This includes the CN Railway with GO Train service that provides direct connections between Union Station in Toronto and the Kitchener/Waterloo technology hub and existing 400-series highways, which have helped Brampton attract investment and build a strong employment base. Spectacular natural and constructed green spaces connect the city to larger environmental systems and provide opportunities to connect residents of Brampton to neighbouring municipalities and to Lake Ontario utilizing first class trails.

First generation growth in Brampton can largely be characterized by low-density, auto-oriented, sprawling **developments**. Things are rapidly changing. With a new wave of urban revitalization bringing about higher **density infill** and opportunities will be created to design compact and complete **15-minute neighbourhoods** – where residents are able to undertake most of their daily needs within a 15-minute walk or short bicycle ride. Brampton Plan will focus on improving livability, quality of life and place-quality within the city.

The Official Plan (referred to herein as "Brampton Plan") for the City of Brampton ("the City") sets out a strategic and comprehensive approach to guiding growth and development in a manner that reflects the unique context of Brampton. Brampton has a dynamic history, evolving from a village to a bedroom community and now to an urbanizing city rich with built, natural, social and cultural resources that make it a great place for Bramptonians to call home.

Drivers of Change

To effectively guide growth, and not simply react to it, it is important to understand key drivers of change that are and will continue to influence Brampton's evolution. Brampton Plan seeks to build upon current strengths and strategically address weaknesses. Some key drivers of change are as follows:

Rapid Growth

Brampton has been and will continue to be one of the fastest growing cities in Canada. The population is anticipated to grow from 680,000 in 2021 to around 1 million by 2051. Brampton Plan provides the framework within which to guide and direct this growth, along with corresponding hard and soft **infrastructure**, to deliver a **sustainable** city where a high quality of life is enjoyed. Brampton Plan works to create a well-planned, vibrant, and human-scaled urban form connecting people, places, buildings, streets, as well as natural and cultural heritage to support placemaking across the city.

Getting Around

Significant growth can come with major challenges associated with congestion. Brampton Plan recognizes that the best transportation plan is a good land use plan and seeks to create complete and compact **neighbourhoods** where the need to travel long distances to undertake daily needs is minimized. While the focus will be on short trip-making and in reducing the distances people need to travel to undertake daily needs, we cannot ignore the private automobile. Approximately 60% of residents commute outside of Brampton for work, predominantly by private automobile. Brampton Plan prioritizes trips on foot, on bicycle and on transit (particularly for longer haul trips) ahead of the private automobile, with the goal of bringing origins and destinations closer together to alleviate the need to drive everywhere. Over time it is anticipated that the City's activity rate (jobs to population ratio) will increase, thereby decreasing the need to commute outside of Brampton for work.

Financial Sustainability

Lower **density neighbourhoods** are more expensive to service (police, fire, ambulance, schools, water, sewer, streets, hydro corridors, parks, community centres, libraries, etc.) than higher **density neighbourhoods**. Brampton Plan very deliberately seeks to direct growth in a manner that is more compact and at higher densities so that municipal revenues and operating costs are in better balance. This does not mean tall towers everywhere, instead it means directing growth to the areas that can best support it to maximize efficient use of **infrastructure** while also pursuing a

more diverse range and mix of housing types and tenures. In addition to reducing financial costs, smarter land use approaches that are contained within Brampton Plan will help reduce energy consumption, decrease emissions, preserve agricultural lands, and promote healthier lifestyles.

Inclusive City

While the average age in Brampton is the lowest average age of any large city in Canada, it is important to plan for the needs and abilities of all age cohorts to ensure an inclusive city. Further, there is a need to adapt our physical environments; our approach to housing, transportation and **recreation**; and the diversity of **services** provided to our residents to the varying needs of residents. Brampton Plan recognizes the direct connection between the built environment and its impact on health, social connectedness and mobility, and overall well-being.

Celebrating Our Diversity

Brampton is a cosmopolitan city. More than 50% of Brampton residents were born outside Canada and Brampton enjoys one of the country's largest concentrations of South Asian newcomers. Brampton's incredible diversity includes people of all ages, lifestyles, economic levels, faiths and abilities. Brampton Plan recognizes that this diversity should be celebrated, treasured, understood, and shared with the world.

Health and Wellness

Brampton Plan has considered the connection between health and built form and seeks to directly improve health through the creation of more walkable environments. It also considers the important role of urban agriculture in providing locally sourced, healthy food options.

Desire to Live and Work in Exciting Urban Places

Attitudes and expectations around how people want to live, work, learn and play are evolving in cities across North America, including Brampton. Brampton Plan intends to provide options for people. For those that want to continue to live a more suburban lifestyle, they will be able to continue to do so in a manner that still meets the objectives of Brampton Plan by creating 15-minute, **complete communities**. For those that wish for a more urban lifestyle with the kinds of attributes listed above, that will also be possible in the reimagined Brampton. Providing interesting, urban places is particularly relevant when we look at ways to attract and retain residents, particularly younger residents. If we do not provide these types of environments or the ability to live in these types of places, then those who seek them out will leave to pursue them elsewhere.

Housing Affordability

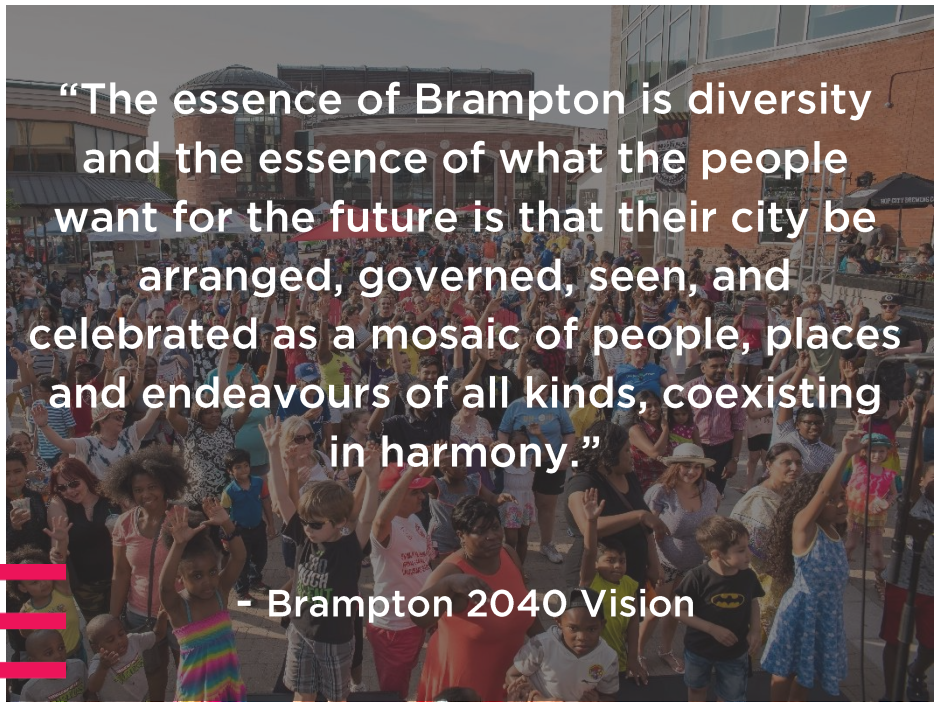
The costs to own and maintain a house in Brampton are escalating at unprecedented rates. This mirrors trends across the Greater Toronto Area. Rents are also rising with rental supply at historic lows. Waitlists for **non-market housing** units are increasing, with residents requiring rent supplements to afford housing. **Households** in the **low- and moderate-income** ranges in Brampton cannot afford the housing they need or are living in inadequate or unsuitable housing situations. Housing **affordability** can be exacerbated for persons living alone, single parents, recent immigrants, at-risk youth, seniors, and families with children. Addressing housing **affordability** is complex and requires a multi-pronged approach. Brampton Plan has been informed by various housing guidelines that detail many strategies that can be implemented to address housing **affordability**, including those which expand housing choice and increase the number of **affordable** units for **households** of different sizes.

Climate Change

Climate change is a threat to people's livelihoods and all life on the planet. To address this crisis, Brampton must urgently reduce and prepare for the consequences of a warming planet. Ontario has already seen these consequences through the increasing severity of rain, snow, ice and wind events, greater temperature fluctuations and extremes, changing wildlife migration patterns, and the growing presence of vector-borne diseases. In the next quarter century, it is expected that the types of climate change impacts and their severity will increase. These impacts all come at a significant cost to municipalities, residents, and businesses, and inaction will be expensive. Brampton Plan seeks to chart a more **sustainable** path for the future.

The 2040 Vision

In 2018, the City of Brampton developed the Living the Mosaic: Brampton 2040 Vision, an aspirational document shaped with the input of more than 13,000 residents, to transform Brampton into a city of dynamic, complete, and urban communities. Brampton Plan carries forward and implements the 2040 Vision. Emerging from the 2040 Vision, Brampton Plan's vision statement will provide focus and direction for all planning decisions and directions within the Plan.



Realizing the Plan

To create **complete communities**, Brampton Plan is grounded in four pillars of **sustainability** which are applied across all relevant sections and policies in Brampton Plan:

Environmental Sustainability

Brampton Plan will **protect**, conserve, restore, enhance and consider the impacts of **development** on the ability of the natural environment, including natural and water resource systems, to be healthy and self-sustaining, plan for the impacts of climate change, reduce energy consumption, use **green infrastructure**, increase public transit options to support mobility in the city, as well as provide the roadmap for developing low-carbon and green communities.

Social Sustainability

Brampton Plan will plan for equity and inclusion, **accessibility**, diversity and the social determinants of health for current and future generations.

Economic & Financial Sustainability

Brampton Plan will strive for **sustainable** municipal finances, **affordability**, economic development, investment, talent attraction and retention, as well as return on investment. This will support the prosperity and competitiveness of Brampton now and in the years to come. Technology, innovation, and entrepreneurship will give the city's workforce a competitive edge and support us as a national leader for attracting, developing, and retaining new jobs and talent.

Cultural Sustainability

Brampton Plan will acknowledge and celebrate Indigenous heritage while honouring the diverse cultures, perspectives and experiences residents bring from around the world.

Transformations

Throughout the development of the 2040 Vision, and continued through the work of Brampton Plan, the City has listened carefully to the community to create a plan for future Brampton that reflects the desires and aspirations of those who work, learn, live and play within the City. The policies and directions contained within Brampton Plan help to propel the city toward this future vision. The following transformations, representing key areas of focus that the community expressed mattered most to them during the 2040 Vision, are also the areas of focus for Brampton Plan:

- **A Vibrant Heart** – Realize Uptown, Downtown and Bramalea as Urban **Centres**.
- **Jobs within Communities** – Create vibrant mixed-use Town **Centres** and **Corridors** that will incubate the jobs of the future and foster economic competitiveness and prosperity.
- **15-minute Neighbourhoods** – Realize model living in new and revitalized **neighbourhoods**, where residents and business owners can enjoy a healthy and high quality of life, find **affordable housing** for all stages of life, and undertake daily needs close by without the need to travel long distances by car.
- **Connected Places** – Complete and connect **Rapid Transit** and **Active Transportation networks** to help make it easier to get around the city and connect to the larger region.
- **Focus on Beauty** – Deliver thoughtfully designed communities and **compatible development** that are beautiful, comfortable, and safe, with attractive buildings, trees everywhere and where the intricate details matter.
- **Nature Brought Back** – Respond to the global climate change imperative by integrating **sustainable** living into everything we do, to provide a roadmap for developing low-carbon and green communities.
- **Thriving Arts Scene** – Acknowledge and celebrate our rich Indigenous heritage, while displaying our incredible diversity to the world through arts and culture.
- **Social and Health Harmony** – Realize equity and inclusiveness as core values that govern the way we all behave and the way we plan our city.
- **Partnerships** – Recognize that we are a city that is stronger when we work together.

Brampton Tomorrow

Brampton tomorrow will be a city where residents do not need to travel long distances to undertake their daily needs, supporting the creation of **15-minute neighbourhoods**. A collection of Urban **Centres**, located in Downtown, Uptown and Bramalea, will be the centre of the urban transformation. These nodes will have the highest and best transit service in Brampton and will allow people to get around the city and connect to other cities without having to own a car. Streets will transition from their current automobile-oriented nature to **complete streets** that balance the needs of all mobility users and place priority on pedestrian, cyclists, and transit riders. Streets will be easy to cross and pleasant to walk and cycle along, the pedestrian realm will be beautiful and vibrant with active ground floors of buildings.

Outside of this core area will be a collection of Town **Centres**, located in Heritage Heights, Trinity Commons, Bramalea GO, Bram West, Mount Pleasant and Bram East, designed to create vibrant and complete focus areas for the broader city. All Town **Centres** will be connected by **higher order transit**, as well as safe and connected trails for those who choose to get around by active modes. Whether commuting to work, travelling to school, running errands, or simply going for a walk, each of these **centres** will offer complete and **affordable** living throughout all stages of life. They will also deliver urban life and the great amenities that come with it, while attracting new and growing investments that will provide a mix of housing and employment options. No longer will Brampton's youth have to leave Brampton to go live, study, work, and enjoy entertainment in cool places elsewhere – Brampton will be that exciting place where people want to spend their time.

Brampton is one of the most diverse cities in the world. Complemented by world class urban form and place-quality, we will showcase our diversity through arts, cuisine, culture, events, and festivals. Brampton Plan provides the high-level roadmap to allow us to continue this exciting transformation.

Part 1.1 | Interpretation of Brampton Plan

1.1.1 Brampton Plan is to be read in its entirety. All relevant goals and objectives are to be considered when decisions are made, and all relevant policies will be applied as appropriate. While specific policies sometimes refer to other policies, these cross-references do not take away from the need to read Brampton Plan as a whole.

1.1.2 Brampton Plan may be more restrictive than provincial plans and the Region of Peel Official Plan, unless otherwise stated in the provincial plans or Region of Peel Official Plan. In the event of a conflict, provincial plans and the Region of Peel Official Plan take precedence over the Brampton Plan.

1.1.3 City Council is responsible for making decisions that conform to this Plan, to achieve the vision presented in Chapter One which is the foundation upon which Brampton Plan has been developed.

1.1.4 Policies in this Plan that use the words "will" or "shall" express a mandatory course of action. Where the words "should", "may" or "encourage" are used, suitable alternative approaches to meet the intent of the policy may be considered.

1.1.5 The City of Brampton in reference to the corporation will be referred to as the "City", whereas reference to the geographic land area of Brampton will be referred to as the "city".

1.1.6 The policies of this Plan represent minimum standards. Brampton Plan does not prevent Council and the approval authority responsible for planning and **development** applications from going beyond the minimum standards established by this Plan unless doing so would directly conflict with a policy in this Plan, the policies of provincial plans or the Region of Peel Official Plan.

1.1.7 None of the objectives or policies of this Plan are intended to formally commit City Council to provide funding for their implementation. Funding decisions to implement the Plan will be made by Council on a case-by-case basis through appropriate budget processes.

1.1.8 It is intended that the policies of this Plan will allow for a reasonable amount of flexibility through interpretation, provided that such interpretation represents good planning and is consistent with the policies of this Plan. In instances where interpretation is needed, the following policies will apply:

.a Other plans, strategies, guidelines and studies created by the City to support the implementation of Brampton Plan work together, mutually supporting and informing one another to accomplish the objectives outlined in this Plan.

.b The policies of this Plan are general in nature and are intended to be supplemented by Secondary-Level Plans. Land uses and designations approved prior to the implementation of Brampton Plan, as well as uses legally in existence prior to the implementation of this Plan, will be permitted to be established and continue without an amendment to Brampton Plan.

.c The boundaries on all schedules are not intended to be rigid, except where they coincide with physical features such as roads, railways, rivers, or streams. The exact determination of boundaries that do not coincide with physical features will be determined by the City. The City may permit minor departures from such boundaries through interpretation if it is of the opinion that the intent of the Plan is maintained, and that the departure is advisable and reasonable. Where boundaries between designations do coincide with physical features, any departure from the boundary will require an amendment to Brampton Plan.

.d **Secondary Plans** adopted as amendments to the 2006 City of Brampton Official Plan should be read in conjunction with Brampton Plan. The City will undertake updates to the **Secondary Plan** to conform o the new direction set in Brampton Plan. Where a conflict between the **Secondary Plans** exist, the **Secondary Plan** policies will prevail unless otherwise specified in Brampton Plan.

Part 1.2 | Provincial and Upper-Tier Planning Requirements

In preparing Brampton Plan, the City has reviewed planning and regulatory policies of other levels of government, to ensure consistency and conformity.

Planning Act

The *Planning Act* sets out rules for land use planning in Ontario. Brampton Plan represents the Official Plan for the City of Brampton and has been prepared under the authority of Part III of the *Planning Act*, R.S.O. 1990, c. P.13. It contains goals, objectives, and policies established primarily to manage and direct the physical change and the effects on the social, economic, and natural environment of the city. Brampton Plan needs to meet the legislative requirements of the *Act*.

Official Plans prepared under the authority of the *Planning Act* must be consistent with or conform to other Provincial Plans and policies, as well as implement the policies of the Region of Peel Official Plan.

- The Province of Ontario provides broad policy direction which municipalities must comply with.
- The Region of Peel, as an upper-tier level of government, provides specific policy direction to implementing Provincial legislation and plans.

Provincial Policy Statement

Issued under the *Planning Act*, the Provincial Policy Statement (PPS) provides principles and policy direction on matters of provincial interest relating to land use planning and **development**. Brampton Plan has regard for matters of provincial interest relating to land use planning and **development** and is written to be consistent with the PPS.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) has been prepared under the *Places to Grow Act*, 2005. Under the Growth Plan, the majority of growth will be directed to **settlement areas** that have a **delineated built boundary**, existing or planned municipal water and wastewater systems and can support the achievement of **complete communities**. The Growth Plan is premised on building healthy and **complete communities**, which are intended to be well-designed and provide efficient utilization of land.

Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe

Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe is intended to formulate a **transportation system**, developed and maintained over the next 30 years in which ensures safety, efficiency and convivence for people and businesses as well as supports the health and prosperity of the region. The four main themes addressed throughout the plan include: fighting gridlock and improving road performance, getting people moving on a connected transit system, supporting a more **sustainable** and resilient region, and efficiently moving goods.

Greenbelt Plan

The Provincial **Greenbelt Area** is the largest geographical area of its kind, consisting of 728,000+ hectares of agricultural lands, ecological systems and **natural heritage features**. This area is protected by the Greenbelt Act, which was originally enacted in 2005. The Greenbelt Plan establishes a policy framework that identifies where

lands are to be protected from significant **development** and urbanization in order to provide permanent protection to the agricultural land base and the ecological features and functions occurring on this **landscape**.

About 200 hectares (500 acres) of land in Northwest Brampton is subject to the Greenbelt Plan and are designated as “Protected Countryside”. These lands predominantly follow the Credit River Valley and include a protective buffer on the north side of the valley. In addition to the Protected Countryside designation in Northwest Brampton, the Urban River Valley designation also applies to public lands within the main river corridors of the Credit River, Etobicoke Creek and West Humber River. The Urban River Valley designations provide connections between the Greenbelt's Protected Countryside and Lake Ontario.

Parkway Belt West Plan

The Parkway Belt West Plan was prepared in 1978 by the Province of Ontario, for the purpose of creating a multi-purpose hydro and transportation **corridor**, urban separator and linked open space system. The Plan extends from Hamilton to York Region. Certain lands along the southern edge of the City of Brampton are subject to the Parkway Belt West Plan.

Lands within the limits of the Parkway Belt West Plan area are governed by the schedule designations and policies of the Parkway Belt West Plan.

Region of Peel Official Plan

The Region of Peel Official Plan sets out policies that will guide economic, environmental, and community building decisions and manage growth within Peel Region to the year 2051.

The Region completed a Mu**nicipal Comprehensive Review** (MCR) in 2022 to implement the Growth Plan to the 2051 planning horizon. Brampton Plan has a planning horizon that accommodates growth until the year 2051, in conformity with the Region of Peel Official Plan.

The policies in the Region of Peel Official Plan are intended to help coordinate and set the stage for more detailed planning by local municipalities, including the City of Brampton. Where policies of the Regional Plan conflict with this Plan, the Regional Plan will prevail.

Chapter 2

Shaping Brampton

To achieve the vision for Brampton, Brampton Plan provides guidance to strengthen and influence the physical shape of the City through the following parts:

- Establishing Our City Structure (Part 2.1)
- Our Strategy for Building an Urban City (Part 2.2)

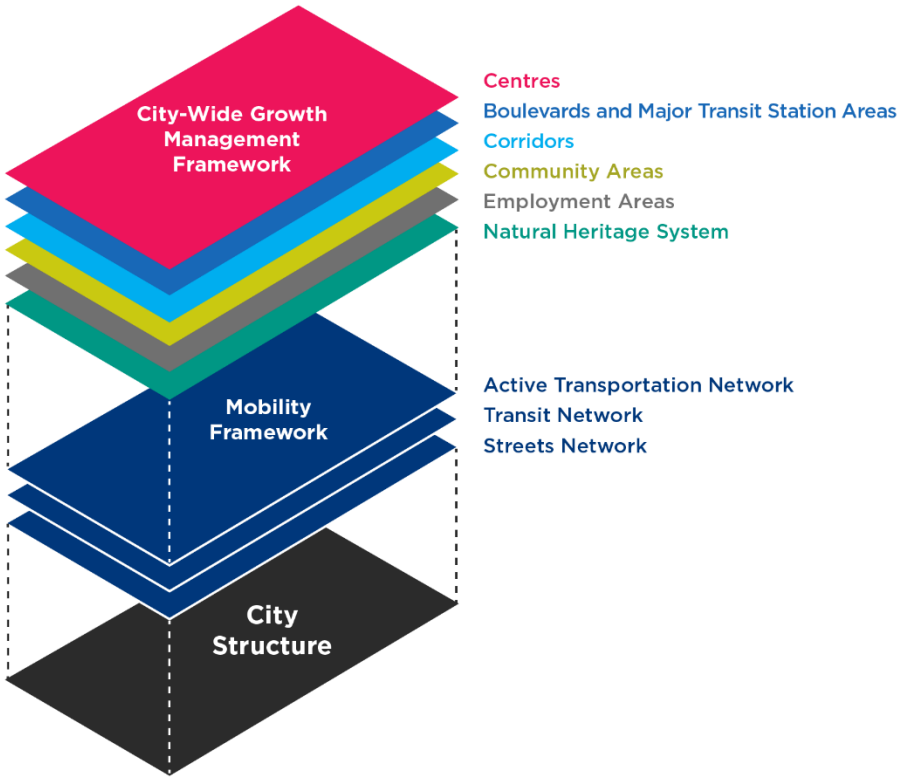
Part 2.1 | Establishing Our City Structure

The **City Structure** (**Schedule 1A**) demonstrates how we will achieve our vision for Brampton, as articulated in Chapter 1, by establishing a framework for where and how growth will occur, and conversely where it will not. The policies of Part 2.1 – Establishing Our **City Structure** are intended to illustrate how the City plans to accommodate residents, jobs, and housing through a mix of land uses and mobility **infrastructure**, while protecting, maintaining, and enhancing the natural environment over the next 30 years.

The **City-Wide Growth Management Framework** is comprised of **Centres**, **Boulevards**, **Corridors**, **Major Transit Station Areas**, **Neighbourhoods**, **Employment Areas**, and **the Natural Heritage System**.

The **Mobility Framework**, which ties together the **City-Wide Growth Management Framework**, is crucial to supporting the growing multi-modal transportation needs of those who live, work, learn, and play within the city.

The **City Structure** builds on the strengths and opportunities provided by the existing urban fabric and emerging trends. These are encapsulated within the **City-Wide Growth Management Framework** and **Mobility Framework** that make up the **City Structure**.



Centres, **Boulevards**, **Major Transit Station Areas** and **Corridors** create logical opportunities to concentrate new housing and employment growth, providing a mix of uses in desirable and vibrant community locations served by transit and complemented by other **community services and facilities**. They are animated with people and activity with an emphasis on the design of buildings and streets in a manner that creates a sense of place.

This Part of Brampton Plan contains the general policies, which are designed to support the City's overall vision, goals, and objectives for the **City Structure**.

2.1.1 Principles for the City Structure

2.1.1.1 The **City Structure** will create **complete communities** across Brampton grounded in the four pillars of **sustainability** (environmental, social, economic, and cultural **sustainability**). By integrating these pillars, Brampton Plan will create a vibrant and **sustainable** natural and built environment, a thriving local economy, and a more socially cohesive and **equitable** city through the integration and coordination of the **City-Wide Growth Management Framework** and **Mobility Framework** by:

a. Protecting, maintaining, enhancing and restoring the City's natural and water resource systems for generations to come by ensuring **development** is sensitively located, integrated and compatible with the natural environment through a **sustainable** built form.

b. Address the current climate crisis by meeting the City's climate change commitments to reduce greenhouse gas emissions established through the Community Energy and Emissions Reduction Plan.

c. Conserving cultural heritage buildings, **landscapes**, and archeological resources to preserve and celebrate the history and legacy of the city, and the people that inhabited the land before it.

d. Promoting **15-minute neighbourhoods** through the design and retrofit of new and existing communities and appropriate **infill** in **Neighbourhoods** to support community health, well-being, and quality of life. This is accomplished by focusing housing, jobs, and people in locations that are well-supported by transit and **Active Transportation networks**.

e. Directing the majority of growth to **Strategic Growth Areas** of the city, including Urban and Town **Centres**, Primary and Secondary Urban **Boulevards**, and **Major Transit Station Areas**, as identified on **Schedule 1A** to support **sustainable** city-building and to prioritize investments in regional and city **infrastructure** including water, sewage, transit, community and emergency facilities, and commercial amenities. This will lead to the efficient use of land, **infrastructure**, and **services**.

f. Providing an appropriate range and mix of housing types and tenures for residents of all ages, life stages, incomes, and abilities.

g. Support the diverse needs of Brampton's changing demographics by providing the **essential** community **services**, facilities and supports required.

h. Providing transit and other mobility options to navigate the city and broader region safely and equitably, and to connect a city of approximately 1 million people on the move.

i. Increasing access throughout Brampton by taking advantage of the combined travel benefits afforded by improved mobility, shared mobility, and increased proximity to amenities, which is accomplished by designing **complete streets** where land use and transportation planning are effectively integrated.

j. Supporting an integrated mobility network that promotes shorter trips versus long-haul trips to reduce **vehicle kilometres travelled** in Brampton.

k. Contribute to the City's fiscal health and stimulate economic development through job creation and employment retention and attraction.

l. Creating an environment where businesses, academic and health institutions, the arts and technology can meet, collaborate and support one another.

m. Ensure employment lands remain reliable places to do business, attract employment and provide opportunities for attraction, retention and expansion.

n. Foster a lively **public realm** through urban design excellence, supporting the creation of landmarks and places where people can gather, as well as support cultural activity.

2.1.2 City-Wide Growth Management Framework

The **City-Wide Growth Management Framework** forms the basis for all planning and **development** in the city. It provides direction for how and where growth is to occur by implementing planning direction from upper-levels of government. It will inform other policies of this Plan by illustrating the desired future shape of our city.

As Brampton transitions to a more intense urban form, where growth is directed and conversely, where it is not, becomes more important. The **City-Wide Growth Management Framework** carefully reflects how the City can maximize existing investments in **infrastructure** such as **community services and facilities**, transit, water and wastewater that are vital to the social, environmental, and financial **sustainability** of Brampton.

What is Growth Management?

Growth management includes strategies and tools used by governments to help guide the type, intensity, location, and timing of new **development** in an economic manner to facilitate the efficient and effective use of government investment in **infrastructure**, support the **development** of **complete communities**, and promote environmental **sustainability** as the City mitigates and adapts to climate change.

Brampton is forecasted to grow by more than 300,000 people, 104,000 housing units, and 140,000 jobs to the year 2051. **Growth management** policies are important to meeting Provincial and Regional requirements, as well as ensuring that the City and Region can serve and accommodate the expected growth.

The **City-Wide Growth Management Framework** guides the **City Structure (Schedule 1A)** and illustrates how the city should evolve over the next several decades until 2051. The **City-Wide Growth Management Framework** is supported by the **Mobility Framework (Schedules 3A-3C)** and demonstrates the degree of connectivity and **accessibility** between places within the city. It embodies the Brampton Plan vision and represents where the City will focus future investments to support **Centres**, **Boulevards**, and **Corridors**, and an expanded Transit Network. Part 2.2 establishes specific policies that apply to each component of the **City-Wide Growth Management Framework**. Policies pertaining to monitoring progress through the **Growth Management** Program are outlined in Chapter 5.

See Our Strategy to Building an Urban City in Part 2.2 to read the policies related to each component of the City-Wide Growth Management Framework.

2.1.2.1 The elements that help shape our city, found in both the **Designated Greenfield Area** and **Built-Up Area**, and are the basis for our **growth management** hierarchy, as shown on **Schedule 1A** and further described in Part 2.2, are defined as follows:

a. **Centres** are those areas of Brampton where the highest concentration of growth and mix of uses is planned to occur. They connect residential and non-residential opportunities and enhance the ability for more residents to live, work, and play locally. **Centres** are comprised of **Urban Centres and Town Centres,** noted on **Schedule 1A** and **Neighbourhood Centres,** which will be determined through subsequent planning studies.

b. **Boulevards** are vibrant and prominent streets in the city. They provide for a mix of uses and intensity of built form served by **higher order transit**, while also providing critical connections to the rest of the city and region. **Boulevards** are comprised of Primary Urban **Boulevards** and Secondary Urban **Boulevards**. The policy framework for **Boulevards** will be implemented through Secondary-Level Plans.

c. **Major Transit Station Areas**, as shown on **Schedules 1A** and **1B**, are planned to transition over time into vibrant high **density** walkable places that include open spaces, **services** and amenities, employment uses, an attractive **public realm**, and are located within walking distance or easy access to transit facilities. These areas will become home to new residents and jobs that will be able to enjoy the features of a **15-minute neighbourhood**.

d. **Corridors** represent key current and planned Priority Bus (Züm) linkages that provide connections within and across Brampton and the broader region. These areas will provide for a mix of uses and transit supportive forms and densities.

e. **Community Areas** reflect locations where people live, shop, work and play, including a mix of new and existing residential, commercial, and residential-serving **institutional** areas of Brampton, with the amenities, including parks and open spaces, they need for day-to-day living within a 15-minute walk or bicycle ride from their home.

f. **Employment Areas** cover those areas where a large number of people who live in Brampton, or commute from the surrounding region, work. This includes areas protected for employment uses, while protecting more industrial areas against conflict and encroachment of sensitive uses. The goal of these areas is to create productive and desirable places to attract and retain investment.

g. The **Natural Heritage System** includes natural and water resource features and areas such as provincially, regionally and locally **significant** woodlands, rivers, valleylands, **wetlands**, and ecological linkages, which require protection, maintenance, restoration, and enhancement to recognize their environmental, economic, social, and health benefits.

2.1.2.2 The tallest buildings will be directed to Urban **Centres**. Within **Boulevards** and within **Major Transit Station Areas**, taller buildings may be permitted, subject to the applicable built form, design, and implementation policies of this Plan.

2.1.2.3 A mix of **transit-supportive** uses will be provided along **Corridors** within the **Neighbourhoods** designation, with higher densities permitted within **Major Transit Station Areas** to promote transit ridership subject to the policies of this Plan.

2.1.2.4 Community Areas will provide flexibility to allow for a mix of building types based on their location in the **City Structure** to achieve the objectives of Brampton Plan.

2.1.2.5 **Employment Areas** will accommodate a diverse mix of employment uses including businesses and industries in locations supported by transit **infrastructure**. **Major Transit Station Areas** located within **Employment Areas** may permit other non-employment uses, subject to further planning studies and in accordance with the policies of this Plan and the Region of Peel Official Plan.

2.1.2.6 The Natural Heritage System policies set the context for **conservation** and protection when developing the **City-Wide Growth Management Framework**. Natural Heritage System and Water Resource System features and areas will be protected, maintained, restored, and enhanced for long-term **sustainability** of the systems.

2.1.2.7 All planning and development applications will conform with the **City-Wide Growth Management Framework** and **Mobility Framework**, including such activities as investing in public facilities and Civic **Infrastructure**, designing the **public realm**, constructing street, sewer and water **infrastructure**, and developing municipal budgets.

2.1.2.8 Brampton will work with neighbouring municipalities, the Province, Metrolinx, and local Conservation Authorities to address mutual priorities and to implement the framework identified by upper-levels of government for managing growth across the city and the Greater Toronto Area.

Planning for Growth in the City

2.1.2.9 Growth forecasts have been prepared to the year 2051. These population, housing, and employment forecasts, shown in **Table 1**, will be monitored and revised through future comprehensive reviews of this Plan. They will also be used by Brampton Plan to guide policy and land use decision making until 2051. Any changes to population, **household** and employment forecasts would require an amendment to this Plan and the Region of Peel Official Plan.

2.1.2.10 Most growth will occur within the **Built-Up Area** (**Schedule 5**) in **Strategic Growth Areas** of the city, with a majority of residential growth being through **intensification**, increasing over time during the planning horizon. Most of the employment growth will occur within the designated **Employment Areas** in the **Built-Up Area**.

2.1.2.11 Both residential and employment growth will be located in **Centres**, **Boulevards**, **Corridors**, and **Employment Areas** (subject to the policies in the **Employment Area** section that limit residential uses) in our **City-Wide Growth Management Framework**, including locations of existing or planned transit and **community services and facilities**.

2.1.2.12 Sufficient lands and opportunities for strategic **intensification** have been identified through this Plan to meet the projected growth requirements for population, housing, and jobs until 2051.

2.1.2.13 The supply of land will be monitored to ensure sufficient capacity, specifically related to **infrastructure** and public service facilities, to accommodate the forecasts identified in **Table 1** and in accordance with the **Growth Management** policies in Chapter 5.

2.1.2.14 **Employment Areas** will be monitored for their ability to accommodate employment, in particular office uses.

2.1.2.15 Growth forecasts are identified in the Region of Peel Official Plan to the year 2051 to follow the requirements of the Growth Plan and to Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe. **Table 1** of Brampton Plan identifies the minimum

population, employment, and housing forecasts and changes would require an amendment to this Plan.

Table 1 – Minimum Population, Employment, and Housing Units Growth Forecast

Year	People	Employment	Households
2016	615,700	191,300	168,100
2021	703,000	211,000	186,000
2041	930,000	315,000	270,000
2051	985,000	355,000	290,000

2.1.2.16 The identification of new or additional **Settlement Areas** and conversions of **Employment Areas** to non-employment uses may only occur as part of the Region of Peel's **Municipal Comprehensive Review**, as set out by Provincial policies and in accordance with the policies of the Region of Peel Official Plan.

2.1.2.17 The timing and progression of **development** will:

a. Be orderly and provide for a logical extension of **services** and civic **infrastructure** in a coordinated and economically viable and **sustainable** manner.

b. Provide for a compact form of **development** and a mix of land uses that support the achievement of **15-minute neighbourhoods**.

c. Be supported by the adequate provision of parkland and **community services and facilities**.

d. Be supported and connected by the adequate provision of mobility **infrastructure**.

2.1.2.18 The servicing and phasing of all **development** will be coordinated with any applicable Regional and City master plans, **subwatershed** studies and capital planning and will be addressed as a component of a **Secondary Plan**, **Precinct Plan** or development application.

Built-up Area

Intensification will be accommodated through a variety of **building typologies** and densities that are appropriate to and sensitively fit within their local and planned context. **Intensification** is a key tool to achieving the City's community building and climate change goals through efficiency improvements in land use, transportation, and energy such as:

- Supporting the achievement of **15-minute neighbourhoods**, as well as the minimum **intensification** and **density** targets of this Plan.
- Reducing dependence on the private automobile and supporting existing and planned Transit and **Active Transportation Networks**.
- Promoting green **development** through measures including but not limited to opportunities for district heating and cooling, LIDs and **green infrastructure**, and community gardens in high **density** areas, and within **Centres** and **Major Transit Station Areas**.
- Preventing encroachments within the **Natural System** and **Natural Hazards**.

2.1.2.19 Brampton Plan requires that a minimum 60% of all new residential **development** within Brampton will occur within the **Built-Up Area**, as shown on **Schedule 5**, on an annual basis to 2051.

2.1.2.20 **Intensification** in Brampton will be accommodated by:

a. Directing **intensification**, with the highest densities and heights primarily to **Centres**, which includes the Provincial Urban Growth Centre, Urban **Centres**, Town **Centres**, **Boulevards**, along **Corridors** and within **Major Transit Station Areas**.

b. Promoting a variety of built forms along **Boulevards** and **Corridors**. **Development** in these areas will respond to the existing and planned built form context in their respective designations, subject to the transition, form and design policies of this Plan.

c. Promoting gentle **intensification** in **Neighbourhoods**. **Neighbourhoods** will continue to evolve through **infill development** on underutilized vacant properties and lands, the adaptive reuse of existing buildings, and the establishment of **additional residential units**, as appropriate.

d. Encouraging co-location and integration of housing and public facilities such as, but not limited to, libraries, community centres, community hubs, licensed childcare, fire stations, and transit stations, including air-rights **development** above Civic **Infrastructure**, transit facilities, and community facilities, where appropriate.

e. Redeveloping, where appropriate, industrial and commercial sites, including brownfield sites, located outside of **Employment Areas**, in accordance with the policies of this Plan.

f. Employment **intensification** will be focused on **Centres**, **Boulevards**, and **Major Transit Station Areas (Schedule 1A)** generally through **Major Office development**.

g. Ensuring it is done in such a way as to also enhance the existing Natural Heritage System so that planning for a robust climate ready system is built into the process.

2.1.2.21 In conformity with the Civic **Infrastructure** and **Community Services and Facilities** policies in Chapter 3 of Brampton Plan, hard and soft **infrastructure** such as streets, and water and wastewater servicing, and **community services and facilities** will be proactively planned, and budgeted for, to support **intensification**.

2.1.2.22 The City will monitor and report on the pattern and amount of **intensification** achieved on an annual basis in accordance with the policies of Chapter 5 as part of the **Growth Management** Program.

2.1.2.23 The City will encourage and count innovative forms of housing, including **additional residential units**, tiny homes, and modular housing as contributions to the **intensification** target.

What is Civic Infrastructure?

Civic **infrastructure** is made up of the below-ground and above-ground systems that provide important water, waste disposal, drainage, and utilities to Brampton. They can be referred to as hard **services**.

What are Community Services and Facilities?

Community services and facilities include lands, buildings and structures, such as **recreation** centres, arenas, pools, libraries, childcare, early years centres, other human **services**, schools, fire and emergency **services**, public health, cultural and employment **services**, and settlement **services** used for the provision of programs and **services** provided or subsidized by the City or other public agencies, boards or commissions. These **services** are sometimes referred to as soft **services**.

2.1.2.24 The City will maintain, at all times:

a. The ability to accommodate residential growth for a minimum of 15 years through **residential intensification** and **redevelopment**; and,

b. Land with servicing capacity sufficient to provide at least a three-year supply of **residential units** available through lands suitably **zoned** to facilitate **intensification**.

Designated Greenfield Area

Brampton's **Designated Greenfield Area**, as shown on **Schedule 5**, is comprised of lands outside of the **Built-up Area**. New lands designated **Neighbourhoods**, Mixed-Use, and **Employment Areas** within the **Designated Greenfield Area** provide a key opportunity for the establishment of **15-minute neighbourhoods** that provide a diverse mix of land uses, including clusters of business and economic activity, and creating an urban form that supports **active transportation** and transit. All of these should be planned in tandem with maintaining or enhancing a robust, functional Natural Heritage System and to support achieving tree canopy targets to prepare for a changing climate.

2.1.2.25 **Neighbourhoods** within the **Designated Greenfield Area** will be designed to meet or exceed a minimum **density** target of 71 persons and jobs per hectare.

2.1.2.26 The **density** target for the **Designated Greenfield Area** will be measured over the entire **Designated Greenfield Area**, excluding **Employment Areas**, the Natural Heritage System designation, **flood plain**, rights-of-way for hydro **corridors**, energy transmission lines, highways, railways, and cemeteries.

Strategic Growth Areas in the City

Brampton needs to become more strategic in the way the city grows now and into the future. As the form of Brampton's growth transitions to **intensification** and urbanization, where growth is directed and, conversely, where it is not, becomes even more important.

Growth, predominantly in a compact form, will need to be strategically directed to mixed-use, transit focused locations in the city – places that will allow residents and business owners to minimize their need to travel long distances to undertake their daily needs. Additionally, careful consideration will need to be given to timing and sequencing of growth to align with strategic priorities. To achieve vibrant and successful urban living, Brampton Plan articulates clear areas of focus for **Strategic Growth Areas** in both the **Built-Up Area** and **Designated Greenfield Area**.

What are Strategic Growth Areas?

Within **settlement areas**, **Strategic Growth Areas** are areas that have been identified to be the focus for accommodating **intensification** and higher-density mixed uses in a more compact built form.

Strategic Growth Areas include urban growth centres, **major transit station areas**, and other major opportunities that may include **infill**, **redevelopment**, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along **major roads**, arterials, or other areas with existing or planned **frequent transit** service or **higher order transit corridors** may also be identified as **Strategic Growth Areas**.

Centres

The **City Structure** (**Schedule 1A**) envisions compact and walkable **Centres** and **Boulevards** that are coordinated with the Mobility Network and other public and private investments. **Centres** are generally linked together by **Boulevards** and are vibrant, urban areas that provide people the opportunity to live, work, shop, access **services**, recreate and socialize without traveling long distances and without having to rely on their private automobiles. In **Centres**, Brampton Plan provides flexibility to respond to market trends over the planning horizon to 2051. Within **Centres**, the design and scale of buildings will reflect their prominence in the city and, together with parks and gathering spaces, welcome people of all ages, abilities, and backgrounds. The Province has identified significant portions of the Downtown Urban **Centre** and Queen Street Primary Urban **Boulevard** as Brampton's Urban Growth Centre, which reflects this area's importance at the local, regional, and provincial scale.

2.1.2.27 To optimize the use of land in Brampton, a significant portion of growth will be directed to **Centres** and **Boulevards**. **Table 2** establishes the minimum **density** targets for each **Centre** which includes the City's Urban Growth Centre (200 residents and jobs combined per hectare by 2031).

2.1.2.28 **Centres** will be designated as Mixed-Use on **Schedule 2** through subsequent planning studies to provide appropriate use, form, and intensity requirements.

Part 2.2 of Brampton Plan contains detailed policies for **Centres** and **Boulevards**.

Table 2 - Minimum Density Targets for Centres

Location	Classification	Minimum Density Target (Persons and Jobs Per Hectare)	Additional Policy Context
Downtown	Urban Centre	200	Urban Growth Centre Primary Major Transit Station Area
Uptown	Urban Centre	160	Primary Major Transit Station Area
Bramalea	Urban Centre	160	Primary Major Transit Station Area
Bram West	Town Centre	160	Primary Major Transit Station Area
Mount Pleasant	Town Centre	150	Primary Major Transit Station Area
Bram East	Town Centre	To be determined through a Precinct Plan [(1)]	None
Bramalea GO	Town Centre	150	Primary Major Transit Station Area
Trinity Commons	Town Centre	To be determined through a new Secondary Plan and Major Transit Station Area Study.	Planned Major Transit Station Area
Heritage Heights	Town Centre	160	Area 52 Heritage Heights Secondary Plan

[(1)] Minimum densities have been set through the Secondary Planning process for Area 47 (Bram East), however, Brampton Plan provides flexibility to respond to market trends over the planning horizon to 2051 in Major Transit Station Areas, Strategic Growth Areas, Designated Greenfield Areas, as identified in this plan.

2.1.2.29 Minor adjustments to the boundary of the Provincial Urban Growth Centre (**Schedule 5**) may be permitted through an Official Plan Amendment which demonstrates that the achievement of the planned **density** targets is not negatively affected and consistent with other policies of this Plan.

Major Transit Station Areas and Boulevards

Major Transit Station Areas are generally defined as the area within an approximate 500- to 800-metre radius from a transit station, representing about a 10 to 15-minute walk, and represent significant locations for **intensification**. **Major Transit Station Areas** are also those locations where **Inclusionary Zoning** may be implemented to help achieve Brampton's **affordable** housing goals. Some **Major Transit Station Areas**, such as Mississauga Road and Bramalea GO are strategic suited for short-term office growth Brampton's **Major Transit Station Areas** are mainly located on Urban **Boulevards** and strategically along the Kitchener GO Train line.

Related, **Boulevards** are important places for movement, living, and commerce along major streets where re-urbanization and **intensification** is anticipated and encouraged. Along these **Boulevards** are **Major Transit Station Areas**, which are activated by **higher order transit**.

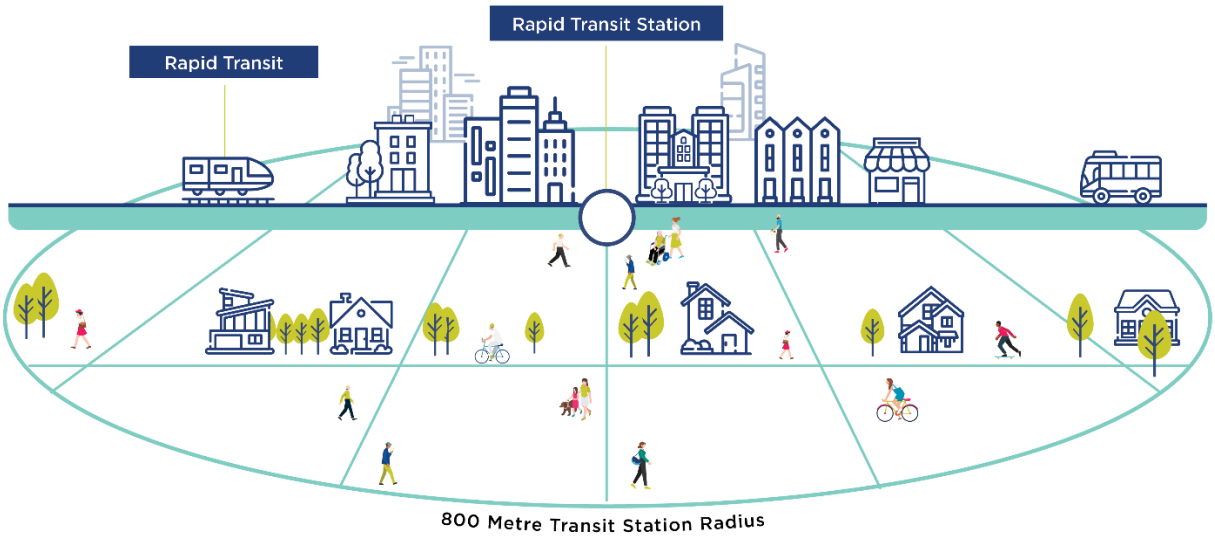
Major Transit Station Areas are classified into one of two categories within the city:

- **Primary Major Transit Station Area** – areas that have a delineated boundary as shown on **Schedule 1B** and have existing or planned **Rapid Transit** and can meet or exceed the minimum **density** target, and are protected under the *Planning Act*.

- **Planned Major Transit Station Area** – areas which are intended to become either a **Primary** or **Secondary Major Transit Station Areas** and will be further delineated through planning studies, or when **infrastructure** planning and investment, or changes in land use unlock potential. **Planned Major Transit Station Areas** are not delineated on **Schedule 1B**.

Schedules 1A and **1B** identifies the locations and boundaries for **Primary Major Transit Station Areas** listed in **Table 3**, as well as the locations of **Planned Major Transit Station Areas**. The Region of Peel also delineates Secondary Major Transit Areas; however, Brampton does not have any **Secondary Major Transit Station Areas**.

Part 2.2 of Brampton Plan contains additional policies for **Major Transit Station Areas**.



2.1.2.30 Over the life of this Plan, the City will plan to achieve the minimum **density** target as shown in **Table 3** to create a critical mass of people and jobs **essential** to making existing and planned **rapid transit** viable and create a compact urban form with a diverse mix of land uses, housing types, job opportunities, and amenities.

2.1.2.31 Each **Major Transit Station Area** is unique with its own growth potential. The City will study **Major Transit Station Areas** in accordance with the implementation policies of Chapter 5 of this Plan based on local context and conditions to facilitate **intensification**.

b. Where **Employment Areas** are within or overlap with a **Major Transit Station Area**, the City will initiate a study, in accordance with the policies of this Plan and the Region of Peel Official Plan, to support the integration of non-employment uses in specific portions of **Employment Areas** based on the planning context to develop vibrant, mixed-use areas, and innovation hubs.

c. Where a City-initiated study of a **Major Transit Station Area** has not been initiated or approved by way of an amendment to Brampton Plan, the City may require the coordination of **development** applications between applicants, through the preparation and submission of a **Secondary Plan**, **Precinct Plan** and/or Area Plan. This study must be approved by way of an amendment to Brampton Plan at the expense of the applicant. The required planning study will be subject to the applicable policies of the overlapping **Centre** or **Boulevard**, or other similar approaches to ensure an orderly, coordinated, and phased

approach to the provision of Civic **Infrastructure** prior to or coincident with **development**.

d. New **Major Transit Station Areas** in Brampton, beyond those shown on **Schedules 1A** and **1B**, may only be designated through a Region of Peel Official Plan amendment completed by the Region of Peel in collaboration with the Ministry of Transportation, Metrolinx and the City. When planning for new **Major Transit Station Areas** or classifying **Planned Major Transit Station Areas**, the status of transit **infrastructure** will be considered.

e. **Planned Major Transit Station Areas** require further study in accordance with Section 5.6.19.10 of the Region of Peel Official Plan to determine appropriate land use considerations before they are delineated. The delineation and establishment of minimum population and employment targets for **Planned Major Transit Station Areas** that will be delineated as either Primary or Secondary will require an amendment to the Region of Peel Official Plan, Brampton Plan, and any applicable **Secondary Plans.**

Table 3 – Primary Major Transit Station Areas in Brampton

Major Transit Station Area (Schedule 1B)	Higher-Order Transit Boulevard	Minimum Density Target (Persons and Jobs Per Hectare)	Additional Brampton Plan Planning Context (Schedule 1A)	Status (As of March 2022)
Ray Lawson County Court HLRT-20	Hurontario LRT	160	Urban Centre (Uptown)	In delivery
Gateway Terminal Charolais HLRT-22	Hurontario LRT	160	Urban Centre (Uptown)	In delivery
Brampton GO Queen at Wellington KIT-3	Kitchener GO Hurontario LRT	200	Urban Centre (Downtown)	Existing
Bramalea GO KIT-2	Kitchener GO	150	Town Centre (Bramalea GO)	Existing
Mount Pleasant GO KIT-4	Kitchener GO	150	Designated Greenfield Area	Existing
Centre Street QUE-1	Queen St. BRT	160	Urban Centre (Downtown)	Unfunded
Kennedy QUE-2	Queen St. BRT	160	Primary Urban Boulevard	Unfunded
Rutherford QUE-3	Queen St. BRT	160	Primary Urban Boulevard	Unfunded
Laurelcrest QUE-4	Queen St. BRT	160	Primary Urban Boulevard	Unfunded

Major Transit Station Area (Schedule 1B)	Higher-Order Transit Boulevard	Minimum Density Target (Persons and Jobs Per Hectare)	Additional Brampton Plan Planning Context (Schedule 1A)	Status (As of March 2022)
Dixie QUE-5	Queen St. BRT	160	Primary Urban Boulevard	Unfunded
Central Park (Bramalea Terminal) QUE-6	Queen St. BRT	160	Urban Centre (Bramalea)	Unfunded
Bramalea QUE-7	Queen St. BRT	160	Primary Urban Boulevard	Unfunded
The Gore QUE-14	Queen St. BRT	160	Secondary Urban Boulevard	Unfunded
Mississauga Road HUB-3	Steeles Ave. BRT (Future)	160	Designated Greenfield Area Secondary Urban Boulevard	Unfunded

Employment Areas

Employment Areas will provide opportunities for designated clusters of business and economic uses such as manufacturing, warehousing, research and development, office uses, logistics and other **ancillary** commercial uses. Together, **Employment Areas** establish a high-level plan for key elements of the city that will drive economic success over the next 30 years. Adequate land is included within the Urban Boundary and in **Employment Areas** to ensure there is an ample supply of strategically-sized and located sites for attracting businesses of various kinds.

The following policies provide address high-level objectives for planning for **Employment Areas**. Part 2.2 of Brampton Plan contains detailed policies for **Employment Area** designations.

2.1.2.32 Brampton Plan will provide for a diverse range of job opportunities in proximity to major goods movement **infrastructure**, including rail and Lester B. Pearson International Airport, and the highway and Transit Network which will help the city support varying location and market requirements for businesses, including regionally-significant industries.

2.1.2.33 Brampton Plan will use the employment forecasts in **Table 1** for employment land use planning in the city.

2.1.2.34 **Employment Areas** will be planned to meet or exceed a minimum of 30 jobs per hectare.

2.1.2.35 **Employment Areas** will be planned and designed to be easily accessible by a range of transportation modes, including **active transportation**, transit, and the automobile.

2.1.2.36 Streets in **Employment Areas** will be designed to achieve the principles of **complete streets** described in the Mobility and Connectivity policies of this Plan.

2.1.2.37 **Employment Areas** will be designed such that the placement and orientation of buildings, entrances, access points, parking, and landscaping enhances the **public realm**, promotes walkability, cycling and transit. Key gateways in **Employment Areas** will be designed to recognize the importance of these areas in the city.

2.1.2.38 The City will preserve and **protect** lands adjacent to highways, rail **corridors**, rail yards and major truck terminals for **Employment Areas** and **infrastructure** uses, where appropriate.

2.1.2.39 Notwithstanding any policies in this Plan, **Employment Area** policies and mapping will prevail over any overlay in the event of a conflict.

Natural Heritage System

Brampton's Natural Heritage System policies set the context for **conservation** and protection within the **City-Wide Growth Management Framework**. In conformity with the policies of this Plan and upper levels of government the **Natural System**, made up of the Natural Heritage System and Water Resource System, will be protected, maintained, restored, and enhanced for the long-term **sustainability** of the System. The major **watersheds** found in Brampton and surrounding areas connect the city to many other communities and to natural **ecosystems** beyond our borders.

The Natural Heritage System policy framework of Brampton Plan helps to shape and inform the locations for growth in the **City Structure**. By promoting a compact and connected city, Brampton directs incompatible **development** away from sensitive natural features and water resources, while improving air and water quality and opportunities for **recreation**, environmental education, and tourism.

Part 2.2 of Brampton Plan contains detailed policies for the Natural Heritage System and Water Resource System components.

2.1.2.40 The City will work with public agencies and residents to support the protection, enhancement, and restoration of linkages within the Natural Heritage System by:

a. Restoring, creating, and protecting a variety of **Natural System** **Natural System** features, areas, and linkages;

b. Improving public access and enjoyment of lands under public ownership, where suitable for passive recreational purposes; and,

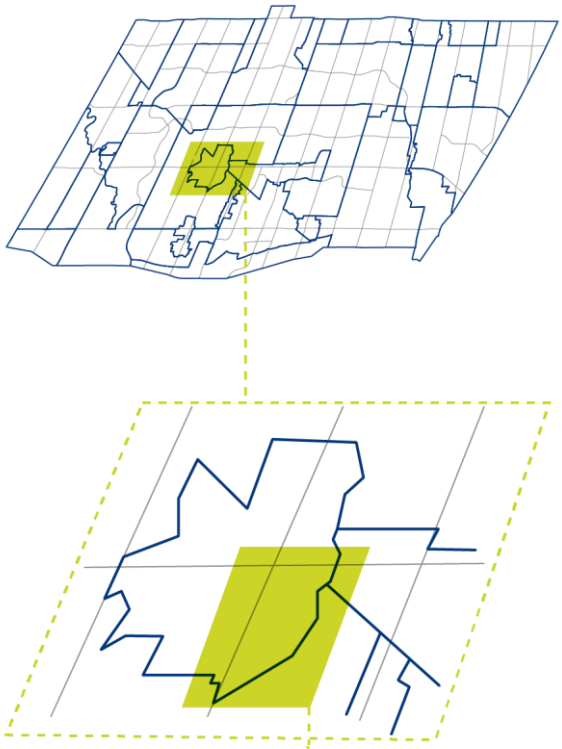
c. Establishing co-operative partnerships in stewardship.

Secondary-Level Planning

Secondary Plans

Secondary Plans provide detailed local **development** policies to guide growth and change in a defined area of the City. They implement the objectives, policies, and land use designations of Brampton Plan to fit local contexts while providing direction for such matters as: the desired form and type of physical **development**, targets for population and jobs, the protection of natural and **cultural heritage resources**, targets for **sustainable development**, phasing, and the implementation of soft and hard **infrastructure**.

Schedule 10 identifies areas where **Secondary Plans** have been prepared or may be prepared in the future. Detailed policies and requirements for the preparation and implementation of **Secondary Plans** are provided in Chapter 5 of this Plan.



2.1.2.41 **Secondary Plans** guide the evolution of existing and new Community Areas and **Employment Areas** while ensuring there is sufficient hard and soft **infrastructure** to support **development**. They also provide direction for existing areas designated as **Neighbourhoods** and **Employment Areas** targeted for **intensification** and growth, while protecting natural and cultural heritage features and functions and setting targets for **sustainable development**. Areas where new or updated **Secondary Plans** should be prepared by the City, in order of priority, include:

a. Urban **Centres**

b. Areas within Town **Centres**, **Major Transit Station Areas**, and Primary Urban **Boulevards**.

c. Areas, in whole or in part, within Secondary Urban **Boulevards**.

d. Lands within existing **Neighbourhoods** that are experiencing **infill development**, or **redevelopment** to a higher intensity of use than is anticipated within the **Neighbourhood**.

e. For areas that are subject to substantial change as the result of a proposed major **development** that alters the planned function of the **City Structure**, including commercial and **institutional** lands, the proponent may be required to support the completion of further planning studies.

2.1.2.42 **Secondary Plans** will be prioritized, advanced, sequenced, and approved on the basis of a staging plan prepared to the satisfaction of the City and other levels of government.

2.1.2.43 **Secondary Plans** will identify the locations and boundaries of Precincts.

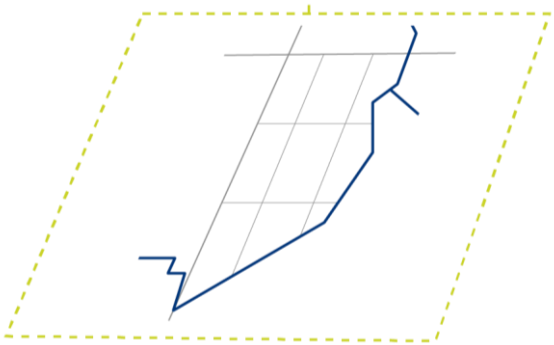
2.1.2.44 New or updated **Secondary Plans** will be prepared in accordance with the policies of Chapter 5.

2.1.2.45 All **Secondary Plans** will be supported by a complete analysis of the costs and revenues of planned growth and necessary updates to the **Growth Management** Program in accordance with the policies of Chapter 5 or Development Charges Study.

Precinct Plans

Precinct Plans pertain to specific areas that are smaller than **Secondary Plan** areas and establish a context for coordinated **development**. **Precinct Plans** will implement the vision of **Secondary Plans** using a variety of instruments and tools provided for in the *Planning Act* and as set out in this Plan. **Secondary Plans** may be further refined through **Precinct Plans** to provide guidance around the phasing of **development**, **infrastructure**, and transportation improvements, amongst others, within the **Secondary Plan** Area.

Detailed policies and requirements for the preparation of **Precinct Plans** and the supporting technical studies are provided in Chapter 5 of this Plan.



The term '**Precinct Plans**' within the context of Brampton Plan includes 'Block Plans' as used and referenced in the 2006 Official Plan. Over time, the City may identify new precincts through other planning processes.

2.1.2.46 Where a **Secondary Plan** does not yet identify the location of Precincts, Precinct boundaries will be determined in collaboration with the City and Region. The City may require the submission of **Precinct Plans**, as part of any Draft Plans and/or Official Plan Amendment and Zoning By-law Amendment application within **Centres**, **Boulevards**, **Major Transit Station Areas**, and **Corridors** in accordance with the policies of Part 2.2 and Chapter 5.

Servicing Growth

Achieving the vision of Brampton Plan is dependent on **sustainable**, secure, reliable and affordable **infrastructure**. The City will work closely with other levels of government to plan and direct Civic **Infrastructure** and **community services and facilities** to service the **development** patterns and levels of intensity expected based

on the **City Structure** and the policies of this Plan. The policies of Chapters 3 and 5 provide more detailed policies on **infrastructure** and growth servicing.

2.1.2.47 Growth will be managed on both a city-wide and **Secondary Plan** basis, to ensure that an appropriate balance is maintained between demands for **services** and overall fiscal capacity. All municipal **services** will be planned:

a. On a systems basis, considering the entire system when planning for a single segment.

b. On a long-term basis to support growth and the **City Structure**, in accordance with all City and Region servicing strategies, master plans, by-laws, and capital budgets.

2.1.2.48 Brampton Plan supports the principles that new growth within the **Built-Up Area** and **Designated Greenfield Area** should support itself in terms of capital investments and will accordingly:

a. Utilize the provisions of the *Development Charges Act* and related mechanisms to the maximum extent permissible to obtain financing for that purpose.

b. Leverage innovative **infrastructure** financing initiatives such as public/private partnerships and front-end financing to ensure that **development** proceeds in a fiscally responsible manner.

c. Establish a **City Structure** to enhance or maintain the fiscal health of the City, including but not limited to phasing strategies, and alternative financing mechanisms.

d. Solicit funding, grants and investments from upper levels of government.

2.1.2.49 The City's **Growth Management** Program, as described in Chapter 5, will identify, coordinate, and regulate the phased extension of municipal **services** to accommodate future growth.

2.1.2.50 The City must be satisfied that adequate Civic **Infrastructure**, in accordance with the policies of Part 2.2, can technically and economically feasibly be supplied prior to any **development** proceeding.

2.1.2.51 The City will endeavour to optimize the utilization of existing and planned Civic **Infrastructure**.

2.1.2.52 **Infrastructure** and facilities that support emergency **services** will be strategically located to support the effective and efficient delivery of emergency **services** including, fire, ambulance, and police.

2.1.3 Mobility Framework

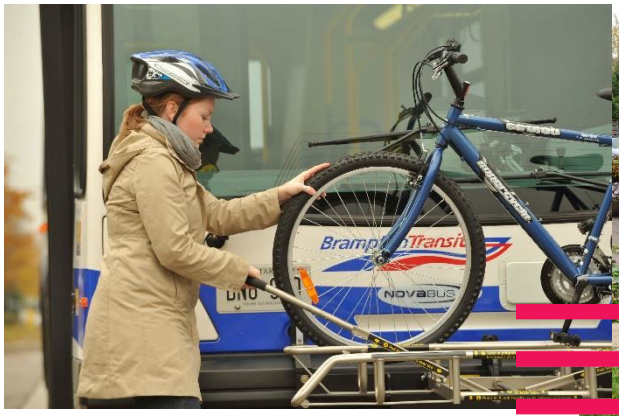
Land use and transportation are fundamentally linked. Brampton Plan is a plan for people, and a vision for mobility that reflects the importance of people, health, safety, and well-being, and creates the opportunity to build connected communities.

The **Mobility Framework** shown on **Schedules 3A-C** establishes a high-level plan for moving people, goods, and **services** throughout Brampton, to the surrounding region and beyond while also guiding city-building objectives such as **growth management**, economic development, and climate action. The transportation sector accounts for approximately 60% of greenhouse gases (GHG) generated in Brampton, and as a result, needs to be a major part of Brampton's efforts to become more **sustainable**. If Brampton's **Mobility Framework** can be built in a way that makes walking, cycling, and taking transit more attractive, people will have the choice to drive less, and will produce less vehicle-related emissions as a result.

Physical activity is a key component of public health, and when people walk, bike, or even take transit, they are incorporating physical activity into their daily lives. Less driving and the resulting reduction in vehicle emissions can improve air quality in Brampton's **neighbourhoods**, reducing the chance for people to develop respiratory illnesses.

Brampton's transportation network needs to work for everyone, regardless of their age, gender, ability, ethnicity, socioeconomic status, or **neighbourhood** of residence. While driving may be the most common way to get around in Brampton, many people do not have access to, or struggle to have access to, this mode. An **equitable** approach to improving transportation in Brampton means making non-driving modes accessible to everyone across the city.

The **Mobility Framework** establishes a hierarchy for the City to prioritize pedestrians, cyclists, transit and accommodate private automobiles and goods movement in decision making and investments.



Brampton's mobility system creates connections and provides opportunities for people and goods to move through and around the city in a safe and accessible way. It is critical that the **mobility framework** is efficient and multi-modal. Three integrated networks guide future investment and decision-making:

- **Active Transportation Network (Schedule 3A)** – The **Active Transportation Network** creates critical local and regional connections using walking, cycling, or rolling that allow people of all ages and abilities to access destinations, amenities, daily needs, and recreational opportunities – all of which are key elements of **15-minute neighbourhoods**. By improving the **Active Transportation Network**, the City can address many challenges including motor vehicle congestion, commute times, air quality, transportation costs, lack of connectivity, bicycle safety, and recreational access.

- **Transit Network (Schedule 3B)** – The Transit Network provides local and regional connectivity via local bus, priority bus (Züm), higher-order transit (LRT/**BRT**), regional express bus, and **regional rail**, prioritizing accessible, convenient, and safe **services**. By improving the Transit Network, the City can address many challenges including reducing sprawl, decreasing congestion and decreasing **vehicle kilometres travelled**, improving air quality, access to economic and social opportunities, promoting **infill** and **intensification**, and reducing **household** transportation costs.

- **Streets Network (Schedule 3C)** – The **Streets Network** includes streets which represent important mobility **corridors** for **active transportation**, transit, and automobiles, while serving as places within the city themselves, as well as highways and interchanges which will be protected in accordance with provincial requirements.

- **Goods Movement Corridors** – Within the **Streets Network**, **Goods Movement Corridors** will be identified on certain streets to facilitate economic development and the flow of goods and **services**, provide access to industry and employment, and support regional connection and prosperity. The **Goods Movement Corridors** are identified in the Mobility Master Plan.

Brampton Plan protects the integrity of the City's **Mobility Framework** and provides for its planned expansion through the designation of City Road Rights-of-Way (**Schedule 4**) and the Transit Network on **Schedule 3B**.

See the Mobility and Connectivity in Chapter 3 to read the policies to each component of the Mobility Framework.

The integration of transportation and land use planning is critical to achieving the overall aim of increasing **accessibility** throughout the city. **Accessibility** involves two components: mobility (transportation) and proximity (land use). Increasing mobility by providing modal choice, allows more trips to be made within a given time,

whereas increasing proximity through greater mixing of land uses and/or higher densities achieves the same effect by shortening trip lengths.

The following policies provide high-level objectives and concepts for the Mobility Network. Part 3.4 of Brampton Plan contains detailed policies for Mobility and Connectivity.

2.1.3.1 The **Mobility Framework**, together with the Mobility and Connectivity policies in Chapter 3, will:

a. Embrace **complete street** designs that prioritize the most vulnerable road users – pedestrians and cyclists – regardless of street classification to enhance safety for users of the **Active Transportation Network** and increase the city's **active transportation** mode share.

b. Re-think the traditional auto-centric approach to **development** that characterizes suburban **development** in Brampton towards **development** patterns that will support a robust network of multi-modal streets.

c. Reimagine the mobility needs for city-building to 2051 and beyond through a future-oriented outlook that considers current and emerging technologies, which also support **healthy community** and climate change objectives.

d. Reduce traffic fatalities and serious injuries through **Vision Zero** principles and strategies for road safety.

e. Support goods movement on designated truck routes to promote the economic vitality of the city.

f. Improve mobility options for women, older adults, those living with disabilities and in **neighbourhoods** where there are large numbers of residents who may face transportation-related barriers to social and economic participation.

2.1.3.2 To create a better urban environment, a competitive local economy and a more socially cohesive and **equitable** city, the integration and coordination of transportation planning and land use planning will be achieved by:

a. Attracting more people and jobs to targeted growth areas within the **City-Wide Growth Management Framework** that are supported by reliable, efficient, and affordable transit **services** and other **infrastructure**.

b. Developing and expanding components of the Transit Network, **Active Transportation Network**, and other transportation **infrastructure** to support the growth objectives of this Plan.

c. Increasing **accessibility** throughout the city by taking advantage of the combined travel benefits afforded by improved mobility and increased proximity.

2.1.3.3 Planning for new **development** will be undertaken in the context of reducing auto dependency and the transportation demands and impacts of such new **development** assessed in terms of the broader social and environmental objectives of Brampton Plan's **intensification** goals and objectives.

2.1.3.4 Throughout Brampton, people who walk, cycle, and use transit will be given priority for safety and movement. The goal is to manage and improve the **Mobility Framework** to support healthy, **15-minute neighbourhoods**, and allow more residents to reduce their reliance on single-occupancy vehicles.

Active Transportation Network

Active transportation contributes to a high quality of life in cities. Communities that are bike, walk and roll-friendly result in a wider range of transportation options for people and businesses which lead to improved health and wellness outcomes. New and improved **active transportation** facilities, maintained year-round, will improve access to transit and provide viable **active transportation** options for the first and last miles of a trip.

The **Active Transportation Network** (**Schedule 3A**) is made up of cycling and sidewalk facilities, including various types of trails. It also includes a connection to Bramalea GO from surrounding trails and parks with the intent of creating better active transportation connections to the GO Station.

2.1.3.5 In accordance with the **Active Transportation** Master Plan, the planning, design, and provision of the **cycling network** will:

a. Provide a safe, enjoyable, and practical way to get around.

b. Ensure the provision of sidewalks on both sides of the street to improve street design and promote walkability.

c. Offer a real choice for commuters and recreational cyclists of all ages, abilities, and backgrounds.

d. Instill a culture of cycling in Brampton that sees cycling as a viable, everyday way to get around the city.

e. Support the **development** of **15-minute neighbourhoods** and allow residents to complete short trips of distances less than 5 kilometres by bicycle.

2.1.3.6 In accordance with the **Active Transportation** Master Plan, the planning, design, and provision of sidewalks, multi-use paths, and recreational trails, will:

a. Improve walkability with shorter blocks, introducing sidewalks where there are none (or if sidewalks are not feasible, introduce traffic calming measures), wider sidewalks, rest areas, safe crossings, and adequate space and soil volumes for trees;

b. Be prioritized in the **development** of new communities through the requirement of sidewalks on both sides of the street and the retrofit of sidewalks where they currently do not exist in existing communities;

c. Connect residential areas with commercial and employment uses to provide safe routes for people going to work; and,

d. Provide enhanced, safe, and convenient pedestrian routes within **Centres**, **Boulevards**, **Corridors**, and **Major Transit Station Areas**.

Transit Network

Transit is most successful when it is located close to where people live, work and play. Directing growth to **Centres**, **Boulevards**, and **Corridors** allows more people to be well-served by mass transit, where housing and jobs are concentrated. The Transit Network also provides vital connections to **Employment Areas** where high concentrations of workers are employed.

Brampton Plan is premised on a robust transit network that not only helps move people, but also contributes to building a more efficient and seamless Mobility Network within the city and broader region.

2.1.3.7 Transit **services** will support more compact and lively **Neighbourhoods**, reduce our environmental footprint and **vehicle kilometres travelled**, and link customers with jobs and businesses with customers.

2.1.3.8 To realize these benefits, the Transit Network will be maintained and expanded across the city and will include a network of **Regional Rail**, Regional Express Bus, **Rapid Transit**, and **Local Transit Routes**.

2.1.3.9 Over time, the Transit Network will adapt in response to emerging technologies and mobility **services** and will increasingly move towards a low carbon operation.

Transit Hierarchy

2.1.3.10 Brampton's Transit Hierarchy includes **Regional Rail**, Regional Express Bus, **Rapid Transit**, and Local Bus Service. The City will plan for the early introduction of transit service and **protect** the rights-of-way to support the expansion of **Regional Rail** and **Rapid Transit services**.

b. **Regional Rail** connects Bramptonians to the broader region, including Downtown Toronto, at three GO Stations – Bramalea GO, Brampton GO, and Mount Pleasant GO. The **Regional Rail** network will provide two-way, all-day train service along the Kitchener GO Rail line.

c. **Regional Express Bus** consists of buses running primarily along highways and typically connecting two or more significant destinations separated by longer distances than would normally be travelled on a conventional transit route. Operating speeds can be significantly higher than conventional transit, with limited stops or wider stops spacing. Frequent Regional Express Buses operate every 15 minutes or better all-day and are part of the Frequent **Rapid Transit** Network.

d. **Rapid Transit** maintains higher levels of speed, reliability and vehicle productivity than can be achieved by conventional transit service. For the purposes of this Plan, **rapid transit** includes both **higher order transit** and priority bus and Züm **corridors**.

e. **Higher order transit** generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and can achieve levels of speed and reliability greater than mixed-traffic transit. **Higher order transit** can include heavy rail (such as inter-city rail), **light rail**, and **bus rapid transit.**

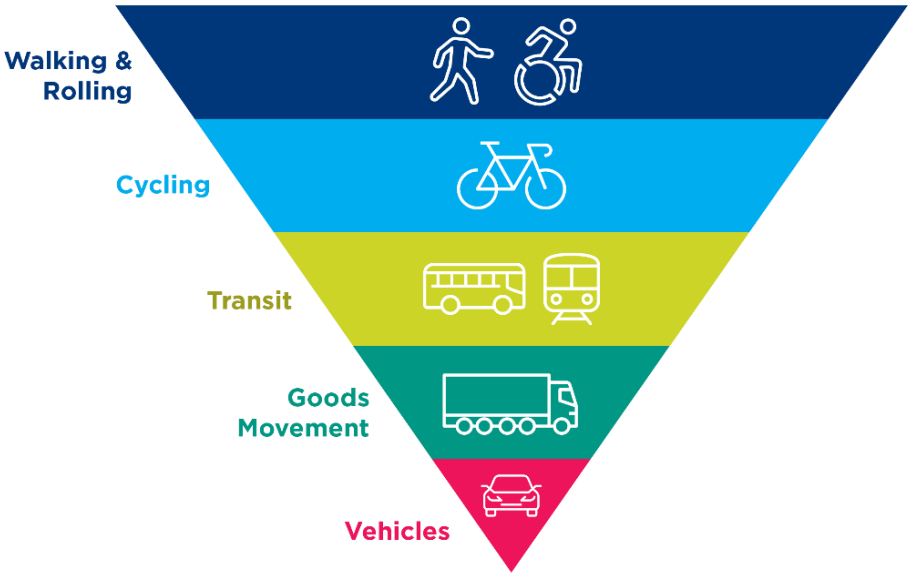
f. **Priority Bus (Züm)** refers to **services** such as Züm Transit, are buses that operate quickly and reliably without the need for a dedicated right-of way by providing protection from mixed traffic and use other transit priority measures such as queue jump lanes and signal priority at intersections. Priority Bus routes operating in Priority Bus **corridors** typically have wider spacing between stops (e.g., every 300 to 800 metres) to improve travel times over long distances. Buses running in Priority Bus **corridors** will operate at least every 15 minutes, all-day.

g. Local Bus Service refers to Brampton Transit corridors, which operates routes that serve generally short to medium distance trips, including along **Support Corridors**. Parts of local bus service may overlap with parts of the Frequent **Rapid Transit** Network and share the **infrastructure** and transit priority features. **Local transit routes** will also play an important role in connecting people to the Frequent **Rapid Transit** Network for longer distance trips.

Street Network

The Street Network will support multi-modal travel, the movement of goods, and **services**, provide address and access to properties, public spaces, street trees and landscaping, and contribute to the overall quality of the **public realm**.

The goal is to provide **complete streets** that provide safe conditions for everyone, regardless of how someone is travelling. Dedicated space is provided for people walking and cycling, and priority is considered for transit vehicles, using dedicated lanes, signals, and other means. **Complete streets** also include trees and other urban design features to make a street feel like a place and a great address, rather than just a conduit for movement. Other supporting elements include lighting, crossings, traffic signals, utilities, and drainage **infrastructure**.



2.1.3.11 The City will investigate alternative design options to six-lane road widenings to increase the person-throughput of a street, rather than focusing on vehicle capacity, such as dedicated transit lanes or transit priority measures, enhanced **active transportation** facilities, and exploring ways to increase the efficiency of signals with intelligent transportations systems (ITS).

2.1.3.12 Brampton's Street Network will be planned as **complete streets**, the classification of which are described in the Mobility and Connectivity policies of this Plan and shown in more detail on **Schedule 3C**.

Goods Movement Corridors

Urban goods movement is delivery-oriented transportation that has its origin or destination inside an urban setting. It usually represents the final delivery of goods for retailers or consumers but also includes transporting goods and products to consolidation centres or out of the city to other markets. While trucks and other freight vehicles are vital for Brampton's economy and the movement of goods, designing for these vehicles often runs counter to the needs of vulnerable road users. Trucks require wider lanes and corners, which can lead drivers of smaller vehicles to travel faster. Trucks also have many more "blind spots" that put pedestrians and cyclists at risk.

Trends in consumer preferences and emerging urban freight technologies are creating new challenges for cities. A comprehensive and adaptive urban freight environment will be important to prepare Brampton for future technological innovations and disruptions. New solutions for the 'last-kilometre' of delivery could consider new approaches including cargo cycles and micro-hubs. For example, the integration of micro-hub lockers could be incorporated into Brampton's **rapid transit** stations to enable convenient goods pick-up by travellers. These solutions could make urban deliveries more efficient and potentially reduce congestion, emissions, and curbside management issues.

The following policies describe the intent of **goods movement corridors**.

2.1.3.13 Safe and efficient movement of goods and service within and through Brampton is **essential** for **sustainable** economic growth and is an important aspect of the city's economy in attracting and retaining a wide range of industries and businesses. Wherever possible, goods movement will be directed to **goods movement corridors** and 400-series highways.

2.1.3.14 The City in collaboration with the Region of Peel will identify a network of **goods movement corridors** where urban goods movement will be prioritized and to be able to plan more compact street designs in contexts where truck traffic is anticipated to be lower.

2.1.3.15 Brampton will continue to be served by a strong network of rail and intermodal **infrastructure** that will service **Employment Areas**.

2.1.3.16 Highways will be protected in accordance with provincial requirements to ensure their long-term **accessibility** and strong connection to Brampton.

Part 2.2 | Our Strategy to Build an Urban City

Our Strategy to Build an Urban City provides a framework for the designations shown on **Schedule 2** and overlays shown on **Schedule 1A**. These apply to different areas throughout the City of Brampton. The policies that follow provide more detailed directions for each of these designations.

To achieve our vision for Brampton, our city will need to include a mosaic of outstanding places. These places will have unique functions and will offer a multitude of benefits to those who experience them. While the 'Establishing Our **City Structure**' policies of Brampton Plan lay out the **essential** framework for how we will build our city over the next 30 years, Brampton Plan will provide direction for how we will develop different geographic areas within our city – the places that make up Brampton.

The vision of creating great places requires a connected mobility network to move residents, as **Strategic Growth Areas** in the city experience significant population, **household** and employment growth to 2051.

2.2.1 Designations and Overlays

Brampton Plan establishes a range of designations shown on **Schedule 2**, which form Our Strategy for Building an Urban City. **Schedule 1A** identifies the different overlays that apply, identifying key areas for growth over the planning horizon of this Plan. This section contains policies for the following designations and overlays:

2.2.1.1 Our Strategy to Build an Urban City implements the policies of our **City Structure** and the City-Wide Building Blocks. The policies of each designation must be read together to understand the vision and intent for each area. The following provides a summary of each designation (**Schedule 2**) which forms Our Strategy for Building an Urban City:

Designations implement our **City Structure**. They shape the use, intensity, and form of **development** to manage growth and change in pursuit of our vision and key directions.

Overlays then provide further policies related to use and form for specific areas in the city. It is important to understand that this full range may not be permitted on all sites. The Zoning By-law and Secondary-Level Plans will determine what, within this broader range, is permitted and required, based on the policies of this Plan. Ultimately, Brampton Plan should not require multiple amendments to facilitate appropriate **development** but should contemplate criteria to evaluate a range of different scenarios and provide guidance to the Zoning By-law and Secondary-Level Plans.

a. The **Mixed-Use** designation concentrates a diversity of functions, a higher **density** of **development**, a greater degree of mixed-uses, and higher level of transit connectivity. The Mixed-Use designation generally comprises portions of **Major Transit Station Areas**, Major **Institutional** Anchors, the Provincial Urban Growth Centre, Commercial and Retail Areas, and may be expanded through Secondary Planning processes for **Centres** and **Boulevards**. Additionally, they are locations for Major Institutions, including post-secondary centres, hospitals, and major government facilities that support innovation, and contribute a significant number of jobs to the city.

b. The **Neighbourhoods** designation is found throughout the city and will support the achievement of **15-minute neighbourhoods**. **Neighbourhoods** include a broad range of residential uses together with **neighbourhood**-supportive commercial and **community services and facilities**, such as libraries, **recreation** centres, schools and daycares, that serve and support the residents of these **neighbourhoods**. The intensity of **development** and range of uses that may be permitted in **Neighbourhoods** varies depending on the street typology that a property fronts onto, in addition to other factors described in this section.

c. The **Employment** designation allows for a wide range of industrial uses, located in areas where they are unlikely to cause **negative impacts** on **adjacent lands** and where they meet the locational requirements of such uses.

d. The redesignation of land in an **Employment Area** where a **Corridor** or **Boulevard** overlay applies, by way of an Official Plan Amendment, or the introduction of a use otherwise not permitted in an **Employment Area**, is a conversion of land and may only be permitted through a **Municipal Comprehensive Review** undertaken by the Region. The introduction of a sensitive use that may be permitted in a **Corridor** or **Boulevard** in an **Employment Area**, or the redesignation lands designated **Employment Area** to a Mixed-Use Employment, is also a conversion and may only be permitted by way of a **Municipal Comprehensive Review**.

e. The **Natural Heritage System** designation applies to natural features and areas, such as **valleylands** and **watercourse corridors**, **wetlands**, woodlands, **fish habitat**, **wildlife habitat**, areas of natural and scientific interest, environmentally sensitive/**significant** areas, and natural linkages between natural features and areas.

2.2.1.2 Overlays, shown on **Schedule 1A**, apply to one or more of the underlying designations. The following provides a summary of each overlay which forms Our Strategy for Building an Urban City:

a. The Urban **Centre** and Town **Centre** are conceptual overlays which indicate the City's principal locations for growth, accommodate important regional amenities, and provide for the greatest mix of uses, intensity, form, and scale in Brampton. The exact boundaries for these areas will be determined through their respective **Secondary Plan** processes.

b. The Primary Urban **Boulevard** and Secondary Urban **Boulevard** overlays provide for greater intensity, form, and scale along key **Corridors** where there has been investment in higher-order transit to support placemaking in key transit-supported locations, but at a lesser scale than **Centres**. **Boulevards** function as both destinations and connections and provide for a mix of uses, moderate **intensification** and a vibrant street life.

c. The **Corridors** overlay is found along specific streets with priority bus, Züm and local transit whose planned function combines a moderate form of **development** and a mix of **transit-supportive** uses in certain locations.

d. Within the **Planned Major Transit Station Area** overlay, **development** will be limited until a **Precinct Plan** is in place to guide **development** and to **protect** the area for **transit-supportive** densities, uses and **active transportation** connections.

2.2.2 Framework for Building Typologies

To set the stage for Our Strategy to Build an Urban City, it is useful to summarize the range of built form typologies permitted within each designation and overlay. **Table 5** provides this summary.

Zoning on individual sites may not allow for the full range of **building typologies** permitted within a designation or overlay. To provide flexibility, height categories have been described in building storeys. **Building Typologies (Table 4)** generally mean:

For clarity, a storey is a single floor of usable above-grade space in a building and will be defined through the Comprehensive Zoning By-law.

The Urban Design policies of this Plan and the City's Urban Design Guidelines provide further guidance for built-form in Brampton.

Table 4 – Building Typologies

Building Typologies	Height Range
Low-Rise	up to and including 3 full storeys
Low-Rise Plus	up to and including 4 full storeys
Mid-Rise	between 5 and 12 full storeys
High-Rise	13 full storeys or greater

Building Typologies

Table 5 - Summary of Building Typologies by Designation and Overlay

Designation (Schedule 2)	Building Typology	Additional Permissions
Mixed-Use	Low-Rise Plus	Additional Planning Studies may identify appropriate locations for Low-Rise Plus, Mid-Rise, and High-Rise buildings
Neighbourhoods	Low-Rise	Low-Rise Plus within 400-800 metres of a Support Corridor shown on **Schedule 3B**
Overlay (Schedule 1A)	**Building Typology**	**Additional Permissions**
Urban Centres	Low-Rise Plus, Mid-Rise, High-Rise	Determination of the appropriate height of High-Rise buildings will be determined, subject to the required planning studies, through a Secondary-Level Plan and in accordance with the applicable policies in this Plan/
Town Centres	Low-Rise Plus, Mid-Rise	High-Rise buildings may be permitted subject to additional planning studies and other applicable policies in this Plan
Neighbourhood Centres [(1)]	Low-Rise Plus	Mid-Rise buildings may be permitted subject to additional planning studies and other applicable policies in this Plan
Primary Urban Boulevards	Low-Rise Plus, Mid-Rise	High-Rise buildings may be permitted subject to additional planning studies and other applicable policies in this Plan, and where located within a Major Transit Station Area
Secondary Urban Boulevards	Low-Rise Plus, Mid-Rise	High-Rise buildings may be permitted subject to additional planning studies and other applicable policies in this Plan, and where located within a Major Transit Station Area
Corridors	Up to Mid-Rise	
Support Corridor	Up to Low-Rise Plus	

[(1)] Neighbourhood Centres are not identified on Schedule 1A; however, they will be identified through subsequent Secondary-Level Plans.

2.2.3 Centres

What Are Centres?

Centres form part of the **City-Wide Growth Management Framework**. **Centres** are generally focused on one or more **Rapid Transit** or **Regional Rail** stops. The greatest **density** of people and activities will be located around these stops. **Centres** will feature a compact built form and mix of retail, office, parks and open space and, public uses and community facilities such as libraries and government offices, and a variety of housing choices. Due to their compact nature, short trips as a pedestrian or cyclist can be prioritized and maximized.

There are three types of **centres**:

- Urban **Centres**
- Town **Centres**
- **Neighbourhood Centres**

There are three Urban **Centres**, shown on **Schedule 1A**:

- **Downtown** is Brampton's existing economic, cultural, **institutional**, and mobility hub, which comprises the historic core of the city, referred to as the Four Corners, and contributes to Downtown's unique urban fabric. It will

realize the full potential of Brampton's historic Downtown as an advanced education, arts, and life sciences hub.

- **Uptown** will be a new urban core built around **Rapid Transit** connections on Hurontario Street and Steeles Avenue, extending west to Sheridan College, and east toward the 410 and Steeles, or determined through a **Secondary Plan**, presenting an opportunity to plan for the evolution of the area towards a transit-oriented, live-work civic core with expressive built form and spaces.

- **Bramalea** will build upon its roots as an early iteration of a **complete community** and one of the most identifiable landmarks in all of Brampton, continuing to offer more diverse living options than elsewhere in the Urban **Centres**, centred around the mixed-use, transit-oriented **redevelopment** of surface parking lots and shopping centre, serving both the immediately adjacent **neighbourhoods**, as well as the broader city.

Town **Centres** are mixed-use **centres** which serve and connect to surrounding **Neighbourhoods**, providing locations for secondary **intensification** compared with Urban **Centres**. There are six Town **Centres**, which are shown on **Schedule 1A**:

- **Trinity Commons** presents opportunities to redevelop an existing regional mall site as a mixed-use, transit-oriented **redevelopment** of the existing surface parking lots and shopping centre, serving both the immediately adjacent **neighbourhoods**, as well as the broader city.

- **Bramalea GO** will build upon the Bramalea GO Station, and its location along the Kitchener-Toronto Innovation corridor to attract residents and employment uses, including offices, to support the thriving **employment area**.

- **Bram West** will build upon the existing Employment base to create an urban employment mixed-use **centre**, bringing people closer to their places of employment.

- **Bram East** will build upon public investments in the area such as Gore Meadows Community Centre, establishing opportunities for diverse housing forms, and transit **services** throughout northeast Brampton.

- **Heritage Heights** will build upon public investments in the **Rapid Transit** Network, such as the potential Heritage Heights GO Station, and the potential for Brampton's third hospital.

- **Mount Pleasant** has been developed around the Mount Pleasant GO Train station. This urban village provides a range of densities, amenities, and open spaces that can be leveraged to build a complete and walkable community.

2.2.3.1 Each Urban **Centre** and Town **Centre** will be subject to a **Secondary Plan** or **Major Transit Station Area** study, which will establish a vision for each **Centre**.

2.2.3.2 **Neighbourhood Centres** will be identified and delineated through Secondary-Level Planning, and subject to the **Neighbourhoods** policies of Brampton Plan.

What Do We Want to Achieve?

2.2.3.3 In 2051, Brampton's Urban and Town **Centres** will be highly connected hubs of activity that feature a variety of land uses including a diversity of housing types and tenures, and jobs, promoting opportunities for social and economic exchange. Urban and Town **Centres** will be gathering places that serve a regional function where the Mobility Network converges. To achieve this, **development** in Urban and Town **Centres** will:

a. **Foster Vibrant Urban Places. Centres** will maintain and enhance an urban pattern of built form and streets, open space network, site design, enhanced **public realm** and a balanced mix of uses.

b. **Prioritize Sustainable Mobility. Centres** will encourage comfortable and enjoyable **active transportation** facilities, especially with direct connections to **Rapid Transit** stations, while discouraging uses, site design and building forms that create reliance on private automobiles.

Foster Urban Places

Centres are or will evolve to become highly mixed-use environments; with housing, **services**, and amenities serving a wide spectrum of lifestyles such as families, seniors, and young adults. The sharing economy will thrive in **Centres**, including such features as shared office and workspace, as well as shared car and bicycle fleets. **Centres** and **Boulevards** are intrinsically linked. **Boulevards** and intersecting **Corridors** will provide for a full range of transit connections, a high concentration of job opportunities, and existing and new cultural assets will be integrated into the fabric of the community, including those that support the arts and nightlife.

2.2.3.4 Growth in the city will be directed to **Centres** and **Boulevards** as shown on **Schedule 1A** in order to achieve the following:

a. The efficient use of land, **infrastructure** and **services**.

b. A concentration of people and employment opportunities in areas that have convenient access to transit and that supports trips made by active modes of transportation.

c. A broad range of uses in accordance with the permitted uses of this section to support **complete communities** and the creation of **15-minute neighbourhoods** city-wide.

d. Building types and tenures to provide a full mix and range of **housing options**, including opportunities for people of all means and abilities to be affordably, suitably and adequately housed.

e. Places for people to gather safely, celebrate culture and cultural heritage, and promote economic activity.

f. Improved air quality, energy efficiency, and reduced greenhouse gas emissions.

g. **Green infrastructure** to improve surface and **groundwater** quality.

Permitted Uses

Urban and Town Centres

2.2.3.5 The following uses may be permitted within Urban **Centres** and Town **Centres** as shown on **Schedule 1A**:

a. A broad range of uses in keeping with the Mixed-Use designation, including but not limited to residential, commercial, office, cultural, major and **local institutional**, hospitality, entertainment, recreational and other related uses may be permitted. Other uses may be permitted, as determined through the respective Secondary-level plans.

b. Mixed-use buildings with ground related active uses, such as cafes, restaurants, commercial and personal service uses, will be encouraged.

c. The full range of uses described above will not necessarily be permitted on all sites within Urban **Centres** and will be evaluated on a site-by-site basis subject to the policies of this Plan, or relevant Secondary or **Precinct Plans** subject to their approval.

d. New parking facilities within **Centres** will be integrated within buildings and structures. Parking may also be facilitated on-street. Where the land use of an existing mall site is transitioning, surface parking may be permitted on a case-by-case basis.

e. Educational facilities of an urban form will be encouraged.

Neighbourhood Centres

Neighbourhood Centres will provide for a range of **neighbourhood** supportive uses, such as local scale retail, service and office uses, cultural and recreational facilities, contribute to the proximity, **density**, and diversity elements of a **15-minute neighbourhood** and provide amenities for residents to access primarily as pedestrians or by bike or transit.

Neighbourhood Centres include a broad range of **neighbourhood** supportive uses, such as **local institutional**, local commercial and **community services and facilities** to support the creation of 15-minute **complete communities**.

2.2.3.6 In **Neighbourhood Centres**, a broad range of **neighbourhood** supportive uses will be permitted as outlined in the **Neighbourhoods** section to support the creation of 15-minute **complete communities**. Other uses may be permitted subject to Secondary-Level Plans.

Intensity

Urban Centres

2.2.3.7 Urban **Centres** will be planned to achieve the minimum **density** targets established in Part 2.1.

Town Centres

2.2.3.8 Town **Centres** will be planned to achieve the minimum **density** targets established in Part 2.1.

2.2.3.9 Notwithstanding the policies of this Plan appropriate land uses and built form for the Bram East Town **Centre** have been determined through the Highway 427 Industrial **Secondary Plan** (SPA47). Relevant permissions, including densities and heights, are identified through the **Precinct Plans**.

Neighbourhood Centres

2.2.3.10 **Neighbourhood Centres** will be planned to achieve the minimum **density** targets established in Part 2.1 of Brampton Plan, for Greenfield and **intensification** areas.

Form and Function

2.2.3.11 Growth and **development** within Urban and Town **Centres** will primarily occur through **redevelopment** and **intensification**, comprised of compact, high-quality buildings. Growth and **development** will contribute to vibrancy, and high quality urban living within **Centres** by:

a. Adhering to the **City-Wide Urban Design Guidelines**.

b. Placing priority on the pedestrian experience through:

   .i The site layout and building location;

   .ii A building design that reinforces pedestrian comfort and safety;

   .iii Orienting building entrance toward the street;

   .iv Ground related uses that address the street and the orientation of new buildings to create a positive pedestrian experience and high quality **public realm**; and

   .v Supporting pedestrian and user comfort to mitigate **adverse effect** due to inappropriate wind turbulence and velocity within the **public realm**, through design.

c. Offering a variety of formal and informal gathering spaces through the provision of recreational open spaces, city parks, and urban plazas.

d. Leveraging proximity and access to the **Rapid Transit** Network, as well as local bus routes, through direct pedestrian routes, where possible, and the integration of **development** with transit **infrastructure**.

e. Providing for compatibility and harmony in architectural style with adjacent uses that are of architectural or historical significance.

f. Encouraging building design that represents individual creativity and innovation to create a cohesive fabric of buildings, develop a distinctive character and identity of each **Centre**, and contribute positively to the city's image.

g. Encouraging through all public works that a high-quality pedestrian environment is achieved through streetscape improvements such as widened sidewalks, planting street trees, installing benches and other street furniture, providing pedestrian lighting, and integrating public art.

h. Considering publicly-accessible mid-block pedestrian connections through proposed **development** sites connecting with the **Active Transportation Network** on existing and future adjacent sites.

i. Providing massing and architecture within each **Centre** which provides for clearly defined main entrances and windows, enhanced façade treatments along sidewalks and walkways, and the provision of weather protection features that support the pedestrian environment.

j. Regulating through the Zoning By-law, as appropriate, requirements for maximum lot coverage, minimum landscaped open space, minimum lot size, building stepbacks, height, front and side yard setbacks, massing, floor area, roofline, and/or materials.

2.2.3.12 Permitted building heights will step down from Town **Centres** to provide the appropriate transition to areas adjacent to the **Neighbourhoods** designation.

2.2.3.13 For **development** proposed on **large lots**, a grid-pattern of public streets and publicly accessible mid-block pedestrian connections or in special circumstances private streets, will create smaller human-scaled blocks to facilitate **development** and/or **redevelopment** over time.

What are large lots?

Large lots are identified as sites that are sufficiently large enough that they require new streets and blocks.

2.2.3.14 The height and intensity of Town **Centres** will not exceed that of the Urban **Centres** identified in this Plan.

Secondary Plans

2.2.3.15 The minimum **density** targets within each **Centre** are identified in T**able 2** of Part 2.1 of Brampton Plan. **Secondary Plans** will allocate the minimum **density** target within the boundaries of each **Centre**.

2.2.3.16 Each Urban **Centre** and Town **Centre** will be subject to a **Secondary Plan**, in accordance with the Region of Peel Official Plan, that will:

a. Achieve a minimum combined gross **density** target of jobs and people per hectare for as established in **Table 2** of Part 2.1.

b. Set out the local vision, goals and a **development** framework consistent with this Plan.

c. Establish goals and policies for managing change and creating **transit-supportive** mixed-use areas that are tailored for each **Centre**, considering the **Centre**'s relationship to other **Centres**, surrounding **Neighbourhoods**, and the rest of the City and surrounding region.

d. Support **affordable** housing targets and identify site for **affordable** housing opportunities.

e. Set out the location, mix and intensity of land uses within the **Centre** and supports walkable, connected **neighbourhoods**.

f. Support growth within the **Centre** and provide sensitive transition in scale, **density** and form to adjacent stable **Neighbourhoods** within and outside of the **Centre** by establishing boundaries for the **development** area and providing policies for appropriate transition.

g. Identify how existing retail **centres** will gradually redevelop into **complete communities**.

h. Assess the supply of local parks and open spaces within the **Centre**, and enhance existing parkland, through parkland dedication policies to meet the needs of the existing and future population.

i. Assess the adequacy of existing **community services and facilities** and develop and implement a strategy for the timely provision of these **services** and facilities, in the form of Community Hubs, where appropriate to meet the needs of a growing population.

j. Assess opportunities for energy **conservation** and distribution, including peak demand reduction, resilience to power disruptions, and smaller-scale local energy solutions that incorporate renewable energy, **district energy**, combined heat and power or energy storage.

k. Assess opportunities for **green infrastructure** including but not limited to tree planting, **stormwater** management, urban agriculture, and green roofs.

l. Identify or indicate urban design and **sustainability** objectives, guidelines, and parameters.

m. Evaluate the **transportation system**, including any opportunities to retrofit the existing network to accommodate a fine grain street network, and **active transportation network**.

n. Evaluate **infrastructure** capacity.

o. Evaluate **cultural heritage resources**.

p. Evaluate the **Natural System**.

q. Addresses land use compatibility, in accordance with the Provincial Policy Statement and provincial standards.

r. Considers the impacts of climate change, including the reduction/**mitigation** of the urban heat island effects, urban canopy, and **stormwater** management.

Prioritize Sustainable Mobility

Brampton's **Centres** will be the most highly connected locations in the entire city, being hubs for **rapid transit**, rail, and major **active transportation** routes. **Centres** will offer the city's premier walking experience. The following policies support the intrinsic connection between **Centres** and objectives for the Mobility Network and support the prioritization of **active transportation**.

2.2.3.17 The Mobility Network within **Centres** will emphasize walking, rolling, and micromobility for short trips, and transit for longer trips, such that convenience and safety for pedestrians, cyclists and transit users will take priority over private automobile access and movement in **Centres**.

2.2.3.18 The **streets network** within **Centres** will strive to achieve a fine grain street network.

2.2.3.19 All new and reconstructed streets in **Centres** will include pedestrian and cycling facilities appropriate for their context and may include grade separated bicycle lanes.

2.2.3.20 Shared car and bicycle parking facilities and carshare/bikeshare programs will be encouraged within **Centres**.

2.2.3.21 Minimum automobile parking will not be required for **development** within **Centres**. The Zoning By-law will include standards related to minimum indoor bicycle parking spaces and bicycle facilities and may include standards related to minimum electric vehicle parking or car-share spaces.

2.2.3.22 The expansion of existing and **development** of new automobile-oriented uses, such as gas bars and drive-throughs are prohibited in **Centres**.

2.2.3.23 Where new **development** includes structured parking as an **accessory use** within **Centres**, such parking will be located mainly underground or, if within the principal building, not along the frontage of any public street.

2.2.4 Boulevards and Major Transit Station Areas

What Are Boulevards and Major Transit Station Areas?

Boulevards are important places for movement, living, and commerce along major streets where re-urbanization and **intensification** is anticipated and encouraged, although at a lower-scale than **Centres**. **Boulevards** are intrinsically linked to the city's **Centres** and Mobility Network to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for the community. The design and function of **Boulevards** will focus on place-making, bolstering the City's image through excellence in design and public art. **Boulevards** will support climate resilience through increased tree canopy, enhanced streetscape treatments and other **landscape** improvements, interventions, and ecological features.

There are two types of **Boulevards** – Primary Urban **Boulevards** and Secondary Urban **Boulevards**. Primary Urban **Boulevards** generally connect Urban **Centres** and will serve as the most vibrant and prominent streets in the city, supported by Light Rail Transit (LRT) or **Bus Rapid Transit** (**BRT**). They are destinations, where **development** will focus on design excellence, placemaking and creating lively and vibrant spaces, but also providing critical connections to the rest of the city and region. There are three Primary Urban **Boulevards** shown on **Schedule 1A**.

Secondary Urban **Boulevards** are streets with a mix of uses which provide a transition in scale and intensity of use between Primary Urban **Boulevards** and other areas of the city. Secondary Urban **Boulevards** connect key destinations, such as major shopping and employment lands and serve surrounding **Neighbourhoods**. There are ten Secondary Urban **Boulevards** shown on **Schedule 1A**.

The framework for new **development** on each **Boulevard** will be established by Secondary-Level Plans and **City-Wide Urban Design Guidelines** created in consultation with the local community.

Major Transit Station Areas are intended provide a range and balanced mix of **transit-supportive** uses and densities that support the existing and planned Transit and **Active Transportation Networks**. To achieve the City's **affordable** housing objectives, a variety of **housing options** that include a mix of **affordable** rental and ownership housing types and unit sizes are encouraged to be provided.

The Mobility Network within **Major Transit Station Areas** is intended to be designed to support and integrate **active transportation**, local transit **services** and inter-municipal/inter-regional **higher order transit services** that will achieve safe and convenient multimodal access for pedestrians and cyclists to stations and the surrounding area.

Major Transit Station Areas include new parks, trails, and open spaces to serve residents and employees, including the integration and connection of these spaces with the City's broader parks and trails network. These areas will develop with the principle of **sustainable development** to achieve a balance between the social and economic needs of the community, and environmental and cultural **conservation**.

What Do We Want to Achieve?

2.2.4.1 **Boulevards** will be transformed incrementally over this Plan's planning horizon and will vary in terms of intensity, form, and scale depending on the level of transit investment. To achieve this, **development** in **Boulevards** will:

a. **Cultivate Sustainable Urban Places. Boulevards** will be urban places where people live, work, and play and respond to **Major Transit Station Area**s and transit investment along the **corridor**. Buildings will fit into their existing or planned context, adhere closely to the street, creating a continuous cluster of activity.

b. **Support Transit Viability.** Appropriate **development** densities and form **Boulevards** within **Major Transit Station Areas** will create the critical mass **essential** to make local transit systems viable.

c. **Create Complete Streets. Boulevards** function as key meeting places in the city due to the Major Transit Stations Areas along them, bringing residents to these desirable locations and to the mix of amenities, **services**, and shops. Along these **higher order transit** spines, most people walk, roll, or cycle to and from transit stops to their destination, along a safe, comfortable, and enjoyable **public realm**.

d. **Enable Characteristics for Modern Living**. **Boulevards** will have several **essential** characteristics for modern living and working, as well as being a focal point and destination for activity. The design of **Boulevards** will comprise of buildings that frame the street, at a scale and form that is supportive as well as respects the existing context. A mix of uses with at-grade commercial uses will support a vibrant and diverse **public realm**.

Boulevards follow several major streets throughout the City and will continue to link our communities together as they have in the past but will become places to visit and experience themselves. As captured through the 2040 Vision, **boulevards** will have several **essential** characteristics for enjoyable, modern living and working as well as being a fun destination. Physically, it will be a tight **corridor** of denser **developments** and scale with a mix of uses and continuous commerce at grade. Buildings will be close to the street with a continuous street wall and activities coming onto the sidewalks – cafes, shopping, and amenities – with trees and special lighting supporting the experience for street users. These **boulevards** are a transit spine, but also reflect their own unique place to visit.

Boulevards will support the creation of **15-minute neighbourhoods** by facilitating locations for employment, commercial, retail, and housing as well as physical and social focal points for adjacent **neighbourhoods**.

The policies of this section are intended to enhance the mixed-use nature of the City's **Boulevard** while recognizing that Primary and Secondary **Boulevards** will differ in character and function over time. **Boulevards** provide a significant opportunity for creating animated places through investment in **infrastructure**, **residential intensification**, **infill** and **redevelopment**, and careful attention to urban design.

2.2.4.2 Primary and Secondary **Boulevards** are shown as linear overlays on **Schedule 1A**. The **Boulevard** overlay generally applies to any lot with frontage on the **Boulevard**, provided that:

b. The lot has direct frontage onto the **Boulevard**.

c. Where a side street intersects with a **Boulevard** or where a lot has frontage on both a **Boulevard** and a parallel or side street, the permissions for a **Boulevard** may include one or more lots on the side of the street so as to extend the **Boulevard** designation along the side street.

d. Where a **Boulevard** is adjacent to a parcel with dual frontage on paralleling roads, **development** will have regard for both frontages, considering the surrounding planned and built contexts to support the transition from the **boulevard** and surrounding context.

e. The **Boulevard** overlay will not apply to lands within the Natural Heritage System designation.

