

Appendix 3 – Draft Final *Growth Plan* Official Plan Amendment

AMENDMENT NUMBER OP 2006 -
to the Official Plan of the
City of Brampton Planning Area

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

1.0 Purpose:

The purpose of this amendment is to bring Brampton's Official Plan into conformity with the Province's Growth Plan for the Greater Golden Horseshoe in accordance with subsection 26(1)(a)(i) of the Planning Act, RSO, 1990, c.P.13 and subsection 12 of the Places to Grow Act, S.O., 2005, c.13.

Secondly, the purpose of this amendment is to revise the boundaries of the Central Area.

Finally, the purpose of this amendment is to revise policies related to community block plans.

2.0 Location:

The lands subject to this amendment include all of the lands within the City of Brampton.

3.0 Amendments and Policies Relative Thereto:

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

Schedules

(1) by changing Schedule "1" City Concept as shown on Schedule A to this amendment as follows:

- (a) adding the built boundary;
- (b) the “transit supportive node” located around Main Street and Queen Street to “Mobility Hub Anchor”;
- (c) the “transit supportive nodes” located around Bramalea Road and Steeles Avenue; around Hurontario Street and Steeles Avenue; and, around the Mount Pleasant GO Station to “Mobility Hub Gateway”;
- (d) the “transit supportive nodes” located around Hurontario Street and RayLawson Boulevard; Dixie Road and Queen Street; Bovaird Drive and Highway 410; and Steeles Avenue and Mississauga Road to “major transit station areas”
- (e) the “intensification corridors” located along; Mississauga Road; Hurontario Street / Main Street; Bramalea Road; Airport Road; Bovaird Drive; Castlemore Road; Queen Street; and, Steeles Avenue to “primary intensification corridors”;
- (f) the “intensification corridors” located along Heritage Road; McLaughlin Road; Kennedy Road; Dixie Road; and, Humberwest Parkway to “secondary intensification corridors”;
- (g) portions of the “open space” north of Ebenezer Road and west of The Gore Road to be replaced with “communities”;
- (h) portions of “communities” located north of Castlemore Road and west of The Gore Road to be replaced with “open space”;
- (i) the “employment area” located north of Clark Boulevard, east of Highway 410 and west of West Drive replaced with “communities” and “central area”;
- (j) portions of “communities” located north of Countryside Drive and east of Goreway Drive to be replaced with “open space”;

- (k) “Intensification Corridors” within the legend to be deleted and replaced with “Primary Intensification Corridors” and “Secondary Intensification Corridors”;
 - (l) The “Built Boundary” to be added to the legend;
 - (m) “Transit Supportive Nodes” within the legend to be deleted and replaced with “Major Transit Station Area”; and,
 - (n) “Mobility Hub – Anchor” and “Mobility Hub – Gateway” to be added to the legend;
- (2) By inserting Schedule “1A” Urban Growth Centre as shown on Schedule “B” to this amendment;
 - (3) By including the lands located north of Clark Boulevard, east of Highway 410 and west of West Drive within the Central Area on Schedule “2” Flower City Strategy Street Corridor Master Plan as shown on Schedule C to this amendment;
 - (4) By changing on Schedule “A” General Land Use Designations thereto, the land use designation of the lands shown on Schedule D to this amendment from “*Industrial*” to “*Central Area*”;
 - (5) By adding on Schedule “A” General Land Use Designations thereto, a “Special Study Area” as shown on Schedule D to this amendment;
 - (6) By changing on Schedule “A” General Land Use Designations thereto, the land use designation of the lands shown on Schedule D to this amendment from “*Industrial*” to “*Business Corridor*”;
 - (7) By changing Schedule “B” City Road Hierarchy as shown on Schedule E to this amendment as follows:
 - (a) Adding a new major arterial road north of Castlemore Road between Regional Road 50 and Clarkway Drive;
 - (b) Realigning the minor arterial north of Castlemore Road between Coleraine Drive and Clarkway Drive;
 - (c) Adding a minor arterial extension to the western terminus of Sandalwood Parkway north of Bovaird Drive, south of Wanless Drive;

- (d) Adding two new collector roads north of Queen Street between McLaughlin Road and Main Street; and,
 - (e) Adding a new collector road north of Queen Street between Main Street and Kennedy Road;
 - (f) The portion of Clarkway Drive south of Castlemore Road from “Minor Arterial” to “Collector”;
 - (g) Modifying the symbology of the “North-South Transportation Corridor” within the legend;
 - (h) Deleting “Proposed Provincial Highway” from the legend;
- (8) By changing Schedule “B1” City Road Right-of-Way Widths as shown on Schedule F to this amendment as follows:
- (a) Adding a new road right-of-way 36 metres in width north of Castlemore Road between Regional Road 50 and Clarkway Drive;
 - (b) Realigning the road right-of-way north of Castlemore Road between Coleraine Drive and Clarkway Drive;
 - (c) Adding a road right-of-way 36 metres in width to the western terminus of Sandalwood Parkway north of Bovaird Drive, south of Wanless Drive;
 - (d) Adding two road right-of-ways 23 to 26 metres in width north of Queen Street between McLaughlin Road and Main Street; and,
 - (e) Adding a road right-of-way 23 to 26 metres in width north of Queen Street between Main Street and Kennedy Road;
 - (f) The portion of Clarkway Drive south of Castlemore Road from “36 metres” to “26-30 metres”;
 - (g) Modifying the symbology of the “40-100 metres (131-328 feet) in the legend”;
 - (h) Deleting “Proposed Provincial Highway” from the legend;
- (9) By changing Schedule “C” Transit Network as shown on Schedule G to this amendment as follows:

- (a) The “primary transit corridor” located along Mayfield Road between Hurontario Street and Regional Road 50 to “secondary transit corridor”;
- (b) The “primary transit corridor” located along Wanless Drive between Chingaucousy Road and Mississauga Road to “secondary transit corridor”;
- (c) By deleting the “secondary transit corridor” along Wanless Drive between Hurontario Street and Kennedy Road;
- (d) The “secondary transit corridor” along Countryside Drive between Dixie Road and Airport Road to ‘primary transit corridor’;
- (e) The “primary transit corridor” along Sandalwood Parkway between Chingucousy Road and Creditview Road as “secondary transit corridor”;
- (f) By adding a “secondary transit corridor” along Sandalwood Parkway between Creditview Road and Mississauga Road;
- (g) By realigning the “secondary transit corridor” north of Castlemore Road and South of Countryside Drive between The Gore Road and Coleraine Drive;
- (h) The “primary transit corridor” along Williams Parkway between Creditview Road to James Potter Road to “secondary transit corridor”;
- (i) By adding a “secondary transit corridor” along Sunpack Boulevard between Williams Parkway and Queen Street;
- (j) By adding a “secondary transit corridor” along West Drive between Queen Street and Clarke Boulevard;
- (k) By adding a “secondary transit corridor” along Clarke Boulevard between West Drive and Dixie Road;
- (l) The “primary transit corridor” along Clarke Boulevard between Dixie Road and Central Park Drive to “secondary transit corridor”;

- (m) By adding a “secondary transit corridor” along Clarke Boulevard between Central Park Drive and Folkstone Crescent;
- (n) By relocating the “major transit node” located on Clarke Boulevard between Dixie Road and Central Park Drive to Central Park Drive north of Clarke Boulevard and south of Queen Street;
- (o) The “primary transit corridor” along Steeles Avenue between Winston Churchill Boulevard and Mississauga Road as “BRT corridor”;
- (p) By adding a “major transit node” to the existing “GO rail station” located at Steeles Avenue and Bramalea Road;
- (q) By adding a “secondary transit corridor” along the new road to commence at Regional Road 50 and travel north, between Clarkway Drive and Coleraine Drive, ending at Mayfield Road;
- (r) The “primary transit corridor” along The Gore Road between Castlemore Road and Mayfield Road as “secondary transit corridor”;
- (s) By adding a “secondary transit corridor” along Central Park Drive between Howden Boulevard and Bramalea Road;
- (t) The “secondary transit corridor” along Goreway Drive between Castlemore Road and Derry Road to “primary transit corridor”;
- (u) The “BRT corridor” along Airport Road between Countryside Drive and Mayfield Road to “primary transit corridor”;
- (v) By renaming the “major transit nodes” along Highway 407 as “407 transitway stations”;
- (w) By adding “407 transitway stations” to the Legend;
- (x) By deleting the “major transit node” along Kennedy Road between Wanless Drive and Sandalwood Parkway;
- (y) By deleting the “major transit node” along Hurontario Street north of Sandalwood Parkway;

- (z) By adding a “secondary transit corridor” along McLaughlin Road between Steeles Avenue and Derry Road;
 - (aa) The “primary transit corridor” along Mississauga Road between Mayfield Road and Bovaird Drive to “secondary transit corridor”
 - (bb) By adding a “secondary transit corridor” commencing at Heritage Road and travelling north between Winston Churchill Boulevard and Heritage Road and crossing Heritage Road south of Bovaird Drive between Heritage Road and Mississauga Road and ending at Bovaird Drive;
 - (cc) The “Primary transit corridor” along Hurontario Street between Sandalwood Parkway to the northern City limits to “BRT corridor”;
 - (dd) By adding a “major transit station” to the “GO rail station” between Queen Street and Vodden Street;
 - (ee) The “primary transit corridor” along Mississauga Road between the southern City limits and Steeles Avenue to “BRT corridor”;
 - (ff) By adding a “major transit node” at Hurontario Road and RayLawson Boulevard;
 - (gg) By adding a “Secondary Transit Corridor” along Huberwest Parkway between Queen Street and Williams Parkway;
 - (hh) By adding “See Policy 4.4.4.10” as a note to the Schedule;
 - (ii) The “Secondary Transit Corridor” along Highway 50 from Steeles Avenue to Highway 427 to “Primary Transit Corridor”;
- (10) By changing Schedule “C1” Major Pathway Network as shown on Schedule H to this amendment as follows:
- (a) portions of the “open space” north of Ebenezer Road and west of The Gore Road to be deleted;