Permitted Uses

Primary & Secondary Urban Boulevards

2.2.4.3 The following policies apply to Primary and Secondary Urban **Boulevards** shown on **Schedule 1A**:

a. A broad range of residential, retail, office, cultural, **institutional**, hospitality, entertainment, recreational and other related uses may be permitted. Residential uses may only be permitted on lands designated Mixed-Use Employment in accordance with the policies for the Mixed-Use Employment designation within certain **Major Transit Station Area**s, subject to the outcomes of the respective **Major Transit Station Area** study.

b. The full range of uses described in this section will not necessarily be permitted on all sites within Urban **Boulevards** and will be evaluated on a site-by-site basis subject to the policies of this Plan, or relevant Secondary or **Precinct Plans**, subject to their completion.

c. Sensitive land-uses will not be permitted in Primary Urban **Boulevards** within the Lester B. Pearson Airport Operating Area.

d. Mixed-use buildings will be encouraged to front onto Primary Urban **Boulevards**. New single use buildings are discouraged.

e. Urban Parks and Squares will be encouraged.

f. Commercial and personal service uses in a mixed-use building will be encouraged to be located at grade and fronting a public street.

g. The design of new **development** will consolidate and where achievable, relocate parking and service areas underground or to where they are not visible from streets and pedestrian areas. New accessory surface parking lots along Primary Urban **Boulevards** will be discouraged and will not be permitted to front along a Primary Urban **Boulevard**.

h. Single use buildings are permitted on portions of the Secondary Urban **Boulevard** that are not within delineated **Centres**.

i. Primary and Secondary **Boulevards** beyond those identified on **Schedule 1A** may be identified and designated through amendments to the City's **Secondary Plans**.

Intensity

2.2.4.4 Primary and Secondary Urban **Boulevards** will redevelop over time as higher **density** mixed-use areas, focusing on residential and employment **intensification** for the existing **Community** and **Employment Areas** respectively, that they overlay.

2.2.4.5 The evaluation of height and built form will consider access to sunlight by adjacent properties, wind impacts, view **corridors**, visual impacts on the **Natural System** , and potential impacts on public spaces and heritage properties located in close proximity to proposed **development**.

2.2.4.6 New **development** within Primary and Secondary Urban **Boulevards** will have regard for the existing character and built form of adjacent lower **density Neighbourhoods** and provide transition in accordance with the design policies of this Plan.

2.2.4.7 Implementing **Secondary Plans** or **Precinct Plans** will include policies to ensure that the intensity of **development** is appropriate for individual sites, including residential areas outside of Primary or Secondary Urban **Boulevards**.

2.2.4.8 The highest intensity will be directly adjacent to transit stations located within the Primary and Secondary Urban **Boulevards**.

Form and Function

2.2.4.9 **Development** along either side of Primary and Secondary Urban **Boulevards** will achieve a high level of design excellence in conformity with the Urban Design policies of this Plan, including relevant Secondary-Level Plans, and in accordance with the **City-Wide Urban Design Guidelines** and area specific Urban Design Guidelines, to:

a. Make a positive contribution to an active **public realm**.

b. Define the distinct character of the street and street edge.

c. Promote architectural diversity and **sustainable development** practices in building and open space design.

d. Improve the City's image, and climate resilience through increased tree canopy, other **landscape** interventions, and ecological features.

e. Design and site buildings based on their relationship to their context, their character and use, their ability to enhance existing site conditions, and positively contribute to adjacent **development** and the **public realm**.

f. Transition in height and massing, including the relationship of the building to the width of the public right-of-way, setbacks and separation distances between buildings, and adjacent or abutting **development**.

g. Provide safe connections to pedestrian and cycling routes and convenient access to public transit.

h. Achieve continuity in building placement, views and vistas of identified landmarks.

i. Create comfortable microclimatic conditions including sunlight access and wind conditions and emphasizes public safety.

j. Create adequate privacy conditions for residential buildings and their outdoor amenity areas.

k. Provide linkages to Urban and Town **Centres** through **Higher order Transit** and **active transportation** connections.

l. Where possible, offer a variety of formal and informal gathering spaces through the provision of **recreation** open spaces, city parks, urban plazas, and community-led **services**.

m. Support areas designated Mixed-Use comprised of a broad range of uses, including but not limited to residential, major **institutional**, office, commercial/retail/**institutional** uses in an urban format, and other uses that may support Primary and Secondary Urban **Boulevards** as places for people to live, work, and play locally.

n. Ensure through all public works that a high-quality pedestrian environment through streetscape improvements, such as widened sidewalks, upgrading the sidewalk material, planting street trees, installing benches and other street furniture, providing pedestrian lighting, and integrating public art, is achieved.

o. Encourage building design that:

   .i Incorporates architectural detailing and features to increase comfort, add interest and achieve a good relationship with neighbouring **development**;

   .ii Orients primary facades and locates pedestrian entrances on public street frontages;

.iii Encourages human interaction and activity at the street level and avoids blank facades along public streets and spaces;

.iv Allows space for activities such as vending and outdoor seating along commercial frontages; and,

.v Provides screening of parking, service areas, and building utilities along public streets.

p. On **large lots**, establish a grid-pattern of public streets and publicly accessible mid-block pedestrian connections, or in special circumstances private streets, to create smaller human-scaled blocks to facilitate **development** and/or **redevelopment** over time.

2.2.4.10 The Zoning By-law, together with Site Plan Control, and other regulatory tools as appropriate, will include requirements for maximum lot coverage, minimum landscaped area, minimum lot size, building stepbacks, height, front and side yard setbacks, massing, floor area, roofline, as appropriate, having regard for:

b. Gradation and transition in permitted densities and mix of housing types, in accordance with the Urban Design policies of this Plan;

c. Appropriate interfaces with the **public realm**, including features that occupy both public and private land such as trees;

d. Active frontages and ground related non-residential uses to encourage walkability and street life; and,

e. The intended **density** to be accommodated within the permitted building envelope.

Supporting Transit Viability

Appropriate **development** densities and form will create the critical mass **essential** to make local transit systems viable. **Intensification** will help reduce revenue-cost ratios and provide cost-effective and high levels of transit service, reflecting significant investments in the Transit Network

2.2.4.11 **Schedules 1A** and **1B** identifies the boundaries and locations of both Primary and **Planned Major Transit Station Areas**.

2.2.4.12 When a **Planned Major Transit Station Area** is amended to a Primary or **Secondary Major Transit Station Area** by way of an amendment to the Region of Peel Official Plan, the Mixed-Use designation will then be applied to those portions outside of an **Employment Area** by way of an amendment to this Plan.

2.2.4.13 New **Primary Major Transit Station Areas** may only be identified through a Region of Peel Official Plan Amendment process completed by the Region of Peel. A new Mixed-Use designation may only then be applied by way of an amendment to this Plan.

2.2.4.14 The growth and **development** of **Boulevards** will be supported by the **Rapid Transit** Network. The City will assess and plan for **Rapid Transit corridors** located along **Boulevards** to maximize connectivity between **Centres**.

2.2.4.15 The City will work with senior levels of government to review the status of transit infrastructure and evaluate land use changes in order to reclassify **Planned Major Transit Station Areas** identified on **Schedule 1** to be Primary or Secondary **Major Transit Station Areas**, in accordance with the Region of Peel Official Plan.

2.2.4.16 The status of transit infrastructure identified on **Table 3** shall be considered when planning for the staging and sequencing of growth and development in delineated **Major Transit Station Areas**.

2.2.4.17 Lands within **Primary Major Transit Station Areas** will be developed in accordance with land use designations shown on **Schedules 13A-13N** to generally meet the following objectives:

b. Support an appropriate mix of **transit-supportive** uses and densities and a compact urban form that contribute to the **development** of healthy and **sustainable complete communities**;

c. Concentrate the highest intensity within close proximity to the transit station or stop and transition to a lower intensity built form for properties that do not have frontage along existing or planned high order transit **corridors**;

d. Provide appropriate transitions in height and **density** to adjacent established low **density** residential areas, provided planning outcomes are achieved for MTSA areas, including **density** targets;

e. Provide an **active transportation network** throughout, including multimodal access to stations and connections to nearby **major trip generators**;

f. Provide a range and mix of **housing options**, unit sizes and tenure, including **affordable** housing, to attract a broad range of demographics and to meet local needs;

g. Provide a variety of **institutional**, employment and commercial opportunities;

h. Provide a diverse, **equitable** and inclusive set of public uses in locations that provide convenient access to all residents and employees;

i. Provide active ground floor related uses and active street frontages;

j. Provide an adequate amount of public or private park and open spaces that integrate with and enhance the existing city-wide parks and open space system;

k. Preserve the natural heritage system, and appropriately integrate **cultural heritage resources**;

l. Support high quality **public realm** improvements;

m. Provide a strategic approach to parking management that will prioritize and incentivize transit use and **active transportation**, as well as optimize parking utilization through measures including, but not limited to, shared parking;

n. Stage **development** to ensure that the appropriate **infrastructure services** and amenities are delivered in a manner that supports the **development** of **complete communities**; and,

o. Contribute to building resilient, low-carbon, and green communities.

Creating Complete Streets

Boulevards provide opportunities for **active transportation** linkages and mixed-use **intensification** in support of transit investment. **Boulevards** provide strong linkages that connect and allow for efficient movement of people and strategic movement of goods. The following policies support the intrinsic connection between **Boulevards** and objectives for the Mobility Network and support the prioritization of **active transportation**.

Streets and blocks provide the framework upon which Brampton's urban form is built. Streets form the perimeter of blocks and provide access to, and connections between different blocks. Blocks are the spaces for accommodating buildings and land uses within the defined pattern of streets. Together they can create a well-defined urban fabric that is attractive, safe, pedestrian-oriented and **transit-supportive**. The organization and layout of streets and blocks provides a functional framework for transitioning, accessing, and integrating a diverse mix of land uses of varying intensity and scale. Their design and use can influence Brampton's urban form and contribute to placemaking by highlighting prominent landmarks such as natural and cultural heritage features, architecturally significant buildings, **landscapes**, parks and open spaces and public art. The quality and comfort of streets, and the size of a block, also shape the perceptions of a community and influence the community to choose walking as a viable mode of travel. A well-defined street grid provides blocks of a scale and dimension that is human, comfortable, and walkable.

2.2.4.18 The Mobility Network along **Boulevards** will emphasize and provide:

a. Walking, cycling, and micromobility for short trips, and cycling and transit for longer trips, such that convenience and safety for pedestrians, cyclists and transit users will take priority over private automobile access and movement along **Boulevards** and between **Centres**.

b. Enhanced pedestrian facilities, including wider sidewalks, pedestrian-priority at intersections and fully separated cycling facilities, in accordance with the **Complete Streets** Guide.

2.2.4.19 There may be no minimum automobile parking required for **development** along **Boulevards**, with the exception of accessible and visitor parking spaces. New **development** will provide for an adequate provision of indoor bicycle parking spaces and may include electric vehicle parking or car-share spaces.

2.2.4.20 The expansion and the **development** of new automobile-oriented land uses, such as gas bars and drive through establishments, are prohibited in **Boulevards**.

2.2.4.21 Where new **development** includes parking as an **accessory use**, such parking will be located mainly underground or, if within the principal building, not fronting a public street.

2.2.5 Corridors

What Are Corridors?

Transit is critical to connecting people to places across the City of Brampton and beyond, making these transit **corridors** key locations for transit-supported **development**. **Rapid transit** in Brampton is comprised of Priority Bus **services** such as Züm **Rapid Transit**. Future **rapid transit services** are also being planned to connect Brampton, including but not limited to the Highway 407 **Bus Rapid Transit corridor** and several planned **Bus Rapid Transit corridors** along Steeles Avenue, Bovaird Drive, and Mississauga Road.

Corridors are specific streets served by Priority Bus **services** such as Züm, whose planned function will aim to combine a **transit-supportive density** of **development** and a greater degree of mixed-uses over the planning horizon of this Plan. It is anticipated that these **corridors** will eventually support higher-order transit and evolve to become Urban **Boulevards** beyond the planning horizon of this Plan.

What Do We Want to Achieve?

2.2.5.1 Brampton Plan will plan for future growth and **intensification** that is supported by **rapid transit**, focusing on networks and systems that connect people and places, make transit viable, and build great places within and across the city. To achieve this, Brampton Plan will:

a. **Plan for the Evolution of Corridors.** Apply appropriate planning permissions along **Corridors** to set the stage for their function, form, and change.

b. **Support Transit Viability.** Set out direction to achieve appropriate **development** densities to create transit-supported communities.

Plan for the Evolution of Corridors

Corridors within the City can generally be characterized as streets with single-family rear lot frontages, supported by Züm. As the city evolves, it is critical to foster these **corridors** as transit-oriented **developments** that support a greater mix of uses appropriate to their location in the **City Structure**. Over the life of this Plan, it is anticipated that **development** in these areas will occur predominantly through **intensification** and **redevelopment**. This section establishes specific policies for **Corridors** and those properties with frontage along **Corridors**.

Defining the Corridor Overlay

2.2.5.2 **Corridors** are shown as linear overlays on **Schedule 1A**. The **Corridors** overlay generally applies to any lot with frontage on the **Corridor**, provided that:

a. The lot has direct frontage onto the **Corridor**.

b. Where a side street intersects with a **Corridor** or where a lot has frontage on both a **Corridor** and a parallel or side street, the permissions for a **Corridor** may include one or more lots on the side of the street so as to extend the **Corridor** designation along the side street.

c. Where a **Corridor** is adjacent to a parcel with dual frontage on paralleling roads, **development** will have regard for both frontages, considering the surrounding planned and built contexts to support the transition from the **corridor** and surrounding context.

d. The **Corridor** overlay will not apply to lands within the Natural Heritage System designation.

Permitted Uses within the Corridor Overlay

2.2.5.3 In addition to the heights outlined in **Table 5, development** in **Corridors** will provide a transition to lower scale **Neighbourhoods** in accordance with the policies of this Plan.

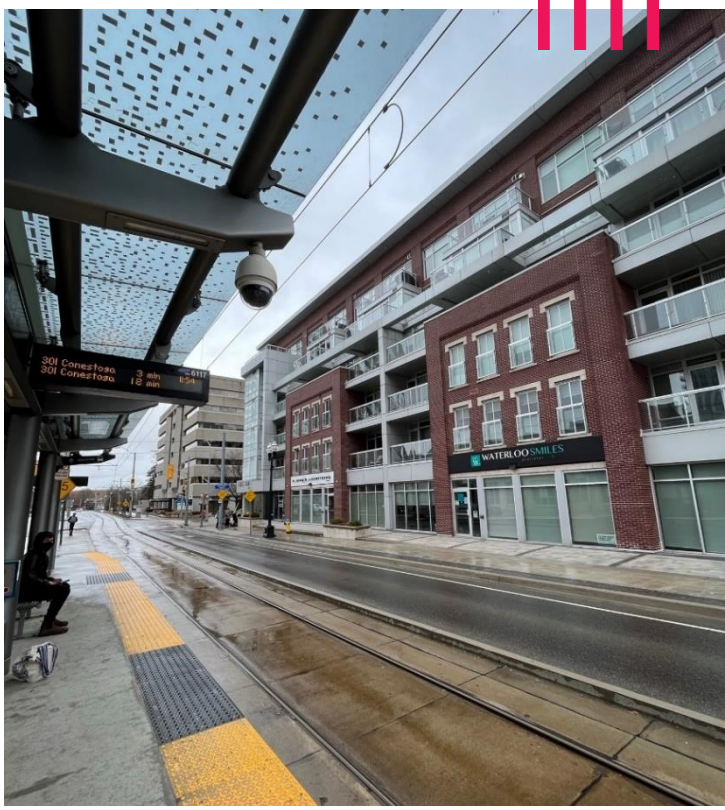
2.2.5.4 Where **development** is proposed within the Mixed-Use designation with a **Corridor** Overlay, the permitted uses for the Mixed-Use designation will prevail.

2.2.5.5 Where a **Corridor** overlay overlaps with an Employment or Mixed-Use Employment designations, the Employment and Mixed-Use Employment designation policies prevail.

Form and Function within the Corridor Overlay

Areas within the **Corridor** overlay are intended to develop in a compact urban form with a streetscape design and building arrangement prioritizing transit access, pedestrian and cyclist use and circulation, and the creation of vibrant places for people.

2.2.5.6 To provide appropriate transitions to adjacent **Neighbourhood** designations, **development** within the **Corridor** overlay will:



a. Facilitate transit supportive **development** and increased transit ridership along the **corridor**;

b. Introduce buildings that locate the maximum permitted building heights and highest densities oriented toward and along the **Corridor**, subject to the **building typologies** set out in **Table 4** and the Urban Design policies of this Plan;

c. Incorporate **landscape** buffers, where appropriate; and,

d. Locate and be designed to minimize the effects of shadowing and overlook on nearby and adjacent properties.

2.2.5.7 Within the **Corridor** overlay, **development** where appropriate will:

a. Ensure appropriate transition in height and use of land to where the overlay meets abutting designations.

b. Ensure that mid-block pedestrian connections are established from the **Corridor** to nearby streets.

c. Where the site is a **large lot**:

.i Establish an enhanced circulation network through the site that prioritizes the needs of pedestrians, cyclists, and transit users by creating smaller human-scaled blocks.

.ii Build phases closest to the **Corridor** prior to the **development** of phases located at the rear of the site.

.iii Prohibit functions or uses likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare, or high levels of truck traffic.

2.2.5.8 Where a **corridor** intersects a paralleling street, **development** will address both street frontages with added emphasis fronting the **Corridor**.

2.2.5.9 Vehicular access will generally be provided from the parallel or side street and via consolidated access. Planning and development applications which proceed in advance of a **Secondary Plan** or **Precinct Plan** may be required to prepare an access concept that demonstrates the developability of adjacent parcels.

2.2.5.10 Where transit supportive **development** and densities are proposed, reduced or removed parking requirements will be considered to take advantage of the higher level of transit service along **Corridors**.

Support Transit Viability

Support corridors (Schedule 3B) are transit veins that provide connectivity throughout **Neighbourhoods** to Brampton's **Strategic Growth Areas**, specifically **Major Transit Station Areas**, **Centres**, **Boulevards**, and **Corridors**. They are local routes that connect to and feed into the **higher order transit** network, specifically the Light Rail Train and **Bus Rapid Transit** lines in the city. **Support corridors** will undergo gentle **intensification** to provide transition in the **Neighbourhoods** designation, supporting lower-density and modest height transition to support transit-oriented growth to surrounding lands designated Mixed-Use and Mixed-Use **Employment Areas**. These **support corridors** will provide relevant **Neighbourhood** amenities to support the creation of **15-minute neighbourhoods**, provide key connections, support liveability for residents and provide vibrant, lower-scale urban environments that help people to live, work and play within a 15-minute walk, bike ride or transit ride. Generally, the low-rise plus height category will be supported in these locations, with Secondary and **Precinct Plans** identifying the appropriate low-rise form **density** to promote **missing middle housing** typologies and support appropriate context-specific **intensification** across Brampton's **Neighbourhoods**.

Defining the Support Corridor Overlay

2.2.5.11 **Support Corridors** are shown as linear overlays on **Schedule 3B.** The **Support Corridors** overlay generally applies to any lot within 400-800 metres of a **Support Corridor**, provided that:

a. Where a **Support Corridor** intersects with another overlay, the overlay policies of the **Centre**, **Boulevard** or **Corridor** will prevail.

b. Where a **Secondary Plan** or **Precinct Plan** defines a **Support Corridor** differently, the boundaries of the plan will prevail.

c. The **Support Corridor** overlay will not apply to lands within the Natural Heritage System designation.

2.2.5.12 Ensure that the form of buildings promotes a compatible physical and land use relationship between **developments** within the various land use designations.

Permitted Uses within the Support Corridor Overlay

2.2.5.13 Where **development** is proposed within **Neighbourhoods**, the permitted uses for the designation will prevail.

Form and Function within the Support Corridor Overlay

Areas within the **Support Corridor** overlay are intended to accommodate compact, urban form transitioning to lower-scale residential areas.

2.2.5.14 To provide appropriate transitions to adjacent designations, **development** in the **Support Corridor** overlay will:

a. Locate buildings that are taller in height than existing low-density rise **neighbourhoods** that are located on or within 800 metres of a **Support Corridor**, as identified through **Table 5** of this Plan;

b. Support **infill** opportunities and promote the **development** of **missing middle housing** typologies to support the transition between lower-density rise **neighbourhoods** and higher rise **developments**;

c. Support small lot assembly to promote the **development** of **missing middle housing** typologies; and,

d. Provide safe connections to pedestrians and cycling routes, with convenient and walkable areas accessible to public transit.

2.2.6 Mixed-Use

What is Mixed-Use?

Mixed-Use areas are locations in Brampton that facilitate a significant amount of urban growth until 2051 and beyond, achieving a broad range of planning objectives set out by Brampton Plan. Mixed-Use areas will be located to optimize opportunities for accessing planned public transit facilities and, when developed, will reflect the characteristics of **complete communities**. Mixed-Use areas will provide for **complete streets** with comfortable pedestrian access to stores, restaurants and other businesses, co-located with residential or office uses. These areas will reduce the need to own cars, thereby promoting use of **sustainable** modes of transportation and encouraging social and economic exchange. Flexibility is provided for future **redevelopment** in these areas to accommodate increases in population and jobs, strategically located close or adjacent to transit. There may also be locations across the city where a mix of uses help to promote **intensification** and support the objective of creating 15-minute communities, notably within **Neighbourhood Centres** and **Corridors**.

The Mixed-Use designation applies to urban areas across the City and will be designated on **Schedule 2** as a result of the appropriate Secondary or Precinct Planning Study. Areas that are subject to the Mixed-Use designation include:

- Urban **Centres**, including the Provincial Urban Growth Centre
- Town **Centres**
- **Neighbourhood Centres**
- **Boulevards**
- Existing Retail Areas
- Major **Institutional** Areas
- **Corridors** and **Support Corridors**
- **Major Transit Station Areas** in non-**Employment Areas**

Lands designated Mixed-Use are located primarily within the **Centres**, **Boulevards**, and **Corridors** overlays shown on **Schedule 1A**.

Not all lands designated Mixed-Use will experience the same scale or intensity of **development**, therefore further distinctions on where the height and intensity is appropriate will occur through Secondary-Level Plans to help reflect the context of their surrounding areas and relevant transportation **infrastructure**.

What Do We Want to Achieve?

2.2.6.1 In 2051, Brampton's Mixed-Use areas will be vibrant, unique urban places that support the creation of compact, **complete communities**. To achieve this, Brampton Plan will:

a. **Plan for Intensification.** Mixed-Use areas will support increased population, employment and **household** growth through a broad range of uses that create places where residents can live, work and play in a manner that helps to achieve reduced emissions, improve energy efficiency, promote **sustainable** transportation options, increase resilience to climate change and create great places to experience across Brampton.

b. **Protect and Plan for the Future of Major Institutional Areas.** Within the Mixed-Use designation, the intent is to build upon the role of the institutions by providing opportunities for urban, high intensity **development** that serves the needs of visitors, employees, and residents affiliated with the anchor institution and the surrounding region.

Plan for Intensification

Planning for growth in the Mixed-Use designation will support Brampton in achieving minimum **density** targets, as established by the City and the Region to meet **transit-supportive** densities in these key growth locations. **Strategic Growth Areas** have been defined in Part 2.1 and will be the main locations for the Mixed-Use designation.

Defining the Mixed-Use Designation

2.2.6.2 Lands designated Mixed-Use on Schedule 2 will:

a. Facilitate **transit-supportive development** and increased transit ridership, providing the highest level of connectivity for the immediate surrounding uses to create 15-minute, **complete communities**.

b. Concentrate a broad range of uses that create attractive multi-storey street-related building environments.

c. Ensure that new **development** is compatible with the character and pattern of adjacent and surrounding **development**, while providing adequate landscaped open space, park space and community **services** to residents. This means locating and massing new buildings to provide a transition between areas of different **development** intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale **Neighbourhoods**.

d. Encourage a high quality of urban design in alignment with the design policies in Part 3.1 of this Plan.

e. Promote **sustainable development** practices in alignment with the **Sustainability** and Climate Change policies of this Plan, including but not limited to creating community gardens and implementing **District Energy** Systems.

f. Support the achievement of the housing targets identified in the Housing and Social Matters policies of this Plan, including the creation of **affordable** housing, rental housing, as well as family-friendly housing units in key growth areas.

g. Have connection and access to community **services**, including schools, parks, community centres, libraries and childcare.

h. Improve the pedestrian experience by making it attractive, comfortable and safe.

i. Meet or exceed the minimum **transit-supportive density** targets established in Part 2.1 of this Plan.

Permitted Uses within the Mixed-Use Designation

2.2.6.3 The following range of uses may be permitted within the Mixed-Use designation on **Schedule 2**:

a. A mix of residential, including **affordable** and rental **housing options**, commercial, **institutional**, office, restaurant and service uses, with the exception of motor vehicle and self-storage uses;

b. Mixed-use buildings, with retail and service uses on ground level, and residential and non-service office uses generally directed to the rear of buildings and to upper floors;

c. **Community services and facilities** provided these are located on an arterial or major collector road; and,

d. **Missing middle housing** options to support the transition between Mixed-Use and adjacent designations.

2.2.6.4 The full range of uses will not necessarily be permitted on all properties designated Mixed-Use. Such uses will only be permitted in conformity with the policies of this section, the respective Overlay, if applicable, as well as the applicable Secondary-Level Plan or **Major Transit Station Area** study.

2.2.6.5 The expansion and the **development** of new automobile-oriented land uses, such as gas bars and drive throughs, are prohibited in the Mixed-Use designation.

2.2.6.6 Within **Provincially Significant Employment Zones** and the Lester B. Pearson Operating Area, residential and other sensitive uses, including but not limited to schools and day cares, will not be permitted.

Protect and Plan for the Future of Major Institutional Areas within Mixed-Use Areas

Major **Institutional** areas are key post-secondary education, and healthcare hubs, including correctional institutions, which together serve as significant places of work in the city. These major institutions are among the largest employers in the city and attract thousands of employees, professionals, patients, students, and visitors every day. A thriving, adequately funded network of major institutions must be supported in Brampton to support a diverse economy. As the population of the GTA grows, there will be a growing demand for expansion of our hospital and post-secondary education networks. These major institutions are also home to a core concentration of research, cultural and educational institutions that are fundamental to emerging economic sectors.

The Mixed-Use designation will apply to these prominent anchor institutions and the areas around them. The intent is to build upon the role of the institutions by providing opportunities for urban, high intensity **development** that serves the needs of visitors, employees, and residents affiliated with the anchor institution and the surrounding region.

Post-Secondary Education

Post-secondary Education, including universities and colleges, as well as trade and vocational schools are primarily the responsibility of the Province of Ontario. The City will work in collaboration with senior levels of government to identify needs and

ensure the provision of high quality Post-secondary Educational Opportunities are available to the community to support the goals and objectives of this Plan.

2.2.6.7 The City will continue to pursue funding from the Province and other sources for the establishment, and expansion of Post-secondary Education in Brampton including:

a. Expansion of Sheridan College, located at the intersection of McLaughlin Rd & Steeles Ave W in the Uptown Urban **Centre**;

b. Expansion of Algoma University in Brampton, located in the Downtown Urban **Centre**; and,

c. The establishment and expansion of Toronto Metropolitan University in the City of Brampton.

2.2.6.8 New Post-secondary Educational Opportunities will be directed to Urban **Centres** and Town **Centres**.

Health Care Facilities

Health care facilities, such as hospitals, are primarily the responsibility of the Province of Ontario. The City will work in collaboration with senior levels of government to identify needs and ensure the provision of high quality health care facilities and related **services** to the community.

2.2.6.9 The City will, in conjunction with other levels of government and William Osler Heath Network, continue to pursue funding from the Province and other sources for the **development** and improvement of Health Care Facilities in Brampton including:

a. Relief and expansion of Brampton Civic, Brampton's only full-service hospital.

b. Reinvestment and conversion of the Peel Memorial Centre for Integrated Health and Wellness, located in the City's Downtown to a 24-hour Hospital Campus.

c. The acquisition of land, construction and operations of a new hospital campus located in Northwest Brampton.

2.2.6.10 Medical office space, **hospice**, long-term care, seniors housing, **assisted living**, and other supportive uses are encouraged to be located in close proximity to Health Care Facilities to lessen the burden on the Health Care system, subject to the policies in the applicable **Secondary Plan**.

2.2.6.11 The establishment of facilities that provide a comprehensive range of health care **services** within existing and new communities is encouraged in locations accessible by public transportation.

2.2.6.12 In association with the Region of Peel, the establishment and expansion of private and public ambulatory care centres are supported.

Form Policies for Major Institutional Uses within the Mixed-Use Designation

2.2.6.13 The evolution of Major **Institutional** areas within the Mixed-Use designation so that they function as important community resources and focal points will occur by:

a. Incorporating public squares, urban parks, and other social spaces into new **developments** located in areas of high pedestrian activity, near **Rapid Transit** stations or **Corridors**.

b. Locating parking areas underground where possible or locating them behind or at the side of the building to reduce the visual impact of parking areas from the **public realm**.

c. Situating **Rapid Transit** stations on site in prominent locations where there is high level of pedestrian activity or where it can form a focal point for the site.

d. Providing connections to trails within the **Natural System** in accordance with the policies of this Plan.

2.2.6.14 Brampton Plan has identified existing lands associated with the city's major institutions; however, there may be situations where new opportunities or changing mandates would require new or expanded lands to accommodate these uses. The City may consider applications to add new lands to the Major **Institutional** uses within the Mixed-Use designation.

Intensity Policies within Mixed-Use Areas

2.2.6.15 The minimum **density** target for lands located within the Mixed-Use designation is established in **Part 2.1** of Brampton Plan or will be outlined in a **Secondary Plan**.

Form Policies within Mixed-Use Areas

2.2.6.16 Built form within the Mixed-Use designation is subject to the respective overlay policies contained in Part 2.2 of this Plan.

Mixed-Use Commercial

Mixed-use commercial sites such as plazas and malls are large sites that can redevelop over time and accommodate a number of uses, population-serving employment opportunities, **community services and facilities**, and parks and open spaces. The policies of this section are intended to provide guidance on the location of land uses that primarily involve retail and commercial **services**, buying and selling of goods and **services** including retail stores, offices and service functions, cultural and entertainment facilities and community **services**.

These Mixed-Use Commercial policies help to provide further context to lands previously classified under the Retail Hierarchy in the 2006 Official Plan and support their transition to the Mixed-Use designation.

Mixed-use commercial sites are envisioned to evolve into mixed-use communities where these existing commercial functions are combined with housing and jobs to support attractive, **complete communities**. These locations offer an opportunity for new **infill development**, while respecting, and maintaining the predominant commercial function to ensure the necessary commercial **services**, retail, and population-serving employment opportunities are provided to adjacent communities in support of creating **complete communities**. As these sites develop and evolve over time, it is important to ensure appropriate built form, integration of internal and external transit connections, parks and open spaces and a connected and safe **public realm**.

Commercial sites are designated as Mixed-Use on **Schedule 2** to permit residential uses as an alternative to, or to support, existing retail space and to implement the goals of this Plan. These sites can continue to expand retail purposes or develop with a mix of uses in line with the policies of the applicable **Centre**, **Boulevard**, or **Corridor** which set out how these sites may transform over time.

2.2.6.17 Mixed-use commercial sites have been designated as Mixed-Use on **Schedule 2** and require additional studies to ensure their long-term preservation of commercial and retail functions.

2.2.6.18 The designation of mixed-use commercial sites will be conducted through a Secondary-Level Plan, as determined by a Market Study to identify the appropriate amount of commercial space required to be maintained on the site.

2.2.6.19 Subject to the findings from the market study, the phasing of **development** will ensure that the site and area specific findings for commercial needs will be met in the early phases of **redevelopment**, ensuring the necessary preservation or expansion of existing commercial functions.

2.2.6.20 **Redevelopment** of commercial sites will provide connections to the Transit Network.

2.2.6.21 Street related retail at the base of larger **developments** with a fine grain of entrances and/or articulation of storefronts should be provided in **Centres**, on streets adjacent to **higher order transit**, on **Corridors** and **Boulevards**, and on **Support Corridors** to promote pedestrian use.

2.2.6.22 Where retail buildings are set back with parking between the building and the public street or sidewalk, new street-related retail **infill development** is encouraged to be constructed adjacent to the public sidewalk to promote pedestrian and transit use.

2.2.6.23 Development applications and local area studies that include retail uses are encouraged to provide:

a. Retail **development** of a type, **density**, and form that is compatible with the existing and planned context of the area; and,

b. Retailing in intensive formats.

2.2.6.24 Commercial **development** on large sites should be designed to promote street related retail, pedestrian and transit use and limit traffic impacts on existing **neighbourhoods** and employment uses by:

a. Dividing the large site with public streets, mid-block pedestrian connections, private streets, lanes and/or shared driveways, where appropriate, to create appropriately human-scaled **development** blocks;

b. Providing safe and comfortable pedestrian connections between the retail stores, the parking areas and the public sidewalks at the edge of the site and between retail **developments** on adjacent sites;

c. Locating and designing **development** to frame and support the **public realm**; and,

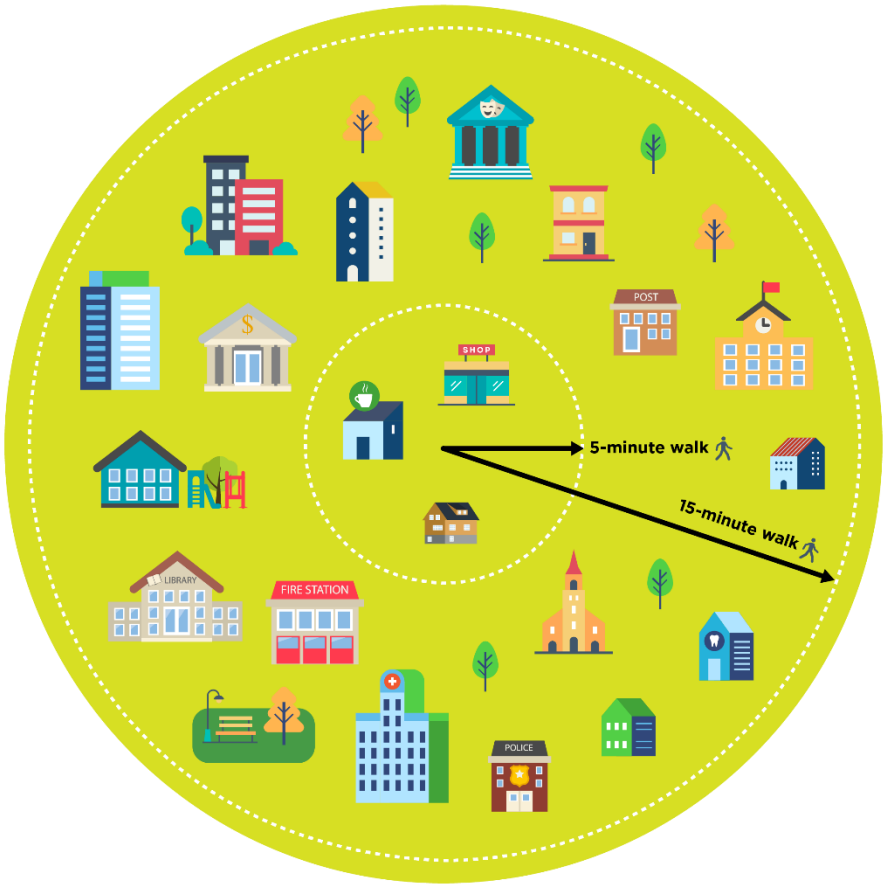
d. Ensuring the appropriate phasing of the **redevelopment**, where appropriate.

2.2.7 Neighbourhoods

What Are Neighbourhoods?

Brampton's **Neighbourhoods** are areas of the city where most residents live, and are comprised of a mix of uses and lower scale built form. As illustrated on **Schedule 2**, the **Neighbourhoods** designation makes up the vast majority of Brampton's land area. Lands located within the **Neighbourhoods** designation include mainly residential communities with other locally-serving community **services** and amenities.

It is the goal of this Plan that most **Neighbourhoods** will be developed or transition into **15-minute neighbourhoods** where most daily needs are met within an area that can be accessed in a 15-minute walk from home. **Neighbourhoods** have an important role to play in supporting context-sensitive growth based on their location in Brampton's **City Structure**. Some **Secondary Plans** will be updated to address growth and **intensification** in existing transit-supported **Neighbourhoods** that have a **Centres**, **Boulevards** and **Corridors** subject to consultation with the local community.



Important **community services and facilities**, amenities, jobs, local commercial uses, parks and other gathering spaces will be centered around **Neighbourhood Centres** to serve residents in the surrounding community and promote walkability. **Neighbourhood Centres** will be identified within all lands designated as **Neighbourhoods** through **Secondary Plans** and **Precinct Plans** to create **15-minute neighbourhoods**, which will improve service proximity and promote healthy lifestyle while also promoting **sustainable** means of transportation such as pedestrian, cycling and transit use within the **neighbourhoods**. **Neighbourhood Centres** will also cluster cultural, community supportive and neighborhood supportive uses where possible into 'hubs' to promote **accessibility**, social equity and walkability.

Unless otherwise identified, the policies of this section apply to those lands designated as **Neighbourhoods** on **Schedule 2**. Policies related to the Established Rural Estate Residential Area, as shown on **Schedule 12** are found in Chapter 4.

What Do We Want to Achieve?

2.2.7.1 In 2051, Brampton's **Neighbourhoods** will be unique places to live, work, learn, and play, connecting people with their neighbours, and fostering a sense of community safety and well-being. To achieve this, Brampton Plan will:

a. **Support 15-Minute Neighbourhoods.** Guide the evolution of all **Neighbourhoods** towards **15-minute neighbourhoods** through appropriate permitted uses, built form, and intensity policies, which ensure that most day-to-day needs are met within an area that can be accessed in a 15-minute walk or bike ride from home.

b. **Plan for Evolution.** Provide a framework for the function and change of **Neighbourhoods** over the life of Brampton Plan through appropriate **infill** and **intensification** policies.

c. **Foster Liveability.** Ensure that **Neighbourhoods** remain central to the liveability and **affordability** in Brampton.

Support 15-Minute Neighbourhoods

The notion of the **15-minute neighbourhood** can be accomplished by providing for everyone's daily needs within a 15-minute walk or bike from home. This section establishes policies which are focused on three key elements:

- **Proximity,** which means reducing time spent travelling from home to meet daily needs and reduce car dependency.
- **Diversity,** which refers to the diversity of **services** and amenities to meet needs locally, the diversity of **housing options**, and diversity of culture and socioeconomic backgrounds to build **Neighbourhoods**.
- **Ubiquity,** which refers to the decentralization of some of the city's functions and a focus on local amenity instead of city-wide provision. Each community within our **Neighbourhoods** has its own identity and should be planned in a way that serves the needs and desires of its residents.

Together, the elements of the **15-minute neighbourhood** work to improve the quality of life in Brampton's **neighbourhoods** and help to achieve a more **sustainable**, healthier and liveable city.

Approach for Planning in Neighbourhoods

In the traditional way of thinking, a **neighbourhood** is made up of homes, built side-by-side. As Brampton Plan emphasizes **intensification** and **infill** to accommodate growth this requires specific consideration for how areas across the city evolve based on their **neighbourhood**-specific needs. Brampton Plan sets out policies for both new and existing **Neighbourhoods** for context-sensitive **development**.

Existing **Neighbourhoods** are areas of Brampton that are largely built out. New **Neighbourhoods** are areas where **development** is occurring and are predominantly greenfield areas, such as Heritage Heights. In areas of the city that are anticipated to be redeveloped or newly developed, there is a need to address the adequate provision of **services** and amenities to create **complete communities** in both the **Built-Up Area** and **Designated Greenfield Area** contexts.

The policies of this section address these existing and planned contexts that characterize Brampton's **Neighbourhoods** designated on **Schedule 2**.

2.2.7.2 The **City-wide Urban Design Guidelines** will be used to evaluate and provide guidance on **infill** proposals. The Guidelines will address **intensification** and **infill** on **large lots** such as existing shopping plazas, and smaller lots within **Neighbourhoods**.

2.2.7.3 Planning for **Neighbourhoods** within the **built-up area** and **designated greenfield areas** requires a comprehensive approach to plan urban land uses, streets, parks, **infrastructure**, **community services and facilities** to support **development** and build **complete communities**. To implement this objective, the **development** and **redevelopment** in **Neighbourhoods** will provide the following, where appropriate:

a. **Neighbourhood** supportive uses located within a **Neighbourhood Centre**, or in accordance with **Table 6**;

b. A grid network of interconnected streets and pedestrian routes that define **development** blocks;

c. Parks and open spaces, community facilities, schools and public buildings to support existing and new residents and workers;

d. **Services** and facilities that meet the needs of residents, workers and visitors such as small healthcare facilities, and local-serving places of worship and pharmacies;

e. Access to transit, walking, and cycling and accessible and comfortable connections to the surrounding streets and open spaces;

f. Uses and building scales and designs that are compatible with surrounding **development** and provide an appropriate transition to existing **Neighbourhoods** in accordance with the Urban Design policies and **Table 4** of this Plan;

g. **Development** that promotes a compact built form and opportunities for **intensification**; and,

h. A housing mix that contributes to the full range of **housing options** along the **housing continuum** for all age groups, life stages, incomes, and abilities.

2.2.7.4 Unless located within a **Centre**, **Boulevard** or **Corridor** overlay identified in **Schedule 1A**, **redevelopment** within Mature **Neighbourhoods** indicated on **Schedule 12**, will have additional consideration for the following:

a. New detached dwellings, detached replacement dwellings or building additions to existing dwellings will be compatible with the general size, type and style of dwellings in the immediate **neighbourhood**.

b. Massing, scale and height of the dwellings or building additions should be consistent with the host **neighbourhood**.

c. Additional detached dwellings should not dominate the lot.

d. The separation of dwellings will be generally consistent with existing separation of dwellings in the **neighbourhood**.

e. New dwellings or building additions should be generally consistent with the setbacks, orientation and building separation distances within the host **neighbourhood**.

f. Minimizing the impacts of drainage, access, privacy and shadowing on adjacent dwellings and property.

g. Where designated or listed heritage buildings are present in a mature **neighbourhood**, the integration of heritage building elements in the design of dwellings and building additions should be made to the greatest extent possible.

h. **Additional Residential Units** (**ARUs**) are permitted, subject to the policies in the Housing and Social Matters section of this Plan.

Permitted Uses

Within **Neighbourhoods**, the range of permitted uses is connected to the planned or existing character of the street. Different streets in Brampton have competing forms and functions that create unique places across the city. The policies in this section are intended to provide a land use framework for both new and existing **Neighbourhoods** which permit a range of uses that support **15-minute neighbourhoods**, while offering predictability in terms of the location of more intense residential building forms and non-residential uses.

2.2.7.5 The range of permitted uses in **Neighbourhoods** is determined based on the street classification explained on **Table 6** in alignment with **Schedule 3C** that show the functional street classifications referenced.

2.2.7.6 The full range of uses described in **Table 6** will only be permitted provided it can be demonstrated that they conform with the interpretation policies for **Table 6**.

2.2.7.7 Where the **Neighbourhood** designation coincides with an overlay, the policies of the overlay will apply.

2.2.7.8 New proposals locating on Collector, Major and Minor Arterials are encouraged to plan for the creation of **complete communities** by providing vertically and/or horizontally integrated mixed-use buildings. This may include, any combination of compatible uses, including but not limited to live-work units, residential use, appropriately scaled commercial uses, personal and social service, local office, daycares, cafes, restaurants, or community uses on the ground floor. Mixed-use buildings may include purpose-designed buildings or converted buildings, and buildings with a mix of unit types.

2.2.7.9 Mixed use buildings will be directed to transit supportive **corridors**, and transit supportive intersections.

2.2.7.10 Notwithstanding the policies of this section, similar designations not explicitly identified in this Plan, may be permitted within the **Neighbourhoods** designation on Schedule 2 as necessary and appropriate in the context of all other objectives and policies of this Plan, to either provide service to the surrounding population or to provide service to a broader area or to those passing through the area, provided they are designated in the relevant **Secondary Plan**.

2.2.7.11 Where **development** is being considered at the intersection of two streets of different typologies, **development** will be oriented toward the higher-order street. Access should be provided from the lower-order street.

2.2.7.12 Where **development** is being considered on a lot that has frontage on two or more streets of different classifications but is not located at an intersection, such as in existing rear-lotted **neighbourhoods**:

a. The lower-order streets will be used to determine the permitted uses in **Table 6**.

b. Where land assembly has occurred and the **development** fulfills the **development** criteria of this Plan, the higher-order street may be used to establish the permitted uses in **Table 6**.

c. Where the higher-order street has been used to establish the permitted uses in **Table 6**, the **development** will be required to complement the existing or planned character of each street onto which it has frontage.

2.2.7.13 **Secondary Plans** and **Precinct Plans** will provide more specific designations of lands within the **Neighbourhoods** designation.

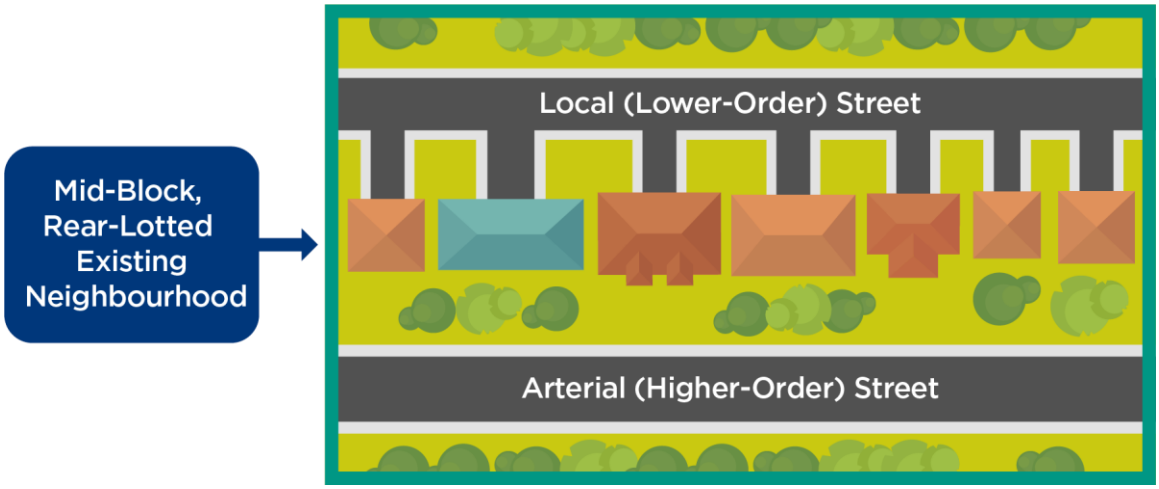


Table 6 – Permitted Uses in Neighbourhoods

Functional Street Classification	Permitted Uses (Subject to the Policies of this Section)	Permitted Accessory Uses (Subject to the Policies of this Section)
Local Street	**A.** Residential Uses **B.** Community Services and Facilities **C.** Parks and Open Space	**I.** Home Occupations **J.** Additional Residential Units **K.** Community Gardens
Collector	**A.** Residential Uses **B.** Community Services and Facilities **C.** Parks and Open Space **D.** Neighbourhood Supportive Commercial Uses **E.** Emergency Facilities **F.** Places of Worship **G.** Day Care Centres **H.** Long Term Care Facility	
Major and Minor Arterial (City and Region)	**A.** Residential Uses **B.** Community Services and Facilities **C.** Parks and Open Space **D.** Emergency Facilities **E.** Places of Worship **F.** Day Care Centres **G.** Long Term Care Facility **H.** Motor Vehicle Commercial	

Interpreting Table 6

Residential Uses

2.2.7.14 Residential uses are permitted in accordance with the policies of this section and in accordance with the heights prescribed in **Table 5**.

2.2.7.15 **Supportive housing** types are permitted within **Neighbourhoods** in accordance with the Housing and Social Matters policies of this Plan and in accordance with the heights prescribed in **Table 5**.

Community Services and Facilities

2.2.7.16 **Community services and facilities** include lands, buildings and structures, such as **recreation** centres, arenas, pools, libraries, childcare, schools, human **services**, public health, human **services**, community gardens, and cultural and employment **services**, used for the provision of programs and **services** provided or subsidized by the City or other public agencies, boards or commissions.

2.2.7.17 **Community services and facilities** are integral to supporting **Neighbourhoods**. **Community services and facilities** are permitted within **Neighbourhoods** in accordance with the Nurturing Strong and Connected Communities policies of this Plan.

2.2.7.18 **Community services and facilities** will be planned to promote the use of, and provide connections to, active and public transportation networks.

Parks and Open Space

2.2.7.19 Public parks and open spaces are permitted in **Neighbourhoods** in accordance with the Health and Wellness policies of this Plan.

2.2.7.20 New parks and open spaces are encouraged to have a minimum of two publicly accessed street frontages.

Neighbourhood Supportive Commercial Uses

2.2.7.21 Neighbourhood Supportive Commercial Uses are permitted in accordance with the policies of this section.

Long Term Care Facilities

2.2.7.22 Long term care facilities are permitted in accordance with the policies of this section.

Emergency Facilities

2.2.7.23 Emergency facilities are permitted within **Neighbourhoods** in accordance with the Housing and Social Matters policies of this Plan.

Day Care Centres

2.2.7.24 Day care centres will be permitted in all Mixed-Use and **Neighbourhood** designations identified on **Schedule 2**.

2.2.7.25 Day care centres are encouraged to be located on new elementary school sites, subject to the consent of the School Boards, to promote share use and concentration of related land uses.

2.2.7.26 Day care centres are permitted within a place of worship or other place of public assembly, a place of employment, a community centre, an **apartment** building or a multiple housing project, subject to provincial licensing policies.

2.2.7.27 Day care centres will be designed to provide appropriate facilities for parking, pick-up and drop-off areas.

Motor Vehicle Commercial

2.2.7.28 New Motor Vehicle Commercial uses including gas bars, automobile service stations, limited automobile repair facilities and car washes will adhere to the form related policies of the respective designation, and will be designed to be compatible with the existing and planned context.

2.2.7.29 New drive-through facilities may be permitted in certain **Neighbourhood** areas provided the drive-through facility is:

b. Co-located with other uses, which may include a Motor Vehicle Commercial use;

c. Not located within a **Centre**, **Boulevard** or **Major Transit Station Area**;

d. Sited and designed according to the policies of this Plan and any appropriate Urban Design Guidelines; and,

e. Does not cause adverse impact or land use compatibility issues with adjacent **Neighbourhoods**.

2.2.7.30 Motor Vehicle Commercial uses will be discouraged as stand-alone uses and should be integrated as an **accessory use** to **Neighbourhood** and Community Supportive Commercial Uses.

2.2.7.31 Motor Vehicle Commercial uses will be permitted to locate at intersections, except where such locations are important or sensitive with respect to City image, character, streetscape or **significant** natural factors, as determined through the Secondary-Level Plan process.

Places of Worship

2.2.7.32 Places of worship are permitted in accordance with the policies of this section.

Home Occupations

2.2.7.33 To encourage a mix of uses in **Neighbourhoods**, **home occupations**, including bed and breakfasts, may be permitted as an **accessory use** within a dwelling.

Additional Residential Units

2.2.7.34 **Additional residential units** may be permitted in accordance with the Housing and Social Matters policies of this Plan.

Form

2.2.7.35 The Zoning By-law, together with Site Plan Control, and other regulatory tools as appropriate, will include requirements for building stepbacks, maximum lot coverage, minimum lot size, height, front and sideyard setbacks, massing, floor area, roofline, materials, and minimum landscaped areas, as appropriate, having regard for:

a. Gradation and transition in permitted densities and mix of housing types, in accordance with the Urban Design policies of this Plan.

b. Appropriate interfaces with the **public realm**, including features that occupy both public and private land such as trees.

c. Active frontages and ground related non-residential uses to encourage walkability and street life.

d. Appropriate interfaces between residential buildings, including provision of reasonable and appropriate soft landscaping and screening to support livability.

e. Proximity to the Mixed-Use designation and **Corridors** overlay.

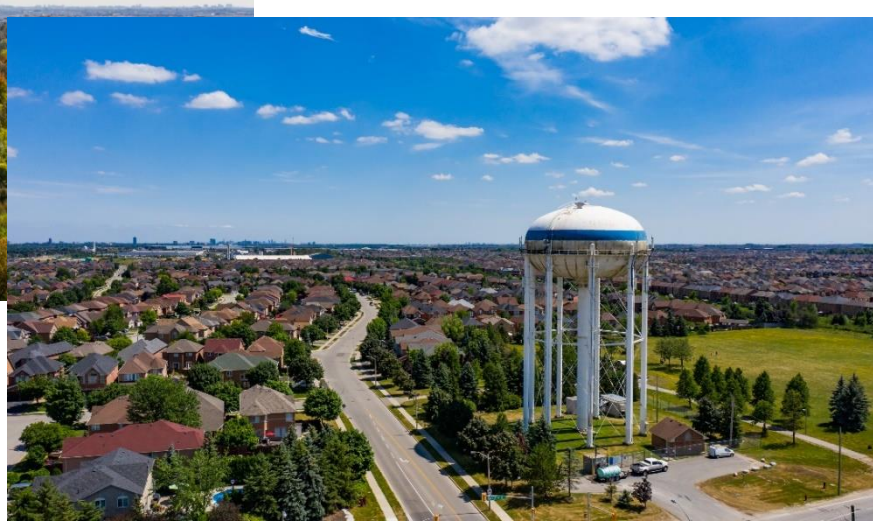
f. Appropriate buffers between major highway **corridors** and **sensitive land uses** will be considered to reduce health impacts from traffic emissions.

g. Transition in building form to and from abutting designations.

h. The intended **density** to be accommodated within the permitted building envelope.

2.2.7.36 Predominantly ground-oriented dwelling forms will generally be directed to locations in **Neighbourhoods** outside of the Mixed-Use designation and **Corridors**. **Missing middle housing** typologies will be encouraged in **Neighbourhoods** and **Corridors** consistent with **Table 4** and the policies of this Plan.

2.2.7.37 Rear lotting will be prohibited in new **Neighbourhoods**. New **Neighbourhoods** should be designed strategically to eliminate the need for noise walls. In existing **Neighbourhoods**, opportunities for access to the **Active Transportation** and Transit Networks should be explored.



Plan for Evolution

To ensure that **Neighbourhoods** continue to be desirable places to live for many generations, the revitalization, **redevelopment**, and gentle **intensification** of **Neighbourhoods** will be promoted over time for a natural evolution reflective of the context. The **City Structure** provides an opportunity to develop a diversity of housing types in all areas of the city. **Neighbourhoods** will be liveable and adaptable considering the needs of residents through all of life's phases.

In Brampton, mobility connections and **services** to meet daily needs are unevenly distributed between communities, or between **Centres** and outer **neighbourhoods**. Therefore, Brampton Plan contains policies to increase diversity, **affordability**, vibrancy, the effective use of land, and **sustainable** transportation.

The policies of this section are intended to guide **residential intensification**, in Brampton's existing **Neighbourhoods**.

Guiding Residential Intensification

What is residential intensification?

Residential intensification means the **development** of a property, site, or area at a higher residential **density** than currently exists. **Intensification** adds one or more **residential units** to a site or creates one or more additional lots from an existing lot.

2.2.7.38 **Development** in **Neighbourhoods** will have regard for the existing physical character of each geographic **neighbourhood**, including in particular:

a. Patterns of streets, blocks and lanes, parks, and public building sites;

b. Prevailing size and configuration of lots;

c. Prevailing heights, massing, scale, **density**, and dwelling type of nearby residential properties;

d. Prevailing building type(s);

e. Prevailing location, design and elevations of buildings relative to the grade of driveways and garages;

f. Prevailing setbacks of buildings from the street or streets;

g. **Natural System** and **natural hazards**;

h. Prevailing patterns of rear and side yard setbacks and landscaped open space areas;

i. Continuation of special **landscape** or architectural styles, where appropriate that contribute to the unique physical character of the geographic **neighbourhood**; and,

j. **Conservation** of heritage buildings, structures and **landscapes**.

2.2.7.39 In **Neighbourhoods**, **infill development** that varies from the local pattern in terms of lot size, configuration and/or orientation will be considered subject to satisfying the following:

a. Heights, massing and scale that are compatible with adjacent residential properties;

b. Setbacks from adjacent residential properties and public streets that are proportionate to adjacent residential properties;

c. Ensure adequate distance and separation between building walls and using landscaping, planting and fencing to enhance privacy where needed;

d. Front onto existing or newly created public streets wherever possible; and,

e. Provide safe, accessible pedestrian walkways from public streets.

2.2.7.40 Underutilized sites or sites within existing **Neighbourhoods** which were previously used for non-residential uses, including but not limited to: schools, golf courses, and places of worship, may convert to residential uses through the completion of an Area Plan, provided that:

b. The proposed **development** includes a mix of residential and community-supportive non-residential uses to help support achievement of a complete and walkable community, as appropriate;

c. The intent of the **City-Wide Growth Management Framework** is met;

d. The proposed **development** meets the Housing and Social Matters policies of this Plan;

e. Have heights, massing and scale that have regard for nearby residential properties and provide a transition between areas of different **development** intensity and scale;

f. Industrial and commercial sites, such as mall **redevelopment**, that are within a **Neighbourhood** are not subject to this policy and must rely on the direction of the applicable Secondary-Level Plan; and,

g. **Development** is evaluated against the new **Neighbourhoods** policies of this Plan.

2.2.7.41 The City may establish further form-based regulation through the Zoning By-law as appropriate for **development** on interior lots, corner lots, through lots, and whole-block lots, in order to produce a consistent built form and site **development** characteristics that enhance the **public realm** and contribute to well-designed blocks.

Established Apartment Neighbourhoods

Brampton Plan recognizes many clusters of rental **apartment** and condominium buildings in Brampton's **neighbourhoods** designed as "towers in the park". In these established **apartment Neighbourhoods**, improving walkability to transit, shops and **services**, improving amenities, accommodating sensitive **infill**, and promoting environmental **sustainability** are key considerations.

While established **apartment Neighbourhoods** may not be located within **Strategic Growth Areas**, opportunities exist for new residential uses on underutilized sites, including new rental housing forms, and new public or private streets. This section sets out criteria to evaluate these situations.

Notwithstanding the height and intensity policies of the relevant designations, the following policies will apply to Established **Apartment Neighbourhoods**:

2.2.7.42 Established **Apartment Neighbourhoods** are made up of **apartment** buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents. All land uses provided in **Table 5** within **Neighbourhoods** are also permitted within established **Apartment Neighbourhoods**.

2.2.7.43 Where an **Apartment Neighbourhood** is within a **Centre** or **Boulevard**, the **Apartment Neighbourhood** policies will apply until such time as a **Precinct Plan**, prepared in accordance with Brampton Plan, is approved by Council.

2.2.7.44 **Development** in established **Apartment Neighbourhoods** will contribute to the quality of life by:

a. Locating and massing new buildings to provide a transition between areas of different **development** intensity and scale through means such as providing setbacks from and/or a stepping down of heights towards lower-scale **Neighbourhoods**.

b. Creating new private or public streets, and providing connections to the local street network, where possible.

c. Locating and massing new buildings, including appropriate separation distances, so as to adequately manage shadow impacts on properties in adjacent lower-scale **Neighbourhoods**.

d. Locating and massing new buildings to frame the edge of streets and parks with good proportion and maintaining sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

e. Including sufficient off-street motor vehicle and bicycle parking for residents and visitors.

f. Locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences.

g. Providing indoor and/or outdoor **amenity space** for building residents in every multi-storey residential **development**.

h. Strongly encouraging the provision of ground floor non-residential uses and community uses/amenities that enhance the safety, amenity and animation of adjacent streets and open spaces.

i. Encouraging **redevelopment** of existing multi-unit residential **development** to locate any existing surface level parking lot and/or above ground parking lot, below grade.

2.2.7.45 Although established **Apartment Neighbourhoods** may not be within **Strategic Growth Areas**, compatible **infill development**, and land uses in accordance with the policies of this section, may be permitted on a site that improves the existing site conditions subject to satisfying the following:

a. Meeting the **development** criteria of this section.

b. The submission of a **Precinct Plan** in accordance with the **Apartment Neighbourhood** and Implementation policies of this Plan.

c. Being compatible with the scale, including height and massing, of the existing **apartment** building(s) on and adjacent to the site.

d. Providing separation distances between buildings adjacent to the site.

e. Maintaining or replacing and improving indoor and outdoor residential amenities on the site, including, where achievable, equipping and managing indoor and outdoor **amenity space** to encourage use by residents.

f. Improving upon the quality of landscaped open space and outdoor **amenity space** for new and existing residents, including the preservation or replacement of **significant landscape** features and walkways and creating such features where they did not previously exist.

g. Providing adequate sky views from the **public realm** and creating and/or improving the safety and comfort of existing/new parks and open spaces.

h. Improving pedestrian access to the buildings from the sidewalk network and through the site.

i. Providing needed improvements, renovations, and retrofits to the existing rental housing to extend the life of the existing building(s) that are to remain.

j. Encouraging improved energy and water efficiency in existing buildings through renovations, retrofits, and changes to management practices.

2.2.7.46 Context-sensitive revitalisation of established **Apartment Neighbourhoods** is supported through culturally relevant community hubs that strengthen social **infrastructure** within these communities.

2.2.7.47 The creation of microenterprise opportunities within these communities is supportive to enhance community and economic development and well-being of residents.

2.2.7.48 Culturally relevant placemaking initiatives will be supported in established **Apartment Neighbourhoods**. These may include equity-centred community **development** initiatives and placemaking activities such as temporary markets, events and public art projects.

2.2.7.49 The physical integrity of buildings within established **Apartment Neighbourhoods** should be maintained, where feasible.

2.2.7.50 The transition towards decarbonisation and environmental resilience for established **Apartment Neighbourhoods** is encouraged. The City will explore collaboration with other levels of government and organisations for home energy retrofit programs that support the City's goals and

commitments towards **sustainability**, energy efficiency, and increased resilience to climate change.

2.2.7.51 Building additions within an **Apartment Neighbourhood** are permitted provided the building addition meets the criteria of all applicable sections of the Brampton Plan.

Foster Liveability

Residents of Brampton identify with the city through their street or block, **neighbourhood** or community. **Neighbourhoods** will provide a range of destinations and **services**, and act as places to gather. The co-location of **services** and amenities at key locations improves access and reduces the need for longer trips, providing a range of commercial uses that differ in scale depending on the **neighbourhood** or community they serve.

The policies of this section are intended to provide form and intensity direction for uses which contribute to **Neighbourhood** liveability and the achievement of **15-minute neighbourhoods**, such as **neighbourhood** supportive uses and large-scale commercial uses, as well as policies which support **Neighbourhood** resilience.

Neighbourhood Supportive Commercial Uses

Neighbourhood supportive commercial uses, such as commercial, service and office uses, cultural and recreational facilities, contribute to the proximity, **density**, and diversity elements of a **15-minute neighbourhood** and provide amenities for residents to access primarily as pedestrians or by bike or transit. They support walkable communities, introduce local businesses, and focal points for social interaction.

2.2.7.52 **Neighbourhood** supportive commercial uses will be subject to the following criteria:

a. They are local-serving;

b. Are accessed primarily by walking and cycling;

c. Foster a connection between neighbours; and,

d. Are of a size and scale that do not rely on automobile traffic from outside the immediate area.

2.2.7.53 **Neighbourhood** supportive commercial uses such as, **neighbourhood**-oriented retail plazas may include but are not limited to retail uses, personal service, daycares, restaurants, pharmacies, grocers, small-scale recreational and will be permitted in accordance with **Table 6**, and designed in accordance with the **City-wide Urban Design Guidelines**.

2.2.7.54 **Neighbourhood** supportive commercial uses will be directed to intersections with transit and, where possible, be designed to have direct access to the **Active Transportation Network**.

Long Term Care Facilities

The demand for **special needs housing**, including long term care facilities and **retirement homes**, is growing as the population of Brampton matures. By opting for these types of housing, there is a strong tendency for Brampton residents to remain in the community closer to areas and places that are familiar to them.

2.2.7.55 In determining the suitability of a site for use as a long term care facility, consideration will be given to:

b. The **accessibility** of the site to public transportation, shopping facilities, places of worship, libraries, public parks and other community service facilities;

c. The proximity to health care facilities;

d. Adequate on-site landscaped open space suitable for passive recreational use by the residents of the home; and,

e. Appropriate integration of the proposed use with adjacent uses and the host **neighbourhood**.

Places of Worship

Brampton Plan recognizes the important role faith groups play and the contribution Places of Worship make to the objective of building **sustainable**, **complete communities**. Places of Worship are religious institutions used for faith-based, spiritual purposes including religious worship, fellowship, religious teaching and charitable community outreach, and all associated activities that support these objectives. In addition, many Places of Worship provide social and community related functions and **services**, and often serve as the focal point of the community.

Accessory uses which are integral to the primary religious use include but are not limited to: classrooms for religious instructions, small-scale nursery or daycare facilities, assembly areas related to faith-based activities, kitchens and eating areas, fellowship halls, **recreation** facilities and administrative offices related to the place of worship, and one habitable living unit with up to 5 guest rooms. **Accessory uses** will be permitted, unless specifically prohibited by the Lester B. Pearson International Airport Area policies of this Plan or result in land use compatibility concerns.

Auxiliary uses are defined as uses that do not represent an integral part of the Place of Worship and the primary use of religious practices but may be planned to

function together on sites that are of a sufficient size to accommodate the use. Auxiliary uses will include but not be limited to cemeteries, schools which offer an academic program in addition to religious instruction, **supportive housing**, and assembly areas which have a commercial function operated on a profit-making basis such as banquet halls. Except for those uses permitted in the Zoning By-law, auxiliary uses will require a zoning amendment.

Places of Worship may be located in a range of designations to meet the diverse needs of the various faith groups, subject to the specific policies of the designation of the Brampton Plan in which they are proposed. Land use compatibility, traffic impacts, community integration and performance standards, which will be implemented in the Zoning By-law must be taken into consideration to ensure the site is able to accommodate the functional demands of Places of Worship.

2.2.7.56 Places of Worship will only be permitted on lands designated Mixed-Use and **Neighbourhoods** on **Schedule 2**, except in lands shown as "Established Rural Estate Residential" on **Schedule 12** and set out in Chapter 4, and where it is expressly prohibited in the applicable **Secondary Plan** or **Precinct Plan**.

2.2.7.57 Places of Worship will be compatible with the **adjacent land** uses. The scale, access and parking areas associated with a Place of Worship will be designed to be compatible with adjacent and nearby existing and planned land uses.

2.2.7.58 Places of Worship will be subject to the following general functional and land use compatibility criteria, as well as the specific criteria of the land use designation in which they are located:

b. Places of Worship will be properly integrated into the surrounding **neighbourhood** in a manner that will not adversely impact **adjacent land** uses. The size, height, massing and scale of the building will be compatible with the character of adjacent uses.

c. Places of Worship being proposed within the Mixed-Use designation are encouraged to co-locate within Mixed use buildings.

d. Places of Worship that include a sensitive land use, such as residences, schools and day care centres, will not be permitted in areas where they are likely to experience an **adverse effect** from contaminant discharges generated by a **major facility**, or within the Lester B. Pearson International Airport (LBPIA) Operating Area or **Provincially Significant Employment Zones**.

e. Applications for a Place of Worship submitted under the *Planning Act* will be subject to a planning review that takes into consideration the criteria set out in this section and other relevant policies of Brampton Plan and will demonstrate the ability to physically integrate the Place of Worship with the host **neighbourhood** in an appropriate manner, including but not limited to scale, access and parking. Exceptions to the criteria will only be accommodated if it can be clearly demonstrated to the satisfaction of the City that the built form and site characteristics of the proposed Place of Worship and the surrounding **neighbourhood** can support the use.

2.2.7.59 The City may conduct a **Community Services and Facilities** Study through the Secondary and Precinct planning process that will require developers, faith groups and organizations to collaborate and negotiate at the earliest possible stage to work out an **equitable** allocation of the Place of Worship **reserve sites** based on the needs of the population.

2.2.7.60 An Official Plan Amendment application will be required to permit Places of Worship on lands where there is no approved **Secondary Plan** in place. The application will demonstrate that the Place of Worship will not prejudice or negatively impact future **development** in the **Secondary Plan** area and must be accompanied by supporting materials, which include a planning justification report. This report will take into account the proximity of the site to existing **development**, ability to front on a public road, ability to be serviced with municipal **services**, including access to transit, and the impact on the future planning of the **Secondary Plan**.

Building Neighbourhood Resilience

2.2.7.61 To prevent the displacement of disadvantaged populations from existing **Neighbourhoods**, the City will support the work of non-profit organizations purchasing land in gentrifying communities.

2.2.7.62 The City will continue to support initiatives that build community preparedness and resilience to climate change in all **Neighbourhoods** at the local scale, including the **Sustainable Neighbourhood** Action Program (SNAP) and Nurturing **Neighbourhoods** program.

2.2.7.63 When reconstructing streets, in accordance with the Mobility and Connectivity policies of this Plan, the City will set the stage for their future evolution. This will include a recognition of these streets' broader function as multimodal **corridors** and as public space that unites and connects **Neighbourhoods** instead of dividing them, and will implement designs that maintain core functions, as well as provide **active transportation infrastructure**, for an edge that is calmer, designed for slower vehicular traffic, better integrated into the residential fabric of the adjacent **neighbourhoods**.

2.2.7.64 **Development** occurring within a SNAP area should have regard for the recommendations of the relevant action plan, in consultation with the relevant Conservation Authority and the City.

2.2.8 Employment Areas

What Are Employment Areas?

Brampton's strategic location within Canada's largest population centre provides an excellent economic advantage for attracting business and industry. Brampton is in proximity to a large proportion of the North American market and is serviced by an extensive rail, highway network, and proximity to Lester B. Pearson International Airport that provides easy access to local, national, and international markets to effectively move goods and **services**. The importance of market access is vital for an export focused nation like Canada. Brampton benefits from the combination of being part of a fast-growing local market with access to all other markets.

Employment Areas represent an integral part of our city – where many of the goods and **services** we produce as a city are designed, manufactured, processed, assembled, and transported locally, regionally, and globally. As of 2022, Brampton's **Employment Areas** accommodate approximately 58% of the city's jobs, including accommodating a large proportion of the city's large employers. A feature of these employers are the spinoff jobs (i.e., indirect jobs) they can create through a multiplier effect, creating the direct job at their facility but also at suppliers.

Did You Know?

Manufacturing is the largest sector found within **Employment Areas**, representing 35% of the jobs in **Employment Areas**, followed by the transportation and warehousing and wholesale sectors comprising 25% of jobs. The remaining 40% of jobs comprise a range of sectors in small industrial buildings, multi-tenant industrial buildings, office buildings, and commercial **services**.

Brampton Plan provides a clear and stable long-term vision for the city that will promote economic growth, leading to capital investments in **infrastructure**, innovation and employee **development**. That confidence spills over to the residents and labour market that grows to depend on these jobs. Within **Employment Areas**, new ideas, talent, and both local and foreign investment converges to revitalize older industrial areas, intensify employment opportunities, and expand economic opportunities in **Designated Greenfield Areas**.

Brampton Plan recognizes the integral role that **Employment Areas** play in helping to achieve economic and fiscal **sustainability**, and allow people to live close to work, contributing to 15-minute communities. Brampton Plan establishes two separate Employment designations – Employment and Mixed-Use Employment, that are addressed in this section, to recognize their collective role in providing job opportunities in Brampton that support the economic success of the city.

Brampton Plan provides a framework where well-established industrial sectors, combined with new and expanding sectors, such as advanced manufacturing, health and life sciences, innovation and technology, film and entertainment industries, and logistics can thrive, and pave the way for economic prosperity in

Brampton over the next 30 years. Existing **Employment Areas** will continue to adapt to changing markets, redevelop and intensify along area edges where they are served by transit and improved **active transportation infrastructure**. Allowing for changing industries and employment contexts, while ensuring their long-term protection for employment uses, will ensure the long-term economic prosperity of the city and ensure a diversified economic base for existing and future businesses.

Areas designated Mixed-Use Employment are clusters of economic activity and provide a broad range of employment and employment-supportive uses, as well as limited opportunities for residential uses only within certain **Major Transit Station Areas**, in accordance with the policies of this Plan. The Mixed-Use Employment designation is generally located on the periphery of **Employment Areas** and planned to evolve through the continued expansion of **Rapid Transit** and transit stations along **Corridors**. **Transit-supportive** densities within these areas can also provide a physical buffer between **Employment Areas** and **Neighbourhoods**.

What Do We Want to Achieve?

2.2.8.1 **Employment Areas** are to be preserved to provide a diverse range of high-quality jobs and **services** and to foster innovation. To achieve this, Brampton Plan will:

a. **Protect Employment Areas and Plan for Employment Growth.** Identify and preserve new and existing Employment Lands for employment growth and **intensification** to 2051, ensure adverse impacts between employment and **sensitive land uses** are minimized to maintain land use compatibility.

b. **Encourage Opportunities and Provide Flexibility.** Support opportunities to connect **Employment Areas** to the rest of the city by transit to ensure residents can conveniently access a broad range of economic opportunities.

Protect Employment Lands and Plan for Employment Growth

There are different components of our Employment lands that require specific policies to **protect** their critical function, meet growth objectives and **density** targets, and manage their evolution over the long-term. **Employment Areas** shown on **Schedule 1A** are found within lands designated as 'Employment' and 'Mixed-Use Employment' on **Schedule 2** of this plan. These lands also include provincial protection through the establishment of '**Provincially Significant Employment Zones**', identified on **Schedule 5**.

- Employment
- Mixed-Use Employment

2.2.8.2 This section also addresses policies related to **Provincially Significant Employment Zones** and employment land conversions. **Employment Areas** will generally:

a. Enhance the role of Brampton as an employment centre and primary office location within Peel Region, while accommodating a significant share of forecasted employment growth;

b. Provide for a range of employment uses at appropriate locations that contribute to the creation of **complete communities**;

c. **Protect** and preserve '**Employment Areas**' from **sensitive land uses** that may adversely affect the continued viability of existing employment uses and their expansion in the future;

d. Ensure that new **development** is compatible with the land uses and the pattern of adjacent and surrounding **development**;

e. Encourage a high quality of urban design;

f. Promote **sustainable development** practices;

g. Improve the pedestrian experience; and,

h. Improve access to transit **services**.

2.2.8.3 Lands within the Employment designation will be protected and reserved for employment uses including manufacturing, warehousing, logistics, office, and associated commercial, retail and **ancillary** uses.

2.2.8.4 The Mixed-Use Employment designation may permit a broader range of employment uses on lands that provide a land use buffer, as well as transition between lands designated Mixed-Use, Employment, and **Neighbourhoods**, subject to further planning studies. **Development** in the Mixed-Use Employment designation will front onto and provide address on **Rapid Transit corridors** to support and integrated land use and transit function of these **corridors**. The predominant use in the Mixed-Use Employment designation will be employment, with a focus on **major office** as the predominant use and may include ground floor commercial uses.

Permitted Employment Uses

Lands designated as Employment on **Schedule 2** will accommodate land uses such as, warehousing, distribution, construction, light and heavy industrial uses, trades, outdoor storage, and other uses requiring a range of land parcel sizes. These uses may impact other surrounding uses as a result of emissions, (such as odours, dust, smoke) heavy equipment movement, light, or noise, and therefore are required to be separated from **sensitive land uses** and subject to mitigation measures. The **Employment Area** designation is intrinsically linked to goods movement facilities and is directed to lands in proximity to **Major Goods Movement Facilities and Corridors**.

Compatibility with surrounding uses is a major factor that reduces the viable locations for these uses and requires clustering into the Employment designation to minimize and mitigate any potential adverse impacts, minimize risk of public health and safety and ensure the long-term economic viability of these locations. Part 2.3 of Brampton Plan establishes detailed land use compatibility policies.

2.2.8.5 The following uses are permitted on lands designated **Employment Area** on **Schedule 2**.

a. Heavy and light industrial uses, including but not limited to manufacturing, processing, warehousing, distribution, storage, transportation facilities, truck parking, offices, vehicle repair and **services**, vehicle sales and service, industrial trade schools, utilities, vertical agriculture and controlled environment agriculture, agri-food sector businesses, and **ancillary** functions.

b. Commercial uses, subject to appropriate screening, such as: outdoor storage areas, impound areas, storage, display or parking of heavy equipment, and uses that emit noise or vibration, create large volumes of regular truck traffic, and large structures such as domes or out-buildings with a negative visual impact subject to the policies in this section.

c. Waste management facilities, including but not limited to landfill sites, transfer stations, community recycling centres, and waste processing and recovery plants.

2.2.8.6 The following additional uses are permitted, provided they are **ancillary** to the lands designated **Employment Areas** in which they are located and do not hinder the planned function of the Employment designation:

b. Offices associated to the employment use, such as manufacturing, research and development and warehousing.

c. Open spaces and Privately-owned Publicly Accessible Open Spaces.

d. Small-scale restaurants, catering facilities, and small-scale service uses such as courier **services**, banks, and print shops.

e. Small scale retail uses that are **ancillary** to and on the same lot as the principal employment use.

2.2.8.7 **Ancillary** uses may be permitted within the **Employment Area** designation, including appropriate locations for office, **ancillary** retail, service uses, and restaurant uses, which will be evaluated based on their potential impacts to ensure compatibility of uses within **Employment Areas** in accordance with the policies of this Plan and provincial plans and guidelines.

2.2.8.8 Places of Worship are not intended to be located within heavy industrial areas categorized as Class III in the Province's "Industrial Categorization Criteria". The scale, access and parking associated with Places of Worship will be compatible with the existing and planned land uses on adjacent sites.

2.2.8.9 **Major facilities** will be directed to lands designated **Employment Area** to avoid, or if avoidance is not possible, to minimize and mitigate any potential **adverse effects** from odour, noise, and other contaminants, minimize risk to public health and safety and to ensure the long-term operational and economic viability of **major facilities** in accordance with provincial guidelines, standards and procedures.

2.2.8.10 To ensure the long-term operational and economic viability of **major facilities**, the planning and **development** of any proposed adjacent **sensitive land uses** are only permitted if the following are demonstrated in accordance with provincial land use compatibility guidelines, standards, and procedures:

Major facilities means facilities which may require separation from **sensitive land uses**, including but not limited to airports, manufacturing uses, transportation **infrastructure** and corridors, rail facilities, marine facilities, sewage treatment facilities, waste management systems, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities.

a. There is an identified need for the proposed use;

b. Alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;

c. **Adverse effects** to the proposed **sensitive land use** are minimized and mitigated; and,

d. Potential impacts to industrial, manufacturing, or other uses are minimized and mitigated.

2.2.8.11 Elementary and secondary schools and other **sensitive land uses** will not be permitted within the **Employment Areas** designation, unless permitted through a **Major Transit Station Area** study.

Permitted Mixed-Use Employment Uses

Lands designated Mixed-Use Employment on **Schedule 2** are characterized by a mix of employment uses that support predominantly **major office employment** uses, as well as population-serving uses and may integrate sensitive uses subject to further planning studies. The planned context for the Mixed-Use Employment designation in Brampton will be to accommodate a broad range of office, business and business park, service, and **institutional** uses to serve the general public and adjacent **Employment Areas** in a more compact, vertical and urban form in support of the designation's proximity to the transit network.

2.2.8.12 Existing clusters of office are designated Mixed-Use Employment, reflecting the need to retain these areas as places of business while developing and intensifying job growth, especially when these areas are supported by transit.

2.2.8.13 Where office uses are located within a **Major Transit Station Area** and are designated Mixed-Use Employment, the appropriate amount of existing office uses will be retained to support the creation of complete, walkable communities, supported by transit.

2.2.8.14 The following uses are permitted on lands designated Mixed-Use Employment on **Schedule 2**:

a. **Major Office** will be the predominant use in the Mixed-Use Employment designation.

b. Where the Mixed-Use Employment designation is located in an Overlay, the form policies of the Overlay will prevail.

c. Commercial uses, such as commercial recreation, hotels, convention centres, motels, and entertainment uses that support **major office employment**, including ground floor commercial uses, may be considered in multi-storey mixed-use office buildings in accordance with the Region of Peel Official Plan.

d. Retail, restaurant and other service uses which are below the **Major Retail** threshold may be permitted in these areas to support the function of **Employment Areas**. Such uses will be located on the periphery of the Mixed-Use Employment designation, provide a buffer to **sensitive land uses** to maintain land use compatibility, and maintain adjacency to an arterial road.

e. A limited range of light industrial uses may be permitted that are compatible with the permitted commercial uses.

f. Service commercial uses will generally be located along the edge of the Mixed-Use Employment designation abutting **Neighbourhoods**.

g. Public facilities such as bus depots and emergency facilities.

2.2.8.15 **Development** will contribute to the creation of competitive, attractive, highly functional Employment and Mixed-Use **Employment Areas** by:

b. Integrating **development** into the Mobility Network, including prioritizing and establishing connections to the Transit Network and **Active Transportation Network**, which will help to minimize the need for surface parking, and establishing new segments to these networks where appropriate;

c. Mitigating the potential **negative impacts** from traffic generated by **development** within Employment and Mixed-Use Employment designations;

d. Sharing driveways and parking areas wherever possible;

e. Designing **Employment Areas** to accommodate **passive recreation** spaces and integrated trails within the **Natural System** , in accordance with the policies of this Plan;

f. In consultation with the Province, encouraging improvements to the visual quality of the **public realm** adjacent to Highways 407 and 410. City Council may establish incentives to induce these improvements and the beautification of these areas including public art, signage and **landscape** improvements;

g. Mitigating the potential **adverse effects** of noise, dust, vibration, air quality and/or odour on **major facilities** and/or other businesses as determined by noise, vibration, air quality and/or odour studies;

h. Encouraging office along the frontage of arterial roads or in places of higher visibility;

i. Providing landscaping on the front and flanking yards adjacent to a public street and open space to create an attractive streetscape, and screening parking, loading and service areas including large open storage areas; and,

j. Open storage areas will not be permitted fronting onto a street. Where open storage and/or outdoor processing of goods and materials as accessory/**ancillary** uses are permitted, the zoning by-law will ensure that the open storage and/or processing is:

.i As appropriate, limited in extent;

.ii Generally located on an area of the property where **adverse effects** on **sensitive land uses** are avoided and where avoidance is not possible, mitigated in accordance with Provincial policy and the Province's land use compatibility guidelines; and,

.iii Screened by fencing and landscaping, where viewed from adjacent streets and neighbouring land uses.

2.2.8.16 New **major retail development** that includes one or more stores totaling 3,000 square metres or more of retail gross floor area or 1,000 square metres for individual units may only be permitted in the Mixed-Use Employment designation through an amendment to this Plan and in accordance with the Region of Peel Official Plan if:

a. The property is outside of a **Centre** or **Boulevard**;

b. The property is on a lot that fronts onto a Major Street identified on **Schedule 2**; and,

c. The following matters are addressed:

.i The transportation demands and impacts generated by the **development**, particularly upon nearby **Neighbourhoods** and the Mixed-Use Employment designations, are reviewed and approved by the City, and necessary improvements and mitigation measures can be implemented;

.ii It is demonstrated to the satisfaction of the City that the existing and planned function of the Mixed-Use Employment designation and any nearby Employment designation, including the movement of goods and employees, is not adversely affected;

.iii It is demonstrated to the satisfaction of the City that the economic health and planned function of nearby retail shopping districts are not adversely affected;

.iv New public and private streets, as deemed to be appropriate by the City, are provided to complement the area street network and provide improved pedestrian access and amenity; and,

.v Retail buildings are clearly visible and directly accessible from the sidewalks of the public and private streets;

.vi Urban and compact format; and,

.vii Parking is integrated within and/or located behind or at the side of the building.

2.2.8.17 Places of worship less than 3,000 square metres will be permitted on lands designated Mixed-Use Employment that are located within a 500 metre radius from a **Neighbourhoods** designation.

Relationship with Major Transit Station Areas

Those lands within the Mixed-Use Employment designation (**Schedule 2**) that are also within **Major Transit Station Areas**, as shown on **Schedule 1A**, have the potential to support the integration of **Employment Areas** with non-employment uses to develop vibrant, mixed-use areas, and innovation hubs.

2.2.8.18 Within the Mixed-Use Employment designation, where a **Major Transit Station Area** Study has been completed and approved through an amendment to this Plan, compatible new residential uses that do not conflict with the main employment uses may be permitted without the need for a **Municipal Comprehensive Review** process, subject to the relevant policies of this Plan and the Region of Peel Official Plan.

2.2.8.19 In accordance with the study requirements outlined in the Region of Peel Official Plan, City-initiated **Major Transit Station Area** Studies will identify appropriate locations for retail, residential, commercial, and non-ancillary uses within the Mixed-Use Employment designation in the applicable **Secondary Plan**, provided that:

a. An overall net increase of jobs planned within the **Major Transit Station Area** is achieved.

b. An employment land use designation is established to **protect** for **major office** uses, if appropriate.

c. The viability of the surrounding Employment designation is protected from introduced **sensitive land uses** and includes appropriate mitigation measures and setbacks.

d. Will strive to achieve a majority ratio of employment per hectare than population per hectare.

2.2.8.20 Where a **Major Transit Station Area** Study identifies retail, residential, commercial, and non-ancillary uses within the Mixed-Use Employment designation, the following policies apply in support of creating **15-minute neighbourhoods**:

a. The types of permitted **services** are of a scale that serve the local **neighbourhood** and employees working in designated Mixed-Use Employment such as grocery stores, civic uses, recreational, health and fitness uses and service commercial uses including but not limited to convenience commercial, retail, office and restaurants.

b. The permitted **services** described in sub-section .a are encouraged to be located within the base of buildings or integrated within a building containing permitted Mixed-Employment uses.

Provincially Significant Employment Zones

The Province has identified key **Employment Areas** across the Greater Golden Horseshoe, known as **Provincially Significant Employment Zones** (PSEZ), for the purposes of long-term planning for job creation and economic development. PSEZ are intended to capture the significant concentrations of employment across the region and apply within a significant portion of lands designated for Employment uses in Brampton.

2.2.8.21 In Brampton, there are three PSEZ within **Employment Areas** as shown on **Schedule 5**:

a. **Pearson Airport Hub (Airport) (Zone 14)**, which includes lands within the Airport Intermodal, Bramalea South Gateway, and Highway 410 South Business Parks;

b. **Pearson Airport Hub (Highway 50 Corridor) (Zone 15)**, which includes lands within the Highway 427 Business Park; and,

c. **401 & 407 (Meadowvale) (Zone 18)**, which includes lands within the Bram West Business Park.

2.2.8.22 To **protect** PSEZ for long-term employment uses and continuity of employment land as an asset for the city, the conversion of PSEZ to non-employment uses will not be permitted outside of a **Municipal Comprehensive Review** completed by the Region of Peel, except in accordance with the **Major Transit Station Area** policies located in the Mixed-Use Employment policies of this Plan.

2.2.8.23 The Province may issue additional supplementary direction to guide growth within PSEZ.

2.2.8.24 The City will coordinate with adjacent municipalities subject to PSEZ Zone 14, 15, and 18 to ensure the viability of PSEZ beyond Brampton's borders.

Applications to Convert Employment Areas

2.2.8.25 The areas designated Employment and Mixed-Use Employment on **Schedule 2** are adequate to accommodate growth for the next 30 years based on the growth forecasts established in Part 2.1 of this Plan. On that basis, Brampton Plan does not permit the conversion of lands within **Employment Areas** to non-employment uses, such as **major retail**, residential, and other **sensitive land uses** not **ancillary** to the primary employment use, over the horizon of this plan, except in accordance with the Region of Peel Official Plan. If a conversion is supported through a **Municipal Comprehensive Review** process completed by the Region of Peel, the City will advocate for a percentage of these lands to be a mix of **affordable** or rental housing.

2.2.8.26 The conversion of lands within the **Employment Area** to non-employment uses may only be considered through a **Municipal Comprehensive Review** undertaken by the Region of Peel, that demonstrates:

a. There is a need for the conversion.

b. The lands are not required over the horizon of the Region of Peel Official Plan for the employment use they were designated.

c. Sufficient employment land will be maintained to meet the employment forecasts of this Plan.

d. The conversion does not affect the overall viability of the **Employment Area** and the achievement of **intensification** and **density** targets.

e. There is existing or planned **infrastructure** and public service facilities to accommodate the proposed conversion.

f. The lands are not required over the long-term for employment purposes.

g. The lands do not fulfill the criteria for **Provincially Significant Employment Zones**

h. The lands do not affect the operations or viability of existing or permitted employment uses on nearby lands.

i. Cross-jurisdictional issues have been considered.

Encourage Opportunities and Provide Flexibility

Brampton Plan contemplates how to provide businesses, entrepreneurs, and investors with new opportunities by helping to grow a diverse and resilient economy that they can depend on with strong talent attraction and retention. Through the continuous improvement, evolution, and **intensification** of Brampton's **Employment Areas**, the City will maintain land supply necessary to support continued employment growth and stability as one way to support a strong economy.

There is also growing interest in economic progress that contributes to stronger **ecosystems** and improved quality of life for all. Moving forward with focused policies and investment to transition to a low-carbon, energy and resource efficient economy, in particular, can result in expanded businesses, jobs, and incomes, poverty reduction, higher standards of living, and social inclusion. The policies of this section are intended to cultivate a diverse economy by embracing **services** and technologies responsive to broader economic shifts, considering new ways of working, and the impacts of climate change on how businesses operate, deliver **services** and adapt to climate events.

Green Development

Green development practices will be incorporated into the design of new **development** and **redevelopment** within **Employment Areas**. This is intended to serve as a promotional tool for those businesses that position themselves as green

businesses, save on operating costs, improve the employee experience, and provide environmental benefits within **Employment Areas**. The **City-Wide Urban Design Guidelines** will provide direction for green development practices within **Employment Areas**.

2.2.8.27 Green development practices that may be considered in the design of **developments** in **Employment Areas** include:

a. **District energy**, geothermal energy, and bio-mass energy production;

b. Rainwater harvesting and greywater usage for irrigation and other purposes;

c. Water **conservation** and efficiency practices;

d. Recycled building materials;

e. Secure and covered bicycle lock-up facilities, showers, and lockers;

f. Electric Vehicle charging stations;

g. Bikeshare and carshare fleets;

h. Pervious paving treatments, where appropriate;

i. Re-use of waste heat within the same building that produces this heat, or in surrounding buildings;

j. Enhanced strategic tree planting to achieve maximum environmental benefits;

k. White roofs and green roofs; and,

l. Utilization of roofs for urban agriculture.

Climate-Resilient Industries and Businesses

2.2.8.28 Brampton Plan aims to cultivate a diverse economy, embracing **services** and technologies responsive to the impacts of climate change by:

a. Increasing the **ecological function** within **Employment Areas** through appropriate integration and buffers from the **Natural System** and **natural hazards**.

b. Prioritizing climate-related research, industry, technology, and business through partnerships, processes, and programs such as **Community Improvement Plans**.

c. Encouraging Brampton's businesses to become climate resilient and achieve emissions-neutral operations.

d. Taking a leadership role in promoting green business.

Attracting Skills, Talent, and Investment

2.2.8.29 Residents, entrepreneurs, and investors will have opportunities and support to grow a diverse and resilient economy by:

a. Maintaining **Employment Area** land supply necessary to allow for continued employment growth and facilitating **intensification** of **Employment Areas** to efficiently use existing **infrastructure** and meet employment growth projections identified in Part 2.1 and in accordance with the Region of Peel Official Plan.

b. Supporting opportunities for local economic and community resilience through **development**, revitalization, and renewal together with local organizations, business improvement areas, and similar groups, and by supporting emerging and non-traditional workplace locations.

c. Leveraging Brampton's strategic location along the Kitchener-Toronto Innovation **Corridor**.

d. Partnering to reduce barriers to education, jobs, and business opportunities for Indigenous people and newcomers, together with other levels of government to achieve aligned objectives.

e. Advocating for the acceleration of commercial and industrial real estate **development** and supporting advocacy for **infrastructure** improvement and funding.

f. Reinforcing the city's identity and competitive advantage as a destination while highlighting other prominent lifestyle features and amenities.

g. Supporting the growth and expansion of leisure, health care, and post-secondary sectors.

2.2.9 Natural System

What is the Natural System ?

Brampton's **Natural System** is an interconnected network of Natural Heritage System and Water Resource System features and areas, and their linkages such as **wetlands**, woodlands, valleylands, lakes and rivers and their **flood plains**, water resources, and any associated buffers and restoration and **enhancement areas**. The Water Resource System is a component of the **Natural System**, recognizing its function in supporting both natural and hydrologic features and functions. These systems and features are linked by natural **corridors**, functioning together to maintain biological and geological diversity, natural functions, viable populations of indigenous species and **ecosystems**. These systems can include provincial, regional and local natural features and areas, hydrologic features, federal and provincial parks and **conservation** reserves, other natural features, lands that have been restored or have the potential to be restored to a natural state, areas that support hydrological functions, and working **landscapes** that enable **ecological functions** to continue. The policies contained within this section are intended to promote a systems approach to identify, protect, enhance and restore the **Natural System**.

Brampton is traversed by the numerous river and valley **corridors** that connect the City to some of Ontario's most **significant** environmental features, including the Niagara Escarpment, Oak Ridges Moraine and Lake Ontario, and Urban River Valleys of the Greenbelt Plan. These **watercourses** and valleys form the backbone of the City's **Natural System**. Connected to these natural **corridors** are woodlands, **wetlands**, **headwater drainage features** and hedgerows, as well as the City's parklands, eco spaces, **green infrastructure**, and cultural heritage system.

Brampton's **Natural System** provides a host of ecological **services** such as biodiversity, pollination, extreme weather **mitigation**, erosion prevention, clean water, and **flood** regulation. The **Natural System** plays an important role in addressing climate change by reducing our greenhouse gas emissions through **carbon storage** and helping us to adapt to the impacts of climate change (e.g., reducing the urban heat island effect). The **Natural System** also significantly contributes to the health and wellbeing of local residents. The **Natural System** provides physical and mental benefits to residents and visitors, and mitigates impacts to human health from urbanization, such as poor air and water quality, and climate change, such as physical and mental health ramifications resulting from heat events.

Did you know?

Brampton's Natural Heritage System covers approximately 4,600 hectares or 17% of the municipal land base and 2,200 hectares are currently in public ownership.

As Brampton continues to grow and develop, the policies for protecting, conserving, enhancing and managing our **Natural System** will play a critical role in the resilience of our communities and **ecosystems** to climate change.

Together with the policies of Part 2.3. which address human-made hazards and natural resources, along with the policies of the Conservation Authorities and other levels of government, Brampton Plan works to ensure that the City's **Natural System** and the **services** it provides to the community are protected. This will support a net gain in ecological features and functions while also directing incompatible **development** away from areas of natural or human-made hazards or natural resources. Within the **Natural System**, the Protected Countryside policies of the Greenbelt Plan provide for the long-term protection of key natural heritage features, **key hydrologic features**, **key hydrologic areas** and their function.

The policies of this section apply to recognized, potential and unevaluated components of the Natural Heritage System designated on **Schedule 2** and as shown in greater detail as the **Natural System** on **Schedule 6A**, **Schedule 6B**, and **Schedule 6C**. In preparing **Secondary Plans** and **Precinct Plans** and the review of all planning and development applications, an initial review of the lands will be undertaken to confirm the presence of any natural or water resource system features or areas that may be present but are not shown on **Schedule 6A** and **Schedule 6B** and to determine if further evaluation is required.

The Greenbelt Plan **Natural System** policies require identification of a Natural Heritage System and Water Resource System including **key hydrologic areas**, **key hydrologic features** and key natural heritage features. **Key hydrologic areas**, including **significant groundwater** resource areas and **highly vulnerable aquifers** are shown on **Schedule 6C**.

What Do We Want to Achieve?

2.2.9.30 Brampton Plan will provide clear direction and a unified framework for long-term protection, restoration, enhancement, and **conservation** of the Natural Heritage System and Water Resource System and the achievement of the goals and objectives of the City's Natural Heritage and Environmental Management Strategy. To achieve this, Brampton Plan will:

a. **Identify, Protect and Restore the Natural Heritage System.** Taking a systems-based approach to identify, protect, restore and enhance key **natural heritage features and areas**, and the **ecological functions**, processes, and linkages they provide over the long-term while striving to achieve **watershed**/**subwatershed** targets identified by the Conservation Authorities.

b. **Identify and Protect the Water Resource System.** Identify, protect, restore and enhance the water resource system, features and areas, and their linkages, including ground and surface water features and their hydrologic functions.

c. **Enhance the Natural Heritage System and Water Resource System.** Restore, enhance and conserve the quality and **ecological integrity** of the **Natural System** and Water Resource System through appropriate permitted uses, well planned built-form and community design and stewardship, buffers, linkages, ecological restoration and enhancement, appropriate **mitigation**, environmental studies and **green infrastructure** implementation.

d. **Education, Stewardship, and Partnerships.** Encourage through education, stewardship and partnerships, the cooperation of property owners in the maintenance of, or enhancement to, the naturalization of lands and the **sustainable** use of the **Natural System**.

Identify, Protect, Restore, and Enhance the Natural Heritage System

Brampton Plan defines our Natural Heritage System and includes policies to ensure its protection, enhancement, and restoration. Our Natural Heritage System provides ecological **services** and natural capital and will be supported by other green spaces including parkland, hydro **corridors**, the **urban forest**, and the built environment.

There is a wide range of features requiring protection within the Natural Heritage System. The Natural Heritage System includes the following features and areas,

together with **corridors**, Linkages and **Enhancement Areas** that connect these features:

- **Valleylands and Watercourse Corridors**
- **Wetlands**
- **Watercourses** (including intermittent and **permanent streams**)
- Waterbodies (including inland lakes and their **littoral zones**)
- Woodlands
- **Areas of Natural and Scientific Interest** (**ANSI**)
- Environmentally Sensitive or **Significant** Areas
- **Significant Wildlife Habitat**
- Habitat of Endangered and Threatened Species
- **Habitat of aquatic species at risk**
- **Fish Habitat**
- Key natural heritage features and **key hydrologic features** in the Greenbelt Plan Natural Heritage System and Urban River Valleys

Many of these features and areas are mapped on **Schedule 6B** as appropriate. This section establishes specific policies and protection standards for each of these natural features and areas that form the Natural Heritage System.

Identification and refinement of these natural features and areas will be made when **watershed plans**, **subwatershed** studies, **Environmental Implementation Reports**, and other **natural system** studies are prepared. The City is committed to ensuring the **conservation** of these natural features, functions and linkages through the application of environmental buffers, setbacks and linkages, the securement, restoration and enhancement of natural areas, and the management of non-native invasive species.

It is a core objective of Brampton Plan to achieve no net loss and, if possible, a net gain, enhancing natural features and areas within the Natural Heritage System. Permanent protection of natural and water resource system features and areas will provide **essential** climate **mitigation** and **adaptation services**, such as water storage and filtration, **carbon storage**, cleaner air and habitats, support for pollinators, and moderating the urban heat island effect.

There are various measures and tools that the City may use to **protect** lands that have been identified as part of our Natural Heritage System. These measures and tools are described in the sub-sections below.

2.2.9.31 The precise boundaries of the **Natural System** designated as Natural Heritage System on **Schedule 2** and shown in greater detail on **Schedule 6A** and **6B** will be determined on a site-specific basis in accordance with the policies of this Plan and in consultation with the Conservation Authorities and other relevant public agencies.

a. The extent of the Natural Heritage System will be evaluated and identified through **watershed plans**, **subwatershed** studies, **Environmental Implementation Reports**, and other **natural system** studies prepared through the planning and **development** review process and in consultation with relevant agencies.

b. The results of studies listed in sub-section .a may refine the extent of natural and water resource system features shown on **Schedule 6B**.

c. If lands are not subject to a **Secondary Plan** or **Precinct Plan**, refinement of boundaries of the Natural Heritage System and concerns for the **adjacent lands** may be determined on a site-specific basis through a scoped **Environmental Implementation Report**.

d. Minor refinements to the boundaries of natural features and areas, as confirmed through detailed studies such as **watershed plans**, **subwatershed** studies, and **Environmental Implementation Reports**, may occur without an amendment to **Schedules 6A** and **6B** and these features may be added to the Natural Heritage System in accordance with the policies of this Plan.

2.2.9.32 Subject to the minimum protection standards required by this Plan, the City will strive to achieve no net loss, and if possible, a net ecological gain in natural features, functions and areas. This includes protection of the Natural Heritage System and Water Resource System from **negative impacts**, and discouraging the removal of natural features.

2.2.9.33 Subject to the minimum protection standards for natural and water resource features and areas, Brampton Plan encourages the continuum of **conservation**, which includes, in priority sequence:

b. **Protect** – **Protect** natural features, areas, and functions and avoid any **negative impacts**.

c. Minimize – Minimize **negative impacts**.

d. Mitigate – Prevent, modify, or alleviate **negative effects**.

e. Offset – If mitigating impacts is not possible, removal or compensation measures may be considered in consultation with Conservation Authorities.

2.2.9.34 Through planning and development applications, the City will protect, restore, connect, and where possible, enhance existing natural features and areas, as feasible.

2.2.9.35 Locally **significant** natural features are defined and identified on **Schedule 6B**. These natural features will be protected, and buffers will be used to **protect** and further enhance the Natural Heritage System.

2.2.9.36 Natural features, areas and linkages, including associated buffers, will be **zoned** as a separate, appropriate classification in the Zoning By-law. Existing uses will be recognized as legal non-conforming, where appropriate.

2.2.9.37 Where deemed appropriate in accordance with the policies and protection standards of this Plan, including ensuring no net loss, and if possible, a net ecological gain in natural features, functions and areas, and the Region of Peel Official Plan, removal of natural features and areas from the City's Natural Heritage System may be considered if justification is provided in a **subwatershed** study, **Environmental Implementation Report**, or other **natural system** study and is acceptable to the City in consultation with the Conservation Authorities, public agencies, and other levels of government.

2.2.9.38 In limited circumstances, removal of a natural feature and/or area may be considered if:

a. Studies demonstrate removal is unavoidable and removal is permitted by this Plan and the Region of Peel Official Plan;

b. Studies demonstrate that **development** and **site alteration** will have no net loss in area and function of the Natural Heritage System; and,

c. The removal is in accordance with **ecosystem** compensation guidelines approved by the City, Province, or other agency.

2.2.9.39 Ecological offsetting will be required for the feature and/or area that is no longer to be retained as part of the Natural Heritage System, and subject to approval by the City in consultation with the Conservation Authority and other relevant agencies, may be provided at another appropriate location to maximize the benefits to the Natural Heritage System.

2.2.9.40 In this regard, the lands being added to the Natural Heritage System as offset for removal of natural feature and/or area will, to the satisfaction of the City, Conservation Authority, and other relevant public agencies:

a. Be equivalent to or in excess of the removed lands in terms of area; and,

b. Abut other portions of the City's Natural Heritage System, preferably within the subject lands, or within other suitable lands within the same **subwatershed**.

2.2.9.41 Where any natural feature or area shown on **Schedule 6A** is damaged, destroyed or removed or has undergone changes in its characteristics or **ecological functions** due to stress such as blowdown, harvesting, invasive species, disease or climate change, there will be no adjustment to the boundary or redesignation of these features or areas. Where the lands are subject to a development application, the applicant will be required, as a condition of development approval, to prepare a site restoration plan for the damaged or destroyed feature and undertake the restoration prescribed in the plan, to the satisfaction of the City.

2.2.9.42 The City will discourage the fragmentation of ownership of natural features, including setbacks and buffers.

2.2.9.43 The City will develop **sustainable** management plans and practices to address Natural Heritage System restoration of valleys, woodlands, **wetlands**, **urban forest**, and **fish and wildlife habitat**.

2.2.9.44 Through the development approval process, natural features and areas, including their associated **natural hazards** and buffers will be gratuitously conveyed to the City in a condition satisfactory to the City. If any such lands are contaminated, the transferor will, prior to conveyance, restore the lands to a condition free from the **adverse effects** and suitable for enhancement, submit a Record of Site Condition, and satisfy any other requirements regarding **contaminated sites**.

2.2.9.45 The City will create programs to educate, manage, prevent and respond to illegal encroachment and **site alteration** into the Natural Heritage System.

2.2.9.46 The City will support partnerships for the protection and enhancement of the Natural Heritage System and the ecological restoration of **enhancement areas** and linkages.

2.2.9.47 **Development** and **site alteration** will not be permitted on **adjacent lands** to the Natural Heritage System until appropriate studies have been completed to evaluate the **ecological function** of the **adjacent lands** and it has been demonstrated that there will be no **negative impacts** on the natural features or their **ecological functions**.

2.2.9.48 **Development** will generally be directed to areas outside of lands that are unsafe for **development** due to the presence of **hazardous forest types for wildland fire**. **Development** may however be permitted in lands with **hazardous forest types for wildland fire** where the risk is mitigated in accordance with wildland fire assessment and **mitigation** standards.

Permitted Uses and Activities

2.2.9.49 **Development** and **site alteration** within the Natural Heritage System designated on **Schedule 2** will be prohibited except for the following:

a. Passive recreational uses, including trails, trail heads, foot bridges, signage, public art, small playgrounds, outdoor classrooms, picnic areas, and washrooms if measures are taken to minimize the number of such structures and their **negative impacts**;

b. Natural heritage restoration or enhancement efforts, including forest, fish, and wildlife management;

c. **Flood** and erosion control project where it has been demonstrated to be necessary in the public interest and after all reasonable alternatives outside the Natural Heritage System have been considered, and the impact to the Natural Heritage System is minimized;

d. **Essential infrastructure** exempted, pre-approved, or authorized under an Environmental Assessment process;

e. Existing uses, buildings, or structures;

f. A new single residential dwelling, if the need has been demonstrated and it has been established that there is no reasonable alternative, on an existing lot of record, after studies have been undertaken and approved by the City and appropriate agencies; and,

g. **Minor Development** and Minor **Site Alteration** where it has been demonstrated through an **Environmental Implementation Report** that there will be no net loss to the Natural Heritage System and its functions and a net ecological gain.

2.2.9.50 New active recreational uses or expansion of existing active recreational uses will not be permitted in the Natural Heritage System. For the purposes of this policy, active recreational uses are those that result in significant modifications to the **landscape**, the installation of buildings or structures, and include such uses as golf courses, driving ranges, swimming pools, sports facilities/fields and other similar uses and structures.

Regional Greenlands System

2.2.9.51 The City supports the protection, enhancement and restoration of the Regional Greenlands System through the policies of this Plan and the identification of these features. The precise boundaries and extent of the natural features and areas will be determined through the development approvals process, and through a **subwatershed** plan prior to a new or major update to an existing **secondary plan**, or **settlement area** boundary expansion.

2.2.9.52 **Development** and **site alterations** are not permitted within the Core Areas of the Greenlands System with some exceptions as defined in the Region of Peel Official Plan and in accordance with the policies of this Plan and the Region of Peel Official Plan.

2.2.9.53 The City will identify and **protect** locally **significant** natural features to build upon and enhance the Greenlands System.

Valleylands and Watercourse Corridors

Valleylands and watercourse corridors in Brampton form an integral part of the **ecosystem** and creates a spine for the City's overall **Natural System**. **Valleylands and watercourse corridors** are defined as natural areas that occur in the valley or other landform depression that has water flowing through or standing for some period of the year, and includes rivers, streams, other **watercourses**, and ravines.

There are several main valley and **watercourse corridors** traversing the city: the Credit River, Fletcher's Creek, Etobicoke Creek, Mimico Creek and Humber River, as well as Huttonville Creek, Mullet Creek and Levi Creek. These significant **valley and watercourse corridors** provide a transition between the less defined **headwater** tributaries in the northern portions of the city to the well-defined valley **corridors** in the southern portions of the city.

It is the City's responsibility, in consultation with the Region of Peel and the area Conservation Authorities, to ensure that the natural features, functions, linkages and hazards associated with **valleylands and watercourse corridors** are respected. In addition to the policies included in Brampton Plan, both the Credit Valley Conservation and Toronto and Region Conservation Authorities have policies with respect to valleylands and **watercourse** protection and management in accordance with the policies of this Plan.

Valleylands and Watercourse Corridors have been identified on **Schedule 6B**.

2.2.9.54 The refinement of **Valleylands and Watercourse Corridors** features will be determined in consultation with the Conservation Authorities and relevant agencies through a **subwatershed** study, **Environmental Implementation Report**, or other **natural system** study. Should further study refine the width of a Valleyland or **Watercourse Corridor** feature, the portion of land no longer associated with the natural feature, or its function will revert to the relevant adjacent designation without the need to amend this Plan.

2.2.9.55 Subject to the policies of this plan, **development** and **site alteration** will not be permitted in or on lands adjacent to **Valleylands and Watercourse Corridors** unless it has been demonstrated that there will be no **negative impacts** on the natural features and/or area or their **ecological functions**, and a net ecological benefit is achieved.

2.2.9.56 To maintain the open character, linkage functions, and **ecological integrity** of Valleylands, structures crossing a valley and/or **watercourse** will provide for a suitable open span to accommodate the natural movement and functions of the feature, as well as through movements of wildlife and pedestrians as appropriate.

2.2.9.57 Vistas and window streets will be strategically located to provide strategic views onto **valleylands and watercourse corridors** providing a focus for **Neighbourhoods** and access to valleylands. They will be planned to promote continuity, enhance **accessibility**, connectivity to existing and future trails, visibility of the open space system, and provide opportunities for **passive recreation**.

Wetlands

Wetlands play a vital role in our **Natural System** and the health of our **watersheds**. **Wetlands** provide numerous environmental benefits and also provide a multitude of social, economic, and cultural benefits including **flood** management, improved water **quality and quantity**, erosion risk reduction, habitat, food chain support, recreational opportunities, improved mental health and well-being, and among many others. **Wetlands** also play an important role in helping to mitigate and adapt to the impacts of climate change, by storing carbon and providing resilience against extreme weather events such as storms and flooding. Protecting and enhancing **wetlands** will ensure that these features can continue to provide these **services** and benefits, now and for future generations.

Wetlands are defined as lands that are seasonally or permanently covered by shallow water, as well as lands where the water is close to or at the surface. In either case, the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic plants or water tolerant plants. The four main types of **wetlands** are swamps, marshes, bogs, and fens. Periodically

soaked lands or **wetlands** being used for agricultural purposes which no longer exhibit **wetland** characteristics are not considered to be **wetlands** for the purposes of this definition.

Within Brampton, there are a number of **wetlands** including Provincially **Significant** Wetlands, as well as unevaluated and other **wetlands**, which are identified on **Schedule 6B**.

2.2.9.58 **Development** and **site alteration** will not be permitted in Provincially **Significant Wetlands** and associated 30 metre buffer, as identified on **Schedule 6B**.

2.2.9.59 The City in working with its partners will ensure that there is a no net loss to Brampton's existing **wetland** cover.

2.2.9.60 **Wetlands** are regulated by the local Conservation Authorities and a permit will be required for any interference or removal. **Development** and **site alteration** will not be permitted on **adjacent lands** to Provincially **Significant Wetlands**, or within **adjacent lands** to evaluated non-Provincially **Significant Wetlands**, unless:

a. For Provincially **Significant Wetlands**, the **ecological function** of the **wetland** and **adjacent lands** has been evaluated and it can be demonstrated that there will be no **negative impact** on the natural features or on their ecological/hydrological functions within Provincially **Significant Wetlands**. This only applies to **development** adjacent to a Provincially **Significant Wetland** and not within a Provincially **Significant Wetland**.

b. For Unevaluated/Other **Wetlands**, the feature has been evaluated and it can be demonstrated that its ecological and hydrological form and function provides only a limited contribution to the **ecological integrity** and function of the **Natural System** and can be successfully replicated elsewhere on site, that there will be no net loss to the **Natural System,** and that a net ecological gain will be achieved. If mitigating impacts is not possible, removal / compensation measures may be considered in consultation with Conservation Authorities.

c. The City will require that the unevaluated **wetlands** be evaluated by qualified persons in accordance with the Ontario **Wetlands** Evaluation System. **Schedule 6B** will be amended as required to reflect the results of the evaluation.

d. Nothing in this policy will preclude the protection of **wetlands** that are not Provincially **Significant Wetlands**, consideration of the use of **mitigation** and/or offset to fulfill the policies of this section, and to prevent, modify, or alleviate the impacts of **development** on the **Natural System**.

e. Predevelopment **wetland** water balance is to be maintained in areas proposed for **development** within the catchment of a **wetland** by evaluating the risk to the **wetland's** hydrologic function and implementing appropriate **mitigation** measures to the satisfaction of the City and Conservation Authority to maintain the **wetland's** functions and assure no **negative impacts** to the feature.

2.2.9.61 **Development** or **site alteration** adjacent to a **wetland** will be required to submit a **Wetland Management Plan** to the satisfaction of the City and in accordance with the policies of this Plan.

2.2.9.62 Based on the recommendations of **watershed plans, subwatershed** studies, and **Environmental Implementation Reports**, an evaluation of the significance of the **wetlands** will be undertaken. Those **wetlands** that are recommended for protection will be protected, maintained, restored, and enhanced through sensitive subdivision and site design, including appropriate **stormwater** management and **sustainable** management practices. Appropriate **wetland** compensation will be determined by the City in consultation with Conservation Authorities

Wetland Management Plan means a plan that is required prior to approval where a proposed **development** is adjacent to a **wetland**, which identifies how the **wetland**(s) can be protected, maintained, restored, and enhanced through sensitive subdivision and site design. The Plan will contain **wetland** management objectives, short, medium and long term management actions and recommended environmental buffers.

a. The City may consider **wetland** creation as **mitigation** for the removal of unevaluated/other **wetlands** based on the recommendations of the applicable study.

b. The City will not permit the fill, removal, or loss of any **wetland** identified for protection in the aforementioned studies.

Woodlands

Woodlands are **ecosystems** comprised of treed areas and the immediate biotic and abiotic environmental conditions on which they depend. They are rich in biodiversity and are hosts to a variety of plants and animals. Brampton's Woodlands provide environmental and economic benefits to private landowners in Brampton and the public, including erosion prevention, hydrological and nutrient cycling, **mitigation** of extreme weather and climate, the provision of clean air and long-term **carbon storage**, the provision of **wildlife habitat**, outdoor **recreation** opportunities, and the

sustainable harvest of a wide range of woodland products. In our rapidly urbanizing city, protection of natural woodlands and the **conservation** of **urban forest** communities are important because of their features, functions, and linkages, as well as the aesthetic qualities and visual relief this vegetation provides.

Woodlands in Brampton continue to be impacted by activities such as clearing of the understory, invasive species, urban impacts, and habitat fragmentation. **Development** over the last 200 years has led to a significant decline in Brampton's woodland communities. Before European settlement, the majority of Brampton's **landscape** was covered in woodlands – in 2022, they only comprise approximately 1194 ha of Brampton's **landscape** or just under 5% of the city's total land area.

Within Brampton, woodlands may vary in their level of significance at the local, regional, and provincial levels, and include Core Woodlands, and Locally **Significant** Woodlands, identified on **Schedule 6B**.

2.2.9.63 Woodlands, are defined as any area greater than 0.2 ha that has:

a. A tree crown cover of over 60% of the ground, determinable from aerial photography, or

b. A tree crown cover of over 25% of the ground, determinable from aerial photography, together with on ground stem estimates of at least:

.i 200 trees, of any size, per 0.2 hectare;

.ii 150 trees, measuring over five (5) centimetres DBH, per 0.2 hectare;

.iii 100 trees, measuring over twelve (12) centimetres DBH, per 0.2 hectare;

.iv 50 trees, measuring over twenty (20) centimetres DBH, per 0.2 hectare.

2.2.9.64 The City will define core woodlands as woodlands:

a. Greater than or equal to 4 hectares, or

b. Meeting one or more criteria for Core Woodland as defined in the Region of Peel's Official Plan - Table 1 (Criteria and Thresholds for the Identification of Core, Natural Areas and **Corridors** (NAC) and Potential Natural Areas and **Corridors** (PNAC).

2.2.9.65 The City will define Locally **Significant** Woodlands as woodlands that meet one or more of the following criteria:

a. Woodlands, greater than or equal to 2 hectares and up to 4 hectares, excluding **plantations** but including **cultural woodlands** and **woodland edge**.

b. Any woodland greater than 0.2 hectares that meet one or more of the following criteria:

.i Supports 10 or more old growth trees (greater than or equal to 100 years old);

.ii Supports a significant linkage or **ecosystem** function as determined through an **Environmental Implementation Report** approved by the City in consultation with the Conservation Authority;

.iii Is located within 30 meters of another **significant** woodland, **wetland**, valleyland, stream or **headwater** feature supporting a **significant** ecological relationship between the two features;

.iv Is a vegetation community with a Provincial ranking of S1, S2 or S3 or with a regional ranking of G1, G2, or G3;

.v Contains habitat with 10 individual stems or 100 m^2 of leaf coverage of Endangered or Threatened woodland plant species as defined by the Provincial and Federal Species at risk lists;

.vi Contains habitat with Endangered, Threatened, or Special Concern animal species as defined by the Provincial and Federal Species at Risk lists; or

.vii Forms part of the cultural heritage value of a **significant cultural heritage resource**.

2.2.9.66 Woodlands will also include **Cultural Woodlands**, **Plantations**, and **Woodland Edge**, and may also contain remnants of old growth forests.

Woodland Edge means an adjacent area to a woodland containing at least 25% cover of native and/or non-native shrubs or trees.

2.2.9.67 Woodlands do not include **plantations** that are:

b. Managed for production of fruits, nuts, Christmas trees, nursery stock or other agro-forestry type uses;

c. Managed for tree products with an average rotation of less than 20 years; or,

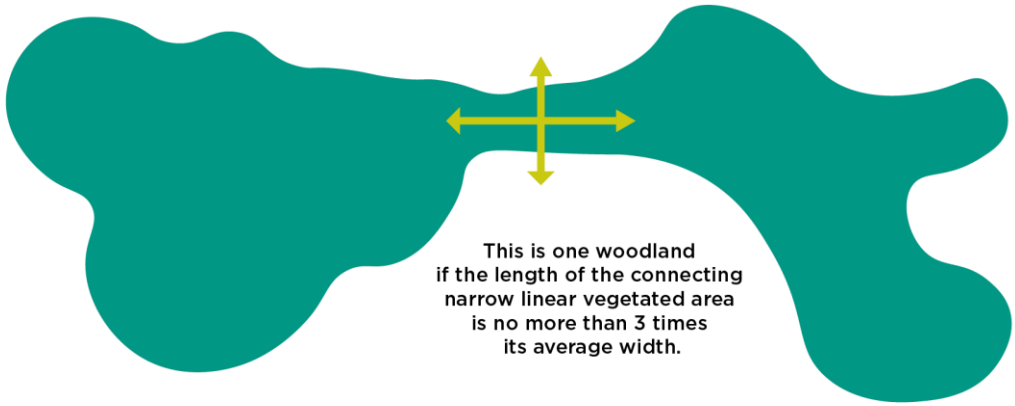
d. Established and continually managed for the sole purpose of complete removal at rotation without a woodland restoration objective, as demonstrated with documentation acceptable to the City.

2.2.9.68 Woodlands experiencing changes, such as harvesting, blowdown, or other tree mortality, are still considered woodlands. Such changes are

considered temporary whereby the forest still retains its long-term **ecological value**.

2.2.9.69 Where two or more woodlands are separated by less than 20 meters, they will be considered one woodland.

2.2.9.70 Where two or more woodlands, which have an average minimum width of 40 meters, are physically connected by a narrow linear treed area with any open breaks being 20 meters wide or less, all treed areas will be considered one woodland as long as the linear area is no more than three times longer than its average width and has a woodland cover of at least 35% containing native and/or non-native species. These three features would be considered one woodland.



2.2.9.71 **Development** and **site alteration** will not be permitted within Core Woodlands, except in accordance with the policies of the Region of Peel Official Plan, or Locally **Significant** Woodlands.

2.2.9.72 **Development** and **site alteration** may be considered in woodlands that are not Locally **Significant** Woodlands or Core Woodlands, where it has been demonstrated through an **Environmental Implementation Report** that there will be no **negative impacts** on the natural features and/or area or their **ecological functions**, and a net benefit is achieved.

2.2.9.73 **Development** or **site alteration** on **adjacent lands** to a woodland will not be permitted unless an **Environmental Implementation Report** has demonstrated that there will be no **negative impact** on the woodland or its **ecological function** and a **Woodland Management Plan** has been submitted to the satisfaction of the City.

2.2.9.74 Nothing in this policy will preclude the protection of other woodlands, and consideration of the use of **mitigation** and/or compensation to fulfill

the policies in this section, and to prevent, modify or alleviate the impacts of **development** on the **Natural System**.

2.2.9.75 For woodlands in the Greenbelt Plan Natural Heritage System, **significant** woodlands will be identified in accordance with the Greenbelt Plan policies and Technical manuals.

Areas of Natural or Scientific Interest

Areas of Natural and Scientific Interest (**ANSIs**) represent high-quality areas of land and water that contain unique life science and earth science features of Provincial significance related to protection, scientific study, or education. Areas of Natural and Scientific Interest are categorized as either life science or earth science.

- **Life science areas of natural and scientific interest** are significant representative segments of Ontario's biodiversity and natural **landscapes** including specific types of valleys, woodlands, **wetlands**, and prairies, their native plants and animals, and their supporting environments.
- **Earth science areas of natural and scientific interest** include the best representation of bedrock, fossils and glacial landforms.

Within Brampton, there are three area **ANSIs**: the Brampton Esker Regional Earth Science **ANSI**, the Heart Lake Forest and Bog Regional Life Science **ANSI**, and the Huttonville Valley Regional Life Science **ANSI**. **ANSIs** have been identified on **Schedule 6B**.

2.2.9.76 Subject to the policies of this Plan, **development** and **site alteration** is not permitted within or on **adjacent lands** to Provincially **Significant ANSIs** unless it has been demonstrated that there will be no **negative impacts** on the natural features or their **ecological functions**.

2.2.9.77 **Development** and **site alteration** is generally not permitted within Regionally **Significant ANSIs**, unless it has been demonstrated through an **Environmental Implementation Report** that in the case of Regional Life Science **ANSIs**, there will be no **negative impacts** on the natural features or **ecological functions**, and in the case of Regional Earth Science **ANSIs**, there will be a net ecological benefit and no **negative impacts** on the scientific value of the feature and its functions.

2.2.9.78 Based on the recommendations of the **Watershed Plans**, **Subwatershed** Studies, **Environmental Implementation Reports** or other **natural system** studies, the City will require that those **ANSIs** that are recommended for protection be maintained, restored and/or enhanced through sensitive subdivision and site design, including appropriate **stormwater** management and **sustainable** management practices. In the case of Provincially **Significant ANSIs**, protection, restoration, and

enhancement will be undertaken in accordance with the provincial standards and policies.

2.2.9.79 Where no broad scale environmental study has been prepared, applications for site plan approval, an amendment to the Zoning By-law or where subdivision approval is proposed within or on adjacent lands to a Provincial or Regional **ANSI**, an **Environmental Implementation Report** will be prepared to the satisfaction of the City, having regard for the concerns of the relevant Conservation Authority, the Region, and/or the Ministry of Development, Natural Resources and Forestry. The extent of the study will be determined on a site-specific basis. **Natural hazards** must be adequately addressed in accordance with provincial **natural hazards**, and regulatory requirements.

Environmentally Sensitive or Significant Areas

Environmentally Sensitive or **Significant** Areas (ESAs) are large areas that contain natural features and perform **ecological functions** that warrant their retention in a natural state and support the long-term interests of the environment and the community. Environmentally Sensitive or **Significant** Areas are large features of the **Natural System** , often represented by a complex of **wetlands**, woodlands, significant **wildlife habitat** or valleylands. Environmentally **Significant** Areas are delineated through Provincial guidelines.

2.2.9.80 **Development** and **site alteration** is not permitted within ESAs identified on **Schedule 6B**, except for:

a. **Minor development**, minor **site alterations**, and **passive recreation**;

b. **Infrastructure**, in accordance with the policies of this section; and,

c. Works for **conservation** purposes or subject to the *Drainage Act*.

2.2.9.81 ESAs will be delineated through the **Watershed** or **Subwatershed** Planning process or an **Environmental Implementation Report** to ensure their protection, maintenance, restoration, and enhancement through sensitive **development** and site design, including appropriate **stormwater** management and **sustainable** management practices.

2.2.9.82 **Development** and **site alteration** will not be permitted on **adjacent lands** to an Environmentally Sensitive Area unless an **Environmental Implementation Report** has been completed evaluating the **ecological functions** of the **adjacent lands** and demonstrating that there will be no **negative impacts** on the natural feature or on its **ecological functions**.

Significant Wildlife Habitat

Wildlife habitat means areas where plants, animals and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific **wildlife habitats** of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle, and areas which are important to migratory or non-migratory species. **Significant wildlife habitat** is ecologically important in terms of features, functions, representation, or amount, and contributing to the quality and diversity of an identifiable geographic area or **Natural System** .

Areas of **significant** wildlife have not been identified on any Schedule.

2.2.9.83 The significance of a **wildlife habitat** will be assessed following the processes and criteria outlined in the Province's Natural Heritage Reference Manual and Region of Peel **Significant** Woodland and **Wildlife Habitat** Study. The Ministry of Natural Resources and Forestry's **Significant Wildlife Habitat** Technical Guide, and associated Ecoregion 7E Criteria Schedule.

2.2.9.84 **Development** and **site alteration** within **significant wildlife habitat** or on **adjacent lands** is not permitted, unless it has been demonstrated through an **Environmental Implementation Report** that there will be no **negative impacts** on the natural features or their **ecological functions**.

Habitat of Endangered and Threatened Species

Provincially, species at risk are identified as extirpated, endangered, threatened or of special concern on the Species at Risk in Ontario list. The Ministry of the Environment, Conservation and Parks administers the *Endangered Species Act*, to **protect** and conserve species at risk and their habitats. Guidance for surveying and determining habitat of endangered and threatened species may be provided by the Ministry of the Environment, Conservation and Parks and Forestry.

Federally, protected aquatic species at risk need to be considered in a planning application. Federal species at risk are those listed under Schedule 1 of the federal *Species at Risk Act* (SARA). The Minister of Fisheries and Oceans administers the *Act* with respect to aquatic species at risk (fishes and mussels). The location of such waters and habitats is identified on Fisheries and Oceans Canada (DFO) Aquatic Species at Risk Distribution and Critical Habitat maps.

2.2.9.85 **Development** and **site alteration** in the habitat of endangered and threatened species and in the **habitat of aquatic species at risk** is not permitted except in accordance with provincial and federal requirements.

2.2.9.86 The City will support the Province and Conservation Authority efforts to prepare an **Endangered Species** Strategy to promote the recovery of species at risk found in Brampton.

Fish Habitat

Fish habitat as defined in the *Fisheries Act*, means spawning grounds and any other areas, including nursery, rearing, food supply, and migration areas on which fish depend directly or indirectly in order to carry out their life processes. Healthy aquatic communities are generally a good indicator of environmental health.

Our rivers, creeks, and streams support a variety of cold water and warm water fisheries; however, these **fish habitats** are vulnerable to degradation from factors such as channelization, loss of stream bank vegetation, untreated urban runoff, increased sedimentation and changes in the timing, temperature and amount of **stormwater** entering the **watercourse**. The harmful alteration, disruption or destruction of **fish habitat** is generally prohibited under the *Fisheries Act*.

2.2.9.87 The City will encourage the identification, protection, restoration, or where possible, enhancement of **fish habitats**.

2.2.9.88 The extent and significance of **fish habitat** will be determined in consultation with the Ministry of Natural Resources and Forestry, the Conservation Authority having jurisdiction over the area, and Fisheries and Oceans Canada. The City will reference the relevant Fisheries Management Plan and **watershed** or **subwatershed** plans in consultation with MNRF, DFO and the Conservation Authority to define **fish habitats** and their management recommendations.

2.2.9.89 **Development** and **site alteration** will not be permitted on **adjacent lands** to **fish habitat** except in accordance with relevant provincial and federal requirements, or unless an **Environmental Implementation Report** has been completed evaluating the **ecological functions** of the **adjacent lands** and demonstrating that there will be no **negative impacts** on the natural features or on their **ecological functions**.

2.2.9.90 Harmful alteration of **fish habitat** without authorization is prohibited and a principle of no net loss of productive capacity of **fish habitat** is advocated for in accordance with the *Fisheries Act*.

Enhancement Areas and Linkages

Brampton's natural environment has been fragmented and influenced by agricultural land use and urban **development** for over 150 years. The City recognizes the importance of natural and man-made linkages between elements of the **Natural System** . Linkages that can be defined between **significant** natural

features and which can be restored and/or enhanced from natural **corridors** are a vital element of **Natural System** planning.

Natural, restored, and enhanced linkages can provide **ecological functions** such as habitat, migration routes, hydrological flow, and connections or buffering from **adjacent land** use impacts. Linkages will be identified through the preparation of natural heritage studies, including **watershed** and **subwatershed** studies, **Environmental Implementation Reports**, and terrestrial and natural heritage strategies and models.

Brampton's valley systems provide significant north-south **corridors** that link regional **natural systems** such as the Greenbelt and Niagara Escarpment to Lake Ontario. However, Brampton lacks east-west linkages. It is an objective of Brampton Plan to establish these east-west linkages through the planning and **development** approvals process, while continuing to **protect** and enhance north-south **corridors**.

Schedule 6A identifies areas of Enhancement and Linkages that include existing parks and open space and hydro **corridors**. The City recognizes the important functions that these areas can have on the health and biodiversity of the **Natural System.**

2.2.9.91 The City will encourage the identification and establishment of linkages to connect natural heritage features, such naturalized **corridors**, parks, and **stormwater** management **infrastructure**.

2.2.9.92 The City will undertake management and restoration plans for identified Enhancement and Linkage areas to support **Natural System** features, functions, and linkages, and to improve the urban tree canopy to provide ecological **services** for the built environment of the **neighbourhood** and private properties.

2.2.9.93 The establishment of east-west linkages will be encouraged.

2.2.9.94 Lands identified as Enhancement and Linkage Areas will incorporate restoration activities to improve the ecological **services** to support potential linkages between natural features.

2.2.9.95 The City will work with hydro **corridor** owners, such as Hydro One Networks Inc. and TC Energy, to investigate restoration opportunities within utility rights-of-way.

Greenbelt Plan Natural Heritage System

The Province's Greenbelt Plan identifies lands that are to be protected for current and future generations. The Greenbelt Plan outlines where urbanization should not occur in order to provide permanent protection to ecological and hydrological features, functions, areas and agricultural lands. Within the City of Brampton, about

202 hectares of land adjacent to the Credit River Valley in Northwest Brampton are designated as Protected Countryside on Schedule 2and identified as Natural Heritage System as shown on **Schedules 6A** and **6B**.

Protected Countryside lands are intended to provide connections from the Niagara Escarpment Plan and Oak Ridges Moraine Conservation Plan to the surrounding major lake system, to enhance the spatial extent of agriculturally and environmentally protected lands, **protect wildlife habitat**, provide for the movement of plants and animals, and maintain and/or enhance water resources.

The **Natural System** identifies lands that support both natural heritage and hydrological features and functions including providing pollinator habitat, which is an **essential** support for **ecosystems**. Within the **Natural System**, the Protected Countryside policies of the Greenbelt Plan provide for the long-term protection of key natural heritage features, **key hydrologic features**, **key hydrologic areas** and their functions.

Brampton Plan also recognizes that the Credit River, Etobicoke Creek and three tributaries of the West Humber River, identified as Urban River Valleys provide for publicly owned lands that form important river valley linkages and **corridors** in an urban context between the Protected Countryside and Lake Ontario.

External connections are key components for the long-term health of the Greenbelt's **Natural System** , and which strengthen the city's connections to the regional **ecosystems**. The Greenbelt Plan encourages municipalities to continue protective policies, and restoration enhancement and stewardship efforts to enhance the ecological features and functions with these valley systems.

2.2.9.96 The Greenbelt Plan **Natural System** is shown on **Schedule 6B** and **Schedule 6C**. For those lands within the Greenbelt Plan Natural Heritage System, the applicable policies of the Greenbelt Plan will apply.

2.2.9.97 Within the Protected Countryside Area of the Greenbelt shown on **Schedule 6B**, the following uses, buildings, and structures are permitted, subject to the policies of this Section:

b. Normal farm practices and a full range of **agricultural uses**, as well as agricultural-related and **on-farm diversified uses**, subject to the Natural Heritage System policies of the Greenbelt Plan;

c. **Single detached dwellings** on existing lots of record, provided they were **zoned** for such use as of December 16, 2004;

d. Existing uses lawfully used for such purpose before December 16, 2004, subject to Section 4.5 of the Greenbelt Plan;

e. Forest, fish, and wildlife management;

f. **Conservation** and **flood** or erosion control projects within natural heritage and hydrological features and associated buffers, only if they have been demonstrated to be necessary;

g. Passive recreational uses that support environmental **conservation** and trail systems. Small-scale structures for recreational uses (such as boardwalks, footbridges, fences, docks and picnic facilities) are permitted within natural and hydrological features, and the **negative impacts** on these features should be minimized;

h. Naturalized **stormwater management ponds** that are required to service the Heritage Heights **Secondary Plan** Area, provided they are located outside of natural heritage and hydrological features and associated buffers;

i. **Infrastructure**, subject to Section 4.2 of the Greenbelt Plan; and,

j. Extraction of **mineral aggregate resources** subject to Section 4.3.2 of the Greenbelt Plan and may require the completion of an agricultural impact assessment.

2.2.9.98 Agricultural, agriculture-related and **on-farm diversified uses** shall be permitted in accordance with provincial Guidelines on Permitted uses in Ontario's Prime Agricultural Areas. Proposed agriculture-related and **on-farm diversified uses** should be compatible with and should not hinder surrounding agricultural operations.

2.2.9.99 All **development** and **site alteration** will be subject to the **Natural System** policies of the Greenbelt Plan. Within the Greenbelt Plan Natural Heritage System overlay shown on **Schedules 6A** and **6B**, key natural features, **key hydrologic features** and **key hydrologic areas** will be protected in accordance with the policies of the Greenbelt Plan, the Region of Peel Official Plan and this Plan. Within the Natural Heritage System of the Greenbelt Plan, new **development** and **site alteration** shall demonstrate there will be no **negative impacts** on natural heritage features or **key hydrologic features** or their functions and that connectivity between key features located within 240 metres of each other will be maintained or, where possible, enhanced for the movement of plants and animals.

2.2.9.100 **Development** and **site alteration** within 120 metres of a natural feature or a **key hydrologic features** will require an **Environmental Implementation Report** to identify key features, associated vegetative

protection zones, minimum buffers, and required **mitigation** in accordance with the policies and requirements applicable policies of the Greenbelt Plan.

2.2.9.101 New multiple units or multiple lots for residential dwellings, such as estate residential **developments**, are prohibited within the Protected Countryside.

2.2.9.102 New buildings and structures for agricultural, agriculture-related or **on-farm diversified uses** are not required to undertake a natural or hydrologic evaluation if a minimum 30 metre **vegetation protection zone** is provided from a key natural or **key hydrologic feature**. In addition, these uses are exempt from the requirement of establishing a condition of **natural self-sustaining vegetation** if the land is and will continue to be used for agricultural purposes. However, agricultural, agriculture-related and on farm diversified uses will pursue best management practices to **protect** and/or restore key natural and **key hydrologic features** and functions.

2.2.9.103 Within the Protected Countryside new land uses, including the creation of new lots, and new or expanding livestock operations shall comply with the **minimum distance separation formulae**, which consist of:

b. MDS I: setbacks are determined between proposed new **development** and existing livestock barns, manure storages and/or anaerobic digesters; and,

c. MDS II: setbacks are determined between proposed new or altered livestock facilities and/or anaerobic digesters and existing or approved **development**, lot lines and road allowances.

2.2.9.104 Lot creation within the Protected Countryside is subject to the policies of Section 4.6 of the Greenbelt Plan and the policies of this Plan.

2.2.9.105 Parkland dedication and school sites required as a condition of approval for **development** within an urban **settlement area** will not be permitted within the Natural Heritage System of the Greenbelt Plan.

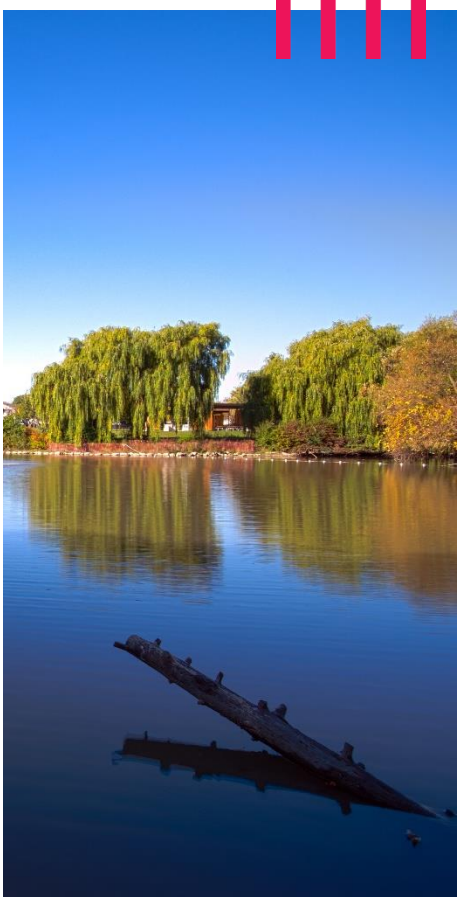
2.2.9.106 Within the Urban River Valleys shown on **Schedule 6A**, the following additional policies will apply to publicly owned lands:

b. All existing, expanded or new **infrastructure** is permitted subject to and approved under the *Environmental Assessment Act*, or which receives a similar approval, only if it supports the needs of adjacent **settlement areas** or projected growth and economic development, and the goals and objectives of the Greenbelt Plan;

c. Planning and design efforts to ensure that Urban River Valleys are maintained and/or enhanced will be promoted; and,

d. Stewardship, remediation, and appropriate park and trail initiatives that strive to enhance the ecological features and functions found within the Urban River Valley will be encouraged.

Identify, Protect, Improve or Restore the Water Resource System



The Water Resource System is comprised of complex interrelated systems, features and areas. This includes groundwater and surface water, which are important resources as they supply drinking water and help maintain **ecological integrity** of **ecosystems**. The Credit River, Humber River, Etobicoke Creek, and their tributaries form the major **watersheds** in the Region of Peel.

The Water Resource System features and areas overlap with the Natural Heritage System shown on **Schedule 6A** and are subject to the policies for the Natural Heritage System where features and areas of the Water Resource System are defined and addressed as components of the **Natural System** .

The City also values the unique water related **ecosystems** of the 14 lake-**pond** systems that generally occur within the Etobicoke and Spring Creek **watersheds**. Ten lake-**ponds** are the result of aggregate extraction of the buried Brampton Esker and Brampton Kame deposits: Heart Lake and Teapot Lake are natural kettle lakes associated with the Esker; and Loafers Lake and Chinguacousy Park are online **ponds** to the Etobicoke and Spring Creeks respectively. The City has prepared a City-Wide Lake Assessment and Management Study that recognizes that these lake-**ponds** must be properly **conserved** and managed to maintain and enhance their ecological features and functions that contribute to the environmental health of the community.

The Water Resource System, which complements the Natural Heritage System, is addressed from a number of perspectives in Brampton Plan. The policies of this section address water **quality and quantity** through the protection of natural features and areas, **natural hazards**, and surface water and **groundwater** resources. **Stormwater** management policies, water supply and sanitary sewage policies, and water **conservation** policies are found in the **Sustainability** and Climate Change Building Block of this Plan.

2.2.9.107 The City will protect, improve, and restore the Water Resource System, which includes the following elements based on **Watershed Plans** and **Subwatershed** Studies:

b. **Key hydrologic features**, such as seepage areas and springs, **wetlands**, permanent and **intermittent streams**, inland lakes and their **littoral zones**; and,

c. **Key hydrologic areas**, such as **Significant** Surface Water Contribution Areas, Ecologically **Significant Groundwater Recharge Areas**, **Significant Groundwater Recharge Areas**, and **Highly Vulnerable Aquifers**.

2.2.9.108 The City will implement **watershed plans**, as appropriate and the **watershed** planning process to protect, improve and restore water quantity and quality and the hydrological function, **quality and quantity** of the City's water resources.

2.2.9.109 The City will promote and play a leadership role in the efficient and **sustainable** use of water resources, including practices for water **conservation** and sustaining water quality. Such practices may include encouraging educational initiatives, supporting other agencies with programs related to water **conservation**, sustaining water quality, respecting Indigenous Knowledge systems, incorporating **stormwater** management best practices, including **green infrastructure** and/or **low impact development** and considering technological and other system improvements to address such issues as inflow and infiltration of sanitary sewers.

2.2.9.110 **Stormwater** facilities may be located adjacent to open spaces, parks, or the **Natural System** to provide buffers to **development** and/or increase views and access to open spaces where appropriate and in accordance with the **Natural System** policies of this Plan. Public access to these facilities, where safe and feasible, will be encouraged to support **passive recreation**.

2.2.9.111 To ensure the protection of water resources, the City will consult and collaborate with the Conservation Authorities, public authorities, and other levels of government, as necessary.

Surface Water and Groundwater Resources

Groundwater resources include **groundwater** recharge and discharge areas, water tables and **aquifers**. Surface water features include **watercourses** and **headwater drainage features**, including permanent and **intermittent streams**, **wetlands**, lakes, and their **littoral zones**, recharge/discharge areas, seepage areas, springs, and associated riparian zones. **Groundwater** and surface water features are key components in the functioning hydrological cycle. Lakes and **watercourses** are shown on **Schedule 6B**. **Headwater** streams may be identified as **significant** valleyland on **Schedule 6B**. **Highly vulnerable aquifers** and **significant groundwater**

recharge areas are shown on **Schedule 6C**. Brampton Plan will require that the hydrologic function of these areas be protected, and the linkages and related functions of these features be maintained through the planning and development applications process.

Recognizing the interconnected nature of the land and water related **ecosystem**, it is the responsibility of the Region and the City to maintain and **protect** the **quality and quantity** of **groundwater** in accordance with the Provincial Policy Statement and relevant provincial plans. **Watershed Plans** and **Subwatershed** Studies will assess **groundwater** resources and it is critical that **development** only proceeds in accordance with the approved plans to ensure that there is minimal impact on both the **quality and quantity** of **groundwater** resources.

2.2.9.112 The boundaries of water resource features and areas will be delineated through **watershed** and **subwatershed** plans, **Environmental Implementation Reports**, and other **natural system** studies through the planning and **development** review process and in consultation with relevant agencies. **Development** and **site alteration** will be restricted in or near sensitive surface water features and sensitive **groundwater** features such that these features and their related hydrologic functions will be protected, improved or restored. Avoidance, mitigative measures and/or alternative **development** approaches may be required in order to protect, improve or restore sensitive surface water features, sensitive **groundwater** features, and their hydrologic functions.

2.2.9.113 Where **development** or **site alteration** is proposed with a **significant groundwater recharge area** or **highly vulnerable aquifer** shown on **Schedule 6C**, a hydrogeological assessment may be required to demonstrate that the **quality and quantity** of water will be protected, improved, or restored.

2.2.9.114 A Contaminant Management Plan may be required as a condition of development approval for **development** proposed within highly **vulnerable areas** or **aquifers** that involves the manufacturing, handling and/or storage of bulk fuel or chemicals as activities prescribed under the *Clean Water Act*, as deemed necessary by the City in consultation with the Region.

2.2.9.115 **Development** in **significant groundwater recharge areas** will implement **low impact development stormwater** management practices to maintain pre-**development** recharge rates to the greatest extent feasible in accordance with applicable provincial and municipal requirements.

2.2.9.116 Water **quality and quantity** of **groundwater** and surface water will be protected, improved, or enhanced through the planning approval processes. The **subwatershed** plans and the **stormwater** management

policies in the Civic **Infrastructure** section of this Plan also provide guidance for the measures necessary to achieve this interest. The City will also promote efficient and **sustainable** use of water resources including practices for water **conservation** and sustaining water quality.

2.2.9.117 Hydrogeological assessments will be required in support of all major development applications, which will at a minimum, include requirements to maintain pre- to-post **development** water balances and measures to substantially maintain infiltration, recharge, and peak flow rates relative to existing conditions. The study requirements and scope of the assessment will be determined at the application stage.

2.2.9.118 The City will prepare comprehensive and/or specific management plans, as appropriate, for the city-wide lake-**pond** systems.

2.2.9.119 Land uses , which exert impacts on **groundwater** resources that are not **sustainable** will be discouraged.

2.2.9.120 A salt management plan may be used in **vulnerable areas** where the application of road salt to impervious areas is a moderate or low threat, **highly vulnerable aquifers** and **significant groundwater recharge areas**.

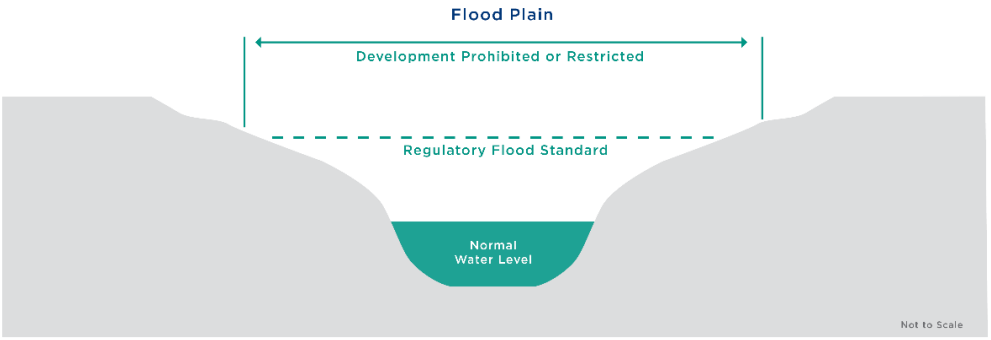
Natural Hazards

Protecting public health and safety and considering the increasing risks associated with climate change are critical to the social well-being, environmental **sustainability**, and long-term prosperity of the city. For the purposes of Brampton Plan, **natural hazards** include **flood plains**, stability hazards of valley slope, erosion and meander belt hazards of **watercourse** channels. **Natural hazards** are based on data and/or mapping obtained from the Conservation Authorities, and/or reference guides developed by the Province. Refinement of the boundaries of **natural hazards** may be made when **subwatershed** studies and other environmental studies are prepared as part of the planning and development application process.

Natural hazards can pose risks from flooding and erosion to health and safety as well as damage to property and **infrastructure** if not appropriately considered. There are significant community impacts that may result from flooding, including increased costs associated with disaster relief and **infrastructure** upgrades, decreased water quality, potential loss of land, and displacement of residents.

For the purposes of Brampton Plan, the **flood plain** is generally located within the **Natural System** as shown on **Schedule 6A**. The delineation and regulation of **natural hazards** is generally administered by the applicable Conservation Authority. In accordance with Provincial policies and provincial technical guidelines, generally, the **flood plain** consists of one zone defined by the selected **flood** standard.

One Zone Concept



2.2.9.121 The City, in consultation with the conservation authorities, will:

b. Identify **flood plains**, **hazardous lands**, hazardous sites, known hazards and lands that are regulated under the *Conservation Authorities Act* in accordance with relevant technical standards and guidelines;

c. Identify permitted uses and minimum setback standards;

d. Regulate land uses within and adjacent to **flood plains**, **hazardous lands**, hazardous sites, hazards and lands that are regulated under the *Conservation Authorities Act;* and,

e. prohibit **development** and **site alteration** in areas that would be rendered inaccessible to people and vehicles during times of **flooding hazards**, **erosion hazards** and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the **development** and the **natural hazard**.

2.2.9.122 The City will endeavour to identify **hazardous forest types for wildland fire** in accordance with provincial guidelines.

2.2.9.123 **Development** will generally be directed to areas outside of **hazardous lands** adjacent to river, stream, valley **corridors** and inland lake systems and **wetlands** which are impacted by **flooding hazards** and/or **erosion hazards**. Given the risk to public health and safety and potential property damage:

b. **Development** and **site alteration** within the **flood plain** and **hazardous lands** is prohibited. **Redevelopment** within the **flood plain** and **hazardous lands** is restricted.

c. **Development** and **site alteration** may be permitted where a flood-related **Special Policy Area** has been approved or where **development** is limited to uses which by their nature must locate within the **flood plain** or **hazardous lands**, including **flood** and/or erosion control works which do not increase **flood** risk and facilities which must locate near or traverse water.

2.2.9.124 All new **site alteration** and **development** within the **flood plain** and **hazardous lands** will require the approval of the appropriate Conservation Authority.

2.2.9.125 Where permitted, proposals for **development** and **site alteration** within **natural hazards** will be supported by detailed studies such as hydraulic analysis, **flood** risk assessment, **flood plain** cut/fill balance, and details of floodproofing or **flood** protection measures, subject to the approval of the City and the policies and standards of the Province and relevant Conservation Authority.

2.2.9.126 At no time will **development** or **site alteration** be permitted in the **flood plain** where:

b. The uses are associated with hospitals, nursing homes, pre-school, school nurseries, day care and schools, where there is a threat to the safe evacuation of the sick, the elderly, persons with disabilities or the young during an emergency as a result of flooding, failure of floodproofing measures, protection works, or erosion.

c. An **essential** emergency service provided by fire, police and ambulance stations and electrical substations would be impaired during an emergency as a result of flooding, the ma failure of floodproofing measures, protection works, or erosion.

d. Uses associated with the disposal, manufacturing, treatment or storage of hazardous substances are proposed.

2.2.9.127 **Development** and **site alteration** in areas rendered inaccessible to people and vehicles during times of **flooding hazards**, **erosion hazards** and/or dynamic beach hazards, is prohibited unless it has been demonstrated that the site has safe access appropriate for the nature of the **development** and the **natural hazard**.

2.2.9.128 For those areas within the Regulatory **flood plain** where provincially approved Two Zone or **Special Policy Area** status has been approved, provincially approved site-specific policies related to **development** and **redevelopment** will be detailed in the relevant Secondary-Level Plans.

2.2.9.129 When reviewing an application for **development**, the City will consider potential impacts of climate change that may increase the risk associated with **natural hazards**.

2.2.9.130 **Infrastructure** and **watershed** planning studies and initiatives will consider the potential impacts of climate change and extreme weather that may increase the risk associated with **natural hazards** and provide recommendations to mitigate risk.

Soil Conservation

Soil **conservation** is not only important from the perspective of conserving topsoil as a resource, but to prevent wind and water related soil erosion from impacting the water **ecosystem**, including **watercourses** and **fish habitat**. **Ecosystem** impacts to water quality and aquatic populations can be compounded if the soils from construction sites or cultivated farm fields are contaminated The Conservation Authorities play a vital role in regulating soil placement and excess soil. Collaboration must take place with the Conservation Authorities within regulated areas to manage it sustainably.

2.2.9.131 The City will enact and enforce Topsoil and Fill By-laws to assist in controlling erosion and siltation.

2.2.9.132 Prior to initiating any grading on a subdivision construction site, the proponent is required to obtain a topsoil removal permit and to enter into a pre-servicing and grading agreement with the City. This agreement will identify any requirements related to the timing and extent of top-soil stripping and stockpiling.

2.2.9.133 Prior to initiating any grading or servicing of a site not subject to a current **development** application, the City may require that the proponent obtain site plan approval which will include a grading plan and a sediment/erosion control plan. These plans will meet the requirements of the City, the Conservation Authority with jurisdiction and any other appropriate agency and will set out the measures to be taken with respect to the prevention of soil erosion through all phases of the construction and **development** process.

2.2.9.134 The City requires an excess soil management plan, prior to initiating any grading on both a subdivision construction site and a site not subject to **development** application, to ensure beneficial soil reuse is considered and to promote sound soil management practices. This plan will be in accordance with the requirements of the City, the Conservation Authority with jurisdiction and Provincial requirements.

2.2.9.135 The City requires **stormwater** management, **Sustainable** Management Practices and sediment and erosion control measures be implemented that detain and treat sediment laden storm water and promote infiltration of clean water.

2.2.9.136 To minimize the length of time that soil and topsoil piles are exposed to the elements, the City will encourage stabilization measures to be implemented during the construction phase.

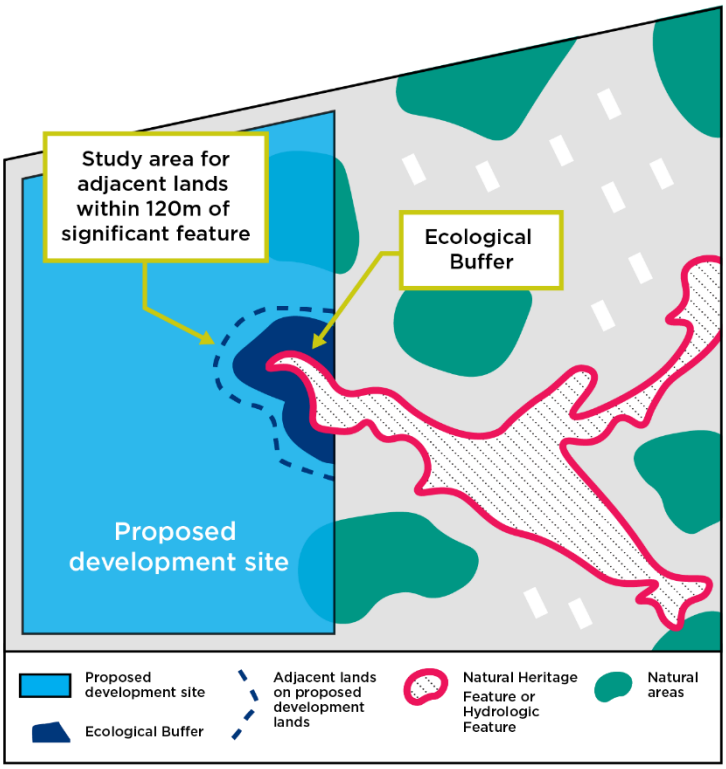
2.2.9.137 Agricultural practices, which are conscious of soil **conservation** methods, and result in the maintenance and enhancement of surface and groundwater quality, will be encouraged.

2.2.9.138 The City will consult and co-operate with the appropriate Provincial Ministries and other agencies as necessary with respect to issues pertaining to soil resources.

2.2.9.139 The City, in coordination with the Region of Peel, Town of Caledon, City of Mississauga and Conservation Authorities, will identify appropriate lands for excess soil reuse planning, storage and processing to support local re-use of excess soils, in conformity with provincial regulatory requirements.

Buffers

2.2.9.140 Buffers are vegetated areas contiguous and parallel to natural and hydrological features. Buffers are inclusive of **natural hazards** associated with those features and areas that serve to **protect** them and their **ecological functions**, to maintain and manage the **ecological integrity** of the Natural Heritage System and Water Resource System. The City recognizes the application of different buffers for different areas, features and functions, as acknowledged in provincial plans, municipal planning documents, and Conservation Authority policies, and environmental studies. Buffers will be delineated and maintained to support the health and **integrity** of natural features and hydrologic features and their functions.



2.2.9.141 Proposals for **development** and **site alteration** within the **Natural System** will require establishment of a minimum buffer which:

b. Is of sufficient width to **protect** the natural feature or hydrologic feature and its functions from the impacts of the proposed change and associated activities that may occur before, during and after construction and, where possible, restore or enhance the feature and/or its function;

c. Is established to achieve and be maintained as **natural self-sustaining vegetation**;

d. Considers the need for additional setbacks in conjunction with buffers to support grading, **infrastructure**, trails, and water balance **mitigation** measures, as necessary; and,

e. Meets or exceeds the minimum buffer requirements of the Greenbelt Plan, as applicable.

2.2.9.142 Minimum buffers will be in accordance with **Table 7**.

Table 7 - Minimum Buffers*

*Instances where features or hazards overlap, the greatest buffer applies. Depending on the site specific circumstances, a minimum vertical freeboard buffer may be applicable, in discussion with the relevant Conservation Authority and the City of Brampton.

Natural Feature or Hydrologic Feature	Minimum Buffer	Measured From
Valleylands	10 metres	The greater of the long-term stable top of slope/bank, stable toe of slope, Regulatory flood plain, meander belt, and any contiguous natural features or areas.
Woodlands	10 metres	The drip line contiguous with woody vegetation (i.e., trees and shrubs).
Provincially Significant Wetlands	30 metres	Any part of the feature.
Wetlands	15 metres	Any part of the feature.
Areas of Natural and Scientific Interest	10 metres	Any part of the feature.
Environmentally Significant Area	10 metres	Any part of the feature.
Significant Wildlife Habitat	As determined through an Environmental Implementation Report.	Any part of the feature.
Permanent or Intermittent Stream	10 metres	From the meander belt.
Lakes	10 metres	Any part of the feature.
Regulatory Flood Plain	10 metres	From the Regional Storm Flood plain Elevation. Determined in consultation with the applicable Conservation Authority.

2.2.9.143 Notwithstanding the minimum buffers required in accordance with **Table 7**, new buildings and structures for agricultural, agricultural-related or **on-farm diversified uses** are not required to undertake a natural or hydrologic evaluation if a minimum 30 metre wide **vegetation protection zone** is provided from a natural feature or **key hydrologic feature**. In addition, these uses are exempt from the requirement of establishing a condition of **natural self-sustaining vegetation** if the land is and will continue to be used for agricultural purposes. However, agricultural, agriculture-related and **on-farm diversified uses** will pursue best management practices to **protect** and/or restore natural features and **key hydrologic features** and functions.

2.2.9.144 Where different components of the Natural Heritage System and/or Water Resource System overlap, the limit of **development** will be set at the outermost edge of the natural feature and hydrologic feature, and **natural hazard**, and their associated minimum buffer required by **Table 7**.

2.2.9.145 **Development** and **site alteration** on lands identified and delineated as a buffer will be prohibited, with the exception of trails where the trail location and design has been evaluated through technical study and determined to have no **negative impacts** on adjacent natural features and areas or their **ecological function** and the identified buffer has been increased from the minimum to accommodate.

2.2.9.146 **Development** and **site alteration** within the minimum buffers of **hazardous lands** is generally prohibited, unless it is demonstrated through appropriate technical studies, prepared to the satisfaction of the City and the Conservation Authority, that the **development** or **site alteration** will not pose a risk to human health and safety or property, will not adversely impact upon adjacent properties or **infrastructure**, and will not have a **negative impact** on **significant** natural and hydrologic features and/or their functions.

2.2.9.147 Where a recreational trail is proposed within a buffer an additional 5 metres in width will be provided to the buffer to mitigate the impact of the trail and the trail is to be placed on the outside edge of the enlarged buffer so that the appropriate buffer distance is maintained b/n the land use and the feature.

2.2.9.148 Extensive fill or grading within the buffers will not be supported. Grading impacts in the environmental buffer should ensure no net loss to the function or area of the **Natural System**.

2.2.9.149 Lands within the buffer will be gratuitously conveyed to the City through the development approvals process at no cost to the City.

2.2.9.150 The buffers outlined in **Table 7** will be considered the minimum only and will be subject to **subwatershed studies** and **Environmental Implementation Reports** which may recommend greater requirements to achieve the policies of this Plan and the applicable Provincial plans.

2.2.9.151 Further to buffers, additional techniques may be required to assist in minimizing the impacts of **development** on the **Natural System** and Water Resource System, as well as mitigate risks from **natural hazards**, including all of the following:

b. The use of a geotechnical stability assessments, **flood** studies and meanderbelt analysis from the boundary of natural areas or **natural hazard** areas for construction purposes;

c. Control of public access by strategically locating access points to natural areas;

d. Prohibiting the creation of individual lots that include lands identified and delineated as buffers;

e. Fencing (without gates) along private lands abutting natural features; and,

f. Other measures, as determined through a detailed environmental study.

Restoration Areas

Restoration is an intentional activity that initiates or accelerates recovery of an **ecosystem** with respect to its function (processes), **integrity** (species composition and community structure), and **sustainability** (resistance to disturbance and resilience). **Restoration areas** are lands and waters that have the potential to be improved or restored to a natural state, contributing to the enhancement of the **Natural System**.

2.2.9.152 **Restoration areas** will be added to the **Natural System** over time in accordance with the guidance provided in **watershed plans**, sub-**watershed** studies, **natural system** studies and site-specific studies where such lands and waters will be shown or described conceptually until appropriate restoration or enhancement opportunities are identified.

2.2.9.153 Restoration and enhancement opportunities will be identified as conditions of **development** and site plan approval and through the **conservation**, restoration, and land securement programs of public agencies and through private land stewardship.

2.2.9.154 Restoration and enhancement opportunities will be identified for valleylands, **wetlands**, woodlands, grassland and meadow habitats.

2.2.9.155 Where restoration and enhancement opportunities are identified through the development approvals process in accordance with studies, these lands and waters will be added to the **Natural System** and placed in a protective designation on **Schedule 6A**.

2.2.9.156 The City will continue to support the implementation of Conservation Authority enhancement and restoration programs.

2.2.9.157 Civic **infrastructure** and hydro **corridors** can provide a role in achieving ecological **services** that can support and improve the **Natural System** and **urban forest**. The City will work with relevant agencies to undertake natural heritage restoration and **urban forest** enhancement within the rights-of-way of gas and oil transmission pipelines and hydro **corridors**.

Managing Infrastructure within the Natural System

There may be instances where **infrastructure**, such as streets, water, and wastewater, crosses or runs parallel to the **Natural System** to facilitate **development** on **adjacent lands**. Brampton Plan limits instances where **infrastructure** may be permitted within the **Natural System**, subject to further study.

2.2.9.158 **Infrastructure** should not be located within the **Natural System**, and will not be permitted within Provincially **Significant Wetlands**, except when addressed through an Environmental Assessment or other related technical studies.

2.2.9.159 New or expanded **infrastructure** may only be permitted within the **Natural System** where it is clearly demonstrated through an Environmental Assessment or **Environmental Implementation Report** that it is the preferred alternative for the location of the **infrastructure**.

2.2.9.160 The **Environmental Implementation Report** will be completed to assess potential impacts, identify **mitigation** measures, and determine appropriate compensatory **mitigation**, if required.

2.2.9.161 Where there is more than one type of **infrastructure**, the rights-of-way will be combined, where feasible, to reduce the extent of the impact to the **Natural System**.

2.2.9.162 **Infrastructure** projects will **protect** and establish viable wildlife **corridors** and implement wildlife eco-passages into the design of roads and other linear **infrastructure**.

2.2.9.163 For **infrastructure** projects within the **Natural System**, the City will require specific **mitigation** and compensation measures identified

through an **Environmental Implementation Report** to address impacts to natural features and functions caused by the **infrastructure**.

2.2.9.164 All **infrastructure** within the **Natural System** of the Greenbelt will be required to comply with the policies of the Greenbelt Plan.

2.2.9.165 All **infrastructure** projects should result in no net loss to the **Natural System** and its functions, and a net ecological gain as demonstrated through an **Environmental Implementation Report**.

2.2.9.166 When an Environmental Assessment is carried out under the *Environmental Assessment Act* or relevant federal legislation, the requirements for an **Environmental Implementation Report** will be scoped to include issues that have not been adequately addressed through the Environmental Assessment process. Alternatives involving activities that create or maintain **infrastructure** that are proposed within the **Natural System** will be considered only after the evaluation of options that would avoid **development** and **site alteration** within the **Natural System.**

2.2.9.167 Required public notices for projects carried out under the *Environmental Assessment Act* will indicate when an **Environmental Implementation Report** is being prepared to assist in the evaluation of alternatives.

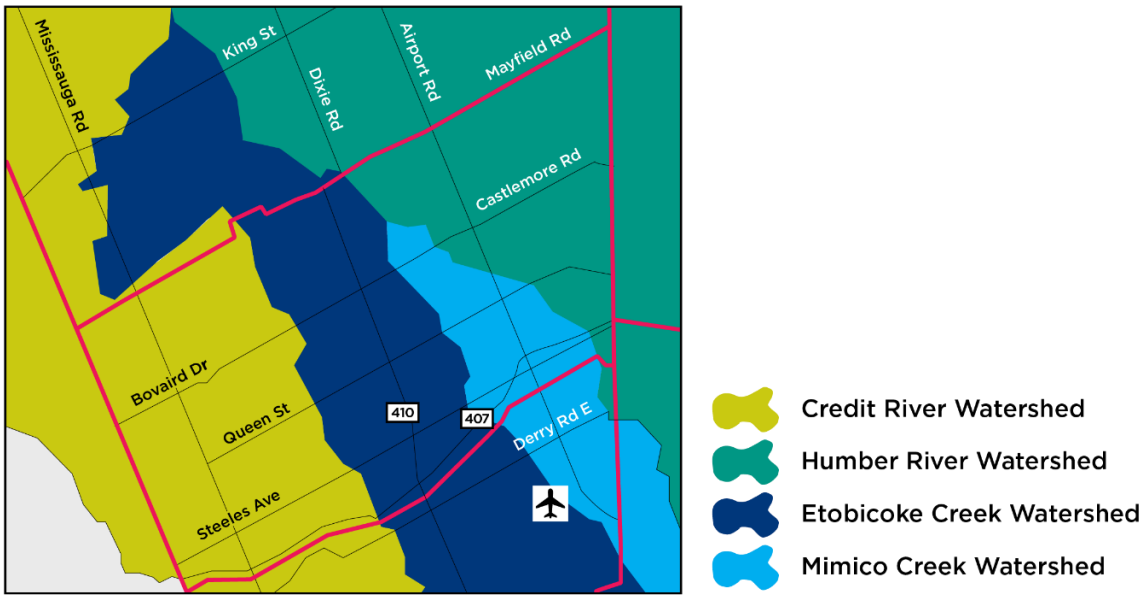
Watershed and Subwatershed Planning

Watersheds are areas of land that catch rain and snow and channel it into a marsh, stream, river, lake or **groundwater**. **Watersheds** are not defined by municipal boundaries, with many **watersheds** crossing multiple municipalities. They also vary in shape and size and can range from millions of hectares to a few hectares. The City occupies four primary **watersheds** that all drain into Lake Ontario, including the Credit River, Etobicoke Creek, Humber River and Mimico Creek **watersheds**.

Healthy **watersheds** and water resources are vital to the quality of life and health of residents of Brampton and downstream communities. The benefits of healthy **watersheds** include safe drinking water, greater adaptive capacity in the face of climate change, erosion control, **flood mitigation**, **fish and wildlife habitat**, and natural based **recreation** opportunities.

Watershed plans provide a comprehensive understanding of the ecological form and function in the **watershed**, the importance of different water resource and natural areas and features, factors that sustain them, and indicators to monitor the long-term health of the **watershed**. **Watershed** planning provides the “big picture” of how land use changes and the provisions of water, wastewater and **stormwater infrastructure** impact and interact with **ecosystems** and water resources within a

watershed area. They are usually initiated by Conservation Authorities with participation from affected Regional and local municipalities.



Subwatershed planning is typically carried out for a sub-drainage area of a larger **watershed**, and more local in focus. It provides a higher level of detail than a **watershed plan**, examining and providing recommendations on three key components: the **Natural System**, **stormwater** management, and an implementation and monitoring plan. **Subwatershed** studies are usually initiated by the local municipality with participation from the affected Region and Conservation Authorities.

Planning and **infrastructure** decisions in Brampton are made based on the results of **watershed** and **subwatershed** studies that provide an integrated, comprehensive, systems-based approach, and result in environmental decisions that consider the cumulative impacts of increasing urbanization and climate change to ensure long term **ecosystem** health.

This section identifies a range of policies so that the City can support **watershed** and **subwatershed** level planning and management activities, and contribute to the **conservation** of the **Natural System** and enhancement of water **quality and quantity** at the **watershed** level.

2.2.9.168 **Subwatershed** planning will continue to form the basis for environmental targets and goals through Brampton Plan. **Subwatershed** Plans will be updated periodically to assist within the evolution of these targets and goals. The update of these Plans will also serve as a method of identifying climate change **adaptation** approaches for natural features and functions on an **ecosystem** basis and providing

recommendations addressing **flooding hazards** and **stormwater** management taking into account changing climate conditions.

2.2.9.169 As the City plans, manages, and conserves our natural heritage within the context of these **subwatersheds**, the City will require that **subwatershed** studies:

b. Identify surface and groundwater features and areas, hydrogeologic functions, soil and geological conditions, fluvial sediment transportation regimes, and natural features and areas which are necessary for the ecological and hydrological **integrity** of the **watershed**;

c. Establish environmental targets to maintain, restore, and enhance existing conditions;

d. Access the cumulative environmental impacts from existing and planned **development**;

e. Support the preparation of a landscape scale analysis that examines natural features, functions, and linkages that extend across and beyond **subwatershed** boundaries;

f. Recommend improvements for the water quality of valleylands through a multi-faceted approach that includes water **conservation**, **infrastructure** improvements, and stewardship efforts;

g. Consider land use, **development**, and **infrastructure** alternatives to avoid or minimize impacts;

h. Recommend appropriate restrictions to **development** and **site alteration** in or adjacent to sensitive and vulnerable surface and groundwater features such that these features and their related hydrologic, hydraulic, and geomorphic functions and water quality will be protected, improved, or restored;

i. Provide recommendations addressing flooding, **stormwater**, and **Natural System** management taking into account the cumulative **impacts of a changing climate** and extreme weather;

j. Identify compliance and long-term monitoring requirements to review and analyze the individual and cumulative impacts of **development**;

k. Support an adaptive management approach to **development**; and,

l. Ensure that potential impacts from new **development** on downstream **watercourses**, including those related to water quality, erosion and flooding, are adequately mitigated and addressed.

2.2.9.170 Prior to approval of an amendment to Brampton Plan to implement a new or a major update to an existing **Secondary Plan**, the City will require that a **subwatershed** study, or equivalent study be undertaken for the affected **subwatersheds** to assess the impact or potential impact on the Water Resource System and **Natural System** features, areas and functions including impacts on private well supplies, water quality and water quantity including impacts on private well supplies from alternative **development** scenarios, the relationship of the study area to the **watershed**, and proposed **mitigation** measures.

2.2.9.171 Adjacent municipalities will be consulted on **subwatershed** studies when there is likely to be potential impact on upstream and/or downstream **watercourses** and natural features, functions and linkages. **Subwatershed** studies will be prepared to ensure that potential impacts from new **development** on downstream **watercourses**, including those related to water quality, erosion and flooding, are adequately mitigated and addressed.

2.2.9.172 All planning and development applications within a **subwatershed** area will generally conform to the recommendations of the approved **subwatershed** study.

2.2.9.173 In rare occasions where **subwatershed** studies and/or environmental reports are prepared well in advance of **development** of an area, the City may require **subwatershed** studies, **Environmental Implementation Reports**, and other studies that direct **development** to be reviewed and updated to include current recommendations, scientific advancements, new assessment tools and **sustainable** Management Practices provided before **development** proceeds in an area.

Environmental Implementation Reports

Environmental Implementation Reports (EIR) are detailed environmental studies required at the Precinct Planning and planning and development application stage to further characterize, analyze, and provide recommendations for the protection, restoration, improvement, enhancement, **conservation**, management, and monitoring of **natural hazard**, natural features and water resource features in the study area, and ensure compliance with the relevant higher order studies (e.g., **watershed** and **subwatershed** studies).

2.2.9.174 An EIR will be required to address the impacts of **development** on the natural environment and demonstrate conformity with the recommendations of applicable **subwatershed** studies.

2.2.9.175 An EIR will be undertaken as part of the Precinct Planning process, to the satisfaction of the City in consultation with the Region, Conservation Authority, and other relevant public agencies prior to the approval of a **Precinct Plan**.

2.2.9.176 An EIR will be required where **development** or **site alteration** is proposed within or adjacent (up to 120 metres) to the Natural Heritage System and/or Water Resource System. The EIR must be completed to the satisfaction of the City, in consultation with the Conservation Authority and other relevant public agencies prior to the approval of a planning and development application.

2.2.9.177 Prior to the commencement of an EIR, a Terms of Reference will be developed to the satisfaction the of City in consultation with the Conservation Authority. Where **development** or **site alteration** is located within an area subject to a recently approved comprehensive EIR completed as part of the Precinct Planning process, and the proposed **development** or **site alteration** conforms to the recommendation of this comprehensive EIR, the City in consultation with the Conservation Authority may not require the submission of an EIR.

2.2.9.178 An EIR may include but not be limited to:

b. Inventories and analysis of the natural features, functions and linkages including vegetation, **fish and wildlife habitat**, topography, soils, **groundwater** and surface water hydrology, fluvial geomorphic processes, and **natural hazards** including flooding, erosion and meander belt width, and slope stability;

c. An analysis of the individual and cumulative environmental impacts that are expected to occur as a result of the proposed **development** and future uses;

d. The consideration and evaluation of alternatives including land use, engineering, subdivision design and **infrastructure**, and **mitigation**, enhancement, and restoration measures;

e. Recommendations addressing the protection, restoration, improvement and enhancement of natural and water resource system features and areas in accordance with the policies of this Plan; and,

f. A commitment to implementing Adaptive Environmental Monitoring (AEM) including measures for compliance and long-term monitoring and the ongoing management of measures for the protection, maintenance, and enhancement of natural features, functions and linkages to achieve long term **ecosystem** health.

2.2.9.179 In some instances, within the **Built-up Area**, the City in consultation with the applicable Conservation Authority may determine that a **Master Environmental Servicing Plan** is appropriate.

2.2.9.180 In evaluating an EIR, due consideration will be given to the potential impacts on the **integrity** of the natural features, function, and linkages, including potential residual impacts after the application of **mitigation** measures or other controls that will form part of the **Development** Agreement.

2.2.9.181 Should the proponent of a **development** or **site alteration** application not submit an EIR or submit an EIR with findings and recommendations that are not satisfactory to the City, and in the opinion of the City will result in inadequate protection, restoration or enhancement of the Natural Heritage System or Water Resource System, the planning and development application will be refused.

Education, Stewardship, and Partnerships

Invasive Species

Invasive species are organisms that are not indigenous or native to a particular area. A critical component to **Natural System conservation** is the management of invasive species to improve the **Natural System** biodiversity and ecological health.

The City recognizes the **ecological functions** and contributions to the **Natural System** land base provided by features containing invasive species.

2.2.9.182 The City will prepare an Invasive Species Strategy to promote natural vegetation community health and biodiversity.

2.2.9.183 The City will consult, partner and support the efforts of provincial agencies, municipalities, conservation authorities and conservation organizations in carrying out invasive species management programs and activities.

2.2.9.184 The City will prevent the use of invasive species on public land and within new **development** landscaping plans where feasible and appropriate.

2.2.9.185 The City will prepare an Invasive Species Strategy to promote natural vegetation community health and biodiversity.

2.2.9.186 The City will require the use of native species plantings at municipal facilities and along transportation routes and hydro **corridors** where feasible and appropriate.

Stewardship & Education

The City recognizes that public and private stewardship is a natural step to **protect** natural features and linkages within new **development**. We all have a responsibility to take care of our Natural Heritage System and Water Resource System and ensure that it continues to provide the benefits and **ecosystem services** for future generations. Being good neighbours requires the cooperation and participation of the municipality, the residents, the business community, Conservation Authorities and conservation organizations working together to achieve long term **ecosystem** health and biodiversity.

2.2.9.187 Where natural features are privately-owned, the City will encourage individual property owners to provide for their protection and **conservation** through the following stewardship techniques:

b. Stewardship agreements;

c. Conservation easements;

d. Programs to inform property owners of stewardship options available for residents to learn more about, protect, enhance, or rehabilitate natural features and ecological features;

e. Encourage property owners to make use of programs and **services** provided by other agencies for the management of forests and woodlots; and,

f. Where privately-owned lands abut public lands, the City will provide signage or property demarcation to indicate the limits of publicly owned lands.

2.2.9.188 Where necessary, public access to identified natural features and areas within public ownership will be controlled such that access will not be detrimental to the **significant** features and **ecological functions** of the property.

2.2.9.189 Where natural features and areas are owned by the City, the City will encourage community groups and individuals to take an active role in their protection, rehabilitation and enhancement. The City may develop programs to facilitate community involvement in the protection and rehabilitation of these areas.

2.2.9.190 The City will support environmental education and encourage public and private partnerships to promote and undertake stewardship efforts to maintain the long-term health and biodiversity of the **Natural System**.

2.2.9.191 To generate appreciation, protection and enhancement of the **Natural System** and **urban forest**, the City will encourage public education and involvement.

Public Ownership and Acquisition

It is desirable to bring environmentally sensitive land into public ownership where the opportunity exists. This will best ensure the protection of land over the long-term and provide opportunity to plan for and create an interconnected network of natural features and open space systems that best sustain biodiversity and **ecological functions**. Public ownership of the **valleylands and watercourse corridors** will permit the long-term protection of these important components of the **Natural System** to ensure environmental, economic and social values that will improve the quality of life in Brampton. This section guides the securement of land, which will typically occur through the development application process.

2.2.9.192 Together with other levels of government, community partners and landowners, the City will secure strategic land parcels within the **Natural System** for the purpose of environmental protection.

2.2.9.193 The City will seek the conveyance of lands within the **Natural System** to a **public authority**, where appropriate, as part of the development approval process at no cost to the receiving **public authority**.

2.2.9.194 Conveyance of lands within the **Natural System** will not be considered as contributing towards the parkland dedication requirements.

2.2.9.195 The City will also explore opportunities to secure land within the **Natural System** into public ownership through public acquisition, land exchanges, donations and gifts, and other appropriate methods.

2.2.9.196 The sale or disposal of publicly owned lands in the **Natural System** will be discouraged. No City owned land in the **Natural System** will be sold or disposed of. City owned land in the **Natural System** may be exchanged for other nearby land of equivalent or larger area and comparable or superior green space utility.

2.2.9.197 Natural features which are to be dedicated to the City will be assessed and remediated as necessary prior to their dedication, such that there will be no **adverse effects** including the removal of human-made material such as garbage, debris and fences, but not including considerations related to invasive species unless in accordance with an **Environmental Implementation Report** or **Watershed** or **Subwatershed** Study.

Chapter 3

City-Wide Building Blocks

Achieving the goals of Brampton Plan requires more than a vision statement. While the vision describes the type of place Brampton should become in the year 2051, Chapter 3 of this Plan identifies the steps to achieving the 2051 Vision. This chapter sets priorities for the way Brampton will experience change over time, and which bring the vision to fruition. These priorities are organized under six City-Wide Building Blocks described in this chapter.

Brampton's Vision includes seven statements about the future of the City and are used to inform the policies of the City-Wide Building Blocks described in Chapter 3 of Brampton Plan.

Many of Brampton's policies apply across various Building Blocks. This overlap creates opportunities to make a greater impact through the implementation of one program or project that responds to several policies. The overlap also plays out in principles of the **City Structure** (Part 2.1) and the Strategy to Build an Urban City (Part 2.2). All of the policies of this section work together to achieve our vision for Brampton in 2051.

Organized by Building Block, the policies of this section are based on the following structure:

Building Block – contains city-wide policies on a range of topics to guide implementation of the vision.

Priority – broad categories of city-wide policies to realize each Building Block

3.3.1.1 Policies – specific policies that implement each Building Block

The City-Wide Building Blocks

Part 3.1 | Nurturing Strong and Connected Communities

Our Headline Target

300,000 new residents will be welcomed by 2051.

What Does it Mean?

Brampton is a community of diverse **neighbourhoods** that contribute to our community's character and our residents' quality of life. Nurturing Strong and Connected Communities means providing well-designed **neighbourhoods** that are human scale, with a high-quality built-environment and vibrant **public realm**. These **neighbourhoods** create distinct placemaking that reflect local culture, providing opportunities for locally serving **neighbourhood** amenities which support **15-minute neighbourhoods**, and provide community facilities at a neighbourhood-scale.

Brampton Plan provides policies to gradually transform Brampton into a strong and connected network of places that support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living. The policies in the Plan assist Brampton in providing creative ways to animate public and private spaces in such a way that residents move seamlessly throughout the city. Strong urban design principles provided through the Nurturing Strong and Connected Communities Building Block will ensure Brampton continues to develop complete, connected communities that provide a high quality of life and promote a sense of place and belonging.

The Nurturing Strong and Connected Communities Building Block will be realized by planning for the following priorities:

Priority No. 1 – Urban Design

Priority No. 2 – Complete Communities

How Are We Going to Achieve This?

3.1.1 | Urban Design

Urban design is a key component of the collaborative and multi-disciplinary process of building a great city. Urban design plays a key role in maintaining and enhancing the City's image, in strengthening and promoting quality of life for residents, and in creating compact, comfortable, connected, and resilient communities.

The City is committed to improving quality of life, attracting businesses, and creating a strong sense of place, and as such, has committed to providing **City-Wide Urban Design Guidelines**. These Guidelines should be read in conjunction with Brampton Plan and will inform all decisions related to urban design.

There are Five Design Lenses that form the vision for the **City-Wide Urban Design Guidelines** and form an integral part of the City's decision-making on planning matters:

- **A Walkable City** – Connected, accessible for all, and incorporating **complete communities**
- **A Mosaic City** – Place making and innovation culture with beautiful parks and open spaces
- **An Inclusive City** – Multi-generational with exceptional community facilities
- **A Green City** – **Sustainable**, climate-ready, and resilient
- **A City by Design** – Great architecture and excellent urban design

3.1.1.1 All new **development** within the City will be evaluated through the Five Design Lenses and on the basis of its conformity with the policies of this Plan, as well as its consistency with the **City-Wide Urban Design Guidelines**.

Design Excellence: A City by Design

3.1.1.2 To achieve design excellence in the city's built-form and **public realm**, and to encourage successful implementation, the following is required:

a. Create and maintain a high-quality **public realm** through commitment of funds and Civic **Infrastructure** projects;

b. Highlight the importance of urban design in all matters related to the planning and **development** of the city and set a course of action aimed at achieving and recognizing design excellence on a broad and consistent basis;

c. Promote community-led design and design education through public consultations;

d. Increase transparency and opportunities for meaningful involvement with residents and stakeholders, with the ultimate goal of leveraging good urban design as a means to improve the function and aesthetic character of the city;

e. Where required, applicants will generally consult early I the planning and development process with the Urban Design Review Panel, such as during the pre-consultation process; and,

f. Encouraging the use of skilled professionals in the design and construction process.

3.1.1.3 Quality design and construction will be promoted by the Urban Design Review Panel to support design excellence.

To promote creativity, innovation, and public appreciation for urban design, design competitions and urban design awards may be leveraged by the City.

3.1.1.4 The urban design policies, objectives, and principles contained in this section will be implemented using a variety of tools through the planning and process. These tools include:

a. **City-Wide Urban Design Guidelines**;

b. Secondary-Level Plans;

c. Area-specific urban design guidelines;

d. **Urban Design Briefs**;

e. Architectural Control, as per the Architectural Control Guidelines;

f. Draft Plans of Subdivision and Condominium, including opportunities established through the conditions of approval;

g. Zoning By-law; and,

h. Site Plan Control.

Sustainability: A Green City

3.1.1.5 To achieve **sustainability** in the public and private realms, the design and placement of buildings will be considerate of, and contribute to **sustainability** by incorporating elements that improve energy efficiency, reduce GHG emissions, support renewable and low-carbon energy systems, and ensure wise use of materials and resources in accordance with the **Sustainability** and Climate Change policies of this Plan.

3.1.1.6 All new **development** will facilitate environmental **sustainability** and climate change **mitigation** and **adaptation** by incorporating innovative, adaptable and resilient design features into the design of the built environment, through measures such as:

a. Minimizing the urban heat island impacts of paved surfaces, large roof surfaces, and other hardscape areas by contributing to the **urban forest** through tree plantings, promoting use of high albedo (cool) surface materials, incorporating enhanced softscape **landscape** treatments and providing on-site parks and open spaces;

b. Facilitating passive solar design to help improve energy **conservation** and reduce GHG emissions of buildings;

c. Placing an emphasis on creating comfortable and convenient facilities for pedestrians and cyclists, and incorporating transit facilities, to help reduce the number of motor vehicles, reducing greenhouse emissions and pollution;

d. Promoting **active transportation**, and incorporating **Low Impact Development** (LID) standards, **green infrastructure** including green roofs and other nature-based solutions to assist in **stormwater** quantity and quality control;

e. Promoting building design and programs that achieve near net zero GHG emissions, where feasible, including through the implementation of **district energy** and/or renewable energy technology; and,

f. Minimize light pollution to adjacent uses and the natural environment through Dark Sky-compliant lighting fixtures, and smart lighting solutions that reduce lighting requirements.

Identity and Character: A Mosaic City

3.1.1.7 All new **development** will strive to achieve a unique expressive identity respectful of context and will respect and enhance the existing physical character of its adjacent and surrounding context by:

a. Respecting the prevailing existing building height, and, if taller, incorporate an appropriate transition/interface,

b. Respecting and reinforcing the general physical character, pattern, scale and massing of the prevailing **development** context, and

c. Requiring that the prevailing patterns of **landscaped** open space within the publicly or privately owned realms are maintained or enhanced.

3.1.1.8 Design Priority Areas shall be established to promote and strengthen the identity and character of the city. These areas will be differentiated from the remainder of the City to recognize the different contexts they might represent across the **City Structure** including Urban **Centres**, Town **Centres**, **Corridors**, **Neighbourhoods**, and **Major Transit Station Areas**, in addition to major gateways/entry points into the City. Policies in a **Secondary Plan** will reflect the different contexts of these areas and include design guidance for transitions from different densities and built form typologies, as well as best practices for **public realm** design and the public-private interface for each design priority area type.

Compatible Development and Sensitive Integration

Where **developments** in different contexts and where different built-forms abut each other, **development** will ensure a sensitive integration and appropriate transition. Fundamental to the desire to achieve sensitive integration is the concept of **compatible development**.

Compatible development is **development** that supports the evolution and enhances the character of the community, while ensuring no undue, adverse impacts on adjacent properties. **Compatible development** is not necessarily the same as, or even similar to **development** in the vicinity.

3.1.1.9 New **development** will not adversely impact view **corridors**, or impact adjacent properties as a result of wind, emissions such as noise, vibration, dust, or smell, and traffic/parking. In addition, all new **development** will:

a. Allow for daylight and **protect** privacy within adjacent buildings by ensuring an appropriate transition from neighbouring properties and adjacent building walls containing windows, and

b. Minimize light pollution to adjacent uses and the natural environment through Dark Sky-compliant lighting fixtures, and smart lighting solutions that reduce lighting requirements.

3.1.1.10 Direction for achieving **compatible development** and guidance on transition in building height will be established within the **City-Wide Urban Design Guidelines**.

3.1.1.11 The requirements to achieve **compatible development** will ensure appropriate transitions between existing buildings that abut development applications that propose taller buildings, as well as where areas of planned **intensification** abut **Neighbourhoods** that predominantly accommodate Low-Rise and Low-Rise Plus buildings.

3.1.1.12 Where buildings are highly visible from public areas and the sidewalk, articulating the building facades, permeable edges between the building and the street, and visibility into non-residential spaces is encouraged to create visual interest and enhance views from the adjacent public area.

3.1.1.13 Where **large lots** (may include but is not limited to shopping centres or malls), are developed or redeveloped, their site design will support walkable, **15-minute neighbourhoods**, **sustainable** modes of transportation, and help achieve the economic development and health objectives of Brampton Plan by:

a. Locating buildings and store entrances along public streets and internal streets to a block that function as public streets, with minimum built frontages determined by the Zoning By-law;

b. Establishing an internal circulation pattern that supports future **intensification**, including direct and safe street and multi-use path connections to the surrounding built, or planned urban fabric;

c. Including a public street grid or equivalent pedestrian and **cycling network** to maximize connectivity to the surrounding street network, with vehicular parking screened from the street edge, or located underground; and,

d. Building arrangement and design that includes façade treatments, articulation, building materials and site furnishings that are comfortable at the pedestrian scale.

City-Wide Urban Design Guidelines

3.1.1.14 Informed by the Five Design Lenses, the **City-Wide Urban Design Guidelines** are intended to be read in conjunction with the policies of this Plan and will inform all decisions related to urban design to:

a. Provide leadership and excellence in the design of communities;

b. Shape the city's urban form through innovative planning and design;

c. Integrate the planning and **development** of the built form and **public realm** with land use policy, transportation planning and **infrastructure** planning;

d. Promote the concept of **compatible development**;

e. Promote **complete communities** and **15-minute neighbourhoods**;

f. Guide the design of **complete streets** and parks and open spaces to create safe, accessible, comfortable, attractive places;

g. Encourage placemaking and special types of **development** that will support city-building at all scales;

h. Provide direction for city-wide, precinct, **neighbourhood**, and site-scale appropriate **development**;

i. Require sensitive design that supports protection, restoration, and enhancement of the **Natural System**; and,

j. Facilitate environmental **sustainability** and climate change **mitigation** and **adaptation**.

Public Realm

The arrangement of streets and blocks within the **public realm** provides a foundation for Brampton's built environment. Their arrangement influences the shape and layout of the **public realm** and ensures these spaces are visible from our public streets, provides address for public buildings, and offers safe places for public activity. Brampton Plan will ensure that the evolution of an attractive, comfortable, and functional **public realm** will be an integral component of the city's urban form.

What is the public realm?

The **public realm** is comprised of all public and private spaces to which the public can access. It is a network that includes streets and lanes, parks and open spaces, trails, plazas and squares and other publicly accessible spaces.

Policies regarding the **public realm** address matters such as the arrangement of streets and blocks, streetscapes, and landmarks, views, and skylines. Successful places can be identified by their character, the quality of the **public realm**, ease of movement, legibility, adaptability, and diversity. The successful design of streets and open spaces relies on creating diverse, comfortable, welcoming, safe, and accessible spaces.

3.1.1.15 The design and organization of the **public realm** will contribute to placemaking and to the framework and setting for **development**. All new **development** will help define streets and blocks, buildings and structures and public space, among other matters outlined in this Plan. All new **development** will:

a. Incorporate and support natural heritage resources and the **urban forest**, **cultural heritage resources**, landmark buildings, streetscapes and parks and open spaces, as well as view **corridors**, public service facilities and community uses, and public art;

b. Ensure that building facades visible from the **public realm** consider the scale, proportion, materiality, and rhythm of the façade to ensure an appropriate relationship with adjacent building facades and to enhance and reinforce the existing and planned context; and,

c. Ensure that Civic buildings and municipal **infrastructure** projects enhance the **public realm**. Enhancements will make streets safer and more enjoyable by dedicating more space to pedestrians, creating opportunities for relaxation and social interaction, establishing linear connector parks as well as buffering pedestrians from traffic.

3.1.1.16 In new **Neighbourhoods** and on **large lots**, the design of the **public realm** will help define streets and blocks, buildings and structures and public space, to contribute to placemaking.

3.1.1.17 Quality design and construction will be promoted by the Urban Design Review Panel to encourage design excellence and promote public interest in design quality of new **development**. Opportunities will be explored to commemorate the culture, history, and current interests of Indigenous Communities through placemaking, naming, wayfinding, monuments, interpretive features, public art, streetscaping, landscaping, signage, and programming.

3.1.1.18 Crime Prevention Through Environmental Design (CPTED) principles will be considered in the design of the **public realm** and open spaces associated with private **development**.

3.1.1.19 The design of new building facades visible from the **public realm** will consider the scale, proportion, materiality, and rhythm of the façade to ensure fit with adjacent building facades and reinforces the existing and planned context.

Streets and Blocks

The arrangement of streets and blocks within the **public realm** provides a foundation for Brampton's built environment. Their arrangement influences the shape and layout of the **public realm** and ensures these spaces are visible from our public streets, provides address for public buildings, and offers safe places for public activity. Streets are public spaces that connect buildings, structures, parks, communities, natural heritage resources and other significant public amenities. Blocks are the spaces between streets where buildings, structures, and other elements, including parks and open spaces, are located.

The structure of streets and blocks has a major influence on pedestrian circulation, community connectivity, view termini and streetscape quality. The goal is to create an appropriate street network that fulfills the transportation needs of the community, based upon a hierarchy of grid-like streets. A connected grid street pattern encourages **active transportation**, provides orientation, facilitates movement of goods and **services** while providing a network that is safe for all users.

3.1.1.20 New public streets or private streets internal to a block will be designed to connect to and integrate into the broader public street network. All new public streets will provide sidewalks on both sides of the street, landscaping, and street furniture.

3.1.1.21 Pedestrian movement, safety, and pedestrian-scaled spaces will be achieved by using finer and more connected grid design, and walkable block sizes.

3.1.1.22 Streets and blocks are required to be designed to:

a. Create a grid pattern that supports the city's urban fabric that is attractive, safe, accessible, pedestrian-oriented, and **transit-supportive**;

b. Promote pedestrian movement, safety, and pedestrian-scaled spaces by using finer and more connected grid design, and walkable block sizes;

c. Achieve a street network that connects to adjacent streets and **neighbourhoods** at regular intervals;

d. Create clearly identified public streets that provide address, and prioritize placemaking and pedestrian comfort;

e. Prioritize public transit and active forms of transportation, specifically at public service facilities, community hubs, or other locations where the public may gather; and,

f. Support the protection of and minimize impacts to the features and functions of the **Natural System**.

Streetscapes

The streetscape is the public space created by the arrangement and design of buildings, sidewalks, signage, street trees, landscaping, street furnishings, open spaces, utility zones and other elements along streets. The **development** of a comprehensive streetscape is integral to the creation of an attractive and efficient public domain identity of a community.

3.1.1.23 Brampton's streetscapes will be designed to facilitate the movement of people, keeping the comfort and experiences of pedestrians, cyclists, and transit users top of mind.

3.1.1.24 All streetscapes will be safe, accessible, secure and will implement the relevant policies of the ***Accessibility for Ontarians with Disabilities Act*** (**AODA**).

3.1.1.25 The design of streetscapes will create defined and continuous zones for planting, street furnishings, utilities and pedestrian, cyclist and vehicular traffic. Streetscape improvements will be prioritized through the **development** and **redevelopment** process along **Corridors** and **Boulevards** and within **Centres**.

3.1.1.26 A healthy and **sustainable** tree canopy is a fundamental element of the character of the City. It will be the responsibility of the City to ensure appropriate maintenance of its streetscapes including the replanting of the tree canopy throughout Brampton.

3.1.1.27 All new **development** will support a high-quality streetscape that focuses on the year-round comfort and experience of pedestrians, cyclists, and transit users by:

a. Creating an aesthetically-pleasing, comfortable and protected environment to support the use and enjoyment of the **corridor**;

b. Encouraging active uses along main streets, such as cafes and storefronts;

c. Coordinating street furnishing, signage, and utilities;

d. De-emphasizing the importance of the car/garage on the streetscapes; and,

e. Promoting an urban relationship between built form and public spaces.

What are active uses?

Active uses create activity at the street level by encouraging interaction between the built form and pedestrians.

3.1.1.28 The design and provision of wayfinding and regulatory signage will balance the information to be communicated with its appearance and appropriateness to its context.

3.1.1.29 Electrical utilities are required to be located underground in residential communities. Utilities will be grouped or located underground where possible outside of residential communities, particularly in **Employment Areas**. Utility providers are encouraged to consider innovative methods of containing utility **services**.

Landmarks, Views and Skylines

The protection and enhancement of landmarks, views, and skylines, as well as the creation of views from public open spaces and/or buildings, helps to create a sense of place and orient people as they move through the city. These elements can help to increase the recognition of the City as well as contribute to the desirability of living, visiting, and working in Brampton. Landmarks, views, and vistas will be identified in the **Secondary Plans**, **Precinct Plans**, Area-specific Urban Design Guidelines, and **Urban Design Briefs**.

Landmarks are prominent, memorable **landscapes** and buildings that are recognizable for their symbolic significance, cultural heritage values, special visual appeal or a combination of these factors. In addition to the well-known civic examples such as the City Hall, Gage Park and the Rose Theatre, there are numerous other significant landmarks that include places of worship, schools, high rise **apartment** buildings, natural heritage features, and parks across the City.

Some sites within the city are uniquely located, given their topography, views or gateway condition. The design and function of these sites have the opportunity and responsibility to contribute to an area's character. Public buildings and structures with a prominent role and function should stand out from their context to support their role as landmarks.

3.1.1.30 **Centres** will be planned and arranged to contribute to a distinctive skyline and will impact and enhance the existing skyline Urban or important views.

3.1.1.31 Civic buildings should be designed as landmarks to establish character and a sense of place.

3.1.1.32 Landmark buildings and landscapes will include high-quality and innovative designs.

3.1.1.33 High-Rise buildings will consider their impacts on the skyline by demonstrating that they contribute to a cohesive silhouette comprised of a diversity of building heights and architectural expressions.

3.1.1.34 When a **development** includes parks, features within the **Natural System** and open space uses, the street network will be designed in a manner that provides views and access to these features.

Gateways and Edges

Gateways and edges are important conditions in the **City Structure** organization that contribute to the image and identify of the community.

Arterial streets should support mid-rise and high-rise residential and mixed uses and provide a comfortable environment for the pedestrians. The scale and location of the intersections of these roads should be designed to ensure pedestrian safety and convenience.

Gateways are prominent sites located at the entry points into the city, nodes and districts. They are visually prominent locations or are part of a landmark that may have historic importance.

Edges reveal, and in some cases conceal, the community's image and the character of individual **neighbourhoods**, as viewed from the adjacent arterial street. They play an important role in establishing appropriate interfaces with **adjacent land** uses that may or may not warrant exposure, depending on the circumstances.

3.1.1.35 Edges should have an outward focus to the street and the **public realm** and not inward into the adjacent community. Major streets are the primary edges of a community. A variety of **development** will be encouraged along major street edges, including the use of window streets (with driveways from an interior local road), and active frontages that help define and reinforce the streetscape and provide a comfortable environment for pedestrians and cyclists. Reverse frontages will be prohibited, where feasible.

3.1.1.36 Gateway intersections will be designed as integral components of the **public realm**. At these locations, the sense of entrance, arrival and movement will be reinforced and achieved through the surrounding built form and site planning.

3.1.1.37 For mid-rise and high-rise buildings, **development** should be designed and oriented towards the road to help define and reinforce the streetscape.

3.1.1.38 Community image and identity for gateway and street edges will be reinforced through the design of built form and entrance features. These will include orienting the primary building to face the street edge and the use of special architectural elements and **landscape** features to signify their importance.

Built Form and Site Developments

Built form is generally reflective of the private realm, but also defines the limit of the **public realm**. To support **development** of urban form that incorporates a full range of **building typologies** introduced in Part 2.2, the following policies apply.

3.1.1.39 **Development** will be located and organized to fit with its existing and planned context. It will frame and support adjacent streets, lanes, parks and open spaces to promote civic life and the use of the **public realm**,

and to enhance the safety and comfort of pedestrians, and to create an attractive and interesting **public realm**.

3.1.1.40 A mix of building types is encouraged on sites that can accommodate more than one building. Where a **development** includes more than one building, the site will be designed to ensure appropriate site organization and arrangement of buildings with appropriate separation distances within a site and to surrounding uses, and transition in height and massing.

3.1.1.41 **Development** will locate and organize vehicle parking, vehicular access and ramps, loading, servicing, waste storage, storage areas, and utilities to minimize their negative visual impact from the street or detract from pedestrian connection and improve the safety and attractiveness of the **public realm**, the site and its surrounding context.

3.1.1.42 The sharing of building **services**, service entrances and electrical **services** among buildings, and among **development** complexes is encouraged and should be located below grade where feasible.

3.1.1.43 Parking should be coordinated with surrounding sites to accommodate opportunities for shared parking facilities and to minimize the amount of surface parking.

3.1.1.44 Main building entrances, where possible will be located on the prominent building facades so that they front onto a public street, park or open spaces, and will be clearly visible and directly accessible from a public street.

Low-Rise and Low-Rise Plus Buildings

3.1.1.45 Low-Rise and Low-Rise Plus buildings will be designed to:

a. Be compatible and integrate with the surrounding context in terms of height, massing, setbacks, orientation and **landscape** character;

b. Include areas for soft landscaping, main entrances at ground level, front porches, or balconies, where appropriate; and,

c. Provide unit and building entrances that have direct access to and are visible from public streets, and walkways.

3.1.1.46 To create visual interest and diversity in the built environment, a wide variety of architectural designs are encouraged. However, new buildings proposed within older, existing **Neighbourhoods** will be designed to complement the character of the area, including the distinguishing architectural/building attributes.

Mid-Rise Buildings

3.1.1.47 Mid-Rise buildings will be designed to:

a. Contribute to the creation of a **15-minute neighbourhood** including the creation or contribution to micro-**neighbourhoods** at each city block, and providing a supportive and appropriate mix and diversity of uses;

b. Urbanize Main Streets, Neighbourhood Connector, and Commercial Connector streets by activating the street-level frontages of **redevelopment**;

c. Be compatible and integrate with the surrounding context in terms of height, massing, setbacks, orientation and **landscape** character; and,

d. Achieve an appropriate transition to existing and planned lower scale **development** areas by providing enhanced landscaping and gradual change in height and massing through the application of specific height regulations and stepbacks.

3.1.1.48 The achievement of the permitted maximum height on any site identified for the **development** of a Mid-Rise Building will be subject to the tests for **compatible development**, with a particular emphasis on the achievement of an appropriate transition to existing and planned lower scale **development** areas.

3.1.1.49 To create visual interest and diversity in the built environment, a wide variety of architectural designs are encouraged. Mid-Rise Buildings generally have three primary components in design – a podium, a slab above the podium and a top, all carefully integrated into a single whole.

a. The height of the podium component will generally be established at 80% of the abutting road right-of-way.

b. The podium component will frame the street block upon which it fronts and provide mid-block connections, where appropriate, to break up larger blocks.

c. The podium component will be required to incorporate:

.i Sufficient setbacks and adequate space for tree planting and other landscaping, that facilitates a high-quality **public realm** at street level;

.ii Permeability at street level and the provision of active uses at-grade;

.iii Weather-protected spaces including terraces, courtyards, and gardens to promote activity year-round; and,

.iv Weather protection features along building frontages, building entrances, and where people are likely to congregate, including canopies, arcades, and awnings.

d. The slab component above the podium will be stepped back from the exterior walls of the podium and setback from other slab components or towers.

e. Vents, mechanical equipment rooms, and elevator penthouses will be required to be integrated with the architectural treatment of roods and screened from view.

3.1.1.50 The design of Mid-Rise Buildings will include:

a. Incorporation of bird-friendly designs and materials to minimize bird strikes;

b. Provision of sufficient setbacks and adequate space for tree planting and other landscaping;

c. Appropriate **mitigation** of microclimatic impacts on the **public realm** and private amenity areas; and,

d. Inclusion of indoor and outdoor amenity areas that serve the needs of all age groups and consider all four seasons.

High-Rise Buildings

3.1.1.51 High-Rise Buildings and their associated residents and jobs in the right context are **essential** to enhance the **public realm**, support transit investment and contribute to the diversity of built form in the city.

3.1.1.52 High-Rise Buildings will be required to:

a. Be of high-quality architecture and meet the City's **sustainability** and **accessibility** design standards;

b. Have convenient access to transit and **active transportation networks**; and,

c. Locate in proximity to amenities such as parks, open space, schools, shopping, and other public service facilities, **services**, and amenities.

3.1.1.53 High-Rise may only be permitted where transition in height can be provided to adjacent low-rise areas. To support the appropriate transition of High-Rise Buildings within a community, planning and development applications proposing these **building typologies** will demonstrate:

a. Compatibility and integration with the surrounding context in terms of height, massing, setbacks, orientation, and **landscape** character;

b. Achievement of an appropriate transition to existing and planned lower scale **development** areas by providing a gradual change in height and massing, through the application of specific height regulations, stepbacks, enhanced landscaping, and fencing;

c. That where these buildings abut or are adjacent to a park or open space, that access to sunlight and open views of the sky are maximized; and,

d. Very tall towers will require a greater minimum tower separation between towers.

3.1.1.54 Achievement of the maximum permitted height on any site identified for the **development** of a High-Rise Buildings will be subject to the tests for **compatible development**, with a particular emphasis on the achievement of an appropriate transition to existing and planned lower-scale **development** area.

3.1.1.55 High-Rise Buildings generally have three primary components in design – a podium, a tower above the podium and a top, all carefully integrated into a single whole, as follows:

a. The base is the primary interface with the context of the street, people, and **services** and will be appropriately scaled and designed to address and enhance the **public realm** and create transition in scale and buffer to lower scale **development** in adjacent and nearby communities. The height of the podium component will generally be established generally at 80% of the abutting road right-of-way.

b. The podium component will frame the street upon which it fronts and provide mid-block connections, where appropriate, to break up larger blocks.

c. The podium component will be required to incorporate:

.i Sufficient setbacks and adequate space for tree planting and other landscaping that facilitates a high-quality **public realm**;

.ii Permeability at street level and the provision of active uses at-grade; and,

.iii Weather-protected spaces including terraces, courtyards, and gardens to promote activity year-round; and,

.iv Weather protection features along building frontages, building entrances, and where people are likely to congregate, including canopies, arcades, and awnings

d. The tower should be clearly separate from the podium, through stepbacks and material changes to lighten their appearance. Tower floorplates for primarily residential towers should be no larger than 800 square metres. Generally, a minimum of 25 metres will be provided between towers to allow for privacy, light and sky views. Responsibilities for providing separation distances will be shared equally between owners of all properties where high-rise buildings are permitted. Maximum separation distances will be achieved through appropriate floorplate sizes and tower orientation.

e. Due to their prominent scale, tower tops are generally visible from a far distance and should therefore be carefully designed to contribute to the surrounding skyline identity and character with respect to height, location, and proximity to other high-rise buildings.

f. Vents, mechanical equipment rooms, and elevator penthouses will be required to be integrated with the architectural treatment of roods and screened from view.

3.1.1.56 The design of High-Rise Buildings will include:

a. Consideration of the effect of the **development** on the existing and planned skyline of the City and the character of its surroundings, including the relationship with other existing and planned High-Rise and Buildings;

b. Inclusion of indoor and outdoor **amenity space** for residents, including spaces and amenities for all age groups, and where possible, publicly accessible retail and service commercial interior spaces;

c. Incorporation of bird-friendly designs and materials to minimum bird strikes;

d. **Mitigation** of microclimatic impacts on the **public realm** and private amenity areas; and,

e. **Mitigation** of the impacts on aviation flight paths and navigation and telecommunication facilities.

Non-Residential and Employment Development

3.1.1.57 Recognizing the role that commercial, **institutional** and employment lands can provide in contributing to a sense of place, the design of non-residential **development** will conform with all of the applicable and relevant policies of this Plan, with particular focus on all of the Urban Design and Land Use Compatibility policies of this Plan, and will:

a. Minimize surface parking in **Employment Areas**;

b. Minimize the urban heat island impacts of paved surfaces, roofs, and other hardscape areas through planting, complying with minimum open space requirements, and incorporation of **Low Impact Development** measures, where appropriate;

c. Comply with updated criteria and standards for tree planting and soil quality for new commercial and **employment areas**;

d. Encourage the use of **green infrastructure** , including green roofs in all new commercial and employment **developments**;

e. The Urban Design and Land Use Compatibility policies of this Plan will apply to non-residential, and employment uses.

3.1.1.58 Where permitted in Part 2.2, auto-oriented **development**, such as gas bars and related uses, automobile repair and sales facilities and drive-through restaurants, will be designed to reinforce street edges, achieve a pedestrian scale and contribute to a high-quality **public realm** and streetscapes through a combination of site planning, landscaping and built form including:

a. Locating the principal building at or near the street edge;

b. Locating parking and service areas away from the street such as at the rear or flank of the building that are not facing or exposed to the **public realm**, and/ or screened from neighbouring properties;

c. Locating the stacking and drive-through lanes at the rear or side yards and not between the building and the street to minimise the impact on streetscape and the adjacent properties, and to ensure a positive contribution to the pedestrian environment;

d. Landscaping the stacking and drive-through lanes and the parking areas to soften the visual elements; and,

e. Maintaining an effective level of vehicular traffic functions both within the site and on the surrounding road network and providing clear separation of vehicular and pedestrian traffic to ensure ease and safety of movement.

3.1.2 | Complete Communities

The creation of **complete communities** is the primary objective of Brampton Plan, creating places where people of all ages, stages and incomes can live, work and play. The policies in this section provide guidance for how Brampton will continue to grow as a complete community and continuing to make Brampton an attractive and successful city in the years to come.

Healthy, walkable, **15-minute neighbourhoods** are compact, well-built, and well-connected places with a clustering of a diverse mix of land uses. This includes a range of **housing options**, densities, and levels of **affordability**, as well as shops, **services**, access to food, schools and local childcare, employment, greenspaces, parks, and pathways. They are **complete communities** that support **active transportation** and transit, reduce car dependency, and enable people to thrive with fewer cars or car-free.

Community Hubs

Community Hubs are versatile, future-proof public centres that embody a "walk-to-one-stop-shop" policy that bring together health, social, cultural, recreational, and other resources in one location to meet the diverse needs of the community. Community hubs are spaces connected to multi-modal pathways that are easily

accessible for pedestrians and other active modes of transportation, as well as transit users. Each community hub will be defined by local needs, **services**, and resources.

Community hubs will continue to play an important role as anchor points or landmarks for our communities. While **development** and **intensification** continue, it is important that our city protects, maintains, and enhances publicly accessible amenities and facilities while diversifying programming opportunities.