- (b) the community park located north of Castlemore Road and west of The Gore Road to be added to “open space”; and,
 - (c) portions of lands located north of Countryside Drive and east of Goreway Drive to be added to “open space”;
- (11) By changing Schedule “D” Natural Heritage Features and Areas as shown on Schedule I to this amendment as follows:
- (a) Adding “lakes and ponds” to the legend;
 - (b) Adding the lakes and ponds located north of Williams Parkway west of Highway 410; north of Williams Parkway east of Torbram Road; and, north of Countryside Drive west of Heart Lake Road; and,
 - (c) Adding lands north of Countryside Drive east of Goreway Drive to “Valleyland / Watercourse Corridor”;
- (12) By changing Schedule “E” Major Recreational Open Space as shown on Schedule J to this amendment as follows:
- (a) By adding lands north of Countryside Drive east of Goreway Drive to “Valleyland / Watercourse Corridor” on Schedule “E” Major Recreational Open Space as shown on Schedule J to this amendment;
 - (b) By revising the boundaries of the Clairville Conservation Area as shown on Schedule J to this amendment;
 - (c) By deleting portions of the “Private Commercial Recreation” south of Countryside Drive and West of Goreway Drive as shown on Schedule J to this amendment

“Our Brampton, Our Future – The Vision”

- (13) By deleting “310,000” from paragraph one of “Our Brampton, Our Future – The Vision” and replacing it with “312,000”;
- (14) By deleting “centres” after “mixed-use” and before “are” and replacing it with “corridors and nodes” in paragraph two of “Our Brampton, Our Future – The Vision”;

- (15) By adding “s” to the end of “case” in paragraph two of “Our Brampton, Our Future – The Vision”;
- (16) By adding “and” before “trails” and after “natural” in paragraph three of “Our Brampton, Our Future – The Vision”;
- (17) By adding “heritage systems including valley” after “natural” and before “landscape” in paragraph two of “Our Brampton, Our Future – The Vision”;
- (18) By adding “s” to the end of “landscape” in paragraph three of “Our Brampton, Our Future – The Vision”;

Section 1 – Our Brampton, Our Future

- (19) By deleting “for the next 25 years” after “municipality” and before “The” in paragraph one of section 1.2 The Official Plan Review and replacing it with “to 2031”;
- (20) By deleting paragraphs one and two of section 1.2 The Official Plan Review and replacing it with the following:

“Brampton City Council adopted this Official Plan on October 11, 2006. The Regional Municipality of Peel partially approved the Plan on January 24, 2008 and was subsequently partially approved by the Ontario Municipal Board on October 7, 2008. The Official Plan has been subsequently modified through a series of amendments since its approval. In accordance with Section 5.3.1 of the Official Plan and Section 26(1) of the Planning, the Places to Grow Act and input received at a Council meeting held in April 2007, City Council directed City staff to undertake a review of the Official Plan to conform to Places to Grow – Growth Plan for the Greater Golden Horseshoe. The objective of periodic reviews of the Official Plan is to maintain a contemporary Official Plan, which reflects community interests while fulfilling its primary role of directing the physical development of the City, and accounting for social, economic, environmental and other relevant considerations.”

Section 2 – Context of the 2006 Official Plan

- (21) By deleting “over the next 25 years” after “region” and before “especially” in paragraph four of Section 2 – Context of the 2006 Official Plan and replacing it with “over the life of this plan”;
- (22) By deleting “continues to represent a significant component of the Greenfield land needed to accommodate future residential and employment growth” after “City of Brampton” in paragraph four of Section 2 – Context of the 2006 Official Plan and replacing it with “provides opportunities to accommodate future residential and employment growth within the built boundary and its designated Greenfield areas.”
- (23) By adding “Provincial” after “to” and before “forecasts” in paragraph four of Section 2 – Context of the 2006 Official Plan;
- (24) By deleting “completed on behalf of the Province” in paragraph four of Section 2 – Context of the 2006 Official Plan and replacing it with “set out in the Growth Plan for the Greater Golden Horseshoe”;
- (25) By adding “GGH, including the” after “the” and before “GTAH” in paragraph four of Section 2 – Context of the 2006 Official Plan;
- (26) By deleting “forecasted” after “is” and before “to” in paragraph four of Section 2 – Context of the 2006 Official Plan and replacing it with “forecast”;
- (27) By deleting “5.81” after “from” and before “million” in paragraph four of Section 2 – Context of the 2006 Official Plan and replacing it with “7.8”;
- (28) By deleting “8.62” after “to” and before “million” in paragraph four of Section 2 – Context of the 2006 Official Plan and replacing it with “11.5”;
- (29) By deleting “In 2006, Brampton’s population is at about 430,000 people. The number is forecasted to reach 725,000 people by 2031” in paragraph four of Section 2 – Context of the 2006 Official

Plan and replacing it with “In 2006, Brampton’s population was at 453,000 people. Brampton’s population is forecast to reach 725,000 people by 2031.”;

- (30) By deleting “vailability” from paragraph five of Section 2 – Context of the 2006 Official Plan and replacing it with “availability”;
- (31) By deleting “forecasted” after “is” and before “to” from paragraph five of Section 2 – Context of the 2006 Official Plan and replacing it with “forecast”;
- (32) By deleting “310,000” from paragraph five of Section 2 – Context of the 2006 Official Plan and replacing it with “312,000”;
- (33) By deleting “The population forecasts have been adjusted to include the 4.2% census undercount” from paragraph seven of Section 2 – Context of the 2006 Official Plan;
- (34) By deleting the “Population, Household and Employment Forecasts” table from Section 2 – Context of the 2006 Official Plan and replacing it with the following:

Population, Household and Employment Forecasts

| | 2011 | 2021 | 2031 |
|---------------|-------------|-------------|-------------|
| Population* | 510,000 | 646,000 | 725,000 |
| Housing Units | 143,300 | 184,600 | 214,000 |
| Employment | 182,000 | 280,000 | 312,000 |

*The population forecasts include the 4.2% census undercount.