Community hubs serve as a central access point for health, social, cultural, recreational and other resources which:

- Offer **services** in collaboration with different community agencies and service providers;
- Reduce administrative duplication;
- Follow a future-proof model ensuring adaptability and expandability;
- Can be located in a physical building or accessed through a digital service; and,
- Promote life-long learning, improve access to **services** for residents, and are responsive to the needs of their communities.

3.1.2.1 Land use planning and design will include the coordination of indoor and/or outdoor community hubs and consider the following:

a. Public service facilities should be co-located in community hubs to offer **neighbourhood** residents a variety of **services** and to promote cost-effectiveness and convenient access. Where appropriate, provision of joint facilities, either with the school board, the City, a private developer, community **services** agency/organization, or any combination thereof, for community service purposes, is encouraged;

b. Private facilities such as day care centres, rentable space for community **services** organizations, and meeting rooms may be clustered with public recreational facilities such as libraries, arenas, gyms, pools and fitness facilities. These co-located facilities will be designed to be hubs for municipal **services** that are well integrated within the schools, **neighbourhoods**, parks, and public spaces that they are adjacent to;

c. Priority should be given to maintaining and adapting existing public service facilities and spaces as community hubs to meet the needs of the community and optimize the long-term viability of public investments;

d. Priority should be placed on connecting community hubs to the Transit Network and **Active Transportation Network**;

e. Existing public service facilities that are in or near **Centres** and **Boulevards**, and in **Major Transit Station Area**s will be the preferred location for community hubs;

f. Where new **community services and facilities** that serve a larger population are considered, they should be prioritized near existing or planned **Rapid Transit** to increase **accessibility** to people in need of **services** in these areas; and,

g. Community hubs should consider the provision of parks and open space to support community activities, in alignment with the Health and Wellness policies of this Plan.

3.1.2.2 The City will work with its partners, including the Province, the Region, Home and Community Care Support Services, hospitals, school boards and other agencies to identify funding and programming opportunities for community hubs, as well as work together to overcome barriers to their implementation. The City will also, where feasible, leverage provincial programs and review options to leverage municipal financial tools including business incubators, municipal capital facilities agreements, **development** charges and Community Benefits Charges, to support the creation of new community spaces.

3.1.2.3 On school sites, which propose residential or **mixed-use development**, a community **services** strategy will be required to be prepared by the applicant to inform the range of facilities needed to support new **development**. Where City-owned lands are adjacent, the applicant will engage in a collaborative design approach that may include joint **development** or incorporation of the community hub model. The disposition of a school asset should prioritize the provision of broader public objectives such as **affordable** housing while also ensuring that future **development** does not further burden/impact the existing community facilities in an area.

Community Services and Facilities

Local-serving **community services and facilities** that are part of the **essential** support to residents and workers in Brampton form part of the building blocks of our communities. These 'soft' **services** are as important to Brampton's future as other Civic **Infrastructure** such as water, wastewater, and streets. The City's existing and growing population will be supported by new or additional **services** and facilities. This will require a

strategy for local planning that sets out the facilities required to support and expand the capacity of local **services** providers.

3.1.2.4 The inclusion of **community services and facilities** will be encouraged in all significant private sector **development** across the City through **development** incentives and public initiatives, where the location, scale and efficiency of operation of the facility is justified.

3.1.2.5 The City will provide appropriate and **equitable** access to community facilities, including local institutions, by:

a. Improving and adding community facilities in existing **neighbourhoods** that are underserved; and,

b. Ensuring an appropriate range of community facilities are provided in areas of major or incremental growth.

3.1.2.6 To determine strategies to provide for new or for improving existing community facilities in **Strategic Growth Areas**, the City will be informed through the preparation of a **Community Services and Facilities** Assessment and Strategy, which will be required as part of a complete application and reflects the City's Parks and Recreation Master Plan. The **Community Services and Facilities** Assessment and Strategy will include:

a. A demographic profile of existing or future area residents;

b. An inventory of existing **services** within the area;

c. Identification of existing capacity, utilization, and service gaps in existing community facilities within the area;

d. Identification of local community facility needs and priorities;

e. Recommended range of **services** and co-location opportunities;

f. Plans for maintaining, improving, or decommissioning/repurposing existing facilities;

g. Identification of funding strategies including, but not limited to, funds secured through the development approval process, the City's capital and operating budgets and public/private partnerships; and,

h. An assessment to provide community facilities and an assessment of planned facilities and how they fit within the wider system.

3.1.2.7 Indoor and/or outdoor community facilities will be located, designed and massed on prominent, visible and accessible sites, including street intersections and sites that end a street view or are adjacent to an important natural or cultural feature. The open space associated with public buildings will be designed to enhance the setting for the building and support a variety of public functions associated with its program.

3.1.2.8 Golf courses provide recreational benefits to residents and visitors, Those golf courses shown on **Schedule 7** are permitted to continue operating. No new golf courses will be permitted.

3.1.2.9 The **development** of new libraries or expansion of existing libraries will align with the Brampton Library Facilities Master Plan to support Brampton's growing population in a manner that maximizes programming and operational efficiencies.

School Facilities

For the purposes of this Plan, school facilities include public and private schools. Schools are a building block for healthy, **complete communities**, providing a focus of community life. They are a key element of healthy, walkable, **15-minute neighbourhoods**.

In addition to their primary purpose as educational institutions, **school facilities** can provide community **infrastructure** and resources to a **neighbourhood**, such as licensed childcare facilities, indoor and outdoor recreational and cultural spaces, pathways, informal meeting places and greenspaces. As a hub of community life, safe, **sustainable**, and convenient access for residents of all ages and abilities is necessary.

3.1.2.10 In **Neighbourhoods**, school facilities will enhance the provision of community facilities throughout the City. The City will continue to work with school boards for opportunities to increase community **accessibility** to school facilities. Shared use of municipal and/or school facilities, parks and open space, places of worship and lands for community purposes will be encouraged.

3.1.2.11 School sites and **ancillary** uses are permitted within **Neighbourhoods**, and Mixed-Use designations of this Plan, provided that they are specifically designated for that purpose in the appropriate Secondary or Precinct Plan.

3.1.2.12 In **Centres**, **Boulevards** and **Corridors**, schools will be encouraged to be co-located in mixed-use buildings to support the **development** of **15-minute neighbourhoods**. Secondary schools will be encouraged in locations serviced by a Priority Bus **Support Corridor**.

3.1.2.13 The locations of school sites are designated in the appropriate Secondary or Precinct Plan. For any proposed change to the location of a designated school site, it will be demonstrated that the new location

improves the centrality of the school site relative to its intended service area or to improve its overall functionality. A minor change to the location of a school site does not require an amendment to the **Secondary Plan** or Precinct Plan.

3.1.2.14 During Secondary Planning, the City will ensure that school sites are designated for a specific school board and for a specific grade category to establish a priority claim and use for each site. Notwithstanding the preceding, a school site designation may be used for a different category of school or by the other school board, rather than the designated board, if the latter should declare its intention not to use the site.

3.1.2.15 Each **Secondary Plan** designated school site will be identified with a shape, size and frontage that conforms to the standards of the appropriate school board.

3.1.2.16 Through the **Secondary Plan** process, in consultation with the school boards, the City will consider the designation of school sites abutting appropriate scale active parkland designations to allow for effective shared use of these related land uses.

3.1.2.17 The City reserves the right to acquire all or a portion of any such designated school sites that are not required by school boards prior to their release for residential purposes so that such lands can be used to maintain an identified open space network or provide some of the **recreation** facilities that would otherwise have been provided on these designated school sites.

3.1.2.18 **Redevelopment** of public school sites should accommodate community facility space that will be displaced as a result of the disposition of a school facility to ensure no net loss of community space in the local area.

3.1.2.19 A no-net loss approach to **community services and facilities**, especially in areas that are underserved, will be encouraged to improve and/or ensure that an appropriate range of **community services and facilities** and local institutions are provided in areas of major or incremental physical growth.

3.1.2.20 **Affordable** housing will be encouraged to be provided within any residential **development** proposal located on a surplus school site.

3.1.2.21 For schools with heritage potential, the school boards should assess the building's heritage value and **adjacent lands** with a heritage consultant and in consultation with the City's Heritage Preservation Services, before disposing of a facility. A Statement of Significance should be completed for each property deemed to have heritage significance

before a property is recommended for change of use or disposal. Where alterations are proposed to existing schools, or **development** is proposed adjacent to a property on a Heritage Register, the proposed alterations will ensure the **integrity** of the heritage property's cultural heritage value and attributes will be retained prior to work commencing and to the satisfaction of the City and meet the appropriate standards and guidelines for the Conservation of Historic Places in Canada, and Brampton Plan policies. Adaptive use of heritage buildings is encouraged.

3.1.2.22 The City will work with relevant stakeholders through the **development** process to support a conventional Master School Agreement or a Special School Levy, or other mechanism satisfactory to the applicable school board(s) is in place to guarantee that the school sites designated in a **Secondary Plan** will be provided in the general locations indicated.

3.1.2.23 The **development** of a university, college, or other institution of higher learning or a satellite campus of an existing institution is encouraged in the Mixed-Use designation of this Plan and within Urban Growth Centres, **Major Transit Station Areas** and areas with existing **frequent transit** service or existing or planned higher order transit service.

Part 3.2 | Sustainability and Climate Change

Our Headline Targets

Reduce community-wide emissions by 30% from 2016 levels by 2030 and establish a pathway to reduce emissions by at least 80% by 2050 to meet or exceed federal and provincial targets.

The City and its partners will plant 1 million new trees by 2040.

What Does it Mean?

Municipalities are at the centre of **sustainability** efforts and the global movement toward reducing our impact on the planet. The Brampton Grow Green Environmental Master Plan (EMP) is the City's blueprint for improving environmental **sustainability** at both the corporate and community level. The EMP aims to position Brampton as a model for responsible growth and meaningful environmental action.

Our Brampton Grow Green Vision Statement

"Brampton is a community that will conserve, enhance, and balance our natural and built environments to create a healthy, resilient, and **sustainable** city. We will carry out our responsibilities to meet the needs of the present community without compromising the ability of future generations to meet their own needs."

There is a direct relationship between environmental **sustainability** and climate change. Our environmental **sustainability** priorities, such as creating transit supportive communities, protecting, restoring and enhancing the natural environment and improving building energy performance, influence Brampton's greenhouse gas (GHG) emissions, which results in direct and indirect changes to our climate.

Climate change is a threat to all life on the planet and to people's livelihoods. Brampton is already experiencing the effects of climate change. These changes will result in a variety of impacts including but not limited to increased flooding, more frequent heat waves, risk of **infrastructure** damage, threats to human health and safety, and the alteration or loss of habitats. In the next quarter century, the types of impacts and their severity are expected to increase. These impacts will result in economic, social, and environmental costs to the City of Brampton, our residents, and businesses.

The City of Brampton bolstered its commitment to addressing climate change in June 2019 when Council unanimously declared a climate emergency, acknowledging that to address this crisis, the City must urgently reduce GHG emissions and prepare for the consequences of a changing planet. In addition, Council unanimously approved the Community Energy and Emissions Reduction Plan (CEERP) that provides an evidence-based approach to achieving the City's environmental and climate change responsibilities along with economic and social benefits.

It is critical that the City continue demonstrating leadership in support of a community that is energy conscious, reduces emissions, and is more resilient to the impacts of climate change. Heating and cooling our buildings and the way we move around our city account for approximately 90% of Brampton's GHG emissions. Better designed communities, through effective land use planning and design is one of the most effective ways to facilitate local response to climate change.

Planning for environmental **sustainability** requires that we consider the impacts to the natural environment, and of climate change, and energy consumption when planning for our city's future growth. The **Sustainability** and Climate Change Building Block provides the City and the community with direction for developing resilient, low-carbon, and green communities. We envision Brampton as a mosaic of **sustainable** urban places, sitting within an interconnected Natural Heritage System, Water Resource System and green park network, with its resident, businesses, and institutions as environmental stewards. This Building Block supports Brampton's transition towards 'one-planet' living where people enjoy happy, healthy, vibrant living within the environment's ecological capacity.

The **Sustainability** and Climate Change Building Block will be realized by planning for the following priorities:

Priority No. 1 – Municipal Leadership

Priority No. 2 – Green Communities

Priority No. 3 – Energy, Efficiency, and Emissions

Priority No. 4 – Climate Ready Communities

Priority No. 5 – Green Infrastructure

Priority No. 6 – Civic Infrastructure

How Are We Going to Achieve This?

3.2.1 | Municipal Leadership

Municipal governments are responsible for managing the growth and **development** of their communities. Planning and designing mixed-use, walkable, transit-orientated, and energy efficient communities helps to reduce the pressures of rapid urbanization by supporting Brampton's economic development, quality of life, and social equity while addressing climate change.

According to the Federation of Canadian Municipalities, **45% of national greenhouse gas (GHG) emissions in Canada are under the direct or indirect control of municipal governments.** The City has direct control over a range of everyday **services** that impact how energy is consumed and emission released, such as housing and **transportation systems**, as well as where and how growth will occur.

The impacts of climate change and a lack of action in response to these impacts will come at a significant cost to the City and residents. The City will continue its communication, engagement, and outreach strategies to increase public awareness of **sustainability**, energy, and emissions reduction, while providing education about the environmental, economic, and social benefits of climate **mitigation** and **adaptation**.

In addition to managing growth and engaging with the community, the City must also lead by example. Currently, the City of Brampton owns and/or operates hundreds of buildings and facilities including fire stations, libraries, parks, **recreation** centers, transit facilities, and works operations, which can be examples of environmental **sustainability** and climate action for local businesses and residents within Brampton and beyond.

The intersection between environmental **sustainability** and social equity is increasingly recognized as a critical component of thriving communities. Marginalized populations, which generally include **low-income** earners, racialized communities, persons with disabilities, seniors, and other impoverished groups, are often the first and most affected by climate change. As a result, greater priority, investment, and focus should be afforded to mitigating the severity of impacts on these groups.

Plan, Implement, Engage, and Monitor

3.2.1.1 The City will prepare, implement, and regularly update the Environmental Master Plan, which provides a comprehensive framework for improving Brampton's environmental performance.

3.2.1.2 This City will monitor, review, and regularly update its ongoing progress towards achievement of our energy and climate change goals by:

a. Developing and implementing a data collection and monitoring protocol for measuring and reporting on community and corporate greenhouse gas emissions;

b. Integrating community targets with corporate key performance indicators (KPI's) on the Corporate Performance Dashboard and reporting regularly;

c. Monitoring progress towards achieving objectives and targets of the Community Energy and Emissions Reduction Plan and integrating progress reporting with that of the Environmental Master Plan; and,

d. Incorporating climate **mitigation** and **adaptation** considerations into all other plans and strategies, where not yet included.

3.2.1.3 Climate **mitigation** and **adaptation** will be prioritized in City operations by:

a. Applying best corporate **sustainability** practices to City operations and corporate decision-making;

b. Ensuring budgeting and financial decision-making incorporate a climate lens to capital and business planning and asset management;

c. Using adaptive management strategies in City operations to cope with uncertain climate conditions; and,

d. Demonstrating climate change leadership in City operations by piloting emerging ideas to increase adaptability and **resiliency**.

3.2.1.4 Together with community partners, the City will continue its efforts to address climate change **mitigation** and , including the establishment of targets, policies, and programs to minimize adverse climate change impacts and maximize opportunities.

3.2.1.5 The City will regularly update the **Sustainable** Procurement Strategy to:

a. Ensure its procurement of goods and **services** considers how to **protect** and enhance the environment, contribute to the health and well-being of society, and build a **sustainable** economy through our procurement decisions; and,

b. Understand and evaluate the lifecycle costs and carbon implications of both large capital expenditures and ongoing purchases.

3.2.1.6 The City will implement and regularly update the **Sustainable New Communities Program** that facilitates and evaluates the **sustainability** performance of new **development**.

3.2.1.7 All community sectors will be engaged to act on environmental **sustainability** and climate change through the establishment of a robust Community Engagement program that:

a. Utilizes opportunities to demonstrate effective climate change **mitigation** and **adaptation** techniques in City operations to encourage community led climate change action;

b. Supports community organizations to prepare for future climate impacts; and,

c. Explores incentives to assist residents and businesses to adopt **mitigation** and **adaptation** strategies.

3.2.1.8 A "climate change lens" will be implemented as the approval authority for all Council decisions and planning and development applications. Considerations will include but are not limited to;

a. Reduction of greenhouse gas emissions;

b. Improvement in community climate **resiliency**;

c. Improvement of air quality;

d. Water and wastewater **infrastructure** investments and **conservation** practices to mitigate climate change impacts;

e. Promotion of **active transportation** and transit;

f. Promotion of compact form to limit travel times between housing, employment, and amenities and **services**;

g. Use of **green infrastructure** and **Low Impact Development** (LID);

h. Promotion of community design to:

.i Maximize energy efficiency and **conservation** including consideration of the mitigating effects of vegetation; and,

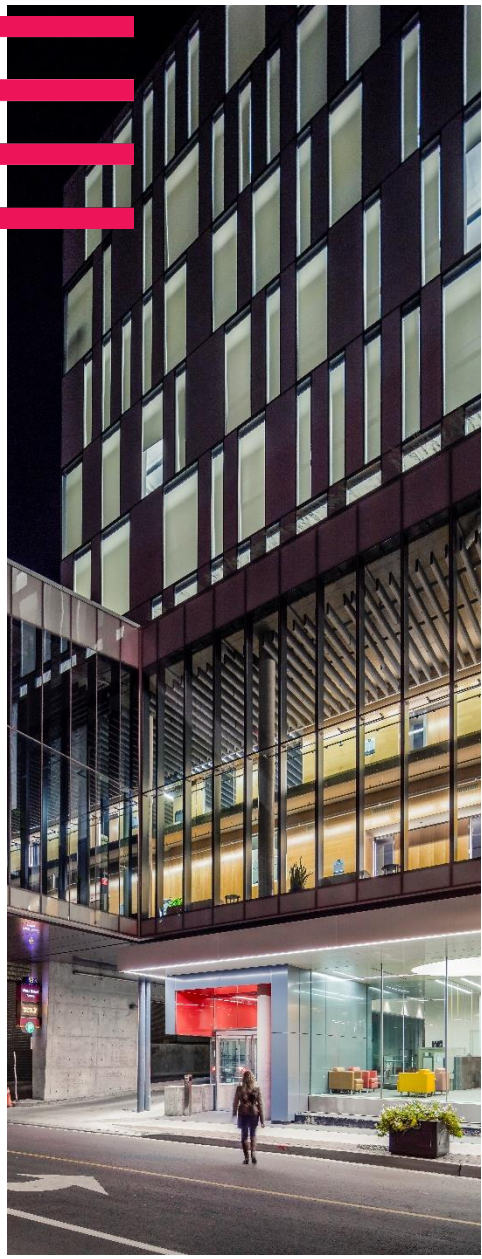
.ii Maximize opportunities for the use of renewable and alternative energy sources and systems;

i. Maximize the use of existing water and wastewater **infrastructure** by locating growth where **infrastructure** capacity exists;

j. Identification and **mitigation** of existing and anticipated hazards which may be compounded or aggravated by climate change, including susceptibility to impacts from extreme weather, including flooding, heat waves, wildland fires, and storms; and,

k. Identification, protection, restoration and enhancement of **Natural System** features and areas that have become more sensitive to **development** pressures due to climate change.

Corporate Assets



Brampton aims to achieve a zero-carbon transition for the City's new and existing corporate facilities. A zero-carbon transition focuses on minimizing emissions and energy intensity and maximizing cost recovery within its building and facility construction, management, and operations.

Brampton's rapid population growth has resulted in increased demand for public facilities. Brampton Plan supports the Corporate Energy and Emissions Management Plan, which ensures that corporate facilities will be designed, planned, and maintained to be resilient to the impacts of climate change and available for the public to enjoy. The Environmental Master Plan (EMP) informs various corporate targets relating to the environment, energy and emissions management, transportation, and waste. The EMP champions embedding environmental **sustainability** into the City's corporate culture.

3.2.1.9 The City will support energy efficiency by ensuring municipal buildings and facilities are designed to demonstrate leadership in energy efficiency and GHG reduction and conform to the Corporate Energy and Emissions Management Plan and the Community Energy and Emissions Reduction Plan.

3.2.1.10 The City will prepare, implement, and regularly update the **Sustainable** Fleet Strategy and Transit Vehicle Zero Emission Strategy to reduce GHG and air pollutant emissions, improve fuel efficiency, enhance operation efficiency, improve lifecycle asset management, and demonstrate leadership in environmental **sustainability**.

3.2.1.11 Electric vehicle charging **infrastructure** will be incorporated within City buildings and facilities to support its electric vehicle fleet and promote general uptake of electric vehicles.

3.2.1.12 Back-up power equipment and/or renewable power sources and battery storage will be incorporated into City buildings and facilities to improve resilience to climate change.

3.2.1.13 Lifecycle assessments for the City's major capital projects and purchases will be completed to reduce the amount of material and energy consumed, as well as waste produced.

3.2.1.14 **Natural System** features and areas will be recognized as **natural assets** and **wetlands**, woodlands and valleylands will be incorporated into municipal asset management planning and reporting.

3.2.2 | Green Communities

Green communities focus on improving the quality of life for residents and enabling more **sustainable** living through the application of environmentally friendly strategies in every way feasible. They are planned, designed, built, and maintained to minimize impact on the environment and respond to climate change, while also supporting social well-being and economic opportunity.

Green communities support a healthy natural and built environment through a range of approaches, such as **sustainable** urban form, a mix of uses, multi-modal transportation, energy and water efficiency buildings, renewable energy systems, permeable surfaces, protected and connect **Natural System** features, local food production, and circular economies.

Through the preservation of the **Natural System** and a robust **urban forest**, green communities create co-benefits such as improved air and water quality, economic, and health benefits. Green communities also encourage healthier lifestyles and promote **equitable** and economical living through 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 City of Brampton will use a range of tools to facilitate the evolution of new green communities and the greening of existing communities. One tool that guides, measures, and evaluates the **sustainability** performance of new **developments** in the city is the **Sustainable New Communities Program**. Another is the **City-Wide Urban Design Guidelines** , which establishes basic community design standards for new communities. These types of tools help build healthier, resilient, and **sustainable** communities within Brampton.

3.2.2.1 In the preparation of **Secondary Plans** and **Precinct Plans**, as well as the review of development applications, **sustainability** will be encouraged through:

a. An urban form, mix of uses, and densities that support transit and **active transportation**;

b. Efficient land use patterns, **development**, and use of **infrastructure**;

c. Renewable energy sources and integrated energy systems;

d. Building design and construction that reduces greenhouse gas emissions, improves energy efficiency, improves water reuse, **conservation** and efficiency and minimizes resource consumption;

e. Protection, restoration and enhancement of the **Natural System** and **urban forest**, and **ecosystem** connectivity;

f. **Landscape** and streetscape practices that reduce the quantity of impermeable surfaces;

g. Urban heat island **mitigation**;

h. Urban agriculture and access to locally produced, healthy foods;

i. Bird friendly building design;

j. **Conservation** and adaptive reuse of **cultural heritage resources**;

k. Approaches that increase climate change resilience; and,

l. Design, construction, and maintenance that reduces costs associated with the provision of **infrastructure** and municipal service delivery over the long-term.

3.2.2.2 The City will encourage the establishment of **sustainable** and resilient new **development** through the **Sustainable New Communities Program** and **Sustainable** Community Development Guidelines, including the **Sustainability Assessment Tool** and **Sustainability Score Thresholds**, which support the elements listed in this section.

3.2.2.3 Through the **Sustainable New Communities Program**, the City will establish minimum **sustainability** performance requirements for Site Plans, Draft Plans of Subdivision, and **Precinct Plans**.

3.2.2.4 The City will continue to expand the **Sustainable** Neighbourhood Action Program (SNAP), in partnership with Conservation Authorities and the Region of Peel, to help improve the **sustainability** and resilience of all existing communities in Brampton.

3.2.3 | Energy, Efficiency, and Emissions

Efficiency means achieving results by using resources in the best manner possible, with minimal or no waste, effort, or energy. Being efficient delivers several environmental benefits, for example, energy efficiency helps reduce GHG emissions which contribute to climate change. Energy efficiency, therefore, is one of the key strategies we can pursue to meet energy demand but also lower energy use.

Through Brampton Plan, the City will reduce energy consumption and greenhouse gas emissions by promoting efficient, renewable, and **alternative energy system**s. This may include identifying and implementing opportunities for renewable and alternative energy generation and distribution, developing and implementing energy demand management practices to reduce energy consumption, establishing land use patterns and urban design standards that encourage and support energy-efficient buildings and opportunities for **district energy**, and conserving energy by encouraging renovation and efficient design of buildings and new **development**.

Community Energy and Emissions Reduction Plan

Brampton took a significant step towards reducing greenhouse gas emissions by endorsing the City's first Community Energy and Emissions Reduction Plan (CEERP) in September 2020. The CEERP acts as a guide to help the City, residents and businesses develop and adopt new practices to improve energy efficiency, reduce GHGs, ensure energy security, create economic advantage, and increase resilience to climate change.

3.2.3.1 The City, alongside various partners such as utilities, energy service providers, and the **development** industry, will develop feasibility assessments for implementation of **district energy** projects and local energy supply and distribution, prioritizing existing and new high growth **District energy** Areas, as shown on **Schedule 8,** and as identified in the Community Energy and Emissions Reduction Plan.

3.2.3.2 The City will collaborate with the Region to undertake community energy and greenhouse gas emissions reduction planning in accordance with provincial guidance.

3.2.3.3 New communities and buildings will be planned and designed to strive towards near net-zero GHG emissions and encourage the use of measures such as passive design to reduce energy demand.

3.2.3.4 The City will engage residents, businesses, and community groups to increase public literacy and community initiatives that foster and result in reduced **household** and workplace energy consumption and emissions production.

Local Energy Supply and Distribution

Local energy supply and distribution, also referred to as Distributed Energy Systems (DES), is the local operation and generation of energy close or next to its point of use. DES includes power generation (e.g., roof top solar panels), energy storage (e.g., batteries), and distributed energy management (e.g., building energy management systems, micro grids, **district energy** etc.). This is compared to the traditional centralized energy supply utilized today, where energy is sourced from larger generator facilities outside the community and is sent through large transmission and distribution grids before reaching the end user.

The energy transition to DES is critical as it will not only support energy efficiency and greenhouse gas emission reduction but also economic development by encouraging new low-carbon technologies and trades. Local energy investments can provide opportunity for Brampton's local economy such as investments in local generation and distribution of energy, manufacturing of energy technology and retrofitting of buildings.

3.2.3.5 Opportunities for renewable and alternative energy generation and delivery systems will be identified and supported at appropriate scales subject to compatibility with surrounding land uses, including but are not limited to:

a. Low carbon **district energy** heating and cooling systems;

b. Microgrids;

c. Renewable energy (e.g., solar, wind);

d. Ground source heat pumps;

e. Air source heat pumps; and,

f. Geothermal.

3.2.3.6 The potential for larger-scale solar photovoltaic installation locations, such as car parking structures, corporate buildings, residential and commercial rooftops, will be identified.

3.2.3.7 The City will work with community and business partners to explore opportunities for on-site technologies that re-use waste heat and generate energy from waste recovery. Where opportunities exist to promote the inclusion of waste heat generation or recovery, the City will consider the offer of necessary utility rights-of-way.

3.2.3.8 The City will study and develop a Business Case **jointly** with other levels of government, utilities, and private power generating companies for the

City to facilitate and support the implementation of alternative and renewable energy systems, including **district energy** systems.

3.2.3.9 The City will develop **District Energy** Ready Guidelines and along with the Centre of Community Energy Transformation (CEET), will study the establishment of **district energy** systems in all major growth and **intensification** areas including **Centres** and **Boulevards**. Where the feasibility of **district energy** has been demonstrated, new **development** in these **district energy** areas will be designed to be **district energy** ready.

3.2.3.10 Where a **district energy** system is in place, new **development** will be encouraged to connect to the **district energy** system, and new municipal buildings will connect to the **district energy** system.

3.2.3.11 The use of waste heat from large facilities will be encouraged as an opportunity to supply heating and cooling to buildings through waste heat power or combined heat and power district systems.

3.2.3.12 Opportunities for the use of sewer pipe heat and renewable gas resources, such as but not limited to anaerobic digestion of food waste and waste decomposition, will be identified and supported.

3.2.3.13 Priority may be given to development applications that incorporate renewable energy and **district energy infrastructure**.

3.2.3.14 Planning and development applications may be required to submit a background energy study or plan as a component of a complete application, such as an Energy Management Plan, as per the Implementation policies of Brampton Plan. All major **development** will be required to submit an Energy Management Plan including an assessment of the feasibility of implementing alternative and renewable energy systems in accordance with the policies of this Plan.

Home and Building Efficiency

The design and construction of new homes is an important aspect of reducing energy use, emissions, and overall impact on the environment. Designing and constructing high performance new homes and buildings as well as retrofitting existing building stock will also help protect residents from rising energy costs and extreme weather conditions. Through significant community leadership and collaboration, Brampton will consider a variety of opportunities to improve energy efficiency at the community level. Further, with responsible planning and management of environmental resources, the **development** industry can plan, design, and construct new homes and buildings that strive for high energy efficiency, produce local renewable energy and lower GHG emissions.

According to Brampton's Community Energy and Emissions Reduction Plan (CEERP), homes, and buildings (industry, commercial, **institutional**) are the second largest emitting sector in Brampton, and most existing buildings will still be in operation in 30 years' time. Buildings account for 44% of Brampton's energy use and 28% of its GHG emissions, with residential buildings accounting for 21% of Brampton's GHG emissions.

3.2.3.15 The City will encourage the design and orientation of homes and buildings that:

a. Maximize passive solar energy gain and minimize energy loss from prevailing winds;

b. Ensure high performance building envelopes and ventilation systems;

c. Incorporate energy efficient and low carbon sources for heating, cooling, and hot water;

d. Incorporate renewable energy systems on a site-specific or district-wide basis;

e. Enhance the feasibility of **district energy** systems by being **district energy**-ready;

f. Integrate energy efficient appliances and lighting;

g. Conserve potable water and integrate greywater reuse; and,

h. Incorporate innovative building materials that helps reduce **negative impacts** on the environment.

3.2.3.16 The **Sustainable New Communities Program** will be leveraged to facilitate homes and buildings that deliver high levels of energy efficiency, renewable energy production, and minimize greenhouse gas emissions, by setting minimum building performance requirements.

3.2.3.17 The City will encourage the retrofitting of existing residential and commercial building stock through the **development** and implementation of a Home Efficiency Retrofit Program. The program will consider incentives, planning and financial instruments that the City may choose to implement, as well as supportive partnerships with utilities and other levels of governments.

3.2.3.18 Multi-unit buildings will be designed to facilitate metering and sub-metering for all major energy supply, conversion, and consumption systems.

3.2.3.19 New **development** will be encouraged to be designed to adapt to future **sustainable** technologies for solar thermal, **district energy** systems, and grey water reuse.

3.2.3.20 The installation of photovoltaic panels on expansive roof structures, such as large-format retail buildings and large-scale institutions and community facilities are encouraged. Alternative rooftop designs or interventions that promote climate and energy **resiliency** such as green roofs or cool roofs are encouraged.

3.2.3.21 The consideration of embodied carbon reduction in new construction will be encouraged.

3.2.3.22 The City will encourage and support climate change considerations for the Ontario Building Code and will support changes to regulations that accelerate and support energy efficiency standards in the built form.

3.2.3.23 The City will identify opportunities within **Sustainable** Neighbourhood Action Programs (SNAPs) to implement community retrofit programs and/or related projects.

Industrial Efficiency

Industrial activities are most often guided and regulated by broader global best practices and standards. In Brampton, the industrial sector consumes 21% of total source energy but only contributes 13% of emissions. Brampton Plan therefore has a pivotal role to play in encouraging and assisting industries in exploring and pursuing opportunities to reduce energy use and emissions.

3.2.3.24 To support a reduction in energy use and emissions by industrial activities, Brampton Plan will:

a. Cultivate a diverse economy by embracing practices, **services**, and technologies that support climate change **mitigation** and **adaptation**;

b. Encourage business to achieve carbon-neutral operations and be resilient to climate change;

c. Promote and support economic development opportunities associated with the energy transition;

d. Encourage the business community to explore opportunities for efficient, renewable, low carbon, and integrated energy systems;

e. Investigate opportunities to provide support to business to achieve energy efficiency retrofits; and,

f. Encourage and support the industrial sector, as well as commercial, **institutional**, and large multi-unit residential buildings, to track and record energy performance so they can better identify retrofit opportunities.

Circular Economy

In accordance with the **ecosystem** planning approach and **sustainable development** principles of Brampton Plan, the City supports a **culture of conservation** and a circular economy that promotes the efficient use of materials and resources, the maximization of the useful life of materials and resources, and the reduction of unnecessary waste generation.

As the Region of Peel is responsible for waste management in Brampton, the City supports the Region in creating resource recovery programs and providing the resource recovery facilities for materials that cannot be reused or recycled so that the energy can be recovered through an energy recovery process. Waste and materials management has a significant role to play in reducing GHG emissions in several ways, including landfill gas capture, recycling, and organic waste diversion.

3.2.3.25 The City will continue to encourage the initiation of resource recovery programs and support the **development** of resource recovery facilities through the land use planning and approvals process.

3.2.3.26 The City will work with the other levels of government and the private sector to ensure new **development** includes systems that allow for the sorting of solid waste at the unit level, building level and in every **neighbourhood** including for recyclables, organic material, and residual garbage.

3.2.3.27 The City will encourage partners in the public and private sectors to develop a recycling program for construction waste.

3.2.3.28 Community and business partners will be encouraged to implement opportunities for on-site technologies that re-use waste heat and to generate energy from waste recovery.

3.2.3.29 Closed loop systems will be supported and enabled for new and existing City-owned buildings and facilities to minimize waste and integrate other **sustainability** practices into systems and **services** that support waste diversion.

3.2.4 | Climate Ready Communities

Brampton is already experiencing the effects of climate change. Increases in extreme weather events, warming temperatures and greater precipitation are already being felt and are expected to increase by the end of the century. This will lead to significant changes in Brampton including more localized flooding, threats to human health and safety, as well as overall changes to the City's **ecosystems**. Brampton acknowledges the importance of planning and building a community that is resilient by managing, eliminating, minimizing, and mitigating the potential risks the risks associated with natural and human-made hazards resulting in climate change.

To protect the public health and safety of the community, Brampton's residents, business, institutions, community organizations, agencies, local and regional governments must work together to improve our collective **resiliency** and adaptive capacity. By doing so, the impacts of climate change can be mitigated, and Brampton can be better prepared to respond to the impacts of climate change. Aligned with the Grow Green Vision, Brampton Plan aims to conserve, enhance, and balance the natural and built environment to create a city that is healthy, resilient, and **sustainable** for all members of our community.

Understanding and Preparing for Future Impacts

At the local level, there is a growing need and demand for municipalities to prepare for and adapt to climate change. Changes in temperature and precipitation, reductions in snow and ice, and more extreme weather events have all been felt and will have significant impacts on our local communities. To ensure our community is resilient to these impacts, climate **adaptation** will be key to lessening the impacts of climate change and ensuring our community continues to thrive.

3.2.4.1 The City will prepare a climate change **adaptation** plan to ensure Brampton is a resilient city and to provide an informed and coordinated approach to climate change **adaptation** planning.

3.2.4.2 The City will prepare a climate change **vulnerability** assessment to determine the climate change **vulnerability** of existing natural and engineered assets so **resiliency** efforts can be prioritized.

3.2.4.3 Through the planning and development application process the preparation of climate change **vulnerability** and risk assessment will be required to assess the potential impacts and risks associated with climate change and appropriate measures to address the **vulnerability** to climate change impacts using the best available climate information.

Vulnerable Communities

The impacts of climate change will not be felt in the same way across Brampton. Certain groups including vulnerable populations will be affected by climate change more than others. Building community resilience to the impacts of climate change will require the City to prioritize climate action to ensure measures are directed towards those who are most vulnerable to the impacts of climate such as children and elderly, people with pre-existing health conditions, and individuals who spend long hours outdoors.

3.2.4.4 The City will seek to understand, protect, and plan for the unique needs of equity-seeking groups and vulnerable populations.

3.2.4.5 Solutions with multiple co-benefits will be identified through the climate change **adaptation** plan for socially vulnerable populations that may be disproportionately impacted by climate change by:

a. Addressing underlying social determinants, health inequalities, and unique population needs (especially children and youth, elderly, and vulnerable populations); and,

b. Incorporating an equity lens into climate change planning.

3.2.4.6 The City will collaborate with the Region of Peel's Public Health Unit and local health organizations to utilize climate change and health data to better understand which people and places in the City are more vulnerable to particular human health effects that can result from climate change.

3.2.4.7 The City will commit to and prioritize the **equitable** allocation and **neighbourhood** distribution of **services**, facilities, programs, and amenities for all which address access barriers (financial, physical, and perceived) for members of the community.

Emergency Preparedness

Ensuring our community is prepared for future climate change impacts, particularly during emergency and disaster events, is essential. The City will proactively strengthen local emergency preparedness and monitor and document the impacts of climate change within the City's emergency management requirements.

3.2.4.8 The impacts of climate change on requirements for emergency response capabilities will be assessed and the City will collaborate with the Region of Peel and local health organizations to assess and plan for climate-related direct and indirect health impacts in Brampton, capacity for emergency preparedness and response.

3.2.4.9 The City will plan, coordinate, and regularly test emergency and disaster response **services** in conjunction with local communities.

3.2.4.10 **Infrastructure** and public service facilities will be strategically located to support the effective and efficient delivery of emergency management **services**, and to ensure the protection of public health and safety.

3.2.4.11 The capacity for the community to respond and recover from an emergency or disaster will be increased by:

a. Establishing emergency planning procedures to respond to extreme events;

b. Preparing the community to be self-reliant for up to 72 hours after an incident; and,

c. Creating strong, **15-minute neighbourhoods** so that residents can support themselves and their neighbours in challenging times.

3.2.4.12 **Mitigation** measures for vulnerable members of the community during emergencies will be developed and implemented including, but not limited to, communications and evacuation supports.

3.2.4.13 A centralized warning system and resource hub will be established for all potential emergencies and extreme weather events.

3.2.4.14 The City will update the Hazard Identification and Risk Assessment (HIRA) every 5 years to assess local hazards and potential risks.

3.2.4.15 Opportunities to establish low carbon emergency backup power for City facilities will be explored to serve as warming and cooling centres during extreme weather events.

3.2.5 | Green Infrastructure

Within the context of Brampton Plan, **green infrastructure** refers to **natural assets** and also designed and engineered elements that have been created to mimic natural functions and processes to deliver a wide range of **services** to the community. **Green infrastructure** includes everything from **natural heritage features and area**, parks, naturalized and permeable surfaces.

Green infrastructure helps absorb, delay, and treat **stormwater**, mitigate flooding, shelter communities from extreme weather and climates, and filter pollutants. It also creates oxygen, sequesters carbon, and improves **ecosystem** connectivity and **wildlife habitat**. It can reduce community and corporate energy demands and **infrastructure** costs, improve quality of life, promote economic growth, and create construction jobs. During construction of or major upgrades to City roads and other municipal facilities, the City will seek opportunities to integrate **Low Impact Development** and **green infrastructure** within road Right-of-Ways.

3.2.5.1 New programs and initiatives will be developed to encourage the application of **green infrastructure** in new **development** and existing communities, especially in **Strategic Growth Areas**, including, but not limited to, green, blue and/or cool roofs, **Low Impact Development** (LID) measures, and urban canopy and natural features enhancement.

3.2.5.2 The City will develop a Green Roof By-law that will provide guidance and regulate the implementation of green roofs, or of alternative roof surfaces that achieve similar levels of performance to green roofs.

3.2.5.3 The design of **green infrastructure** that serves multiple purposes, such as creating **ecosystem** connectivity and biodiversity, reducing heat island effect, improving water and air quality, reducing **stormwater** runoff, recharging **groundwater** and providing a community amenity, will be encouraged.

3.2.5.4 During the construction of or major upgrades to City-owned parks, open spaces, recreational facilities, and roads, the City will seek opportunities to integrate **green infrastructure** with multi-purpose functions.

3.2.5.5 To reduce the urban heat-island effect, new **developments** and buildings will be encouraged to use **green infrastructure** technology and innovation to cool buildings and communities by incorporating:

a. Vegetation, high albedo surfaces, including driveways and parking areas, open pavers, and green, blue, or cool roofs;

b. Tree planting and other landscaping to increase evapotranspiration and create shade; and,

c. Architectural devices to create shade.

3.2.5.6 The use of **green infrastructure** will be encouraged to improve **ecosystem** connectivity, provide habitat, and improve biodiversity through approaches such as green roofs, **urban forest** enhancements, urban agriculture, rain gardens, pollinator gardens, meadows, naturalized front and backyards.

3.2.5.7 The use of landscape-based **stormwater** management (also referred to as **Low Impact Development**) will be encouraged for new **development**, where site conditions and other relevant technical considerations are suitable, to minimize **stormwater** run-off and recharge **groundwater**, through approaches such as rainwater harvesting, green roofs, bio-retention, permeable pavement, infiltration facilities, vegetated swales, and raingardens.

Urban Forest

Brampton's **urban forest** is comprised of all trees and their growing environment including trees on public and private lands within the City's boundaries. **Urban forest**s are a vital component of a healthy, resilient, and **sustainable** city.

Brampton's **urban forest** provides ecological, social, and economic benefits to Brampton's private landowners and the wider community, such as erosion prevention, hydrological and nutrient cycling, provision of clean air and the long-term storage of carbon, microclimates, habitat for wildlife, linkages between other natural heritage features, visual relief, provision of **wildlife habitat**, and outdoor recreational opportunities. Brampton's **urban forest** also provides additional community benefits including providing attractive communities and improving the value of property.

Did You Know?

Brampton's **urban forest** accounts for 18% of the city's total land cover. Trees are distributed throughout **boulevards**, parks, the Natural Heritage System, and private lands. Roughly 41% of Brampton's tree cover is located in natural woodlands, most of which is protected within the Natural Heritage System.

3.2.5.8 The City and its partners will plant one million new trees in Brampton by 2040. The City will encourage tree planting by all sectors of the community that contributes to the achievement of the City's **urban forest** goals and targets.

3.2.5.9 Opportunities for establishing **urban forest** targets as recommended by the Brampton Urban Forest Management Plan will be investigated.

3.2.5.10 Brampton's urban forest will be recognized as **green infrastructure** and as a **natural asset**, and trees and wooded natural areas will be incorporated in municipal asset management planning.

3.2.5.11 The **urban forest** will be protected, managed, and enhanced in accordance with the Brampton Urban Forest Management Plan, which includes the following goals:

a. Inventorying the Brampton's **urban forest** and monitoring and assessing health, changes, and value over time;

b. Maintaining health, structure, functions, and value of Brampton's **urban forest**;

c. Growing and enhancing the **urban forest** by increasing the city's canopy cover and improving species richness, structural diversity, overall health and even distribution across the city;

d. Protecting existing trees and their growing environment, woodland **ecosystems**, and other vegetation; and,

e. Encourage all members of the community to participate in these goals and build strong **urban forest** partnerships to help realize the vision for Brampton's **urban forest**.

3.2.5.12 **Urban forest** resilience will be **conserved** and enhanced by ensuring:

a. **Sustainable** growing environments for trees by allocating adequate soil volumes and quality and **landscaped** areas during the design of new **development** and capital projects;

b. Appropriate planting locations and avoiding the use of non-native tree and shrub species that are invasive; and,

c. A diversity of tree species, including species resilient to a changing climate.

3.2.5.13 Tree destruction or removal of trees on private property will be regulated by the City's Tree By-law.

3.2.5.14 A tree evaluation report and/or tree preservation plan will be required where appropriate, as part of a planning and development application that demonstrates the protection and preservation of trees before, during and post construction, and where preservation of some trees is not feasible, opportunities for replacement based on the City's tree compensation requirements;

a. The mature tree canopy in existing **neighbourhoods**, especially Downtown Brampton, should be protected and prioritized over replacement plants and compensation, to the extent practical, to assist in maintaining the character of an area and benefit from the ecological **services** they provide. Where **development** or **redevelopment** is proposed, healthy trees should be protected and provided appropriate tree protection zones and build setbacks to ensure their long-term health;

b. Where trees are proposed to be planted in areas of hardscape, such as medians, sidewalks, plazas, parking lots and other public spaces, the City may require the application of best management practices and **green infrastructure** techniques to ensure long-term survival, growth, and health of the trees;

c. **Development** and **site alteration** may be required to illustrate that the water balance will be maintained to ensure long-term tree health;

d. Sites will be graded to support the long-term **sustainability** of existing trees that are to be retained;

e. The value of healthy mature trees notable for their age, distinctive character, species, rarity, size, and form will be prioritized by endeavouring to **protect** and integrate them into public spaces; and,

f. The protection of trees that are part of **significant** hedgerows and **cultural heritage landscapes** will be encouraged, particularly through their protection and integration within the **public realm**.

3.2.5.15 To support the management, protection, and enhancement of the **urban forest**, the City will:

a. Continue to promote public awareness and engagement initiatives that educate residents about the value of the City's **urban forest** and encourage participation in its care and stewardship;

b. Continue to promote the management and enhancement of the **urban forest** on public and private property; and,

c. Work **jointly** with area municipalities, Region of Peel, and the Conservation Authorities to undertake **urban forest** studies and to develop strategies that will support programs and initiatives to maintain and enhance the **urban forest** canopy.

Clean Air and Water

Air and water quality have a significant impact on human health. The City is committed to fostering a **culture of conservation** and management to address air and water quality through strengthening and coordinating the City's land use planning, natural heritage and environmental management, and recreational and cultural heritage practices. Improved air and water quality will result in multiple health benefits and provide quality of life enhancements to the community of Brampton and beyond.

3.2.5.16 The City will work collaboratively with the Province of Ontario, the Region of Peel, and other partners to establish air quality monitoring stations in Brampton. The stations will identify, monitor, track, and assess local emission sources and the City will take action to reduce the emission at these sources.

3.2.5.17 The protection, restoration, enhancement, and maintenance of the **Natural System** will be promoted to improve air and water quality.

3.2.5.18 Community-wide and corporate emissions reduction targets will be established to improve air quality and minimizing contributions to climate change.

3.2.5.19 Through the policies of this Plan, an urban form will be promoted that includes compact, efficient, and accessible **development** that supports **sustainable** modes of transportation as a means of improving air quality and minimizing contributions to climate change.

3.2.5.20 Appropriate setbacks will be implemented from **sensitive land uses** and **significant** known air emission sources.

Human Hazards

In addition to **natural hazards** discussed in the **Natural System** section of Brampton Plan, human-made hazards must also be considered when planning for our community's growth and **development**. Human hazards are generally associated with oil, gas and salt hazards and former mineral aggregate and petroleum resource operations. Hazards occur when sites have not been properly rehabilitated. Brampton Plan provides direction to reduce the risk to human health and safety through the land use planning process.

3.2.5.21 **Development** on or adjacent to lands affected by mine hazards, oil, gas and salt hazards, former mineral mining operations or petroleum resource operations may be permitted only if rehabilitation measures to address and mitigate known or suspected hazards are underway or have been completed.

3.2.5.22 Required environmental site assessments, remedial or risk assessment/risk management activities and associated reports will be completed in compliance with the applicable regulations and requirements, as amended, and will be completed, signed and stamped by a Qualified Person as defined by applicable regulation. Where required, the City may use the holding provisions of the *Planning Act* to ensure receipt of satisfactory verification of suitable environmental condition prior to **development**.

3.2.5.23 When contamination is identified in a proposed **development** property, the contaminants are to be fully delineated and a remedial action plan and/or a risk assessment/risk management plan to address the contamination will be submitted to the City. A building permit may be issued on a phased basis to allow for the implementation of the plans concurrent with the required demolition and earth work.

3.2.5.24 When the filing of a Record of Site Condition is required, a copy of the Record of Site Condition and all supporting documentations along with the Ministry's acceptance will be submitted to City. The City will consider a Record of Site Condition as accepted by the Ministry when it has been confirmed that a Record of Site Condition has been filed in the Environmental Site Registry for the proposed limits of the **development** and certifying the land is suitable for the proposed use.

3.2.5.25 If a Ministry-approved Risk Assessment is completed to support the filing of a Record of Site Condition, a Certificate of Property Use (CPU) issued by the Ministry must be submitted to the Building Department for the issuance of a building permit.

3.2.5.26 Where contamination from the proposed property extends onto City-owned lands, the City may issue a building permit on a phased basis contingent on the execution and implementation of an offsite contamination management agreement that remediates and/or manages contamination in the City's property to the City's satisfaction.

3.2.5.27 Planning and development applications must identify if the subject lands and/or **adjacent lands** have been mined for **minerals**, petroleum, or **mineral aggregate resources**.

3.2.5.28 Where **development** is proposed where a mine hazard, or abandoned pit or quarry exists, the proposal will:

a. Evaluate the potential risks to human health and property;

b. Establish measures to address and mitigate known or suspected risks; and,

c. Demonstrate that the site can be rehabilitated to support the proposed land use.

3.2.5.29 **Development** will not be permitted within 300 metres of a mine hazard or abandoned pit or quarry unless measures to address and mitigate known or suspected risks to human health and property are provided.

3.2.6 | Civic Infrastructure

Brampton Plan establishes a balanced approach to growth and **development** to ensure that our communities are well serviced by reliable and resilient **infrastructure** and that **infrastructure** and related **services** are provided in a coordinated, timely fashion and maintained at a level that is financially **sustainable** and resilient to the impacts of climate change.

Climate-Ready Infrastructure

Climate change presents risks to **infrastructure**. More frequent heatwaves can lead to road softening, greater flooding can lead to overwhelmed drainage and **stormwater** systems, and more extreme weather events can lead to frequent power outages and damaged utility lines.

Ensuring civic **infrastructure** is resilient to future climate impacts is an important component of climate change **adaptation**. Typically, **infrastructure** assets have long life spans in which they are likely to be exposed to future climate conditions. **Infrastructure** is vulnerable to climate change due to age and overuse from population growth. Reinvestment efforts also need to be sufficient to maintain **infrastructure**.

3.2.6.1 All new and planned civic **infrastructure** will consider the potential impacts of climate change and extreme weather events by completing a climate change **vulnerability** assessment to identify risks and options for enhancing resilience and ensuring **infrastructure** is durable, adaptive, and resilient to the current and future climate based on the best available climate information.

3.2.6.2 The City will require all planning and **development** activities to complete an '**adaptation** checklist' that requires **development** to address expected regional climate impacts.

3.2.6.3 The City will use recovery from disaster events as an opportunity to 'build back better' and upgrade vulnerable **infrastructure**.

3.2.6.4 Together with Conservation Authorities, the City will identify climate change **flood vulnerable areas** on publicly available maps to manage **development** and **infrastructure** in a manner that ensures future resilience to climate-related hazards. This mapping will include the identification of areas where the depth of flooding on a roadway exceeds limits for safe access during a climate change scenario flood.

3.2.6.5 New Secondary-Level Plans will evaluate **flood** risks in climate change **flood vulnerable areas** and apply **mitigation** measures to the land use policies and design of the community in order to minimize **flood** risk for **sensitive land uses**.

3.2.6.6 Where lands located in a climate change or currently regulated **flood vulnerable area** are subject to site plan control or plan of subdivision applications, **flood** risk will be evaluated, and **mitigation** measures will be applied as part of the planning and design of the site. These measures will be determined through the servicing studies required as part of the development approvals process.

3.2.6.7 Life cycle planning for **infrastructure**, including **green infrastructure** will consider the impacts of climate change and be informed by the best available climate science.

3.2.6.8 The City will update its purchasing policy to understand and evaluate the life cycle costs and carbon implications of both large capital expenditures and ongoing purchases.

Water and Wastewater Services

Well planned water and wastewater **services** are of critical importance to the future of Brampton and support its economic growth, quality of life and environmental **sustainability**. The coordination of water and wastewater **infrastructure** planning with land use planning will provide the water and wastewater **services** required to support the goals of this Plan and achieve our vision for Brampton.

3.2.6.9 The planning and provision of water and wastewater **infrastructure** will be coordinated and integrated with land use planning and **growth management** throughout the planning process to:

a. Ensure that water and wastewater **infrastructure** is feasible, financially viable and **sustainable** over its life cycle;

b. Prioritize growth in **Strategic Growth Areas** to support the achievement of **intensification** and **density** targets, and the phasing of **development** in accordance with the policies of this Plan and the Region of Peel Official Plan and Water and Wastewater Master Plan for the Lake-Based Systems;

c. Prioritize opportunities for optimization and improved efficiency within existing systems supported by strategies for energy and water **conservation** and water demand management; and

d. Address climate change risks and vulnerabilities and **resiliency** and to reduce greenhouse gas emissions.

Water Supply

Water supply in Brampton is provided by the Region of Peel through a system of trunk feeder mains from Lake Ontario, storage reservoirs, and pumping stations. Water **conservation** is another important component of the water resources system. Two major water treatment facilities are located in the City of Mississauga near Lake Ontario that treat water supply from Lake Ontario. These plants, A.P. Kennedy and Lorne Park will periodically require upgrades and expansion as new continues. Similarly, water mains, pumping stations and storage facilities that transfer water from the lake to Brampton will require upgrades in accordance with the Region's Water and Wastewater Master Plan for the Lake Based-Systems

Brampton Plan recognizes the City's responsibility, along with our neighbouring municipalities, in developing and implementing water **conservation** strategies.

3.2.6.10 To continue to provide a potable water supply, the following policies apply:

a. Water treatment, pumping and storage facilities will be installed and maintained in accordance with requirements of upper-levels of government to adequately service the built-up and new developing areas of the City;

b. The design of water supply and distribution facilities will be in accordance with the Region's Water and Wastewater Master Plan for the Lake-Based System and Region's water design standards and specifications;

c. New **development** will obtain water via the Region's Lake-Based System. **Development** that will be dependent on a significant level of water-taking may be subject to the approval of a hydrogeological investigation/study. These studies must demonstrate to the satisfaction of the City and Peel Region that there are adequate **groundwater** resources to accommodate the **development** without a **negative impact** on the quantity or quality of such resources, private wells in the immediate area, and natural heritage features, functions and linkages dependent on the **groundwater ecosystem**, particularly **fish habitat** and **wetlands**;

d. As a condition of development approval, a proponent may be required to guarantee to rectify any adverse impacts on a private well by providing a new water source for the affected party; and,

e. Within the Greenbelt Plan Area, new **development** may be permitted to be serviced by individual on-site water **services**, private communal water **services**, partial **services** or the extension of the Lake-Based Servicing System subject to the requirements of the Region of Peel Official Plan, Greenbelt Plan and relevant provincial policies.

3.2.6.11 To educate the public and business community on **sustainable** methods of water **conservation**, the City will encourage education initiatives and support the Region of Peel and the Conservation Authorities in any programs related to water **conservation** and **resiliency** of the natural environment.

3.2.6.12 The City will encourage or require, where appropriate, new **development** to incorporate water **conservation** and efficiency measures in accordance with the **Sustainable New Communities Program**, **Sustainability Community Development Guidelines** and the requirements of this Plan.

3.2.6.13 The City will cooperate with the Region's efforts to improve the efficiency of the Region's systems and resilience of the natural environment, as well as pursue a water efficiency strategy with the goal to reduce per capita consumption by 10-15% over the next 20 years.

3.2.6.14 Only limited new **development** is allowed to be serviced by private wells within the City's estate residential **special policy area**. Where new **development** is proposed to be serviced by private wells(s) and septic tank systems, a hydrogeological investigation/study will be prepared to demonstrate that there will be no **negative impact** on the quantity or quality of **groundwater** resources. This study will be prepared to the satisfaction of the City, the Region and the local Conservation Authority. Subject to approval by the Region, the provision or extension of partial

services from the Lake-Based Systems within the City's Established Estate Residential Area may be permitted to service existing **development** where they are necessary to address failed individual on-site sewage **services** and individual on-site water **services**.

3.2.6.15 In order to address potential cumulative impacts to existing private well supplies in urbanizing areas, the City will require private well monitoring, protection or **mitigation** strategies as part of the development approval process.

Wastewater

In Brampton, municipal wastewater **services** are provided by the Region of Peel who is responsible for wastewater treatment, trunk sanitary sewers, local sanitary sewers, force mains, and sewage pump stations. Two major wastewater treatment facilities are located in the City of Mississauga near Lake Ontario that treat sewage collected from the Lake-Based System which includes the Cities of Mississauga, Brampton and part of the Town of Caledon. These plants, G.E. Booth and Clarkson will periodically require expansion as new **development** continues. Similarly, the sanitary sewers and pumping stations collecting flow from Brampton that ultimately drain to these wastewater treatment facilities will require upgrading in accordance with the Region's Water and Wastewater Master Plan for the Lake-Based Systems.

3.2.6.16 The City expects, through coordination, that the Region of Peel will provide appropriate and timely sanitary sewerage facilities to serve the city's growth and **development** subject to the following principles:

a. Ensure appropriate protection, **conservation** and **mitigation** of the **Natural System**'s features, functions, and linkages in which sanitary sewerage facilities may be located;

b. Operate sewer systems on a gravity flow basis to avoid the need for pumping stations to the extent practicable and feasible; and,

c. Sanitary sewer collection systems designed on the basis of long-term **development** patterns as provided for in this Plan and in accordance with the Region's Water and Wastewater Master Plan for the Lake-Based Systems and wastewater design standards and specifications.

3.2.6.17 To continue to provide wastewater **services**, the following policies apply:

a. Wastewater servicing will be installed and maintained in accordance with Regional and Provincial requirements to adequately service the built-up and new developing areas of the City;

b. Within the Greenbelt Plan Area, new **development** may be permitted to be serviced by individual on-site sewage **services**, private communal sewage **services**, partial **services** or the extension of the South Peel Servicing System subject to the requirements of the Region of Peel Official Plan, Greenbelt Plan and relevant provincial policies.

Stormwater Management

The City recognizes that rainwater and snowmelt are valuable natural resources. Within an urban environment, the runoff from rain and melting snow is referred to as **stormwater**. Proper management of **stormwater** is important for protection of life and property, surface and ground water **quality and quantity**, the ecological health of natural areas and habitats, and the **integrity** of municipal **infrastructure**.

There are significant benefits associated with the implementation of effective **stormwater** management techniques such as reducing erosion of valleylands and **watercourses**, avoiding downstream flash flooding, reducing siltation and sediment loading, ensuring that there is no destruction of aquatic, plant and animal populations, and minimizing costs related to maintenance and restoration. It is the intent of Brampton Plan to provide effective **stormwater** servicing to **protect** public safety, protect properties from flooding and erosion, to minimize health hazards, and to enhance the natural environment where possible.

3.2.6.18 The City is responsible for the installation and maintenance of storm sewers, **stormwater** management facilities and related **infrastructure**. The service objectives and the design, installation and maintenance of the **stormwater** management system will be based on a hierarchy of wet weather practises, from source controls and to end of pipe solutions.

3.2.6.19 **Stormwater** management planning will be integrated with the planning for water and sewer **services** in the city.

3.2.6.20 The City will work **jointly** with the Region and relevant agencies to develop and implement a long-range **stormwater master plan** that assesses existing and planned **stormwater** facilities and systems and outlines **stormwater infrastructure** requirements for new and existing **development** that:

a. Is informed by **watershed** planning;

b. **Protect**s the **quality and quantity** of water by assessing existing **stormwater** systems and facilities;

c. Characterizes existing environmental conditions;

d. Addresses the cumulative environmental impacts of **stormwater** from existing and planned **development**, including an assessment of how climate change and extreme weather events will exacerbate these impacts and the identification of appropriate **mitigation** and **adaptation** strategies;

e. Incorporates appropriate **low impact development** and **green infrastructure** approaches to best maintain existing water balance budgets;

f. Identifies the need for **stormwater** management retrofit opportunities that could improve the level of **stormwater** management for areas where **stormwater** is uncontrolled or inadequately controlled;

g. Identifies the full life cycle costs of the **stormwater infrastructure**, including maintenance costs, and options to finance costs over the long-term; and,

h. Includes an implementation and maintenance plan.

3.2.6.21 To ensure the health of the **watersheds** and **subwatersheds** within Brampton and in downstream municipalities, **stormwater** management is required for all new **development** areas and **infill** and **redevelopment** projects to control both the **quality and quantity** of **stormwater** runoff based on a hierarchy of wet weather practices, including at source, conveyance, and end of pipe solutions.

3.2.6.22 **Low impact development** measures will be the primary approach to controlling **stormwater** quality and reducing runoff volume to the maximum extent possible. To support this, the City will create a robust framework for the ongoing maintenance of **low impact development** measures as part of its capital plan.

3.2.6.23 **Stormwater** management facilities will be provided in accordance with the requirements of approved studies (e.g., **Subwatershed** Studies, **Environmental Implementation Reports**, **Master Environmental Servicing Plans**, Functional Servicing Reports, and the City's **Stormwater Master Plan**, etc.).

3.2.6.24 The City will assess alternatives for **stormwater** quantity control (e.g., conveyance capacity in minor/major system), **flood** control (e.g., rate control), water quality control (e.g., 80% Total Suspended Solids control or control of 90th percentile event), water balance, and erosion control and **Sustainable** Management Practices with regards to the following:

a. Location of **stormwater** management facilities with a preference for at source controls, **low impact development** concepts and **green infrastructure** where feasible and compatible with planning and engineering objectives;

b. Impact of maintenance and jurisdictional costs for wet and/or dry **ponds** and other **stormwater** management facilities to the City;

c. Minimize the number of **ponds** in any **subwatershed** area, without compromising the ability to provide quantity and **flood** control; and,

d. Maintaining or increasing the extent of vegetative and pervious surfaces.

3.2.6.25 The City will ensure that **stormwater** drainage from road and highway **infrastructure** under the jurisdiction of other road authorities will be considered and comprehensively managed during the **development** of **stormwater** management plans for new **development** .

3.2.6.26 The City will, prior to the approval of any site-specific **development** proposal, require the approval of a functional servicing report and a **stormwater** management plan which implements management concepts endorsed by a **subwatershed** or other environmental study (EIR, MESP), where appropriate. The functional servicing report and the **stormwater** management plans should be prepared in accordance with City, Regional, and Provincial standards. In the Urban Growth Centre, infiltration at source is encouraged to minimize the amount of **stormwater** that needs to be conveyed.

3.2.6.27 Large-scale **development** will be supported by a comprehensive **stormwater** management plan that:

a. Is informed by a **subwatershed** plan or equivalent;

b. Incorporates an integrated treatment train approach to minimize **stormwater** flows and reliance on **stormwater ponds**;

c. Incorporates **low impact development** and **green infrastructure** approaches to the full extent possible;

d. Minimizes vegetation removal, grading and soil compaction, sediment erosion and impervious surfaces; and,

e. Aligns with the **stormwater master plan** for the **settlement area**, where applicable.

3.2.6.28 Comprehensive **flood** and **stormwater** management plans will be required for areas undergoing **intensification** and **redevelopment** in

advance of or concurrent with development approvals. These plans will include opportunities for utilizing and retrofitting existing **stormwater** management facilities to meet current standards for the area.

3.2.6.29 **Stormwater** management facilities should not be located within the natural heritage system and/or within **significant** natural heritage features. In limited circumstances, **stormwater** management facilities may be located adjacent to, but not within, **Natural System** features, where it can be demonstrated to the satisfaction of the City, in consultation with local Conservation Authorities, that the facility will not result in any **negative impact** on the feature or its **ecological function**.

3.2.6.30 Where reasonably feasible and appropriate, **stormwater management ponds** should be situated adjacent to valley and **watercourse corridors**, and open space areas rather than in separate, single purpose blocks.

3.2.6.31 Where **stormwater** management facilities are proposed adjacent to **Natural System** features, an **Environmental Implementation Report** is required to demonstrate that there will be no **negative impacts** on the feature or its **ecological function** in accordance with the **Natural System** policies of this Plan. These facilities (e.g., quantity, quality, erosion, infiltration, etc.) should be oriented, designed and constructed to contribute to and complement the adjacent natural heritage features, functions and linkages. These facilities will be naturalized to complement the adjacent natural features and area.

3.2.6.32 **Stormwater management ponds** and systems proposed to be located within the Provincial **Greenbelt area** will be designed and constructed in accordance with Section 4.2.3 of the Greenbelt Plan.

3.2.6.33 Storm sewers will be economically and technically designed to operate on a gravity system and have a positive outlet utilizing natural drainage features, where appropriate. Drainage diversions may only be considered if assessed and found to be acceptable in **subwatershed** and environmental studies and supported by area Conservation Authorities.

3.2.6.34 **Stormwater** management facilities will be designed as major **landscaped** features based on the City of Brampton's Storm Water Management Planting Guidelines and as integral components of the City's open space system. The street pattern will ensure significant frontages of the storm water management facilities on adjacent streets to promote views and reinforce their focal nature within the community. Similarly, the City will ensure that the size and positioning of the facility does not impede convenient mobility throughout the **neighbourhood**.

3.2.6.35 Where appropriate, the City will endeavor to ensure sites utilize the most up-to-date practices to minimise the introduction of silt and debris into natural **watercourses** including siltation fences and traps, sediment **ponds**, and the application of fast-growing grass or related seed to earth mounds or bare-earth areas. In authorizing the grading or pre-servicing of construction sites, the City will require agreements to ensure proper construction practices including limited exposure of top and/or subsoils.

3.2.6.36 As necessary, the City will consult and cooperate with the Department of Fisheries and Oceans Canada, Ministries of Natural Resources, Environment and Transportation, the Conservation Authorities or any other agency in determining the required measures to implement an environmentally beneficial storm water management system.

3.2.6.37 Opportunities to retrofit existing **development** using **sustainable** best management practices, and to remediate and restore degraded **watercourse** channels, as appropriate, will be identified.

3.2.6.38 **Low impact development** source control and **green infrastructure** will be encouraged in **institutional**, commercial, industrial and higher **density** residential **developments**, in accordance with the City of Brampton and relevant agency and provincial requirements.

3.2.6.39 **Low impact development** source controls will be implemented for municipal **infrastructure** projects to comply with regulatory requirements and otherwise will be encouraged to reduce servicing costs and land requirements for facilities, where practical and deemed acceptable by the City and relevant review agencies.

Power, Telecommunications, and Other Cabled Services

3.2.6.40 Local service power lines, telecommunications, and other cabled **services** will be located underground, where feasible. Above ground installations will be visually screened by the use of "unique" utility box designs, street furniture, light standards and other streetscape elements in accordance with the Urban Design policies of this Plan and the **City-wide Urban Design Guidelines**.

3.2.6.41 Electricity generation facilities and transmission and distribution systems and telecommunications **services** will not be permitted within residential areas if such installations are of a magnitude, function, or character incompatible with the surrounding residential environment, are not required to service the residential area. In instances where the utility installations must be located in proximity to a residential area, the **infrastructure** will be located in a sensitive manner and designed to be

compatible with the surrounding residential area in accordance with the Urban Design policies of this Plan.

3.2.6.42 Where feasible, utilities in the design of new subdivisions, municipally owned facilities, **major road** reconstruction and public works will be located in road rights-of-way.

3.2.6.43 Where utilities cannot be located in road rights-of-way, the provision of utility easements will have minimal detrimental effect on the use of land and enjoyment of property.

3.2.6.44 Electricity generation facilities, **district energy** stations and transmission and distribution systems, including all works as defined in the *Power Corporation Act* (such as hydro corridors, transformer stations and distributing stations), are permitted in any land use designation without an amendment to this Plan, provided that the planning of all such facilities has regard to the policies of this Plan and that such **development** satisfies the provisions of the Environmental Assessment Act, including regulations made under the Act, and any other relevant statutes. Furthermore, Hydro One Networks Inc. will consult with the City on the location of all new electricity generation facilities and transmission and distribution systems and will submit for site plan approval and implement associated conditions of approval.

3.2.6.45 Secondary uses, such as active and **passive recreation**, agriculture, community gardens, other utilities and uses such as parking lots and outdoor storage that are accessory to **adjacent land** uses, are encouraged on hydro corridor lands, where compatible with surrounding land uses and where technical approval from Hydro One Networks Inc. is provided.

3.2.6.46 Electricity generation facilities and transmission and distribution systems including buildings not used directly for the generation and supply of power, will comply with the other provisions of this Plan and the implementing Zoning By-law.

3.2.6.47 All utility providers should confirm that servicing requirements can be met as part of the precinct planning process, including locations for large utility equipment and utility cluster sites.

3.2.6.48 Telecommunication facilities are permitted in all land use designations except where, but not limited to, such factors as land use compatibility, **Natural System** features or environmental considerations would otherwise preclude such an installation.

3.2.6.49 To encourage **resiliency** and recognizing the fast pace of change in communications technologies, all civic **infrastructure** should

incorporate a form of Information and Communications Technology (ICT) **infrastructure** that is adaptable to change and next-generation technologies.

TransCanada Pipeline

3.2.6.50 TransCanada Pipelines (TCPL) are regulated by the Canadian Energy Regulator (CER) which has several requirements regulating **development** in proximity to its pipelines. This includes approval requirements for activities within 30 metres of the pipeline centreline, such as conducting a ground disturbance, constructing, or installing a facility across, on, or along the pipeline right-of-way, driving a vehicle, mobile equipment or machinery across the right-of-way, and the use of explosives.

3.2.6.51 **Development** resulting in increased population **density** in proximity to TCPL's right-of-way and facilities may result in TransCanada being required to replace its pipeline(s) to comply with CSA Code Z662. Early consultation with TCPL or its designated representative, for any **development** proposals within 200 metres of its pipelines, should be undertaken to ensure TCPL can assess potential impacts and provide recommendations to avoid adverse impacts to its facilities.

3.2.6.52 A minimum setback of 7 metres will be provided from the edge of the right-of-way for all permanent buildings and structures. Accessory buildings and structures will have a minimum setback of at least 3 metres from the edge of the right-of-way.

3.2.6.53 In addition to the requirements for the above setbacks, a minimum of 7 metres from the edge of the pipeline right-of-way will be provided for:

a. Road rights-of-way (paralleling pipeline rights-of-way), private driveways, parking spaces and parking areas; and,

b. **Stormwater** management facilities.

3.2.6.54 Notwithstanding other policies in this Plan, throughout any built up areas, the TCPL's right-of-way is encouraged to be designated as passive parkland or open space subject to TransCanada's easement rights and Federal regulations.

Integrated Waste Management

In accordance with the **ecosystem** planning approach and **sustainable development** principles Brampton Plan, the City supports a **culture of conservation** that promotes more efficient use of materials and resources, and the reduction of unnecessary waste generation. As well, every endeavour will be made by the City to ensure that

waste disposal and treatment facilities and processes will have no adverse impact on the environment. Reduction, reuse, recycling and resource recovery of waste will continue to be promoted as an integral component of the City's **sustainable** integrated waste management strategy.

3.2.6.55 The City has identified on **Schedule 9** the former waste management sites/public sanitary landfill sites (non-operating site). All public landfill sites in Brampton have ceased operation and are closed. Factors to be considered when land use is proposed on or near a non-operating site include but are not limited to:

a. Ground and surface water contamination by leachate;

b. Surface runoff;

c. Ground settlement;

d. Visual impact;

e. Soil contamination and **hazardous waste**;

f. Landfill-generated gases; and,

g. The production and migration of methane gas.

3.2.6.56 For the closed landfill and other former waste disposal sites which are or potentially contaminated, rehabilitation and remediation is required to help ensure a clean and healthy environment. Re-use and **redevelopment** of these sites are also promoted as they represent more efficient use of land, resources and existing **infrastructure**, thus contributing to **sustainability**. Prior to **development**, land with known or suspected hazards must be rehabilitated and/or remediated in accordance with the Human-Made Hazard policies of this Plan.

3.2.6.57 The direction of waste management uses including **thermal degradation**, waste processing, transfer and disposal will be guided by the policies of this Plan and the provisions of the Zoning By-law. In particular, the City will ensure:

a. The compatibility between existing and proposed land uses (may vary by extent/intensity of the potential hazard);

b. The adequate provision and efficient use of waste management systems;

c. The protection of public health and safety;

d. The protection of the **Natural System**;

e. The provision of an adequate **transportation system**, which directs truck traffic away from residential **neighbourhoods**; and,

f. Appropriate site design, through such matters as access, aesthetics, safety, fire protection and protection of natural heritage features.

3.2.6.58 The City will support those efforts that include extended producer responsibility and circular economy principles.

3.2.6.59 The City will continue to encourage the initiation of resource recovery programs and support the **development** of resource recovery facilities through the land use planning and approvals process that are consistent with the financial means of the service and available markets for recovered resources.

3.2.6.60 New **development** will be required to provide **infrastructure** to facilitate participation in waste diversion programs and convenient source separation of blue box, food and organic waste, and other divertible materials.

3.2.6.61 The City will require new eligible **development** and **redevelopment**, including **infill**, to comply with the Peel Waste Collection Design Standards Manual to ensure safe and efficient waste collection and diversion through consultation with the Region and applicants.

Mineral Aggregate Resources

Mineral aggregate resources are unconsolidated sands, gravels, accessible sequences of shale, sandstone and dolostone that are used to supply raw materials for urban **development**. It is a shared responsibility to plan for the management of **mineral aggregate resources** between the Province, Region of Peel and the City of Brampton, with regulation set through the *Aggregate Resources Act*.

Brampton recognizes the interim nature of extraction by requiring the rehabilitation of lands used for extraction to minimize impacts to the environment and natural resources, ensuring a balance between resource demand, their economic benefits and protection of the natural and cultural heritage of these lands. The majority of remaining aggregates in the city are shale resources located in the Greenbelt Plan and within **Secondary Plan** Area 52 - Heritage Heights.

3.2.6.62 The High Potential **Mineral Aggregate Resource** Area (HPMARA) in **Schedule 9** identifies primary and secondary sand and gravel resources, as well as bedrock resources that are not constrained by Provincial, Region of Peel or City of Brampton policies and are to be protected for long-term use. Further constraints to extraction within and outside of HPMARA are subject to the Region of Peel Official Plan, **Secondary**

Plan Area 52 – Heritage Heights (upon approval), and Corridor Protection Policies of this Plan and Greenbelt Plan.

3.2.6.63 Shale extraction is permitted, without amendment to Brampton Plan in the North West Brampton Urban Development Area as identified in the Region of Peel Official Plan and in the Provincial Greenbelt Plan Area in accordance with the policy direction for shale resources extraction in the Heritage Heights **Secondary Plan**, the Region of Peel Official Plan, and Greenbelt Plan.

3.2.6.64 **Development** and activities proposed within and on **adjacent lands** to the HPMARA which would preclude or hinder the establishment of new extraction operations or access to the resources will only be permitted if:

a. Resource use would not be feasible; or

b. Proposed land uses or **development** serves a greater long-term public interest; and,

c. Issues of public health, public safety and environmental impact are addressed.

3.2.6.65 **Sensitive land uses** may be permitted on **adjacent lands** to HPMARA or adjacent to sites within the North West Brampton Urban Development Area that are subject to an application for a licence, or are licenced, for extraction under the *Aggregate Resources Act* subject to studies to determine the appropriate separation, buffering and measures that may be required to mitigate any **negative impacts** that may result from aggregate extraction uses. Appropriate **mitigation** measures will be determined through studies completed at the Precinct Planning stage, in accordance with Provincial standards and guidelines.

3.2.6.66 The range of impacts to be addressed by proponents of **development** will be confirmed by the City, subject to discussions with the aggregate sector. Potential impacts to be considered, addressed, and mitigated to acceptable standards in the Aggregate Impact Area for sensitive uses adjacent to HPMARA areas include, but are not limited to noise, dust, traffic, visual impact, and vibration.

3.2.6.67 **Wayside pits and quarries**, portable asphalt plants and portable concrete plants used on **public authority** contracts will not need an official plan amendment, zoning by-law amendment or **development** permit unless located within a constraint area.

3.2.6.68 Brampton Plan promotes the progressive rehabilitation of operating pits and quarries in conformity with the Region of Peel Official Plan.

Part 3.3 | Housing and Social Matters

Our Headline Targets

- 30% of all new housing units will be **affordable housing**. 50% of all affordable housing **will be made affordable to individuals with low-income**
- 50% of all new housing units will be **provided through housing forms other than detached and semi-detached units**
- 25% of all new housing **will be rental tenure**

What Does It Mean?

Housing is a fundamental and universal human right (Universal Declaration of Human Rights: Article 25(1)). Everyone needs and deserves a safe, adequate and suitable home that is **affordable** to them. However, many **households** in Brampton are experiencing significant challenges in finding suitable housing. These include persons living alone, lone parents, recent immigrants, at-risk youth, seniors, and families with children. For Brampton, housing is an integral part of our great community, playing an important role in the City's workforce strategy and **age-friendly** strategy. Cities that fail to address their residents housing needs and provide **affordable** housing solutions end up pricing out residents, losing potential workers, and discouraging growth in their local economies.

The objective of Brampton Plan is to have a range and diversity of housing types that is responsive and innovative to the growth of the City, diverse demographics and ever-changing needs of Brampton's residents. This includes **affordable** and accessible housing, which will be available throughout the city. In addition to the housing growth allocation to 2051 identified in Part 2.1 of this Plan, a

Working with the Service Manager

The City works with the Service Manager for Housing, who is responsible for developing and implementing housing directions and strategic initiatives under their Housing and Homelessness Plan. The Service Manager creates **non-market housing**, including shelters and **supportive housing**, working with all levels of government including the City of Brampton, as well as other private and non-profit developers to secure new **affordable** rental housing units and shelter beds to meet community needs.

full mix and range of housing growth will occur in alignment with the City's housing targets.

The City's Housing Strategy takes an evidence based, collaborative approach to strategically address Brampton's complex housing challenges. It recommends solutions that align with Brampton's integrated approach to planning, incorporating housing policies with transportation planning, **sustainability**, economic development, and prioritizing **complete communities**. Brampton Plan supports the implementation of the City's Housing Strategy.

Housing is a key social determinant of health, as is food security. The City must work in partnership with other levels of government to implement regional agri-food strategies to sustain and enhance the **Agricultural System**, including the maintenance and improvement of the **agri-food network**. This includes supporting access to healthy, local and **affordable** food, and promoting urban agriculture and the agri-food and Agri-Product businesses across the City. Although there are limited agricultural lands in the City, the agri-food industry still has an important role to play in providing healthy and **affordable** food to residents. Together with initiatives that improve the **affordability** of transportation across Brampton, the City can ensure that Brampton remains an **affordable** place to live.

The Housing and Social Matters Building Block will be realized by planning for the following priorities:

Priority No. 1 – Housing Supply and Diversity

Priority No. 2 – Food Security

How Are We Going to Achieve This?

3.3.1 | Housing Supply and Diversity

Brampton needs a significant supply of housing in order to meet its growth projections, as well as greater housing diversity and choices to meet the needs of residents. Housing diversity has a direct correlation to housing **affordability**, which means that the **household** has the financial ability or means to effectively enter or compete in the housing market.

Improving housing diversity or choices requires building differently than we have in the past. Most of Brampton's residential zoning is restricted to single detached homes. Expanding Brampton's **housing options** means allowing a variety of housing types and arrangements more broadly. Modest **intensification** including neighbourhood-level **infill**, additions, and expansions) is strategically permitted within **Neighbourhoods**.

Housing Targets

3.3.1.1 In partnership with other levels of government, the City will plan for the full continuum of housing to ensure that an appropriate range and mix of housing forms, types and densities to meet market-based and **affordable** housing needs of current and future residents through residential **intensification**, new **development**, and **redevelopment** is available.

The **full continuum of housing** includes built form, tenure and **affordability** including ownership and rental housing, **affordable** and mid-range rental and ownership housing, seniors' housing, shared and/or congregate-living housing arrangements, **supportive housing**, emergency and **transitional housing** for residents experiencing **homelessness** and at-risk groups, universally accessible housing and all housing that makes more efficient use of land, the existing housing stock and **infrastructure**.

Table 8 - Brampton Housing Targets - Ownership

Target Type	% of Total Annual Target by Tenure (75% of total targets to be ownership)	Product to Achieve Target	Methods to Achieve Target
New Ownership Housing (market rate)	70%	New and resale homes	Housing market
New Ownership Housing Affordable to Moderate-Income Households (including housing with supports)	15%	New and resale housing affordable to households at the 60th income percentile or below, as reported annually for the City of Brampton by the Region of Peel	Housing market, Inclusionary Zoning, Shared equity housing, low down payment options, first-time buyer programs, co-operatives, land trusts, incentive programs
New Ownership Housing Affordable to Low-Income Households (including housing with supports)	15%	New and resale housing affordable to households at the 30th income percentile or below, as reported annually for the City of Brampton by the Region of Peel	Support services, shared equity housing, low down payment options, first-time buyer programs, incentive programs
Total New Ownership Housing	**100**		

Note: Targets are based on housing need as identified in the Peel Housing and Homelessness Plan based on housing needs in the City of Brampton.

Table 9 - Brampton Housing Targets - Rental

Target Type	% of Total Annual Target by Tenure (25% of total targets to be rental)	Product to Achieve Target	Methods to Achieve Target
New Rental Housing (market rate)	70%	New rental housing, both primary and secondary market (rented condos, additional residential units)	Primary rental housing development, conversion to rental residential, secondary rental market (rented condos, additional residential units)
New Rental Housing Affordable to Moderate-Income Households (including housing with supports)	15%	New rental housing, both primary and secondary market (rented condos, additional residential units) be affordable at 100% Average Market Rents, as reported annually by CMHC	Same as above, plus Inclusionary Zoning, land conveyance, capital assistance program (e.g., CIP) and/or other assistance to lower development costs, as well as support services
New Rental Housing Affordable to Low-Income Households (including housing with supports)	15%	New primary rental housing, including student residence, SROs, be affordable at 80% Average Market Rents, as reported annually by CMHC	Same as above but requires rent geared-to-income housing assistance (e.g., rent supplement, housing allowance), homeshare options, capital assistance programs as well as support services
Total New Rental Housing	**100**		

Note: Targets are based on housing need as identified in the Peel Housing and Homelessness Plan, Regional Housing Strategy and Region of Peel Official Plan housing targets.

3.3.1.2 The City will work in partnership with other levels of government, private developers and the non-profit sector to achieve the following housing targets:

a. 30% of all new housing units in Brampton be **affordable** and of that, 50% of all **affordable** housing will be encouraged to be **affordable** to **low-income households** and 50% to **moderate-income households**; and,

b. 25% of all new housing units be rental tenure.

3.3.1.3 Targets for market and **non-market housing** in Brampton will be revised, including the establishment of targets for shelters and **transitional housing** to meet the needs of Brampton residents.

3.3.1.4 The **Growth Management** Program will establish targets for **household** typologies (such as seniors, large families, students, **households**, etc.) as well as targets specific to geographical areas (e.g., **Strategic Growth Areas**) in consideration of the City's growth forecasts.

3.3.1.5 As part of the **Growth Management** Program, the City will:

a. Conduct and refresh housing market and needs analyses on a regular basis, and use this information to establish new policy and programs and set priorities and targets geographically, or to modify the same.

b. Maintain a local **affordable** housing database as a tool for studying trends over time in the **development** of **affordable** and mixed-income housing projects.

Housing Supply and Diversity

A diverse housing supply is foundational in meeting the housing needs of Brampton residents and the housing targets set by the City which support a full mix and range of housing choice and support the creation of **complete communities** across the city. Brampton's housing supply must reflect the needs of Brampton residents and align with the housing targets identified in this Plan. This section considers key factors that will support a diverse housing supply.

3.3.1.6 The City will direct **development** of new housing supply in a manner that maximizes community **infrastructure** and public **services** to support the efficient and effective use of public resources, while:

a. Ensuring the **development** of a range of housing choices in terms of housing tenure, type, price or **affordability** levels and consider new housing innovations that meet the housing needs of the city;

b. Supporting the production of **affordable** ownership, rental housing and **supportive housing options**; and,

c. Ensuring the quality of Brampton's existing housing stock is maintained, while the overall supply of housing increases to support the growth and **development** of the city.

3.3.1.7 The City will collaborate with other levels of government and community organizations in eliminating **homelessness** and housing precarity through safe, stable, and **affordable** housing opportunities and strategies for homeless youth, singles, and families and other **low income households** at risk of housing instability.

3.3.1.8 The following uses will be permitted in all designations of Brampton Plan that permit residential uses:

a. **Non-market housing**, including **emergency shelters**, women's shelters, youth shelters, family shelters and **transitional housing**.

b. **Emergency shelters**, drop-in centers, soup kitchens, and other urgent or day-use **services**.

What is Non-Market Housing?

Non-Market Housing is **affordable** housing that is owned or subsidized by government, a non-profit society, or a housing cooperative. **Non-Market Housing** is not solely market driven.

Examples include **transitional housing**, emergency housing and rent-geared-to-income housing.

3.3.1.9 **Infill** opportunities and co-development of **affordable** housing with City facilities through vertical mixed-use buildings and/or horizontal mixed-use blocks such as community **centres** will be encouraged.

3.3.1.10 New residential **development** will include an appropriate mix of housing for a range of **household** incomes and typologies, in accordance with the targets identified in Brampton Plan, including unit and lot size, number of bedrooms, built form and tenure.

3.3.1.11 **Infill** and **intensification** are supported in a variety of forms, including **missing middle housing**, senior housing and multigenerational housing, to increase the supply of housing in areas where **infrastructure**, transit, and other public **services** are available and accessible.

3.3.1.12 The supply of relatively **affordable missing middle housing** is supported in Low-Rise and Low-Rise Plus built forms, such as **Additional Residential Units**, **multiplexes**, multi-tenant housing and small **apartments**, in order to support the evolution of healthy walkable **15-minute neighbourhoods** by:

What is Missing Middle Housing?

Missing Middle Housing types are those that fall between the densities of single-detached homes and mid- to high-rise **apartments**. This includes duplexes, triplexes and **fourplexes**, **townhouses**, live/work buildings and courtyard **apartments** that achieve medium **density** yields.

a. Streamlining zoning regulations and approvals processes to facilitate the conversion of existing buildings to **multiplexes** and build new **multiplexes**, where permitted;

b. Expanding permissions and zoning city-wide in strategic areas that are **transit-supportive**;

c. Exploring opportunities to ensure a portion of new **missing middle housing** units are created to be **affordable**, through programs, partnership approaches and incentives; and,

d. Discouraging unaffordable Low-Rise housing forms within **Major Transit Station Areas**, Town **Centres**, **Boulevards** and **Corridors**.

3.3.1.13 **Multiplexes** and Low-Rise **apartments** will be encouraged within 400 metres from **Support Corridor** transit routes and 800 metres from the **Rapid Transit** Network shown on **Schedule 3B**. This will enable appropriate transit service improvements to be implemented by the City along higher-frequency **corridors**.

3.3.1.14 The Zoning By-law will enable four **dwelling units** as-of-right on residential lots along transit **corridors** identified as **Rapid Transit** and **Support Corridors** on **Schedule 3B** and explore further opportunities to expand permissions within a walkshed of these locations to support gentle **intensification** through **missing middle housing** typologies.

3.3.1.15 Low-Rise residential **developments** will provide a variety of lot sizes and bedroom counts to meet the needs of various **household** typologies and income groups.

3.3.1.16 In any new plan of subdivision, Low-Rise residential development applications should provide at least 50% of new single, semi-detached and **townhouses** with occupancy-ready **Additional Residential Units** to provide for safe, more **affordable** rental **housing options** within new **developments**.

3.3.1.17 **Residential care homes**, **supportive housing** and retirement communities will be permitted in all designations and overlays that allow residential uses, subject to the built form and urban design policies of this Plan, with a priority placed on those locations with access to existing or planned transit.

3.3.1.18 The City will pursue the following actions to support **affordable** and innovative housing types and creative housing programs to help meet existing and future housing needs:

a. Review and revise existing policies, programs, and regulations to remove barriers and support innovative, energy efficient, and creative **housing options**, such as multi-generational housing that supports large family structures, single room occupancy, **shared housing**, co-housing, cooperative-housing and 2+ bedroom **apartment** units for families; and,

b. Support innovative housing solutions, such as prefabricated and manufactured housing, 3-D printed housing, and tiny houses.

3.3.1.19 Brampton will manage the provision and impacts of **short-term rentals** in the City through the Short-Term Rental By-law and any amendments to the same.

3.3.1.20 **Developments** that propose innovative home-ownership opportunities including shared equity housing, rent-to-own **developments**, **Community Land Trusts** and co-operatives, among others are supported.

Affordable Housing

Within the context of Brampton Plan, **affordable** rental housing and **affordable** home ownership are defined by the Region of Peel. **Affordable** housing is usually subsidised in some form by different orders of government. Brampton Plan works to make it easier to build subsidized, deeply **affordable** housing by utilising all available planning and regulatory tools.

3.3.1.21 In collaboration with upper levels of government and private and **non-profit housing** developers, the City will ensure an appropriate amount of **affordable** housing is provided to meet the needs of present and future residents with low to **moderate incomes**.

What is affordable housing?

In Canada, "**affordable housing**" is that which costs less than 30 per cent of a **household's** before-tax income. A common misunderstanding of "**affordable** housing" is as a reference to rental housing that is subsidized by the government. However, the term is much broader and includes housing provided by the public, private, and non-profit sectors and can refer to all forms of housing tenure such as rental, ownership, co-operative ownership, as well as temporary and permanent accommodations.

3.3.1.22 A balanced geographical distribution of **affordable** housing, including non-profit or assisted housing, will be encouraged, and refined through **Secondary Plans**. Additionally, the provision of **affordable** housing will be encouraged in transit supportive locations.

3.3.1.23 The City will pursue policies, tools and programs to ensure long-term housing **affordability**, such as requiring the minimum **affordability** term of at least 25 years for new **affordable** housing construction.

3.3.1.24 Brampton will encourage the application of energy saving strategies and technologies in the construction of new **affordable** housing buildings, and the promotion of **sustainable** retrofitting for older residential buildings that support the **Sustainability** and Climate Change policies of this Plan.

3.3.1.25 The City will support the Region in utilizing the inventory of Regionally owned land and buildings and co-locating housing on these lands for the **development** of **affordable** housing. The City will ensure that future **development** of Regional **affordable** housing supports the **development** of compact, **complete communities** throughout Brampton to allow for improved walkability and access to **services** and amenities including public transit.

3.3.1.26 The **development** of **affordable** and rental housing will be prioritized on suitable surplus city land that is serviced, particularly where lands:

a. Are supported by the Transit Network;

b. Support the creation of mixed-income communities; and,

c. Are accessible to a mix of uses including community **services**, employment opportunities, and other amenities needed on a regular basis.

3.3.1.27 The City will prioritize and streamline planning approvals and processes required to facilitate **affordable** and rental housing **development** undertaken by upper levels of government, **non-profit housing** providers or the private sector.

Purpose-Built Market Rental Housing

Market rental housing includes rental units in the private rental market and includes both **purpose-built rental** units as well as units in the **secondary rental market**, such as rented condominiums, **Additional Residential Units** and freehold units. While the **secondary rental market** is a good source of rental units, the units therein are still not as stable in tenure or as **affordable** as units in the **purpose-built rental** market.

There is a widespread shortage of **purpose-built rental** housing in Brampton that is appropriate for low- and **moderate-income** residents, including seniors, families, students and newcomers. Increasing the supply of adequately sized **purpose-built rental** housing for **households** across income ranges has been identified as an important deliverable of Housing Brampton and is necessary to ensure the health and long-term **sustainability** of the city. Ensuring that a range of **purpose-built rental housing options**, including those that are deeply **affordable**, are located in close proximity to the transit network is also necessary to ensure that residents have easy access to schools, workplaces, and amenities.

3.3.1.28 An adequate and **affordable** supply of rental **dwelling units** will be provided and maintained by ensuring that, through the development approvals process, the City:

a. Seeks to maintain a residential **vacancy rate** of at least 3% among all categories of rental **dwelling units**, as measured by the annual **Canada Mortgage and Housing Corporation** Rental Market Report; and,

b. Strictly controls the diversion of long-term rental housing units and residential land to dedicated **short-term rental** use, including through online sharing-economy platforms that enable **dwelling units** to be rented to the travelling public.

3.3.1.29 The City will encourage the provision of rental housing in appropriate applications where conversion of employment land is supported, through the **redevelopment** of large **development sites**, and within the residential component of **development** within the Mixed-Use designation.

Multi-Tenant Shared Housing

Multi-tenant housing includes **lodging homes** in low-density residential forms and **single room occupancy housing** in mid- to high-rise forms. Multi-tenant houses provide single-room accommodation to diverse tenants including students, seniors, new immigrants, and single family **households**.

3.3.1.30 The City will aim to preserve and expand the supply of **affordable** housing available to single persons (including students, seniors, newcomers, etc.) by exploring the provision of new multi-tenant houses.

3.3.1.31 **Multi-tenant housing** may be allowed in all designations that permit residential uses, subject to zoning and performance standards.

3.3.1.32 Multi-tenant housing is encouraged within 400 metres from **Support Corridor** transit routes and 800 metres from the **Rapid Transit** Network

shown on **Schedule 3**, enabling appropriate transit service improvements to be implemented along higher-frequency **corridors**.

Lodging Housing

Lodging homes are **single detached dwellings** in which residential accommodation is provided, or is intended to be provided in which each lodger does not have access to all of the habitable areas of the building and consists of more than four (4) lodging units; or a **single detached dwelling** in which lodging is provided for more than four (4) persons with or without meals. A lodging house is one of the most **affordable** forms of housing in the city and may help to alleviate the student housing crisis by creating safe and **affordable** options for people who cannot afford to rent within conventional rental housing forms. Brampton Plan, as well as the Zoning By-law and Business License By-law for **lodging homes** are required to comply with Federal and Provincial legislation.

3.3.1.33 Approvals for **lodging homes** may involve requiring Property, Parking and Maintenance Management Plans, and carrying out proactive education and enforcement for safety and parking concerns.

3.3.1.34 The City may require a certain proportion of new units created by licensing of **lodging homes** to be maintained as **affordable** units and will develop or support **development** of partnership arrangements with colleges, faith organisations and social non-profits to ensure **affordability** and placement of students, newcomers and other singles in the **affordable** units.

3.3.1.35 The City will encourage non-profit acquisition and operation of **lodging homes** (as well as hotels) to provide a stable stock of primary, **affordable** rental units.

Single Room Occupancy Housing (SROs)

SRO housing is a form of Multi-Tenant Housing, operated by organized entities such as a property management agency or institution, consisting of single room **dwelling units** where amenities are shared. The **SRO** housing form is attributed to mid- and high-rise buildings that can be either standalone new buildings, integrated into new **development**, or repurposed from existing buildings.

There is a greater need for **affordable** accommodation for students both on-campus and off campus. Brampton will continue to explore collaborative solutions with educational institutions, developers, and other partners to deliver **affordable** housing for singles, students, seniors, and others.

SROs include compact individual units and shared amenities such as communal food preparation areas. They may be operated by the private sector, local non-

profits, and community organizations. Co-living housing is a type of intentional **SRO** community that provides **shared housing** for people with similar values or intentions and could include studio type **apartments** on every floor, with different shared amenities available on each floor.

3.3.1.36 The Zoning By-law will allow for **SRO**s as either standalone new buildings, integrated into new **development**, or repurposed from existing buildings.

3.3.1.37 The City will evaluate **SRO** applications based on criteria established in the Zoning By-law, including site design and provision of common amenities.

3.3.1.38 The City may establish design guidelines for **SROs** and will encourage modular construction methods for the rapid delivery of **SROs**.

3.3.1.39 Applicants may be required to submit assessments for **affordability** and **SRO** management.

3.3.1.40 Multi-tenant **shared housing** (**Lodging Homes**) is not considered a form of **SROs**.

Supportive Housing

Supportive housing is **non-profit housing** for people who need support to live independently.

Supportive Housing Residences (Types 1 and 2)

3.3.1.41 **Supportive housing** residences will generally conform in size, height and general appearance with other dwellings in the host **neighbourhood**.

3.3.1.42 All **supportive housing** residences will comply with the relevant zoning and registration requirements.

3.3.1.43 When reviewing any proposal for the purposes of establishing a correctional form of **supportive housing** through new construction or conversion of existing structures, due regard will be given to:

a. Siting and landscaping to minimize any adverse impacts on adjacent uses;

b. Appropriate integration of the proposed use with adjacent uses and the host **neighbourhood**;

c. Access to existing and planned Civic **Infrastructure** and Transit Network;

d. Locating away from **hazardous lands** or hazardous sites; and,

e. **Accessibility** for persons with disabilities.

Residential Care Homes

3.3.1.44 The City will permit **residential care homes** for more than 10 persons located in any area designated or on a Major **Institutional** site within the Mixed-Use designation on **Schedule 2** and in the applicable **Secondary Plan**, subject to the policies of this Plan. No **residential care homes** will be permitted to locate in **hazardous lands** or hazardous sites.

3.3.1.45 When reviewing any proposal for the purposes of establishing, through new construction or conversion of existing structures, a **residential care home**, due regard will be given to:

a. The **accessibility** of the site to the Transit Network, shopping facilities, Places of Worship, libraries, public parks and other community facilities;

b. Adequate vehicular ingress/egress and on-site parking;

c. Adequate on-site **landscaped** open space suitable for passive recreational use by the residents of the home;

d. Siting and landscaping to minimize any adverse impact on adjacent uses;

e. Impact of the **development** on the **ecosystem** and natural environmental features;

f. Appropriate integration of the proposed use with adjacent uses and the host **neighbourhood**;

g. Access to municipal water and sanitary wastewater **services**;

h. Locating away from **hazardous lands** or hazardous sites; and,

i. **Accessibility** for persons with disabilities.

Additional Residential Units

The City supports the creation of housing forms that broaden the range of housing typologies and provide gentle **intensification** in **Neighbourhoods** to better utilize **infrastructure** and **services**. Attached **Additional Residential Units** (**ARUs**) and **Garden Suites** are the two forms of **Additional Residential Units** (**ARUs**) permitted in conjunction with a detached, semi-detached, or **townhouse** dwelling, subject to the provisions of this Plan, Zoning By-law, and the applicable Registration By-law.

What is an additional residential unit?

Additional Residential Units (**ARUs**) are self-contained residential **dwelling units**, with its own cooking facility, sanitary facility and sleeping area, and that are located either within a detached, semi-detached, or **townhouse** dwelling (**attached ARU**); or within an **ancillary** building or structure (**garden suite**) on the same lot as a single detached, semi-detached, or **townhouse** dwelling. **ARUs** are also known as **attached ARU**, basement **apartment**, **garden suites**, granny-flats, in-law suites, laneway suites, and/or coach houses.

3.3.1.46 A maximum of two **ARUs** will be permitted on a lot in conjunction with a detached, semi-detached, or **townhouse** dwelling, which may include:

a. Two **attached ARUs** within the principal dwelling; or

b. One **attached ARU** within the principal dwelling and one **garden suite**.

3.3.1.47 **Attached ARUs** and **garden suites** will be subject to the following criteria:

a. The **ARU** is accessory in scale and function to the principal dwelling;

b. The **ARU** is located on full municipal **services**, unless it can be demonstrated to the satisfaction of the Chief Building Official that the sewage system on private sanitary servicing has been upgraded to meet the regulations of the Ontario Building Code (OBC) for an additional residential unit;

c. The **ARU** complies with the Ontario Building Code and/or Fire Code, Registration By-law, Property Standards By-law, the applicable regulation approved under the *Conservation Authorities Act*, and other applicable approval requirements;

d. The **ARU** is not on a property located within a floodplain zone, the Downtown Floodplain **Special Policy Area**, or the Natural Heritage System and lands subject to **natural hazards**;

e. The **ARU** has no **negative impact** on **stormwater** management and site drainage;

f. The exterior design of a **garden suite** must be compatible with the character of the principal dwelling, in terms of design, style and materials; and,

g. Adequate on-site parking is to be provided in accordance with the requirements of the Zoning By-law.

3.3.1.48 **ARUs** are encouraged to be provided through new construction and the plan of subdivision process, subject to the policies of this Plan.

3.3.1.49 **Garden suites** will be subject to a Custom Home review process, which includes a zoning, design, and engineering review that may consider the following:

a. Privacy and shadow impacts on adjacent properties;

b. Building design, style and materiality;

c. Accessible design features;

d. **Sustainable** building materials and technologies;

e. Grading, servicing, and site drainage;

f. Preservation of trees subject to the City's Tree Preservation By-law, if applicable; and,

g. Maintenance of an adequate open **amenity space** in the rear and side yards and maximizing contiguous soft landscaping.

3.3.1.50 A deviation from the prescriptive requirements for **garden suites** as set out in the Zoning By-law, may be considered subject to a minor variance application and subject to the following:

a. The proposal meets the intent and purpose of the **ARU** policies of this section;

b. It is demonstrated that the privacy of the adjacent properties is maintained; and,

c. The proposal meets the intent and purpose of the requirements and restrictions of the Zoning By-law.

3.3.1.51 The severance of a **garden suite** from the lot where the principal dwelling is located will not be permitted.

Family-Friendly Housing

Family-friendly and multi-person units are important components of Brampton's housing supply. Brampton Plan supports the **development** of **complete communities** by ensuring a full mix and range of housing for multi-person, larger **households**. A balanced mix and range of unit sizes supports the attainment of Brampton's growth projections and address the housing needs of residents across income deciles and of various **household** sizes. The City supports a full mix and range of multi-unit housing and larger **households** to align with the objectives of **age-friendly** planning principles. Planning and development applications that propose innovative housing solutions to support family-friendly and multi-generational housing will be encouraged.

3.3.1.52 Ground oriented residential **developments** will address needs of multi-generational and extended families. Mobility needs of older family members and persons with **accessibility** needs, including barrier-free design, will be addressed in the site plan and building design processes.

3.3.1.53 New multi-unit residential **development** will include adequate amenity areas to support family friendly multi-unit living, **age-friendly** initiatives and create **complete communities**. The Zoning By-law and **City-Wide Urban Design Guidelines** will address amenity areas for each residential typology. In addition, guidelines will address **accessibility** in amenity areas, ground level activation with mixed-uses, multi-generational outdoor spaces, and appropriate space programming.

3.3.1.54 To support the creation of family-friendly housing, the City will utilize available tools to require that multi-unit residential **developments** incorporate a mix of unit sizes to accommodate a range of **household** sizes and income levels.

3.3.1.55 New multi-unit **developments** in **apartment** form will be encouraged to deliver family-friendly units and ensure a mix of 2-bedroom and 3-bedroom units in Brampton to accommodate larger **household** sizes in denser forms. For **developments** in ownership and rental tenure, a minimum of 50% of larger-size units (2 bedrooms or above) is encouraged.

3.3.1.56 The appropriate proportion of unit types will align with housing need as identified through updates to housing strategies, planning processes, local needs assessments and market studies, and may vary over time.

Housing Implementation

3.3.1.57 **Community Improvement Plans** and Municipal Capital Facilities By-laws may be created to identify programs and funding that will encourage the improvement of the existing housing stock and the of new housing supply, including the provision of ownership and rental **housing options**.

3.3.1.58 The City will seek opportunities to acquire surplus lands from school boards, the provincial and federal government, and other **institutional** entities and stakeholders to meet the housing needs of residents.

3.3.1.59 The City will support the Peel Housing Corporation and the Service Manager for housing in the provision of housing. No amendment to this Plan or to the City's Zoning By-law will be required to undertake on lands owned by the Peel Housing Corporation, Service Manager, or any successor agency on a temporary or permanent basis.

3.3.1.60 In each phase of **development**, beginning with the earliest phase, applicants must demonstrate a contribution towards **affordable** housing targets in this Plan or **Secondary Plan**, including **affordable** rental housing. This may take the form of a contribution of land or units to the Service Manager and/or **non-profit housing** provider to be used for **affordable** housing. Lands as a contribution will be fully serviced and gratuitously conveyed to the Service Manager, free and clear of all encumbrances, to the satisfaction of the Service Manager, or where agreed, made available to a **non-profit housing** provider. Land conveyances for **affordable** housing must include zoning appropriate for **affordable** housing **development**, be tied to **development** milestones (e.g., registration of plan of subdivision for the applicable lands), and cost-sharing provisions. Alternatively, applicants may provide **affordable** housing units to the satisfaction of the City of Brampton and the Region of Peel.

3.3.1.61 The City may prepare guidelines, as required, for the implementation of housing mix policies and **density** provisions in **Secondary Plans**, **Secondary Plan** amendments and **Precinct Plans**. Such implementation guidelines may specify:

a. Appropriate interpretation of the housing mix policies and **density** provisions;

b. Details respecting the application of the housing mix policies and **density** provisions to draft plans of subdivision;

c. Details regarding housing **affordability** targets and site opportunities;

d. General criteria for considering flexibility to the housing mix policies and **density** provisions; and,

e. Related information requirements as part of the draft plan of subdivision application submissions.

3.3.2 | Food Security

Local food security and **food systems** increase the ability of **households** to spend less on food and save more towards housing and other costs – contributing to positive health impacts. A food system refers to all the processes, networks, and **infrastructure** that are involved with the growth, harvest, processing, packaging, distribution, transport, marketing, sale, serving, consumption, and disposal of food.

The City acknowledges that climate change and extreme climate events can affect food security. Community gardens, urban agriculture, and farmers markets provide residents with increased access to healthy, local food, leisure and educational opportunities, and support with **sustainable** food practices. Brampton Plan acknowledges the benefits of local food and urban agriculture and celebrates opportunities to improve access to local food.

3.3.2.1 The City will work with neighbouring municipalities to support and enhance the **Agricultural System** including urban and rural food production, processing, storage, distribution and linkages to the restaurant and tourism sectors through the **development** and implementation of food system planning, agri-food strategies and policy initiatives.

3.3.2.2 When permitting and determining the location of urban agricultural spaces in public locations, agricultural practices that are conscious of soil **conservation** methods and result in the maintenance and enhancement of surface and ground water quality will be encouraged.

3.3.2.3 The City will encourage school boards and other organisations to promote school yards as locations for community gardens due to their educational and community value. Similarly, hospitals, places of worship and higher education institutions will be encouraged to consider community gardens through **development** and **redevelopment** opportunities, subject to the requirements of the Zoning By-law.

3.3.2.4 Community gardens will be considered within existing City-owned community and **recreation** centres, as well as in the planning and **development** of new community centres.

3.3.2.5 Through the **redevelopment** of City-owned land and in **public realm** design, the City will consider the expanded use of City land for growing

and distribution of food, including edible **landscapes**, and for farmers' markets.

3.3.2.6 Vacant and underutilized lands, hydro corridors and public lands are encouraged to be used for the establishment of community gardens where appropriate.

3.3.2.7 Where farmers markets and community gardens exist and/or potential for new spaces emerge through Precinct Planning, the City will support the continued operation of these practices to enable people of all incomes and abilities to access nutritious food.

Part 3.4 | Mobility and Connectivity

Our Headline Targets

25% of trips are made by transit

11% of trips are made by active transportation

What Does it Mean?

Brampton Plan recognizes the intrinsic link between mobility and land use. As Brampton transitions from a car-oriented suburb to an urban city over the next 30 years through **intensification** and **infill development**, there needs to be a greater emphasis on **sustainable** modes of transportation to ensure its around 1 million residents and visitors can move within the city and throughout the surrounding region. As population and job growth occurs across the city and growth is focused in key **intensification** areas including **Centres**, **Boulevards**, and **Corridors**, a network of liveable streets designed for people will support and prioritize public transit and **active transportation**, delivering the right mix of uses that result in vibrant places and contribute to a high-quality of life.

Brampton Plan sets the stage for a departure from a traditional suburban auto-centric **transportation system** and associated community design, towards accommodating attractive mobility choices where streets can support all users by following people-first design principles through a **complete streets** framework. A series of street typologies have been defined in Brampton Plan to recognize the intended character, goals, and functions of streets to build great places.

Transportation in Brampton accounted for about 60% of community-wide greenhouse gas emissions and about 50% of the total dollars spent on energy in 2016. This reflects how Brampton was developed, with low **density** land uses and the need for many residents to travel outside of the City for work, fostering an auto-dependent transportation network. Just as transportation has been a major contributor to greenhouse gas emissions and energy usage, it must be a major part of Brampton's efforts to reduce emissions and the amount of energy used.

The Mobility and Connectivity Building Block outlines detailed policies for the **Mobility Framework**, which establishes a **sustainable** transportation network for the

movement of people and goods, both within and beyond Brampton. This **sustainable** network will address the impacts of transportation on the environment and help support the achievement of the City's climate change targets. The policies of Brampton Plan also set the stage for future planning and actions that the City will undertake to design and build mobility **infrastructure**. The Mobility and Connectivity Building Block will be realized by planning and designing for the following priorities:

Priority No. 1 – Increasing Connectivity

Priority No. 2 – Sustainable Mobility

Priority No. 3 – Complete Streets

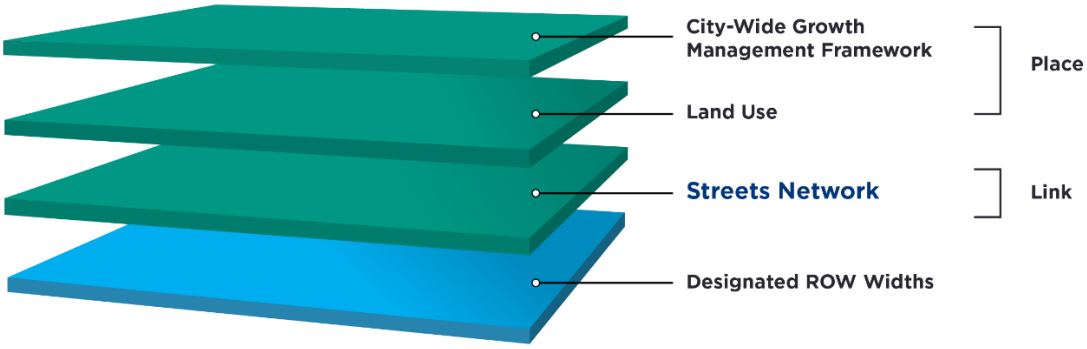
How Are We Going to Achieve This?

3.4.1 | Increasing Connectivity

Brampton Plan links our land use plans and street typologies so that they are mutually supportive, increasing connectivity across the city and beyond. A street includes the entire right-of-way and includes such things as driving lanes, sidewalks, cycling lanes, **rapid transit** lanes/stations, pathways, parking facilities, end-of-trip facilities, and many other physical features. The street typologies introduced in Brampton Plan seek to reconcile that streets are not just roads for the efficient movement of people and goods, but also contribute to a vibrant city life and unique experiences.

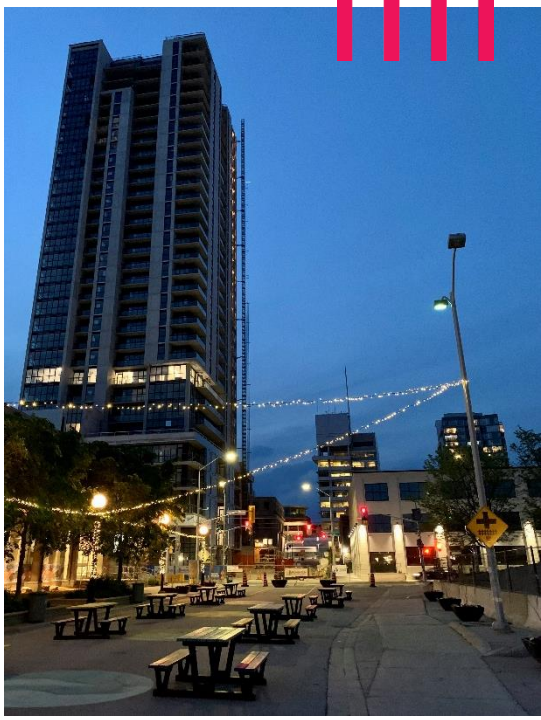
This section introduces the fundamental concept of streets in context, often described as street typologies. This is a critical step to make streets in Brampton more complete by aligning the various functional aspects of each street, so they respond to and strengthen the different places in which they exist through the city.

The street context concept considers more than the conventional functional classification included in municipal documents such as transportation master plans, which places the primary emphasis on the safe and efficient movement of motor vehicles. The street typologies equally consider land use, built form, intensity of users and destinations as **essential** inputs to design context sensitive streets. The result is a range of street types that will support the wide range of uses and users that occupy Brampton streets today and in the future.



3.4.1.1 Functional street classifications are shown on **Schedule 3C**. The **Complete Streets** Guide articulates the intended character, goals, and functions for each street classification considering a street's role within a complete Street Network and identifies appropriate goals for the street. While each context will be unique, the general approach will be to consider which modes are desirable and how much space is required to accommodate them. The existing street width will them be evaluated to see if the available right-of-way is adequate for these desired modes. If the space available is limited, staff will explore opportunities for road space reallocation, additional building setbacks for **redevelopments**, and redistribution of some modes to other streets while considering the broader complete Street Network.

3.4.1.2 The City's Mobility Plan is the City's long-term strategy to guide decision-making for multimodal transportation planning and investment. The Mobility Plan will implement the policies of Brampton Plan in detail and will be updated regularly to inform updates to Brampton Plan.



3.4.1.3 **Secondary Plans** and **Precinct Plans** for **Centres** and **Boulevards** will identify specific opportunities for publicly accessible shared streets, lanes, and mid-block connections which support pedestrian prioritization in the public and private realm and alternate access for loading vehicles.

3.4.1.4 The City will, on a regular basis, monitor the efficiency and effectiveness of all major elements of the **transportation system** including roads, local and regional transit **services**, **commuter rail** system, pathways system and parking.

3.4.1.5 In planning and implementing the **Mobility Framework** the City will develop and implement strategies to avoid, or if avoidance is not possible, minimize and mitigate impacts on the natural environment and resources through appropriate design of the **transportation system** addressing matters such

as water pollution, the treatment of urban runoff, **stormwater** management and the protection, restoration and enhancement of the **Natural System** and **Agricultural System** in accordance with the policies of this Plan.

3.4.1.6 The City will undertake monitoring of the environmental impacts of the various elements of the **transportation system** over the long term to determine the need for remedial measures.

Streets Network

The **Streets Network** within Brampton consists of city streets, regional roads and provincial highways. This **Streets Network** must respond to and accommodate changing urban **development** patterns and shifting modes of travel to connect residents to where they want to go throughout the city.

3.4.1.7 The **Streets Network** is shown on **Schedule 3C**. The planned network will be considered in the evaluation of all Secondary-Level Plans and planning and development applications.

3.4.1.8 The Street Networks will be designed to:

a. Support connections to the Transit Network, as well as Urban and Town **Centres**, Primary and Secondary Urban **Boulevards** and other local nodes to support access to local amenities within a 15-minute walk and deliver high-quality pedestrian environments.

b. Coordinate land use, transportation and urban design to increase opportunities for residents to make shorter trips, with more trips by walking, cycling or through public transit and to reduce **vehicle kilometres travelled**.

c. Be easy and safe to navigate by walking, rolling, and cycling, with the relevant **infrastructure** and amenities to support transit and active mobility to ensure connectivity to where residents live, work and play.

d. Be important components of the **public realm**, providing a network that is appealing, safe, and accessible for all transportation modes.

3.4.1.9 The required minimum right-of-way widths for the Street Network are shown on **Schedule 4**.

3.4.1.10 Through the Mobility Plan or equivalent transportation or transit study, the right-of-way widths shown on **Schedule 4** will be evaluated and

updated to support the feasibility of **Higher Order Transit** in support of the **City Structure** shown on **Schedule 1A**.

3.4.1.11 The City will, together with the other levels of government, endeavour to reserve or obtain the necessary right-of-way shown on **Schedule 4** through subdivision, land severance, site plan control or agreements, or by gift, purchase, or expropriation where necessary and feasible.

3.4.1.12 **Development** proposals will conform to the City's and Region of Peel's standard requirements for right-of-way design, including the **Complete Streets** Guide and **City-Wide Urban Design Guidelines**. Operational and maintenance implications and costs must be identified and mitigated as part of a **Precinct Plan** process.

3.4.1.13 The widening of city road rights-of-way will be used to prioritize improvements, including transit priority measures, widened sidewalks, cycling and other micromobility facilities, bicycle and other micromobility parking, street trees and street furniture, with consideration to accommodate utilities.

3.4.1.14 Specific arrangements through Secondary and **Precinct Plans** and cost sharing agreements will be required, to the City's satisfaction, for rights-of-way and road widenings. This will ensure that the rights-of-way and road widenings to accommodate the construction or widening of streets deemed **essential** will be provided when required, based on available compensation mechanisms, and at no additional cost to the City.

3.4.1.15 Considerations for goods movement and truck routes in select **corridors** will be planned in accordance with the Goods Movement policies of this section.

3.4.1.16 Provincial highways shown on **Schedule 3C** are managed and designed to standards identified by the Province. The Province will establish and implement standards and appropriate right-of-way widths for Provincial highways. The City will:

a. Continue to advocate to the Province to incorporate **Higher Order Transit** within existing 400-series highway rights-of-way;

b. Continue to advocate to the Province for an on/off ramp to facilitate **redevelopment** of the CAA Center Lands; and,

c. Encourage the Province to explore alternative transportation solutions to a highway that would support **complete communities** and **sustainable** transportation through the Highway 413 Environmental Assessment process.

3.4.1.17 **Development** adjacent to or in proximity to a Provincial highway is subject to Ministry of Transportation permits and permit requirements.

3.4.1.18 The City will work to plan and design Brampton's streets shown on **Schedule 3C** to provide a network that balances the needs of all road users including pedestrians, cyclists, transit riders and motorists, and trucks, while prioritizing vulnerable road users and the integration of land uses.

3.4.1.19 Interchanges and grade separations will be designed to ensure transit movements, cycling, and pedestrian movements are safe and well connected.

Goods Movement

Goods movement is closely integrated with the location and distribution of industry and commerce across Brampton. The movement of trucks in Brampton is regulated through the Traffic By-law and by-laws of other levels of government which confine heavy truck movement to certain part of the Street Network.

Railways which traverse Brampton handle large volumes of freight. The City recognizes the importance of rail **infrastructure**, including the Canadian National (CN) railway line that runs through the City and CN's Brampton Intermodal Terminal, in the movement of goods to and through Brampton.

3.4.1.20 The City will work with other levels of government and industry stakeholders to develop and support a comprehensive, integrated, and effective multimodal goods movement system for the safe movement of goods by road, rail, and/or air.

3.4.1.21 The City will provide for the establishment of priority routes for goods movement, facilitating the movement of goods into and out of **employment areas** and connecting to the provincial network. To this end, the City will, as needed, review the Traffic By-law that restricts heavy truck movement on select City streets.

3.4.1.22 The City will work other levels of government, and industry stakeholders to promote and better integrate multimodal goods movement planning, freight-supportive land use and **transportation system** planning.

3.4.1.23 A safe and efficient freight railway network, including intermodal facilities, will be supported by the City. This includes support for additional tracks along the CN railway line through Brampton, which will benefit both freight and GO Rail passenger movement.

3.4.2 | Sustainable Mobility

Brampton Plan sets out policies which support and remove barriers to more **sustainable** modes of travel throughout the city and ensure that people have access to a variety of different travel options to take them from where they are to where they need to go.

Brampton Plan provides a framework that works to provide universally accessible choices that allow the community to conveniently connect to opportunities without the need to rely on a car. It also recognizes that walking, rolling, biking, or transit may not be viable for all trips and ensures that people have access to the convenience of a car, but without needing to own one. Brampton Plan reflects the priorities for mobility outlined in the Brampton 2040 Vision: first walking, then cycling, transit, goods movement, shared vehicles, and private vehicles. This does not deny the car but balances it as one among many options for moving around Brampton. With transportation being the largest single source of greenhouse gas emissions in the community, Brampton needs to act urgently in support of the **Sustainability** and Climate Change policies of this Plan. Planning for increased use in **active transportation**, transit, and new forms of mobility will support the City on its path to reduce greenhouse gas emissions.

Mobility in Brampton is a shared responsibility between City, Regional, and Provincial agencies. The City will need to work with these agencies together to plan for and implement the transportation improvements called for in Brampton Plan and the Mobility Plan.

The future of mobility in Brampton by 2051 includes:

- **Active transportation**, including walking, biking, and rolling as the convenient choice for shorter trips, where destinations are physically close, with compact **15-minute neighbourhoods** connected by fine-grained networks of high-quality sidewalks, multi-use pathways, cycling facilities, and low-speed streets.

- Transit as the convenient choice for longer trips, with most new homes, jobs, and major destinations located along or quickly connected to **Corridors** and **Major Transit Station Areas** that feature fast, frequent, and reliable service.

- The occasional use of a vehicle without needing to own one, encouraged by incentives for carpooling, expanded carsharing networks, ride hailing, taxis, and automated vehicle technology.

Integrating these choices together in the same location, such as **Major Transit Station Areas**, makes them even more convenient. The following policies support the overall **sustainability** and function of the Mobility Network.

Active Transportation Network

Active transportation includes all human-powered forms of travel including walking, rolling, and cycling, and is low-cost, zero or low carbon, healthy, and efficient. Many people may want to use **active transportation** more frequently but face barriers where there is a lack of safe **infrastructure** or where there is nowhere to store equipment at the destinations throughout the city. The policies of Our Strategy to Build an Urban City embed supporting **active transportation** from a land use perspective, including bike parking and creating **15-minute neighbourhoods**.

3.4.2.1 The **Active Transportation Network** is shown on **Schedule 3A**. The planned network will be considered through the planning and development process to ensure that land use and **transportation system**s support and give priority to pedestrian and cycling needs such as sidewalks, separated cycling facilities, and end-of-trip facilities (e.g., secure bike parking, showers, lockers). An amendment to **Schedule 3A** will not be required for route or facility type revisions.

3.4.2.2 The **Active Transportation Network** will be incorporated into the design of new **Neighbourhoods** and enhanced in existing **Neighbourhoods** to ensure connections to the Transit and **Streets Networks**.

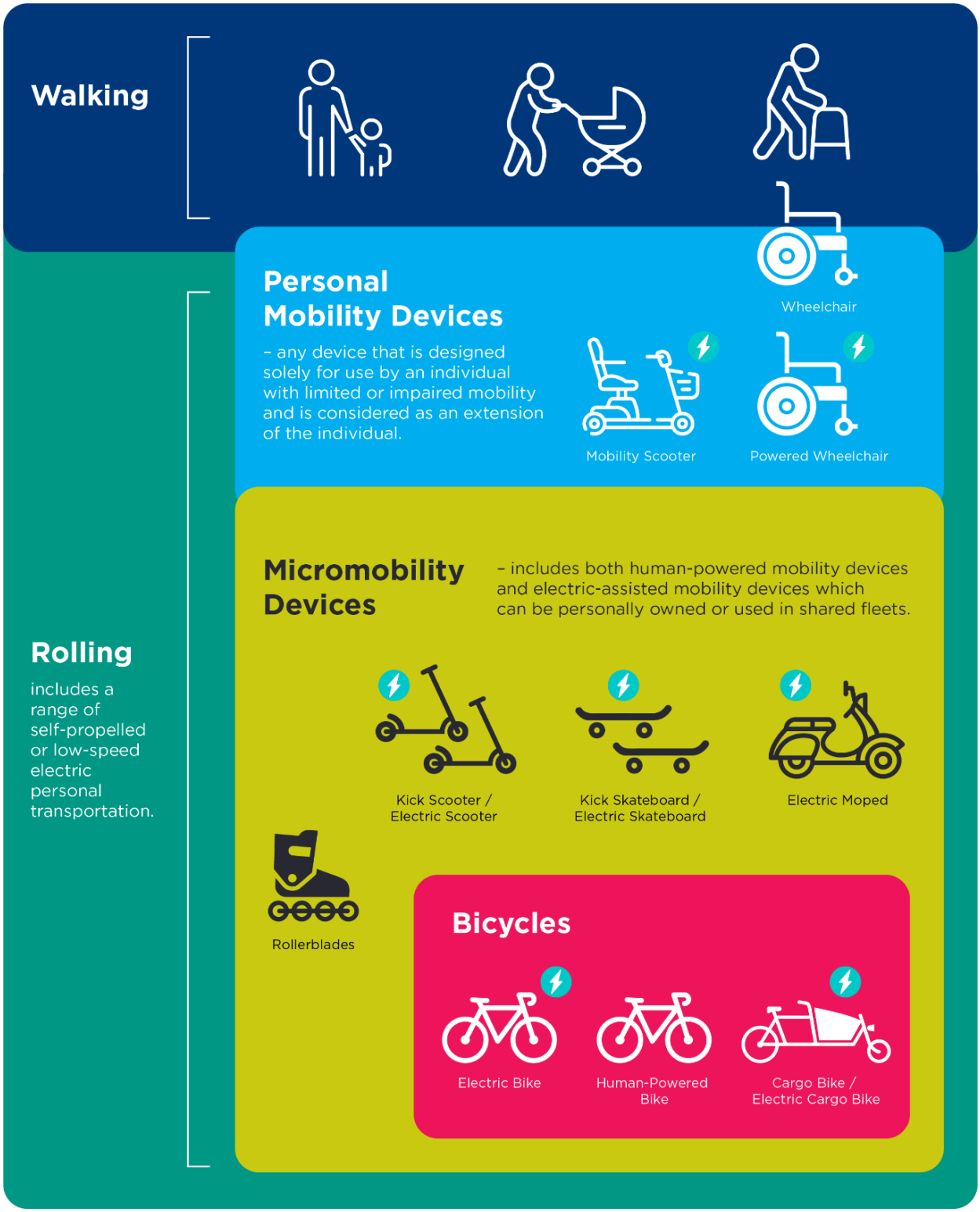
3.4.2.3 Segments of the cycling and pedestrian network that form part of the **Active Transportation Network** shown on **Schedule 3A** will be provided and/or integrated into new **development** or **redevelopments**.

3.4.2.4 The City's **Active Transportation** Master Plan establishes detailed network plans, policies, and programs that support the City's vision for a future with more integrated transportation choices that prioritizes walking and cycling. Development proposals will generally adhere to the **Active Transportation** Master Plan.

3.4.2.5 The City will actively engage applicants through planning and applications to ensure that all public works and private **development** within **Centres** and along **Boulevards** and **Corridors** will be designed to support a high-quality pedestrian and cycling environment, with a focus on establishing safe and comfortable routes across the city.

3.4.2.6 Winter maintenance of the **Active Transportation Network** will be conducted in accordance with the **Active Transportation** Master Plan, City operations standards, and the Provincial Minimum Maintenance Standards for Municipal Highways to ensure routes are safe and accessible for all users in all weather conditions.

3.4.2.7 The **Active Transportation Network** will be designed and built to be barrier-free for people of all ages and abilities, consistent with standards established by the ***Accessibility for Ontarians with Disabilities Act*.**



Walking and Rolling

Brampton Plan recognizes that nearly every trip begins or ends with walking and rolling either on foot or using a mobility device as the first or final connection to other destinations or modes of transportation. Brampton Plan identifies opportunities to incentivise walking and rolling to go beyond simply starting and finishing trips, enabling walking and rolling to be the primary method of mobility for short trips and to support the achievement of **15-minute neighbourhoods**.

3.4.2.8 In new **Neighbourhoods**, or **redevelopment** where sidewalks are required, sidewalks will generally be required on both sides of all streets. In instances such as the following, a sidewalk may only be required on one side of the street:

a. Portions of streets flanking the Natural Heritage System;

b. Existing window streets where sidewalk extensions join a sidewalk on an arterial or collector street;

c. Portions of streets that have a designated multi-use pathway within the **boulevard** on one side; and,

d. Street reconstruction or retrofit projects where existing conditions such as mature trees, right-of-way widths, or Civic **Infrastructure** would present a barrier to sidewalks on both sides of the street.

3.4.2.9 Trails located within the Natural Heritage System, including associated buffers, will be provided in accordance with the policies of Part 2.2, and will be located to **protect** environmental features and provide a continuous, safe, and convenient route for users.

3.4.2.10 The interconnections of trails will be coordinated with the other levels of government, agencies, and adjacent municipalities, as appropriate.

3.4.2.11 Trails are to be designed to promote **active transportation** by reducing the walking distance from **dwelling units** to transit, parks, schools and neighbourhood-supportive uses; and between **Neighbourhoods**, particularly when it is not feasible or appropriate to provide sufficient connections along a street.

3.4.2.12 Mid-block connections, particularly in **neighbourhoods** characterized by cul-de-sacs and indirect walking routes, will be encouraged through **redevelopment** and public works and designed in accordance with Ontario Traffic Manual (OTM) Book 15 requirements.

3.4.2.13 Public street connections will be maximized to support walkability by creating direct, comfortable and convenient pedestrian routes which

connect jobs, residences, schools, transit stations and community focal points such as community facilities.

3.4.2.14 Barriers to walking and rolling will be reduced in the design/re-design of highways and rail lines.

Cycling

Brampton's **Active Transportation** Master Plan identifies a comprehensive **Cycling Network** comprised of various types of facilities, together with a capital program to provide for the installation of cycling facilities. The **Cycling Network** includes dedicated cycling facilities, recreational trails, and multi-use paths.

3.4.2.15 Cycling **infrastructure** and end-of-trip facilities will be provided in accordance with the **Active Transportation** Master Plan.

3.4.2.16 The implementation of the Brampton Trail Loop and key east-west **corridors** will be prioritized as part of the Priority **Cycling Network**. The Brampton Trail Loop provides trail connectivity and **accessibility** improvements between the Etobicoke Creek, Chinguacousy Recreational Trail and Esker Lake Recreational Trail, and connects to Downtown and other community amenities and the Natural Heritage System.

Transit Network

For trips not suited for walking, rolling, or cycling, transit should be a convenient option – especially when it is tightly integrated with the **City Structure** such that more homes, jobs, and major destinations are near stops or stations served by transit routes offering frequent service. The Transit Network is comprised of several different service layers, each with their own set of service characteristics (such as frequency and route design) and unique role. Each type of transit service also reflects the unique land use planning, right-of-way, and **level of service** requirements for each service.

The multiple layers of our Transit Network include:

- **Regional Rail** and Bus
- **Higher Order Transit** (**BRT** or LRT)
- **Rapid Transit** (Priority Bus or Züm)
- Local Transit

3.4.2.17 The Transit Network is shown on **Schedule 3B**. The planned network will be considered in the evaluation of all Secondary-Level Plans and planning and development applications.

3.4.2.18 **Active transportation** and local transit will be supported for first and last mile connections to the Transit Network by:

a. Enhancing **active transportation** connections to and from transit stations and stops through direct pedestrian routes and appropriate cycling facilities;

b. Integrating **local transit routes** with **Rapid Transit** and **Regional Rail** stops; and,

c. Providing enhanced and secure bicycle and micro-mobility parking at **Rapid Transit** and **Regional Rail** stops.

Regional Rail and Bus

Brampton's primary regional transit connections are provided by the Kitchener GO Line that provides GO Train service to the Bramalea, Brampton, and Mount Pleasant GO Stations. Each of these stations connect thousands of Bramptonians to Downtown Toronto, the Greater Toronto Area and towards Waterloo Region. GO Train service is complemented by regional GO Bus connections which provide connections to neighbouring municipalities and between major stations within Brampton. VIA Rail service is provided along the **corridor**, linking the city to the broader province.

3.4.2.19 The City supports the expansion of existing GO Train **services** to and from Brampton, including the introduction of two-way, all-day GO Train service to support the connection of Brampton residents to the greater region.

3.4.2.20 Efficient and seamless connections between the **Rapid Transit** Network and **Local Transit Routes** and the GO Train and Bus **services** is encouraged.

3.4.2.21 **Regional rail** ridership and future service improvements will be supported by the applicable **Major Transit Station Area** Study completed for each existing and future GO Station, in accordance with the policies of this Plan.

3.4.2.22 The use of **regional rail** will be encouraged by the **development** of higher **density** and transit supportive residential and employment densities around stations in accordance with the applicable **Centres** policies.

3.4.2.23 The City will work with Metrolinx to plan for the introduction of the Heritage Heights GO Station as a new station for GO Rail service within the Heritage Heights **Secondary Plan** Area.

3.4.2.24 The City will advocate for the timely electrification of the Kitchener GO **corridor** to Bramalea GO Station and for the future electrification of the section of this **corridor** west of this station.

3.4.2.25 The City will encourage the provision of priority parking for zero-emission vehicles and charging terminals at GO Train stations.

Rapid Transit

Brampton Plan envisions a **Rapid Transit** Network that helps make transit a highly convenient option for people to choose for their daily travel. Along the **Rapid Transit** Network, transit vehicles provide frequent service throughout the day, giving riders the confidence that they will not have long to wait. The **Rapid Transit** Network is also foundational to realizing our **City Structure** by directing growth to support transit ridership and investments in **rapid transit**.

Higher Order Transit

Higher order transit is the highest order of **rapid transit**, with **services** that are high-capacity, high-frequency, fast, and reliable and mostly travel in dedicated rights-of-way. **Higher order transit** is expected to be delivered through the Hurontario Light Rail Transit (LRT) system, Queen Street **Bus Rapid Transit** (QSBRT) line, and in the long-term service on Primary and Secondary **Boulevards**, identified on **Schedule 3B**.

Brampton Plan establishes a vision for supporting and expanding **higher order transit** through new land use planning policies and further investment in dedicated rights-of-way.

3.4.2.26 The City, together with the Province and municipal partners, will advance the ongoing study for **BRT** service on Queen Street and Highway 7 in Brampton and Vaughan.

3.4.2.27 The City, together with the Province and municipal partners, will study the feasibility of implementing **higher order transit** in dedicated rights-of-way on all Primary and Secondary Urban **Boulevards** identified on **Schedule 1A**.

3.4.2.28 **Frequent transit** will support connections to **Centres**, **Boulevards**, and Mixed-Use Areas along **Corridors**.

3.4.2.29 The City will plan for the extension of existing Züm routes and the addition of new routes and, together with the Province and municipal partners, will study the feasibility of implementing **frequent transit** routes on select **corridors**.

Local Transit

Some **local transit routes**, specifically **Support Corridors** are shown on **Schedule 3B** and are envisaged to operate throughout **Neighbourhoods** and **Employment Areas**. With short walks to stops, local transit is used for trips within each community or to connection to the **Rapid Transit** Network. Improving the frequency and reliability of **local transit routes** is crucial to increasing use of the broader Transit Network.

3.4.2.30 The City will endeavour to provide a local transit stop within a 300- to 400-metre walking distance with the urban area.

3.4.2.31 The following measures to increase the efficiency and **accessibility** of local transit will be considered, such as:

a. Increased service frequency based on service demand;

b. Route re-alignment to meet the needs of evolving **Neighbourhoods**;

c. Exclusive and reserved transit lanes, queue jump lanes, or bus-bays;

d. Transit priority signals;

e. Expanded **services** in new developing areas; and,

f. Local transit stop amenities, such as benches, shelters, bicycle racks, and schedule information.

3.4.2.32 Brampton Plan supports the transition of Brampton's transit fleet to a zero-emissions operation by 2040. In alignment with the **Sustainability** and Climate Change policies in this Plan, the City will undertake network electrification feasibility analysis for the Brampton Transit fleet.

3.4.2.33 All local transit stops will provide barrier-free connections to sidewalks in accordance with the ***Accessibility for Ontarians with Disabilities Act***.

3.4.2.34 All new mid-block local transit stops should endeavour to provide safe pedestrian crossing as part of transit stop design.

Airport

Lester B. Pearson International Airport, located in the City of Mississauga is a major transportation facility and contributes to Brampton's economy. The Mobility Network promotes the integration of the airport with other modes of travel, including **rapid transit**.

3.4.2.35 Brampton will generally support measures to expand the effective capacity of the airport to match air traffic demands, provided that

appropriate rates of conversion to quieter aircraft and effective noise control and monitoring measures are established or maintained to ensure that residents are not unduly impacted.

3.4.2.36 Together with Metrolinx and the Greater Toronto Airport Authority, the City will work cooperatively to plan for a **rapid transit** connection between the airport and one or more major transit stations in Brampton.

Micromobility and Emerging Technologies

Evolutions in mobility technologies have quickly changed how we move, and they promise to continue to do so into the future. Micromobility and emerging technologies can support the shift to more **sustainable** modes of travel and decrease the use of single occupant vehicles.

Micromobility and emerging technologies include intelligent **transportation systems**, automated vehicles, shared mobility (including scooters, bikes, and cars), digital and connected mobility, electric vehicles, and urban air mobility.

3.4.2.37 The City's Mobility Plan will:

a. Plan for optimization of the existing **Streets Network** capacity to accommodate future travel demand through technology, advanced traffic management, and **transportation demand management** measures;

b. Plan for the future of mobility and the impacts of new travel technologies;

c. Consider the role of mobility as a service to inform the selection of mode(s) to be used to make a trip; and,

d. Consider the challenges and opportunities that are likely to arise from micromobility and emerging technologies.

3.4.2.38 The City will explore the applicability of, and options for, micro-transit in Brampton, to complement the local transit network.

3.4.2.39 Shared micromobility standards should be developed to ensure that devices are not blocking sidewalks, transit stops, entrances, or rights-of-way.

Transportation Demand Management

Transportation Demand Management (TDM) strategies are aimed at improving the efficiency of the **Mobility Framework** by promoting **sustainable** modes and endeavouring to alter travel mode choice, frequency of travel, and time of travel to

reduce per capita vehicle trips taken. By formulating programs to promote the use of **sustainable** modes like public transit, ridesharing, cycling and walking, TDM techniques and policies provide opportunities to address the challenges of managing congestion, enhancing air quality, reducing GHG emissions, and protecting natural heritage by focusing on moving people rather than moving vehicles, especially single-occupancy vehicles (SOVs).

3.4.2.40 A **Transportation Demand Management** assessment will be required as part of a planning and development application in support of lowered parking requirements and may:

a. Be integrated with the required Transportation Impact Assessment submitted to support the proposed **development** through a mechanism such as a report, checklist, scorecard, or other form of assessment;

b. Identify design and/or programming means to reduce single-occupancy vehicle use;

c. Identify the roles and responsibilities of the property owner, together with operation and financial roles, with respect to each recommended program and its implementation; and,

d. Identify programs related to carpooling, unbundled parking, shared parking, car share, preferential parking, transit pass incentives, cycling incentives, provision of shuttles, walking programs, and other programs.

3.4.2.41 Planning and development applications within **Strategic Growth Areas** of the city such as **Centres**, **Boulevards**, **Corridors**, and **Major Transit Station Area**s will be required to achieve a minimum score based on the submission of a TDM assessment. This requirement may be extended to other areas in the future as they achieve higher densities.

3.4.2.42 Pricing for on-street parking and within City-owned parking facilities will be structured to discourage long-term commuter parking and to encourage a higher turnover of short-term parking.

3.4.2.43 The City may require the inclusion and integration of multi-modal transit and ridesharing facilities in new **development** projects to ensure **accessibility** to all transit users.

3.4.2.44 The City will support the creation of **transportation demand management** associations (TMAs) and will work with other levels of government and other jurisdictions to implement TDM programs.

3.4.2.45 Awareness and marketing campaigns for major employers and residents will be supported to explain and promote the options and benefits of using alternatives to the private car.

Parking

As Brampton Plan sets out policies to increase **intensification** within Brampton's **Built-Up Area** and to move towards the achievement of **15-minute neighbourhoods**, the approach to parking can no longer be one-size fits all. The provision and management of parking across the city must consider improvements to transit and **active transportation infrastructure** as well as reflect local characteristics and needs. It must also consider emerging technologies such as electric vehicles and shared mobility.

Strategic parking management, together with improvements to transit and **active transportation**, can be used to support broader objectives such as promotion of non-auto-modes, **development** of **15-minute neighbourhoods**, provision of **affordable** housing, reduction of GHG emissions, reduction of erosion and polluted **stormwater** runoff, and improved design of the **public realm**.

The elimination or reduction of minimum parking requirements can significantly reduce the upfront construction costs for a **development** in support of the Housing and Social Matters policies of this Plan and support the **development** of rental or **affordable** housing projects in particular. Through unbundling parking from unit sales or rentals, housing can become more **affordable** for an individual or family that chooses other modes to move around the city.

3.4.2.46 The Brampton Parking Plan will identify recommendations and solutions to manage parking efficiently while promoting non-automobile modes of transportation.

3.4.2.47 The supply of parking will be managed to minimize and gradually reduce the total land area in the city dedicated to providing surface parking by methods including, but not limited to, the consolidation of surface parking into structured or below ground parking.

3.4.2.48 Minimum parking requirements will be eliminated, and maximum parking limits and shared parking requirements may be established by the Zoning By-law, in **Centres**, **Boulevards**, and **Major Transit Station Areas** and other areas determined by the City.

3.4.2.49 Minimum parking requirements may be reduced, and maximum parking limits and shared parking requirements may be established by the Zoning By-law, in areas of the City other than **Centres**, **Boulevards**, and **Major Transit Station Areas**.

3.4.2.50 Notwithstanding the reduction or removal of minimum parking requirements in the Zoning By-law, accessible parking, including accessible parking with electric vehicle recharging equipment, will be provided in accordance with the Traffic and Parking By-law.

3.4.2.51 The City will encourage the provision of some parking spaces for courtesy and limited mobility reasons such as pregnant women, senior citizens and those temporarily injured.

3.4.2.52 The Zoning By-law will include requirements, permissions, and minimum dimensions for vehicle parking in enclosed spaces and on small lots in the Zoning By-law, ensuring that excessive amounts of parking are not required.

3.4.2.53 The Zoning By-law may determine minimum electric vehicle recharging equipment requirements where private parking is provided.

3.4.2.54 Planning and development applications that include significant reductions in on-site parking, may be required to provide parking for **active transportation** beyond the minimum prescribed in the Zoning By-law.

3.4.2.55 The Zoning By-law may determine parking requirements for e-bikes, e-scooters and other micromobility devices.

3.4.2.56 Community Benefits Charges may be used as a funding mechanism to support the provision of shared off-street parking facilities within Urban **Centres** and **Major Transit Station Areas**.

3.4.2.57 The City may develop a parking partnership strategy and enter into partnership agreements for the optimal utilization of available public and private off-street parking.

3.4.2.58 In **neighbourhoods** with parking capacity constraints, the City will consider the implementation of a paid residential parking permit program based on a phased approach including a feasibility study, a pilot program, and program expansion.

3.4.2.59 To the extent feasible, the City will encourage the design and construction of parking facilities in a manner that facilitates conversion to an alternative future use.

3.4.2.60 Parking garages and their access points are to be designed to maintain continuity of the street edge, pedestrian environment and function of the street through strategies such as:

a. Minimizing the number and width of vehicle entrances that interrupt pedestrian movement;

b. Including other uses along the street, at grade, to support pedestrian activity;

c. Providing landscaping, art, murals or decorative street treatments;

d. Minimizing the frontage and visibility of the parking garage from the street, where appropriate;

e. Ensuring that the primacy of pedestrians along the sidewalk is maintained at all times through the use of traffic control and other measures that regulate the crossing of vehicles at all access points;

f. Be designed to minimize any negative aesthetic or environmental impacts and consider the following; and/or

   .i Porous or permeable surfaces;

   .ii Light coloured materials instead of asphalt;

   .iii Tree planting; and,

   .iv Pedestrian access and connectivity.

g. Encourage the provision of electric vehicle charging spaces and dedicated car share spaces.

3.4.2.61 Surface parking lots, where permitted and appropriate, should be designed to meet all of the following:

a. Minimize the number and width of vehicle entrances that interrupt pedestrian movement by consolidating accesses with adjacent **developments**/properties and providing internal access easements with adjacent properties;

b. Provide safe, direct and well-defined pedestrian and cycling connections between the public street and all buildings, and between all buildings within the site;

c. Landscaping requirements will be in addition to landscaping requirements for the right-of-way around the perimeter of parking lots;

d. Be designed to anticipate **redevelopment** of the site over time and facilitate future **intensification**, severance, and **infill**;

e. Be located and designed to:

.i Avoid and minimize **negative impacts** on the Natural Heritage and Water Resource Systems; and,

.ii Incorporate **Low Impact Development** measures and **Green infrastructure**.

f. Include regular spacing of tree islands that support the growth of mature shade trees and incorporate **Low Impact Development** measures for **stormwater** management where feasible;

g. Encourage the provision of electric vehicle recharging spaces and dedicated car share spaces;

h. Support the installation of solar canopies over surface parking lots; and,

i. Be designed to minimize environmental impacts through permeable paving.

3.4.2.62 The City will explore a strategy and options in the short- to medium- for the parking of trucks including, but not limited to, the off-peak use of parking at large venues, commuter parking lots, truck parking permits in industrial and commercial areas, and the **development** of truck parking availability systems.

3.4.2.63 Truck parking studies may be required for relevant **secondary plans**, **precinct plans** or major **development** proposals, where employment uses are proposed.

3.4.2.64 The City will collaborate with the Peel Goods Movement Task Force with respect to truck parking as part of its goods movement strategy.

3.4.3 | Complete Streets

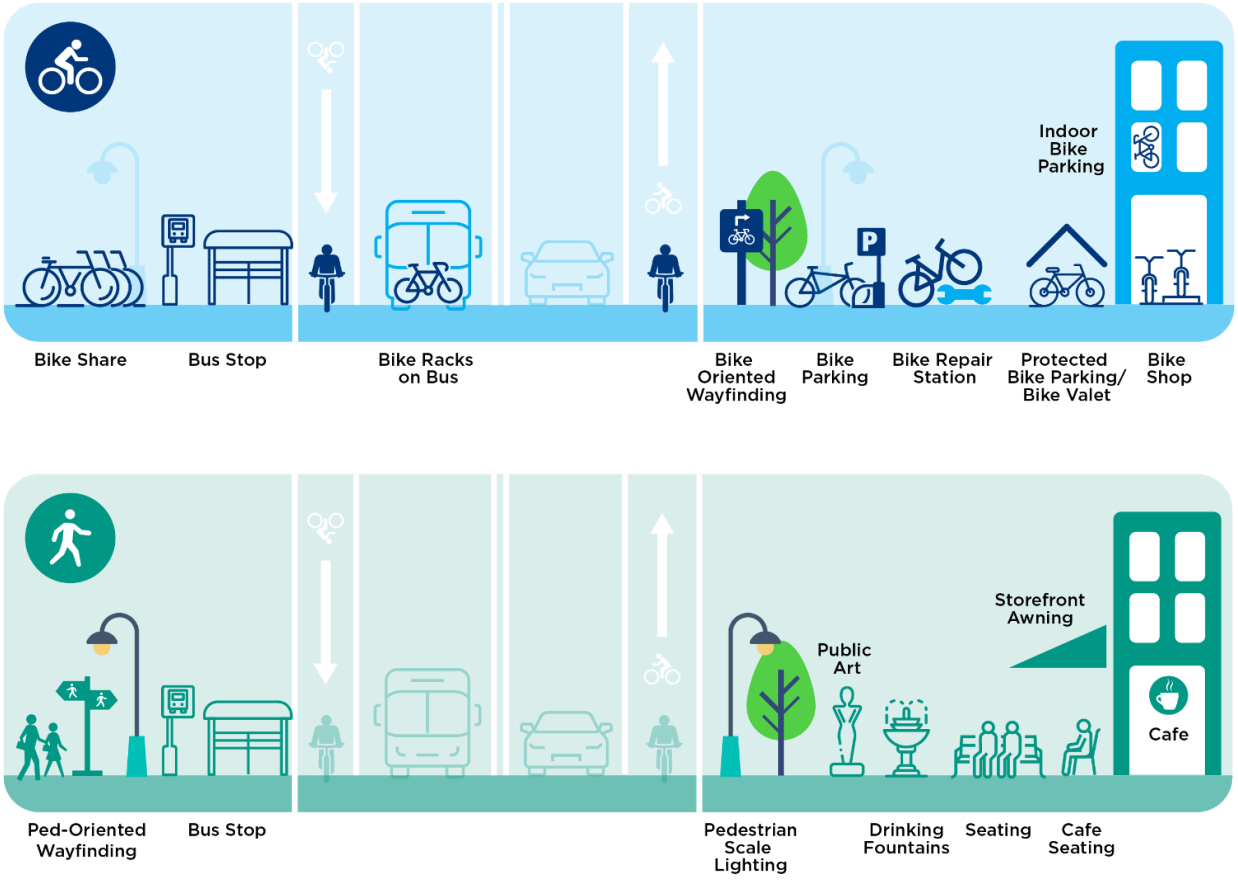
Brampton Plan envisions a future where streets have been designed, and function, as **complete streets**. **Complete streets** balance the many competing demands for space and safely accommodate all users while improving the functionality of the transportation network. They recognize the uniqueness of each street and the need for context-sensitive design. **Complete streets** are also focal points for **development**, activity, and culture – places that draw in people to live, work, shop, recreate, and be entertained. In addition, **complete streets** incorporate **green infrastructure** to enhance the City's environmental quality and create more **sustainable** and resilient places.

To support Brampton Plan's vision for **complete streets**, all street projects will adhere to the following principles:

- Create safe and accessible streets;
- Promote healthy and active living;

- Improve transportation choice and balance priorities;
- Develop connected networks;
- Respect existing and planned context;
- Create vibrant and beautiful places;
- Enhance economic vitality;
- Increase the City's tree canopy;
- Manage and improve **stormwater** runoff; and,
- Improve **sustainability** and **resiliency**.

3.4.3.1 The **development** of **complete streets** will be based on the City of Brampton **Complete Streets** Guide.



Elements of a complete street for cyclists and pedestrians, provided for illustrative and conceptual purposes.

Vision Zero

Brampton Plan recognizes the need to provide a **transportation system** that is safe for all users, regardless of their mode of travel. No loss of life or major injury ensuing from the use of the **transportation system** is acceptable. Safety must be the priority, particularly for vulnerable road users.

Vision Zero is a strategy to eliminate all traffic fatalities and serious injuries, while increasing safe, healthy, and **equitable** mobility for all. The strategy includes a focus on system-wide changes to the way streets are designed and operated to eliminate serious injuries and deaths on roadways.

3.4.3.2 The City will coordinate efforts and resources among other levels of government, agencies, and stakeholders to prevent fatal and serious motor vehicle collisions in the City.

3.4.3.3 Techniques and technologies in support of the **Vision Zero** Framework are to be implemented, where appropriate, including speed cushions and Automated Speed Enforcement.

3.4.3.4 Safety considerations for vulnerable road users should be integrated into the planning of the **Active Transportation Network** along **goods movement corridors**.

3.4.3.5 During the design of all streets, significant regard will be given to the provision of adequate space and safety measures for pedestrians and cyclists, and for safe transfers on and off transit vehicles. Specific road requirements will be determined at the detailed design stage, during which the City will use a multimodal **level of service** framework to quantify how various design decisions impact different roadway users.

Equity

As the City looks to shift away from a priority on an automobile-based mobility system, there is a need to consider key mobility equity considerations which have disproportionately affected certain residents, including access to transportation **services** and **affordability**. Improving the **Mobility Framework** works to alleviate inequities by improving air quality, health outcomes, access to the Transit Network, creating safe spaces for walking, rolling, and biking, and encouraging alternatives to the car.

Building on the Housing and Social Matters policies, which address transportation **affordability**, the following policies work to identify and propose solutions to these injustices in the mobility system by establishing policies that help transition Brampton towards a **Mobility Framework** which is more inclusive, **affordable**, and **equitable**.

3.4.3.6 To achieve the above objective, the following is required:

a. Prioritize enhancements to the **Active Transportation Network** and transit **services** in **neighbourhoods** where car ownership is lower and where there is a higher proportion of lower-income residents;

b. Prioritize implementing techniques and technologies in support of the **Vision Zero** Framework in **neighbourhoods** where car ownership is lower and where there is a higher proportion of lower-income residents;

c. Encourage the expansion of paratransit **services** to include on-demand paratransit **services** to improve door-to-door **accessibility** for paratransit users; and,

d. Work to improve mobility options for vulnerable residents and families and in **neighbourhoods** where there are large numbers of residents who may face transportation-related barriers to social and economic participation.

3.4.3.7 In planning for new or expanded **active transportation** routes, the City will improve walkability through shorter blocks, sidewalk **infill**, wider sidewalks, rest areas, a continuous tree canopy, safe crossings, and adequate lighting.

Transportation Affordability

To achieve our vision for a mosaic of safe, integrated transportation choices and new modes of travel, we must place our residents and their diverse needs at the centre of our transportation and land use planning initiatives.

Transportation **affordability** refers to ' ability to purchase basic mobility within their budgets. Strategies for improving transportation **affordability** include improving modes such as transit service, making transportation more through reduced transit fares, and improving land use **accessibility** by increasing **housing options** in more.

3.4.3.8 To improve the **affordability** of the mobility system, the City will:

a. Study the feasibility of removing transit fares for Brampton Transit in a phased approach while seeking funding streams that can offset the costs of fare removal while still maintaining a high-quality and growing Transit Network in the city.

b. Explore the opportunity for a distance-travelled mobility pricing framework as a method for generating revenue for improved **infrastructure**, such as tolls and road pricing.

c. Explore subsidies and rebates for electric vehicles, electric bicycles, and bicycles which will be prioritized to those residents with the least ability to pay, particularly to those who require that transportation mode in order to conduct their jobs (e.g., gig couriers, mobile care aids).

Implementation

3.4.3.9 The **Mobility Framework** will be maintained and developed to support the **growth management** objectives of Part 2.1 of this Plan by:

a. Protecting and developing the network of rights-of-way shown on **Schedule 4** by:

.i Acquiring over time the additional property needed to achieve the designated width. The conveyance of land for widening may be required abutting property owners as a condition of subdivision, severance, minor variance, condominium or site plan approvals;

.ii Extending and altering the widths of pavement, sidewalk, and other facilities as necessary within the designated rights-of-way; and,

.iii Giving high priority to preventative and restorative maintenance and rehabilitation.

b. Acquiring lands beyond the City right-of-way widths shown on **Schedule 4** to accommodate necessary features such as embankments, grade separations, daylight triangles, separated cycling facilities, additional pavement or sidewalk widths at intersections, transit amenities (such as shelters or benches), transit priority measures, on-road electric bus charging systems, or to provide for necessary improvements in safety, trees, **stormwater infrastructure** (LIDs), universal **accessibility** or visibility in certain locations. The conveyance of land for such widening may be required for nominal consideration from abutting property owners as a condition of subdivision, severance, minor variance, condominium, or site plan approvals. Any such additional right-of-way requirements will be determined at the time of the design of the street facilities and will become part of the total required right-of-way;

c. Requiring the conveyance of property for appropriate daylighting triangles and corner rounding on existing streets at such times as the property is to be developed or redeveloped as a condition of site plan approval, consent or subdivision approval, in accordance with City standards based on the functional classifications of the intersecting roadways;

d. Assigning first priority for investment in transit to maintain the existing system in a state of good repair to provide continued safe and comfortable service;

e. Supporting the implementation of measures for the long-term protection of 400-series highways and **goods movement corridors**;

f. Ensuring that new streets will be provided in consideration of surrounding land uses and will contribute to the **development** of a connected network which provides direct and clearly understood travel routes for all transportation modes and users throughout the city and acts as a fundamental organizing element of the city's physical structure;

g. Maintaining and growing inter-regional transportation connections to adjacent municipalities;

h. Implementing **Rapid Transit services** in dedicated rights-of-way along **Corridors** as priorities are established, funding becomes available, and the Environmental Assessment review processes are completed;

i. Supporting a fine-grained street network to facilitate shorter and more direct walking, rolling, and cycling routes and to allow for improved, albeit slower speed, car circulation;

j. Supporting the increased use of existing rail **corridors** within the city for **Regional Rail** service;

k. Undertake curbside management studies within the Downtown and other strategic areas of the city to prioritize curbside functions and optimize curbside use; and,

l. Implementing transit priority throughout the city by giving buses priority at signalized intersections and by introducing other priority measures, such as reserved or dedicated lanes for buses; and limiting or removing on-street parking during part or all of the day.

3.4.3.10 New **development** on lands adjacent to the existing or planned Transit Network and facilities is required to be compatible with, and supportive of, the long-term purposes of the **corridors** and facilities and be designed to avoid, mitigate or minimize **negative impacts** on and from the transportation **corridors** and facilities.

3.4.3.11 The City will plan, design and construct all transportation facilities under its jurisdiction so as to minimize the effects of noise, vibration and fumes on existing and future residential **neighbourhoods** and will encourage other authorities and senior governments to do likewise with regard to the transportation facilities under their respective jurisdictions.

3.4.3.12 All components of the **transportation system** will be planned, designed, and constructed to avoid/minimize/mitigate the adverse impact on natural heritage features, functions and linkages, including **natural hazard** management of flooding, erosion and slope stability, and **cultural heritage resources** in accordance with the Natural Heritage and Environmental Management, **Sustainability** and Climate Change and Cultural Heritage sections of this Plan and other established practices.

3.4.3.13 The City will review annually the timing and priority of road and transit improvements as part of departmental Capital Budgets.

3.4.3.14 The City will, on a regular basis, monitor the efficiency and effectiveness of all major elements of the **transportation system**.

3.4.3.15 The City will work with federal and provincial agencies and ministries to identify and secure **sustainable** and predictable funding to support the provision of transportation **infrastructure** and **services** to meet transportation needs in Brampton.

Part 3.5 | Health and Wellness

Our Headline Targets

Over 240 hectares of new parkland added to the City's inventory.

Achieve a target of 1.6 hectares of active parkland per 1000 residents.

What Does it Mean?

Where we live affects our health. The design of your community influences the path you take to work or school, what you eat and how often you engage in physical activity. According to a report of medical officers of health in the Greater Toronto and Hamilton Area, poor nutrition and lack of physical activity are leading to many health problems. These challenges are mostly due to changes in our modern lifestyle, such as lack of access to **affordable** local and fresh produce, sedentary behaviours associated with commuting in traffic or avoiding outdoor physical activities.

A healthy and complete community includes walkable **neighbourhoods** with access to **services**, amenities, employment, recreation, green space, trees and natural areas, social connection, and public transit. Brampton Plan recognizes the importance of both the built and natural environment in the design of a community and the integral role it can play in addressing public health issues.

Brampton is known for its extensive system of parks, pathways and open spaces located throughout the city. Parks and open spaces are important for the planning and design of **healthy communities** and provide numerous benefits to residents and visitors of Brampton, such as opportunities for healthy living through physical and social activities, creating a sense of place and belonging, and promoting environmental health and **sustainability**. Parks and open spaces complement and may provide connections and linkages to support our Natural Heritage System.

Our parks and open spaces provide a contrast from the built environment. They also provide important **neighbourhood** and inter-**neighbourhood** pathway connections, facilitating active ways to move around and navigate our city, in support of the Mobility and Connectivity policies of Brampton Plan. Our parks and open spaces are an integral component of the established communities in Brampton. They will continue to be a key component as new communities develop and evolve.

The Health and Wellness Building Block envisions Brampton as a mosaic of healthy, active citizens enjoying physical and mental wellness, fitness, and sports, as well as other opportunities for **passive recreation**. This Building Block recognizes the role that Brampton's parks and open spaces have in the overall health of our natural **ecosystems**, acting as a buffer for nearby environments by absorbing **stormwater**, while also providing opportunities for social connection with locations for community activities and social gatherings.

In addition to Brampton Plan, there are several important documents that provide further policy guidance on parks and open spaces and public health. This primarily includes the Parks and Recreation Master Plan, which provides a blueprint guiding the City's planning and provision of parks, **recreation** facilities, and the programs that take place within them. The **Active Transportation** Master Plan further provides a framework for the provision of trails and cycling routes across Brampton.

The Health and Wellness Building Block will be realized by planning for the following priorities:

Priority No. 1 – Parks and Open Space

Priority No. 2 – Public Health and Well-being

How Are We Going to Achieve This?

3.5.1 | Parks and Open Space

Public parks and open spaces are valuable community assets that provide opportunities for social interaction, recreation, programmed activities, as well as areas for quiet contemplation and relaxation. Our parks and open spaces also provide many **ecosystem services** such as biodiversity and clean air and help to both mitigate and adapt to the impacts of climate change. Ensuring access to good, quality parks and open spaces that are well designed, offer a range of opportunities for individual or community activities, and are broadly accessible to all ages, incomes and abilities of residents are key foundations for a healthy city.

To further support implementation of our parks and open space policies, a parkland hierarchy has been established that is characteristic of the distribution and demand needs of the community. Our parks and open space hierarchy, shown on **Schedule 7**, includes:

- Brampton Eco-Park
- City Parks
- Community Parks

- Neighbourhood Parks
- Urban Parks
- Linear Connectors

The precise distribution of such parks will be determined in **Secondary Plans**, **Precinct Plans**, or other planning programs in accordance with the policies of Brampton Plan. Parks and open spaces are shown on **Schedule 7.**

3.5.1.1 Parks and open spaces are a necessary element of city-building as the city grows and changes. Maintaining, enhancing, and expanding the system, as well as updating and retrofitting existing parks and open spaces, as shown on **Schedule 7**, requires the following:

.a Distributing parks of different types throughout the city ensuring that all **neighbourhoods** are well served with a variety of parks and open space opportunities;

.b Adding new parks and open spaces, particularly in **Strategic Growth Areas** prioritized for **intensification** and higher-density mixed-uses, while maintaining, improving and expanding existing parks;

.c Designing high quality parks and their amenities to promote comfort, safety, **accessibility** and year-round use and to enhance the sense of place for all users, providing experiential and educational opportunities to interact with the natural world such as, signage interactive art displays and other creative technologies;

.d Protecting access to existing publicly accessible parks and open spaces, as well as expanding the system of parks and open spaces and developing linkages;

.e Promoting and using private open space and **recreation** facilities, including areas suitable for community gardening, to supplement publicly owned parks, facilities, and amenities;

.f Balancing distribution of parks and open space facilities and activities to meet the diverse recreational and leisure needs of Brampton residents, workers, and visitors; and,

.g Designing and developing new and existing parks that improve Brampton's **resiliency** to a changing climate, increase the City's tree canopy, and that will help mitigate the local effects of climate change.

3.5.1.2 A high quality of life is supported for all residents by encouraging initiatives that improve social and physical equity, ensure that residents

have access to health and social **services**, and promote high quality parks and open spaces.

3.5.1.3 The Parks and Recreation Master Plan will be used as a guideline document to assess the current state of the parks and open space system, identify gaps and needs, and plan for future investment that conforms with the policies of Brampton Plan and in accordance with the *Planning Act.*

3.5.1.4 The Parks and Recreation Master Plan will be updated at least every five years to support health, climate **resiliency**, **accessibility**, and gender and social equity.

3.5.1.5 Where appropriate, parks and open space will be integrated with adjacent **development** areas and provide a range of active and passive recreational opportunities to meet the diverse and unique needs of park users. **Development** is prohibited within parks and open space areas identified on **Schedule 7** with the exception of community facilities, **conservation** projects, public transit, **essential** Civic **Infrastructure** including utilities, and other permitted uses identified in this Plan.

3.5.1.6 Through the Secondary Planning and planning and development applications processes, passive recreational uses associated with the passive enjoyment of natural features including trails, trailheads, foot bridges, small parking areas, signage, picnic facilities, washrooms, and interpretive facilities, will be identified.

Parks and Open Space Amenity Design

3.5.1.7 In addition to the Urban Design policies of this Plan, the design of parks and open space will adhere to the following criteria:

a. Implement the principles of Crime Prevention Through Environmental Design (CPTED) through the design and location of parks and open spaces;

b. Integrate **green infrastructure** within parks to reduce the **vulnerability** to climate change impacts and enhance the **resiliency** of our parks through features such as shading trees, LIDS, permeable surfaces, **flood** protection, cooling stations, and water fountains;

c. Maximize the **urban forest**, and incorporation of low impact design features and **green infrastructure** ;

d. **Protect** and enhance the **Natural System** within and adjacent to parks;

e. Locate parks and open spaces to create an interconnected system that connect **natural heritage features and areas**;

f. Provide a range of opportunities for outdoor active and **passive recreation**;

g. Incorporate and conserve natural features and **green infrastructure** to **protect** and enhance the ecological **services** and benefits they provide to the community and **Natural System**;

h. Integrate **sustainable** materials into park **infrastructure**, where feasible;

i. Seek opportunities to celebrate and/or acknowledge Indigenous placemaking, knowledges, and histories through public art and other commemorative opportunities. Consultation, partnerships and collaboration with Indigenous Communities will be encouraged in the planning, design and **development** of new or expanded parks and open spaces;

j. Incorporate natural or cultural heritage features, where available and appropriate, to be protected and enhanced; and,

k. Generally, be accessible and usable to all residents year-round.

3.5.1.8 Where parks and open spaces abut the Natural Heritage System, **development** proponents will work with the City, Region and appropriate Conservation Authority to determine the exact boundaries of parks and open spaces on a site-specific basis through an **Environmental Implementation Report** to ensure the protection of natural heritage features with sufficient **ecological buffers**.

3.5.1.9 Access to parks and open spaces, community facilities, and public buildings will be ensured by:

a. Creating and maintaining a connected network of **complete streets**, trails, parks and open spaces with unobstructed pedestrian clearways and curb cuts at corners on all City streets;

b. Locating parks and community facilities at the termination of primary streets and areas that can be seen from multiple directions to create community landmarks, enhance visual sightlines, and character;

c. Discouraging **development** that is rear-lotted onto parks and open spaces;

d. Designing commercial buildings or prominent buildings adjacent to parks and open spaces to activate and create a positive interaction with the space;

e. Requiring that plans for all new and altered publicly owned buildings, transit facilities and public works meet City and Provincial **accessibility** standards;

f. Over the planning horizon to 2051, existing City-owned buildings that are open to the public and open spaces will be retrofitted to make them accessible to users of all ages and abilities; and,

g. The owners of private buildings and spaces will be encouraged to make spaces accessible to users through public education and retrofit programs.

3.5.1.10 Recognizing that school sites are an integral community resource that serve not only as learning institutions but also as socio-cultural centres and a source of valuable community open space, the City will:

a. Cooperate with the school boards in determining the locations, acquisitions, **development**, and programming of sites by school boards;

b. Continue to arrange with the school boards for the shared use of buildings, sports fields, parks and parking facilities where feasible; and,

c. Collaborate and partner with school boards and schools to provide and conduct educational, stewardship and outreach programing for students and local community.

Acquisition of Public Parkland

Public parkland will be acquired through the development process to provide the means to support both active and passive recreational opportunities. The classifications of parkland are established based on form and function and reflect different scales and levels of **accessibility** as planned throughout the City. This hierarchy recognizes existing parkland that has been established in developed areas of the City, and those that are required to support new, developing communities. These service levels have regard for the capabilities of the City to assemble parkland with the tools available – principally the parkland dedication provisions of the *Planning Act*.

3.5.1.11 A system of public parks will be developed that provide a wide selection of leisure opportunities for residents of all ages, ability levels and socio-economic backgrounds by:

a. Utilizing the tools available to maximize the service level for public parkland as established in the Parks and Recreation Master Plan; and,

b. Ensuring that lands dedicated to the City for public parkland purposes are in a location and condition satisfactory to the City.

3.5.1.12 Vistas and access points are encouraged to provide strategic views and vistas onto dedicated public parkland to reinforce land use patterns and to enhance the visibility of such open space blocks.

3.5.1.13 The location and configuration of land to be conveyed will be free of encumbrances and utility easements unless the City is satisfied that they do not negatively impact or hinder the use and function of the public parkland.

3.5.1.14 The integration of private **amenity spaces** will be encouraged, and the City will require, through the Zoning By-law developers of multi-residential **development** to provide on-site private **amenity spaces** and **landscape** areas to supplement the public parkland system, promote **active transportation**, and facilitate connectivity between parkland and the **public realm**.

3.5.1.15 Where on-site parkland dedication is not feasible, an off-site parkland dedication that is accessible to the area where the **development** site is located may be substituted for an on-site dedication, provided that:

a. The off-site dedication is a good physical substitute for any on-site dedication;

b. The value of the off-site dedication is equal to the value of the on-site dedication that would otherwise be required; and,

c. Both the City and the applicant agree to the substitution.

3.5.1.16 Public parks will be provided through the following three mechanisms:

a. As a condition of **development** or **redevelopment**, the City will acquire land for parks or cash-in-lieu as directed by the *Planning Act* and the City's Parkland Dedication By-law or any successor By-law;

b. The City may choose to use, lease or secure recreational sites by agreement from other public agencies; and/or,

c. The City may choose to buy land for parks with cash-in-lieu of parkland reserve funds or through capital expenditures or through land bank / land exchange.

3.5.1.17 Council may consider City-owned properties, including those being considered for disposal, as a location to build a new park.

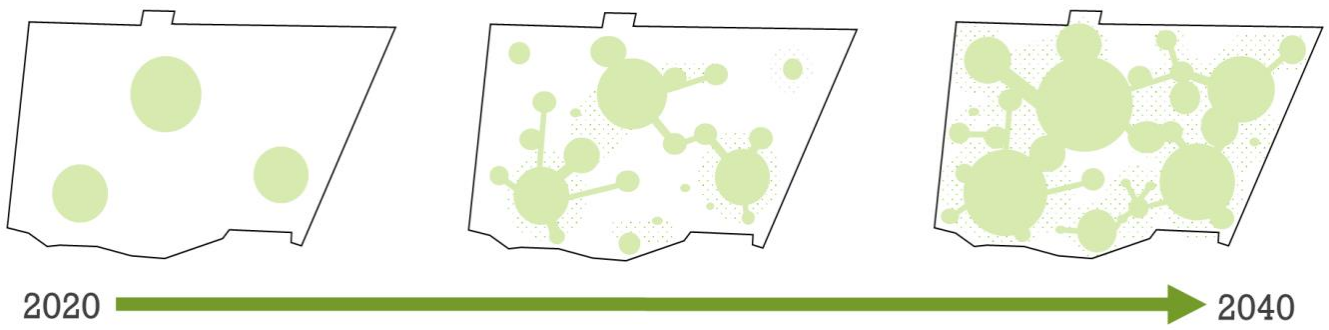
Realizing Brampton Eco Park

Brampton Eco Park will be a city-wide network of interconnected Eco Spaces. Eco Spaces are green and **sustainable** spaces within Brampton that allow people and the environment to live together and strengthen the coexistence of people and the environment.

Designating Brampton Eco Park as part of the City's parkland and open space system will ensure that green and natural spaces are fully embedded and embraced as part of our urban fabric and parkland hierarchy. By planning for and integrating Brampton Eco Park as a component of the City's broader land use planning framework, we will achieve a high standard of urban design across the City in accordance with the policies of this Plan.

Brampton Eco Park will be a large and growing municipal park and nature reserve existing across the city and interwoven within the city landscape. It consists of Eco Spaces, including but not limited to the Natural Heritage System, parks, green spaces, **green infrastructure** streetscapes, utility corridors, and yards that strive for the Eco Park principles. This is an ongoing process that will result in a city filled with connected Eco Spaces.

The policies of this section are intended to support the evolution of Brampton Eco Park over time based on the seven Eco Park guiding principles.



The evolution of Brampton Eco Park

3.5.1.18 Brampton Eco Park will evolve over time through the **development** of connected Eco Spaces and Eco Park Hubs that vary in function and size. Brampton Eco Park will primarily include the Natural Heritage System and parks and open spaces and will evolve to include streetscapes, **green infrastructure** , hydro corridors, and private lands.

3.5.1.19 Eco Spaces vary significantly in form and function and include highly naturalized and socialized **landscapes**. To be considered an Eco Space, three core criteria must be achieved:

a. Enhance and maintain **natural systems** and processes;

b. Integrate opportunities for meaningful social and environmental interactions and experiences; and,

c. Actively striving for the seven guiding Eco Park principles.

3.5.1.20 The following principles will be applied to guide the evolution, planning and **development** of all Eco Spaces:

a. The **ecological value** and **integrity** of all environmental site features and processes will be maintained and maximized. This principle applies to both natural features and processes on site as well as environmentally engineered structures;

b. Opportunities for passive, social, recreational, health, and cultural/community activities, programs and/or **services** through the utilization of natural and environmentally **sustainable** mechanisms will be, where possible, provided on site;

c. **Ecosystem services** and **ecological functions** will be highlighted and fully employed through thoughtful design mechanisms and appropriate **infrastructure** integration;

d. The design, construction, and maintenance of the site will minimize environmentally destructive impacts by integrating itself with living processes. This maintains, and can enhance **ecosystem** functions and processes, and ensure the **mitigation** of impacts to the environment, during all life stages;

e. Seamlessly integrate and connect with the local and wider community and **ecosystem** through an environmental, social, cultural, and physical lens;

f. Foster and adopt social, environmental, and technical innovations to implement on site; and,

g. Reflect the cultural and demographic identity and social needs of the local community in the design and programming of the Eco Park.

3.5.1.21 To following is required to support the evolution of Brampton Eco Park:

a. Develop a list of parks and Natural Heritage Systems to target for initial Eco Park establishment;

b. Identify Eco Park "Hubs" where Brampton Eco Park expansion will be focused and built upon;

c. Encourage opportunities for the Brampton Environmental Advisory Committee to be involved in the planning, design, and **development** of Brampton Eco Park;

d. Facilitate collaborations between local businesses, industry, knowledge leaders, and Indigenous Communities to help form the creation of Eco Spaces; and,

e. Where public service facilities and/or institutions are located adjacent to current or future Eco Spaces, the City will explore partnerships and integration opportunities to create beneficial partnerships with schools, hospitals, wellness centres, community centres, and **retirement homes**.

3.5.1.22 In co-operation with the appropriate utility agencies, hydro corridors can provide valuable opportunities for integrating Eco Park principles and connecting natural **landscapes**. Within hydro corridors, Eco Park design principles may include but not be limited to:

a. Applying Integrated Vegetation Management (IVM), a practiced approach involving selecting and combining vegetation treatments to target only specific plant species that pose a risk to safety or reliability to the utility, while minimizing impacts to the environment and the public;

b. Integrating trails into hydro and pipeline corridors in consultation with the respective utility agency;

c. Providing space for community gardens, dog parks, and passive activities; and,

d. Creating compatible habitats along and in hydro corridors, such as meadows and butterfly habitat, where applicable.

3.5.1.23 Opportunities for the integration and implementation of new **sustainable** technologies and nature-based solutions through Eco Spaces will be encouraged, including:

a. New and **sustainable** types of building materials;

b. Methods of design, construction, management, and green technology that minimizes impacts to the natural environment; and,

c. Innovative design principles that celebrate the processes the natural environment provides to the community.

Green Boulevards

A key component of supporting Brampton's natural heritage system is to create **greenway boulevards**, as shown conceptually as an overlay on **Schedule 7**. **Greenway Boulevards** aim to improve the city's natural beauty and image as a part of the urban fabric, while supporting climate resilience through increased tree canopy, supporting ecological features, and other **landscape** interventions identified in the **Sustainability** and Climate Change Building Block.

The policies of this section are intended to support the evolution of streets into **Greenway Boulevards** over time:

Greenway Boulevards provide north-south and east-west connections to expand natural features. They use streetscapes to build naturalized **corridors** within the built fabric, connecting Eco Spaces and supporting climate **adaptation**.

The **Brampton One Million Trees Program** is working towards increasing the tree canopy along streets. The **greenway boulevard** has a key role to play in supporting the Brampton One Million Trees Program target of planting one million trees by 2040.

3.5.1.24 The creation of **Greenway Boulevards** will be facilitated on the streets shown on **Schedule 7**. Streetscapes along **Greenway Boulevards** will achieve, where feasible the following:

a. Increase tree plantings along streets, helping to recognize the value and support of enhancing Brampton's **urban forest** to help remove air pollution and store carbon and meet the Environmental Master Plan metric of planting trees;

b. **Protect** existing trees and ensure the protection or planting of trees is implemented as a part of site **development**;

c. Promote connections to the **active transportation network** and provide streetscape plantings that connect natural areas, helping to support walkability and cycling by making areas more accessible, attractive, and comfortable;

d. Appropriate plantings in medians;

e. **Low Impact Development** options to manage runoff along roads and pavements;

f. Greater application of the **complete streets** design; and,

g. Urban parks and squares will be encouraged to connect to these **greenway boulevards**.

City Parks

City Parks serve the entire population of Brampton. They are intended to be focal points for the city, providing multifunctional flexible space and programming for large-scale gatherings, festivals, and to accommodate facilities for the entire community. Community facilities, including **active recreation** uses, may be located within City Parks.

City Parks serve our entire city. They are a destination for **active recreation** and are focal points for our entire community. The size of our City Parks will depend on the shape and constraints of surrounding properties, specific programs for the park, or to reflect historical land assembly practices.

City Parks may be specialized parks that provide specific purposes. As an example, Golden Gate Park has a conservatory, a tea garden, botanical garden/arboretum and a Shakespeare Garden.

3.5.1.25 City Parks, as shown on **Schedule 7**, will:

a. Serve as destinations and focal points for communities;

b. Have frontage on at least two public streets, preferably at the intersection of major streets, to act as a gateway feature to communities and the City;

c. Be connected to the **Active Transportation Network**, and be easily serviced by transit;

d. Be developed, **landscaped**, and maintained to provide space for active and passive recreational purposes;

e. Integrate green and blue **infrastructure** within City parks to reduce the **vulnerability** to climate change impacts and enhance the **resiliency** of our parks (e.g., shading trees, LIDs, cooling stations, permeable surfaces, **flood** protection, water fountains);

f. Contain public washroom facilities, bicycle parking and off-street parking, and other relevant amenities to support large public gatherings and sport tournaments, wherever possible;

g. Contain **infrastructure** to enable programming of the space such as urban agriculture, formal gardens, display greenhouses, animal farms, splash pads and skating rinks;

h. Include joint secondary and post-secondary school facilities that are integrated with open space and **recreation** uses; and,

i. Integrate natural features and **green infrastructure** to **protect** and enhance **natural systems** and their ecological **services** and benefits provided to the community.

3.5.1.26 Where secondary/post-secondary schools and/or community facilities are co-located in or next to City Parks, multi-storied buildings and underground facilities are encouraged to maximize the amount of land available for recreation, landscaping, and open space opportunities.

3.5.1.27 The size of City Parks will depend on the shape and constraints of the property, and the specific programs for the park.

Community Parks

Community Parks are located throughout the city to provide for a range of opportunities for outdoor active and passive reaction on a smaller scale comparable to City parks. **Recreation** centers, including active recreational uses, may be located within Community Parks.

Community Parks are generally located to serve 15,000 to 20,000 persons within a 3-kilometer radius. They are generally in the range of 10 to 12 hectares of unencumbered tableland.

Our Community Parks are intended to provide for a range of opportunities for outdoor active and **passive recreation** such as large playgrounds, shade structure, multi-purpose courts, splash pads, multiple sports fields and associated **flood** lighting, seating areas, walkways, lighting, open active area, landscaping, floral displays, and buffer areas.

3.5.1.28 Community Parks, as shown on **Schedule 7**, will:

a. Be planned as focal points for the community, generally located at the intersection of public streets. The street pattern will ensure significant frontage of the park on adjacent public streets to promote views;

b. Be in locations serviced by **frequent transit** service with direct access to the **Active Transportation Network** and public streets;

c. Integrate green and blue **infrastructure** within community parks to reduce the **vulnerability** to climate change impacts and enhance the **resiliency** of our parks (e.g., shading trees, LIDs, cooling stations, permeable surfaces, **flood** protection, water fountains); and,

d. Integrate natural features and **green infrastructure** to **protect** and enhance **natural systems** and their ecological **services** and benefits provided to the community.

3.5.1.29 Community parks may contain a **recreation** centre complex which may contain but is not limited to the following amenities, or combination of amenities: one or more arenas, one or more indoor soccer fields, indoor

courts, swimming pool, fitness facilities, snack bar, library and/or community space.

3.5.1.30 The size of a Community Park will depend on the shape and constraints of the property, the specific program for the park based on recreational needs and other criteria outlined in the Parks and Recreation Plan and more detailed evaluations undertaken in an Open Space Study.

3.5.1.31 Where practical, Community Parks will be located adjacent to elementary or secondary school sites to allow for the shared use of buildings, sports fields and, parking facilities.

Neighbourhood Parks

Neighbourhood Parks generally represent the smallest park type, servicing the needs of the immediate or local **neighbourhood**. The scale, size and appeal of **Neighbourhood Parks** provide opportunities for less organized and unstructured, passive leisure and social activities. They are also important places that support and enhance the connectivity of parkland and other open spaces.

Neighbourhood Parks serve 4,000 to 5,000 people within a 0.4 km radius or a 5-minute walk. They are generally in the range of 0.8 to 1.2 hectares. Our **Neighbourhood Parks** are intended to provide for opportunities and experiences for outdoor active and **passive recreation** such as playgrounds, shade structures, multi-purpose courts, seating areas, walkways, lighting, open active area, landscaping, floral displays, and buffer areas.

3.5.1.32 **Neighbourhood Parks**, as shown on **Schedule 7**, will:

a. Be preferably located at the intersection of two streets and when a **Neighbourhood Park** is associated with a school, the school block and school building should dominate the intersection of the two streets;

b. Be preferably located to ensure that residents do not have to cross busy streets to access the park;

c. Be planned and designed to be focal points for **neighbourhoods** generally with at least two street frontages and have residential **development** fronting or flanking onto the **Neighbourhood Park** where practical to create visually attractive edges;

d. Be designed and programmed for all age groups and abilities, and accessible to all residents, including the provision of seating;

e. Be designed such that they can provide 40 percent of the area of the park in tree canopy by the end of the tenth year after its opening, with priority given to shading seating areas;

f. Be provided within a shorter service radius if a major barrier results in an area that is not serviced, or impedes safe crossing, such as a highway, major or minor arterial road, natural features and other areas; and,

g. **Protect** natural features and integrate **green infrastructure** to **protect** and enhance **natural systems**, ecological **services** and linkages, and help to reduce the vulnerabilities to climate change and build local resilience.

3.5.1.33 In addition to the **Neighbourhood Park** policies described above, there may be other **Neighbourhood Parks** that would be identified during the Secondary-Level Planning process. They may not meet all of the criteria described in this section. This flexibility enables the City to monitor the characteristics of the **development** and ensure that all areas are serviced with recreational open space.

3.5.1.34 **Neighbourhood Park** blocks less than 0.5 hectares will only be permitted in special situations including **neighbourhood** inconvenience, absence of activity opportunities or where there is a distinct shortage of open space alternatives or requirement for meeting certain urban design or community building objectives. In these circumstances, the City may seek to provide alternative provision models provided that all other provision standards can be achieved.

Urban Parks

Urban Parks are specialized parks that are located within Brampton's **Centres**, **Boulevards**, and **Corridors**. Urban Parks are not identified on any schedule. Primarily defined at its edges by streets and/or civic buildings, Urban Parks are pedestrian-friendly spaces that accommodate socializing in dense urban areas. They are an important element of our urban fabric as significant population growth occurs through **intensification** of the **built-up area**, supplementing the **recreation** needs of our high-density **neighbourhoods**.

Urban Parks include both hard and soft **landscape** elements and are equipped with ample amenities that respond to the needs of the adjacent mixed-use community. These spaces are a desirable form of park because of their spaciousness, prominence and easy access. It is expected that Urban Parks will be acquired, owned, developed and maintained by the City, notwithstanding that there may be opportunities where private ownership options are appropriate.

3.5.1.35 The City will plan for a sufficient Urban Park system that is consistent with the planned **intensification** of the City's **Strategic Growth Areas** including **Centres**, **Boulevards**, and **Corridors**.

3.5.1.36 The City will identify Urban Parks as important focal points for the City's urban areas, specifically **Centres**, **Boulevards**, and **Corridors**. Through the planning and development application process and Secondary-Level Plans, the City will recognize future areas for **development** of Urban Parks. Urban Parks will satisfy the following design criteria:

a. Expected to be greater than 0.8 hectares in size;

b. Have frontage on at least one public street, where possible, and connections to the public sidewalk;

c. Be designed such that they can provide 40 percent of the area of the park in tree canopy by the end of the tenth year after its opening, with priority given to shading seating areas;

d. Be primarily soft surfaced and green but may include hard surface elements;

e. Include substantial programmable spaces such as performance venues, courts and small outdoor game areas, outdoor fitness equipment, fountains and other water features, flexible hardscaped areas depending on their size and location;

f. Be designed and programmed for all age groups and abilities, and accessible to all residents; and,

g. Include seating and a full furniture program (e.g., lighting, facilities for dogs, and facilities for various age groups, water features and public art) and playful elements for children.

3.5.1.37 Urban Squares are identified as a form of Urban Park that may provide multifunctional space and programming for social gatherings, festivals and civic functions. Urban Squares will satisfy the following design criteria:

a. Expected to be greater than 0.1 hectares in size, but generally less than 0.8 hectares;

b. Expected to serve the resident population and/or local businesses within approximately a ten-minute walk or 800 metres radius;

c. Be integrated with the broader **public realm** at a scale appropriate for the surrounding context;

d. Be designed and programmed for all age groups and abilities, and accessible to all residents;

e. Have significant street frontage and direct pedestrian connections to the public sidewalk;

f. Be designed such that they provide 40 percent of the area of the square in tree canopy by the end of the tenth year after its opening;

g. Be primarily hard surfaced but may include soft surface elements;

h. Support a variety of programming such as flexible hardscaped areas, gardens and lawns, fountains or other water features, concert facilities and stages, public buildings and washrooms, small outdoor game areas, seating areas and places to eat depending on their size and location; and,

i. Support temporary facilities such as retail kiosks and vendors, temporary markets, performance and exhibit spaces, and a range of other facilities.

3.5.1.38 Privately Owned Publicly Accessible Spaces (POPS) will be considered as an important form of Urban Park that will be provided by **development** partners as part of site design. POPS are spaces that contribute to the **public realm** but remain privately owned and maintained. POPS do not replace the need for new public parks and open spaces. POPS provided through **development** will:

a. Generally, be publicly accessible and may include temporary commercial uses which animate the POPS;

b. Be designed and programmed for users of a variety of ages and abilities to serve the local population;

c. Be sited in highly visible locations;

d. Be sited and designed to be seamlessly integrated and connected into the broader **public realm**; and,

e. Include new trees, seating, public art, landscaping and integration of stormwater capture, where appropriate.

3.5.1.39 As the City continues to identify Urban Parks in accordance with the requirements of the Parks and Recreation Master Plan and the policies of this Plan, the City will recognize the Urban Park as a permitted use within all **Centres**, **Boulevards**, and **Corridors** shown on **Schedule 2** to this Plan without the necessity of an amendment to Brampton Plan.

Linear Connector

The linear connector classification reflects lands that are oriented to off-road recreational trails and other connecting links between parkland or major community destinations. This classification reflects the City's goals of advancing **active transportation** as a key component our overall mobility system. Linear connectors form part of the broader **Active Transportation Network** set out in the Mobility and Connectivity Building Block.

3.5.1.40 In new and existing **Neighbourhoods**, linear connectors will enhance walking, and other **active transportation networks** and expand the **public realm** network. Wherever possible, the creation of a continuous linked open space system utilizing linear connectors. in addition to more traditional block-shaped parks. will be achieved by linking parks and public spaces in new subdivisions, establishing linkages through acquisition as opportunities arise, and pursuing the potential use of hydro corridors, abandoned or unused rights-of-way railway lines through agreements as opportunities emerge.

Cemeteries

Cemeteries shown on **Schedule 7** include both public and private cemeteries and identifies land intended for the internment of human remains, including crematoria, columbaria, and mausoleums, and other facilities **ancillary** or related to cemeteries.

3.5.1.41 Cemeteries are permitted within the areas shown as Cemeteries on **Schedule 7.**

3.5.1.42 New lands for cemeteries will be discouraged within the **Built-Up Area** for the purposes of enlarging existing cemeteries. Subject to licencing requirements and the criteria of this section, expansion of existing cemeteries may be permitted.

3.5.1.43 When considering applications for new cemeteries or the enlargement of existing cemeteries, the City will have regard for the following matters pursuant to the *Planning Act*, the *Funeral, Burial and Cremation Services Act*, the *Ontario Heritage Act*, and all other policies of this Plan:

a. The impact of traffic on surrounding properties and the Street Network;

b. The appropriate limitation of ingress and egress points;

c. The adequacy of off-street parking and internal traffic circulation;

d. The use of tree planting and landscaping, particularly encouraging the use of native species, to complement the plot plan, existing contours and the surrounding area;

e. The provision of screening, where deemed appropriate;

f. The soil and sub-soil conditions including drainage;

g. Natural heritage features, functions and linkages as well as environmental and **ecosystem** impacts;

h. Massing and the relationship of proposed buildings to each other and to adjacent roads and properties; and,

i. The financial ability of the proponent to be able to provide perpetual care and maintenance so that the City reduces the future possibility of having to assume an abandoned cemetery.

3.5.1.44 The City will continue to maintain abandoned cemeteries as required under the *Funeral, Burial and Cremation Services Act.*

Private Open Space

Existing locations of private open space are shown on **Schedule 7**. Private open space includes major outdoor private commercial **recreation** uses such as golf courses, driving ranges, swimming pools, sports courts, and other similar uses that are not publicly owned.

3.5.1.45 When new private open space facilities are developed, they will be shown as Private Open Space on **Schedule 7** and in applicable **Secondary Plans**. Existing private open space with an existing **Secondary Plan** designation other than commercial **recreation** may develop in accordance with that designation.

3.5.1.46 Permitted uses and structures will be appropriately designed and screened to minimum the potential impact on adjacent uses.

3.5.2 | Public Health and Well-being

Protecting public health and well-being is critical to the long-term prosperity and liveability of Brampton. Brampton Plan supports the **development** of liveable communities that foster health, inclusivity, and **sustainability**. The City's physical layout and design plays an important role in shaping health and well-being by enabling Brampton's diverse population to thrive and live their lives to the fullest.

Protecting and minimizing risk to health and safety will support and ensure the long-term viability of Brampton. Ensuring that **development** occurs in an orderly and safe manner will help **protect** Brampton residents from human-made hazards while reducing the incidence and fear of crime. The policies of this section reinforce the policies of Brampton Plan to support the **development** of healthy and **complete communities**. They also work to manage risk associated with heavy industry, railways **corridors**, and other sources of noise and vibration through the provision of adequate buffers, separation distances, and effective transition zones.

Healthy Communities

Through the policies of this Plan, Brampton will support the creation of safe, accessible, and **healthy communities** where people of all ages, backgrounds and capabilities can meet their needs throughout their lives by providing opportunities for emotional, physical, and socio-economic well-being. The **Healthy Communities** policies reinforce the broader policies of this Plan to integrate and make explicit the relationship between land use planning, **growth management**, and **healthy communities**.

3.5.2.1 Health assessments will be conducted in accordance with the Healthy Development Framework for municipally developed, owned and operated buildings, public squares and open space project applications.

3.5.2.2 The City will create a Health & Social Well Being Strategy that will integrate a climate change and equity lens into all municipal initiatives, plans and projects.

3.5.2.3 The City will support a high quality of life by encouraging initiatives that improve social and spatial equity, ensuring residents have access to health and social **services** and healthy food options, while promoting a high-quality **public realm** and compact built form.

3.5.2.4 In accordance with the Nurturing Strong and Connected Communities policies of this Plan, as well as the **City-wide Urban Design Guidelines**, the City will encourage the **development** of healthy, walkable, **15-minute neighbourhoods** that feature a range of **housing options**, supporting **services**, and amenities.

3.5.2.5 In accordance with the Mobility and Connectivity policies of this Plan, new **development**, **infill development**, and new public works will be designed to enhance the pedestrian and cyclist experience. The City will provide **infrastructure** such as sidewalks, bicycle lanes and pathways, to locate amenities within **neighbourhoods** so that they are accessible, and to achieve levels of **density** and connectivity that minimize travel distances between destinations.

3.5.2.6 In accordance with the **Sustainability** and Climate Change policies of this Plan, the City will encourage the establishment of **sustainable**, resilient, and **healthy communities** through implementation of the **Sustainable New Communities Program**, including **Sustainability** Metrics and **Sustainability Score Thresholds** and the **Sustainable** Community Development Guidelines, that supports the policies listed in this section.

Safety

Everyone in Brampton should feel safe and be safe in the city's public spaces. The physical environment can be designed and managed to reduce the incidence and fear of crime. Safety and **accessibility** are central concerns of gender-equitable planning. Incorporating these in the planning of built form, parks and streetscapes are important for women and children and for other target groups.

3.5.2.7 The City will adopt Crime Prevention Through Environmental Design (CPTED) principles and will review all planning and development applications from a CPTED perspective. The City will consider additional measures to enhance safety and security through such means as:

a. Provision of outdoor lighting in spaces intended for public use after dark that is sufficient to support the activities planned for that space;

b. An overall pattern of design that avoids creation of enclosed areas or areas such as narrow recesses between buildings that could be used to entrap persons passing through a space;

c. Preservation of unobstructed sight lines for persons passing through public spaces and opportunities for public spaces to be overlooked by people in adjacent buildings or other public spaces;

d. Provision of a mix of uses on main streets that promotes activity and social interaction at various times of the day and night and are served by transit routes;

e. Where there are overpasses and tunnels, provide alternative routes at grade, where possible; and,

f. Provision of pedestrian and cycling connections between **neighbourhoods** and across barriers will be designed for passive supervision and wayfinding, where possible.

3.5.2.8 Diversity and inclusion considerations, in accordance with the City's Workplace Diversity and Inclusion Strategy and Work Plan should be

used in the implementation of all **development** planning and evaluation of all municipal investments.

Land Use Compatibility

There are a number of potential hazards and incompatible land uses that may have potential adverse impact on public health and safety, and cause damage to properties. The City strives to take a proactive and precautionary approach to planning to avoid or reduce the chance of the occurrence of such nuisances or hazards.

Through the **Sustainability** and Climate Change Building Block, Brampton Plan provides important direction for protecting our community from **natural hazards** and building up our resilient capacity to deal with these hazards, where required. Proactive land use planning is key to prevent the occurrence of nuisances and adverse impacts from human hazards such as noise, vibration, and adverse impacts from sensitive uses.

What are sensitive land uses?

Sensitive land uses means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more **adverse effects** from contaminant discharges generated by a nearby **major facility**. **Sensitive land uses** may be a part of the natural or built environment. Examples may include, but are not limited to residences, day care centres, and educational and health facilities.

3.5.2.9 The City encourages applicants of **sensitive land uses** and **major facilities** to exchange relevant information, subject to appropriate measures to **protect** confidentiality, for the purpose of undertaking and completing all relevant required studies.

3.5.2.10 **Major facilities** and **sensitive land uses** will be planned and developed to avoid, or if avoidance is not possible, to minimize and mitigate any potential **adverse effects** from odour, noise, and other contaminants, minimize risk to public health and safety and to ensure the long-term operational and economic viability of **major facilities** in accordance with provincial guidelines, standards and procedures.

3.5.2.11 To ensure the long-term operational and economic viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment, the planning and **development** of any proposed adjacent **sensitive land uses** are only permitted if the following are demonstrated in accordance with provincial land use compatibility guidelines, standards, and procedures:

a. There is an identified need for the proposed use;

b. Alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;

c. **Adverse effects** to the proposed **sensitive land use** are minimized and mitigated; and,

d. Potential impacts to industrial, manufacturing, or other uses are minimized and mitigated.

3.5.2.12 Where permitted uses are in proximity to and potentially have adverse impacts on sensitive uses either within the same designation or an adjacent designation, amendments and minor variances to the Zoning By-law may consider building setbacks, or other measures, to maximize the separation distance from sensitive use(s). Site plan control will consider the siting of structures and/or outdoor operations to minimize potential adverse impacts to sensitive use(s).

3.5.2.13 To avoid **adverse effects** on sensitive uses and to **protect** the long-term economic viability of industrial uses and **major facilities**, the Province's Land Use Compatibility Guidelines will be applied to the **development** of **major facilities** and/or **sensitive land uses** in proximity of a **major facilities** as outlined in the guidelines.

3.5.2.14 **Sensitive land uses**, where permitted or proposed outside of and adjacent to or near to **Employment Areas** or within the influence area of **major facilities**, will be planned to ensure that when they meet the needs and alternative tests, as outlined in the Provincial Policy Statement, they are appropriately designed, buffered and/or separated as appropriate from **Employment Areas** and/or **major facilities** to:

a. Prevent or mitigate **adverse effects** from noise, vibration, and emissions, including dust and odour;

b. Minimize risk to public health and safety;

c. Prevent or mitigate **negative impacts** and minimize the risk of complaints;

d. Ensure compliance with environmental approvals, registrations, legislation, regulations and guidelines at the time of the approval being sought for the **sensitive land uses**, including residential uses; and,

e. Permit **Employment Areas** to be developed or expand for their intended purpose.

3.5.2.15 A complete application to introduce, develop or intensify **sensitive land uses**, including residential uses, in a location identified in the previous policy will be required to include a Compatibility/**Mitigation** Study, which will be addressed in the applicant's Planning Justification Report.

3.5.2.16 The Compatibility/**Mitigation** Study will:

a. Be peer reviewed by the City at the applicant's expense;

b. Identify and evaluate options, in accordance with the Provincial Policy Statement land use compatibility test, to achieve appropriate design, buffering and/or separation distances between the proposed **sensitive land uses**, including residential uses and nearby **Employment Areas** and/or **major facilities**;

c. Identify facilities, including propane storage and district facilities, where separation distance is required by law and/or regulation may include any portion of the applicant's property and describe the extent to which the application may affect facilities' compliance with such required separation distances; and,

d. In order to ensure the long-term economic viability of **major facilities** in accordance with provincial guidelines, standards and procedures.

Noise and Vibration

The City strives to minimize disturbances of normal activities within residential areas and other noise **sensitive land uses** due to noise generated from industrial and commercial uses, air, road, and rail traffic. Despite best efforts for noise abatement, sometimes it is necessary to inform the public that noise from air, road and rail sources could affect normal use and enjoyment of property.

Policies related to the Lester B. Pearson International Airport Operating Area are found in Chapter 4 of Brampton Plan.

3.5.2.17 New **development** will have regard for all current policies and guidelines of the Ministry of the Environment, Conservation and Parks, Ministry of Municipal Affairs and Housing, the Region of Peel, the City of Brampton and railway operators relating to noise or vibration.

3.5.2.18 Where the City of Brampton or any other agency has identified the need for a detailed assessment of potential noise impacts or railway vibration on a proposed **development**, the City will require the proponent to submit a noise or vibration impact analysis prepared by a qualified acoustic consultant for the approval of the City, the Region of Peel and the Ministry of the Environment as appropriate. These analyses will be based on assumptions of ultimate traffic conditions or other noise generators as specified by the City or as measured in the field by the consultant and will follow the current prediction methods prescribed by the Ministry of the Environment. If needed, the City will also consult the appropriate railway regarding the requirements for and approval of detailed assessments concerning rail noise and vibrations.

3.5.2.19 Noise impact assessment reports will contain a statement and assessment of sound levels, before and after proposed abatement devices are installed, for the existing and anticipated situation during daytime, evening and nighttime hours. Where unacceptable sound levels are predicted, the report will review the merits of various abatement measures such as distance set-back, buffer zones, orientation of outdoor **recreation** areas, berms, acoustic barriers, etc.

3.5.2.20 The **development** proponent will implement all the measures as recommended in the approved noise impact or railway vibration analysis and any additional related measures, which may be deemed appropriate. The **development** proponent may be required to contribute to a perpetual maintenance fund for the long-term maintenance of these attenuation features.

3.5.2.21 In the event that noise or vibration levels in excess of the relevant current guidelines and policies are predicted to exist within part of the study area despite the inclusion of the recommended noise and vibration control features, the City will require that the **development** proponent advise purchasers or tenants that noise or vibration may occasionally interfere with some activities of the dwelling occupants.

3.5.2.22 The City may discourage the use of reverse frontage lots with berms and acoustic fences when other preferred measures exist.

3.5.2.23 To the greatest extent practical, design and construction of industrial, utility and commercial **developments** will be undertaken in a manner so that the noise generated by it does not exceed the exclusion limit set by MECP or existing combined sound level resulting from industrial activity and road traffic at a point on any residential or other **sensitive land use** area except as provided for in the detailed guidelines of the Ontario Ministry of the Environment Publication NPC-300 or any successor guidelines.

3.5.2.24 In considering residential **development** proposed for a site, which is in proximity to existing stationary sources of noise, regard will be had for the effect of the noise and **development** will only be permitted if the attenuated sound levels would continue to be in compliance with the standards specified in the preceding policy.

3.5.2.25 Class 4 classification (NPC-300) is discouraged, which does not apply to federally-regulated uses and will only be considered after all other alternatives have been exhausted.

Rail Noise and Vibration

3.5.2.26 Noise sensitive areas will be considered as those areas of land lying within 300 metres of rail lines having a **development** component that includes outdoor **passive recreation** areas or a residential component such as dwellings, bedrooms, sleeping quarters, living rooms or reading rooms. Lands within 75 metres of railway rights-of-way will be considered as vibration sensitive.

3.5.2.27 Prior to the approval of development applications within noise and vibration sensitive areas, the proponent is required to engage the **services** of a qualified consultant to undertake an analysis of noise and vibration, and to recommend noise and vibration abatement features as prescribed in the preceding general policies and subject to direct input from, and consultation with the appropriate rail company.

3.5.2.28 New residential **development** will not be permitted within 300 metres of a rail yard.

3.5.2.29 All residential **development** or other **sensitive land uses** located between 300 metres and 1000 metres of a rail yard will be required to undertake noise studies, to the satisfaction of the City and the appropriate railway, to support its feasibility of **development** and, if feasible, the **development** proponent will undertake appropriate measures to mitigate any **adverse effects** from noise that were identified.

3.5.2.30 **Development** of noise **sensitive land uses** will only be permitted where satisfactory sound levels can be achieved in accordance with the Ontario Ministry of the Environment Publication NPC-300 Environmental Noise Guideline or any successor guidelines.

3.5.2.31 Proponents of **development** within any area which is likely to be adversely affected by excessive roadway noise levels will be required to complete a Noise Impact Analysis as prescribed in the preceding general policies.

3.5.2.32 In considering plans of subdivision, the **development** proponent may be required to submit a Noise Impact Analysis. The Noise Impact Analysis will be completed in two stages commencing with a preliminary feasibility study prior to draft plan approval and concluding with a detailed analysis prior to registration of the plan.

Stationary Noise

3.5.2.33 To the greatest extent practical, design and construction of industrial, utility and commercial **developments** will be undertaken in a manner so that the noise generated by it does not exceed the existing combined sound level resulting from industrial activity and road traffic at a point on any residential or other **sensitive land use** area except as provided for in the detailed guidelines of the Ontario Ministry of the Environment Publication NPC-300.

3.5.2.34 In considering residential **development** proposed for a site, which is in proximity to existing stationary sources of noise, regard will be had for the effect of the noise and **development** will only be permitted if the attenuated sound levels would continue to be in compliance with the standards specified in NPC-300.

Part 3.6 |
Jobs and Living Centres

Our Headline Targets

140,000 jobs will be created by 2051.

What Does it Mean?

In the 2051 planning horizon, Brampton will become a mosaic of vibrant **centres** with quality jobs, a rich range of activities, and integrated living, reflective of the City's cultural heritage and diverse population. Local residents and visitors to the city will have readily available retail, restaurants, **services**, leisure activities, and cultural options. Visitors to the city will benefit from the strong tourism sector and a welcoming resident-base.

Expanding lifestyle options will create places of different scales and evolving spaces to meet all kinds of needs within the existing as well as new areas of the city. Such places will be reflective of local and regional identities with **green infrastructure** and quality design that showcase Brampton's commitment to attractive, **sustainable** and climate-resilient living.

As Brampton's population continues to grow, new opportunities for attracting, developing, and retaining new jobs and talent will be critical to ensure Brampton is a place where people want to live and make a living. Through coordination of government, the business community, post-secondary education institutions, special interest groups and residents, Brampton will become a vibrant and prosperous place to live, work, learn, visit, and play.

The Jobs and Living Centres Building Block will be realized by planning for the following priorities:

Priority No. 1 – Economic Development

Priority No. 2 – Arts, Culture, and Tourism

Priority No. 3 – Cultural Heritage

How Are We Going to Achieve This?

3.6.1 | Economic Development

To ensure Brampton continues to be a significant competitor to other Canadian and global cities, the City is transforming its approach to economic development with investment in key sectors such as advanced manufacturing, green economies, health and life sciences, innovation, culture and tourism, technology, entrepreneurship and logistics. Brampton Plan establishes a robust planning strategy to meet the needs of the existing and future populations, recognizing emerging global economic trends, supporting the City's economic competitiveness, and providing **sustainable** employment opportunities for residents.

3.6.1.1 The City will support and update the Economic Development Master Plan in order to plan for a strong and healthy economy and anticipate changing economic trends. The Economic Development Master Plan will be used to diversify and strengthen the economy, to attract, retain, and develop talent, and to support sectors of the economy that are critical to the City's future competitiveness.

3.6.1.2 To help attract a diverse and skilled labour force, Brampton Plan:

a. Strives to foster a vibrant and **healthy community**, and high-quality of life, including a wide range and mix of **housing options**, recreation, civic **infrastructure**, and community facilities, employment, and parks; and,

b. Requires a high-standard of urban design in accordance with the Nurturing Strong and Connected Communities policies of this Plan.

3.6.1.3 In alignment with the goals, objectives and policies of this Plan, an activity rate of 40% will be monitored and reported through the **Growth Management** Program (Section 5.1) to support a robust jobs to population ratio in Brampton.

What is an Activity Rate?

The City's Activity Rate is calculated by dividing the population by the number of jobs in a particular year.

3.6.1.4 The City will continue to collaborate with and support economic development entities to grow in a manner that provides employment opportunities, supports a diverse economy, and contributes to Brampton's future prosperity.

3.6.1.5 The growth and expansion of tourism, creative and cultural, advanced manufacturing, green economies, health and life sciences, technology and logistics industries and clusters throughout the City are supported as important sectors of the economy.

3.6.1.6 The City will work with adjacent municipalities to support and enhance the **Agricultural System** and **agri-food network** through **food systems** planning, agri-food strategies and policy initiatives.

Innovation and Competitiveness

Innovation and entrepreneurship shape the future of a city and drive economic growth by spurring the creation and dissemination of new knowledge and technological breakthroughs. City governments play a crucial role in providing the local conditions in which entrepreneurship and innovation can thrive – fostering transformative job creation, technological development and productivity.

A city's competitiveness drives economic development and stimulates wealth and prosperity for residents by facilitating business and industry growth. Brampton must develop and implement policies, initiatives, and processes – particularly in the area of investment attraction, to help Brampton stand out in an increasingly challenging globalized environment.

Together with economic development initiatives to support overall economic competitiveness and growth objectives, the City will endeavour to reduce out-commuting and encourage more live/work opportunities associated with structural changes in an evolving economy.

3.6.1.7 The City will support access to employment and a broad range of economic opportunities for the City's diverse communities by:

a. Celebrating successful entrepreneurs, business organizations and social innovators;

b. Opening opportunities for local businesses, manufacturers, and entrepreneurs to provide goods and **services** to the City;

c. Partnering with other government and organizations to reduce barriers and promote **equitable** access to education, employment and economic opportunities for all equity-deserving groups, such as persons with disabilities, LGBTQ2S+, racialized groups, Indigenous Communities, and newcomers;

d. Providing incubation space for new start-up firms to establish themselves and grow;

e. Supporting employment and economic development that meets the City's diversity and inclusion;

f. Developing regulations and processes that are efficient and streamlined to enhance competitiveness for investors and entrepreneurs; and,

g. Supporting opportunity for local economic and community resilience through **development**, revitalization, and renewal.

3.6.1.8 The Brampton Innovation District is the focus of incubation, science, entrepreneurship, and local talent development in Brampton. The future Centre for Innovation (CFI) will become an anchor for the Brampton Innovation District located in the centre of historic Downtown Brampton. The Innovation District will:

a. Offer flexible office space to residents and the business community;

b. Be well connected to transit;

c. Provide opportunities for digital creation and programming, performance, and audio recording; assistive technologies, and culture days; and,

d. Function as a landmark for train passengers entering or departing the city from the Downtown Brampton GO station.

3.6.1.9 To ensure that **development** and Civic **Infrastructure** is designed to support a robust local economy, the City will:

a. Adapt the planning and regulatory environment, including amendments to this Plan, to support innovative business models and operations;

b. Provide pedestrian connections, amenities and facilities to support employees in non-residential areas in accordance with the Mobility and Connectivity policies of this Plan; and,

c. Support opportunity for local economic and community resilience through **development**, revitalization, and renewal.

3.6.1.10 Economic development will be integrated with the existing and planned **infrastructure** and **Mobility Framework** to achieve economies of scale and **sustainable** movement of people and goods.

3.6.1.11 The City will facilitate the growth of health and academic institutions as anchors for innovation, entrepreneurship, and creativity.

3.6.1.12 The City will collaborate with regional partners to advance Brampton's role as a major transportation, logistics, and employment hub within the

national and internal economies, including maximizing the economic benefit of Toronto Pearson International Airport.

Smart Cities

A Smart City is a community that uses digital innovation and technologies ethically, equitably, and transparently to enhance the quality and efficiency of municipal **services** for the benefit of residents, businesses, and visitors to the City. Adopting Smart City approaches is an important next step for the City to be well positioned to **protect** and guide this transformation and encourage digital innovation.

3.6.1.13 The Smart City approach will be used as a tool to solve existing community challenges and share important information with residents, businesses, and the City in real time. Smart City solutions can address a range of challenges from city connectedness and waste planning to traffic management and **sustainable** energy solutions. The City will identify opportunities for digital growth and innovation within internal and external city planning, processes, policies, and **services** including working to expand the Open Data framework to support real-time data for residents, businesses, stakeholders, and other levels of government.

3.6.1.14 The City will evaluate opportunities for collaboration with public and private partners to strengthen the Smart City transformation and share innovative ideas for digital growth and connectedness in Brampton.

Site Remediation

Rehabilitation and revitalisation of contaminated lands is important to help ensure a clean and healthy environment. As well, redeveloping brownfield sites makes efficient use of land, resources and existing **infrastructure** – contributing to **sustainable development** and economic development opportunities.