- (35) By deleting paragraph eight and replacing it with the following:
“These forecasts have been incorporated into the Official Plan to comply with the Regional forecasts as set out in Regional Official Plan Amendment 24 (ROPA 24) and will be used to plan and manage growth within the Region to 2031. These forecasts will be reviewed from time to time, commensurate with the Province’s review of the forecasts in the Growth Plan. It is acknowledged that alternate forecasts are needed and following the Provincial update

to the Growth Plan, an amendment will be brought forward dealing with revised forecasts.”;

- (36) By adding “and will continue to evolve in response to changing economic forces.” after “decades” to paragraph one of section 2.3 Economic Factors and the Role of Brampton;
- (37) By deleting “These same forces will continue to shape the Brampton economy today.” To the end of paragraph one of section 2.3 Economic Factors and the Role of Brampton;
- (38) By deleting “balance” after “to” and before “industrial” from paragraph three of section 2.3 Economic Factors and the Role of Brampton and replacing it with “encourage an appropriate mix of”;
- (39) By deleting “accessibility” after “future” and before “via” from paragraph four of section 2.3 Economic Factors and the Role of Brampton and replacing it with “access”;
- (40) By deleting “Balance” before “industrial” from objective a) of section 2.3 Economic Factors and the Role of Brampton and replacing it with “Encourage an appropriate mix of”;
- (41) By deleting “required by today’s employers and” after “infrastructure” and before “to” from objective c) from section 2.3 Economic Factors and the Role of Brampton;
- (42) By deleting “and along major corridors and designating sufficient commercial lands” after “Central Area” from objective b) from section 2.4.2 Managing Growth and replacing it with “including the Urban Growth Centre, along intensification corridors and around mobility hubs and major transit station areas and by designating sufficient commercial lands”;
- (43) By adding an objective c) to section 2.4.2 Managing Growth as follows:

“c) Direct a portion of new residential development annually to within the built-up area”

- (44) By adding “a significant amount of housing and employment growth, including” after “for” in objective c) to section 2.4.2 Managing Growth;
- (45) By deleting “cultural venues and programs” after “entertainment” to objective c) to section 2.4.2 Managing Growth and replacing it with “recreation and cultural uses and significant transportation infrastructure”;
- (46) By deleting “mixed use residential and commercial/employment uses” after “for” in objective d) to section 2.4.2 Managing Growth and replacing it with “employment uses, and mixed use development”
- (47) By deleting “promotes” before “the” in objective e) to section 2.4.2 Managing Growth and replacing it with “promote”;
- (48) By renumbering objectives c), d) and e) as objectives d), e) and f) respectively;
- (49) By adding “cultural” after “Brampton’s” and before “heritage” in paragraph one of section 2.4.3 Protecting Our Environment, Enhancing Our Neighbourhoods;
- (50) By adding the following paragraph after paragraph two in section 2.4.3 Protecting Our Environment, Enhancing Our Neighbourhoods:
“Brampton also recognizes that climate change is an issue that will affect the entire community and the City’s corporate operations and management. The City will work to foster a culture of conservation to address water and energy conservation, air quality protection and waste management through strengthening and coordinating the City’s land use planning, natural heritage and environmental management, and recreational and cultural heritage practices.”
- (51) By adding an objective f) to section 2.4.3 Protecting Our Environment, Enhancing Our Neighbourhoods as follows:
“f) Promote the accommodation of projected growth while reducing the environmental impact of urbanization through the use of green

infrastructure, green development incentives and sustainable best management measures;”

- (52) By deleting “Promote” before “the” from objective f) to section By adding an objective f) to section 2.4.3 Protecting Our Environment, Enhancing Our Neighbourhoods and replacing it with “Foster a culture of conservation that will advocate corporate and community responsibilities for”
- (53) By adding an objective h) to section 2.4.3 Protecting Our Environment, Enhancing Our Neighbourhoods as follows:
“h) Develop strategies and programs that address identification, management and monitoring of natural heritage features and recreational open space to restore, enhance and link the natural heritage system; and,”
- (54) By renumbering objectives f) and g) as objectives g) and i) respectively;
- (55) By deleting “fostering” after “to” and before “Brampton’s” in paragraph one to section 2.4.4 A Dynamic and Prosperous Economy and replacing it with “sustaining”;
- (56) By deleting “emergence” after “Brampton’s” and before “as” in paragraph one to section 2.4.4 A Dynamic and Prosperous Economy and replacing it with “position”;
- (57) By deleting “sharing” after “by” and before “Brampton’s” in paragraph one to section 2.4.4 A Dynamic and Prosperous Economy and replacing it with “promoting”;
- (58) By deleting “with key sectors of the economy” after “identity” in paragraph one to section 2.4.4 A Dynamic and Prosperous Economy and replacing it with “to key decision makers throughout the world”;
- (59) By deleting “enhanced technology, expanded transportation systems” after “through” and before “and” from objective b) of section 2.4.4 A Dynamic and Prosperous Economy and replacing it

with “efficient transportation and telecommunications infrastructure”;