3.6.1.15 The remediation, **development**, **redevelopment** and adaptive reuse or **infill** of contaminated lands, brownfield and greyfield sites will be encouraged to support **intensification** in accordance with the Human-Made Hazards policies of this Plan.

3.6.2 | Arts, Culture and Tourism

Public Art

Public art adds significant value to the cultural, social, aesthetic, and economic vitality of the community. Art has the power to define a community and create a unique sense of place. It can enhance the unique fabric of a community by creating landmarks, reflecting on local culture as well as global influences and contributing to social and economic vibrancy.

Public art that fosters community pride by capturing local history, traditions, and culture, including Indigenous artwork in highly visible locations, both within the **public realm** or on private property, can contribute to a vibrant, and inclusive society by reflecting all cultures, ages, and gender diversity.

3.6.2.1 Public art is encouraged in all public and privately owned, but publicly accessible spaces.

3.6.2.2 Indigenous culture and heritage preservation and celebration will be integrated through public art initiatives in collaboration with and/or led by the City. All public art initiatives will be facilitated through engagement, consultation, and collaboration with Indigenous Communities.

3.6.2.3 Public art will be considered throughout the planning and design stages of City construction or renovation projects and other appropriate capital projects.

3.6.2.4 The installation of public art as part of public **infrastructure** projects and within municipally-owned public spaces will be encouraged, where appropriate.

3.6.2.5 Public-private partnerships will be pursued with businesses to establish public art in privately owned public spaces.

3.6.2.6 The City will strive to identify a percentage of the municipal capital construction budget to be dedicated to public art and cultural uses.

Tourism

Brampton is well positioned to capitalise on the strong pattern of growth, especially in the targeted employment spheres such as tourism. Developing Brampton as a tourism destination will expand and build upon the local economy while enhancing residents' appreciation of the city in which they live. Downtown Brampton will be the focus for tourism in the city. The emerging function and image of Downtown Brampton as a centre for tourism will be enhanced and promoted. The Bramalea City Centre Shopping District is recognized and celebrated as an important tourism destination.

Brampton is positioned favourably to benefit from the demand for the kinds of arts and cultural experiences, food tourism, special events and sport tourism experiences found in Brampton. As Brampton's tourism industry is in its early stages, strategic **development** towards ensuring a welcoming resident-base and positive visitor experience is required.

3.6.2.7 The City's Tourism Strategy will be implemented to support the continued growth and evolution of the tourism sector.

3.6.2.8 The City will continue to support related projects and improvements, such as the Riverwalk Project, to ensure Downtown Brampton flourishes as a tourism hub.

3.6.2.9 To support and affirm Brampton's position as a culinary destination, the City will explore investment opportunities for the **development** of a food hall near transit and ideally within a mixed-use facility as part of the City's long-term tourism strategy.

3.6.3 | Cultural Heritage

The history of Brampton stretches back more than 10,000 years. Beginning in the Colonial period Brampton evolved from a collection of small villages to the thriving city it is today. For most of this time, the City has been home to First Nations including, but not limited to, Huron-Wendat, Haudenosaunee, and the Mississaugas. Their unique relationship to the land continues to share the history and economy of Ontario today.

The City of Brampton recognizes the importance of the Duty to Consult identified in Section 35 of the *Constitution Act*, as well as the Calls to Action from the Truth and Reconciliation Commission, and the United Nations Declaration for the Rights of **Indigenous Peoples**.

In its early days, Brampton distinguished itself as one of the world's top flower producers. This earned Brampton the nickname "Flowertown of Canada". Brampton's rich cultural legacy also extends to its former role as the county seat of Peel County. As a foundation for planning the future of the city, **cultural heritage resources** and natural heritage resources both contribute to the identity, character, vitality, economic prosperity, quality of life and **sustainability** of the community. Cultural heritage is more than just buildings and monuments and includes a diversity of tangible and intangible resources such as structures, sites, natural environments, trees, scenic roadways, districts, streetscapes, **corridors**, artifacts and traditions that have historical, architectural, archaeological, cultural and contextual values, significance, or interest.

Brampton Plan contains comprehensive **cultural heritage resources** policies and takes a holistic approach toward cultural heritage planning and implementation.

The City's **cultural heritage landscapes**, includes natural, established and old growth vegetation which contribute to **sustainable ecosystem** values such as the capture and treatment of **stormwater**, reduced urban heat island, and improved air quality.

In addition to this Plan, the City also has Heritage Maps posted on the City's website. These maps are available online for review and consideration.

3.6.3.1 The City will ensure that all relevant Provincial legislation that references the **conservation** of **cultural heritage resources**, particularly the provisions of the Provincial Policy Statement, *Ontario Heritage Act*, the *Planning Act,* the *Environmental Assessment Act*, the *Municipal Act*, the *Funeral, Burials and Cremation Services Act*, and the Growth Plan for the Greater Golden Horseshoe and the Greenbelt Plan will be used in order to conserve cultural heritage.

3.6.3.2 The City will prepare a comprehensive Cultural Heritage Master Plan to provide a basis for the establishment of additional Brampton Plan policies, guidelines or initiatives for the **conservation** of **cultural heritage resources**.

3.6.3.3 The City will work with other levels of government as they develop and evaluate **infrastructure** expansion activities to conserve **cultural heritage resources**.

3.6.3.4 The City will promote retention, integration, and adaptive reuse of heritage resources through proactive designation of **significant** resources in accordance with the *Ontario Heritage Act* and the use of all available financial incentives.

3.6.3.5 Retention, integration, and adaptive reuse of heritage resources will be the overriding objectives in **cultural heritage resource** planning while insensitive alteration, removal and demolition will be avoided.

3.6.3.6 Cultural heritage **conservation** is a form of environmental **sustainability**, and the City encourages **conservation**, adaptive reuse, material salvage, and repurposing as contributing toward climate change **mitigation**.

3.6.3.7 **Conservation** of **cultural heritage resources** and the natural heritage system will be integrated, at the earliest possible stage, into the planning and development process.

3.6.3.8 Where **development** occurs on properties determined to have cultural heritage value or interest, whether listed or designated under the *Ontario Heritage Act*, **intensification** targets and minimum **density** requirements are encouraged to be met through context-sensitive **infill** that conserves cultural **heritage attributes** wherever possible.

3.6.3.9 When a City-owned property on the **Cultural Heritage Resource** Register is no longer required for its current use, the City will explore opportunities for the adaptive re-use of the property to achieve the housing objectives of this Plan.

3.6.3.10 Lands within the City of Brampton are within the Traditional and Treaty Territories of several First Nations. The City will ensure the notification and involvement of all such communities in the planning and development process.

3.6.3.11 The City will undertake consultation and collaboration with stakeholders, on a city-wide basis, to identify community benefits associated with cultural heritage **conservation**.

3.6.3.12 An integrated vision of local cultural **development** will be promoted that emphasizes connections across the full range of arts, heritage, cultural industries, libraries, archives and other cultural activity.

3.6.3.13 The City will identify and map additional **cultural heritage resources**, including but not limited to heritage character areas, such as scenic or historic roads, on Schedules or maps addressing road classifications and rights-of-way.

Built Heritage

Built heritage is typically the most common and most recognizable type of heritage resource. The City maintains an inventory, known as the Register of **Cultural Heritage Resources**.

3.6.3.14 The Brampton Heritage Board will serve as the municipal heritage committee pursuant with the *Ontario Heritage Act* to provide cultural heritage advice to Council.

3.6.3.15 Pursuant to Provincial regulation determining a property's cultural heritage value or interest, the City will use the following criteria:

a. The property has design value or physical value because it:

What is Built Heritage?

Built heritage resource is defined as a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous Community. **Built heritage resources** can be located on property that may be designated or listed under the *Ontario Heritage Act*, or that may be included on local, provincial, federal and/or international registers.

.i Is a rare, unique, representative, or early example of a style, type, expression, material or construction method;

.ii Displays a high degree of craftsmanship or artistic merit; or,

.iii Demonstrates a high degree of technical or scientific achievement.

b. The property has historical value or associative value because it:

.i Has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community;

.ii Yields, or has the potential to yield, information that contributes to an understanding of a community or culture; or,

.iii Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.

c. The property has contextual value because it:

.i Is important in defining, maintaining, or supporting the character of an area;

.ii Is physically, functionally, visually, or historically linked to its surroundings; or,

.iii Is a landmark.

Register of Cultural Heritage Resources

3.6.3.16 A **Cultural Heritage Resources** Register will be compiled and maintained that includes designated and listed properties considered to be of **significant** cultural heritage value or interest, **built heritage resources**, **cultural heritage landscapes**, **heritage conservation districts**, areas with cultural heritage character and heritage cemeteries.

3.6.3.17 The **Cultural Heritage Resources** Register will contain documentation including legal description and description of the **heritage attributes** for each designated and listed heritage resources to ensure effective protection.

3.6.3.18 The **Cultural Heritage Resources** Register will be updated regularly and made accessible to the public.

3.6.3.19 Inclusion on the register as a listed property serves multiple functions with regard to **conservation**. It is a signal that the City has an interest in the

What are Heritage Attributes?

The principal features or elements that contribute to a **protected heritage property**'s cultural heritage value or interest, and may include the property's built, constructed, or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (e.g., significant views or vistas to or from a **protected heritage property**).

conservation of the property, but it has not yet formally made the recognition through designation. In some cases, a property may be included that has not been formally evaluated under the regulations of the *Ontario Heritage Act*, but which has known attributes that warrant its consideration. In others, a property may have been evaluated but the City has not yet recognized it through designation of the property and creation of an associated by-law.

3.6.3.20 Listed properties are subject to restrictions on demolition and will require avoidance and/or mitigation of impacts to their heritage character and/or attributes.

3.6.3.21 A **protected heritage property** can be Designated under Parts IV, V or VI or Listed under Part IV of the *Ontario Heritage Act* and may be subject to a heritage **conservation** easement under Parts II or IV of the *Ontario Heritage Act*. The property may be identified by the Province and prescribed public bodies as provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties. It may also be property protected under federal legislation, and UNESCO World Heritage Sites.

Designation

3.6.3.22 All heritage resources considered to have cultural heritage value or interest will be designated as in accordance with the *Ontario Heritage Act* to help ensure effective protection and their continuing maintenance, **conservation** and restoration.

3.6.3.23 The City will, on a continuous basis, evaluate and determine Cultural Heritage Value or Interest for Listed properties on the Register with the intent of proactively designating those resources that are determined through evaluation to satisfy the criteria of Ontario Regulation 9/06.

What is cultural heritage value or interest?

Cultural heritage value or interest refers to the aesthetic, historic, scientific, cultural, social, or spiritual importance or significance of a resource for past, present, and/or future generations.

The significance of a **cultural heritage resource** is embodied in its **heritage attributes** and other character defining elements including but not limited to materials, forms, location, special configurations, uses, and cultural associations or meanings.

3.6.3.24 Priority will be given to designating all heritage cemeteries and Listed resources in the **Cultural Heritage Resources** Register under the *Funerals, Burial and Cremation Services Act* and *Ontario Heritage Act*. The City will give immediate consideration to the designation of any **cultural heritage resource** under the *Ontario Heritage Act* if that resource is threatened with demolition, significant alterations or other potentially adverse impacts.

3.6.3.25 Heritage resources will be protected and **conserved** in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada, the Appleton Charter for the Protection and Enhancement of the Built Environment, the Ontario Heritage Toolkit, applicable City Property Standards By-laws, other recognized heritage protocols and standards, and any recommendations within an approved Heritage Building Protection Plan or Heritage Conservation Plan.

3.6.3.26 Alteration, removal or demolition of **heritage attributes** on designated or listed heritage properties will be avoided. Any proposal involving such works on a designated property will require a heritage permit application to be submitted for the approval of the City. The City may require a Heritage Impact Assessment to be submitted in support of the Heritage Permit Application at its own discretion.

Alteration or to **"alter"** means to change in any manner and includes to restore, renovate, repair or disturb.

Site alteration means activities, such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of a site.

Heritage Studies and Reports

The City has created a series of Terms of Reference documents related to a variety of Heritage Reports and Studies that may form part of an application to alter a Listed or Designated property. The number of documents required may vary depending upon the scope of the proposed alteration.

3.6.3.27 As part of a development application or an application to alter a property, a number of documents may be requested in support of that application, to be completed in accordance with the City's applicable terms of reference. These documents include:

a. A Cultural Heritage Evaluation Report (CHER);

b. A Heritage Impact Assessment (HIA);

c. A Heritage Conservation Plan (HCP);

d. A Heritage Building Protection Plan (HBPP);

e. A Heritage Documentation & Salvage Plan (HDSP); and,

f. A Heritage Commemoration Plan (HCOMP);

3.6.3.28 A given Terms of Reference may be scoped by the City based on the specific circumstances and characteristics that apply to a heritage resource. Direct consultation with City Heritage Staff will be required to determine where scoped studies/reports may be appropriate.

Cultural Heritage Evaluation Report (CHER)

Cultural Heritage Evaluation is an evaluation process that identifies whether a property has cultural heritage value or interest, and what attributes of the property express those values.

3.6.3.29 A Cultural Heritage Evaluation is completed to obtain a proactive understanding of the heritage value and attributes of a property. It is intended to provide a baseline of understanding of the property to inform property owners and guide future decision making regarding alterations to the property.

3.6.3.30 The information within a Cultural Heritage Evaluation Report (CHER) is an essential consideration in the earliest design stages, prior to concept **development**, and within due diligence exercises undertaken by landowners. The conclusions in the CHER will assist in determining whether it is appropriate to proceed to an Impact Assessment

3.6.3.31 A Cultural Heritage Evaluation Report (CHER), as described in the City's Cultural Heritage Evaluation Report Terms of Reference, as amended from time to time, is to be prepared by a qualified heritage **conservation** professional.

Heritage Impact Assessment (HIA)

3.6.3.32 A Heritage Impact Assessment is a formal evaluation of heritage value and includes clear articulation of that value associated with the property. It identifies any proposed alterations that will take place and highlights potential impacts to the heritage values and attributes. The assessment also identifies and considers **mitigation** options for any impacts.

Adjacent means those lands adjoining a property of the heritage register or lands that are directly across from and near to a property on the heritage register and separated by land used as a private or public road, highway, street, lane, trail, right-of-way, walkway, green space, park and/or easement, or an intersection of any of these; whose location has the potential to have an impact on a property on the heritage register; or as otherwise defined in a Heritage Conservation District Plan adopted through a by-law.

3.6.3.33 The requirements for a Heritage Impact Assessment are described in the City's Heritage Impact Assessment Terms of Reference. A Heritage Impact Assessment must be prepared by qualified heritage **conservation** professional who is a professional member in good standing with the Canadian Association of Heritage Professionals (CAHP) and is required for the following circumstances:

a. Any property listed or designated in the municipal heritage register, pursuant to Section 27 (1.1) or (1.2) of the *Ontario Heritage Act* that is subject to land use planning applications;

b. Any property listed or designated in the municipal heritage register, pursuant to Section 27 (1.1) or (1.2) of the *Ontario Heritage Act* that is facing possible demolition; and,

c. Any property that is subject to land use planning applications and is adjacent to a property listed or designated in the municipal heritage register, pursuant to Section 27 (1.1) of the *Ontario Heritage Act*.

3.6.3.34 A Heritage Impact Assessment is comprised of two phases:

a. Cultural Heritage Evaluation is an evaluation process that identifies whether a property has cultural heritage value or interest, and what attributes of the property express those values; and,

b. Impact Assessment identifies the proposed alterations to the property, the impacts of the alterations to the heritage values and attributes and identifies proposed and recommended mitigation options.

3.6.3.35 As the first phase of a Heritage Impact Assessment, a Cultural Heritage Evaluation is completed to obtain a proactive understanding of the heritage value and attributes of a property. It is intended to provide a baseline of understanding of the property to inform property owners and guide future decision making regarding alterations to the property.

3.6.3.36 Within a Heritage Impact Assessment, in consideration of alternative interventions, options for on-site retention of properties of cultural heritage significance will be exhausted before resorting to relocation. The following alternatives will be given due consideration in order of priority:

a. Retention in-situ of existing resource with no major modifications undertaken;

b. Restoration in-situ of missing or deteriorated elements where physical or documentary evidence (e.g., photographs or drawings) exists for their design;

c. Retention in-situ of existing resource with sympathetic modification;

d. Retention in-situ of existing resource with sympathetically designed new structure in proximity;

e. Retention in-situ of existing resource no longer in use for its original purposes but adapted for a new use;

f. Relocation of the resource within the site or to an appropriate new site for continued use or adaptive re-use;

g. Retention of all or some of the resource as a heritage monument for viewing or public art purposes; and,

h. Resource removal and replacement with a sympathetically designed structure and appropriate commemorative features;

.i Where possible, salvage elements/members of the resource for incorporation into the new structure or for future **conservation** and/or commemoration work and/or displays; and,

.ii Undertake full recording and documentation of existing structure.

3.6.3.37 The above alternatives are arranged according to level or degree of intervention from minimum to maximum. They will be applied in rank order such that Option 1 must be shown to be non-viable, before Option 2 can be considered.

Heritage Conservation Plan (HCP)

3.6.3.38 The City may request a Heritage Conservation Plan as a condition of approval to address in detail the **conservation** treatments for the subject heritage property. The Conservation Plan is expected to build on the information provided in the Heritage Impact Assessment and must be completed prior to the issuance of a heritage permit and/or planning application approval.

What is a Heritage Conservation Plan?

A Heritage Conservation Plan is a detailed technical description of how the conservation strategy contained in an approved Heritage Impact Assessment will be implemented.

3.6.3.39 Where it is determined that a Heritage Conservation Plan should be prepared, it will be undertaken by a qualified professional with expertise in heritage **conservation**. The Heritage Conservation Plan will adhere to the City's Terms of Reference and will contain, but is not limited to:

a. Preliminary recommendations for adaptive reuse as applicable;

b. A description of the approved **conservation** strategy as contained in an approved Heritage Impact Assessment, including treatments and principles to be applied to the **cultural heritage resources** being **conserved**;

c. Identification of any proposed changes to previously approved strategies;

d. Detailed scope of work including an updated condition assessment, all necessary technical and engineering studies or reports, architectural and restoration plans and drawings, and a full written description of proposed interventions, accompanied by a detailed cost estimate;

e. Critical short-term maintenance required to stabilize the heritage and building fabric and prevent deterioration;

f. A strategy and schedule for the monitoring and protection of the heritage property, and adjacent heritage properties, during construction;

g. Schedule for **conservation** work, inspection, maintenance, and phases;

h. Appropriate **conservation** principles and practices, and qualifications of contractors and trades people that should be applied;

i. Cost estimates for the various components of the plan to be used to determine sufficient monetary amounts for letters of credits or other financial securities as may be required to secure all work included in the Conservation Plan;

j. Sign guidelines and plans, lighting plans and detailed **landscape** plans, as required by the City;

k. Recommendations for short or long-term maintenance and the qualifications for anyone responsible for **conservation** work; and,

l. Compliance with recognized Standards and Guidelines for the Conservation of Historic Places in Canada, the Appleton Charter for the Protection and Enhancement of the Built Environment and other recognized heritage protocols and standards.

3.6.3.40 The City will develop a Terms of Reference for a standalone Conservation Plan.

Heritage Building Protection Plan

A Heritage Building Protection Plan is required to ensure that reasonable and prudent security measures are evaluated and consistently applied to **protect** vacant heritage buildings. This type of plan is required to ensure that critical stabilization and repair measures, necessary to delay or halt deterioration of building envelope and heritage fabric, are executed in a timely manner – regardless of occupancy status.

3.6.3.41 The submission of a Heritage Building Protection Plan will be required as part of An application for alteration where lands subject to a planning application are occupied by buildings that exhibit cultural heritage value

or interest and are included in the Municipal Register pursuant to Section 27 (1.1) or (1.2) of the *Ontario Heritage Act*.

3.6.3.42 The Heritage Building Protection Plan will outline measures that the applicant is expected to implement to secure, **protect** and conserve the heritage resource. In addition to other measures, the City may require that a part of the financial securities for the planning application taken at the time of approval be reserved for the protection of heritage resources. The City's Heritage Building Protection Plan terms of Reference will be adhered to for the preparation of a Heritage Building Protection Plan. The Heritage Building Protection Plan will be reviewed and updated on a regular basis.

Heritage Documentation & Salvage Plan (HDSP)

A Heritage Documentation and Salvage Plan (DSP) is a document that can arise from the recommendations contained within a Heritage Impact Assessment. The purpose of the Plan is to record and document heritage resources that cannot be **conserved**, and to identify materials that should be considered for salvage and reuse.

It must be noted that the Documentation prior to demolition and removal is always understood to be a mitigation strategy of last resort. While it does provide a clear, detailed record of a property and the structure(s) that was once present, it does not allow for the public to see and interact with the resource in its context. That said, documentation, when combined with a meaningful and focused approach to salvage and reuse of architectural elements can bring benefits to other **conservation**/restoration projects. When combined with a thoughtful and accessible commemoration plan, the Heritage Documentation and Salvage Report can be a highly valuable vehicle for sharing information about historic construction materials and practices based on direct recording of a specific resource.

3.6.3.43 The submission of a Heritage Documentation and Salvage Plan will be required prior to the issuance of any demolition or building permits where a **built heritage resource** cannot be retained or relocated and is proposed to be demolished as per the associated Heritage Impact Assessment.

Heritage Commemoration Plan (HCOMP)

A Heritage Commemoration Plan (HCOMP) is a document that often arises from the recommendations contained within a Heritage Impact Assessment. The purpose of the Plan is to demonstrate and prescribe how the commemoration measures in the HIA will be completed.

Overall, commemoration can take many forms. Most often, it is addressed through the creation of a plaque that focuses on a particular resource or historical event. While there are a variety of plaque styles of varying sizes and complexity, they are all

essentially static displays with text and photos. Increasingly, municipalities are turning to other forms of commemoration including public art installations such as statues, building murals, **landscape** features and park scale reproductions. Brampton encourages consideration of a variety of commemorative options as a key element in helping to share a broad understanding of how heritage connects past, present and future communities.

3.6.3.44 A Heritage Commemoration Plan will be required to be submitted where the associated Heritage Impact Assessment or Heritage Conservation Plan recommends commemoration be undertaken.

Mitigation

3.6.3.45 Every endeavour will be made to facilitate the maintenance and **conservation** of designated heritage properties including making available grants, loans and other incentives as provided for under the *Ontario Heritage Act*, the Heritage Property Tax Relief Program under the *Municipal Act* and municipal sources.

3.6.3.46 In addressing impacts and **mitigation** strategies for heritage properties, the proponent must demonstrate that all **mitigation** options have been thoroughly considered, in accordance with the policies in this Plan.

3.6.3.47 In the event that relocation, dismantling and salvage, or demolition is the only available option, thorough documentation and other mitigation measures will be undertaken. This will include the preparation of a Heritage Documentation Report and/or a Heritage Salvage Report.

3.6.3.48 The City will develop Terms of Reference for a standalone Heritage Documentation Report.

3.6.3.49 The City will modify its property standards and by-laws as appropriate to meet the needs of conserving **Built Heritage resources**.

3.6.3.50 The City's Guidelines for Securing Vacant and Derelict Heritage Buildings will be complied with to ensure proper protection of these buildings, and the stability and **integrity** of their **heritage attributes** and character defining elements. Adoption of the Guidelines may be stipulated as a condition for approval of planning applications and draft plans if warranted.

3.6.3.51 City Council may delegate to staff the power to approve certain classes of alterations of designated properties to facilitate timely processing of such applications.

Cultural Heritage Landscapes and Views

A **cultural heritage landscape** is a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous Community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association.

Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the *Ontario Heritage Act* or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms.

3.6.3.52 The City will identify and maintain an inventory of **cultural heritage landscapes** as part of the City's Cultural Heritage Register to ensure **conservation** as the other types of **cultural heritage resources**.

3.6.3.53 **Significant cultural heritage landscapes** will be designated under either Part IV or Part V of the *Ontario Heritage Act* or established as Areas of Cultural Heritage Character.

3.6.3.54 Owing to the spatial characteristics of some **cultural heritage landscapes** that may span across several geographical and political jurisdictions, the City will cooperate with neighbouring municipalities, other levels of government, conservation authorities, Indigenous Communities, and the private sector in managing and conserving these resources.

3.6.3.55 The City will endeavour to identify and **protect** significant views of and views from **built heritage resources, heritage conservation districts**, and **cultural heritage landscapes**, such as preventing visible intrusions and obstructions above and behind the **cultural heritage resource's** silhouette. The identified views from the **public realm**, to and beyond these properties, will be protected.

3.6.3.56 A Heritage Impact Assessment may be required where a development application may have an impact on an identified view.

Heritage Conservation District

A **Heritage Conservation District** is a geographically defined area within a municipality that is noted for its distinct heritage character. Through the adoption of a district plan, guidelines and policies, the City can guide future change.

3.6.3.57 The Village of Churchville is a designated **Heritage Conservation District** and is guided by its district plan as amended, the Cultural Heritage

Policies of this Plan and applicable Provincial, Regional and conservation authority policies.

3.6.3.58 The City will study and designate areas of heritage character pursuant to Part V of the *Ontario Heritage Act*.

3.6.3.59 Prior to designating an area as a **Heritage Conservation District**, the City will undertake a study to assess the feasibility of establishing a **Heritage Conservation District**.

a. During the study period, alteration works on the properties within the **Heritage Conservation District** study area including erection, demolition or removal may be prohibited.

b. Properties already designated under Part IV of the *Ontario Heritage Act* may be included as part of the **Heritage Conservation District**.

3.6.3.60 A Heritage Conservation District Plan will be prepared for each designated district in accordance with the *Ontario Heritage Act*. The Provincial Policy Statement, the Standards and Guidelines for Conservation of Provincial Heritage Properties, guidelines and procedures for managing change in the **Heritage Conservation District** will be used. A list of minor alterations not requiring a heritage permit are identified in the applicable Heritage Conservation District Plan.

3.6.3.61 The Brampton Heritage Board will contain at least one resident from within each **Heritage Conservation District**.

3.6.3.62 The Brampton Heritage Board will adjudicate on matters related to each **Heritage Conservation District** and will be circulated all proposed public works for within and adjacent to the **Heritage Conservation District**. They will review, comment and advise Council on heritage permit applications and planning applications (including minor variances and consents). Minimum standards for the maintenance of the **heritage attributes** of property situated in a **Heritage Conservation District** will be established and enforced.

3.6.3.63 Any private and public works proposed within or adjacent to a **Heritage Conservation District** will respect and complement the identified **heritage attributes**. Public works and by-laws passed within the **Heritage Conservation District** will respect the objectives set out in the applicable Heritage Conservation District Plan. The Heritage District Plan will prevail.

3.6.3.64 A heritage permit is required for all alterations within **Heritage Conservation District**. The exceptions are interior works and minor changes that are specified in the applicable Heritage Conservation District Plan.

3.6.3.65 The heritage permit application will include a Heritage Impact Assessment and provide additional information as specified by the City. In reviewing permit applications, the City will be guided by the applicable Heritage Conservation District Plan.

3.6.3.66 Council may delegate to City staff the power to grant permits for certain types of alterations, as listed in the applicable Heritage Conservation District Plan to be made to properties in a designated **Heritage Conservation District**.

3.6.3.67 A Heritage Impact Assessment may be required for **development** proposals adjacent to a **Heritage Conservation District**.

Areas with Cultural Heritage Character

There are areas and **landscapes** of cultural heritage value, that although may not be appropriate for designation under the *Ontario Heritage Act*, merit special **conservation** efforts. A Character Area is defined by its attributes and distinct identity in terms of function and built-form including heritage resources and spatial characteristics. It most closely approximates the feeling of a community or **neighbourhood** and is understood as mixed use areas with localized characteristics. The following policies encourage **conservation** Areas with Cultural Heritage Character.

What is a Character Areas?

A Character Area is a heritage-based idea but addresses a broader understanding of the integrated nature and unique history of different **neighbourhoods**. Examples include various **neighbourhoods** in Downtown Brampton, Huttonville, Bramalea, Wildfield and Marysfield, among others.

3.6.3.68 Areas and **landscapes** of special cultural heritage value that may not be appropriate for designation under the *Ontario Heritage Act* may merit special **conservation** efforts including natural heritage areas.

3.6.3.69 Areas with Cultural Heritage Character will be established through various means, including **Secondary Plans**, **Precinct Plans** or Zoning By-laws. Land use and **City-Wide Urban Design Guidelines** will be prepared. **Cultural Heritage Character Area** Impact Assessment will be required for any **development**, **redevelopment** and alteration works proposed within the area.

3.6.3.70 The City will include the review and identification of heritage character areas as part of updates to the Municipal Register of **Cultural Heritage Resources**.

Heritage Cemeteries

Cemeteries are by their nature especially sensitive and important heritage resources. Many of them possess historical, spiritual, architectural and aesthetic values. They are an important part of the City's history, accommodating the bodily remains of Brampton's earliest settlers and some very prominent citizens. They are also reminders of once thriving hamlets and villages such as Tullamore and Whaley's Corner. Rare and important trees and plant species are often found in cemeteries and so they create important natural spaces and provide open space for nearby residents. Heritage cemeteries are shown on **Schedule 7**.

What is heritage significance?

Heritage significance refers to the aesthetic, historic, scientific, cultural, social or spiritual importance or significance of a resource for past, present or future generations. The significance of a **cultural heritage resource** is embodied in its **heritage attributes** and other character defining elements including but not limited to materials, forms, location, spatial configurations, uses and cultural associations or meanings.

3.6.3.71 All cemeteries of cultural heritage significance will be designated under Part IV or V of the Ontario *Heritage Act*, including vegetation and **landscape** of historic, aesthetic, and contextual values to ensure effective protection and preservation.

3.6.3.72 The City will restore and maintain all City-owned heritage cemeteries and encourage owners of private heritage cemeteries to improve their properties.

3.6.3.73 Standards and design guidelines for heritage cemetery **conservation** will be developed including the design of appropriate fencing, signage, and commemoration.

3.6.3.74 Impacts and encroachments will be assessed and mitigated, and the relocation of human remains will be avoided. This will be done in consultation with the Burial Authority of Ontario, the Cemeteries Branch of the Ministry of Government and Consumer Services, and following the requirements of the *Funeral, Burials, and Cremation Services Act*.

3.6.3.75 Archaeological and Heritage Impact Assessments, prepared by qualified heritage **conservation** professionals, will be required for land use planning activities and **development** proposals on lands adjacent to cemeteries. **Mitigation** measures such as "no disturbance" buffer zones, fencing and/or, temporary protection measures during construction and other activities may be required.

Archaeological Resources

Archaeological sites apply to any property that contains an artifact or any other physical evidence of past human use that is of cultural heritage value or interest. These physical remains, or **archaeological resources**, are usually hidden from view and may occur on or below the surface of the land and under water.

Archaeological resources include artifacts, archaeological sites, and marine archaeological sites, as defined under the *Ontario Heritage Act*. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the *Ontario Heritage Act*. Areas with the likelihood to contain **archaeological resources** are known as **Areas of Archaeological Potential**.

The City wishes to see improved relations with Indigenous Communities and is committed to having open, clear and meaningful engagement regarding **archaeological resources**. Archaeology and Cultural Heritage are critical areas where the goals of Truth and Reconciliation, as identified through the findings of the Truth and Reconciliation Commission, can be advanced.

3.6.3.76 The City will work with all interested First Nations and Indigenous Communities to develop working protocols and processes to advance the goals of Truth and Reconciliation.

3.6.3.77 The City will report found **archaeological resources** to and cooperate with the Province, to designate Archaeological Sites in accordance with the *Ontario Heritage Act* and will keep confidential the existence and location of archaeological sites to **protect** against vandalism, disturbance, and the inappropriate removal of resources.

3.6.3.78 Consistent with Provincial guidelines, the City will require preservation of an **archaeological resource** in-situ as the preferred mitigation option.

3.6.3.79 The City will adhere to the provisions of the *Funeral, Burial and Cremation Services Act* as it pertains to **archaeological resources**.

3.6.3.80 An Archaeological Management Plan (AMP) identifies **areas of archaeological potential** and establishes policies and measures to **protect** them. Every endeavour will be made to leave archaeological sites undisturbed. **Development** of the AMP will include engagement with Indigenous Communities.

3.6.3.81 An archaeological assessment, prepared by a licenced archaeologist and consistent with Provincial technical standards and guidelines, will be required for all proposed **development** or alteration work where **archaeological resources** are known to be present and/or on properties identified as having potential. The archaeological assessment will be provided by the **development** proponent and submitted to the City and to the Province for approval. An Archaeological Assessment can only be deemed complete upon receipt of the Letter of Acceptance for the relevant Archaeological Report from the Provincial Ministry of Heritage, Sport, Tourism, and Culture Industries.

3.6.3.82 During the preparation of an Archaeological Assessment for a City owned project, the City will engage with Indigenous Communities, commencing at Stage 1 of the assessment and continuing throughout the assessment process under the Standards and Guidelines for Consultant Archaeologists.

3.6.3.83 The City strongly encourages that where **development** or alteration is proposed on private land, engagement will be conducted with Indigenous Communities commencing at Stage 1 and continuing throughout the assessment process of the assessment process.

3.6.3.84 The City recognizes that there may be marine archaeological remains from the pre-contact period through to the modern era up to the last 50 years. The remains may currently be, or at one time, submerged under water.

3.6.3.85 **Archaeological resources** identified in the archaeological assessment will be documented, protected, salvaged, **conserved**, and integrated into new **development** if appropriate.

3.6.3.86 A contingency plan will be prepared for emergency situations to **protect archaeological resources** on accidental discoveries or under imminent threats.

City-Owned Cultural Heritage Resources

3.6.3.87 The City will designate all city-owned **cultural heritage resources** under the *Ontario Heritage Act* and will prepare a Heritage Conservation Plan for both their future maintenance and as a model for high standard of **conservation**.

3.6.3.88 When a City-owned property on the Heritage Register is no longer required for its current use, the City will demonstrate excellence in the **conservation**, maintenance and compatible adaptive reuse of the property.

3.6.3.89 When a City-owned property on the Heritage Register is sold, leased or transferred to another owner, the property will be designated under the *Ontario Heritage Act.* The owner or lessee will enter into a **Heritage Easement Agreement**, which will be secured and monitored, and public access to these resources will be maintained to ensure their continuous care.

3.6.3.90 The City of Brampton **Accessibility** Technical Standards will be applied to public heritage facilities and assessed to determine the least disruptive means of retrofits to improve **accessibility** for persons with disabilities.

Public Works

3.6.3.91 Proposed **development** and alterations undertaken by another level of government or the City, on or adjacent to, a property on the City's Register

of **Cultural Heritage Resources** or a property with an identified **archaeological resource** will ensure that the **integrity** of the heritage property's cultural heritage value and attributes will be retained, prior to work commencing on the property and to the satisfaction of the City. This will require a Heritage Impact Assessment, which will describe and assess the potential impacts and mitigation strategies for the proposed works.

Public Awareness

3.6.3.92 In order to enhance opportunities for conserving cultural heritage and promoting its appreciation and enjoyment, the City will:

a. Prohibit **redevelopment** and require commemoration at the location of a heritage resource Listed or Designated on the City's Register of **Cultural Heritage Resources** that is destroyed or removed without required approvals;

b. Initiate, support and/or participate in financial incentives, and commemorative and educational programs for the purposes of cultural heritage **conservation**;

c. Encourage the active participation of residents in cultural heritage **conservation** activities;

d. Name natural heritage features, public places and facilities to recognize persons, groups, themes, activities, **landscapes** or landmarks of interest in the municipality. Streets are to be named in accordance with the City's corporate street naming guidelines.

e. Seek input from Indigenous Communities to name municipal assets, public spaces and buildings, and streets to support reconciliation and decolonization; and,

f. Commemorate and interpret lost **cultural heritage resources**.

Implementation

Conservation of **cultural heritage resources** will form an integral part of the City's planning and decision-making processes. The City will use the power and tools provided by the enabling legislation, policies, and programs, particularly the Provincial Policy Statement, the *Ontario Heritage Act,* the *Planning Act*, the *Environmental Assessment Act,* and the *Municipal Act* in implementing and enforcing the policies of the previous section.

3.6.3.93 The City will enact a **cultural heritage resources** by-law to detail requirements and procedures for cultural heritage **conservation**.

3.6.3.94 The City may request any of the following as part of the planning and development process:

a. Preparation of a Cultural Heritage Evaluation Report as part of the Pre-Consultation Process;

b. Preparation of cultural heritage studies such as heritage impact assessments, cultural heritage assessment reports (screening reports), heritage conservation plans, heritage protection plans, heritage documentation reports or archeological assessments as part of a complete application requirement;

c. Peer review of the studies mentioned in this section at the owner or applicant's expense;

d. Heritage easements, and **development** agreements, as appropriate, for the preservation of heritage resources and **landscapes**;

e. Landowner cost share agreement as may be required to spread the cost of heritage preservation over a **Secondary Plan** or **Precinct Plan** area on the basis that such preservation constitutes a community benefit to be enjoyed by area residents;

f. Financial securities as part of the conditions of site plan or other development approvals to ensure the retention and protection of heritage properties during and after the development process;

g. City participation in the **development** of **significant** heritage resources through acquisition, assembly, resale, joint ventures or other forms of involvement that will result in the sensitive **conservation**, restoration or rehabilitation of those resources;

h. Expropriation of a **cultural heritage resource** property, in accordance with the *Expropriations Act*, for the purpose of **conservation** where other protection options are not adequate or available;

i. Consultation with relevant public agencies regarding existing and potential heritage and **archaeological resources**, **Heritage Conservation District** Studies and Plans at the early planning stage to ensure that the objectives of heritage **conservation** are given consideration in the public work project concerned;

j. Require public authorities to carry out capital and maintenance works and **development** activities involving or adjacent to designated and other heritage resources and **Heritage Conservation Districts**;

k. A sign permit and heritage permit application to minimize impacts to **significant heritage attributes** of **cultural heritage resources**; and,

l. Lost historical sites and resources will be commemorated with an appropriate form of interpretation.

3.6.3.95 The City will implement, through **development** of new **Secondary Plans** and amendment to existing **Secondary Plans**, strategies, and approaches to guide the overall heritage **conservation** approach for each **secondary plan** area.

Chapter 4

Site and Area Specific Policies

Throughout the city, there are sites and areas that have unique conditions that require site-specific policies to address a special context that differs from the general planning directions outlined through this Plan. These areas are indicated as 'Special Policy Areas' on **Schedule 1B** and **Schedule 12**, where site-specific policies take precedence over other Brampton Plan policies.

There are also Corridor Protection Areas for which the determination of the location and precise characteristics of a major transportation **corridor** or of the associated and connecting arterial road network is dependent on the completion of additional transportation studies. In these instances, the site-specific policies provide guidance on land use planning and timing of **development** approvals. These areas are shown as Corridor Protection Areas on **Schedule 12** and the site-specific policies for these areas will take precedent over other Brampton Plan policies.

Area Specific Policies

Lester B. Pearson International Airport Operating Area

The Lester B. Pearson International Airport is an integral part of the economic and **transportation system** for Brampton, the economic region, and the country – providing international and national connections, generating employment and **services** that support the economic growth of the City. Consideration for **compatible development** with the Airport operations and function must be balanced with key protections that ensure the long-term economic vitality of this area.

a) The City will collaborate with the Greater Toronto Airports Authority to **protect** the long-term operational role of the Toronto Pearson International Airport, ensuring the **compatible development** with airport operations and the needs of residents by discouraging land uses that may cause a potential aviation safety hazard and focus on the improvement and enhancement of the facilities, access to and capacity of Toronto Pearson International Airport, taking into account the concerns of existing and future residents, industries, businesses and employees of the city.

b) **Development**, infilling and **redevelopment** for certain noise sensitive residential and community service land uses (including accessory to a permitted use), such as day care centers, nursing homes, schools, and hospitals will not be permitted within the Lester B. Pearson International Airport (LBPIA) Operating Area, as identified on **Schedule 12**, and in accordance with the Aircraft Nose Policies of this section.

i) Notwithstanding Policy b) above, a private school will be permitted on the property located at 21 Coventry Road.

ii) Notwithstanding Policy b) above, the existing **sensitive land uses** located at 25 Corporation Drive, 8525 Torbram Road, 9893 Torbram Road and 2021 Williams Parkway are acknowledged as permitted uses and will be permitted to expand on the existing site without the need for an amendment to this Plan provided that airport noise issues are addressed in accordance with Provincial government guidelines and to the satisfaction of the City prior to final approval.

Aircraft Noise Policies

c) The Noise Exposure Forecast, the Noise Exposure Projection systems and the LBPIA Operating Area, Composite Noise Contour map and Airport Zoning Regulations will be used as a basis for land use planning and **development** control.

d) Noise **sensitive land uses** will only be permitted in areas where the existing or projected N.E.F./N.E.P. level is 30 or less. All other land uses will comply with the provisions of the N.E.F. Land Use Compatibility Table, which may be revised from time to time, and which is extracted from the former Provincial publication entitled Land Use Policy Near Airports.

e) Prior to the approval of any **development** application within lands exposed to levels of between 25 and 30 N.E.F., a Noise Impact Analysis will be required from the **development** proponent and will be approved to the satisfaction of the City.

f) For **development** applications in and outside the LBPIA Operating Area affected by an N.E.F./N.E.P. of 25 or greater for residences, day care centers, public and private schools, places of worship, hospitals or nursing homes and if otherwise permitted by this Plan; an N.E.F./N.E.P. of 30 or greater for hotels, motels, service commercial or office uses; and an N.E.F./N.E.P. of 35 or greater for industrial or warehousing uses, a noise impact study will be undertaken by a qualified acoustic consultant in accordance with Provincial government guidelines and to the satisfaction of the City prior to **development** approval to determine the appropriate acoustical design criteria.

g) For the purposes of this Section, **redevelopment** means an application for approval under the *Planning Act* for:

i) The creation of one or more lots;

ii) The creation of one or more dwelling units;

iii) A change in land use; or,

iv) The construction of buildings or structures; and where the subject lands have or previously had one or more buildings erected thereon.

h) For the purposes of this Section, **infill** means an application for approval under the *Planning Act* for:

i) The creation of one or more lots; the creation of one or more dwelling units;

ii) A change in land use; or,

iii) The construction of buildings or structures; and where the subject lands comprise less than 2 hectares and the lands have no buildings erected thereon and are located in an area having existing uses of the same or similar character as the use proposed.

i) Places of worship that include a **sensitive land use**, as defined by Provincial policies (such as residences and day care centres), will not be permitted in areas where they are likely to experience an adverse effect from contaminant discharges generated by a major facility, or within the LBPIA Operating Area.

Established Rural Estate Residential Area

In Brampton, there are established rural estate residential areas that have defining characteristics that distinguish them from other **Neighbourhoods** in the City. The key defining characteristics of the established estate residential areas is the low intensity, low **density** form of residential **development** on spacious lots that do not require full municipal **services**. These areas also include a number of private and **public realm** elements, such as streets that are lined with ditches on both sides, no curbs or sidewalks, a mature tree canopy and open space in front yards and between dwellings that collectively contribute to the rural-like setting of these areas. The **conservation** of these areas of the City forms an important part of the **City Structure** and contributes to the City's sense of place and identity.

Notwithstanding the **Neighbourhood** policies outlined in Chapter 2 of this Plan, the following policies apply to the established rural estate residential areas as delineated on **Schedule 12**.

a) The established rural estate residential areas will permit only single detached dwellings, **supportive housing**, and public open space uses.

b) The minimum lot size and the minimum lot width in the designated established rural estate residential areas are:

i) 0.8 hectares (2.0 acres) in size and 45 metres (148 feet) in width for the Toronto Gore and for the area located at the south-west corner of The Gore Road and Castlemore Road;

ii) 0.4 hectares (1.0 acre) in size and 30 metres (98 feet) in width for the lots located on Marysfield Drive and St. Patrick's Road; and,

iii) 1.2 hectares (3.0 acres) in size and 60 metres (197 feet) in width for the lots located on Manswood Crescent.

These minimum lot sizes and minimum lot widths contribute strongly to the character of each of the established rural estate residential areas and will be maintained to **protect** the established rural estate residential areas from consent to sever applications.

c) Within the established rural estate residential area there are lots that have frontages on Goreway Drive, McVean Drive, Countryside Drive, Mayfield Road and The Gore Road. These lots exhibit distinctive access and locational characteristics that differ them from other lots within the established rural estate residential area. For lots that have frontage on arterial roads, an amendment to Brampton Plan and the Zoning By-law may be considered to permit complementary uses and/or residential uses and densities beyond those permitted in Part 2.2, subject to satisfying the following criteria:

i) That an Area Plan will be prepared to the satisfaction of the City prior to the **development** of the lands. The Area Plan will demonstrate how the property can be developed comprehensively with the adjacent properties and identify existing and future structuring elements, including the internal road network and driveway arrangements, site access, and easements for mutual access;

ii) That the **development** must be sensitive to the scale and character of the established rural estate residential **neighbourhood**; and,

iii) That access to and from the property will only be permitted from an arterial road and will not be provided from any other lands or local roads within the established rural estate residential area.

d) New single detached dwellings or building additions within the established rural estate residential area will respect and complement the rural-like characteristics of the surrounding **neighbourhood**.

e) The Marysfield Neighbourhood located south of Mayfield Road and east of the Gore Road is considered a distinctive residential community due to its history and character. The Marysfield Neighbourhood has unique characteristics within the broader Toronto Gore Estate Residential Area, including a rosary street pattern with a rural road cross-section and a smaller lot configuration than typical estate residential lots, as well as greenery and open space in front yards and between dwellings, that all contribute to the rural-like setting of the community. New **development** and **redevelopment** within the Marysfield Neighbourhood will respect and reinforce the existing public and private realm characteristics of the **neighbourhood**, including the scale, height, massing, setbacks, building orientation and building separation distances of dwellings; and the landscape open space characteristics of lots.

f) To promote **development** that is more compact and makes efficient use of land, **infrastructure** and public uses, expansions to the boundaries of the established rural estate residential areas beyond those designated on Schedule 12 will not be permitted.

Corridor Protection Areas

The Corridor Protection Area shown on **Schedule 12** identifies areas for which the determination of the precise location and characteristics of higher order transportation facilities is dependent on the completion of additional transportation studies. The policies in this section provide guidance on the land use planning and the timing of **development** approvals for **Corridor** Protection Areas.

There are three Corridor Protection Areas in Brampton Plan. Two of them pertain to the North-South Corridor Protection Areas that is located in both the Heritage Heights **Secondary Plan** and Bram West **Transit-supportive** and the third one pertains to the Highway 427 and Arterial Network Corridor Protection Area located in the Highway 427 Industrial **Secondary Plan**.

North-South Corridor Protection Areas (Heritage Heights and Bram West Secondary Plans)

A Higher Order North-South Transportation facility is required to service the future urban **development** of the lands shown **Schedule 12** and to accommodate future traffic growth from points north and west of the municipality.

Based on Provincial analysis on the need for a north-south transportation facility, a Corridor Protection Area is identified in west Brampton and southeast Halton, as shown on Schedule 12 to **protect** from future **development** until the appropriate time when the Corridor Protection Area can be removed.

a) **Corridor Protection Area – Heritage Heights Secondary Plan**

i) Consent to sever, minor variance, subdivision, site plan and zoning applications and applications for approval of mineral aggregate operations within the Corridor Protection Area coincident with the Heritage Heights **Secondary Plan** will not be approved if it is determined that the **development** proposal may unduly restrict planning or construction of the north-south transportation facility as contemplated by this Section.

ii) Alignment of the north-south transportation facility will be determined by an Environmental Assessment Study, or by a process satisfactory to the municipal stakeholders and the Province of Ontario, and as identified through the Heritage Heights **Secondary Plan**.

b) **Corridor Protection Area – Bram West Secondary Plan**

i) Until such time as the Corridor Protection Area is removed, no new **development** is permitted within the Bram West **Secondary Plan** Corridor Protection Area as identified on **Schedule 12**.

ii) The preferred alignment of the north-south transportation facility will be evaluated through the review of the Bram West **Secondary Plan** to identify and **protect** all feasible alignments.

iii) The Bram West **Secondary Plan** Corridor Protection Area identified on Schedule 12 illustrates the approximate location of a **higher order transit** corridor that connects Highway 407 south of Steeles Avenue. The precise location and width of the required **corridor**, whether for a major arterial or for a component of a major highway transportation facility, remains dependent on the completion of the studies referenced below.

iv) Notwithstanding policy i) above, the existing Maple Lodge Farms poultry and egg processing plant and **ancillary** uses located on a site of 130 acres in the West Half of Lot 2, Concession 6, W.H.S., may be permitted to expand, subject to receiving the required **development** approvals.

v) Prior to the release of lands for **development** within the designated Corridor Protection Area, jurisdictional matters and financing mechanisms related to the north-south transportation facility and Bram West Parkway facilities must be addressed to the satisfaction of City Council.

vi) Prior to any **development** within this Corridor Protection Area or any abutting area (including **Secondary Plan** Areas 51 and 52), but excluding the lands east of **Heritage Road** in the Bram West **Secondary Plan**, the City must be satisfied that the alignment, Environmental Assessment, property and capital budgeting for a "North South Transportation **Corridor**" has been completed and approved.

c) Highway 427 and Arterial Network Corridor Protection Area

i) The Corridor Protection Area on **Schedule 12** located in the northeast corner of Brampton, east of Clarkway Drive, indicates an area that is protected for the accommodation of the arterial road network and higher order transportation facilities required within this area.

ii) The network requirements within this Corridor Protection Area will be primarily determined by the Highway 50/Highway 427 Area Arterial Network Study and will be reflected accordingly on **Schedule 12** by of an amendment to this Plan.

Special Study Areas

Mississauga Road Corridor (Bram West)

The Mississauga Road Corridor Office **Centre** in the Bram West **Secondary Plan**, with access and visibility to Highway 407, has the locational and public **infrastructure** attributes to attract significant **major office development** including corporate head offices, and high performance employment uses such as research and development facilities. A major reason is that this area has a well-developed transportation network, excellent accessibility to Lester B. Pearson International Airport and proximity to major markets in the United States via the Provincial highway system. Recognition of the unique character of the Bram West Mississauga Road Corridor will be developed and reinforced as an area where **major office** activity will be focused to support the economic development goals of this Plan.

The primary function of the Mississauga Road Corridor Office **Centre** will be protected and enhanced by:

a) Aligning with the Mixed-Use Employment designation in this Plan and the Office **Centre** designation in the Bram West **Secondary Plan**, the following uses are permitted and may be refined through the Bram West **Secondary Plan** review process, without an amendment to this Plan:

i) Office, research and development facilities, lab space and aerospace;

ii) Light and clean advanced manufacturing that emphasizes **green infrastructure**, assembly, innovation and technology;

iii) Hotels, and conference/convention centres;,

iv) Limited retail and service commercial uses that provide support to the permitted employment uses; and

v) Opportunities for other employment uses that support and are complementary to the development of uses as noted above may be considered on a site-specific basis, whereby the overall intent of the Mixed-Use and Office Centre designations are maintained.

b) Not permitting non-employment uses, such as major retail, residential, and other **sensitive land uses** not **ancillary** to the primary employment use, unless identified through an amendment to the **Secondary Plan** through a **Major Transit Station Area** study in accordance with the policies of this Plan;

c) Encouraging specific urban design policies, including integration of high-quality architecture, streetscape and **landscape** treatments as well as appropriate massing in order to provide a sense of arrival and destination;

d) The ultimate **development** form of the Mississauga Road Corridor including the type, location, and interrelationship of land uses, will be prescribed in the Bram West **Secondary Plan**;

e) Any proposals to expand the Mississauga Road Corridor Special Study Area are subject to an Official Plan Amendment. The City may require applicants to submit supporting documentation indicating the economic, financial, environmental, physical and transportation impact of a proposed **development**; and,

f) Warehousing, logistics, food processing, packaging, heavy manufacturing, and outdoor storage are not permitted uses.

McVean Drive/Rae Avenue Special Study Area

Part of Lot 12, Concession 8 ND

a) The potential to permit a place of worship will be determined through a comprehensive land use study undertaken by the landowner to determine if the use can be developed in a manner that is complementary and compatible with the established rural estate residential community.

b) The comprehensive land use study will take into consideration the criteria set out in Chapter 3 and other relevant policies of Brampton Plan, including scale, access, buffering, parking, integration with the surrounding natural environment and available municipal infrastructure, including servicing. Specific uses and related restrictions will also be considered and prescribed through this special study process and implemented by way of an Official Plan Amendment.

Special Land Use Policy Areas

The Special Land Use Policy Area designation shown on **Schedule 12** and identified by numbers represent areas/sites within which the City will permit specific provisions that are exceptions to the general intent and purpose of the designation that they fall within. These provisions are historic, and it is not intended that they be treated as precedents for further exceptions. Where a conflict exists between a Special Land Use Policy Area and the remainder of Brampton Plan, the Special Land Use Policy Area will prevail.

Notwithstanding the site-specific provisions, other applicable policies of this Plan will continue to apply to the Special Land Use Policy Areas. The location and details of the Special Land Use Policy Areas are set out below.

1. Special Land Use Policy Area 1 (Part of the West half of Lot 11, Concession 6, W.H.S.)

a) The property is designated Mixed-Use Employment and may be used for agricultural purposes, including greenhouses, a dining room restaurant, a licensed lounge and a specialty retail store.

b) The retail store should be limited to a specialty operation involving the selling of home baked goods and specialty food items, preserves, local produce, plants, handcrafted products and antiques.

2. Special Land Use Policy Area 2: Queen Street East and Palleschi Drive

a) Lands designated Mixed-Use Employment within Special Land Use Policy Area 2 may be permitted to include a residential component as part of a **mixed-use development**. The office component of the **mixed-use development** will have a minimum gross floor area of 9,500 square metres (102,258 square feet).

b) Lands designated **Neighbourhoods** within Special Land Use Policy Area 2 will be developed for a range of medium/high and medium **density** residential uses.

c) Mixed-use buildings located at the intersections of Queen Street East and Palleschi Drive will have a minimum height of three storeys and will be sited and oriented to address the intersection with a built form that is pedestrian friendly and accessible. A superior form of architectural design and detail, in addition to site design, landscaping and buffer treatment will be required to establish a well-structured focal point.

d) The Mixed-Use Employment (Office Mixed Use) building may be located at either side of Palleschi Drive, provided that the minimum gross floor area for the office is maintained.

3. Special Land Use Policy Area 3: North-east Corner of Queen Street East and The Gore Road

To ensure that employment targets are achieved for the subject lands, provisions will be included in the implementing **Secondary Plan** Amendment and Zoning By-law for Special Land Use Policy Area 3 to ensure that higher order, higher **density** employment uses will be located within the Mixed-Use Employment designation. Notwithstanding the Mixed-Use Employment (Office Mixed Use) policy (c)vi), the subject lands will have a minimum area of three hectares (7.5 acres) and will be developed to accommodate a minimum of 860 jobs.

a) Provided that they do not restrict the **development** of the primary office function, complementary commercial and business support uses will be permitted within the Mixed-Use Employment designation but may be restricted to a maximum percentage of floor space within the office buildings in accordance with the provisions of the implementing Zoning By-law.

b) Buildings at the intersections fronting The Gore Road will provide a focus for **intensification** and will be sited and oriented 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 buffer treatment will be required to recognize, establish, and reinforce their focal significance.

c) Buildings fronting Queen Street East and The Gore Road will have a minimum height of three storeys, with a built form that is pedestrian friendly and easily accessible.

d) A high-density mixed-use block will be located fronting The Gore Road and north of the Mixed-Use Employment designation, to form a transition between the employment uses along Queen Street East, and residential uses to the north and east. The block will be developed as a **mixed-use development** that may include a full range of offices, retail and service activities, **institutional** uses, and multiple residential uses.

e) The balance of the residential uses at the southeast quadrant of The Gore and Fogal Roads will be developed with a range of medium **density** housing types.

4. Special Land Use Policy Area 4: 69 Bramalea Road

a) Lands designated Special Land Use Policy Area 4 will be developed as a mixed-use **apartment** building that includes retail and residential uses.

b) To ensure that employment targets are achieved for the subject lands, provisions will be included in the implementing Official Plan Amendment and Zoning By-law to require that a minimum gross floor area of retail uses are provided in the building. The appropriate amount of retail floor space will be determined as part of the **development** review process.

c) The building will be sited and oriented to provide an appropriate interface with the adjacent industrial area. The proposal will provide the necessary mitigation measures both on and off-site to ensure that existing adjacent industrial uses are able to continue and/or expand their existing operations.

d) Prior to the adoption of the implementing zoning by-law, the applicant will demonstrate that the proposal meets noise and air quality standards for the residential portion of the **development**, in accordance with Chapter 3 of this Plan.

e) A Heritage Impact Assessment will be submitted as part of the next stages of planning approvals.

f) Recreational and related amenities will be provided on-site to meet the requirements of future residents. These requirements will be determined through the next stages of planning approvals.

5. Special Land Use Policy Area 5: Lands located at west side of Kennedy Road South between Steeles Avenue East and Highway 407 – Part Lot 14, Con. 1 E.H.S.

a) The 1.34 hectare (3.31 acre) property known as Part of Lot 14, Concession 1, E.H.S., as shown on **Schedule 12** to this Plan, is designated **Neighbourhood** and will be developed for **townhouse** and single detached dwellings subject to the following:

i) A maximum **density** of 53.75 units per hectare (21.75 units per acre);

ii) The **development** will be of a high-quality urban design;

iii) Appropriate mitigation measures will be implemented to address safety issues arising from the proximity of the residential **development** to the adjacent golf course lands;

iv) Dual frontage lots will be prohibited except for lots where the front of a dwelling is oriented to Kennedy Road South;

v) Vehicular access to individual lots will only be permitted from an internal private road; and,

vi) Balconies are prohibited along a building wall facing Kennedy Road South.

6. Special Land Use Policy Area 6: Southwest Corner of Airport Road and Bovaird Drive

a) Notwithstanding the **Neighbourhood** designation on **Schedule 2**, residential uses will not be permitted on the land located at the southwest corner of Airport Road and Bovaird Drive without an amendment to this Plan.

7. Special Land Use Policy Area 7: 10196 Bramalea Road

a) The lands subject to Special Land Use Policy Area 7 located on the west side of Bramalea Road, approximately 600 metres north of Bovaird Drive East, 300 metres south of Black Forest Drive and are municipally known as 10196 Bramalea Road, shall be developed for townhouse units with a maximum density of 45 units per net residential hectare.

b) Notwithstanding Section 2.2.9.41, where limits of **development** approved by the City and Conservation Authority do not align with **Schedules 6A-6C** to this Plan, a boundary re-alignment or redesignation of a natural feature or area on **Schedules 6A-6C** may be permitted, at the sole discretion of the City.

c) To achieve the City's target of enhancing, improving and restoring the Natural Heritage Feature for the subject site, a Holding Provision shall be applied to the implementing Zoning By-law and shall only be removed at such time as adequate arrangements have been made to gratuitously convey to the City a 15 metre wide buffer to the existing woodlot and the completion of technical studies including a Site Restoration Plan and **Environmental Impact Study**.

Major Transit Station Area Policies

The following policies implement a framework to facilitate **transit-supportive development** in Primary **Major Transit Station Areas.** They include policies for authorized uses of land, buildings and structures and minimum densities. The following policies are to be read in conjunction with all other Chapters of this Plan. Until such time as **Secondary Plan** and/or **Precinct Plan** policies are implemented for each Primary **Major Transit Station Areas**, the **Major Transit Station Area** policies in Chapters 2 and 4 of this Plan take precedent over any land use and minimum density existing **Secondary Plan** policies, except in cases where a property is located in a Provincial **Special Policy Area**, the applicable **Special Policy Area** policies shall continue to apply.

Land Uses

In addition to the land use designations shown on **Schedule 2** of this Plan, the authorized use of land within each Primary **Major Transit Station Area** shall be in accordance with the land use designations on **Schedules 13A-13N** and will be read in conjunction with all relevant policies contained in this Plan. The following site-specific policies will also apply to lands located within Primary **Major Transit Station Areas**:

Mixed-Use (Low-Rise, Low-Rise Plus, Mid-Rise and High-Rise)

In accordance with **Table 5 - Summary of Building Typologies by Designation and Overlay** of this Plan, additional planning studies may identify appropriate locations for Low-Rise Plus, Mid-Rise and High-Rise within the **Mixed-Use** designation shown on **Schedule 2**. Through the **Major Transit Station Area** Study, appropriate locations for Low-Rise Plus, Mid-Rise and High-Rise in the **Mixed-Use** designations and the Overlay identified on **Table 5** have been determined and are shown on **Schedules 13A-13N**.

a) The **Mixed-Use** (Low Rise, Low Rise Plus, Mid-Rise and High-Rise) land use designations on **Schedules 13A-13N** shall be developed in accordance with the Mixed-Use policies found in both Chapter 2 and the site-area **Major Transit Station Areas** policies found in Chapter 4 of this Plan.

b) For lands designated **Mixed-Use** (High Rise) fronting onto **Boulevards** as identified on **Schedule 1A**, active frontages shall be provided on the ground floor, and shall include an appropriate mix of residential, commercial, retail and institutional uses.

c) Notwithstanding subsection b), ground floor of a building fronting onto **Boulevards** may be developed solely for residential purposes, provided that appropriate justification demonstrates that a mix of uses can be sufficiently accommodated elsewhere on the site, and that the general intent and purpose of the Plan is maintained.

d) The following uses are not permitted on lands designated **Mixed-Use** on **Schedules 13A-13N** as they would adversely impact the ability to meet the minimum density prescribed on **Table 3**, and the achievement of the city's **Major Transit Station Area** objectives:

i) Motor vehicle related uses, such as repair, body shop, service station or gas bars, washing, sales and leasing establishments;

ii) Outdoor storage and truck trailer parking;

iii) Any use permitted within either a Class II or III in accordance with the D-6-1 Industrial Categorization Criteria of the Provincial D-6 Guideline; and,

iv) Drive-through facilities.

Downtown Mixed-Use

Downtown is Brampton's economic, cultural, institutional, and transit hub, which comprises the historic core of the city, referred to as the "Four Corners". The Downtown Mixed-Use designation applying to the Four Corners includes a number of buildings of significant heritage and civic value.

a) To reinforce the integrity of Brampton's Four Corners, the Downtown Mixed-Use designation permits major office, cultural, civic, institutional, residential, retail and service commercial uses.

b) Complementary uses that support the vibrancy and livability of the Downtown, such as social services, creative industries and entertainment, are also permitted, to attract major employers, office tenants, post-secondary institutions, and new **development**.

c) **Infill development** shall be sympathetic to the existing cultural heritage resources. Where applicable, the retention of the historic Main Street South and Queen Street East frontages and cultural heritage buildings and resources is encouraged.

Mixed-Use Employment (Office Mixed-use)

The objective of this Plan is to maintain a diverse and balanced land supply to serve the employment needs of the city, and to ensure there are sufficient areas in the city

available to accommodate employment growth now and into the future. **Major Office** uses shall play a fundamental role in supporting and increasing the ridership of the city's rapid transit network and shall be located in the city's strategic growth areas located along planned or existing high-order transit corridors.

The **Mixed-Use Employment** (Office Mixed-Use) designation shall be planned to achieve the minimum population and employment growth targets in accordance with the policies of this Plan and the applicable **Secondary Plan**.

a) Lands designated **Mixed-Use Employment** (Office Mixed-Use) on **Schedules 13A-13N** shall permit primarily **Major Office**, advanced manufacturing, aerospace, innovation and technology, health and life sciences, med-tech, lab space/wet labs, research facilities, health information and communication technologies, post secondary education, testing and medical laboratories, drug and pharmaceuticals, hotels, conference/convention centres, health care and local government.

b) Secondary uses, such as **Major Office Employment**, retail, commercial, restaurants, personal service, social services and day care centres, are also permitted, provided their function will not restrict the **development** of the primary use. Secondary uses shall be integrated within the primary use building and are not permitted to be developed as a stand alone building.

c) Lands designated **Mixed-Use Employment** (Office Mixed-Use) may also permit **sensitive land uses**, including mid-rise/ high-rise residential uses and day care centres without an amendment to this Plan, subject to satisfying the following criteria:

    i) can be appropriately designed, buffered and/or separated from existing Employment Areas;

    ii) is not impacted by adverse effects from air, vibration, noise, dust, odour and other fugitive emissions arising from adjacent Employment Areas or it can be demonstrated that appropriate mitigation measures can be implemented;

    iii) does not compromise the ability of existing nearby employment uses to comply with environmental approvals, registrations, legislations, regulations and guidelines;

    iv) permits Employment Areas to operate and expand for their intended purpose; and

    v) maintains the employment function of the **Mixed-Use Employment** (Office Mixed-use) designation.

d) Subject to satisfying the criteria noted in subsection c), residential uses may be permitted in a stand-alone building, provided that an appropriate amount of gross floor area dedicated to the primary use is located elsewhere on the same site or as may be deemed appropriate.

e) The boundaries of the **Mixed-Use Employment** (Office Mixed-Use) designation shown on **Schedules 13A-13N** are intended to be flexible and may be modified without an amendment to this Plan to ensure that the employment targets for each **Major Transit Station Area** are met.

f) The primary uses listed in subsection a) shall be developed in advance of, or concurrently with non-employment uses. Provisions shall be established in the implementing zoning by-law to determine the appropriate gross floor area of employment uses and phasing of **development**.

Institutional (Educational Facilities)

a) Educational facilities are permitted to be located within any Mixed-Use, **Mixed-Use Employment** (Office Mixed-Use) and **Neighbourhood** land use designations shown on **Schedules 13A-13N.**

b) The City shall work in collaboration with the school board(s) to determine the need for educational facilities and a school block, if required. The location and size of a school facility will be confirmed through the review of development applications. Integrating schools and other community infrastructure with other uses will be assessed by the school board(s) to determine the viability of pursuing innovative approaches in the designs of schools and associated childcare facilities.

Employment (Prestige Industrial)

a) Lands designated **Employment** (Prestige Industrial) on **Schedules 13A-13N** permit light industrial and ancillary commercial uses. Lands within this designation are generally located on the periphery of employment areas, are compatible with **sensitive land uses** and serve as a buffer between traditional heavy industrial uses and sensitive uses.

b) Permitted uses on lands designated **Employment** (Prestige Industrial) may include research and development facilities, manufacturing and processing, assembling, packaging, repairing, fabricating, and warehousing facilities, provided that such uses operate only within wholly enclosed buildings. In addition, offices, hotels and conference/convention centres are permitted.

c) Existing heavy industrial uses will be permitted to continue to operate and expand in accordance with the policies in this Plan, however, it is expected that over time, uses within this designation will transition to those uses solely permitted in the Employment (Prestige Industrial) designation. New heavy industrial uses will not be permitted to locate in lands designated Prestige Industrial.

d) **Ancillary** office, institutional, retail and service commercial uses are permitted only within a building containing the primary employment (up to a maximum of 15% of the total gross floor area of a prestige industrial building).

e) To protect the existing industrial uses in the vicinity, sensitive land uses, including residential will not be permitted on lands designated Prestige Industrial.

f) Outside storage, including truck and trailer parking are only permitted as an accessory to a permitted prestige industrial use, and shall not directly abut any arterial or collector road, or any lands designated for residential or mixed-use purposes.

g) The visual impact of automobile and truck parking, service and delivery areas shall be minimized through site design and landscaped buffers.

Height Transition Area

Appropriate fit and transition are achieved when tall buildings respect and integrate with the height, scale and character of neighbouring buildings and reinforce the broader **City Structure**. Buildings should provide horizontal separation and transition down to lower-scale buildings and open space and maintain access to sunlight and sky view for surrounding streets, parks, public or private open space, and neighbouring properties. Height Transition Areas are shown as an overlay on **Schedules 13A-13N** adjacent to low rise buildings or designated cultural heritage resources.

a) High-rise buildings should respect the scale of the local context and display an appropriate transition in height and intensity especially when adjacent to areas of differing land use, lower scale built form, and heritage properties.

b) An appropriate transition in scale to both stable residential neighbourhoods and cultural heritage resources shall be provided on all properties subject to a Height Transition Area overlay shown on **Schedules 13A-13N**. The appropriate height transition measures will be determined through the planning application process.

Landscape Buffer

Landscape Buffers shown on **Schedules 13A-13N** are intended to function as a "transitional space" that physically separates existing low-rise areas from areas that are intended to redevelop for high-rise purposes.

a) The appropriate width of a Landscape Buffer will be determined as part of the **development** approval process.

b) Landscape Buffers may function as a dual-purpose area and may include hard and soft landscaping elements such as, but not limited to, private passive outdoor amenity area, public art, landscaping (plants, berms, fences or walls) and for **Low Impact Development** stormwater management purposes.

c) Parking areas, active outdoor amenity areas and buildings are not permitted within a Landscape Buffer that abuts low density residential uses.

Transportation Network

The transportation network in **Major Transit Station Areas** will be designed to provide people of all ages and abilities with more healthy choices in their modes of travel such as walking, cycling and transit. A finer grain road network is fundamental to encouraging active transportation and creating a positive pedestrian experience, which in turn promotes transit use.

a) To achieve a healthy and livable community, the transportation system shall be designed to reduce reliance on the automobile in favour of more **sustainable** forms of connective transportation. Planning and **development** within **Major Transit Station Areas** will be based on the principles of transit-oriented development (TOD), where **active transportation** is supported through safe and well-designed connections between and amongst uses and higher order transit stations. Wayfinding shall be implemented to aid in convenient and direct connections to/from stations.

b) The Proposed Public or Private Street Network is shown conceptually on **Schedules 13A-13N**. A Transportation Impact Study (TIS) is required to be submitted in conjunction with a **development** application. The TIS will determine whether the **development** is consistent with the vision and goals of the **Major Transit Station Area** and will identify any local roadway modifications needed to maintain acceptable network operations. Through the review of the TIS, the City will determine whether the proposed street network is to be public or private. For all private roads, the applicant shall be responsible for providing the necessary easements and making other arrangements as may be necessary to the satisfaction of the City.

c) The appropriate right-of-way of the Proposed Public or Private Street Network will be determined through the **development** application process and should also be sufficiently sized to accommodate **Low Impact Development** (LID).

d) Changes to the location or alignment of the Proposed Public or Private Street Network will not require an amendment to this Plan provided that the general intent and purpose of this Plan is maintained.

e) All proposed new and retrofitted streets will be developed in accordance with Brampton's **Complete Street** Guidelines.

f) Vehicular access to parking, service facilities and loading areas shall generally be achieved from local roads. Temporary or interim vehicular access from an existing road may be permitted as a condition of the **development** application process, or through an agreement with the city, until such time that a new local road and access are constructed.

g) Shared vehicular access, and shared service facilities internal to a block, are encouraged and may be pursued through landowner agreements, and implemented through the **development** application process.

Potential Mid-block Connections

Mid-block connections are required to break up large blocks and are critical elements in ensuring connected liveable communities. The connectivity established by smaller block dimensions increases the number of multi-modal linkages and supports transit ridership by providing more access routes to the station. Mid-block connections assist in providing pedestrian-scaled building footprints and providing attractive linear amenities that serve as passive recreation spaces for adjacent housing, retail and employment uses.

a) The transportation network should be supported by the Potential Mid-block Connections shown on **Schedules 13A-13N**.

b) Potential Mid-block Connections may be provided as additional public or private streets, pedestrian or bicycle paths or as other publicly accessible connections or laneways, if detailed transportation studies deem them warranted.

c) Mid-block connections will be assessed through the **development** application process to determine the need, form and location of such connection. The assessment of mid-block connections will consider:

   i) The improvement and consolidation of accesses to **development**;

   ii) The enhancement of connections and mobility within and through the area;

   iii) The provision of safe and accessible corridors for pedestrians, cyclists or vehicles, including potential signalization of intersections; and

   iv) The provision of public easements to the satisfaction of the city.

d) Subject to the approval of the assessment noted in subsection c), changes to the location of a Potential Mid-block Connection or the deletion of a Potential Mid-block Connection shown on **Schedules 13A-13N**, will not require an amendment to this Plan provided that its general intent and purpose is maintained.

Flood Plain and Special Policy Areas

a) Notwithstanding the land use designations shown on **Schedule 2** and **Schedules 13A-13N**, any new development within a **Special Policy Area** and/or a Regulatory **Flood Plain**, which is subject to flooding and erosion hazards, will need to be consistent with the Provincial Policy Statement and would only be permitted on the basis of appropriate technical studies demonstrating that **development** of the lands would not result in any unacceptable increased risk of **natural hazards** to public health, safety or property damage, and will not create any new or aggravate existing hazards, and that any required mitigation to address the hazards will be built prior to any **development** construction.

b) **Development** and **intensification** within hazardous lands will be prohibited unless an assessment of options for **flood plain** and access mitigation through an Environmental Assessment (EA) or equivalent study is approved to the satisfaction of the City, Conservation Authorities and, where applicable, Provincial Ministry. The EA or equivalent study or approval shall identify the feasibility of remediation and potential development and intensification throughout the **Major Transit Station Area**.

c) Where required studies have demonstrated that development would not result in any unacceptable risk to public health/safety or property damage, and not create any new or aggravate existing hazards, a holding provision may be placed on lands within a Regulatory **Flood Plain** or within hazardous lands, where the ultimate desired use of the lands, as designated on **Schedules 13A-13N**, cannot proceed until such time as the conditions set out in this Plan, the required study or in an implementing by-law, are satisfied.

d) Conditions to be met prior to the removal of a holding provision, include, but are not limited to:

   i) acceptance of flood mitigation recommendations in accordance with provincial standards; and

   ii) all flood remedial works are complete and deemed functional to the satisfaction of the City, Conservation Authority, the Province and/or other regulatory bodies.

e) Any change or modification to the policies, land use designations or boundaries applying to **Special Policy Areas**, must be approved by the Ministers of Municipal Affairs and Housing and Natural Resources and Forestry prior to the City approving such changes or modifications.

f) The underlying land use designations shown on **Schedules 13A-13N** will not apply to lands within a **Special Policy Area** until such time that the Province approves any modifications to the existing **Special Policy Area**.

g) **Development** and **site alterations** shall be appropriately setback from the greatest extent of **natural hazards** and regulated features (e.g., **wetlands**, **watercourses**, **flood plain**, **valleylands**, stable slope).

h) Municipally led coordination of **development** and **redevelopment** applications are encouraged to identify **flood plain** spills and seek mitigation and remediation opportunities for reducing flood risk in spill areas in consultation with the conservation authorities and the city.

Other Uses

a) The Proposed Neighbourhood Park and Potential Community Hub land use designations are depicted on **Schedules 13A-13N**. The size, configuration, function and location of these land use designations may be determined through future **Secondary Plan**/**Precinct Planning** and may be based on future needs identified by either the city or in conjunction with the processing of a **development** application.

b) The following transit station uses may be permitted on any land use designation shown on **Schedules 13A-13N:**

   i) GO, bus rapid transit, or light rail transit station buildings and related office uses;

   ii) Enhanced on-street transit stops;

   iii) On and off-street terminal facility;

   iv) Bus terminals;

   v) Passenger amenity areas and public open spaces; and

   vi) Passenger pick-up and drop-off areas.

Cultural Heritage

The Brampton GO and Centre **Major Transit Station Areas** are located within areas of the City that have distinct attributes and identity in terms of function and built form, including heritage resources and spatial characteristics.

a) Notwithstanding the land use designations shown on **Schedules 13A-13N**, for any **development** proposed on properties that are determined to have cultural heritage value or interest, whether listed or designated under the *Ontario Heritage Act*, intensification targets and the minimum density requirements prescribed for **Major Transit Station Areas** are encouraged to be met through context-sensitive **infill** that conserves cultural heritage attributes wherever possible.

Building Height

a) The maximum building heights identified in **Table 4 – Building Typologies** of this Plan do not apply to any lands within a Primary **Major Transit Station Are**a.

b) Notwithstanding subsection a), a variety of built form and building heights are encouraged to be provided with the greatest intensity located in close proximity to the rapid transit station.

Minimum Density

a) The minimum **density** requirement (Floor Space Index) for the land use designations within Primary **Major Transit Station Areas** are shown in **Table A**. Floor Space Index (FSI) means the total area covered by all floors of the building(s), divided by the total area of the site on which the building(s) are constructed.

Table A: Minimum Floor Space Index (FSI)

Land Use Designation	Minimum Floor Space Index (FSI) (per site)
Neighbourhoods (Low Rise, Low-Rise Plus)	0.25
Neighbourhoods (Mid Rise)	0.50
Neighbourhoods (High Rise)	2.50
Mixed-Use (Downtown Mixed-Use)	0.50
Mixed-Use (Low-Rise, Low-Rise Plus)	0.25
Mixed-Use (Mid-Rise)	0.50
Mixed-Use (High-Rise)	2.50
Employment (Industrial, Prestige Industrial)	0.25
Mixed-Use Employment (Office Mixed-Use)	2.50

b) **Development** or **redevelopment** proposals (per site) shall meet the minimum FSI identified in **Table A**.

c) Notwithstanding subsection b), new industrial buildings within **the Mixed-Use** (High Rise) designation shall have a minimum FSI of 0.40.

d) Notwithstanding subsection b), a stand-alone office building with **ancillary** uses, located in the **Mixed-Use Employment** (Office Mixed-use) designation shall provide a minimum FSI of 1.50.

e) The minimum FSI identified in **Table A** does not apply to:

   i) lands required for public parks, natural system, **stormwater** management purposes and open spaces;

   ii) institutional uses;

   iii) transit station uses; and

   iv) community and recreation uses operated by a public authority.

Transition Policies

The transformation of **Major Transit Station Areas** into vibrant mixed-use areas will have regard for existing industrial uses in the vicinity. The introduction of **sensitive land uses** is to be mitigated and/or phased accordingly to ensure land use compatibility. Uses existing in the zoning by-law are permitted to continue, however, they are ultimately intended to be redeveloped in conformity with the land use designations shown on **Schedules 13A-13N**.

a) The redevelopment of existing low-rise uses in accordance with the land use designations shown on **Schedules 13A-13N** may occur gradually over the long-term. Notwithstanding the land use designations and the minimum floor space index in **Table A**, new buildings, building additions, and/or alterations may be permitted, where it can be demonstrated that it does not preclude the desirable planned redevelopment of the **Major Transit Station Area**, including the consideration to improve multi-modal access and connectivity throughout the **Major Transit Station Area**.

b) New drive-through facilities, or an expansion to an existing drive-through facility are not permitted in any land use designation shown on **Schedules 13A-13N** as they would adversely impact the ability to meet the minimum density prescribed on **Table 3** and the achievement of the City's **Major Transit Station Area** objectives.

c) Existing surface parking lots are encouraged to redevelop in accordance with the land use designations shown on **Schedules 13A-13N.**

Land Use Compatibility

Sensitive land uses shown on **Schedules 13A-13N** need to be planned, phased and developed to preclude any potential adverse effects from noise, vibration, odour, dust and other contaminants, and to ensure the long term viability of employment uses. Where potential adverse effects are unavoidable, mitigation measures, based on applicable Provincial and Regional guidelines, standards and procedures shall be implemented to minimize any risk to public health and safety.

a) Residential uses on lands designated **Mixed-Use** on **Schedules 13A-13N** that are located in proximity to lands zoned for industrial uses may be subject to a holding provision until such time as a Land Use Compatibility Assessment, in a form satisfactory to the City, has been submitted by the owner and approved by the City.

b) For lands designated **Mixed-Use,** on **Schedules 13A-13N**, the implementing zoning by-law will permit industrial and residential uses but will include provisions to ensure both uses or any combination of these uses are not permitted concurrently on any particular site.

c) As part of a *Planning Act* application, all proposals for residential or other sensitive land uses adjacent to industrial operations or within the area of influence of industrial operations shall include the submission of a Land Use Compatibility Assessment undertaken in accordance with applicable Provincial and Regional guidelines, standards and procedures, including but not limited to:

   i) Noise and Vibration Study; and

   ii) Air Quality Report.

Where a Land Use Compatibility Assessment demonstrates that source and/or site receptor mitigation actions are required, the mitigation measures shall be borne at the expense of the owner proposing the sensitive land uses.

Chapter 5

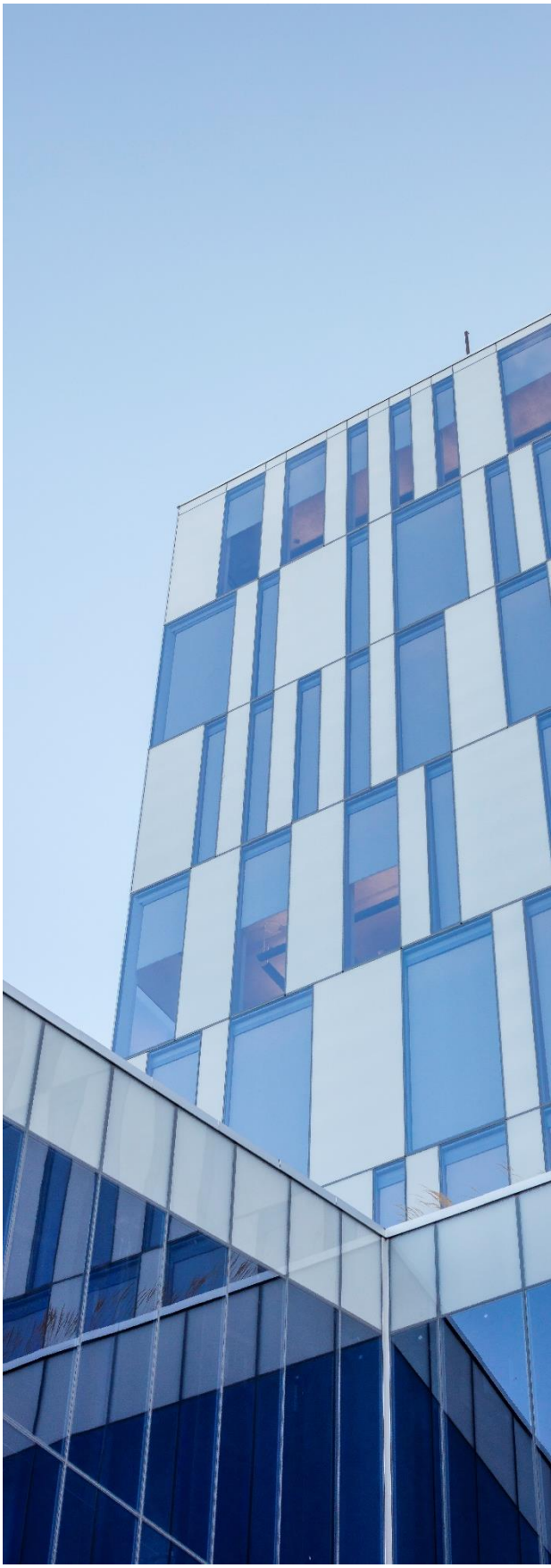
Implementation and Measurement

Brampton Plan establishes the City's vision to 2051 and sets out policies that enable the community to achieve this vision. For these policies to have meaningful impact, and guide change and **development** over time, a mix of implementation tools and mechanisms are outlined in this chapter to ensure the goals and policies of this Plan are achieved. Many of these tools are provided to municipalities through the *Planning Act* or *Municipal Act*, including Planning and Development Applications, **Secondary Plans**, Zoning By-laws, Interim Control By-laws, consents, Holding By-laws, Minor Variances, subdivision of land, amongst others.

This Chapter also provides guidance on general administration, **development** phasing, consulting the community, Urban Design Guidelines, non-conforming uses, and others, to help support the implementation of Brampton Plan.

To track the implementation of the goals and objectives of this Plan, the City will measure success through ongoing monitoring.

The following policies provide further detail and direction on how Brampton Plan will be implemented and measured, and how the city, the public, applicants, agencies, and others are to use the policies of this Plan.



5.1 | Measurement

Brampton Plan is an evolving, living document that helps to achieve the community's vision for Brampton over a 30-year planning horizon to 2051. It is critical that the City's progress is measured to confirm that the goals and objectives outlined in Brampton Plan are on the right course to be met and, if not, that the appropriate correction actions be taken to ensure the vision to 2051 is achieved.

Brampton Plan has been developed through a comprehensive process which considered the recommendations of many concurrent studies, master plans, strategies, and vision documents, combined with **growth management** modelling that provides a basis to track progress on achieving Brampton's forecasted growth.

It is important that the bold, transformational priorities identified in Chapter 3 are held in sight. Brampton Plan sets a number of targets for each City-Wide Building Block.

As we work towards achieving these objectives, a range of metrics, indicators, and data will be important throughout Brampton Plan's

implementation to understand the Plan's overall success and long-term impact. Continuous study, analysis and measurement will ensure that Brampton Plan is responsive to changing conditions over the life of this Plan.

Growth Management Program

The Growth Management Program (GMP) is the monitoring system that tracks and reports on how the city accommodates new population, **household** and employment growth in accordance with Brampton Plan. The GMP provides analytics to guide decision-making based on the City-Wide Building Blocks and **City Structure** to ensure that the right mix of **services**, Civic **Infrastructure**, **community services and facilities**, housing options, and other integral elements are provided for the creation of healthy and **complete communities** for residents to live, work and play.

The GMP supports Brampton's transition to become a more sustainable, urban and vibrant city, as identified by the targets and goals set out in this Plan. Brampton's GMP will help the City as it transitions away from **Designated Greenfield Area** (**DGA**) and traditional suburban-style growth, and moves towards **intensification** through compact and **sustainable** growth patterns over the next 30 years.

The GMP guides **sustainable** growth in an orderly manner by balancing the needs of **development** with **infrastructure** investments for major new servicing, complementing our community priorities while supporting the achievement of the policy objectives of Brampton Plan and other City initiatives.

5.1.1 The GMP will include a Council-endorsed Strategy and actions to guide planning and integrate decision-making regarding: locations for accommodating growth and **development**; use of existing **infrastructure**; new growth-related **infrastructure**; **community services and facilities**; mobility such as streets, transit, and **active transportation**; current and future financial considerations; and the **development** of **complete communities**.

5.1.2 The GMP will set the framework to assist in determining the phasing, staging, timing, and relative priority of **development** and growth-related **infrastructure**.

5.1.3 The GMP and any associated strategies will:

.a Promote and implement the goals, objectives and policies of this Plan;

.b Contain the criteria for staging **development** to facilitate the orderly, fiscally responsible and efficient progression of **development** that is coordinated with the functional Master Plans;

.c Identify how the City will achieve efficient land use and growth patterns, including Brampton Plan's **15-minute neighbourhood** objectives;

.d Monitor growth targets across Strategic Growth Areas in accordance with Part 2.1, including reviewing residential and employment growth to ensure the **intensification** and **density** targets identified in Brampton Plan are met;

.e Coordinate the provision of Civic **Infrastructure** and community facilities;

.f Ensure municipal financial planning is responsive to the pace of growth through development charges, municipal taxation, and/or capital **infrastructure** investments; and,

.g Confirm the relative rate, timing and location of **development** and **redevelopment** in the city to ensure that an adequate supply of housing and employment are maintained to accommodate the forecasts identified in **Table 1**, in coordination with the Region of Peel.

5.1.4 The GMP will provide regular reporting to Council on key performance indicators, targets, and measures to track progress towards the vision of Brampton Plan and to identify and respond to changes over time.

5.2 | General Administration

Brampton Plan is the primary document setting out the direction and principles for the physical **development** of the City in the context of social, economic and environmental considerations. It is critical to review, update and consolidate Brampton Plan to ensure its continued relevance and usefulness. It is in the interest of the City and community to have a contemporary Official Plan. For accurate reference to the Official Plan, the original Brampton Plan as approved, Ontario Land Tribunal decisions, and amendments to the Plan should be consulted.

5.2.1 The City may regularly incorporate amendments to the Plan through Office Consolidations for the convenience of all stakeholders and the public.

5.2.2 The City will undertake major or minor reviews of Brampton Plan in accordance with the *Planning Act* and specific policies set out in the Plan, and may amend, or modify, the objectives and policies of Brampton Plan to adapt to changing legislative, social, economic, environmental or technical developments.

5.2.3 The City may consider requests for amendments to Brampton Plan from a person or public body, in accordance with the provisions of the *Planning Act* and the planning and development application policies of this Plan.

5.2.4 The City may undertake a regular housekeeping exercise of Brampton Plan to correct any minor technical errors or omissions contained, alter language, change punctuation or format, correct clerical, grammatical or typographical errors, delete obsolete provisions, and to insert footnotes or similar annotations, in accordance with the *Planning Act* requirements.

5.3 | Development Phasing

Brampton Plan uses **development** phasing policies to optimize the costs and benefits of **development** sequencing, safeguarding and enhancing the financial health of the City, and ensure that **essential services** are provided at adequate levels and in a timely manner.

5.3.1 The City will ensure that the timing and progression of **development** in both the **Built-Up Area** and **Designated Greenfield Area** is in accordance with the Region of Peel Official Plan and:

.a Is orderly and provides for a logical extension of **services** and aligns with the objectives of this Plan;

.b Makes efficient use of existing Civic **Infrastructure** and **services** and does not outpace the provision of required Civic **Infrastructure** and **services**;

.c Avoids creating levels of demand for **essential services** that will reduce service levels below acceptable standards relative to the existing and committed capacities of such servicing systems;

.d Provides for a contiguous and compact form of **development**;

.e Safeguards and enhances the financial health of the City; and,

.f Ensures that the provision of hard and soft **infrastructure** occurs in a coordinated and economically viable manner, in accordance with approved **infrastructure** plans.

5.3.2 The City will endeavour to ensure that transportation facilities, schools, health care facilities, and any other **essential** public **services** and facilities are available or will be available prior to occupation as part of the development approval process.

5.3.3 The City will comply with the policies and procedures of the Region of Peel Official Plan and continue to work with the Region to ensure the appropriate and timely delivery of **infrastructure** and **services** necessary to support Brampton residents and business.

5.3.4 **Development** phasing will be coordinated with any applicable initiatives, master plans, and capital plans of other levels of government and public agencies.

5.3.5 When **development** phasing priorities are established and incorporated into comprehensive phasing plans, in accordance with the policies of this section, landowners may be required to enter into phasing agreements satisfactory to the City.

5.3.6 The policies of this Section will be implemented through the review of applications, the application of conditions of approval and/or the use of holding symbols as appropriate.

5.3.7 Notwithstanding the Site and Area Specific policies of Chapter 4, the City will clarify and detail its phasing intentions at the Official Plan Amendment, **Secondary Plan**, or Precinct Plan stage.

5.3.8 When financial phasing becomes necessary in Brampton and when such a measure is properly supported by a comprehensive financial evaluation study and monitoring mechanism that sets out the desirable and minimum baseline financial conditions that would be required, it is suggested that:

.a **Development** release targets be determined on an annual City-wide basis; and,

.b Additional consideration be given to those **developments** that contribute to achieving the City's employment and housing targets.

5.3.9 The City will monitor the **Mobility Framework** relative to existing and approved **development** activity in the City and may conduct transportation studies, as appropriate, to address changing circumstances or identified transportation deficiencies, particularly with respect to transit and **active transportation**, as a basis for potential adjustments to phasing mechanisms.

5.3.10 The City may adopt specific transportation improvement phasing tables as matters of City policy to ensure that the transportation **infrastructure** required to adequately accommodate existing and proposed **developments** will be provided as required.

5.3.11 The City will continue to encourage the Province to adopt reasonable health care **services** and facility standards applicable to Brampton to ensure that the provision of appropriate health care **services** keeps pace with the rate of growth.

5.4 | Consulting the Community

It is **essential** that residents and stakeholders be made aware of various planning proposals and be given the opportunity to express their views on these matters. This part of the Plan focuses on processes for public participation applicable to applications made under the *Planning Act*, as well as City Council adopted policies on community engagement. These policies will ensure the City engages in meaningful two-way dialogue and participation when forming decisions that affect various stakeholders and the community.

5.4.1 Community engagement will be conducted in accordance with the *Planning Act,* the ***Accessibility for Ontarians with Disabilities Act*** and other legislation, policies, and regulations.

5.4.2 The City will work to ensure engagement throughout the planning process is inclusive and recognizes the diverse needs of community members, supporting the participation of equity-deserving communities through an equitable approach to consultation.

5.4.3 The City will provide opportunities for community engagement during:

.a The comprehensive review of Brampton Plan, and amendments to this Plan;

.b The development and review of the Zoning By-law and other applicable By-laws, including amendments to the Zoning By-law;

.c The preparation and review of **Secondary Plans**, **Major Transit Station Area** Studies, Master Plans, other area-specific planning studies, and **Community Improvement Plans**;

.d The preparation and review of Urban Design Guidelines;

.e The planning and development application review process, as required under the *Planning Act*;

.f During the pre-consultation application phase for complex applications, as outlined in the Pre-Consultation Application Requirements policies of this Plan; and,

.g Any other planning matter that the City considers appropriate for public engagement.

5.4.4 When preparing and releasing materials for the public, the City is committed to communicating in plain language and ensuring the legibility, graphics, and presentation of materials is consistent with the City's **accessibility** standards and the ***Accessibility for Ontarians with Disabilities Act***.

5.4.5 When a public open house or community engagement event is required or appropriate, the City will consider the following:

.a The **accessibility** of the venue for persons with disabilities, suitability for parents and young children, public transit and **active transportation** connections, and parking;

.b Community gathering places such as farmers markets, public libraries, shopping malls, the **public realm**, special events, and other venues where higher volumes of people congregate, and which are accessible to a broad demographic range;

.c Partnerships with local community organizations and service providers, where appropriate;

.d The provision of virtual or hybrid formats and internet-based tools to solicit input, feedback, and comments;

.e Available supports to overcome language barriers; and,

.f Where possible and applicable, the geographic appropriateness and convenience with respect to the area of the City most impacted by the planning matter under deliberation.

5.4.6 City Council will engage and consult with other municipalities, public bodies and private agencies on matters of mutual interest and concern, and specifically work with neighbouring municipalities on development proposals or matters which could affect the City and neighbouring municipalities.

Community Outreach

5.4.7 Community participation will be promoted through various outreach initiatives. The City will explore and implement options for amplifying community voices in housing policy and program development, including those of non-English speakers.

5.4.8 Relationship-building and partnership with vulnerable populations and Indigenous Communities will be continued, in partnership with all levels of government, to ensure that their diverse interests relative to land use and access to safe, clean and **affordable housing options** are addressed.

5.4.9 The City will work with all levels of government to minimize the involuntary displacement of people of colour, Indigenous communities, and vulnerable populations, such as low-income **households**, the elderly, and people with disabilities, from their **neighbourhoods** as the City grows and changes. The City will evaluate capital investments and plans to determine whether they will cause involuntary displacement and create strategies to prevent displacement when possible and mitigate it when prevention is not possible.

Public Meetings and Notification

5.4.10 The City will follow the public notification procedures and regulations on planning matters in accordance with the provisions of the *Planning Act*. The City may require additional public consultation measures beyond the minimum requirements outlined in the *Planning Act*, as determined on a case-by-case basis and support alternative measures for informing and obtaining the views of the public.

5.4.11 The City will use the provisions for public meetings and notifications outlined in this Section to allow for enhanced consultation during the early review process, and not rely solely on the notice of public meeting as outlined in the *Planning Act*. This will foster the communication and education of issues to people and groups early in the decision-making process.

5.4.12 The City will utilize a variety of communication methods to seek public consultation, participation and input on planning matters, including ensuring the minimum *Planning Act* requirements are satisfied. Depending on the planning matter in question, the City will choose the most appropriate method of communication, which may include, but is not limited to:

.a Direct mail-outs;

.b Newspaper notice, either online or print media;

.c Public notice signs;

.d Electronic or mailed surveys;

.e Non-statutory public information open houses / neighbourhood meetings;

.f Statutory Public Meetings;

.g City website postings;

.h Committees of Council;

.i Design charrettes;

.j Workshops;

.k Planning and development application notice signs posted on the impacted property, providing brief and plain-text details about the application;

.l Other broadcast media, such as television and radio; and,

.m Social media.

5.4.13 Where the City is aware of non-owner-occupied dwellings located within the circulation radius, efforts may be made to request that the owners of land notify their tenant(s) and/or post the notice in prominent location(s) within the building such as in common areas, front lobby, laundry area, and mail room.

Statutory Public Meetings

5.4.14 A Committee of City Council will hold one or more public meeting(s) at which time the applicant and any member of the public may express their views on a planning proposal(s).

5.4.15 To provide ample opportunity for the public to review and discuss the proposed plans or amendments and to prepare their comments, notice of any Statutory Public Meeting will be given at least 20 days prior to the date of the meeting and copies of the pertinent draft documents will be made available for public review at least 7 days prior to the date of the public meeting.

5.4.16 Notice of a Statutory Public Meeting will be published on the City's website and given by:

.a Publication in a local newspaper that, in the opinion of the City is of sufficiently general circulation in the area adjoining the subject land that it would give the public reasonable notice of the subject matter; and,

.b Mail, to the best of the ability of the City, to:

.i Every owner of land within the affected site and/or area and with 240 metres of the site and/or area to which the proposal applies, as shown on the last revised assessment roll;

.ii Every person and agency that has given the City Clerk a written request for such notice;

.iii The applicant;

.iv The relevant neighbourhood association, where one exists and is known to the City; and,

.v The public bodies and agencies as prescribed by the Province.

Indigenous Communities and Duty to Consult

Aboriginal and treaty rights are recognized and affirmed by Section 35 of the *Constitution Act*. Consultation requirements with Indigenous Communities differ from public consultation and Section 35 of the *Constitution Act*. The duty to consult is required when the Federal or provincial governments contemplate decisions or actions that may adversely impact Section 35 Aboriginal and treaty rights. Municipalities are required to engage with Indigenous communities as legislated by the Province in the *Planning Act*, Provincial Policy Statement, *Environmental Assessment Act,* and the *Ontario Heritage Act*.

5.4.17 In acknowledging the "free, prior and informed consent" as set out in the United Nations Declaration on the Rights of Indigenous Peoples as applied and interpreted by Courts of competent jurisdiction, and the right to carry out traditional pursuits in a respectful and unrestricted manner, Brampton will continue to build relationships with Indigenous Communities. "Free, prior and informed consent" involves consulting with Indigenous Communities prior to **development** and seeking consent before moving forward, where appropriate.

5.4.18 The City recognizes the urban Indigenous population in Brampton and the broader interest of Indigenous Communities from a local and regional planning perspective. The City will engage and partner as appropriate with Indigenous Communities when considering planning matters that may affect their rights in accordance with the policies of this Plan.

5.4.19 The City acknowledges the value of the traditional knowledge and cultural heritage of Indigenous Communities and will encourage further partnerships to achieve the objectives of this Plan, support mutual learning and understanding and strengthen relationships. Involvement and engagement with Indigenous Communities will occur as early as reasonably possible on future planning proposals.

5.4.20 Indigenous Communities will be provided notification in regard to the identification of burial sites and **significant archaeological resources** relating to the activities of their ancestors, in accordance with the policies of this Plan.

5.4.21 In alignment with this Plan, Brampton will continue efforts to engage with local and regional Indigenous Communities on planning related matters.

5.5 | Secondary-Level Plans

General

Brampton Plan follows a strategic approach to planning to achieve the vision for the **City Structure**. Where there is a need to elaborate on the parent policies of Brampton Plan, or where it is important to coordinate the **development** of multiple properties, Secondary-Level Plans may be prepared. Secondary-Level Plans include **Secondary Plans** and **Precinct Plans**.

5.5.1 **Secondary Plans** and **Precinct Plans** will constitute part of this Plan, contained in a separate document, and should be read in conjunction with all policies of Brampton Plan.

5.5.2 The City may adopt new or modified **Secondary Plans** and **Precinct Plans**, including adding these **Secondary Plan** areas to **Schedule 10** and Precinct Plan areas to **Schedule 11,** through an Official Plan Amendment.

5.5.3 **Secondary Plans** or **Precinct Plans** will be required for all **Major Transit Station Areas** shown on **Schedule 1B**.

Secondary Plans

Secondary Plans establish local **development** policies to guide growth and change in defined areas of the City, such as new **neighbourhoods** and Strategic Growth Areas, and are adopted as amendments to this Plan. **Secondary Plans** may be prepared for established, partially developed, or undeveloped areas in order to conform to an overall community **development** concept and approved planning policies.

5.5.4 New **Secondary Plans** will be adopted as an Official Plan Amendment that details specific planning objectives and policies for a defined area. **Secondary Plans** will be subject to the administrative and public involvement procedures as an Official Plan Amendment and considered as part of Brampton Plan, with the enabling By-law number listed within Brampton Plan but administratively maintained as a separate document.

5.5.5 **Secondary Plans** will conform to, implement, and be interpreted in the context of Brampton Plan.

5.5.6 **Schedule 10** to this Plan identifies areas where **Secondary Plans** have been prepared or are proposed to be prepared. However, the City retains the ability in appropriate circumstances to prepare and adopt a **Secondary Plan** or an associated Official Plan Amendment for a portion of any such area or for an area representing portions of two or more such areas.

5.5.7 **Secondary Plans** will be adopted for the applicable **secondary plan** areas shown on **Schedule 10.** Those planning and development applications submitted within a **Secondary Plan** area, in which no **Secondary Plan** has been adopted, will be deemed to be premature.

5.5.8 Where there is conflict or inconsistency between a provision in Brampton Plan and a provision in a **Secondary Plan** (whether directly in the text or included by reference), the **Secondary Plan** will prevail. When such a conflict is identified, Council may direct staff to prioritize the update to Brampton Plan or the **Secondary Plan** in a timely fashion to correct the conflict or inconsistency.

Transition Policies for Secondary Plans

As **significant** areas of the city have been built out and to reconcile the approach taken through Brampton Plan to support the long-term growth and development of Brampton, this section identifies how **Secondary Plan** policies are to be read in conjunction with the policies and designations of this Plan. The timely review and consolidation of **Secondary Plans** will help to reduce instances where conflicts may arise and ensure a consistent policy framework that achieves the vision established by Brampton Plan.

5.5.9 Policies relating to the designations and overlays in Brampton Plan may be further detailed or refined in a **Secondary Plan**, including any variation in use, building type, height and **density**, and **development** criteria.

5.5.10 Where **Secondary Plans** refer to the 2006 Official Plan Density Table, the density table below will be used. Through **Secondary Plan** updates, an area-specific density table may be established. The density categories contained in **Table 10** are intended to be general guidance on low and low rise densities and should not be construed as limiting the City's housing mix and **density** flexibility or its ability to narrow or expand such categories or the associated densities or to use them in various combinations within a particular **Secondary Plan**.

Table 10 – Low Rise and Low Rise Plus Residential Densities

Density Category	Low Rise up to 3 Storeys	Low Rise Plus up to 4 Storeys
Low Density (0-40 dwelling units/net hectare)	Single Detached (medium lot), 10-14 Single Detached (small lot), 14-24 Semi-Detached, 19-39 Duplex, 19-40 Triplex/Fourplex, 38-40 Street Related Townhouse, 36-40	Urban Townhouse, 27-40
Medium Density (40-75 dwelling units/net hectare)	Triplex/Fourplex, 40-72 Street Related Townhouse, 40-70 Small Apartments, 72-75	Urban Townhouse, 40-75
High Density (75+ dwelling units/net hectare)	Small Apartments, 75-90	Urban Townhouse, 75-83 Small and Mid-Size Apartments, 102-179

Background Studies

5.5.11 Background studies required for any **Secondary Plan** will align with the scope, land area, and intent of the **Secondary Plan**, and the City may identify the need to undertake additional studies. Background studies will address matters such as:

.a A planning analysis which addresses all relevant policies of Brampton Plan;

.b Natural heritage and **Subwatershed** Studies to address the Natural System policies of Brampton Plan;

.c A financial analysis, providing a forecast of the one-time and ongoing costs and revenues that will be generated by the **development** of the subject lands, considering the timing of these costs and revenues and in keeping with public asset best management practices;

.d Community Energy Plan to identify approaches to achieve energy efficiency, greenhouse gas emissions reduction, integrated energy systems, and improved resilience, and contribute to achieving the goals and targets of the CEERP;

.e Climate Adaptation Strategy to understand and prepare for the impacts of climate change;

.f **Infrastructure** studies to address the Civic **Infrastructure** policies of this Plan;

.g A cultural heritage resource review, including a Cultural Heritage Impact Assessment, **archaeological resources**, **cultural heritage landscapes**, and **built heritage resources**;

.h A Public Art Plan, in alignment with the City's Public Art Strategy, to illustrate how public art will be incorporated;

.i A transportation study to evaluate existing and required Street Network, cycling and pedestrian **infrastructure**, and transit facilities;

.j A **growth management** staging and sequencing strategy, which will conform to **infrastructure** plans of the City or other levels of government;

.k An evaluation of housing needs in the Plan area, including **affordable** housing needs with respect to Regional and local targets and housing need studies;

.l A Water/Wastewater Feasibility Study;

.m Servicing Strategy;

.n Area-Specific Urban Design Guidelines;

.o A Health Assessment;

.p An Aggregate Resource impact Assessment;

.q An Agricultural Impact Assessment for lands abutting or adjacent to agricultural areas;

.r Architectural Control Guidelines and Standards;

.s A Community Services and Facilities Study; and,

.t A commercial market analysis.

5.5.12 To support approval of a **Secondary Plan** within the **Designated Greenfield Area**, and in addition to any **subwatershed** or environmental studies required by this section, the City will require a study to address limiting the cumulative impacts to private well supplies and the inclusion of policies pertaining to private well monitoring, protection and **mitigation**. The study and/or policies will:

.a Consider and identify strategies to **protect** private wells and/or mitigate impacts that are to be implemented through the development approvals process; and,

.b Private well monitoring, protection and/or **mitigation** will be continued through requirements or conditions at the **Secondary Plan**, Precinct Plan, and plan of subdivision approval stages, as appropriate.

5.5.13 The City will, prior to the approval of an Official Plan Amendment implementing a **development** concept for a new **Secondary Plan** area, require that a **subwatershed** study or other environmental studies be initiated and substantially advanced for the affected **subwatersheds** such that sufficient information is available on the impacts/proposed impacts to allow for informed decision making. Such studies will be comprehensive documents subject to the participation and the approval of the appropriate agencies and include a discussion of the impact or potential impact on water quality and quantity including impacts on private well supplies from alternative **development** scenarios, the relationship of the study area to the **watershed**, and proposed **mitigation** measures.

Secondary Plan Content

5.5.14 A **Secondary Plan** will consist of policies and schedules that provide more specific direction than that offered by the policies of Brampton Plan. A new or updated **Secondary Plan** will include policies, illustrations and schedules for such matters as:

.a For predominantly Community Areas:

.i A vision and objectives for the area;

.ii The overall capacity and **density** of **development** related to street network and Civic **Infrastructure** opportunities or constraints;

.iii The overall mix of housing including the forms, tenure, **affordability** and **density** of residential dwellings for the **Secondary Plan** area;

.iv The urban design policies that provide a framework for the **development** and/or **redevelopment**, reflective of the intended vision, objectives and character of the **Secondary Plan** area;

.v The location and area of **community services and facilities** based on an adequate assessment of community service needs;

.vi The location and area of parks and open space, school sites, **stormwater** management, and the protection, restoration and enhancement of the Natural System;

.vii The location and area of commercial and industrial land uses;

.viii The conceptual alignment and right-of-way of the Street Network;

.ix Identification of environmental and other constraints to **development** and the manner in which environmental concerns will be addressed in the **development** of the **Secondary Plan** area;

.x The population and employment projections and resultant **development density** (persons and jobs per hectare) for the **Secondary Plan** area and if applicable, minimum densities for specific policy area within the **City Structure**;

.xi The location of **stormwater** management facilities;

.xii The phasing and sequencing of **development**;

.xiii The location of potential district energy systems; and,

.xiv Building energy efficiency and greenhouse gas performance.

.b For predominantly **Employment Areas**, the following additional matters:

.i The location of various types of industrial, commercial or related uses classified by general physical, functional and design characteristics;

.ii The alignment and right-of-way of the Street Network, railroad main and spur lines, and major transportation features and public utilities;

.iii Identification of environmental and other constraints to **development** and the manner in which environmental concerns will be addressed in the **development** of the **Secondary Plan** area; and,

.iv **Mitigation** measures when adjacent to sensitive uses.

5.5.15 **Secondary Plans** within the **Built-Up Area** will include more detailed identification of and guidance with regard to evolving and transitioning areas, particularly within existing **Neighbourhoods** where more flexibility is desired with respect to **infill**.

5.5.16 The City will seek the participation of Indigenous Communities, landowners, the public and appropriate public or private agencies within the process of formulating a **Secondary Plan**.

5.5.17 The City will seek the cooperation and involvement of adjacent municipalities and other levels of government, either on an overall basis or in the context of relevant **Secondary Plan** component studies or subsequent implementation studies, to ensure coordination with respect to cross-boundary planning matters, such as transportation and sewer and water **infrastructure**, as appropriate.

Precinct Plans

Precinct Plans are area specific implementation tools that establish a context for coordinated **development**, detailing what kind of **development** will happen and where within a **Secondary Plan** area. **Precinct Plans** represent an evolution of the Block Plan process which focused on first generation greenfield **development**. Moving forward, **Precinct Plans** will also be used to coordinate growth in key **intensification** areas. **Precinct Plans** will co-ordinate:

- the overall delivery of **services** and **infrastructure**;
- allocation of **development** priority;
- layout of arterial, collector and strategic local roads; and,

- the location, configuration character, size and urban form of parks, institutional, commercial, and industrial sites and layout/function of open space **corridors**, valley lands, woodlands and other natural features and functions, including storm water management.

Precinct Plans will be the link between **Secondary Plan** policies and Urban Design Guidelines, Draft Plans of Subdivision/Condo, Zoning By-laws, Site Plan Control applications and other planning implementation tools.

5.5.18 **Precinct Plans** and the supporting technical studies will:

.a Establish the location, scale, and character of buildings, streets, buildings, parks and open spaces, and other public spaces and places in a geographic area;

.b Refine land uses proposed through the **Secondary Plan**, consistent with the land use structure of this Plan;

.c Where applicable, establish and provide direction for **Neighbourhood Centres** to support the objective of creating **15-minute neighbourhoods** and **complete communities**, in accordance with the policies of Part 2.2;

.d Identify hard **infrastructure** requirements to support **development** and the sequencing of **development** in relation to Civic **Infrastructure**;

.e Refine **community services and facilities** priorities, **affordable** housing strategies, and housing/**density** targets for the Precinct as set out in the **Secondary Plan**;

.f Develop implementation strategies for **community services and facilities**, and **affordable** housing priorities;

.g Refine height, **density**, and transition policies as set out in the **Secondary Plan**;

.h Establish and set direction for Urban Design Guidelines to guide **development**; and,

.i Establish a robust network of fine-grained local streets and blocks which promote and support active and healthy lifestyles.

5.5.19 **Precinct Plans** will be approved to the satisfaction of the City through an Official Plan Amendment, prior to approval of any Draft Plan of Subdivision or significant Zoning By-law Amendment application within that Precinct, in accordance with the policies of Brampton Plan.

5.5.20 **Precinct Plans** will implement the policies of **Secondary Plans** and S**ubwatershed** Studies.

5.5.21 **Precinct Plans** will be submitted for consideration to City Council concurrent with the consideration of an implementing Official Plan Amendment, Zoning By-law, or Plan of Subdivision or Condominium.

5.5.22 **Schedule 11** shows the location of existing **Precinct Plans**, many of which were developed through the former Block Plan Process. The locations and exact boundaries of future **Precinct Plans** on **Schedule 11** will be refined and confirmed through their preparation. Additional **Precinct Plans** may be undertaken in other areas of the city and may address multiple **Major Transit Station Areas**.

Background Studies

5.5.23 Background studies required for any Precinct Plan will align with the scope, land area, and intent of the Precinct Plan, and the City may identify the need to undertake additional studies. Background studies may include, but are not limited to:

.a A Planning Rationale;

.b A Functional Servicing Report;

.c A Traffic Impact Study;

.d Area-Specific Urban Design Guidelines, scoped to unique qualities of the area and which build upon the City-wide Urban Design Guidelines;

.e An Environmental Implementation Report;

.f Water/Wastewater Feasibility Study;

.g Servicing Strategy, to address the Civic **Infrastructure** policies of this Plan;

.h **Integrated Energy Plan**; and,

.i A Phasing Strategy or plan for Precinct **development** that conforms to City and Regional **infrastructure** plans.

Precinct Plan Content

5.5.24 **Precinct Plans** will comprehensively demonstrate how a proposed **development** addresses the vision and principles of the applicable **Secondary Plan** by illustrating:

.a A streets and block structure that includes the location, size, and design of public and private streets;

.b The location of the natural heritage system and **enhancement areas**;

.c A mix of uses that support the **development** of **15-minute neighborhoods**;

.d Primary street frontages that include active at-grade uses;

.e A street, block and circulation plan that improves walkability throughout the area and provides multimodal access to transit and other nearby **major trip generators**;

.f Building heights that create a strong, coherent, walkable and human-scaled community, integrated with **transit-supportive** densities and designs;

.g The **Active Transportation Networks** that provide safe, comfortable travel and continuous linkages to adjacent **neighbourhoods**, **major trip generators**, and transit stations;

.h Locations for new open spaces and community facilities to service the expected population and employment growth;

.i Identify lands that may be required for future enhancement or expansion of transit **infrastructure** in collaboration with municipal and provincial transit authorities;

.j The conceptual location and massing of buildings, including the treatment of community edges and gateways;

.k How the Precinct Plan supports the goals and targets of a Community Energy Plan, including planning for alternative and renewable energy systems;

.l The ability for existing schools to accommodate the planned levels of growth;

.m The location and size of lands to be conveyed to the City as parkland;

.n The location and design of the **Active Transportation Network**;

.o The location of **Cultural Heritage Resources** that are to be **conserved** within the plan area;

.p The building location and organization, including entrances and ground floor uses;

.q The location, size, and character of interior and exterior publicly accessible private open spaces showing their continuity and complementary connection to adjacent public spaces and streets and their pedestrian amenity including weather protection;

.r The general location of parking facilities and vehicular access points;

.s The location of potential district energy systems;

.t The phasing and sequencing of **development**;

.u The efficient use of **infrastructure**; and,

.v The provision of housing that meets the needs of diverse **households**, including a range and mix of options, densities and **affordability** levels in conjunction with a Housing Assessment.

5.5.25 The City may enact Zoning By-laws and approve Site Plan Applications without a Precinct Plan process for uses that the City deems are in the City and the Region's interest, such as Provincial facilities, Civic **Infrastructure**, a public-private partnership, 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, maintains, enhances and restores natural features;

.c Protects, preserves, enhances and conserves places and/or **landscapes** of cultural heritage value;

.d Protects for the future right-of-way of **Centres** and **Boulevards** and any planned Transit Network facilities;

.e Meets the intent and purpose of the City-Wide Urban Design Guidelines; and,

.f Implements the policies and directions of the **Secondary Plan**.

5.5.26 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* may be used.

5.6 | Area Plans

Area Plans may be required by the City as part of a complete application to support planning and development applications to ensure new **development** contributes to or enhances the character of the community, prevents landlocked parcels, completes and contributes to the **City Structure**, the assessment of functional site servicing, and to reduce or mitigate adverse impacts. Area Plans do not serve as substitutes for any other submissions or documents, such as site plan control.

5.6.1 The City may require the applicant to prepare an Area Plan if one or more of the following criteria are met:

.a An Area Plan requirement is explicitly identified for a particular area within Brampton Plan or **Secondary Plan**;

.b A site has multiple landowners;

.c A new public right-of-way or shared private right-of-way, public park, or other publicly owned facility is proposed;

.d Vehicular or pedestrian **accessibility** for neighbouring sites is affected by the proposal;

.e The proposal affects the **development** potential of neighbouring sites;

.f A new **Rapid Transit** station is proposed, or the site is adjacent to an existing **Rapid Transit** station; or,

.g The proposal has the potential to prohibit future comprehensive **redevelopment** of an area.

5.6.2 Subject to any applicable **Secondary Plan** policies to the contrary, City Staff are authorized to endorse Area Plans for inclusion as non-statutory appendices to the applicable **Secondary Plan** prior to the approval of planning and development applications. These appendices will serve as guidelines for both current application(s) as well as future applications in a given area and could be subject to additional refinement. This additional refinement does not require Council approval, unless otherwise stated in the applicable **Secondary Plan**.

5.6.3 Area Plans will implement the policies of any Secondary-Level Plan and the recommendations of the **sub-watershed** study on a sub-area basis.

5.6.4 Area Plans must be to scale and include the following items:

.a Standard information including date, address, and north arrow;

.b Location boundaries based on legal surveys;

.c Identification of surrounding land uses;

.d A vision for the area, including but not limited to how it aligns with the principles, objectives, and policies of Brampton Plan;

.e A written explanation of how the development proposal and area plan proposal is consistent with the City-wide Urban Design Guidelines;

.f Identification of which landowners commissioned the Area Plan and which landowners are non-participating;

.g Building envelopes, including proposed height, step-backs, typology, land use and size of buildings in square metres and square footage;

.h Illustrated **density** in heights, with a particular focus on the built form relationship between proposed buildings and surrounding lands. Spacing dimensions between buildings must also be included;

.i Clear differentiation between private common elements and public space;

.j Proposed transportation **infrastructure** which includes public and private vehicular connections (rights-of-way);

.k Proposed non-vehicular connections including sidewalks, cycling and walking trails;

.l Location of parking;

.m Location of natural heritage features and areas, including the protection and integration of mature trees;

.n Proposed strategies to **protect** natural heritage features and areas, and mature trees;

.o Location of **Stormwater** Management Facilities and/or green **infrastructure**;

.p Identification of proposed site phasing; and,

.q Any other requirements deemed appropriate by City staff.

5.6.5 Where an Area Plan is identified as a submission requirement, studies required as part of a complete application will be prepared comprehensively for all properties within the Area Plan, including a Planning Justification Report that would include a proposed approach to cost sharing for participating and non-participating landowners.

5.6.6 Whenever an Area Plan is identified as a requirement of a development application, prior to initiating the area planning process, the City will circulate a notice via registered mail to all landowners within the Area Plan area inviting them to participate in the Area Plan process. Should the City not receive a response within 30 days, the invited landowner will be deemed a non-participating landowner and will be notified accordingly. In such cases, the non-participating land, similar to the participating land, would be planned based on good planning principles.

5.6.7 Upon submission of the draft Area Plan, City staff will ensure consistency with the City's Terms of Reference for Area Plan submissions. If the submission is deemed consistent with the Terms of Reference, staff will determine if the principles identified in the pre-consultation process have been successfully achieved, which would enable staff to deem the Area Plan submission complete and proceed with the planning development application, subject to the Planning and Development Application policies of this Plan.

5.6.8 Should a submitted Area Plan not be consistent with the Terms of Reference or the development principles, staff reserve the right to refuse submission of the planning and development application in whole until such time that the deficiencies are corrected.

5.7 | Major Transit Station Area Studies

5.7.1 The City will undertake a detailed comprehensive planning study for each designated **Primary Major Transit Station Area** shown on **Schedule 1B**. The recommendations for each **Primary Major Transit Station Area** will be implemented through amendments to the applicable Secondary-Level Plan, and will generally address:

.a The minimum **density** of people and jobs combined per hectare that will be accommodated within each **Major Transit Station Area**;

.b The detailed mix of **transit-supportive** land uses in each **Major Transit Station Area**;

.c The character of the station area or stop;

.d The minimum and if required, maximum heights, and Floor Space Index (FSI) for each designation within the **Major Transit Station Area**;

.e Policies that encourage the provisions of a minimum amount of family-oriented housing, such as 3 bedroom units;

.f Policies that prohibit the establishment of land uses and built forms that would adversely impact the ability to meet the minimum **density** prescribed for the **Major Transit Station Area**;

.g Protection of lands that may be required for future enhancement or expansion of transit **infrastructure** in collaboration with municipal and provincial transit authorities;

.h Land use compatibility and the separation or **mitigation** of **sensitive land uses** in accordance with provincial guidelines, standards and procedures;

.i Protection and **mitigation** against natural and human-made hazards in accordance with the policies of this Plan, which will include an assessment of the need for proposed **sensitive land uses** and alternative locations in the city;

.j Strategies to support low carbon integrated energy systems;

.k Protection, preservation, and enhancement of the **Natural System**;

.l **Conservation** of places and/or **landscapes** of cultural heritage value;

.m Connections to the **Active Transportation Network**, with priority placed on connections to the **Rapid Transit** station;

.n The provision of bicycle parking facilities to support active travel within the **Major Transit Station Area** and to/from the station or stop;

.o A phasing plan or strategy, in conformity with functional master plans to ensure Civic **Infrastructure** and **services** are delivered in a manner that supports **complete communities**, including open space and accessible public amenities;

.p Strategies to support increased multi-modal access to the Transit Network and **Active Transportation Network**;

.q Implementation of the Region of Peel's Healthy Development Framework and the City's **Sustainability** Guidelines including, but not limited to, consideration of site design and urban design elements, high-quality **public realm** improvements, and built forms;

.r A description of the future actions that may be required to implement the study, which may include **Community Improvement Plans**, **Inclusionary Zoning**, Community Planning Permit Systems, Transit Oriented Development Guidelines, financial incentive programs, and other appropriate implementation tools;

.s Protection of **Employment Areas** and connections to the good movement network;

.t Foster collaboration between public and private sectors to support **development** within all **Major Transit Station Areas** such as joint **development** projects; and,

.u Alternative **development** standards to support **development** within all **Major Transit Station Areas**, such as reduced parking standards.

Implementation

The planning, coordination and delivery of **infrastructure** at all scales will address the **development** of **complete communities**. It is important that new residential **development** in each **Primary Major Transit Station Area** provides a full range of **public realm** improvements, community amenities and the required **infrastructure** to service new population.

5.7.2 To ensure that growth takes place in a coordinated and fiscally responsible manner, a Growth Management Strategy is required to be submitted by the applicant for development applications that contain a residential component, and for **Precinct Plans** submitted within a **Primary Major Transit Station Area**. **Development** will be phased to ensure appropriate **infrastructure** and **community services and facilities** are available to service development. The Growth Management Strategy will form a section of the Planning Justification Report, which will be prepared in accordance with the City's Planning Justification Report Terms of Reference and be to the general satisfaction of the City and the Region of Peel prior to deeming the application complete.

5.7.3 **Development** is to progress in a financially responsible and environmentally **sustainable** manner and cannot proceed until **infrastructure**, such as water, wastewater, transportation and community regional **services** are available. An evaluation or study may be required to demonstrate that there is sufficient **infrastructure** and servicing capacity for a **Major Transit Station Area**, and if there isn't sufficient capacity, a Servicing Strategy will be completed to the satisfaction of the Region of Peel.

5.7.4 Through the planning application process, owners may be required to contribute to the delivery of public uses by providing a minimum amount of gross floor area for on-site public uses. Such contributions will be in accordance with the in-effect regulatory regimes, including the Development Charges By-law, the Community Benefit Charges By-law and the Parkland Dedication By-law.

5.7.5 Where the planned scale or configuration of **development** on an individual property does not meet the **Major Transit Station Area** objectives of this plan, property consolidation should be explored to facilitate integrated **development**. Where property consolidation is not feasible, **development** permissions may be limited.

5.7.6 Initial phases of **development** within a **Primary Major Transit Station Area** will not preclude the overall achievement of a compact, pedestrian-oriented and **transit-supportive** urban form including the future transportation network.

5.7.7 For phased development proposals that have frontage along a high order transit **corridor**, the first phase of **development** is encouraged to include the lands fronting the high order transit **corridor** in order to create a safe, pedestrian-friendly environment and to provide the necessary multi-modal access connections to the station or stop.

5.7.8 Land use compatibility considerations may influence the ability for residential and other **sensitive land uses** from being introduced within some **Primary Major Transit Station Areas**. All **development** will have regard for existing industrial areas in the vicinity, and the **development** of **sensitive land uses** will be mitigated from an air and noise quality perspective and/or phased accordingly to ensure land use compatibility can be maintained as the mixed use areas transition over time in accordance with requirements of the Provincial Policy Statement and provincial guidelines, standards and procedures.

5.7.9 The **redevelopment** of existing low-rise non-residential uses may occur gradually over the long-term. Notwithstanding the minimum population and employment densities in **Table 3**, building additions, and/or alterations may be permitted for non-residential uses, where it can be demonstrated that they do not impact the **Major Transit Station Area** objectives as set out in this Plan.

5.7.10 The City and/or Region of Peel may require applicants to enter into a front-ending agreement or other measures as appropriate to ensure the timely delivery of **infrastructure** and the equitable distribution of hard and soft **infrastructure** for **developments** located within a **Primary Major Transit Station Area**.

5.7.11 The City may require that a Developer Cost Sharing Agreement(s) sufficient to ensure the **equitable** implementation of a **Primary Major Transit Station Area** is/are executed between all developers within each **Major Transit Station Area**, or portion thereof, respectively, for any Draft Plan of Subdivision, Site Plan Application, and/or Rezoning Application. 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; and,

.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, Site Plan Application and/or Rezoning Application within a **Major Transit Station Area**.

5.8 | Urban Design Guidelines

Urban design objectives and principles will form an integral part of the City's land use planning and decision-making processes to achieve the goal of a high quality and **sustainable** physical environment. The built form relationships and design of these building types is informed by urban design guidelines that help to ensure the proper form and fit with the existing and planned context. The physical design of these areas contributes to the image of the City through the **public realm** and built form.

5.8.1 **City-wide Urban Design Guidelines** will support the implementation of the Urban Design policies of this Plan over time to provide a more detailed framework for character, public space, buildings, site layout, streetscapes, built form and public improvements across the city.

5.8.2 Urban Design Guidelines may be adopted for specific areas of the city to provide further detailed guidance for the implementation of the Urban Design policies of Brampton Plan and any applicable Secondary-Level Plan.

5.8.3 Design manuals may be prepared by the City to further address specific matters set out in the Urban Design policies of Brampton Plan.

Area-Specific Urban Design Guidelines

5.8.4 Through its review and approval of a Secondary-Level Plan, Precinct Plan, Area Plan or complete application, in accordance with the policies of this chapter, the approval of an Area-Specific Urban Design Guidelines will be required. The Area-Specific Urban Design Guidelines may set out area specific urban design and **sustainable development** practices that reflects the directions set out in the policies of this Plan and the City-wide Urban Design Guidelines. The specific requirements and level of detail of the Area-Specific Urban Design Guidelines will depend on the scale, site, nature, and complexity of the subject area. The requirements will include, but are not limited to the following:

.a Streets and blocks plan;

.b Streetscape, **public realm** and mid-block connection plan;

.c Parks and open space plan;

.d Built form, height and massing guidance;

.e Placemaking and ground floor activation plan;

.f Transit-oriented and healthy neighbourhood practices;

.g **Sustainable** design and **development** practices;

.h Community energy planning;

.i **Accessibility** and **age-friendly** design;

.j Social **infrastructure** and community **services** plan;

.k Public art and cultural **infrastructure** plan;

.l Views, gateways and neighbourhood identity;

.m Micro-climatic study;

.n Climate positive and decarbonization practices, including green **infrastructure**, high-performance buildings, and **active transportation**; and,

.o A phasing plan.

5.9 | Zoning By-Law

The Zoning By-Law is an effective means for the City to regulate **development**. The Zoning By-law prescribes permitted land uses in various zones and associated requirements such as setbacks, building heights, bulk, floor area, and parking requirements.

5.9.1 A Zoning By-law is recognized as an important implementation tool of Brampton Plan and will, at a minimum, address the following land use planning matters:

.a Establish a zoning regime that implements the **City Structure** as contemplated by this Plan;

.b Achieve the **intensification** and **density** targets of this Plan in accordance with the **City-Wide Growth Management Framework** and to support the planned **Mobility Framework**;

.c Permit a range of land uses and **building typologies** that advance the City-wide Building Blocks of this Plan;

.d Have regard for the planned City-wide form, function, and **public realm** objectives of this Plan; and,

.e Restrict **development** permissions where there is a known or identified risk to public health and safety, or for the protection of **Natural System** resources and open spaces.

5.9.2 The City recognizes Community Planning Permit Systems as an additional tool to implement this Plan. In accordance with the policies of this section, the City may implement a Community Planning Permit System as an alternative to a Zoning By-law.

5.9.3 The City will review and update the Zoning By-law in accordance with the policies of this Plan and the Region of Peel Official Plan within three years from the date of provincial approval of designated Primary **Major Transit Station Areas**.

Delegated Authority

5.9.4 The City may, by by-law, delegate the authority to pass by-laws under Section 34 of the *Planning Act*, that are of a minor nature, to a committee of Council or an individual who is an officer or employee of the municipality, provided that all notice and public meeting requirements of this section are satisfied.

5.9.5 Delegation of authority to pass by-laws under Section 34 of the *Planning Act* will be limited to:

.a A by-law to remove a holding "H" symbol;

.b A housekeeping by-law for the purpose of making clerical or other changes to assist in the interpretation of the Zoning By-law; and,

.c A by-law to authorize the temporary use of land, buildings, or structures.

5.9.6 The delegation of authority authorized under this section may be subject to conditions of Council.

5.10 | Inclusionary Zoning

Inclusionary Zoning is a tool that allows the City to require **affordable** housing units to be provided in new **developments** or **redevelopment** within a **Major Transit Station Area** or Community Planning Permit System area in support of the Housing and Social Matters policies of Brampton Plan. The City will implement **Inclusionary Zoning** as a mechanism to contribute towards meeting the **affordable** housing goals identified in this Plan.

Policies for **inclusionary zoning** are required to ensure the provision of **affordable** housing keeps pace with the growth of new market housing, supporting **Neighbourhoods** across Brampton to provide housing options for a full range of incomes and **household** sizes.

5.10.1 Zoning by-laws for **inclusionary zoning**, pursuant to the *Planning Act* and in accordance with the policies of this Plan, will be enacted to require **affordable** housing to be included in **development** or **redevelopment** located within **Primary Major Transit Station Areas** to support the **development** of **affordable** housing.

5.11 | Planning and Development Applications

Pre-Consultation Requirements

Pre-consultations are an integral part of the planning and development application process. To support the submission of a complete application, the pre-consultation process will include two stages. These are Stage 1: Initial Pre-Consultation, and Stage 2: Detailed Pre-Consultation – Collaboration. This two-stage process will help ensure collaboration between the City and applicants regarding the proposed development concepts, which leads to an efficient and effective development

review process. The pre-consultation process precedes the filing of any formal application.

5.11.1 Pre-consultation with City staff prior to the submission of an application requiring *Planning Act* approval will be required for applications for amendments to Brampton Plan and **Secondary Plans**, amendments to the Zoning By-law, Site Plan Approval, Plan of Subdivision, Plan of Condominium and Development Permit System Applications.

5.11.2 External commenting agencies, such as the Region of Peel, School Boards and Conservation Authorities, will be circulated pre-consultation applications, where appropriate, and provide comments on matters of particular relevance for their jurisdiction.

5.11.3 The specific plans and reports/studies that are required to be submitted together with the application form will be identified at Stage 1: Initial Pre-Consultation.

5.11.4 Stage 2: Detailed Pre-Consultation – Collaboration will facilitate a collaborative dialogue to advance the planning for development proposals that are significant because of scale, location or other matters related to the **development** of an area. Stage 2 is intended to achieve agreement on key elements of the **development**, including but not limited to land use, street network design, community **infrastructure**, park size and location, limits of **development** and/or constraints, and key built form elements. Additional supporting studies and revisions to plans may be required as part of Stage 2.

5.11.5 The City, at its sole discretion, may determine that only Stage 1: Initial Pre-Consultation is required for the purpose of satisfying the City's Pre-Consultation requirements.

5.11.6 Public engagement is a fundamental part of the planning process. The City encourages applicants to host a public engagement meeting prior to the submission of an Official Plan Amendment, Zoning By-law Amendment or a Plan of Subdivision Application. If an applicant chooses to host a public engagement meeting, the format of the public engagement meeting will be discussed between the applicant and City planning staff.

Complete Submission Requirements

The purpose of a complete application submission is to satisfy the requirements of the *Planning Act* and to ensure that all the relevant and required information pertaining to a development application is available at the time of submission to assist planning staff in providing a recommendation on the application, to enable

City Council and its delegated approval authorities to make informed decisions within the prescribed period of time, and to ensure that the public and other stakeholders have access to all relevant information early in the planning process.

5.11.7 The City and external agency submission requirements for a complete application for Applications to amend Brampton Plan and/or Zoning By-law, Draft Plan of Subdivision, Draft Plan of Condominium, Site Plan Approval, and Development Permit System Application, may include but are not limited to any of the following plans and reports/studies:

.a 3D Model

.b Air Quality Impact Report

.c Alternative and Renewable Energy Systems Feasibility Study

.d Area Plan

.e Archaeological Assessment

.f Community Energy Plan/**Integrated Energy Plan**

.g Community Facilities Study/ Community Services and Facilities Assessment and Strategy

.h Community **Infrastructure** Impact Study

.i Compatibility/**Mitigation** Study

.j Concept Site Plan

.k Cultural Heritage Evaluation Report

.l Energy Management Plan/Energy Model

.m **Environmental Implementation Report**

.n Facility Fit Plan

.o Financial Impact Study

.p Functional Servicing Report

.q Grading and Drainage Plan

.r Health Assessment / Health Impact Study

.s Heritage Impact Assessment

.t Housing Analysis or a Housing Assessment Report

.u Hydrogeological Report

.v Invasive Species Management Plan

.w Market Impact/Planned Function Study

.x Micro-Climate Wind Study

.y Noise/Vibration Study

.z Phase I Environmental Site Assessment

.aa Phase II Environmental Site Assessment – Record of Site Condition

.bb Phasing Plan

.cc Planning Justification Report

.dd Rental Conversion Report

.ee Sediment/Erosion Control Plan

.ff Shadow Study

.gg **Subwatershed** Study

.hh **Sustainability Score** and Summary

.ii Transportation Study

.jj Urban Design Brief

.kk Vegetation Assessment Report/Tree Evaluation Report/Tree Preservation Plan

.ll **Wetland Management Plan**

.mm **Woodland Management Plan**

.nn Zoning Compliance Letter (if required)

5.11.8 All plans and reports/studies required for a complete application will be prepared in accordance with an approved Terms of Reference and will be signed off by a qualified, registered, and/or licensed professional.

5.11.9 In addition to the prescribed information required by the *Planning Act*, and the report/studies outlined in Section 5.11.7 of this Plan, additional studies, information and materials may be required by the City or an external agency to assist in understanding, evaluating and making recommendations on the application, and to ensure that sufficient information in an appropriate format can be made available to the commenting agencies and the public, and to City Council and its delegated approval authorities. This information will be set out during the pre-consultation process.

5.11.10 An application will be deemed complete by the City when:

.a The prescribed application fees have been paid;

.b A fully complete application form that contains all of the requested information has been submitted;

.c All required plans and report/studies have been submitted to the City and it has been confirmed that the plans and report/studies address all matters in the approved Terms of Reference and have been signed-off by a qualified, registered, and/or licensed professional;

.d The clearances from the applicable City Departments and external agencies referred to below have been submitted, which include but are not limited to:

.i written confirmation from the Region of Peel confirming servicing requirements and capacity is present or have been committed to,

.ii written confirmation from either the Region of Peel or Ministry of Transportation that the location, type, and capacity of roads is acceptable,

.iii written confirmation of the limits of **development** from the applicable Conservation Authority,

.iv written confirmation of park size and configuration,

.v written confirmation from the applicable authority or agency of the adequacy of other community **infrastructure** (e.g., fire halls, community and **recreation** centres), and

.vi written confirmation from the applicable School Board that the school block size, location, and configuration is acceptable (if applicable);

.e The Stage 2 – Collaborative Pre-Consultation process has been completed or confirmation that Stage 2 has been waived has been received;

.f For a Site Plan Approval Application, the applicant has submitted a zoning compliance letter to ensure the development proposal complies with the Zoning By-law; and,

.g For a Site Plan Approval Application and a Plan of Subdivision, the minimum performance standards have been achieved under Brampton's **Sustainable New Communities Program**.

5.11.11 The City may deem an application incomplete if any information and/or materials submitted as part of an application(s) if the quality of the submission is unsatisfactory and is not considered to be in accordance with the applicable Terms of Reference.

5.11.12 Prior to the submission of a complete *Planning Act* application, where complete application requirements have been determined through a formal Pre-Consultation Application process prior to January 1, 2023, the City may:

.a Amend the formal Pre-Consultation Application requirements; or

.b Require a new Pre-Consultation Application.

5.11.13 Exemptions to any of the requirements of a complete application and any additional requirements will be determined and specified during the pre-consultation process and can include allowing the review of an incomplete application to advance at the discretion of the Director of Development Services.

5.11.14 The City and external agency requirements for a Consent Application, may include, but are not limited to:

.a Environmental Site Screening Checklist;

.b Tree Inventory and Preservation Study; and,

.c Servicing drawings showing existing and proposed watermain, **stormwater** and sanitary sewer **services**.

Reports to Address Mobility Matters

5.11.15 The City requires that Traffic Impact Studies for all **developments** that impact the surrounding Street Network be prepared according to the City and Regional guidelines for preparing such studies. Such studies will:

.a Address the **Active Transportation Network**, Transit Network, and impacts on any nearby portions of the Provincial Highway system.

.b Identify whether, and if so, how, the proposed **development** and/or change in land use will be serviced by transit including an analysis of the implications on the Transit Network.

.c Identify where new mobility **infrastructure** and/or lands are required, or an expansion of the existing mobility **infrastructure** is necessary to accommodate the proposed **development** and/or change in land use.

.d Demonstrate that the improved mobility **infrastructure** will be adequate to accommodate all modes of mobility in a safe and efficient manner and minimizes potential impacts on surrounding uses.

Reports to Address Housing Matters

Housing Assessment Report

5.11.16 A Housing Assessment Report will be required as part of a planning and **development** application, to be approved prior to any **Secondary Plan** Amendment, Precinct Plan or Phasing Plan, which:

.a Implements the Housing and Social Matters policies of this Plan or upper levels of government;

.b Outlines the proposed housing and unit mix, including an appropriate provision of **non-market housing**, **residential care homes**, supportive housing and retirement communities;

.c Outlines the potential **affordable** housing units to be provided, when applicable;

.d Considers the provision of serviced land of a suitable size for high-**density development** for the purposes of **affordable** housing, gratuitously conveyed to the Region or made available to a **non-profit housing** provider. Land conveyances for **affordable** housing must be free and clear of encumbrances include zoning appropriate for **affordable** housing **development**, be tied to **development** milestones (e.g., registration of plan of subdivision for the applicable lands), and include cost-sharing provisions.

.e Demonstrates through each phase of **development** and precinct, a contribution towards Regional and local housing targets as identified in **Part 3.3** of this Plan.

Housing Analysis

5.11.17 A Housing Analysis will be required to be submitted as an application requirement for all rezoning, subdivision and site plan applications to demonstrate implementation of the results of a related Housing Assessment Report unless such a Housing Assessment Report is to be established, in which case a Housing Assessment Report will be required to be included within the proposed development application in lieu of a Housing Analysis.

Rental Conversion Report

5.11.18 The City will require development applications proposing conversion of rental buildings to condominium tenure or demolition of rental buildings to provide a detailed Housing Analysis and Rental Conversion Report for evaluation by the City.

Conservation Authorities

Conservation Authorities have been delegated the provincial responsibility for representing the provincial interest on **natural hazards**, in accordance the Provincial Policy Statement. Conservation Authorities are a watershed-based resource management agency that prepare **watershed** plans and **watershed** level strategies and participates in the preparation and implementation of **subwatershed** and environmental studies. Conservation Authorities also provide comments as a public commenting body under the *Planning Act* on various planning applications, such as zoning by-law amendments, plans of subdivision, site plans, etc. for municipal consideration.

In these roles, Conservation Authorities work in collaboration with municipalities and stakeholders to **protect** people and property from **flooding** and other **natural hazards**, and to conserve natural resources. Within Brampton, Credit Valley Conservation (CVC) has regulations for the Credit River, Fletcher's Creek, Huttonville Creek, Levi Creek and Mullet Creek watersheds. Toronto and Region

Conservation Authority (TRCA) has regulations for the West Humber River, Mimico Creek, and Etobicoke Creek watersheds.

5.11.19 The City will support the Conservation Authorities to develop **watershed** plans and strategies that define the state of the natural and **water resource systems** and provide management recommendations to ensure the long term health and biodiversity for a self-sustaining natural and water resource systems.

5.11.20 The regulations and policies of CVC and TRCA will be considered when evaluating planning and development applications.

5.11.21 The City will consult and cooperate with the Conservation Authorities, the appropriate Provincial Ministry, and other conservation bodies to, among other concerns:

.a Define the physical limits of **valleylands and watercourse corridors**, including associated **natural hazards** of **flooding**, erosion, meander belt width and slope stability and to plan for their protection, **conservation** and enhancement;

.b Establish criteria for the identification, delineation and management of the water resource system and natural heritage features, functions and linkages including **natural hazards**;

.c Participate in the preparation and implementation of **watershed**, **subwatershed**, and natural heritage and environmental studies; and,

.d Support the **development** and implementation of projects to protect, conserve, restore and enhance the natural heritage system, its functions and linkages as appropriate

Committee of Adjustment

5.11.22 The City may appoint a Committee of Adjustment pursuant to Section 44 of the *Planning Act*. The role of this Committee is to authorize minor variances to the provisions of a Section 34 Zoning By-law or Section 38 Interim Control By-law of the *Planning Act*. The Committee of Adjustment may also authorize the extension or enlargement of legal non-conforming uses and interpret the permitted use provisions of a zoning by-law. Operating procedures of the Committee of Adjustment are governed by the provisions of Section 45 of the *Planning Act*.

5.11.23 The Committee of Adjustment will be guided by the provisions of the *Planning Act* and by the policies of this Plan when deliberating on applications.

5.12 | Planning and Development Controls

The *Planning Act* identifies several tools that can be used by a municipality that control the use and **development** of land. These Planning and Development Controls will be utilized to achieve the vision and policies of Brampton Plan.

Official Plan Amendments

5.12.1 Any policy of Brampton Plan, including **Secondary Plans**, may be amended pursuant to the requirements of the *Planning Act*.

5.12.2 The minimum submission requirements for an official plan amendment in accordance with Section 22(4) of the *Planning Act* are articulated in Schedule 1 of Ontario Regulation 543/06.

5.12.3 When considering an application to amend Brampton Plan, the City will consider the following matters:

.a The policy statements, plans, and regulations of the Government of Ontario;

.b The conformity of the proposal to the principles, goals, objectives, and policies of the Region of Peel Official Plan;

.c The conformity of the proposal to the principles, strategic direction, goals, objectives, and appropriate policies of Brampton Plan; and,

.d Other matters as deemed appropriate.

5.12.4 The City will provide information regarding a proposed amendment to Brampton Plan to such boards, commissions or agencies that may have an interest in it. Prior to adopting a proposed amendment, the City will afford such agencies an opportunity to submit comments.

5.12.5 Prior to adopting an amendment to Brampton Plan, the City will provide information and hold a public meeting for the purposes of obtaining public input concerning the proposal, subject to the provisions of the *Planning Act*.

Zoning By-law Amendment

5.12.6 Zoning By-laws, adopted in accordance with the provisions of the Planning Act, will be used to regulate the use of land, and the character, location and use of buildings and structures in accordance with the objectives and policies of the Plan.

5.12.7 Until such time as the Zoning By-law is revised or a new Zoning By-law enacted, the existing Zoning By-law will remain in effect. Any amendment to the existing Zoning By-law will be in conformity with the Plan.

5.12.8 The City may initiate amendments to the Zoning By-law where:

.a It is determined that the assumptions and conditions on which the regulations were based have changed to the extent that the regulations are no longer appropriate;

.b Existing regulations need to be refined as a result of further study;

.c A **secondary plan** has been completed and changes to the Zoning By-law are required to implement the new **secondary plan**;

.d Amendments are necessary to implement changes to provincial legislation and statutes; and,

.e Amendments are necessary to implement the results of a comprehensive review to the Plan, in accordance with the provisions of the *Planning Act.*

5.12.9 The City may also consider applications for amendments to the Zoning By-law from a person or public body, consistent with the provisions of the *Planning Act*.

5.12.10 Prior to the City considering an application for an amendment to the current Zoning By-law, the applicant will meet the requirements of the *Planning Act* and the policies set out in this Plan.

Subdivision of Land

The *Planning Act* identifies a number of tools that can be used to control the subdivision of land, including Plans of Subdivision, Plans of Condominium, and Consent to Sever. The following section establishes policies for each of these tools.

Plans of Subdivision

5.12.11 Proposed plans of subdivision will be evaluated for their conformity with the *Planning Act*, applicable provincial legislation and guidelines, and the policies of this Plan.

5.12.12 With respect to draft and final approvals of plans of subdivision and the administration of reviews and approvals, the Region of Peel has delegated this authority to the City through By-law 86-96. The approval authority will be satisfied, prior to the consideration of an application for plans of subdivision that:

.a The application complies with the provisions of the *Planning Act* and the policies of Brampton Plan and Secondary-Level Plans, including policies respecting phasing, the provision of adequate Civic **Infrastructure**, and fiscal responsibility;

.b The approval of the development is not premature and is in the public interest;

.c Parkland dedication requirements will be met in accordance with this Plan;

.d Streets, street widenings, and reserves as may be required by the City will be provided in accordance with this Plan;

.e Pedestrian pathways, cycling facilities, and public transit rights-of-way, as the City considers necessary, have been dedicated; and,

.f Required background studies have been completed.

5.12.13 A plan of subdivision will not be considered necessary unless the following conditions and criteria are satisfied:

.a The consent is for the purpose of **infilling** within the developed **Built-up Area** and would not extend the urban area as shown on **Schedule 5**;

.b No major extension or expansion of physical **services** will be required;

.c The lands front on an existing public highway or street;

.d The ultimate **development** of the entire holding will not require the creation of a new public highway or street;

.e The creation of new building lots will not have an **adverse effect** on the character of the surrounding area or on traffic circulation; and,

.f Only three (3) or less new lots, in addition to the residual parcel, will be created, unless necessary for the proper and orderly **development** of the municipality.

5.12.14 The property owner may be required to meet conditions of draft approval within a specified time period, failing which, draft plan approval may lapse. To provide for the fulfillment of these conditions and for the installation of **services** according to municipal standards, the approval authority will require the property owner to enter into a subdivision agreement prior to final approval of the plan of subdivision.

5.12.15 The City may withhold draft plan of subdivision approval pending the approval of a Secondary Plan, Precinct Plan or Area Plan.

Plans of Condominium

The process of creating units, common elements, and exclusive use common elements through the registration of a condominium description is governed by the *Condominium Act* and the *Planning Act.*

5.12.16 Proposed plans of condominium will be evaluated for their conformity with the *Planning Act*, applicable provincial legislation and guidelines, and the policies of this Plan.

5.12.17 The City may require that applicants satisfy reasonable conditions prior to final approval and registration of the plan of condominium, as authorized under the provisions of Section 51 of the *Planning Act*. The applicant will be required to meet conditions of draft plan approval within a specified time period, failing which, draft plan approval will lapse.

5.12.18 With respect to draft and final approvals of plans of condominium and the administration of reviews and approvals, the Region of Peel has delegated this authority to the City through By-law 86-96.

Consent to Sever

5.12.19 In accordance with the provisions of the *Planning Act*, City Council may delegate the authority to give consents to a body such as the Committee of Adjustment or to an officer of the municipality.

5.12.20 No consent will be granted until the City is satisfied that approval of the application will not adversely affect the ultimate **development** pattern of the entire holding.

5.12.21 When dealing with an application for consent under the subdivision or part-lot control provisions of the *Planning Act*, the Consent Authority will be satisfied that a plan of subdivision is not to ensure the proper and orderly **development** of the lands. Where land ownership would be capable and appropriate for division into numerous lots, or there are indications that the scale of **development** is beyond that for which a consent process is intended, a plan of subdivision will be required.

5.12.22 Where the proposed lot(s) and/or the use for the proposed lot(s) do not conform to the Zoning By-law, a provisional consent decision may be given subject to a condition that the applicant apply for a Zoning By-law amendment or minor variance relating to the proposed consent to sever and that the decision on the Zoning By-law amendment or minor variance application is in full force and effect.

5.12.23 In support of the Neighbourhood policies of this Plan, the Committee of Adjustment will consider applications for consent to sever with lot patterns and dimensions that result in **infill** in support of ground oriented **missing middle housing** typologies that are consistent with the planned context.

5.12.24 Consents must comply with any relevant policies of this Plan, Provincial Plans, and the Region of Peel Official Plan.

5.12.25 The proposed size, shape and use of the severed land must be compatible with the present and potential parcels and uses in adjacent areas.

5.12.26 For the purposes of other information contemplated in Section 53(3) of the *Planning Act,* the City may require the following information and material be submitted as part of any application for consent:

.a Architectural drawings;

.b Environmental site screening checklist;

.c Tree inventory and preservation study; and,

.d Servicing drawing showing existing and proposed watermain, **stormwater** and sanitary sewer **services**.

5.12.27 In granting a consent, the consent authority may attach conditions, as authorized under the provisions of the *Planning Act,* including but not limited to:

.a The dedication of parkland or cash-in-lieu of such dedication;

.b The dedication of any streets, street widenings, and reserves as may be required by the City;

.c The dedication of pedestrian pathways, cycling facilities, and public transit rights-of-way, as the consent authority considers necessary;

.d Municipal or other **services** required as the consent authority considers necessary;

.e A servicing agreement between the property owner and the City pertaining to any extension or upgrading of municipal **services** required by the City to accommodate the **development** of a lot created by consent; and,

.f That the property owner enters into one or more agreements with the City dealing with such matters as the Committee of Adjustment may consider necessary.

5.12.28 Each new lot created is to front on an existing public highway or street, except where the consent is acquired by a Conservation Authority for **conservation** purposes, or the consent is for the purpose of a public or private utility installation.

5.12.29 The creation of new lots located entirely in **flood** susceptible Hazard Lands will not be permitted.

Site Plan Control

Site plan agreements secure orderly **development** of a property in accordance with approved plans pursuant to the *Planning Act.* The City may establish areas or forms of **development** subject to site plan control approval in accordance with the *Planning Act.* Such controls require the submission and approval of plans and drawings which demonstrate how **development**, facilities, and works achieve the policies of this Plan. Site plan agreements ensure a legal obligation to develop a property in accordance with approved plans.

5.12.30 The site plan control by-law may specify those forms of **development** which are subject to site plan control. Unless otherwise specified by amendment to the site plan control by-law or as a condition of development approval, the following types of **development** may generally be undertaken without the approval of plans and drawings required under the *Planning Act*:

.a Any building or structure designed and used as a **single detached dwelling**, semi-detached dwelling, duplex dwelling, triplex dwelling, a multi-unit dwelling containing 5 units or less, or a residential building containing 6 townhouse units or less;

.b A building or structure accessory to a residential building containing 6 units or less; and,

.c Any building or structure used or to be used directly in connection with a farming or agricultural operation.

5.12.31 **Additional Residential Units** will follow the limited site plan approval process to reduce barriers to the construction of these forms of housing.

5.12.32 As part of a complete application for site plan applications Area-Specific Urban Design Guidelines, an **Urban Design Brief** or equivalent study will be required where:

.a The site exceeds 1 hectare in size; or,

.b Is located within a **Centre**, **Boulevard**, **Corridor**, or Mixed Use Area.

Older existing Neighbourhoods are residential areas where the majority of dwellings were built prior to 1980. These dwellings are generally not constructed to the minimum building setback and maximum lot coverage regulations of the Zoning By-law.

The scoped site plan control for older existing Neighbourhoods is intended to apply to proposals for new or replacement single detached dwellings that are 50 square metres gross floor area or greater, and to building additions to single detached dwellings that are equal or greater than 50 square metres gross floor area.

5.12.33 To allow City staff to review the impact of the proposal on matters of health, safety, **accessibility**, **sustainable** design or the protection of adjoining lands for site plan and community planning permit approval, the City will require a complete Architectural Drawing Set, including legible and detailed floor plans, sections and elevation drawings with materials, and finishes for each building to be erected, in accordance with the *Planning Act* and the Urban Design policies of this Plan. These drawings are to also include the following:

.a The **sustainable** design elements on any adjoining highway under the City's jurisdiction including without limitation trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers and bicycle parking facilities.

5.12.34 The Director of Development Services, or their designate, can issue an "Approval with Conditions" letter and stamped site plan drawings labelled with "Approved with Conditions". The "Approval with Conditions" process step will outline the conditions to be satisfied by the owner or applicant to obtain the final stamped Site Plan drawings and the conditions to be registered on title in a Section 41 Development Agreement. Site Plan drawings may be approved with redline revisions as part of the "Approval with Conditions".

5.12.35 The owner or applicant will have 180 days, unless extended by the Director of Development Services, to satisfy the "Approval with Conditions" requirements. If the conditions have not been satisfied within 180 days, the owner or applicant may be required to submit a new Pre-Consultation Application (if applicable) and Site Plan Application.

Minor Variances

A minor variance is a 'minor' variance from the provisions of the Zoning By-law that maintains the general intent and purpose of the Zoning By-law.

5.12.36 The Committee of Adjustment will consider applications for minor variances to the use and/or regulation provisions of the Zoning By-law in accordance with the provisions of the *Planning Act.*

5.12.37 The Committee of Adjustment will authorize minor variances only where it is satisfied that:

.a The proposed variance is minor;

.b The proposed variance is desirable for the appropriate **development** or use of the land, building, or structure;

.c The general intent and purpose of this Plan is maintained; and,

.d The general intent and purpose of the Zoning By-law is maintained.

5.12.38 The Committee of Adjustment may attach conditions, as it deems appropriate, to the approval of an application for minor variance.

Holding By-laws

Holding by-laws are used to prohibit **development** occurring, as permitted by the zoning, until certain technical or other matters are confirmed or addressed.

5.12.39 The Zoning By-law may contain holding provisions that specify the use(s) of land, buildings or structures that will be permitted when the holding symbol is removed consistent with the *Planning Act*. Until such time as the holding provision is removed, these uses will not be permitted.

5.12.40 Holding provisions may be used to ensure that the goals, objectives, and policies of Brampton Plan are met prior to the holding symbol being removed. Holding provisions may be used to address requirements relating to such matters as serviving **infrastructure**; Natural Heritage, environmental or **flood** protection measures; noise, vibration, or odor **mitigation**; built form requirements; site plan processes and other such matters relating to the goals, objectives, and policies of this Plan.

5.12.41 To lift a holding symbol and permit **development** in accordance with the underlying zone, the applicant will need to fulfil the conditions identified in the holding by-law or as set out in the Zoning By-law. Once those conditions are satisfied, Council or its designate may lift the holding symbol to permit **development**.

Temporary Use By-laws

Temporary uses are to be in a by-law passed pursuant to Section 34 of the *Planning Act* to temporarily allow the use of land, buildings or structures for a purpose that is otherwise not permitted by the Zoning By-law, for a period of time that is not to exceed three years from the day of the passing of the by-law.

5.12.42 A temporary use by-law will define the land to which it applies and prescribe the period of time during which it is in effect, to a maximum of three years.

5.12.43 The City will consider the following when considering approval of a temporary use by-law:

.a The proposed use will conform to the policies of Brampton Plan;

.b The proposed use will be of a temporary nature, and will not entail major construction or investment on the part of the owner so that the owner will not experience undue hardship in reverting to the original uses upon the termination of temporary use provisions;

.c The proposed use is compatible with the surrounding land uses and character of the surrounding area;

.d The proposed use is properly serviced and does not require the extension or expansion of existing municipal **services**;

.e The proposed use does not create any traffic issues within the surrounding area;

.f The proposed use will include sufficient parking facilities entirely on-site; and,

.g The proposed use is generally desirable and compatible with the surrounding community.

5.12.44 Temporary use by-laws may be passed without the necessity of amending Brampton Plan provided the use is a temporary one which utilizes largely existing or temporary buildings and structures and does not require the extensive construction of permanent buildings or structures or, the significant alteration of the land to accommodate the temporary use.

5.12.45 Upon the expiry of the time period(s) authorized by a temporary use by-law, the use of land, buildings or structures that were permitted under such a by-law will cease to exist and will not be considered non-conforming within the context of the *Planning Act* or this Plan.

Interim Control By-laws

5.12.46 Interim control by-laws may be passed to restrict zoning within an area while the City considers the preparation of a planning study. Interim control by-laws take effect for up to one year to allow the study to be completed and can be extended by up to one additional year in accordance with the *Planning Act*.

5.13 | Community Planning Permit System

The Community Planning Permit System is an additional implementation tool that may be used by the City to ensure the goals and policies of this Plan are realized. The Community Planning Permit System is intended to be a flexible planning tool that combines zoning, Site Plan Approval, and minor variance processes into a single process.

5.13.1 Before passing a By-law to establish a Community Planning Permit Area, an amendment to Brampton Plan will be required to:

.a Identify the area to which the Community Planning Permit System applies;

.b Set out the scope of the authority that may be delegated and any limitations on the delegation, if the City intends to delegate any authority under the Community Planning Permit By-law;

.c Specify the City's goals, objectives, and policies for the Community Planning Permit Area;

.d Set out the types of conditions and evaluation criteria that may be included in the Community Planning Permit By-law;

.e Specify height and **density** provisions; and,

.f Specify complete application requirements.

5.14 | Community Improvement Plans

It is the intent of Brampton Plan, through **community improvement**, to promote and maintain a high-quality living and working environment throughout the city. **Community Improvement Plans** identify specific projects that need to be carried out in a particular area to improve the quality of life and built environment, achieve the goals and objectives of this Plan and/or provide incentives for private sector investment to stimulate the **redevelopment**, rehabilitation, or improvement of an area.

5.14.1 **Community improvement** will be accomplished through:

.a The upgrading and ongoing maintenance of communities or areas characterized by obsolete building, conflicting land uses, or inadequate physical **infrastructure** and community **services**; and,

.b The establishment of policies and programs to address identified economic, land **development**, and housing supply issues or needs.

5.14.2 **Community improvement** will be carried out through the designation, by the City, of **Community Improvement Project Areas** and through the preparation and implementation of **Community Improvement Plans** pursuant to the *Planning Act*. The **community improvement** provisions of the *Planning Act* give the City tools and powers that may be used to achieve a broad range of goals and objectives of this Plan.

5.14.3 All lands within the City are considered eligible for **community improvement** initiatives, and eligible to be designated as a **Community Improvement Project Area**, pursuant to the provisions of the *Planning Act*.

5.14.4 Within a designated **Community Improvement Project Area**, the City may provide programs or incentives to facilitate the **development** or **redevelopment** of the area. These programs may take the form of loans, grants, reduced Development Charges or tax relief, as may be permitted from time to time by Provincial Statute and approved by the City.

5.14.5 **Community improvement plans** may be prepared and adopted to facilitate:

.a The renovation, repair, rehabilitation, remediation, **development** or other improvement of lands and/or buildings;

.b The preservation, restoration, adaptive reuse and improvement of buildings with historical, architectural or other heritage significance;

.c The **development** of mixed-use buildings, or the introduction of a wider mix of uses and amenities in areas that are deficient in mixed uses;

.d The evolution of an area into walkable and inclusive **15-minute neighbourhoods**;

.e The growth of the urban forest and its benefits;

.f The need for **universal design** improvements;

.g Local production and storage of produce and spaces for community gardens;

.h The restoration, maintenance, improvement and protection of parks, community facilities, and recreational amenities;

.i Residential and other types of **intensification**;

.j The construction of a range of housing types and the construction of **affordable** housing;

.k The improvement of pedestrian and bicycle circulation, including bicycle parking;

.l Public **transit-supportive** land uses and improve the quality of, and **accessibility** to, transit facilities;

.m Stronger contribution to the ongoing viability and revitalization of **Centres** and **Boulevards** and other areas that may require **community improvement**;

.n The improvement of energy efficiency and reduction of greenhouse gas emissions measures;

.o Climate impact **resiliency** by reducing the urban heat island effect, improving access to shade and other cooling amenities, reducing **flood** risks and managing increased **stormwater** runoff;

.p The improvement of social conditions and support **services**;

.q The promotion of cultural development including nightlife;

.r Promote community economic development; and/or,

.s The improvement of community health, safety and stability and the goals to advance healthy and inclusive communities.

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

5.15 | Legal Non-Conforming Uses

5.15.1 The use of lands, buildings, or structures that do not comply with the Zoning By-law but were lawfully used for such purpose prior to the approval of the Zoning By-law, and continue to be used for such a purpose, will be recognized as non-conforming uses in accordance with the *Planning Act*. If such non-conforming uses cease, then the rights derived from such uses will terminate.

5.15.2 Consistent with the provisions of the *Planning Act*, a proposal to allow for the expansion or enlargement of a non-conforming use, or to allow a change in a non-conforming use, may be permitted by way of an application to the Committee of Adjustment in accordance with Section 45 of the *Planning Act*, as amended. It is the intention and expectation that non-conforming uses, buildings, or structures will eventually cease, and be replaced by uses, buildings, or structures that conform to the intent of this Plan and comply with the Zoning By-law.

5.15.3 When commenting on an application for the extension or enlargement of a **non-conforming use** by the Committee of Adjustment, the City may consider the desirability and feasibility of acquiring the property concerned, and of holding, selling, leasing, or redeveloping it in accordance with the provisions of the *Planning Act*. Consideration will also be given to the possibility of re-establishing the use in a location consistent with the policies of this Plan.

5.15.4 When commenting to the Committee of Adjustment, the City will be reasonably satisfied that the following requirements will be addressed prior to recommending approval of an application for the extension or enlargement of a non-conforming use:

.a The proposed extension or enlargement will not unduly aggravate the situation created by the existence of the use;

.b The proposed extension or enlargement represents a reasonable increase in the size of the non-conforming use;

.c The characteristics of the existing **non-conforming use** and the proposed extension or enlargement will be examined with regard to impacts from noise, vibration, fumes, smoke, dust, odour, lighting, and traffic generation;

.d The host neighbourhood and adjacent uses will be afforded reasonable protection by the provision of landscaping, buffering or screening; appropriate setbacks for buildings and structures; and devices and measures for reducing nuisances;

.e Adequate provisions will be made for off-street parking and loading facilities;

.f All municipal **services** such as water, sewage and roads are and will continue to be adequate; and,

.g The application is referred to municipal departments and other appropriate agencies which may be concerned or affected for information reports on relevant considerations before making a decision.

5.15.5 In certain instances, uses have been established for many years in conformity with longstanding plans or zoning by-laws which have only recently been altered, and extensive **development** has been permitted on the basis of specific site plan by-laws which no longer conform, in all aspects, to the Official Plan or a **Secondary Plan**. In cases such as these, it may be desirable for Council to pass by-laws for such purposes, provided that the following matters are given due consideration:

.a The proposed zoning is considered in relation to the economic life of the use;

.b The proposed zoning will not aggravate the situation caused by the existence of the use in regard to the general principles and policies of this Plan; and,

.c The proposed zoning will not create or cause an increase of nuisance factors such as noise, vibration, fumes, smoke, dust, odours, lighting, or traffic so as to result in the incompatibility of the use with the host neighbourhood.

5.16 | Municipal By-laws

5.16.1 The City may pass by-laws under the authority of the *Planning Act* or *Municipal Act* or other provincial legislation which will apply to designated areas of the city to assist in, or facilitate, the implementation of the vision and **City Structure**.

Demolition Control

Demolition Control allows the City to maintain the **integrity** of **Neighbourhoods**, prevent the premature loss of housing stock, avoid the creation of vacant parcels of land, and retain existing dwelling units until new uses have been considered and **redevelopment** plans have been approved.

5.16.2 The City will retain and revise its Demolition Control By-law to regulate the demolition of residential rental properties.

5.16.3 The City may, by By-law, regulate the conversion and demolition of residential rental properties and impose conditions as a requirement of obtaining a permit.

Development Charges

Development charges are fees collected from developers at the time a building permit to help pay for the cost of **infrastructure** required to provide municipal **services** to new development, such as roads, transit, water and sewer **infrastructure**, community facilities, and fire and police facilities.

5.16.4 The City will prepare a background study and enact a By-Law under the *Development Charges Act*, to ensure that the capital cost of growth-related **services** does not place a financial burden upon the City's existing taxpayers and that new taxpayers bear no more than the growth-related net capital cost attributable to providing the current level of **services**.

5.16.5 The City may enact a Development Charges By-Law that applies to the City as a whole and/or that applies to specific geographic areas within the City.

5.16.6 The City may exempt some or all of the Development Charge or exempt certain **development** or **redevelopment** from the Development Charge as a means to promote specific **development**, **redevelopment** or revitalization objectives in accordance with this Plan.

5.16.7 The City will apply, calculate and collect Development Charges in accordance with the provisions of the Development Charges By-Law and the *Development Charges Act*.

Community Benefits

Community Benefits Charges are a financial contribution that is required to be paid when land is developed to contribute to the capital costs of facilities, **services** and matters incurred from **development** and population growth. Brampton aims to utilize Community Benefits Charges as a tool to help create **complete communities**.

5.16.8 Council will enact a Community Benefits Charges By-law which establishes the community benefits charges applicable to construction or **redevelopment** of buildings as defined in the By-law in conformity with the *Planning Act*. Public consultation will be included in the development and approval of such By-law.

Maintenance and Occupancy

The City may enact a by-law for prescribing maintenance and occupancy standards for property within the City under the *Building Code Act*. The by-law may also require the repair and maintenance of a property to conform to the standards of the by-law. This by-law is administered by the City's Corporate **Services** to ensure a minimum level of property standards within Brampton.

5.16.9 The City will retain and revise its Minimum Maintenance By-law which prescribes standards for the maintenance and occupancy of properties within the City.

5.16.10 The City may require that properties which do not conform to the Minimum Maintenance By-law be repaired and maintained to standard or will prohibit occupancy of such property or order the site to be cleared of all structures and debris and left in a graded and levelled condition. In accordance with the *Building Code Act*, the City may demolish or repair the offending property without compensation to the owner or occupant.

5.17 | Parkland Dedication

Brampton Plan recognizes parks and open space as a key city-wide priority as part of the Health and Wellness City-Wide Building Block. To support the objectives of this Plan, the City will provide for parks and open space through land dedication pursuant to the *Planning Act* and in accordance with the following policies.

5.17.1 Pursuant to the *Planning Act* and the City's Parkland Dedication By-law, the City, as a condition of **development** or **redevelopment**, or subdivision approval or consent, will require the conveyance of parkland, or cash in lieu thereof at the rate of:

.a For residential purposes in existing **neighbourhoods** and the **Designated Greenfield Area**, the City will apply a parkland dedication rate of 5% of the land area, or the alternative rate as set out in the *Planning Act* for land conveyance, whichever generates the greater parkland dedication to the City. In lieu of the conveyance of land, the City may require a payment-in-lieu of a land dedication equivalent to the value of 5% of the land area, or the alternative rate as set out in the *Planning Act* for cash in lieu payments;

.b For residential purposes in **Intensification/Strategic Growth Areas**, as defined in the Parkland Dedication By-law, as amended from time to time, the City will require a parkland dedication rate/payment-in-lieu equivalent as set out in the Parkland Dedication By-law, or the applicable alternative rate as set out in the *Planning Act*;

.c For commercial or industrial purposes: parkland dedication and/or payment-in-lieu equivalent in the amount equal to 2% of the land being developed;

.d For all other non-residential purposes: parkland dedication and/or payment-in-lieu equivalent in the amount equal to 5% of the land being developed; and,

.e For mixed use **development** based on a pro-rated mixture of land uses formula as set out in the Parkland Dedication By-law.

5.17.2 Any permitted exemptions and reductions are as set out in the Parkland Dedication By-law, which may be amended from time to time.

5.18 | Glossary

The following definitions provide interpretation of Official Plan content and are to be used in understanding the intent of policies and preamble text.

#

15-Minute Neighbourhoods also known as complete communities, are communities where residents should be able to access their basic needs of food, healthcare, and work, green space, within a 15-minute walk from their home.

A

Accessibility means the design of products, devices, services, or environments for people who experience disabilities. Ontario has laws to improve accessibility for people with disabilities, including the *Accessibility for Ontarians with Disabilities Act* (AODA), the Ontario Human Rights Code, and the Ontario Building Code.

Accessibility (Housing) means the way housing is designed, constructed or modified (such as through repair/renovation/renewal or modification of a home), to enable independent living for persons with diverse abilities. Accessibility is achieved through design, but also by adding features that make a home more accessible, such as modified cabinetry, furniture, space, shelves and cupboards, or even electronic devices that improve the overall ability to function in a home.

Ancillary means in regard to employment lands, uses that primarily serve the business functions on site.

Accessory Use means the use of any land, detached building, structure or facility that is incidental, subordinate in size and exclusively devoted to the principal use, building or structure located on the same lot.

Active Recreation means activity characterized by the need for special facilities, such as golf courses, tennis courts and recreation theme parks, which usually require large scale modification of the land surface, often accompanied by the introduction of buildings and structures.

Active Transportation means human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.

Active Transportation Network means Brampton's network of critical local and regional connections focused on walking, cycling, or rolling that allow people of all ages and abilities to access destinations, amenities, daily needs, and recreational opportunities.

Adaptation means, in regard to climate change the process of adjustment to actual or expected climate and its effects. In human systems, adaptation seeks to moderate or avoid harm or exploit beneficial opportunities. In some natural systems, human intervention may facilitate adjustment to expected climate and its effects.

Adaptive Environmental Management means an iterative and systematic framework for designing and implementing an environmental monitoring program, quantifying the effects of land use change on the natural environment, evaluating the effectiveness of environmental management and mitigation practices, and identifying the need for continual improvement of practices/policies in order to meet established objectives, improve knowledge and support decision making.

Additional Residential Units (ARU) means a self-contained residential dwelling unit, with its own cooking facility, sanitary facility and sleeping area, and that it is located either within a single detached, semi-detached or townhouse dwelling Attached ARU), or within an ancillary building (Garden Suite).

Additional Residential Unit, Attached (Attached ARU) means an Additional Residential Unit (ARU) that is located within a single detached, semi-detached or townhouse dwelling resulting in a two-unit dwelling.

Adjacent Lands means lands that are contiguous to a specific natural heritage feature or area where it is likely that development or site alteration would have a negative impact on the feature, or area. The extent of the adjacent lands to specific natural heritage features or areas are provided in Ontario Ministry of Natural Resources' Natural Heritage Reference Manual.

Adverse Effects as defined in the *Environmental Protection Act*, means one or more of:

a) impairment of the quality of the natural environment for any use that can be made of it;

b) injury or damage to property or plant or animal life;

c) harm or material discomfort to any person;

d) an adverse effect on the health of any person;

e) impairment of the safety of any person;

f) rendering any property or plant or animal life unfit for human use; g) loss of enjoyment of normal use of property; and,

g) interference with normal conduct of business.

Affordable (Housing) means:

a) In the case of ownership housing, the least expensive of:

i. housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate-income households; or

ii. housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area;

b) In the case of rental housing, the least expensive of:

i. a unit for which the rent does not exceed 30 percent of gross annual household income for low and moderate-income households; or

ii. a unit for which the rent is at or below the average market rent of a unit in the regional market area.

Affordability means that the household has the financial ability or means to effectively enter or compete in the housing market.

Affordability Threshold means the maximum rental rate or purchase price of a housing unit that low/moderate households can afford.

Age-Friendly means a community that ensures aging residents at all levels of ability are supported, respected and encouraged to participate in community life.

Agri-food Network within the agricultural system, means a network that includes elements important to the viability of the agri-food sector such as regional infrastructure and transportation networks; on-farm buildings and infrastructure; agricultural services, farm markets, distributors, and primary processing; and vibrant, agriculture-supportive communities.

Agricultural System means a system comprised of a group of inter-connected elements that collectively create a viable, thriving agricultural sector. It has two components:

a) An agricultural land base comprised of prime agricultural areas, including specialty crop areas, and rural lands that together create a continuous productive land base for agriculture; and,

b) An agri-food network which includes infrastructure, services, and assets important to the viability of the agri-food sector.

Agricultural Uses means the growing of crops, including nursery, biomass, and horticultural crops; raising of livestock; raising of other animals for food, fur or fibre, including poultry and fish; aquaculture; apiaries; agro-forestry; maple syrup production; and associated on farm buildings and structures, including, but not limited to livestock facilities, manure storages, value-retaining facilities, and

accommodation for full-time farm labour when the size and nature of the operation requires additional employment.

Agriculture-related Uses means those farm-related commercial and farm-related industrial uses that are directly related to farm operations in the area, support agriculture, benefit from being in close proximity to farm operations, and provide direct products and/or services to farm operations as a primary activity.

Alternative Energy System means a system that uses sources of energy or energy conversion processes to produce power, heat and/or cooling that significantly reduces the amount of harmful emissions to the environment (air, earth and water) when compared to conventional energy systems.

Amenity Space means either indoor or outdoor space on a lot that is communal and can be used by the occupants of a building on the lot for recreational activities.

AODA means the *Accessibility for Ontarians with Disabilities Act* (AODA), which seeks to ensure that all Ontarians have fair and equitable access to programs and services and to improve opportunities for persons with disabilities.

Apartment means a building containing five or more dwelling units which have a common entrance from the street level, and the occupants of which have the right to use common elements.

Aquaculture means the breeding or husbandry of fish as a commercial venture for human consumption, in accordance with the policies of the *Ontario Fish and Wildlife Conservation Act,* and any regulations made under the Act.

Aquifer as defined in the Credit Valley-Toronto and Region-Central Lake Ontario (CTC) Source Protection Plan 2019, as amended.

Archaeological Resources means the remains of a building, structure, activity or cultural feature or object which, because of the passage of time, is on or below the surface of land or water and is of significance to the understanding of the history of a people or place.

Areas of Archaeological Potential means areas with the likelihood to contain archaeological resources. Criteria to identify archaeological potential are established by the Province. The *Ontario Heritage Act* requires archaeological potential to be confirmed by a licensed archaeologist.

Assisted Living means where seniors live together but in separate units (rooms or apartments) owned by an organization (for-profit or not-for profit) and formal services are provided (e.g., meals, recreational activities, transportation, some health care services, etc.).

B

Biological Diversity means the variety of life in all forms, levels, and combinations. It includes ecosystem and landscape diversity, species diversity, and genetic diversity.

Boulevards means places for movement, living, and commerce that are intrinsically linked to the mobility systems that connect the Urban and Town Centres.

Building Typologies generally refers to the building typologies and height ranges established in Table 4 to this Plan.

Built Heritage Resource means a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous community. Built heritage resources are located on property that may be designated under Parts IV or V of the *Ontario Heritage Act*, or that may be included on local, provincial, federal and/or international registers. **Built-up Area** means all land within the delineated built boundary.

Bus Rapid Transit (BRT) means bus based transit service that relies on technology to help increase the speed and/or reliability of the service. It can operate on exclusive transitways, high occupancy vehicle lanes, or ordinary streets. BRT combines intelligent transportation systems technology, priority for transit, rapid and convenient fare collection, upgraded vehicles and stations, and integration with land use policy to substantially upgrade bus system identity and performance.

C

Canada Mortgage and Housing Corporation (CMHC) means the agency responsible for carrying out the current responsibilities of the federal government regarding affordable housing. In 1999, CMHC signed the Canada-Ontario Social Housing Agreement that transferred the funding and administration of social housing, which had been developed under federal programs, into the hands of the provincial government.

Carbon Storage means the long-term storage of carbon in plants, soils, geologic formations, and the ocean, occurs both naturally and as a result of anthropogenic activities and typically refers to the storage of carbon that has the immediate potential to become carbon dioxide gas.

Carrying Capacity means the threshold or degree of use a site can support without substantial negative impact on environmental systems such as groundwater, surface water, vegetation, wildlife and soil.

Centres mean compact, high-rise areas focused around one or more Rapid Transit stations that offer a mix of retail, offices, open space and parks, public uses and community facilities to serve residents, commuters and visitors.

City Structure means the strategic direction for the way Brampton grows, its neighbourhoods, employment areas, and mobility network, generally influencing on most aspects of life in Brampton. The City Structure is comprised of two frameworks: The City-Wide Growth Management Framework and the Mobility Framework.

City-Wide Growth Management Framework means the City's growth management framework that is the basis for all planning and development in the City of Brampton and implements the policy frameworks on where and how to grow as set out in the Region of Peel Official Plan, the Provincial Policy Statement (PPS), and A Place to Grow: Growth Plan for the Greater Golden Horseshoe.

City-Wide Urban Design Guidelines is intended to guide the development of communities from a design perspective; to guide secondary planning and more specifically the preparation of community block plans. The Guidelines set the foundation, direction and vision from detailed design in subsequent stages of community planning and development. This is a living document which will be amended from time to time and is intended to be used in conjunction with official documents such as Brampton Plan, Secondary Plans and Precinct Plan amendments.

Community Housing means housing that is either owned and operated by non-profit housing societies, housing cooperatives and municipal governments or district social services administration boards. These providers offer subsidized or low-end-of-market units.

Community Improvement means the planning, design, subdivision, clearance, development or redevelopment, construction, reconstruction and rehabilitation, improvement of energy efficiency, or any of them, of a community improvement project area, and the provision of such residential, commercial, industrial, public, recreational, institutional, religious, charitable or other uses, buildings, structures, works, improvements or facilities, or spaces therefor, as may be appropriate or necessary.

Community Improvement Plan means a plan for the community improvement of a community improvement project area.

Community Improvement Project Area means a municipality or an area within a municipality, the community improvement of which in the opinion of the council is desirable because of age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings or for any other environmental, social or community economic development reason.

Community Land Trusts (CLTs) means locally-based, private non-profit organizations that acquire and hold land for the benefit of a community. They do so with the specific purpose of making this land available perpetually for affordable housing, usually catering to low- and moderate-income residents. CLTs achieve housing affordability through the dual ownership approach, meaning CLTs retain ownership of the land and, through long-term leasehold interests, grant the right to third parties (e.g., low to moderate- income households) to use that land.

Community Services and Facilities includes lands, buildings, structures for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions, such as recreation, libraries, childcare, schools, public health, human services, cultural services and employment services.

Commuter Rail a passenger railroad service that operates within a metropolitan region that is usually part of the general railroad system. The service is primarily intended for medium to long distance travel.

Comparable Affordability means the last rent paid by the tenant with an increase no higher than the annual Provincial Guideline and a one-time capital allowance of 3%.

Compatible Development is when the new development sufficiently addresses the design relationship within the existing context and surrounding community area, specifically in relation to density, form, bulk, height, setbacks, materials and general design.

Complete Communities means the meeting of people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community infrastructure including affordable housing, schools, recreation and open space for people of all ages and abilities. Convenient access to most necessities and services such as public transportation and options for safe, non-motorized travel is also provided.

Complete Streets means streets that provide safe conditions for everyone, regardless of how someone is travelling. Dedicated space is provided for pedestrians, cyclists and transit vehicles using dedicated lanes, signals, and other means, as well as streetscaping and other design elements.

Conservation means:

a) in an ecological context, means the wise management of the environment in a way that will maintain, restore, enhance and protect its quality and quantity for sustained benefit to humans and the environment.

b) in a cultural heritage context, means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained under the *Ontario Heritage Act*.

This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.

Conserved means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision-Provincial Policy Statement, 2020 | 42 maker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.

Contaminated Sites property or lands that have not been rehabilitated and which, for reasons of public health and safety or environmental quality, are unsafe for use as a result of human activities that have left a chemical or radioactive residue. Such sites include some industrial lands, some transportation facilities, electrical facilities and some abandoned mine hazards.

Contextual Landscape means an ensemble of cultural and natural elements of significance to the setting of a built heritage resource.

Co-operative housing means that households in a co-operative housing project are all members of the co-operative corporation that owns the building. They elect from amongst themselves a board of directors who are responsible for overseeing the management of the building. They are subject to rules in the *Co-operative Corporations Act* and are not considered to be landlords and are therefore not subject to the *Residential Tenancies Act*.

Corridors are found along bands of land along specific streets with rapid, high-frequency transit whose planned function combines a higher density of development and a greater degree of mixed uses than currently exists today.

Creative Industries are industries which have their origin in individual creativity, skill and talent and which have a potential for wealth and job creation through the generation and exploitation of intellectual property. Examples of these industries include architecture, design, publishing, television, radio and games software development.

Cultural Heritage Character Area means a defined geographical area modified by human activity consisting of landscapes and/or groupings of buildings or structures of heritage value that may not merit designation under the *Ontario Heritage Act* but that merit special conservation efforts. Such areas can include mill sites, Hamlets, neighbourhoods and Natural Areas.

Cultural Heritage Landscape means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the *Ontario Heritage Act* or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms.

Cultural Heritage Resources built heritage resources, cultural heritage landscapes and archaeological resources that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people. While some cultural heritage resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation.

Cultural Woodland means having a tree crown cover of at least 35-60%, and a large portion of potentially non-native species.

Culture of Conservation means to develop an individual, community and corporate ethos for the responsible protection, conservation, enhancement and wise use of air, land, water, energy, and natural heritage and cultural resources, and an integrated management of human waste products.

Cumulative Effects Assessment means the assessment of cumulative environment effects associated with a proposed change in land use.

Cumulative Environmental Effects means the incremental effect of an action when added to other past, present, and foreseeable future actions. These changes are characterized by being collectively significant over time and space, by occurring frequently in time or densely in space, and by combining additively or synergistically.

Cycling Network means the component of Brampton's Active Transportation Network which includes cycling lanes, multi-use paths, and recreational trails.

D

Delineated Built Boundary means the limits of the developed urban area as defined by the Minister in consultation with affected municipalities for the purpose of measuring the minimum intensification target.

Density (Residential) means the number of dwellings divided by the area of land they occupy.

Designated and Available for the purposes of residential land supply policies in this Plan, means lands designated for urban residential use for which secondary planning process has been commenced.

Designated Greenfield Area lands within settlement areas (not including rural settlements) but outside of delineated built-up areas that have been designated in an official plan for development and are required to accommodate forecasted growth to the horizon of this Plan. Designated greenfield areas do not include excess lands.

Designated Growth Areas means lands within settlement areas, but outside of delineated built up areas designated in an official plan for growth over the long-term planning horizon of this Plan, but which have not yet been fully developed. **Designated growth areas** include lands which are designated and available for residential growth, as well as lands required for employment and other uses.

Development means the creation of a new lot, a change in land use, or the construction of buildings and structures requiring approval under the *Planning Act*, but does not include: a) activities that create or maintain infrastructure authorized under an environmental assessment process; b) works subject to the *Drainage Act*; or c) underground or surface mining of minerals or advanced exploration on mining lands in significant areas of mineral potential in Ecoregion 5E, where advanced exploration has the same meaning as under the *Mining Act*.

Disability means a physical or mental condition that limits a person's movements, senses, or activities. The AODA uses the same definition of disability as the Ontario Human Rights Code.

District Energy means the supplying of thermal energy (heating and/or cooling) to multiple buildings from a central plant or from central interconnected but distributed plants. Thermal energy is conveyed with water through a closed network of pre-insulated pipes to meet end-users' need for cooling, heating, and domestic hot water.

Dwelling Unit means one or more habitable rooms designed or capable of being used together as a single and separate housekeeping unit by one or more persons. It contains its own kitchen and sanitary facilities, with a private entrance from outside of the unit itself.

E

Ecological Buffer means areas that serve to protect natural and water resource system features and areas, and their ecological functions and processes, to maintain the ecological integrity of the Natural System through appropriate buffers.

Ecological Function means the natural processes, products or services that living and non-living environments provide or perform within or between species,

ecosystems and landscapes. These may include biological, physical and socio-economic interactions.

Ecological Integrity, which includes hydrological integrity, means the condition of ecosystems in which:

a) the structure, composition and function of the ecosystems are unimpaired by the stresses from human activity;

b) natural ecological processes are intact and self-sustaining; and,

c) the ecosystems evolve naturally.

Ecological Value the value of vegetation in maintaining the health of the key natural heritage feature or key hydrologic feature and the related ecological features and ecological functions, as measured by factors such as the diversity of species, the diversity of habitats, and the suitability and amount of habitats that are available for rare, threatened and endangered species.

Ecosystem the system of plants, animals and micro-organisms, together with the non-living components of their environment, related ecological processes and humans.

Emergency Shelters means a facility designed to meet the immediate needs of people who are experiencing homelessness or in crisis. These shelters typically have minimal eligibility criteria, offer shared sleeping facilities and amenities. They may or may not offer food, clothing or other services. Some emergency shelters allow people to stay on an ongoing basis, while others are short term and are set up to respond to special circumstances, such as extreme weather.

Employment Area means those areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities.

Endangered Species means a species that is classified as “Endangered Species” on the Species at Risk in Ontario List, as updated and amended from time to time.

Enhancement area means terrestrial and aquatic areas that have been restored or that have the potential to be restored to a natural state. Enhancement areas include naturally vegetated or potentially revegetated lands that expand, connect, link or border natural heritage features and areas and that have been or are planned to be rehabilitated or restored to support ecological functions. Potential enhancement areas that are not in a natural state but have the potential to be restored to a natural state to improve the integrity and function of the Greenlands System are identified through the preparation of a natural heritage evaluation, hydrologic evaluation, environmental impact study or natural heritage system study. Enhancement areas

exclude buffers and areas that are required to mitigate the impacts of development or provided as compensation for the loss of natural heritage features and areas.

Environmental Impact Study is a study prepared in accordance with established procedures, to identify and assess the impacts of development on a specified ecosystem form, function and integrity.

Environmental Implementation Report means a detailed environmental study required at the Precinct Planning and planning and development application stage to further characterize, analyze, and provide recommendations for the protection, restoration, improvement, enhancement, conservation, management, and monitoring of natural hazard, natural heritage features and water resource features in the study area, and ensure compliance with the relevant higher order studies.

Environmental Performance Measures means a description of a desired end state or level of performance with respect to specified ecosystem forms, functions and attributes.

Equitable means ensuring that systems and processes provide equal opportunities for people to access, obtain, and retain housing that meets individuals' different needs and preferences.

Erosion Hazard means the loss of land, due to human or natural processes, that poses a threat to life and property. The erosion hazard limit is determined using considerations that include the 100 year erosion rate (the average annual rate of recession extended over a one-hundred-year time span), an allowance for slope stability, and an erosion/erosion access allowance.

Essential means, with respect to infrastructure or services necessary to the public interest after all reasonable alternatives have been considered.

F

Fish Habitat means the spawning grounds and any other areas, including nursery, rearing, food supply, and migration areas on which fish depend, directly or indirectly, in order to carry out their life processes as defined in the *Fisheries Act*.

Flexible housing means an approach to building that uses a range of design and construction refinements to create space that is adaptable, accessible, affordable and convertible.

Flood for rivers and streams, a temporary rise in the water level resulting in the inundation of areas adjacent to a watercourse not ordinarily covered by water.

Flooding Hazard means the inundation, under the conditions specified below, of areas adjacent to a shoreline or a river or stream system and not ordinarily covered by water:

a) along the shorelines of the Great Lakes – St. Lawrence River System and large inland lakes, the flooding hazard limit is based on the one hundred year flood level plus an allowance for wave uprush and other water-related hazards;

   i. along river, stream and small inland lake systems, the flooding hazard limit is the greater of: the flood resulting from the rainfall actually experienced during the Regional Storm Event such as the Hurricane Hazel storm (1954) or the Timmins storm (1961), transposed over a specific watershed and combined with the local conditions, where evidence suggests that the storm event could have potentially occurred over watersheds in the general area;

   ii. the one hundred year flood; and,

   iii. a flood which is greater than 1. or 2. which was actually experienced in a particular watershed or portion thereof as a result of ice jams and which has been approved as the standard for that specific area by the Province;

b) except where the use of the one hundred year flood or the actually experienced event has been approved by the Minister of Natural Resources and Forestry as the standard for a specific watershed (where the past history of flooding supports the lowering of the standard).

Flood Plain for river, stream and small inland lake systems, means the area, usually lowlands adjoining a watercourse, which has been or may be subject to flooding hazards.

Floodway for river, stream and small inland lake systems, means the portion of the flood plain where development and site alteration would cause a danger to public health and safety or property damage. Where the one zone concept is applied, the floodway is the entire contiguous flood plain. Where the two zone concept is applied, the floodway is the contiguous inner portion of the flood plain, representing that area required for the safe passage of flood flow and/or that area where flood depths and/or velocities are considered to be such that they pose a potential threat to life and/or property damage. Where the two zone concept applies, the outer portion of the flood plain is called the flood fringe.

Food Systems means all economic, social, and environmental processes, networks, and infrastructure that are involved with the growth, harvest, production, processing, packaging, distribution, transport, marketing, sale, serving, consumption, resource recovery, and disposal of food.

Fourplex means a detached building containing four dwelling units arranged in a group.

Frequent Transit means typically, 15 minutes or better from the beginning of morning peak to early evening or later.

G

Garden Suite means an additional residential unit (ARU) that is located in an ancillary building on the same lot as a principal dwelling.

Goods Movement Corridors means major streets which facilitate economic development and the flow of goods and services, provide access to industry and employment, and support regional connection and prosperity.

Greenbelt Area the geographic area identified as the Greenbelt Area in Ontario Regulation 59/05 under the *Greenbelt Act*, 2005.

Green Development Standards (GDS) means voluntary or mandatory measures created by municipalities to encourage design that is environmentally, socially, and economically sustainable. GDS are comprehensive principles to guide development at a level of planning and design that focuses on the community as a whole. These standards are integrated into the planning approvals process, where development applications are asked to meet certain criteria in the GDS.

Green Infrastructure means natural and human-made elements that provide ecological and hydrological functions and processes. Green infrastructure can include components such as natural heritage features and systems, parklands, stormwater management systems, LID measures, street trees, urban forests, natural channels, permeable surfaces, and green roofs.

Groundwater means sub-surface water, or water flowing through or stored in the pores, cracks, and crevices in the ground below the water table.

Groundwater Recharge Area an area in which there is significant addition of water by natural processes to groundwater.

Group Home:

a) **Group Home Type 1:** Means a supportive housing facility located within a detached **dwelling unit** that is occupied by four (4) to six (6) persons, exclusive of staff and/ or receiving family, who live as a unit under responsible supervision consistent with the requirements of its residents and which is licensed or approved pursuant to Provincial Statute within the jurisdiction of the Ontario Ministry of Community and Social Services or the Ministry of Health.

   A Group Home Type 1 may provide accommodation, supervision and treatment for: the mentally retarded pursuant to the *Homes for Retarded Persons Act*, or the *Development Services Act;* individuals over 60 years of

age as a satellite residence under the *Homes for the Aged and Rest Homes Act*; children under the *Child and Family Services Act*; persons under the *Mental Hospitals Act* and *Homes for Special Care Act*; and persons under the *Charitable Institutions Act*. No supervision or treatment will be provided to any person not residing in the group home. A group home type 1 will not include a residence defined as a group home type 2, supportive lodging house, lodging house, a foster home, or a supportive housing facility.

b) **Group Home Type 2:** Means a supportive housing facility occupied by four (4) to ten (10) persons, exclusive of staff located within a **single detached dwelling**, or a dwelling within a commercial building which will be maintained and operated primarily for: persons who have been placed on probation under the provisions of the *Probation Act,* the *Criminal Code of Canada*, or any *Act* passed to replace the foregoing *Acts*; persons who have been released on parole under the provisions of the *Ministry of Correctional Services Act*, or Parole Board of Canada or any *Act* passed to replace the foregoing *Acts*; persons who have been charged under the *Young Offenders Act* but who have been placed in open or secure custody; persons requiring treatment and rehabilitation for addiction to drugs or alcohol; persons housed in a group home that satisfies all of the requirements of a Group Home Type 1 except that it accommodates in excess of six (6) residents.

   A group home type 2 will not include a residence defined as a group home type 1, supportive lodging house, lodging house, foster home, or a supportive housing facility. No supervision or treatment will be provided to any person not residing in the group home.

c) **Group Home (Auxiliary)** means a supportive housing facility located within a **dwelling unit** occupied by no more than three (3) persons in need of supervision or guidance but will not have full time staff attending the home. An auxiliary group home will not include group home type 1; group home type 2; supportive lodging house; foster home.

Growth Management means strategies and tools to help guide the type, intensity, location, and timing of new development.

H

Habitat of Aquatic Species at Risk means waters supporting aquatic species at risk (fishes and mussels) listed under Schedule 1 of the federal *Species at Risk Act* (SARA) and protected under that Act, their residences and critical habitats.

Habitat of Endangered Species and Threatened Species habitat within the meaning of Section 2 of the *Endangered Species Act*, 2007.

Hazardous Forest Types for Wildland Fire means forest types assessed as being associated with the risk of high to extreme wildland fire using risk assessment tools established by the Ontario Ministry of Natural Resources and Forestry, as amended from time to time.

Hazardous Lands means property or lands that could be unsafe for development due to naturally occurring processes. Along the shorelines of the Great Lakes - St. Lawrence River System, this means the land, including that covered by water, between the international boundary, where applicable, and the furthest landward limit of the flooding hazard, erosion hazard or dynamic beach hazard limits. Along the shorelines of large inland lakes, this means the land, including that covered by water, between a defined offshore distance or depth and the furthest landward limit of the flooding hazard, erosion hazard or dynamic beach hazard limits. Along river, stream and small inland lake systems, this means the land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits.

Hazardous Waste as defined in Regulation 347 of the Revised Regulations of Ontario, 1990, as amended.

Headwater means the source area of a stream including springs and upwelling areas.

Headwater Drainage Feature means ill-defined, non-permanently flowing drainage features that may not have defined bed or banks. They are zero-order intermittent and ephemeral channels, swales and rivulets, but do not include rills or furrows.

Healthy Communities means a broad and inclusive definition of health which refers to not merely the absence of disease, but also complete physical, mental and social well-being. This is a pro-active model of wellness incorporating a person's perceptions of their quality of life, their chances for optimal social interaction, the availability of community activities and resources, and a monitoring of the link between daily stress and health. A healthy community is characterized by:

- a clean, safe, high quality physical environment;
- a stable ecosystem that is moving towards sustainability;
- a strong, mutually supportive and non-exploitative community;
- a high degree of participation and control by the public over decisions affecting their lives, health and well being;
- the meeting of basic needs for food, water, shelter, income, security and work for all the people of the community;
- access to a wide variety of experiences and resources, with the chance for a wide variety of contact, interaction and communication;
- a diverse, vital and innovative economy;
- connectedness with the past and with the cultural and biological heritage of the community, groups and individuals;

- a form that is compatible with and enhances the preceding characteristics;
- an optimum level of appropriate health and sick care services available to all; and,
- high levels of positive health and low levels of disease.

Heritage Attributes means the principal features or elements that contribute to a protected heritage property's cultural heritage value or interest, and may include the property's built, constructed, or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (e.g., significant views or vistas to or from a protected heritage property).

Heritage Conservation District means an area of the municipality designated under Part V of the *Ontario Heritage Act* for the purposes of protecting and enhancing the special, collective character of that area.

Heritage Conservation Easement Agreement means a covenant or agreement that may be entered into by the owner of real property and either a municipality or the Ontario Heritage Trust, is registered on title and executed with the primary purpose of preserving, conserving and maintaining a cultural heritage feature or resource, or preventing its destruction, demolition or loss. A heritage conservation easement may be entered into under either Parts II (Section 10) or IV (Section 37) of the *Ontario Heritage Act*.

Heritage Road means a road or portion of road which exhibits physical and historical integrity by retaining characteristics typified by little or no shoulders, unimproved grass ditches and roadside trees. Heritage roads are roads that have not been previously engineered or improved to recent design and construction standards.

Higher Order Transit means transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. Higher order transit can include heavy rail (such as GO Trains), light rail, and buses in dedicated rights-of way.

Highly Vulnerable Aquifer (HVA) is an area underground that contains water that is being withdrawn for human use and is particularly susceptible to contamination because of its location near the ground's surface or where the overlying material in the ground above it is highly permeable.

Home Occupation means an occupation for profit or gain conducted entirely within a dwelling unit that is incidental and secondary to the use of the dwelling unit for residential purposes and does not change the residential character of the dwelling unit.

Homelessness means the condition of being without long-term accommodation.

Homeshare means an intergenerational housing option where a senior homeowner rents out a room to a younger individual at a very low cost. In exchange, the younger individual, typically a university student, supports the senior with daily tasks such as shopping, cooking, or cleaning.

Hospice means a building containing a palliative care facility where a broad range of 24 hour personal care, support and health services are provided for persons requiring these services in a supervised setting and that may contain common facilities, such as but not limited to, the preparation and consumption of food.

Household means all the persons who occupy or intend to occupy a housing unit.

Housing Continuum means a visual concept used to describe and categorize different types of housing, from non-market to market housing. Housing continuums are developed to assist with planning and program development. On the non-market end of the continuum are emergency services and transitional housing, which often require the most public funding, moving towards supportive and social housing options in the middle of the continuum and then towards independent housing options on the right, where housing is typically provided by the private market.

Housing Options means a range of housing types such as, but not limited to single detached, semi-detached, rowhouses, townhouses, stacked townhouses, multiplexes, additional residential units, tiny homes, multi- residential buildings and uses such as, but not limited to life lease housing, co-ownership housing, co-operative housing, community land trusts, affordable housing, housing for people with special needs, and housing related to employment, institutional or educational uses.

I

Impacts of a Changing Climate means the present and future consequences from changes in weather patterns at local and regional levels including extreme weather events and increased climate variability. Impacts generally refer to effects on lives, livelihoods, health, ecosystems, economies, societies, cultures, services, and infrastructure due to the interaction of climate changes or hazardous events occurring within a specific time period and the vulnerability of an exposed society or system. Impacts are also referred to as consequences and outcomes.

Inclusionary Zoning means policies zoning by-laws and programs that require development of residential units to include affordable housing units and provide for those units to be maintained as affordable over time.

Indigenous Peoples encompasses First Nations, Métis and Inuit people, either collectively or separately, and is a preferred term in international usage, e.g., the 'U.N. Declaration on the Rights of Indigenous Peoples.' In its derivation from international movements, it is associated more with activism than government policy and so has emerged, for many, as the preferred term.

Infill means a housing development in existing neighbourhoods on vacant or underutilized land.

Infrastructure means physical structures (facilities and corridors) that form the foundation for development. Infrastructure includes sewage and water systems, septage treatment systems, stormwater management systems, waste management systems, electricity generation facilities and transition and distribution systems , communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities.

Institutional means uses that include, without limitation, a long-term care facility, hospital, school, university or college.

Integrity means an ecosystem which is in a state where its inherent potential is realized, its condition is stable, its capacity for self-repair when perturbed is preserved, and minimal external support for management is needed.

Intensification means developing an area at a higher density than currently exists through development, redevelopment, infill and expansion or conversion of existing buildings.

Integrated Energy Plan is the equivalent of a community energy and missions reduction plan, but developed at a scale of a portfolio of properties, neighbourhood or subdivision.

Intermittent Stream means a stream-related watercourse that contains water or is dry at times of the year that are more or less predictable, generally flowing during wet seasons of the year but not the entire year, and where the water table is above the stream bottom during parts of the year.

J

Jointly means a co-operative project recognizing the importance of each named agency to the success of the project – but does not imply a veto power to any of the participants or that the effort cannot proceed if one or more parties should choose not to participate.

K

Key Hydrologic Features or Area means permanent streams, intermittent streams, inland lakes and their littoral zones, seepage areas and springs, and wetlands.

L

Landscapes means the character and morphology of the land surface which has resulted from an interaction of physical processes and human activity.

Large Lots are identified as sites that are sufficiently large enough that they require new streets and blocks.

Level of Service means a qualitative measure describing operational conditions of a road section within a traffic stream, and the perceived condition by motorists and passengers, using such factors as travel time, average speed, freedom to manoeuvre, traffic interruptions, comfort and convenience, and safety. In general practice, six levels-of-service are defined. These are given letter designations, from "A" to "F", with level-of-service "A" representing the best operating conditions.

Life Science Areas of Natural and Scientific Interest (ANSIs) an area that has been identified as having life science values related to protection, scientific study, or education; and further identified by the Ministry of Natural Resources and Forestry using evaluation procedures established by that Ministry, as amended from time to time.

Littoral Zone the area along the shore of a lake from the water's edge into the water to a depth where there is a 2% loss of light at the bottom.

Local Institutional can include schools and small places of worship that serve a local population. Local institutions include community services and facilities, such as daycares, libraries and recreation facilities.

Local Transit Routes means transit routes that provide connections within and between Neighbourhoods, and to key destinations across the city, including Regional Rail stations and Rapid Transit stations.

Lodging Homes means a single detached dwelling, in which residential accommodation is provided, or is intended to be provided in which each lodger does not have access to all of the habitable areas of the building and consists of more than four (4) lodging units; or a single detached dwelling in which lodging is provided for more than four (4) persons with or without meals.

Low and Moderate-Income Households means

a) **Low income:** In the case of ownership housing, households with incomes at or below 30 percent of the income distribution for the regional market area, or in the case of rental housing, households with incomes in the lowest 30 percent of the income distribution for renter households for the regional market area.
b) **Moderate income:** In the case of ownership housing, households with incomes between 30 to 60 percent of the income distribution for the regional market area, or in the case of rental housing, households with incomes between 30 to 60 percent of the income distribution for renter households for the regional market area.

Low Impact Development means an approach to stormwater management that seeks to manage rain and other precipitation as close as possible to where it falls to mitigate the impacts of increased runoff and stormwater pollution. It typically includes a set of site design strategies and distributed, small-scale structural practices to mimic the natural hydrology to the greatest extent possible through infiltration, evapotranspiration, harvesting, filtration, and detention of stormwater. Low impact development can include, for example: bio-swales, vegetated areas at the edge of paved surfaces, permeable pavement, rain gardens, green roofs, and exfiltration systems. Low impact development often employs vegetation and soil in its design, however, that does not always have to be the case and the specific form may vary considering local conditions and community character.

M

Major Facilities means facilities which may require separation from sensitive land uses, including but not limited to airports, manufacturing uses, transportation infrastructure and corridors, rail facilities, marine facilities, sewage treatment facilities, waste management systems, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities.

Major Goods Movement Facilities and Corridors means transportation facilities and corridors associated with the inter- and intra-provincial movement of goods. Examples include inter-modal facilities, ports, airports, rail facilities, truck terminals, freight corridors, freight facilities, and haul routes and primary transportation corridors used for the movement of goods. Approaches that are freight supportive may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives.

Major Office means freestanding office buildings of approximately 4,000 square metres of floor space or greater, or with approximately 200 jobs or more.

Major Office Employment means office type employment that is contained within free standing buildings more than 20,000 net square feet (1,858 m^2), based on the threshold where most data collection of office building information occurs.

Major Retail means large-scale or large-format stand-alone retail stores (of 1,000 square metres of gross floor area or greater) or retail centres (of 3,000 square metres of gross floor area or greater) that have the primary purpose of commercial activities.

Major Road means a roadway or street that carries medium to high volumes of transportation capacity (relative to its urban or rural context) between significant activity nodes or more localized elements of the overall road network. Major roads play a role in the movement of people, by automobile, transit, cycling, and walking, and goods.

Major Transit Station Area means the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.

Major Transit Station Area (Planned) means areas identified on Schedule 1 that do not have a delineated boundary and are intended to become either a "Primary" or "Secondary" Major Transit Station Area following the completion of a Major Transit Station Area Study and will be delineated by the Region of Peel. The City will work jointly with the Region and Provincial government to periodically review the status of Transit infrastructure, comprehensive land use changes, and strategic considerations to evaluate reclassifying "Planned" Major Transit Station Areas to be a "Primary" or "Secondary" Major Transit Station Area." Planned Major Transit Station Areas are not Protected Major Transit Station Areas in accordance with the *Planning Act*.

Major Transit Station Area (Primary) means areas referred to as a Protected Major Transit Station Area (PMTSA) in the *Planning Act* that have a delineated boundary as shown on Schedule 1, and can meet or exceed the minimum density target identified in this Plan.

Major Transit Station Area (Secondary) means areas referred to as a Protected Major Transit Station Area (PMTSA) in the *Planning Act* and that are constrained by existing land use patterns and built forms and may require an alternative minimum density target. These stations may take on a commuter station function with a mix of uses that support increased transit ridership.

Major Trip Generators means that origins and destinations with high population densities or concentrated activities which generate many trips (e.g., urban growth centres and other downtowns, major office and office parks, major retail, employment areas, community hubs, large parks and recreational destinations, post-secondary institutions and other public service facilities, and other mixed-use areas).

Market Ownership Housing means ownership units priced at market values and purchased with or without a mortgage but without any government assistance.

Market Rental Housing means rental units in the private rental market and include purpose-built rental units as well as units in the secondary rental market, such as additional residential units (ARUs), rented condominiums, second suites and rented single detached dwellings.

Master Environmental Servicing Plans means long range plans which integrate infrastructure requirements for existing and future land uses with environmental assessment planning principles.

Mineral Aggregate Resources means gravel, sand, clay, earth, shale, stone, limestone, dolostone, sandstone, marble, granite, rock or other material prescribed under the *Aggregate Resources Act* suitable for construction, industrial, manufacturing and maintenance purposes but does not include metallic ores, asbestos, graphite, kyanite, mica, nepheline syenite, salt, talc, wollastonite, mine tailings or other material prescribed under the *Mining Act.*

Mineral Deposits means areas of identified minerals that have sufficient quantity and quality based on specific geological evidence to warrant present or future extraction.

Minerals means metallic minerals and non-metallic minerals as herein defined but does not include mineral aggregate resources or petroleum.

Minimum Distance Separation Formula is a formula and guideline developed by the Province, as amended from time to time, to separate uses so as to reduce incompatibility concerns about odour from livestock facilities.

Minor Development means development, which due to its scale or intensity, can demonstrate no significant incremental or cumulative impacts on the landform, features or ecological functions of the Greenlands System in Peel, as set out in further detail in the area municipal official plans.

Missing Middle Housing means forms of housing that fall between the densities of single-detached homes and mid- to high-rise apartments. This includes duplexes, triplexes and fourplexes, townhouses, live/work buildings and courtyard apartments that achieve medium density yields.

Mitigation means decreasing the human-induced sources of climate change to reduce future impacts, such as minimizing the amount of greenhouse gas (GHG)-emitting fossil fuels burned for energy or enhancing carbon sinks that store GHGs.

Mixed-use Development means mixed-use development is the development of land or a building with two or more different uses, such as residential, office and retail. Mixed-use can occur vertically within a building, or horizontally on a site.

Mobility Framework means Brampton's high-level plan for moving people, goods, and services throughout Brampton, to the surrounding region and beyond while also guiding city-building objectives such as growth management, economic development, and climate action.

Modal Share the percentage of person-trips or of freight movements made by one travel mode, relative to the total number of such trips made by all modes.

Multiplexes means detached housing forms where 2, 3 or 4 separate living units are created and are joined by some kind of common wall and roofing structure. It includes duplex, triplex and fourplex. A multiplex is not a principal dwelling that contains an additional residential unit.

Multi Tenant Housing includes lodging homes in low-density residential forms and SROs in mid- to high-rise forms. Multi tenant houses provide single-room accommodation to diverse tenants including students, seniors, new immigrants, and single family households.

Municipal Comprehensive Review a new official plan, or an official plan amendment, initiated by an upper- or single-tier municipality under Section 26 of the *Planning Act* that comprehensively applies the policies and schedules of the Growth Plan and Provincial Policy Statement. A Municipal Comprehensive Review ensures that Official Plans conform with, and are consistent with, updated provincial plans and policies.

N

Natural Assets means the stock of natural resources and ecosystems, such as the urban forest, and natural heritage features and area that yield a flow of benefits and services to people and the environment. Natural Assets are a subset of Green Infrastructure.

Natural Hazards means hazards due to flooding, erosion, dynamic beaches, and unstable slopes, soils and bedrock that may pose a danger to public safety or public health or result in property damage.

Natural Heritage Features and Areas are identified as features and areas, including significant wetlands, significant coastal wetlands, other coastal wetlands in Ecoregions 5E, 6E and 7E (excluding islands in Lake Huron and the St. Marys River), habitat of endangered and threatened species, fish habitat, wetlands, significant wildlife habitat (including habitat of special concern species), and significant areas of natural and scientific interest, which are important for their environmental and social values as a legacy of the natural landscape of an area.

Naturalizing Plantations means a plantation that provides significant linkages and/or a portion of or all the plantation is undergoing regeneration to native woodland community either through natural succession or woodland restoration. An assessment to determine if a plantation is naturalized should include, but not be limited to, soil conditions, stand composition, vegetation structure and health, the distribution and ecology of successional species (e.g., the ability of species to convert plantations to native communities) and the distance to and functional relationship with adjacent natural heritage features (e.g., proximity to watercourses, contribution to interior woodland habitat). Naturalized plantations will generally have dense regeneration of native tree seedlings and/or approximately 100 or more stems per hectare of regenerated native trees that have attained a minimum height of 1.37 meters. This assessment will not preclude the City from evaluating plantations in the local context and in accordance with policies in of this Plan.

Natural Self-Sustaining Vegetation means vegetation dominated by native plant species that can grow and persist without direct human management, protection, or tending.

Natural System includes the Natural Heritage System and Water Resource System and is made up of natural heritage and water resource features and areas, linked by natural corridors which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species and ecosystems. These systems can include lands and waters that have been restored and areas with the potential to be restored to a natural state. The Natural System is comprised of the biotic and abiotic features, functions, and linkages of the land and water ecosystems, including lands characterized by natural hazards and ecological sensitivities. The natural system includes the assemblage of flora and fauna found in valley and watercourse corridors, wetland, woodlands, natural and successional meadows, and fish and wildlife habitat, as well as areas associated with groundwater recharge/discharge that contribute to the integrity, health, and diversity of the communities and environments of Brampton.