- (60) By adding an objective c) to section 2.4.4 A Dynamic and Prosperous Economy as follows:
“Promote sustainable green businesses and eco-business zones that encourage and demonstrate environmentally responsible corporate programs and contribute to a sustainable, healthy community; and,”
- (61) By renumbering objective c) as objective d);
- (62) By deleting “Public Infrastructure Renewal; Environment” after “Housing” and before “Natural” from paragraph one of section 2.5.2 Provincial Government;
- (63) By deleting “and” after “Recreation” and before “Agriculture” from paragraph one of section 2.5.2 Provincial Government;
- (64) By adding “and, Northern Development and Mines” after “Affairs” in paragraph one from of section 2.5.2 Provincial Government;
- (65) By adding “2005” after “Statement” in bullet point four of paragraph three of section 2.5.2 Provincial Government;
- (66) By deleting “Growth Plan” after “and” in bullet point five of paragraph three of section 2.5.2 Provincial Government and replacing it with “Places to Grow – Better Choices, Brighter Future – Growth Plan for the Greater Golden Horseshoe, 2006”;
- (67) By adding “In addition to the Protected Countryside, the remaining length of Credit River, as well as the Etobicoke Creek and three tributaries of the West Humber River system have been identified as River Valley Connection in the Greenbelt Plan. These watercourse and valley systems connect Brampton to land included in the Niagara Escarpment Plan and Oak Ridges Moraine Conservation Plan to Lake Ontario.” after “policies” in paragraph five of section 2.5.2 Provincial Government;

- (68) By deleting paragraph nine of section 2.5.2 Provincial Government and replacing it with the following:
“It is anticipated that further updates as experiences with Bill 51 provisions may occur as municipalities throughout Ontario identify opportunities to best implement the new Planning Act provisions. To date, the updated requirements for public meeting, pre-consultation and complete submissions have been implemented as part of this Plan.”
- (69) By deleting “Growth Plan” after paragraph thirteen and before paragraph fourteen in section 2.5.2 Provincial Government and replacing it with “Places to Grow (Growth Plan)”;
- (70) By adding the following paragraph after paragraph fourteen in section 2.5.2 Provincial Government:
“Places to Grow – Growth Plan for the Greater Golden Horseshoe was approved on June 16, 2006 in accordance with the Places to Grow Act, 2005. The Growth Plan establishes a framework for implementing the Provincial Government’s vision for building stronger more prosperous communities by managing projected growth to the year 2031.”
- (71) By deleting “On June 16, 2006, the Growth Plan for the Greater Golden Horseshoe, 2006 was released” before “The” in paragraph sixteen of section 2.5.2 Provincial Government ;
- (72) By adding “Downtown” after “designates” and before “Brampton” in paragraph sixteen of section 2.5.2 Provincial Government;
- (73) By deleting “a” after “as” and before “Growth” in paragraph sixteen of section 2.5.2 Provincial Government and replacing it with “an Urban”;
- (74) By deleting “within the Greater Golden Horseshoe area” after “Centre” and before “It” in paragraph sixteen of section 2.5.2 Provincial Government;

- (75) By deleting “It outlines growth targets for the GTAH requiring a higher proportion of development within current built up areas and higher density development patterns in general.” after “area” in paragraph sixteen of section 2.5.2 Provincial Government and replacing it with “Urban Growth Centres are required to accommodate more growth than other Greater Golden Horseshoe municipalities without such a designation.”;
- (76) By deleting paragraph nineteen from section 2.5.2 Provincial Government and replacing it with the following:
“Through the City’s Growth Plan conformity exercise, the provisions of the Growth Plan have been implemented in this Official Plan and reflect the City’s commitment to continuing to manage its growth to build a strong and prosperous Brampton. The City will review and update the relevant secondary plans to ensure conformity with the Growth Plan and Official Plan. Until then, where there is inconsistency between a provision in the current Official Plan and a provision in a Secondary Plan (whether directly in the text or included by reference), the Official Plan shall prevail. When such a conflict is identified, efforts shall be made to revise the plans to correct the conflict.”

Section 3.0 - Sustainable City Concept

- (77) By adding “and cultural” after “environmental” and before “conservation” in paragraph one of section 3.0 Sustainable City Concept;
- (78) By deleting “and” after “resources” and before “strive” in paragraph one of section 3.0 Sustainable City Concept;
- (79) By deleting “so that the” after “system” and before “future” in paragraph one of section 3.0 Sustainable City Concept and replacing it with “and environmental resources such as air, water and land to protect the health of the City and to ensure that,” after ;

- (80) By adding the following as a bullet before the first bullet of paragraph two under the heading “Residential” of section 3.1 Sustainable Planning Framework;
“Direct a significant portion of new growth to the built up area, with a focus on higher intensity in the Central Area, the Urban Growth Centre, intensification corridors, mobility hubs and, major transit station areas;”
- (81) By adding “healthy, sustainable” after “Develop” and before “complete” in the fourth bullet of paragraph two under the heading “Residential” of section 3.1 Sustainable Planning Framework;
- (82) By adding “including the Urban Growth Centre” after “Area” and before “as” in the first bullet of paragraph two under the heading “Economic Development” of section 3.1 Sustainable Planning Framework;
- (83) By deleting “and” after “entertainment” and before “cultural” in the first bullet of paragraph two under the heading “Economic Development” of section 3.1 Sustainable Planning Framework and replacing it with “,”;
- (84) By adding “and investment” after “activities” and before “in” in the first bullet of paragraph two under the heading “Economic Development” of section 3.1 Sustainable Planning Framework;
- (85) By adding “future populations, recognizing” after “and” and before “emerging” in the second bullet of paragraph two under the heading “Economic Development” of section 3.1 Sustainable Planning Framework;
- (86) By deleting “market” after “emerging” and before “supporting” in the second bullet of paragraph two under the heading “Economic Development” of section 3.1 Sustainable Planning Framework and replacing it with “global economic trends”;

- (87) By adding “sustainable” after “providing” and before “employment” in the second bullet of paragraph two under the heading “Economic Development” of section 3.1 Sustainable Planning Framework;
- (88) By adding “; and,” after “sustainable” in the fourth bullet of paragraph two under the heading “Economic Development” of section 3.1 Sustainable Planning Framework;
- (89) By adding the following as a bullet after the fourth bullet of paragraph two under the heading “Economic Development” of section 3.1 Sustainable Planning Framework:
- “Develop a green economic development strategy that will promote sustainable green businesses and eco-business zones that encourage and demonstrate environmentally responsible corporate programs and contribute to a healthy community.”*
- (90) By deleting “but also” after “pedestrians” and before “contributes” in the first bullet of paragraph two under the heading “Transportation” of section 3.1 Sustainable Planning Framework;
- (91) By adding “and connects seamlessly to inter-municipal and inter-regional transportation opportunities” after “services” in the first bullet of paragraph two under the heading “Transportation” of section 3.1 Sustainable Planning Framework;
- (92) By adding “multi-modal” after “Integrate” and before “transportation” in the second bullet of paragraph two under the heading “Transportation” of section 3.1 Sustainable Planning Framework;
- (93) By deleting “which helps” after “travel” and before eliminate in the second bullet of paragraph two under the heading “Transportation” of section 3.1 Sustainable Planning Framework and replacing it with “to help conserve energy and”;
- (94) By deleting “structures” after “associated” in the third bullet of paragraph two under the heading “Transportation” of section 3.1 Sustainable Planning Framework and replacing it with

“infrastructure including roads, pathways, sidewalks and other infrastructure”;

- (95) By adding the following as a bullet after the third bullet of paragraph two under the heading “Transportation” of section 3.1 Sustainable Planning Framework:

“Promote the use of active transportation such as walking and cycling as safe, sustainable and healthy modes of travel.”

- (96) By adding the following as a bullet after the first bullet and before the second bullet of paragraph two under the heading “Natural Heritage and Environmental Management” of section 3.1 Sustainable Planning Framework:

“To identify, protect, restore and enhance natural ecosystem features, functions and linkages”;

- (97) By deleting “environmental planning” after “to” in the third bullet under the heading “Natural Heritage and Environmental Management” of section 3.1 Sustainable Planning Framework and replacing it with “natural heritage system planning and environmental management”;

- (98) By adding “restoration and enhancement” after “conservation in the fourth bullet under the heading “Natural Heritage and Environmental Management” of section 3.1 Sustainable Planning Framework:

- (99) By adding “and identifying climate change adaption and mitigation strategies and measures” after “planning” in the fourth bullet of paragraph two under the heading “Natural Heritage and Environmental Management” of section 3.1 Sustainable Planning Framework;

- (100) By adding the following as a bullet after the sixth bullet of paragraph two under the heading “Natural Heritage and Environmental Management” of section 3.1 Sustainable Planning Framework:

“Minimize environmental impacts to public health through partnerships with all levels of government and the private sector”;

(101) By adding “securing” after “to” and before “restoring” in the seventh bullet of paragraph two under the heading “Natural Heritage and Environmental Management” of section 3.1 Sustainable Planning Framework;

(102) By adding “linking” after “restoring” and before “and” in the seventh bullet of paragraph two under the heading “Natural Heritage and Environmental Management” of section 3.1 Sustainable Planning Framework;

(103) By adding the following as a bullets after the seventh bullet of paragraph two under the heading “Natural Heritage and Environmental Management” of section 3.1 Sustainable Planning Framework:

“Work closely with adjacent municipalities, conservation agencies, residents and businesses to foster a culture of conservation to address water and energy conservation, air quality protection and integrated waste management; and”

“Prepare an Environmental master Plan that will define a sustainable environmental framework within its spheres of responsibility and identify responsible, achievable, educational and financially feasible, environmental programs and activities for the City.”