Negative Impacts means

a) potential risks to human health and safety and degradation to the quality and quantity of water, sensitive surface water features and sensitive ground water features, and their related hydrologic functions, due to single, multiple or successive development. Negative impacts should be assessed through environmental studies including hydrogeological or water quality impact assessments, in accordance with provincial standards;

b) degradation to the quality and quantity of water, sensitive surface water features and sensitive ground water features, and their related hydrologic functions, due to single, multiple or successive development or site alteration activities;

c) in regard to fish habitat, any permanent alteration to, or destruction of fish habitat, except where, in conjunction with the appropriate authorities, it has been authorized under the *Fisheries Act*; and,

d) in regard to other natural heritage features and areas, degradation that threatens the health and integrity of the natural features or ecological functions for which an area is identified due to single, multiple or successive development or site alteration activities.

Neighbourhoods means places in which most residents live, that provide a range of destinations, services, and amenities.

Non-Conforming Use means a land use that does not conform with a Restricted Area or any other By-law, but it is deemed to be a legal land use because it lawfully

existed, or a building permit was issued for it prior to the passing of the said By-law pursuant to the *Planning Act*.

Non-Market Housing means affordable housing that is owned or subsidized by government, a non-profit housing corporation, or a housing cooperative; whereby it is not solely market driven. Examples include transitional housing, emergency housing and rent-geared-to-income housing.

Non-Profit Housing means community housing provided by a non-profit corporation, where a percentage of tenants pay rent geared-to-income or receive rent supplements, and the remaining pay market rents.

O

On-Farm Diversified Uses means uses that are secondary to the principal agricultural use of the property and are limited in area. On-farm diversified uses include, but are not limited to, home occupations, home industries, agritourism uses, and uses that produce value added agricultural products.

One Zone Concept means for development in a Flood Plain, the one zone concept is described in the Provincial Policy Statement definition of Floodway (for river and stream systems). For ease of reference, the definition of Floodway is included in this Glossary.

P

Passive Recreation means activity characterized by low intensity outdoor pastimes, such as hiking, snowshoeing, picnicking, bird watching, and photography, requiring minimal modification of the land surface and relatively few if any buildings or structures, such as a trail, benches, boardwalk or gazebo.

Permanent Stream means a stream which continually flows in an average year.

Planned Corridors means corridors or future corridors which are required to meet projected needs, and are identified through provincial plans, preferred alignment(s) determined through the *Environmental Assessment Act* process, or identified through planning studies where the Ontario Ministry of Transportation, Metrolinx, Ontario Ministry of Energy, Northern Development and Mines or Independent Electricity System Operator (IESO) or any successor to those ministries or entities is actively pursuing the identification of a corridor.

Plantation means a treed community in which the majority of trees have been planted or the majority of the basal area is in trees that have been planted, often characterized in regularly spaced rows. With time and forest management, natural regeneration can become established and eventually convert the community to natural woodlands or a forest.

Pond means a small body of standing water which contains water all year and water depth normally exceeds 1.5 metres. This will be interpreted to include kettle lakes.

Population-related employment means employment that primarily serves a resident population. This category includes retail, education, health care, local government and urban work-at home employment.

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

Principal Residence means all or part of the dwelling unit where a person lives for the majority of a calendar year.

Private Non-profit Housing Corporation (PNP) means a non-profit housing provider initiated by a local organization such as a church, ethno-cultural group, service club, labour union, or other community group. It is a non-share corporation incorporated under the *Corporations Act*. The *Not-for Profit Corporations Act* set out some new requirements for all provincially incorporated non-profit corporations. A few PNPs are incorporated under federal legislation, and some have charitable status with the Canada Revenue Agency.

Protect to manage land and water in such a way that ensures that significant natural features and areas including their ecological functions are retained.

Protected Heritage Property means property designated under Parts IV, V or VI of the Ontario Heritage Act; property subject to a heritage conservation easement under Parts II or IV of the Ontario Heritage Act; property identified by the Province and prescribed public bodies as provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties; property protected under federal legislation, and UNESCO World Heritage Sites.

Provincially Significant Employment Zones areas defined by the Minister in consultation with affected municipalities for the purpose of long-term planning for job creation and economic development. Provincially significant employment zones can consist of employment areas as well as mixed-use areas that contain a significant number of jobs.

Public Authority is any federal, provincial, regional, or municipal agency including any commission, board, authority or department established by such an agency exercising any power or authority under a Statute of Canada or Ontario.

Public Realm means the publicly owned places and spaces that belong to and are accessible by everyone. These can include municipal streets, lanes, squares, plazas, sidewalks, trails, parks, open spaces, and conservation areas.

Purpose-Built Rental means housing that is designed and built expressly as long term rental accommodation. It is different from other types of rentals, such as condominiums or secondary suites, which may be available in the rental market one year and not the next.

Q

Quality and Quantity means with respect to water and water resources, the measurement of indicators such as: minimum base flow, oxygen levels, suspended solids, temperature, bacteria, nutrients, hazardous contaminants, and hydrologic regime in accordance with policies and guidelines as established by the Province, and other relevant agencies.

R

Rapid Transit means higher levels of speed, reliability and vehicle productivity than can be achieved by conventional transit service. For the purposes of this Plan, rapid transit includes both higher order transit and priority bus and Züm corridors.

Recreation means leisure time activity undertaken in built or natural settings for purposes of physical activity, health benefits, sport participation and skill development, personal enjoyment, positive social interaction and the achievement of human potential.

Redevelopment means the creation of new units, uses or lots on previously developed land in existing communities, including brownfield sites.

Regional Floodline means the line delineating the area subject to flooding under a regional storm event as defined by the appropriate Conservation Authority.

Regional Rail means rail passenger services that operate on standard railway tracks, trains can share tracks with freight and/or intercity trains or run on their own. Depending on the infrastructure available and the demand, regional train services can operate all day in both directions at various frequencies.

Reserve Site means sites for acquisition by faith groups for a period of three years after subdivision plan registration. The process of requiring Worship Reserve sites does not restrict the number of Places of Worship sites that may ultimately locate in a community through various means, such as in commercial zones or through site-specific rezoning.

Residential Care Home means a building or place offering supervised living accommodation that may include associated support services, accessory uses and amenities, and:

a) Is licensed or funded under Federal or Provincial legislation;

b) Is for persons requiring semi-independent or supervised group living arrangements; and,

c) Is for more than 10 residents, exclusive of staff.

Residential Intensification means intensification of a property, site, or area which results in a net increase in residential units or accommodation and includes:

a) Redevelopment, including the redevelopment of brownfield sites;

b) The development of vacant or underutilized lots within previously developed areas;

c) Infill development;

d) The conversion or expansion of existing industrial, commercial, and institutional buildings for residential use; and,

e) The conversion or expansion of existing residential buildings to create new residential units or accommodation, including accessory apartments, secondary suites and rooming houses.

Residential Unit means a unit that:

a) Consists of a self-contained set of rooms located in a building or structure;

b) Is used or is intended to be used as a residential premise;

c) Possession of any part of the unit; and,

d) Has a means of egress to the outside of the building or structure in which it is located, which may be a means of egress through another residential unit.

Resiliency means the ability to prepare for, absorb, and recover from future shocks (economic, social, and institutional).

Restoration Areas means the lands and waters that have the potential to be enhanced, improved or restored to a natural state, contributing to the enhancement of the City's Natural System.

Retirement Community means a residential community or housing complex designed for older adults and seniors who are generally able to care for themselves; however, assistance from home care agencies may be allowed, and activities and socialization opportunities are often provided.

Retirement Home means a building in which accommodation is provided for older adults and seniors, including a dwelling unit or room as well as a common dining

room and common sitting room for residents, and personal care services are often provided.

S

Secondary Plan means a plan for a specific geographic area of a municipality that has been approved as an amendment to an official plan by an approval authority in accordance with the Planning Act. Such a plan is prepared when there is a need for more specific policies to guide future development approved in an official plan under the *Planning Act*.

Secondary Rental Market as set out by the CMHC through the identification of the following dwelling types as comprising the Secondary Rental Market: Rented single-detached houses; rented double (semi-detached) houses; rented freehold row/town homes; rented duplex apartments (i.e., one-above other); rented accessory apartments (separate dwelling units that are located within the structure of another dwelling type); rented condominiums; and one or two apartments that are part of a commercial or other type of structure. It is difficult to measure the number of secondary rental market units because they come in and out of the market quickly and there is no systematic way of tracking them.

Semi-detached Dwelling means a building that is divided vertically into two separate dwelling units which share a common wall.

Sensitive Land Uses means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facility. Sensitive land uses may be a part of the natural or built environment. Examples may include, but are not limited to residences, day care centres, and educational and health facilities.

Services includes all public services including built facilities and human services.

Settlement Areas means urban areas and rural settlements within municipalities (such as cities, towns, villages and hamlets) that are:

a) built up areas where development is concentrated, and which have a mix of land uses; and,

b) lands which have been designated in an official plan for development in accordance with the policies of this Plan. Where there are no lands that have been designated for development, the settlement area may be no larger than the area where development is concentrated.

Shared Housing means a form of housing where individuals share accommodation either for economic, support, long term care, security, or lifestyle reasons. In some cases, shared housing has no support services attached such as students, seniors,

or other unrelated individuals choosing to live together to share the cost and/or maintenance of housing. In other cases, shared housing may have various levels of support and services for persons with special needs which may include assistance with daily living, housekeeping, counselling, medication, etc.

Short-term rental means all or part of a dwelling unit rented out for less than 28 consecutive days in exchange for payment. This includes bed and breakfasts but excludes hotels and motels. It also excludes other accommodations where there is no payment.

Significant means

a) in regard to wetlands, coastal wetlands and areas of natural and scientific interest, an area identified as significant by the municipality using evaluation procedures established by the Province, as amended from time to time;

b) in regard to woodlands, an area which is ecologically important in terms of features such as species composition, age of trees and stand history; functionally important due to its contribution to the broader landscape because of its location, size or due to the amount of forest cover in the planning area; or economically important due to site quality, species composition, or past management history. These are to be identified using criteria established by the Ontario Ministry of Natural Resources and Forestry;

c) in regard to other features and areas in policy 2.1, ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or natural heritage system;

d) in regard to mineral potential, an area identified as provincially significant through evaluation procedures developed by the Province, as amended from time to time, such as the Provincially Significant Mineral Potential Index; and,

e) in regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the *Ontario Heritage Act*.

Significant Groundwater Recharge Area is an area where groundwater is replenished through infiltration and seepage of water and where the recharge rate exceeds a specified threshold. Significant groundwater recharge areas include an area identified:

a) as a significant groundwater recharge area by any public body for the purposes of implementing the Provincial Policy Statement.

b) as a significant groundwater recharge area in the assessment report required under the *Clean Water Act*, 2006; or,

c) as an ecologically significant groundwater recharge area delineated in a subwatershed plan or equivalent study. Ecologically significant groundwater recharge areas are areas of land that are responsible for replenishing groundwater systems that directly support sensitive areas such as streams and wetlands.

Single Detached Dwelling means a completely detached residential building containing only one dwelling unit.

Single Room Occupancy Housing (SRO Housing) is a form of Multi Tenant Housing, operated by organized entities (such as a property management agency, or institution), consisting of single room dwelling units where amenities are shared. The SRO housing form is attributed to mid- and high-rise buildings that can be either standalone or integrated new buildings, integrated into new development, or repurposed from existing buildings.

Site Alteration means activities, such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of a site.

Special Needs Housing means any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of special needs housing may include, but are not limited to, housing for persons with disabilities such as physical, sensory, or mental health disabilities, and housing for the elderly.

Special Policy Area means an area within a community that has historically existed in the flood plain and where site-specific policies, approved by both the Ministers of Natural Resources and Forestry and Municipal Affairs and Housing, are intended to provide for the continued viability of existing uses (which are generally on a small scale) and address the significant social and economic hardships to the community that would result from strict adherence to provincial policies concerning development. The criteria and procedures for approval are established by the Province. A Special Policy Area is not intended to allow for new or intensified development and site alteration if a community has feasible opportunities for development outside the flood plain.

Staff/Student Residence means accommodation owned or operated by or on behalf of a university, college or hospital consisting of dwelling units or rooms, or both.

Stormwater means urban stormwater is rainfall and snowmelt that seeps into the ground or runs off the land into storm sewers, streams and lakes. It may also include runoff from activities such as watering lawns, washing cars and draining pools.

Stormwater Management Pond means a detention basin that temporarily stores or treats collected stormwater run-off and releases it at a controlled rate.

Stormwater Master Plan a long-range plan that assesses existing and planned stormwater facilities and systems and outlines stormwater infrastructure requirements for new and existing development within a settlement area. Stormwater master plans are informed by watershed planning and are completed in accordance with the Municipal Class Environmental Assessment.

Strategic Growth Area means nodes, corridors, and/or other areas identified by the Region of Peel or the Province of Ontario to be the focus for accommodating intensification and higher-density mixed-uses in a more compact built form.

Streets Network means and includes streets which represent important mobility corridors for active transportation, transit, and automobiles, while serving as places within the city themselves, as well as highways and interchanges which will be protected in accordance with provincial requirements.

Subsidized Housing means housing that is a sub-set of affordable housing, sometimes referred to as “assisted”, “social” or “rent-geared-to income” housing. It refers to housing units provided under a variety of federal and provincial housing programs by the municipal non-profit housing corporation (Peel Housing Corporation) and private non-profit and co-operative non-profit housing corporations. It also refers to housing units within the private rental sector, including affordable housing, where rent-geared-to-income subsidy is provided through a rent supplement agreement with the landlord.

Subwatershed comprised of the land drained by an individual tributary to the main watercourse; a component of the larger watershed. The terms subwatershed study and subwatershed plan refer to similar types of documents.

Support Corridor means the Primary and Secondary Transit Corridor roles as set out in the City’s Mobility Plan and form the basic grid network for the transit system. They provide a basic minimum level of service and route coverage at all times, and typically operate in designated arterial corridors with minimal or no deviation, except at major transfer locations such as multi-modal terminals, GO Stations, and major shopping malls and centres to provide connections, as required.

Supportive Housing means non-profit housing for people who need support to live independently (e.g., the frail elderly, people with mental health problems, addictions or developmental disabilities). Administration and funding of supportive housing providers were not downloaded to the municipal service managers in 2001; the responsibilities were transferred to the provincial ministry that funded the support services, either the Ontario Ministry of Health and Long-Term Care or the Ontario Ministry of Community and Social Services. A supportive housing residence is not permitted in a dwelling that contains additional residential unit(s).

a) **Supportive Housing Residence Type 1**: A single dwelling unit in a residential dwelling of any kind that is licensed, approved or funded under Federal or Provincial statute for the accommodation of 3 to 10 residents, exclusive of staff, that provides a group living arrangement under responsible supervision. A Supportive Housing Residence Type 1 will not include a Supportive Housing Residence Type 2 or have any correctional purpose.

b) **Supportive Housing Residence Type 2:** A single dwelling unit that is licensed, approved or funded under Federal or Provincial statute for the accommodation of 3 to 10 residents, exclusive of staff, that provides housing and rehabilitation for persons on probation, parole, early or re-release, or any other form of executive, judicial or administrative release from a penal institution. A Supportive Housing Residence Type 2 will not include a Supportive Housing Residence Type 1.

Sustainability means meeting the needs of the present without compromising the ability of future generations by creating and maintaining the conditions under which people (social), economies (economic), and the environment can exist in productive harmony.

Sustainability Assessment Tool means an online tool used to calculate the Sustainability Score and determine the Threshold achieved for a given planning and development application.

Sustainability Community Development Guidelines (SCDG) is a comprehensive document that guides environmentally sustainable development at a level of planning and design that focuses on the community as a whole. The goal of the SCDG is to provide criteria for assessing development applications from a sustainability perspective.

Sustainability Score means a combination of metrics achieved by the proposed development as part of the Sustainable New Communities Program that create an overall score.

Sustainable means meeting current land and resource needs without compromising or adversely impacting the conditions of future generations.

Sustainable New Communities Program means a collaborative program between the Cities of Brampton, Markham, Richmond Hill, and Vaughan that evaluates development proposals using a point-based system for achieving specific criteria (metrics) organized around the categories of Built Environment, Mobility, Natural Environment & Open Space, and Infrastructure & Buildings.

Sustainability Score Threshold refers to the threshold that development applications will fall into. The thresholds include Bronze, Silver or Gold. Applicants must achieve a minimum Bronze score.

T

Thermal Degradation means a Waste Disposal Use that treats Non-Hazardous waste and Hazardous Waste by thermal means, including incineration, gasification, pyrolysis or plasma arc treatment, and includes:

a) **Thermal Degradation (Energy from Waste) Use:** Means a Waste Disposal Use that treats Non-Hazardous Waste by Thermal Degradation and is accompanied by the generation of electricity, in which case the waste is used as a fuel source for the production of energy and/or heat. It will not include the thermal degradation of hazardous wastes.
b) **Thermal Degradation (Non-Energy Producing) Use:** Means a Waste Disposal Use designed and operated for the degradation or destruction of non-hazardous waste by Thermal Degradation. For the purposes of this category, Thermal Degradation of waste will not include the generation of electricity. It will not include the Thermal Degradation of Hazardous Wastes.
c) **Thermal Degradation (Hazardous Waste) Use:** Means a Waste Disposal Use that treats hazardous waste by Thermal Degradation. Thermal Degradation will not include mechanical sterilization.

Townhouse means a building that is divided vertically into three or more dwelling units. Each dwelling unit has an independent entrance to the front and/or rear yard.

a) **Back-to-Back Stacked Townhouse**s are characterized by blocks of attached units that combine both stacked and back-to-back configurations and are oriented to both the street and the rear of the block. These units are organized vertically and horizontally in every unit module. Parking is accommodated separately in garage structures, surface parking areas or structure below grade (either fully or partially).
b) **Back-to-Back Townhouse:** are frontloaded townhouse blocks that are configured to share a common rear wall, with one block oriented to the street and the other to a rear lane or private driveway. The integrated garages for the units are accessed from the street or the rear lane/private drive.
c) **Lane-Based Townhouses** are blocks of attached units that are oriented to the street and provide access to an attached or detached garage located at the rear of the block, from a lane (or private drive).
d) **Stacked and Back-to-Back Townhouses:** share a rear wall as well as a sidewall and have units stacked vertically. Various unit organizations are possible including three units located on top of each other, two-level units stacked on top of one-level units, or two-level units stacked on top of two-level units. Typically, each unit has its own entrance to grade.
e) **Stacked Townhouse**: are blocks of attached units which are stacked one above the other. These units may be oriented to the street but may also have units that face the rear of the lot, depending on how they are configured.

f) **Street Townhouse:** are blocks of attached units that are oriented to the street. Located on conventional lots, these units allow for the provision of a significant rear yard. Integrated garages are accessed from the street and typically occupy up to 50% of the front face of the unit. In this configuration garages and driveways visually dominate the streetscape.

Transit-supportive in regard to land use patterns, means development that makes transit viable, optimizes investments in transit infrastructure, and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities, including air rights development, in proximity to transit stations, corridors and associated elements within the transportation system. Approaches may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives.

Transitional Housing means accommodation that is owned and/or operated by or on behalf of a public authority or a not for profit housing corporation, that is meant to bridge the gap from homelessness to permanent housing by offering structure, supervision, and support services. It is considered an intermediate step between emergency shelter and supportive or permanent housing and has limits on how long an individual or family can stay, generally up to a maximum of 2 years.

Transitional Shelter means an establishment that is accessible by an individual or family experiencing homelessness with or without a referral, with the intention of providing short-term accommodation and the support services required to move clients into housing**.**

Transportation Demand Management means a set of strategies that result in more efficient use of the transportation system by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route, or cost.

Transportation System means a system consisting of facilities, corridors and rights-of-way for the movement of people and goods, and associated transportation facilities including transit stops and stations, sidewalks, cycle lanes, bus lanes, high occupancy vehicle lanes, rail facilities, parking facilities, park'n'ride lots, service centres, rest stops, vehicle inspection stations, inter-modal facilities, harbours, airports, marine facilities, ferries, canals and associated facilities such as storage and maintenance.

U

Universal Design means the design and composition of an environment so that it can be accessed, understood, and used to the greatest extent possible by all people regardless of their age, size, ability or disability, without the need for adaptation or specialized design.

Urban Design Brief means a report that includes language and relevant images that illustrates the design intent for various elements of the development which can be applied to all land uses. The Urban Design Brief will relate to city-wide design initiatives and will:

- Provide the site context;
- Provide a site analysis;
- Provide a vision for the development;
- Include a concept site plan;
- Address landscaping (parking, streetscape, pedestrian movements, service areas);
- Address architecture (street-building relationships, site access, parking, edges and gateways, service areas, signage, design and safety), built form and, implementation.

The specific requirements of the urban design brief will be reflective of individual applications and determined on a case by case basis.

Urban Forest means the mix of the remnants of native forest cover and planted trees and vegetation on all private and public lands in and around the built-up areas.

Urban Growth and Development means the development on lands where a broader range of land uses, and higher densities can be supported by full municipal water and wastewater servicing systems.

V

Vacancy Rate refers to the percentage of rental housing units that are vacant in the survey area (municipality or submarket of the municipality) at the time the survey is undertaken, as the Canada Mortgage and Housing Corporation (CMHC) undertakes a rental housing market survey each year.

Valleylands and Watercourse Corridors means the natural area that occurs in the valley or other landform depression that may or may not have water flowing through or standing for some period of the year, and includes rivers, streams, other watercourses, and ravines.

Vegetation Protection Zone means a vegetated buffer area surrounding a key natural heritage feature or key hydrologic feature.

Vehicle Kilometres Travelled (VKT) is the metric that measures the total distance travelled by all vehicles.

Veterans' Housing means housing developed for veterans' and their families, often provided along with resources, services and training that will enable veterans to successfully transition back into civilian life.

Vision Zero means a safety strategy that focuses on eliminating serious injuries and deaths related to streets and roadways, which also provides safe, healthy, and equitable mobility for all road users.

Visitability or Visitable Housing means the concept of designing and building homes with basic accessibility features. Visitable homes provide easy access on the main level for everyone. Visitable housing offers a convenient home for residents and a welcoming environment for visitors of all ages and mobility.

Vulnerability means the propensity or predisposition to be adversely affected. Vulnerability can arise because of individual susceptibility, geographic location, socioeconomic factors, and a wide range of other factors that determine an individual or community's susceptibility to harm and ability to cope with an event. For example, certain individuals can be vulnerable to extreme heat events because of where they live (parts of cities may warm more than others), characteristics of their dwelling (such as whether there is cross ventilation) that influence inside temperature, socioeconomic status, age, fitness, and a range of other factors that determine their susceptibility to high ambient temperatures.

Vulnerable Area means areas defined as vulnerable, in accordance with provincial standards, by virtue of their importance as a drinking water source.

Vulnerable Population Groups means any individual, group, or community whose circumstances present barriers to obtain/understand information, access resources, services, programs. These circumstances may include, but are not limited to age; physical, mental, emotional, or cognitive status; culture; ethnicity; religion; language; citizenship; or socioeconomic status.

W

Waste Disposal Use means:

a) Any land upon, into, in or through which, or building or structure in which, waste is deposited, disposed of, handled, stored, transferred, treated or processed;

b) Any operation carried out or machinery or equipment used in connection with the depositing, disposal, handling, storage, transfer, treatment or processing referred to in clause (a);

c) Notwithstanding clause (a) and (b), it does not include any product, returned to a manufacturer or supplier of the product for reprocessing, repackaging, or resale for any reason, including that the product, substance or organism is:

    i. defective or otherwise not usable for its original purpose, or

ii. in surplus quantities but still usable for its original purpose,

d) Notwithstanding clause (c), it does not apply to Severely Toxic Waste, Hazardous Waste Chemicals or Manufacturing Intermediaries, Radioactive Waste or PCB Waste; and,

e) Notwithstanding clause (a) and (b), it does not include the temporary storage of spent or surplus material inputs or by-products of a manufacturing use that are temporarily stored at a manufacturing facility until such time as they are removed from the facility for disposal.

Watercourse, for the purpose of applying criteria for the identification of Core, Natural Area and Corridor and Potential Natural Area and Corridor woodlands, a body of water flowing in a reasonably defined channel with bed and banks on a permanent or intermittent basis, and for clarity, excludes drainage features that flow on an ephemeral (storm) basis of frequency only.

Watershed means an area that is drained by a river and its tributaries.

Watershed Plan means a product of the watershed planning process, which will generally present:

a) Findings of watershed characterization (baseline conditions);

b) Goals, objectives, and directions for protecting water resources and managing activities and resources;

c) Identified issues and impacts;

d) Preferred land use and management scenarios; and,

e) Implementation approaches.

Wayside Pits and Quarries means a temporary pit or quarry opened and used by or for a public authority solely for the purpose of a particular project or contract of road construction and not located on the road right-of-way.

Wetland means lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic plants or water tolerant plants. The four major types of wetlands are swamps, marshes, bogs and fens.

Wetland Management Plan means a supporting technical report that is required prior to approval where a proposed development contains or is adjacent to a wetland, which identifies how the wetland(s) can be maintained, restored and/or enhanced through sensitive subdivision and site design. The Plan will contain

wetland management objectives, short, medium and long term management actions and recommended environmental buffers.

Wildlife Habitat are areas where plants, animals and other organisms live and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific wildlife habitats of concern may include areas where species congregate at a vulnerable time in their annual life cycle; and areas which are important to migratory or non-migratory species.

Woodland Edge means an adjacent area to a woodland containing at least 25% cover of native and/or non-native shrubs or trees.

Woodland Management Plan means a plan that is required where a proposed development is within or adjacent to a woodland area to identify preservation and specific management measures, including conservation buffers that will be observed to protect the woodland and mitigate potential impacts and provides a detailed assessment of significant vegetation adjacent to the designated woodland and identify appropriate tree protection measures to be implemented prior to, during and after site construction or alteration.

X

Y

Z

Zoned means lands designated in the City of Brampton Comprehensive Zoning By-law.

Streets Network subject to further refinement through Precinct Planning

Any lands within the Provincial Greenbelt Area are not part of the urban area and are subject to the policies of the Greenbelt Plan.

TOWN OF HALTON HILLS

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COUNTRYSIDE DR
COLERAINE DR
WINSTON CHURCHILL BLVD
CREDITVIEW RD
MCLAUGHLIN RD
HURONTARIO ST
HEART LAKE RD
KENNEDY RD
FERNFOREST DR
SANDALWOOD PKY W
SANDALWOOD PKY E
MISSISSAUGA RD
BOVAIRD DR W
BOVAIRD DR E
PETER ROBERTSON BLVD
GOREWAY DR
CASTLEMORE RD
HIGHWAY 50
MCVEAN DR
THE GORE RD
CLARKWAY DR
NORTH PARK DR
HERITAGE RD
CHINGUACOUSY RD
MCLAUGHLIN RD N
VODDEN ST W
MAIN ST N
CENTRE ST N
KENNEDY RD N
RUTHERFORD RD N
VODDEN ST E
DIXIE RD
BRAMALEA RD
TORBRAM RD
AIRPORT RD
WILLIAMS PKY
HOWDEN BLVD
HUMBERWEST PKY
COTTRELLE BLVD
EMBLETON RD
QUEEN ST W
QUEEN ST E
CENTRAL PARK DR
EBENEZER RD
CLARENCE ST
ORENDA RD
KENNEDY RD S
RUTHERFORD RD S
HIGHWAY 410
WEST DR
CLARK BLVD
BALMORAL DR
GOREWAY DR
HIGHWAY 427
CREDITVIEW RD
JAMES POTTER RD
MAVIS RD
MCLAUGHLIN RD S
MAIN ST S
CHAROLAIS BLVD
STEELES AVE W
STEELES AVE E
RAY LAWSON BLVD
HURONTARIO ST
KENNEDY RD
TOMKEN RD
HIGHWAY 407
FINCH AVE

Overlays

- Employment Areas
- Community Areas
- Natural Heritage System
- Regional Urban Boundary
- Urban Centres
- Town Centres
- Primary Urban Boulevards
- Secondary Urban Boulevards
- Corridors
- Planned Corridors
- Support Corridor
- Transit Station
- Planned Major Transit Station
- Primary Major Transit Station Areas
- Greenbelt Plan - Protected Countryside Area
- Urban Growth Centre
- Gateways

Base Map Features

- Railway
- Provincial Highways / Goods Movement Corridors
- Major Streets
- Parkway Belt West

N

1:70000

0 0.5 1 2 3 4 Kilometres

Date: October 2023
Planning, Building and Growth Management
Brampton Plan

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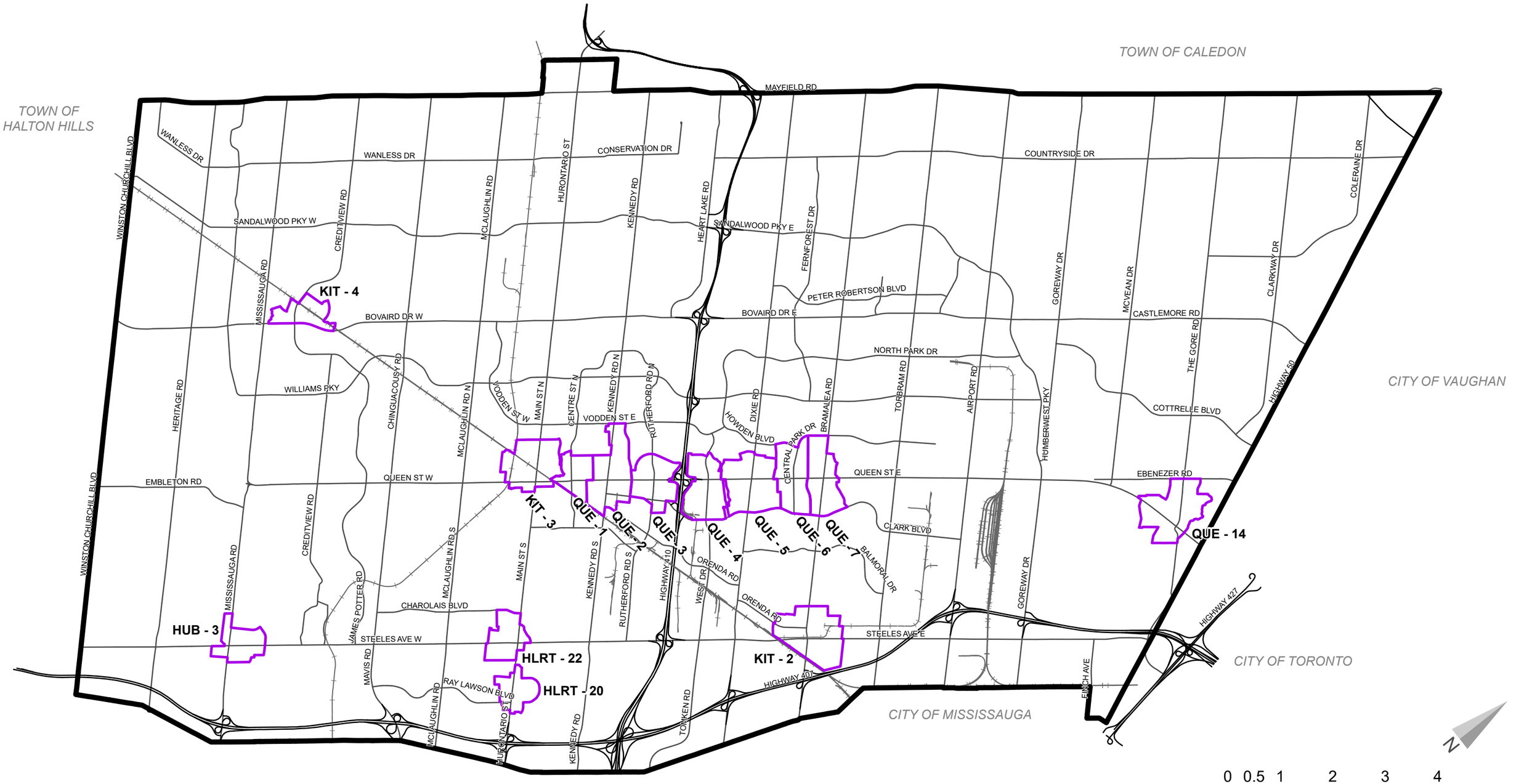
SCHEDULE 1A | CITY STRUCTURE

BRAMPTON



Primary Major Transit Station Areas

Base Map Features

- Railway
- Highway
- Major Streets

0 0.5 1 2 3 4 Kilometres

Date: October 2023
Planning, Building and Growth Management
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SCHEDULE 1B | MAJOR TRANSIT STATION AREAS

BRAMPTON

Streets Network subject to further refinement through Precinct Planning

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MAYFIELD RD
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CONSERVATION DR
COUNTRYSIDE DR
WINSTON CHURCHILL BLVD
CREDITVIEW RD
MCLAUGHLIN RD
HURONTARIO ST
HEART LAKE RD
COLERAINE DR
SANDALWOOD PKY W
SANDALWOOD PKY E
KENNEDY RD
FERNFOREST DR
GOREWAY DR
MISSISSAUGA RD
BOVAIRD DR W
BOVAIRD DR E
PETER ROBERTSON BLVD
CASTLEMORE RD
HIGHWAY 50
NORTH PARK DR
MCVEAN DR
THE GORE RD
CLARKWAY DR
CHINGUACOUSY RD
HERITAGE RD
MCLAUGHLIN RD N
VODDEN ST W
MAIN ST N
CENTRE ST N
KENNEDY RD N
RUTHERFORD RD N
VODDEN ST E
DIXIE RD
BRAMALEA RD
TORBRAM RD
AIRPORT RD
WILLIAMS PKY
HOMBERWEST PKY
COTTRELLE BLVD
HOWDEN BLVD
PARK DR
CENTRAL PARK DR
QUEEN ST E
EBENEZER RD
EMBLETON RD
QUEEN ST W
CLARENCE ST
ORENDA RD
CLARK BLVD
BALMORAL DR
WEST DR
HIGHWAY 410
CREDITVIEW RD
MCLAUGHLIN RD S
MAIN ST S
KENNEDY RD S
RUTHERFORD RD S
GOREWAY DR
HIGHWAY 427
CHAROLAIS BLVD
JAMES POTTER RD
MISSISSAUGA RD
STEELES AVE W
STEELES AVE E
MAVIS RD
RAY LAWSON BLVD
HURONTARIO ST
KENNEDY RD
TOMKEN RD
HIGHWAY 407
FINCH AVE

Designations
- Mixed Use
- Neighbourhoods
- Employment
- Mixed-Use Employment
- Natural Heritage System
- Parkway Belt West

Overlays
- Lester B. Pearson International Airport (LBPIA) Operating Area
- Greenbelt Plan
- TransCanada Pipeline
- Heritage Heights Secondary Plan Area
- North West Brampton Development Area

Base Map Features
- Railway
- Highway
- Major Streets

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0 0.5 1 2 3 4 Kilometres

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Planning, Building and Growth Management
Brampton Plan

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SCHEDULE 2 | DESIGNATIONS

BRAMPTON

Streets Network subject to further refinement through Precinct Planning

TOWN OF HALTON HILLS

TOWN OF CALEDON

CITY OF VAUGHAN

CITY OF TORONTO

CITY OF MISSISSAUGA

MAYFIELD RD
WANLESS DR
CONSERVATION DR
COUNTRYSIDE DR
COLERAINE DR
WINSTON CHURCHILL BLVD
CREDITVIEW RD
MCLAUGHLIN RD
HURONTARIO ST
KENNEDY RD
HEART LAKE RD
HEART LAKE CONSERVATION AREA
SANDALWOOD PKY W
SANDALWOOD PKY E
FERNFOREST DR
GOREWAY DR
MCVEAN DR
CLARKWAY DR
MISSISSAUGA RD
BOVAIRD DR W
BOVAIRD DR E
PETER ROBERTSON BLVD
CASTLEMORE RD
LAKELANDS LAKE
PROFESSOR'S LAKE
NORTH PARK DR
HERITAGE RD
CHINGUACOUSY RD
WILLIAMS PKY
MAIN ST N
CENTRE ST N
VODDEN ST W
VODDEN ST E
RUTHERFORD RD N
DIXIE RD
HOWDEN BLVD
BRAMALEA RD
TORBRAM RD
AIRPORT RD
HOMBERWEST PKY
THE GORE RD
COTTRELLE BLVD
HIGHWAY 50
EMBLETON RD
QUEEN ST W
QUEEN ST E
EBENEZER RD
CLARENCE ST
ORENDA RD
CENTRAL PARK DR
CLARK BLVD
BALMORAL DR
WEST DR
HIGHWAY 410
MAIN ST S
KENNEDY RD S
RUTHERFORD RD S
CHAROLAIS BLVD
JAMES POTTER RD
MAVIS RD
RAY LAWSON BLVD
STEELES AVE W
STEELES AVE E
HIGHWAY 407
TOMKEN RD
FINCH AVE
HIGHWAY 427

Proposed Facilities

- Protected Bike Lane or Cycle Track
- Bike Lane or Buffered Bike Lane
- Shared Roadway
- Multi Use Path
- Recreational Trail
- Desired GO Connection

- Existing Facilities
- Parks
- Waterbodies
- Heritage Heights

Base Map Features

- Railway
- Highway
- Major Streets
- Local Roads

1:70000

0 0.5 1 2 3 4 Kilometres

Date: October 2023
Planning, Building and Growth Management
Brampton Plan

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SCHEDULE 3A | ACTIVE TRANSPORTATION NETWORK

BRAMPTON

Streets Network subject to further refinement through Precinct Planning

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CITY OF MISSISSAUGA

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BOVAIRD DR W
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CASTLEMORE RD
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HERITAGE RD
CHINGUACOUSY RD
WILLIAMS PKY
MCLAUGHLIN RD N
VODDEN ST W
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CENTRE ST W
KENNEDY RD N
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RUTHERFORD RD N
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HOWDEN BLVD
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HURONTARIO ST
KENNEDY RD
TOMKEN RD
FINCH AVE

1:70000

0 0.5 1 2 3 4 Kilometres

Higher Order Transit (BRT or LRT)
Priority Bus or Züm
Potential Future Rapid Transit (Priority Bus or Züm)
(Subject to further study)
Support Corridor
Provincial Transitway
Regional Rail (GO Train)
GO Train Station
Heritage Heights

Base Map Features
Railway
Highway
Major Streets

Date: October 2023
Planning, Building and Growth Management
Brampton Plan

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SCHEDULE 3B | TRANSIT NETWORK TO 2051

BRAMPTON

Streets Network subject to further refinement through Precinct Planning

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CITY OF TORONTO

CITY OF MISSISSAUGA

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MCLAUGHLIN RD
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HEART LAKE RD
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COLERAINE DR
MISSISSAUGA RD
BOVAIRD DR W
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PETER ROBERTSON BLVD
GOREWAY DR
MCVEAN DR
CASTLEMORE RD
CLARKWAY DR
NORTH PARK DR
HERITAGE RD
WILLIAMS PKY
CHINGUACOUSY RD
MCLAUGHLIN RD N
VODDEN ST W
MAIN ST N
CENTRE ST N
KENNEDY RD N
VODDEN ST E
RUTHERFORD RD N
DIXIE RD
HOWDEN BLVD
BRAMALEA RD
TORBRAM RD
AIRPORT RD
HUMBERWEST PKY
THE GORE RD
COTTRELLE BLVD
HIGHWAY 50
EMBLETON RD
QUEEN ST W
QUEEN ST E
CENTRAL PARK DR
EBENEZER RD
CLARENCE ST
ORENDA RD
WEST DR
CLARK BLVD
BALMORAL DR
CREDITVIEW RD
MISSISSAUGA RD
JAMES POTTER RD
MAVIS RD
CHAROLAIS BLVD
MCLAUGHLIN RD S
MAIN ST S
KENNEDY RD S
RUTHERFORD RD S
HIGHWAY 410
STEELES AVE W
STEELES AVE E
HIGHWAY 407
RAY LAWSON BLVD
HURONTARIO ST
KENNEDY RD
TOMKEN RD
GOREWAY DR
HIGHWAY 427
ETOBICOKE CREEK
ETOBICOKE CREEK
ETOBICOKE CREEK

Streets Network subject to further refinement through Precinct Planning

TOWN OF HALTON HILLS

TOWN OF CALEDON

CITY OF VAUGHAN

CITY OF TORONTO

CITY OF MISSISSAUGA

MAYFIELD RD
WANLESS DR
CONSERVATION DR
COUNTRYSIDE DR
COLERAINE DR
SANDALWOOD PKY W
SANDALWOOD PKY E
MISSISSAUGA RD
MCLAUGHLIN RD
HURONTARIO ST
KENNEDY RD
HEART LAKE RD
FERNFOREST DR
GOREWAY DR
MCVEAN DR
CLARKWAY DR
BOVAIRD DR W
BOVAIRD DR E
PETER ROBERTSON BLVD
CASTLEMORE RD
NORTH PARK DR
WILLIAMS PKY
HERITAGE RD
CHINGUACOUSY RD
VODDEN ST W
VODDEN ST E
MAIN ST N
CENTRE ST N
KENNEDY RD N
RUTHERFORD RD N
DIXIE RD
HOWDEN BLVD
BRAMALEA RD
TORBRAM RD
AIRPORT RD
HUMBERMEST PKY
THE GORE RD
COTTRELLE BLVD
HIGHWAY 50
EMBLETON RD
QUEEN ST W
QUEEN ST E
EBENEZER RD
WINSTON CHURCHILL BLVD
CREDITVIEW RD
CLARENCE ST
ORENDA RD
CENTRAL PARK DR
CLARK BLVD
BALMORAL DR
MCLAUGHLIN RD S
MAIN ST S
KENNEDY RD S
RUTHERFORD RD S
HIGHWAY 410
WEST DR
JAMES POTTER RD
CHAROLAIS BLVD
STEELES AVE W
STEELES AVE E
MAVIS RD
RAY LAWSON BLVD
HIGHWAY 407
TOMKEN RD
FINCH AVE
HIGHWAY 427

20 Metres
20-25 Metres
23-26 Metres
25-30 Metres
26-30 Metres
30 Metres
31.5 Metres
30-35 Metres
35-65 Metres
36 Metres
40-100 Metres
40-45 Metres
50-55 Metres
50-100 Metres
95-115 Metres
Corridor Protection Area
Heritage Heights

Base Map Features
Railway
Highway
Regional Roads
Local Roads (17-20 Metres)

1:70000
0 0.5 1 2 3 4 Kilometres

Date: October 2023
Planning, Building and Growth Management
Brampton Plan

This map forms part of the Official Plan of the City of Brampton and must be read in conjunction with the text, other schedules and secondary plans. The boundaries and alignments of designations and overlays on this schedule are approximate and are not intended to be scaled.

SCHEDULE 4 | CITY ROAD RIGHT-OF-WAY WIDTHS

BRAMPTON

Streets Network subject to further refinement through Precinct Planning

TOWN OF HALTON HILLS

TOWN OF CALEDON

CITY OF VAUGHAN

CITY OF TORONTO

CITY OF MISSISSAUGA

MAYFIELD RD
WANLESS DR
CONSERVATION DR
COUNTRYSIDE DR
SANDALWOOD PKY W
SANDALWOOD PKY E
BOVAIRD DR W
BOVAIRD DR E
PETER ROBERTSON BLVD
CASTLEMORE RD
NORTH PARK DR
WILLIAMS PKY
VODDEN ST W
VODDEN ST E
HOWDEN BLVD
COTTRELLE BLVD
QUEEN ST W
QUEEN ST E
EBENEZER RD
EMBLETON RD
CLARK BLVD
CLARENCE ST
ORENDA RD
BALMORAL DR
CHAROLAIS BLVD
STEELES AVE W
STEELES AVE E
RAY LAWSON BLVD
HIGHWAY 407
WINSTON CHURCHILL BLVD
MISSISSAUGA RD
CREDITVIEW RD
MCLAUGHLIN RD
MCLAUGHLIN RD N
MCLAUGHLIN RD S
HURONTARIO ST
MAIN ST N
MAIN ST S
CENTRE ST N
KENNEDY RD
KENNEDY RD N
KENNEDY RD S
RUTHERFORD RD N
RUTHERFORD RD S
HERITAGE RD
CHINGUACOUSY RD
JAMES POTTER RD
MAVIS RD
HEART LAKE RD
FERNFOREST DR
TORBRAM RD
DIXIE RD
BRAMALEA RD
CENTRAL PARK DR
AIRPORT RD
HUMBERWEST PKY
GOREWAY DR
MCVEAN DR
THE GORE RD
CLARKWAY DR
COLERAINE DR
HIGHWAY 50
HIGHWAY 410
WEST DR
TOMKEN RD
FINCH AVE
HIGHWAY 427

Pearson Airport Hub (Highway 50 Corridor) – Zone 15

Pearson Airport Hub (Airport) – Zone 14

401 407 (Meadowvale) – Zone 18

Downtown Brampton Urban Growth Centre
Built-up Area
Designated Greenfield Area
Provincially Significant Employment Zones (PSEZ)

Heritage Heights
Parkway Belt West Plan
Greenbelt Plan
Regional Intensification Corridor

Base Map Features
Railway
Highway
Major Streets

1:70000
0 0.5 1 2 3 4 Kilometres

Date: October 2023
Planning, Building and Growth Management
Brampton Plan

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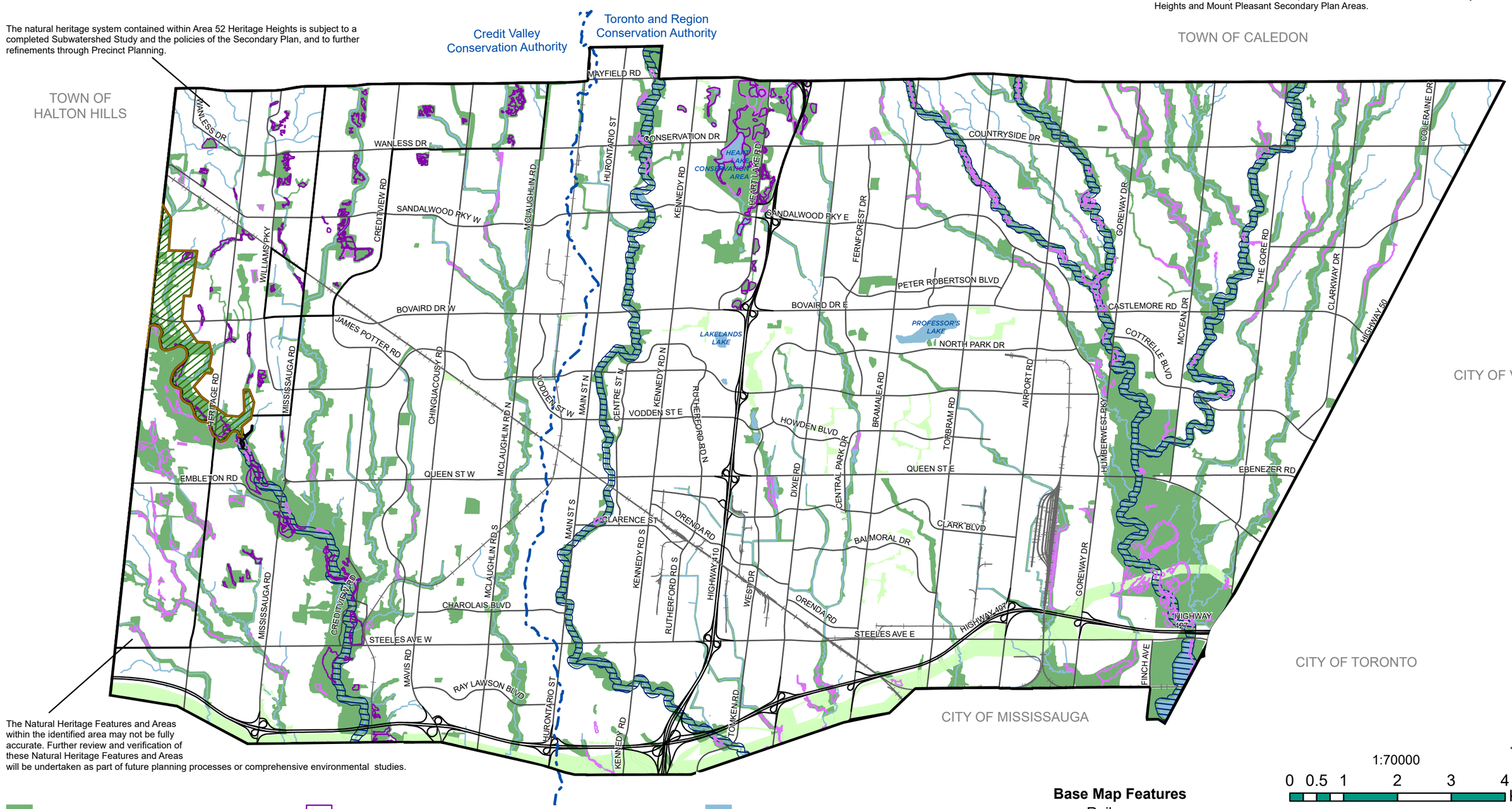
SCHEDULE 5 | PROVINCIAL PLANS & POLICY AREAS

BRAMPTON

The natural heritage system contained within Area 52 Heritage Heights is subject to a completed Subwatershed Study and the policies of the Secondary Plan, and to further refinements through Precinct Planning.

Mapping of natural heritage features subject to further refinement based on mapping contained in Environmental Implementation Reports and Subwatershed Studies, notably within the Heritage Heights and Mount Pleasant Secondary Plan Areas.



The Natural Heritage Features and Areas within the identified area may not be fully accurate. Further review and verification of these Natural Heritage Features and Areas will be undertaken as part of future planning processes or comprehensive environmental studies.

- Natural Heritage System
- Linkages and Enhancement Areas
- Conservation Authority Boundaries
- Urban River Valley
- Provincially Significant Wetland
- Unevaluated/Other Wetland
- Greenbelt Plan (Protected Countryside Area)
- Greenbelt Plan (Natural Heritage System Overlay)
- Water Resources System

Base Map Features

- Railway
- Highway
- Major Streets

1:70000

0 0.5 1 2 3 4 Kilometres

Date: October 2023
Planning, Building and Growth Management
Brampton Plan

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SCHEDULE 6A | NATURAL SYSTEM

BRAMPTON

The natural heritage system contained within Area 52 Heritage Heights is subject to a completed Subwatershed Study and the policies of the Secondary Plan, and to further refinements through Precinct Planning.

Mapping of natural heritage features subject to further refinement based on mapping contained in Environmental Implementation Reports and Subwatershed Studies, notably within the Heritage Heights and Mount Pleasant Secondary Plan Areas.

TOWN OF CALEDON

TOWN OF HALTON HILLS

CITY OF VAUGHAN

CITY OF TORONTO

CITY OF MISSISSAUGA

MAYFIELD RD
WANLESS DR
WINSTON CHURCHILL BLVD
CREDITVIEW RD
MCLAUGHLIN RD
HURONTARIO ST
CONSERVATION DR
HEART LAKE CONSERVATION AREA
HEART LAKE RD
KENNEDY RD
COUNTRYSIDE DR
COLERAINE DR
SANDALWOOD PKY W
SANDALWOOD PKY E
FERNFOREST DR
WILLIAMS PKY
PETER ROBERTSON BLVD
BOVAIRD DR W
BOVAIRD DR E
GOREWAY DR
THE GORE RD
CASTLEMORE RD
CLARKWAY DR
JAMES POTTER RD
LAKELANDS LAKE
PROFESSOR'S LAKE
NORTH PARK DR
COTTRELLE BLVD
MCVEAN DR
HERITAGE RD
MISSISSAUGA RD
CHINGUACOUSY RD
VODDEN ST W
MAIN ST N
CENTRE ST N
KENNEDY RD N
RUTHERFORD RD N
VODDEN ST E
HOWDEN BLVD
BRAMALEA RD
AIRPORT RD
HOMBERWEST PKY
HIGHWAY 50
EMBLETON RD
QUEEN ST W
QUEEN ST E
EBENEZER RD
CENTRAL PARK DR
DIXIE RD
TORBRAM RD
CLARK BLVD
BALMORAL DR
CLARENCE ST
ORENDA RD
KENNEDY RD S
MAIN ST S
RUTHERFORD RD S
HIGHWAY 410
WEST DR
GOREWAY DR
HIGHWAY 427
CHAROLAIS BLVD
STEELES AVE W
STEELES AVE E
MAVIS RD
RAY LAWSON BLVD
HURONTARIO ST
KENNEDY RD
TOMKEN RD
FINCH AVE

The Natural Heritage Features and Areas within the identified area may not be fully accurate. Further review and verification of these Natural Heritage Features and Areas will be undertaken as part of future planning processes or comprehensive environmental studies.

- Valleyland and Watercourse Corridor
- Woodland
- Provincially Significant Wetland
- Unevaluated/Other Wetland
- Areas of Natural and Scientific Interest - Earth Science
- Areas of Natural and Scientific Interest - Life Science
- Environmentally Sensitive Significant Area
- Greenbelt Plan (Natural Heritage System Overlay)
- Greenbelt Plan (Protected Countryside Area)
- Heritage Heights
- Water Resources System

Base Map Features

- Railway
- Highway
- Major Streets

1:70000

0 0.5 1 2 3 4 Kilometres

Date: October 2023
Planning, Building and Growth Management
Brampton Plan

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SCHEDULE 6B | NATURAL SYSTEM FEATURES AND AREAS

BRAMPTON

TOWN OF CALEDON

TOWN OF HALTON HILLS

CITY OF VAUGHAN

CITY OF TORONTO

CITY OF MISSISSAUGA

MAYFIELD RD
WANLESS DR
CONSERVATION DR
COUNTRYSIDE DR
COLERAINE DR
WINSTON CHURCHILL BLVD
SANDALWOOD PKY W
SANDALWOOD PKY E
CREDITVIEW RD
MCLAUGHLIN RD
HURONTARIO ST
KENNEDY RD
HEART LAKE RD
FERNFOREST DR
GOREWAY DR
MCVEAN DR
CLARKWAY DR
PETER ROBERTSON BLVD
BOVAIRD DR W
BOVAIRD DR E
CASTLEMORE RD
MISSISSAUGA RD
NORTH PARK DR
HERITAGE RD
CHINGUACOUSY RD
WILLIAMS PKY
VODDEN ST W
VODDEN ST E
MAIN ST N
CENTRE ST N
KENNEDY RD N
RUTHERFORD RD N
DIXIE RD
BRAMALEA RD
TORBRAM RD
AIRPORT RD
HOMBERWEST PKY
THE GORE RD
COTTRELLE BLVD
HIGHWAY 50
HOWDEN BLVD
CENTRAL PARK DR
EMBLETON RD
QUEEN ST W
QUEEN ST E
EBENEZER RD
CLARENCE ST
ORENDA RD
CLARK BLVD
BALMORAL DR
WEST DR
HIGHWAY 410
RUTHERFORD RD S
KENNEDY RD S
MAIN ST S
MCLAUGHLIN RD S
CREDITVIEW RD S
JAMES POTTER RD
CHAROLAIS BLVD
STEELES AVE W
STEELES AVE E
MAVIS RD
RAY LAWSON BLVD
HURONTARIO ST
KENNEDY RD
TORKEN RD
HIGHWAY 407
FINCH AVE
HIGHWAY 427

Significant Groundwater Recharge Areas

Highly Vulnerable Aquifers

Base Map Features

Railway

Highway

Major Streets

1:70000

0 0.5 1 2 3 4 Kilometres

Date: October 2023
Planning, Building and Growth Management
Brampton Plan

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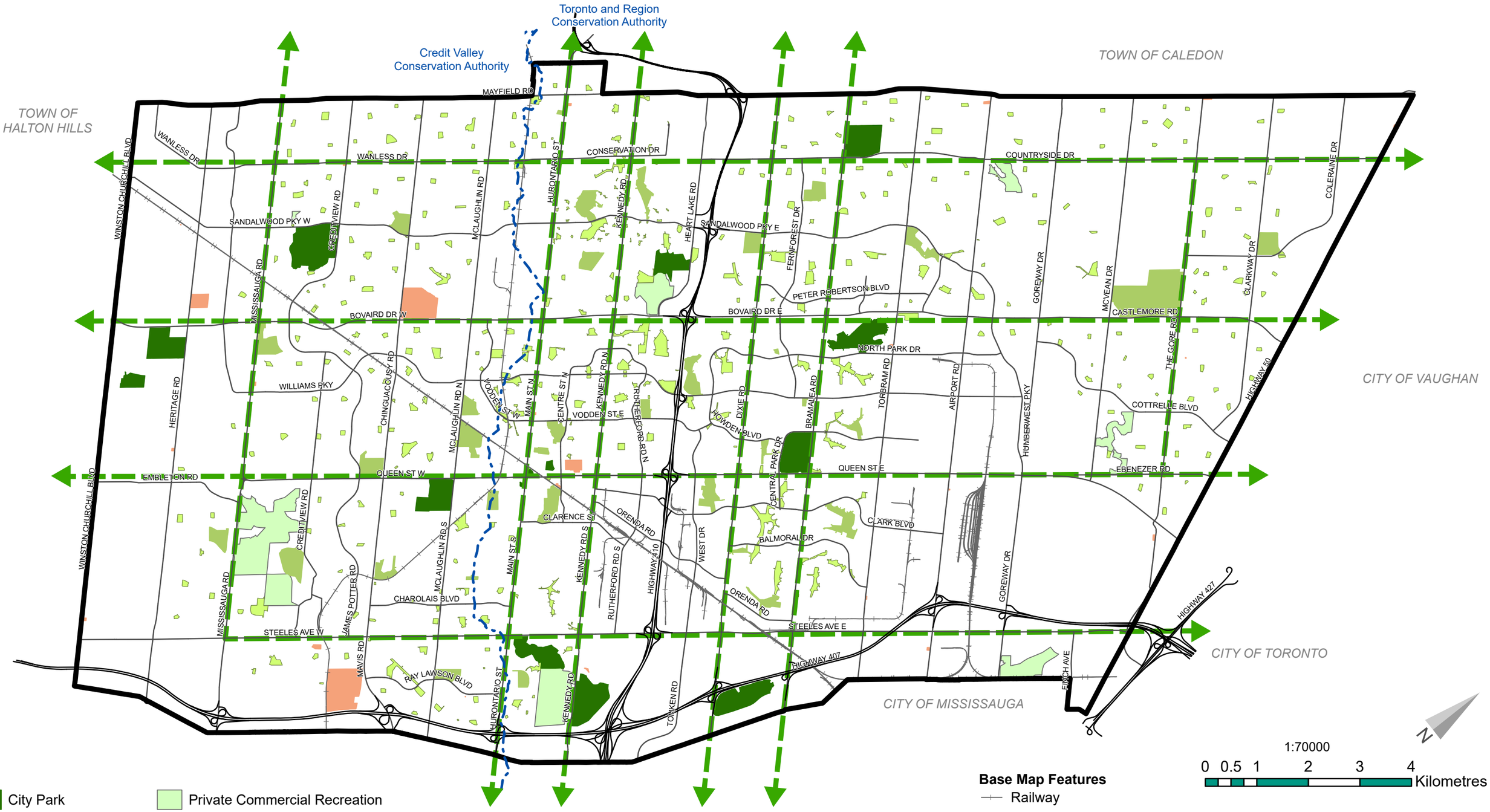
SCHEDULE 6C | KEY HYDROLOGICAL AREAS

BRAMPTON



City Park
Community Park
Neighbourhood Park
Cemetery
Private Commercial Recreation
Greenway Boulevards
Conservation Authority Boundaries

Base Map Features
Railway
Highway
Major Streets

1:70000
0 0.5 1 2 3 4 Kilometres

Date: October 2023
Planning, Building and Growth Management
Brampton Plan

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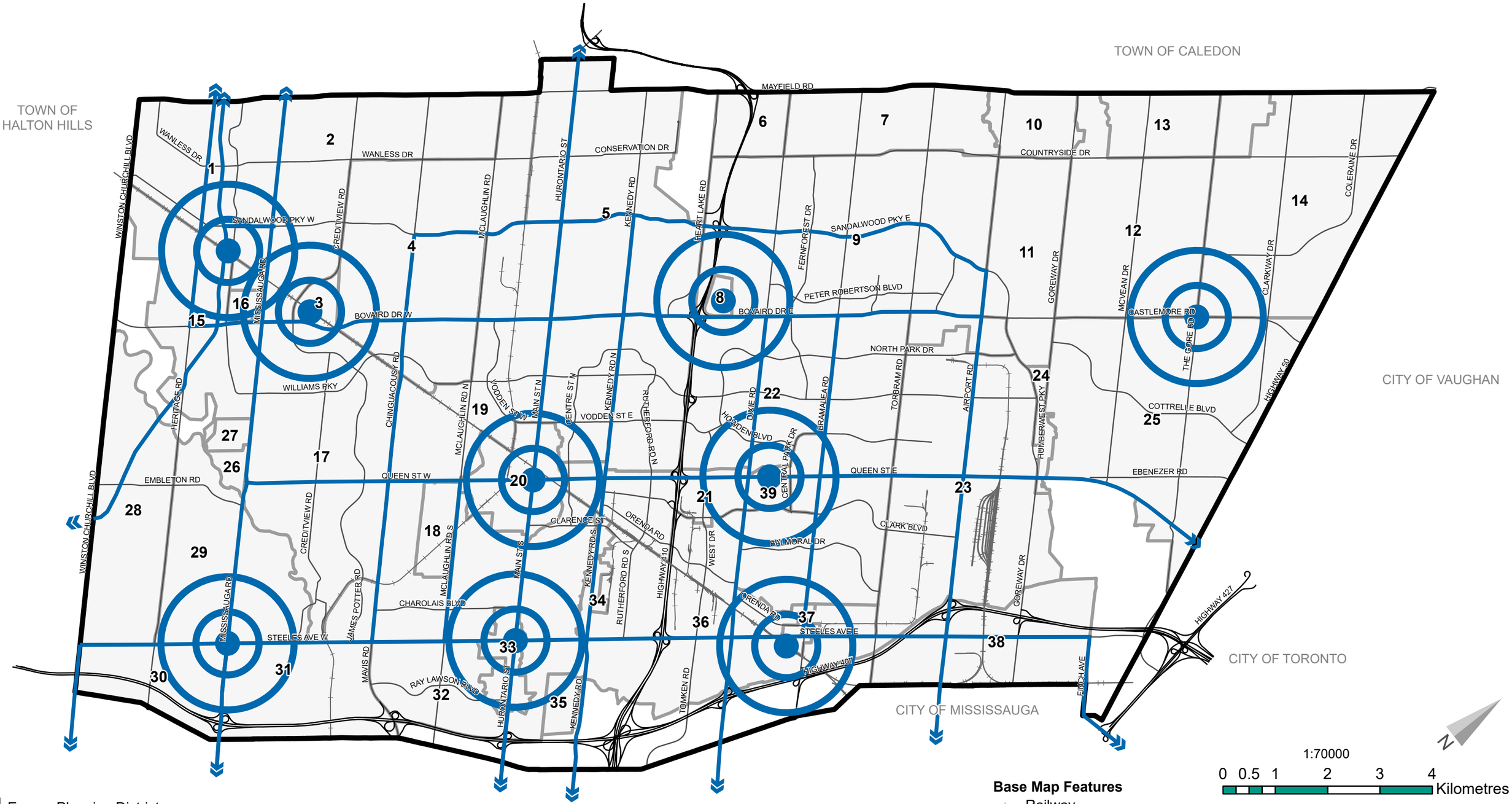
SCHEDULE 7 | PARKS AND OPEN SPACE

BRAMPTON



Energy Planning Districts

District Energy Areas

Subject to further refinement through the completion of future feasibility studies.

Base Map Features

- Railway
- Highway
- Major Streets

1:70000

0 0.5 1 2 3 4 Kilometres

Date: October 2023
Planning, Building and Growth Management
Brampton Plan

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SCHEDULE 8 | PROPOSED ENERGY PLANNING DISTRICTS

BRAMPTON

TOWN OF CALEDON

TOWN OF HALTON HILLS

CITY OF VAUGHAN

CITY OF TORONTO

CITY OF MISSISSAUGA

MAYFIELD RD

WANLESS DR

COUNTRYSIDE DR

WINSTON CHURCHILL BLVD

SANDALWOOD PKY W

SANDALWOOD PKY E

CREDITVIEW RD

MCLAUGHLIN RD

HURONTARIO ST

KENNEDY RD

HEART LAKE RD

COLERAINE DR

MISSISSAUGA RD

BOVAIRD DR W

BOVAIRD DR E

CASTLEMORE RD

GOREWAY DR

MCVEAN DR

CLARKWAY DR

HERITAGE RD

CHINGUACOUSY RD

WILLIAMS PKY

MAIN ST N

KENNEDY RD N

DIXIE RD

BRAMALEA RD

TORBRAM RD

AIRPORT RD

HOMBERWEST PKY

THE GORE RD

COTTRELLE BLVD

HIGHWAY 50

EMBLETON RD

QUEEN ST W

QUEEN ST E

CENTRAL PARK DR

CLARK BLVD

MCLAUGHLIN RD S

MAIN ST S

KENNEDY RD S

HIGHWAY 410

WEST DR

JAMES POTTER RD

RUTHERFORD RD S

STEELES AVE W

STEELES AVE E

MAVIS RD

HURONTARIO ST

TOMKEN RD

HIGHWAY 407

FINCH AVE

HIGHWAY 427

Bedrock Aggregate Resource Deposits Overburden Thickness within Designated Greenfield Area

- Less than 1 m
- 1 m to 8 m
- 8 m to 15 m

- Waste Management Sites
- High Potential Mineral Aggregate Resource Area (HPMARA)
- CN Intermodal Facilities

Base Map Features

- Railway
- Highway
- Arterial Roads

1:70000

0 0.5 1 2 3 4 Kilometres

Date: October 2023
Planning, Building and Growth Management
Brampton Plan

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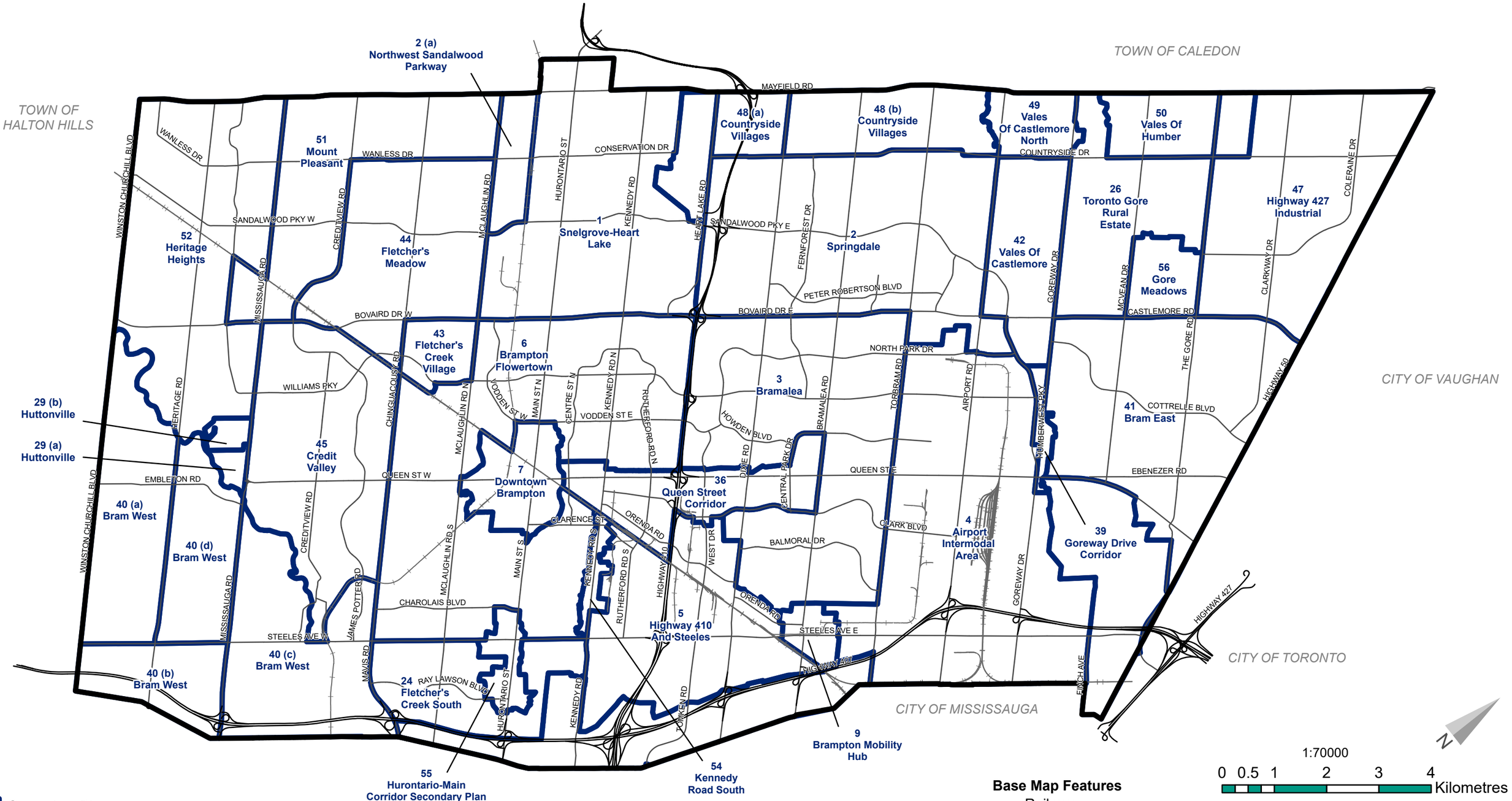
SCHEDULE 9 | MAJOR DEVELOPMENT INFLUENCES

BRAMPTON



Secondary Plan

Base Map Features

- Railway
- Highway
- Major Streets

1:70000

0 0.5 1 2 3 4 Kilometres

Date: October 2023
Planning, Building and Growth Management
Brampton Plan

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SCHEDULE 10 | SECONDARY PLAN AREAS

BRAMPTON

TOWN OF CALEDON

TOWN OF HALTON HILLS

CITY OF VAUGHAN

CITY OF TORONTO

CITY OF MISSISSAUGA

52-6
52-5
52-4
52-3
52-2
52-1
51-3
51-2
51-1
48-1
48-2
50-1
50-2
47-2
47-1
44-1
45-1
45-2
45-3
45-4
45-5
45-6
42-1
41-2
41-1
40-5
40-4
40-3
40-2
40-1
28-2

MAYFIELD RD
WANLESS DR
CONSERVATION DR
COUNTRYSIDE DR
COLERAINE DR
WINSTON CHURCHILL BLVD
CREDITVIEW RD
HURONTARIO ST
MCLAUGHLIN RD
KENNEDY RD
HEART LAKE RD
FERNFOREST DR
SANDALWOOD PKY W
SANDALWOOD PKY E
CLARKWAY DR
PETER ROBERTSON BLVD
BOVAIRD DR W
BOVAIRD DR E
GOREWAY DR
MCVEAN DR
CASTLEMORE RD
MISSISSAUGA RD
NORTH PARK DR
THE GORE RD
HERITAGE RD
CHINGUACOUSY RD
WILLIAMS PKY
MCLAUGHLIN RD N
VODDEN ST W
MAIN ST N
CENTRE ST N
KENNEDY RD N
VODDEN ST E
RUTHERFORD RD N
DIXIE RD
HOWDEN BLVD
BRAMALEA RD
TORBRAM RD
AIRPORT RD
HOMBERWEST PKY
COTTRELLE BLVD
HIGHWAY 50
EMBLETON RD
QUEEN ST W
QUEEN ST E
EBENEZER RD
CENTRAL PARK DR
CLARENCE ST
ORENDA RD
CLARK BLVD
BALMORAL DR
WEST DR
MAIN ST S
KENNEDY RD S
RUTHERFORD RD S
HIGHWAY 410
CHAROLAIS BLVD
JAMES POTTER RD
STEELES AVE W
STEELES AVE E
HIGHWAY 427
MAVIS RD
RAY LAWSON BLVD
HURONTARIO ST
KENNEDY RD
TOMKEN RD
HIGHWAY 407
FINCH AVE

Precinct Plan Area

Base Map Features

- Railway
- Highway
- Major Streets

1:70000

0 0.5 1 2 3 4 Kilometres

Date: October 2023
Planning, Building and Growth Management
Brampton Plan

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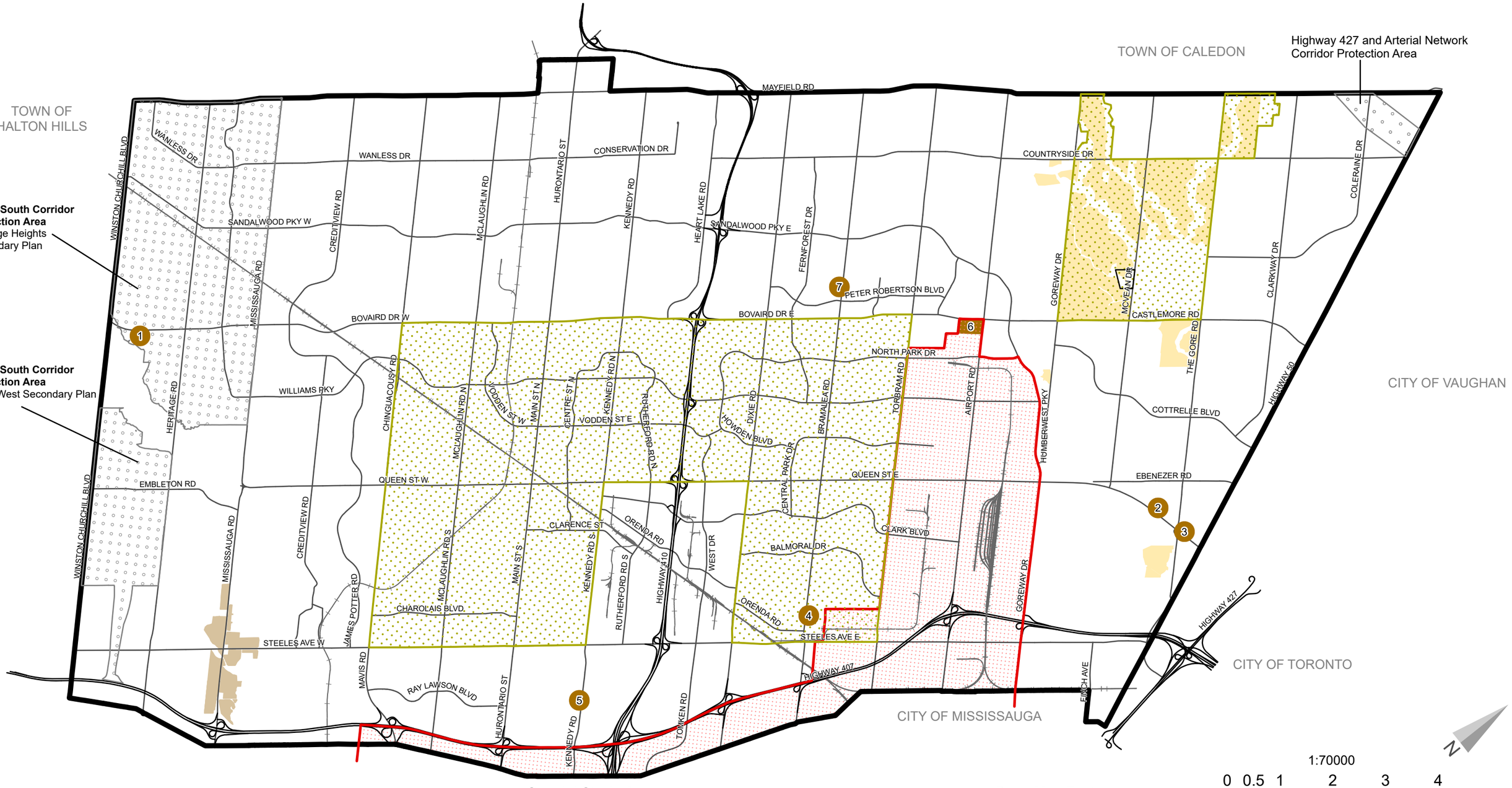
SCHEDULE 11 | PRECINCT PLAN AREAS

BRAMPTON



Lester B. Pearson International Airport (LBPIA) Operating Area

Mature Neighbourhoods

Established Rural Estate Residential Area

Special Land Use Policy Areas

Corridor Protection Area

Special Study Areas

McVean Drive/Rae Avenue Special Study Area

Mississauga Road Corridor

Base Map Features

Railway

Highway

Major Streets

1:70000

0 0.5 1 2 3 4 Kilometres

Date: October 2023
Planning, Building and Growth Management
Brampton Plan

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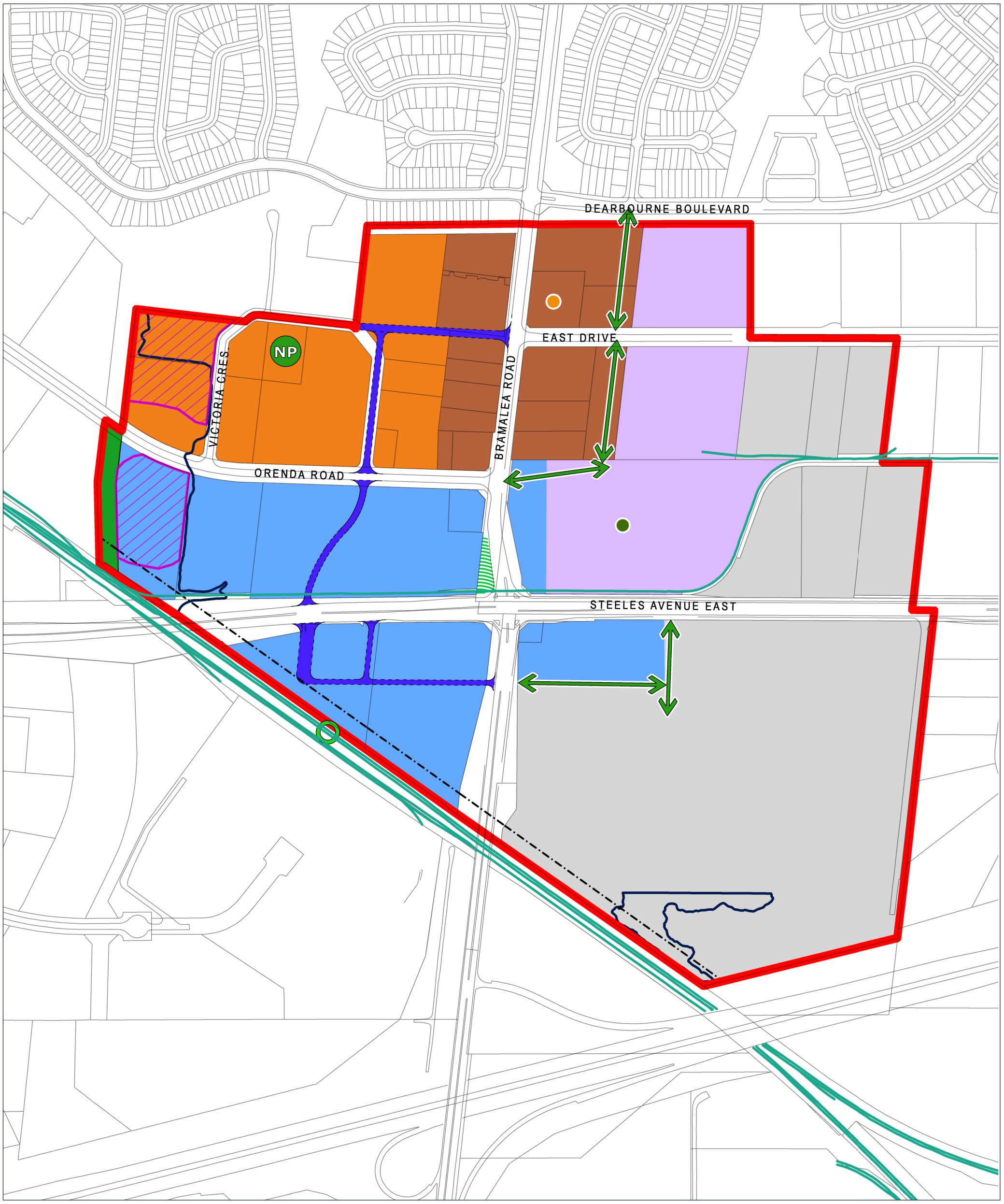
SCHEDULE 12 | SITE AND AREA SPECIFIC POLICIES

BRAMPTON



MIXED-USE (MID-RISE MIXED-USE)
MIXED-USE (HIGH-RISE MIXED-USE)
MIXED-USE EMPLOYMENT (OFFICE MIXED-USE)
EMPLOYMENT (PRESTIGE INDUSTRIAL)
EMPLOYMENT (INDUSTRIAL)
NATURAL SYSTEM
EXISTING PARK
PROPOSED NEIGHBOURHOOD PARK
RAILWAY 30M BUFFER

PROPOSED PUBLIC OR PRIVATE STREET NETWORK
POTENTIAL MID-BLOCK CONNECTION
TRCA FLOOD PLAIN
DESIGNATED HERITAGE PROPERTY
LISTED HERITAGE PROPERTY
RAIL LINE
SPECIAL POLICY AREA
MTSA BOUNDARY
MTSA TRAIN STATION

N

0 100 200 metres

NOTE: THE LEGAL BASIS FOR DELINEATING CONSERVATION AUTHORITY REGULATED AREAS IS DEFINED IN THE TEXT OF THE RESPECTIVE REGULATIONS ISSUED IN ACCORDANCE WITH SECTION 28 OF THE CONSERVATION AUTHORITIES ACT. THE INFORMATION IDENTIFYING REGULATED AREAS SHOWN ON THIS SCHEDULE, INCLUDING THE LIMITS OF REGULATED FEATURES AND HAZARDS, MAY BE UPDATED AS NEW INFORMATION BECOMES AVAILABLE. REFERENCE SHOULD BE MADE TO THE TEXT AND MAPPING OF THE RELEVANT CONSERVATION AUTHORITY REGULATION. SITE INVESTIGATIONS AND DETAILED STUDIES REQUESTED AT THE TIME OF AN APPLICATION MAY FURTHER REFINE OR DELINEATE THE REGULATED AREA, INCLUDING FLOOD PLAIN SPILL AREAS.

Date: October 2023
Planning, Building and Growth Management
Brampton Plan

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SCHEDULE 13a | BRAMPTON MAJOR TRANSIT STATION AREAS
KIT-2 BRAMALEA GO LAND USE PLAN

BRAMPTON

ROSEDALE AVENUE WEST
SPROULE DRIVE
KEN WHILLANS DRIVE
LOWES AVENUE
SABELLA STREET
NORTH
DAVID STREET
WILLIAM STREET
MILL STREET
THOMAS STREET
BIRD AVENUE
JOSEPH STREET
ELLEN STREET
MARKET STREET
ALEXANDER STREET
WEST STREET
PARK STREET
CHURCH STREET WEST
RAILROAD STREET
UNION STREET
DENISON AVENUE
CHURCH STREET EAST
NELSON STREET EAST
NELSON STREET WEST
THEATRE LANE
MCMURCHY AVENUE NORTH
PARK STREET
MILL STREET NORTH
ELIZABETH STREET NORTH
GEORGE STREET NORTH
MAIN STREET NORTH
QUEEN STREET WEST
QUEEN STREET EAST
ELLIOTT STREET
MILL STREET SOUTH
BYNG AVENUE
ELIZABETH STREET SOUTH
GEORGE STREET SOUTH
JOHN STREET
MARY STREET
WELLINGTON STREET WEST
MAIN STREET SOUTH

- NEIGHBOURHOOD (LOW-RISE RESIDENTIAL)
- NEIGHBOURHOOD (INSTITUTIONAL)
- MIXED-USE (MID-RISE MIXED-USE)
- MIXED-USE (HIGH-RISE MIXED-USE)
- MIXED-USE (MAIN STREET NORTH DPS)
- MIXED-USE (DOWNTOWN MIXED-USE)
- NATURAL SYSTEM
- EXISTING PARK
- PLANNED OPEN SPACE
- RAILWAY 30M BUFFER
- RAIL LINE
- PROPOSED PUBLIC OR PRIVATE STREET NETWORK
- POTENTIAL MID-BLOCK CONNECTION
- PEDESTRIAN CONNECTION
- TRCA FLOOD PLAIN
- DESIGNATED HERITAGE PROPERTY
- LISTED HERITAGE PROPERTY
- HEIGHT TRANSITION AREA
- DOWNTOWN SPECIAL POLICY AREA
- MTSA BOUNDARY
- MTSA TRAIN STATION

N

0 100 200 metres

NOTE: THE LEGAL BASIS FOR DELINEATING CONSERVATION AUTHORITY REGULATED AREAS IS DEFINED IN THE TEXT OF THE RESPECTIVE REGULATIONS ISSUED IN ACCORDANCE WITH SECTION 28 OF THE CONSERVATION AUTHORITIES ACT. THE INFORMATION IDENTIFYING REGULATED AREAS SHOWN ON THIS SCHEDULE, INCLUDING THE LIMITS OF REGULATED FEATURES AND HAZARDS, MAY BE UPDATED AS NEW INFORMATION BECOMES AVAILABLE. REFERENCE SHOULD BE MADE TO THE TEXT AND MAPPING OF THE RELEVANT CONSERVATION AUTHORITY REGULATION. SITE INVESTIGATIONS AND DETAILED STUDIES REQUESTED AT THE TIME OF AN APPLICATION MAY FURTHER REFINE OR DELINEATE THE REGULATED AREA, INCLUDING FLOOD PLAIN SPILL AREAS.

Date: October 2023
Planning, Building and Growth Management
Brampton Plan

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SCHEDULE 13b | BRAMPTON MAJOR TRANSIT STATION AREAS KIT-3 BRAMPTON GO LAND USE PLAN

BRAMPTON

GANTON HEIGHTS

COMMUTER DRIVE

NP

LAGERFELD DRIVE

CREDITVIEW ROAD

BOVAIRD DRIVE WEST

ELBERN MARKELL DRIVE

JAMES POTTER ROAD

ASHBY FIELD ROAD

- NEIGHBOURHOOD (LOW-RISE RESIDENTIAL)
- NEIGHBOURHOOD (MID-RISE RESIDENTIAL)
- NEIGHBOURHOOD (INSTITUTIONAL)
- MIXED-USE (LOW-RISE MIXED-USE)
- MIXED-USE (LOW-RISE PLUS MIXED-USE)
- MIXED-USE (MID-RISE MIXED-USE)
- MIXED-USE (HIGH-RISE MIXED-USE)
- EXISTING PARK
- PLANNED NEIGHBOURHOOD PARK
- RAILWAY 30M BUFFER
- PROPOSED PUBLIC OR PRIVATE STREET NETWORK
- POTENTIAL MID-BLOCK CONNECTION
- DESIGNATED HERITAGE PROPERTY
- CVC REGULATION LIMIT
- RAIL LINE
- MTSA BOUNDARY
- MTSA TRAIN STATION

N

0 100 200 metres

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Date: October 2023
Planning, Building and Growth Management
Brampton Plan

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SCHEDULE 13c | BRAMPTON MAJOR TRANSIT STATION AREAS
KIT-4 MOUNT PLEASANT GO LAND USE PLAN

BRAMPTON

MCCAUL STREET
SOPHIA STREET
CHURCH STREET EAST
SCOTT STREET
CENTRE STREET
BEECH STREET
WILSON AVENUE
MAPLE AVENUE
QUEEN STREET EAST
JAMES ST
LYNCH ST
JOHN STREET
TRUEMAN STREET

- NEIGHBOURHOOD (LOW-RISE RESIDENTIAL)
- NEIGHBOURHOOD (MID-RISE RESIDENTIAL)
- NEIGHBOURHOOD (HIGH-RISE RESIDENTIAL)
- MIXED-USE (MID-RISE MIXED-USE)
- MIXED-USE (HIGH-RISE MIXED-USE)
- MIXED-USE (INSTITUTIONAL)
- NATURAL SYSTEM
- EXISTING PARK
- CEMETERY
- RAILWAY 30M BUFFER
- PROPOSED PUBLIC OR PRIVATE STREET NETWORK
- POTENTIAL MID-BLOCK CONNECTION
- TRCA FLOOD PLAIN
- LISTED HERITAGE PROPERTY
- HEIGHT TRANSITION AREA
- MTSA BOUNDARY
- MTSA STATION

N

0 50 100 200 metres

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Date: October 2023
Planning, Building and Growth Management
Brampton Plan

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SCHEDULE 13d | BRAMPTON MAJOR TRANSIT STATION AREAS
QUE-1 CENTRE ST. LAND USE PLAN

BRAMPTON

VODDEN STREET EAST
MCCAUL STREET
CHURCH STREET EAST
BEECH STREET
JUNE AVENUE
KENNEDY ROAD NORTH
HANSEN ROAD NORTH
CHARLES ST
QUEEN STREET EAST
JOHN STREET
HILLCREST AVENUE
TRUEMAN STREET
KENNEDY ROAD SOUTH
EASTERN AVENUE
HANSEN ROAD SOUTH
ORENDA ROAD

- NEIGHBOURHOOD (LOW-RISE RESIDENTIAL)
- NEIGHBOURHOOD (LOW-RISE PLUS RESIDENTIAL)
- NEIGHBOURHOOD (MID-RISE RESIDENTIAL)
- NEIGHBOURHOOD (HIGH-RISE RESIDENTIAL)
- NEIGHBOURHOOD (INSTITUTIONAL)
- MIXED-USE (MID-RISE MIXED-USE)
- MIXED-USE (HIGH-RISE MIXED-USE)
- EMPLOYMENT (PRESTIGE INDUSTRIAL)
- EMPLOYMENT (INDUSTRIAL)
- NATURAL SYSTEM
- RAILWAY 30M BUFFER
- PROPOSED PUBLIC OR PRIVATE STREET NETWORK
- POTENTIAL MID-BLOCK CONNECTION
- PROPOSED LANDSCAPE BUFFER
- LISTED HERITAGE PROPERTY
- HEIGHT TRANSITION AREA
- SPECIAL POLICY AREA
- MTSA BOUNDARY
- MTSA STATION

N

0 100 200 metres

Date: October 2023
Planning, Building and Growth Management
Brampton Plan

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SCHEDULE 13e | BRAMPTON MAJOR TRANSIT STATION AREAS
QUE-2 KENNEDY LAND USE PLAN

BRAMPTON

RUTHERFORD ROAD NORTH

MADOC DRIVE

ARCHDEKIN DRIVE

QUEEN STREET EAST

HANSEN ROAD SOUTH

RUTHERFORD ROAD SOUTH

C

NP

CLARK BOULEVARD

HIGHWAY 410

- NEIGHBOURHOOD (LOW-RISE RESIDENTIAL)
- MIXED-USE (MID-RISE MIXED-USE)
- MIXED-USE (HIGH-RISE MIXED-USE)
- EMPLOYMENT (PRESTIGE INDUSTRIAL)
- EMPLOYMENT (FIRE STATION)
- NATURAL SYSTEM
- PROPOSED LANDSCAPE BUFFER
- PROPOSED NEIGHBOURHOOD PARK
- POTENTIAL COMMUNITY HUB
- PROPOSED PUBLIC OR PRIVATE STREET NETWORK
- POTENTIAL MID-BLOCK CONNECTION
- TRCA FLOOD PLAIN
- PROPOSED PEDESTRIAN BRIDGE
- HEIGHT TRANSITION AREA
- SPECIAL POLICY AREA
- MTSA BOUNDARY
- MTSA STATION

N

0 50 100 200 metres

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Date: October 2023
Planning, Building and Growth Management
Brampton Plan

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SCHEDULE 13f | BRAMPTON MAJOR TRANSIT STATION AREAS QUE-3 RUTHERFORD LAND USE PLAN

BRAMPTON

QUEEN STREET EAST

LAURELCREST STREET

HWY 410

WEST DRIVE

CLARK BOULEVARD

NP

- NEIGHBOURHOOD (LOW-RISE RESIDENTIAL)
- NEIGHBOURHOOD (MID-RISE RESIDENTIAL)
- NEIGHBOURHOOD (HIGH-RISE RESIDENTIAL)
- NEIGHBOURHOOD (INSTITUTIONAL)
- MIXED-USE (MID-RISE MIXED-USE)
- MIXED-USE (HIGH-RISE MIXED-USE)
- EMPLOYMENT (PRESTIGE INDUSTRIAL)
- NATURAL SYSTEM
- EXISTING PARK
- PROPOSED NEIGHBOURHOOD PARK
- PROPOSED PUBLIC OR PRIVATE STREET NETWORK
- POTENTIAL MID-BLOCK CONNECTION
- TRCA FLOOD PLAIN
- PROPOSED PEDESTRIAN BRIDGE
- HEIGHT TRANSITION AREA
- MTSA BOUNDARY
- MTSA STATION

N

0 100 200 metres

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Date: October 2023
Planning, Building and Growth Management
Brampton Plan

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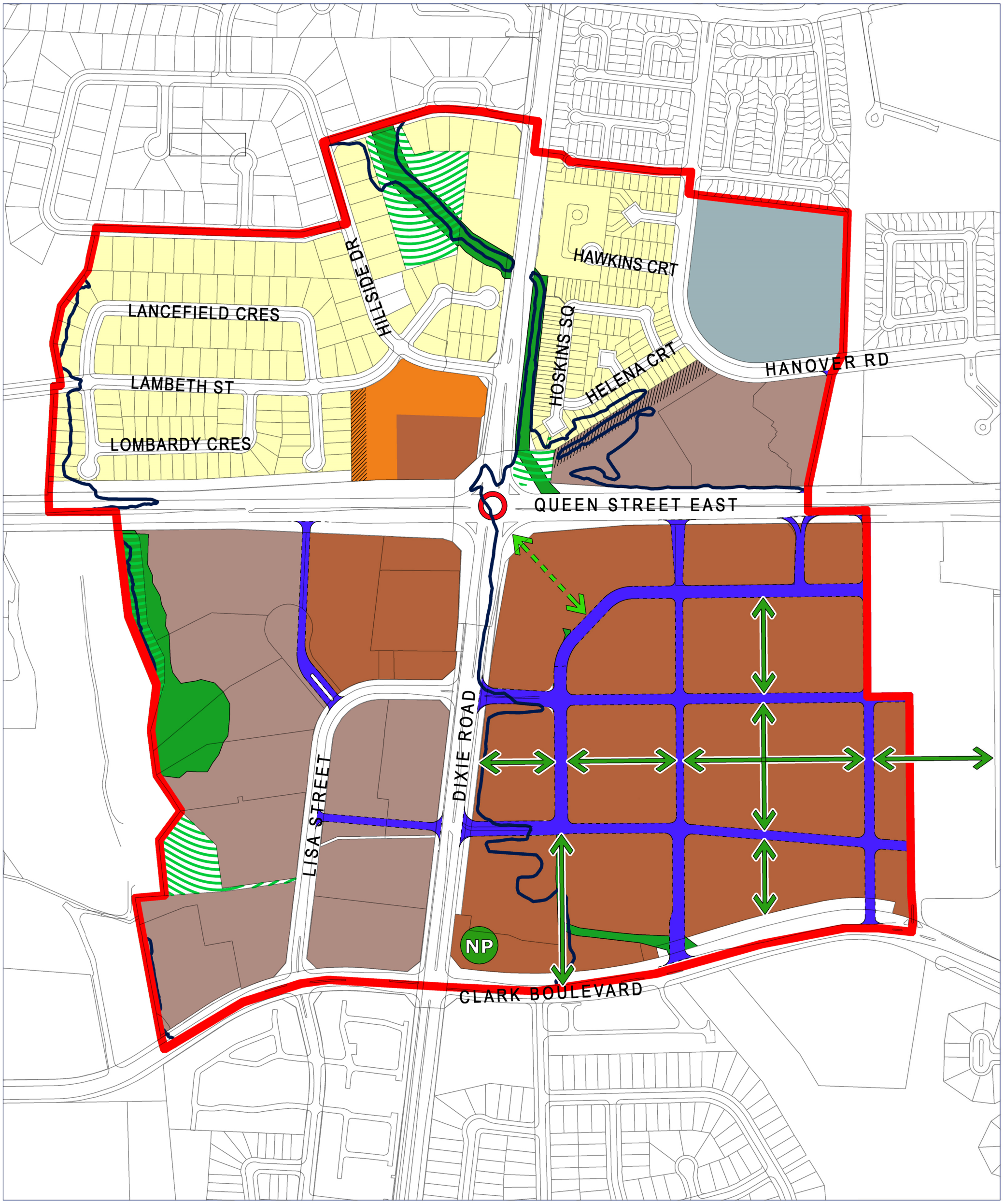
SCHEDULE 13g | BRAMPTON MAJOR TRANSIT STATION AREAS QUE-4 LAURELCREST LAND USE PLAN

BRAMPTON



NEIGHBOURHOOD (LOW-RISE RESIDENTIAL)
NEIGHBOURHOOD (HIGH-RISE RESIDENTIAL)
NEIGHBOURHOOD (INSTITUTIONAL)
MIXED-USE (MID-RISE MIXED-USE)
MIXED-USE (HIGH-RISE MIXED-USE)
NATURAL SYSTEM
EXISTING PARK
PROPOSED NEIGHBOURHOOD PARK

PROPOSED PUBLIC OR PRIVATE STREET NETWORK
POTENTIAL MID-BLOCK CONNECTION
PEDESTRIAN CONNECTION
TRCA FLOOD PLAIN
HEIGHT TRANSITION AREA
MTSA BOUNDARY
MTSA STATION

N

0 100 200 metres

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Date: October 2023
Planning, Building and Growth Management
Brampton Plan

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SCHEDULE 13h | BRAMPTON MAJOR TRANSIT STATION AREAS
QUE-5 DIXIE LAND USE PLAN

BRAMPTON

HOWDEN BOULEVARD

HANOVER ROAD

QUEEN STREET EAST

PEEL CENTRE DRIVE

CENTRAL PARK DRIVE

KENSINGTON ROAD

KINGS CROSS ROAD

KNIGHTSBRIDGE ROAD

CLARK BOULEVARD

NP

C

U

- NEIGHBOURHOOD (LOW-RISE RESIDENTIAL)
- NEIGHBOURHOOD (MID-RISE RESIDENTIAL)
- NEIGHBOURHOOD (HIGH-RISE RESIDENTIAL)
- NEIGHBOURHOOD (INSTITUTIONAL)
- MIXED-USE (HIGH-RISE MIXED-USE)
- MIXED-USE (INSTITUTIONAL)
- NATURAL SYSTEM
- EXISTING PARK
- PROPOSED NEIGHBOURHOOD PARK
- POTENTIAL COMMUNITY HUB
- PROPOSED UNIVERSITY
- PROPOSED PUBLIC OR PRIVATE STREET NETWORK
- POTENTIAL MID-BLOCK CONNECTION
- TRCA FLOOD PLAIN
- PROPOSED PEDESTRIAN BRIDGE
- DESIGNATED HERITAGE PROPERTY
- BRAMALEA BUS TERMINAL
- MTSA BOUNDARY
- MTSA STATION

N

0 100 200 metres

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Date: October 2023
Planning, Building and Growth Management
Brampton Plan

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SCHEDULE 13i | BRAMPTON MAJOR TRANSIT STATION AREAS QUE-6 AND HUB-5 CENTRAL PARK (BRAMALEA TERMINAL) LAND USE PLAN

BRAMPTON

CENTRAL PARK DRIVE

QUEEN STREET EAST

KENSINGTON ROAD

KINGS CROSS ROAD

BRAMALEA ROAD

KNIGHTSBRIDGE ROAD

- NEIGHBOURHOOD (LOW-RISE RESIDENTIAL)
- NEIGHBOURHOOD (HIGH-RISE RESIDENTIAL)
- NEIGHBOURHOOD (INSTITUTIONAL)
- MIXED-USE (HIGH-RISE MIXED-USE)
- NATURAL SYSTEM
- EXISTING PARK

- PROPOSED PUBLIC OR PRIVATE STREET NETWORK
- POTENTIAL MID-BLOCK CONNECTION
- TRCA FLOOD PLAIN
- DESIGNATED HERITAGE PROPERTY
- HEIGHT TRANSITION AREA
- MTSA BOUNDARY
- MTSA STATION

N

0 100 200 metres

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Date: October 2023
Planning, Building and Growth Management
Brampton Plan

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SCHEDULE 13j | BRAMPTON MAJOR TRANSIT STATION AREAS
QUE-7 BRAMALEA LAND USE PLAN

BRAMPTON

EBENEZER ROAD

PALLESCHI DRIVE

ATTMAR DRIVE

THE GORE ROAD

FOGAL ROAD

QUEEN STREET EAST

NP

- NEIGHBOURHOOD (LOW-RISE RESIDENTIAL)
- NEIGHBOURHOOD (LOW-RISE PLUS RESIDENTIAL)
- MIXED-USE (MID-RISE MIXED-USE)
- MIXED-USE (HIGH-RISE MIXED-USE)
- MIXED-USE (INSTITUTIONAL)
- MIXED-USE EMPLOYMENT (OFFICE MIXED-USE)
- EMPLOYMENT (PRESTIGE INDUSTRIAL)
- NATURAL SYSTEM
- EXISTING PARK
- CEMETERY
- PROPOSED NEIGHBOURHOOD PARK
- PROPOSED PUBLIC OR PRIVATE STREET NETWORK
- POTENTIAL MID-BLOCK CONNECTION
- STORMWATER MANAGEMENT POND
- DESIGNATED HERITAGE PROPERTY
- HEIGHT TRANSITION AREA
- MTSA BOUNDARY
- MTSA STATION

N

0 100 200 metres

Date: October 2023
Planning, Building and Growth Management
Brampton Plan

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SCHEDULE 13k | BRAMPTON MAJOR TRANSIT STATION AREAS
QUE-14 THE GORE LAND USE PLAN

BRAMPTON

SIR LOU DRIVE

COUNTY COURT BOULEVARD

MALTA AVENUE

HURONTARIO STREET

NP

RAY LAWSON BOULEVARD

COUNTY COURT BOULEVARD

- NEIGHBOURHOOD (MID-RISE RESIDENTIAL)
- MIXED-USE (MID-RISE MIXED-USE)
- MIXED-USE (HIGH-RISE MIXED-USE)
- MIXED-USE EMPLOYMENT (OFFICE MIXED-USE)
- MIXED-USE EMPLOYMENT (INSTITUTIONAL)
- UTILITY
- EXISTING PARK
- CEMETERY
- NP PROPOSED NEIGHBOURHOOD PARK

- PROPOSED PUBLIC OR PRIVATE STREET NETWORK
- POTENTIAL MID-BLOCK CONNECTION
- DESIGNATED HERITAGE PROPERTY
- HEIGHT TRANSITION AREA
- MTSA BOUNDARY
- MTSA STATION

N

0 50 100 200 metres

Date: October 2023
Planning, Building and Growth Management
Brampton Plan

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SCHEDULE 13I | BRAMPTON MAJOR TRANSIT STATION AREAS HLRT-20 RAY LAWSON COUNTY COURT LAND USE PLAN

BRAMPTON

CHAROLAIS BOULEVARD

MCMURCHY AVENUE SOUTH

MAIN STREET SOUTH

STEELES AVENUE WEST

LANCASHIRE LANE

MALTA AVENUE

HURONTARIO STREET

C

NP

NP

NP

- NEIGHBOURHOOD (MID-RISE RESIDENTIAL)
- MIXED-USE (MID-RISE MIXED-USE)
- MIXED-USE (HIGH-RISE MIXED-USE)
- MIXED-USE EMPLOYMENT (OFFICE MIXED-USE)
- TRANSIT STATION
- UTILITY
- NATURAL SYSTEM
- PLANNED NEIGHBOURHOOD PARK
- PROPOSED NEIGHBOURHOOD PARK
- POTENTIAL COMMUNITY HUB

- PROPOSED PUBLIC OR PRIVATE STREET NETWORK
- POTENTIAL MID-BLOCK CONNECTION
- PEDESTRIAN CONNECTION
- HEIGHT TRANSITION AREA
- MTSA BOUNDARY
- MTSA STATION

N

0 50 100 200 metres

Date: October 2023
Planning, Building and Growth Management
Brampton Plan

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SCHEDULE 13m | BRAMPTON MAJOR TRANSIT STATION AREAS HLRT-22 GATEWAY TERMINAL LAND USE PLAN

BRAMPTON

OLIVIA MARIE ROAD

MISSISSAUGA ROAD

STEELES AVENUE WEST

COASTLINE DRIVE

FINANCIAL DRIVE

NP

C

- MIXED-USE (MID-RISE MIXED-USE)
- MIXED-USE (HIGH-RISE MIXED-USE)
- MIXED-USE EMPLOYMENT (OFFICE MIXED-USE)
- NATURAL SYSTEM
- PROPOSED NEIGHBOURHOOD PARK
- POTENTIAL COMMUNITY HUB
- PROPOSED PUBLIC OR PRIVATE STREET NETWORK
- POTENTIAL MID-BLOCK CONNECTION
- STORMWATER MANAGEMENT POND
- CVC REGULATION LIMIT
- MTSA BOUNDARY
- MTSA STATION

N

0 50 100 200 metres

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Date: October 2023
Planning, Building and Growth Management
Brampton Plan

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SCHEDULE 13n | BRAMPTON MAJOR TRANSIT STATION AREAS HUB-3 STEELES AT MISSISSAUGA LAND USE PLAN

BRAMPTON