(104) By adding the following as a bullet after the second bullet of paragraph two under the heading “Recreational Open Spaces” of section 3.1 Sustainable Planning Framework:

“Identify opportunities to manage, restore and enhance recreational open space to support and link elements of the natural heritage system.”

- (105) By deleting “such” after Mechanisms” and before “as” in the second bullet of paragraph two under the heading “Financial Phasing and Implementation” of section 3.1 Sustainable Planning Framework and replacing it with “through such means”;
- (106) By deleting “continue” after “to” and before “as” in paragraph one of section 3.2 Sustainable City Structure and replacing it with “thrive”;
- (107) By adding “prosperous” after “a” and before “major” in paragraph one of section 3.2 Sustainable City Structure;
- (108) By adding “land, social, economic, environmental and cultural” after “how” and before “resources” in paragraph one of section 3.2 Sustainable City Structure;
- (109) By deleting “including land” after “used” and before “Brampton” in paragraph one of section 3.2 Sustainable City Structure;
- (110) By deleting “Brampton is committed to building a compact and transit-supportive city where growth will be concentrated around major infrastructure and transit facilities. Development that supports the use of transit is thus the focus of this Plan” after “used” in paragraph one of section 3.2 Sustainable City Structure and replacing it with “Brampton’s City Structure is the fundamental basis for building a compact and transit-supportive city where growth will be concentrated within its Urban Growth Centre, along intensification corridors, around mobility hubs and major transit station areas. Development that maintains the City Structure is the focus of this Plan.”;
- (111) By adding the following two paragraphs after paragraph one and before paragraph two of section 3.2 Sustainable City Structure:
“Intensification represents an essential component of the City’s growth management strategy to reduce the rate of growth in the Designated Greenfield Area, minimize the infrastructure requirements of new development and to make more efficient use of existing services and infrastructure, such as transit, schools and

open space. Intensification is generally defined as the development of a property or area at a density higher than that existing. Intensification can be achieved through several means, including the development of vacant property, redevelopment of built sites, brownfield and greyfield sites; residential conversions and infill, all of which result in an increase in built densities and the creation of a more compact urban form. The term intensification is used to apply to both residential and non-residential development at increased densities. Intensification of land use also assists in preserving sensitive environmental and other natural areas.

To sustain the principles of the City Structure and ensure that stable residential neighbourhoods are maintained, it is essential that higher densities be directed to key areas which support higher order transit, and are appropriately situated to accommodate more intensity.”

- (112) By deleting paragraph two of the preamble of section 3.2 Sustainable City Structure and replacing it as follows:
“The physical structure of the City is characterized by the following elements:”
- (113) By adding the following as a bullet before the first bullet in paragraph two of section 3.2 Sustainable City Structure:
*“A **Built Boundary** delineating the limits of existing developed urban areas as of 2006;”*
- (114) By adding “which includes the Urban Growth Centre” after “Area” and before “with” in the first bullet of paragraph two of section 3.2 Sustainable City Structure;
- (115) By adding “and embodies a broad range of high density uses” after “City” in the first bullet of paragraph two of section 3.2 Sustainable City Structure;

- (116) By adding the following as a bullet after the second bullet and before the third bullet of paragraph two of section 3.2 Sustainable City Structure:
*“**Major Transit Station Areas** which are areas around existing or planned high order transit, providing a focus for intensification for employment, residential, civic, cultural and recreational uses;”*
- (117) By adding the following as a bullet after the second bullet and before the third bullet of paragraph two of section 3.2 Sustainable City Structure:
*“An intense concentration of employment, living and shopping around **Mobility Hubs** which are focused around the intersection of two or more regional rapid transit lines;”*
- (118) By deleting the third bullet of paragraph two of section 3.2 Sustainable City Structure;
- (119) By adding the following as a bullet after the third bullet and before the fourth bullet of paragraph two of section 3.2 Sustainable City Structure:
*“**Intensification Corridors** providing opportunities for intensive, transit-supportive land uses along roads that link districts / communities with key destinations;*
- (120) By deleting the fifth bullet of paragraph two of section 3.2 Sustainable City Structure;
- (121) By deleting “structure” after “City” and before “and” in paragraph three of section 3.2 Sustainable City Structure and replacing it with “Structure”;
- (122) By deleting “for the” after “Policies” and before “structural” in paragraph three of section 3.2 Sustainable City Structure and replacing it with “related to certain”;
- (123) By adding “in this section and” after “included” and before “throughout” in paragraph three of section 3.2 Sustainable City Structure;

- (124) By deleting “and articulated in the City’s secondary plans” after “Plan” in paragraph three of section 3.2 Sustainable City Structure;
- (125) By adding the following after paragraph three paragraph three of section 3.2 Sustainable City Structure:

“General Policies

3.2 Development of greatest mass and highest densities, which may exceed 200 units per net hectare, must be located within the Urban Growth Centre and Central Area, along intensification corridors and within Mobility Hubs and Major Transit Station Areas. These areas shall:

- (i) Accommodate a significant portion of population and employment growth;*
- (ii) Provide a diverse and compatible mix of land uses, including residential and employment uses;*
- (iii) Provide high quality public open spaces;*
- (iv) Support transit, walking and cycling for everyday activities;*
- (v) Develop in a compact form that will efficiently use land and resources, optimize the use of existing and new infrastructure and services;*
- (vi) Contribute to minimizing potential impacts on air quality and promoting energy efficiency; and,*
- (vii) Achieve an appropriate transition of built form to adjacent areas;*

3.3 In addition to the areas set out in policy 3.2 and as shown on Schedule “1”, the City may consider the designation of additional areas of intensification as part of the City’s five year Official Plan review and Secondary Planning process provided such areas continue to maintain the City Structure.

3.4 To mandate the principles of the City Structure and to ensure that stable residential neighbourhoods are maintained, development proposals deemed by Brampton City Council to be incompatible with the City Structure upon through examination of City-wide land uses, infrastructure, and environmental, municipal and financial considerations, shall not be approved, notwithstanding any site specific mitigation that may be proposed with respect to localized impacts.”;

- (126) By adding sections 3.2.1 Built Boundary after paragraph three of section 3.2 Sustainable City Structure as follows:

“3.2.1 Built Boundary

Brampton’s Built Boundary, as depicted in Schedule “1”, distinguishes between the existing built up area and the Designated Greenfield area. Lands within the built up area are comprised of the majority of Brampton’s existing developed area as of 2006 as defined by the Province and will also be the location of a significant portion of Brampton’s new growth. By 2015 and each year thereafter, a minimum of 40 per cent of all new residential development will occur within the built-up area of the Region of Peel.

Brampton’s Designated Greenfield Area is comprised of lands outside of the Built Boundary. New communities within the Designated Greenfield Area will contribute to the creation of complete communities by providing a diverse mix of land uses and creating an urban form that supports walking, cycling and transit.

Policies

3.2.1.1 Brampton's Designated Greenfield Area forms part of the Region of Peel's Designated Greenfield Area which is planned to achieve a density of 50 residents and jobs combined per hectare by 2031, or a full build-out.

(127) By adding “and Urban Growth Centre” after “Area” to the title of section 3.2.2;

(128) By deleting “Its designation as a Regional Urban Node in the Region of Peel Official Plan and an Urban Growth Centre in the Provincial Growth Plan for the Greater Golden Horseshoe further attests to the importance of Brampton's Central Area in the Regional urban structure” after “neighbourhoods” in paragraph one of section 3.2.2 Central Area;

(129) By adding the following paragraph after paragraph one of section 3.2.2 Central Area:

“The Province has defined a significant portion of the Central Area as an Urban Growth Centre (UGC) as depicted on Schedule “1A”, generally extending from McLaughlin Road to Highway 410 along Queen Street, and along Main Street from Vodden Street to Wellington Street, covering that part of the Central Area planned for the highest densities. The Urban Growth Centre is also shown in the Region of Peel Official Plan, which attests to the importance of Brampton's Central Area in both the Regional and Provincial urban structure. Urban Growth Centres are regionally significant and able to accommodate significant new population and employment growth, becoming continuously more vibrant as meeting places and home to cultural, public and institutional uses and major infrastructure.”

(130) By deleting paragraph two of section 3.2.2 Central Area and replacing it with the following:

“The vision for the Central Area and Urban Growth Centre is to continue reinforcing its role as a focal area for investment in institutional and region-wide public services, as well as commercial, recreation, cultural and entertainment uses. Major office as well as other high density employment uses, including Provincially, Nationally or Internationally significant uses will be encouraged in the Urban Growth Centre. A vibrant mixed use Urban Growth Centre will include planning to achieve a minimum gross density of 200 people and jobs combined per hectare, in a healthy balance that allows residents to live and work in close proximity. Major intensification will be directed away from stable low density neighbourhoods to ensure a compatible mix of land uses within the Central Area and Urban Growth Centre.”

- (131) By deleting paragraph three of section 3.2.2 Central Area and replacing it with the following::

“The Urban Growth Centre is accessed by all modes of transportation including walking, cycling and automobiles, however high order transit anchors the network and allows access from within and outside the City, including inter-regional travel. Significant regional rapid transit provided by both GO and the City’s higher order transit program connects the Urban Growth Centre to all parts of the City and to outside regions. The Metrolinx Regional Transportation Plan (RTP) has designated the area around the Downtown GO station within Brampton’s Urban Growth Centre as an Anchor Mobility Hub, a special mobility hub having strategic regional and interregional importance in its ability to anchor the regional transportation system, providing interregional, regional and local transit connections to the City’s Urban Growth Centre and other Urban Growth Centres across the GTA. With this high level of transit service, the priority is for transit-supportive densities, uses

and built form designed to foster a pedestrian-friendly environment.”

- (132) By deleting “Kennedy Road” from the second bullet of paragraph three of section 3.2.2 Central Area and replacing it with “Centre Street”;
- (133) By deleting “urban centre” from the third bullet of paragraph three of section 3.2.2 Central Area and replacing it with “Urban Centre”;
- (134) By adding the following as a paragraph after paragraph four of section 3.2.2 Central Area:

“In addition to policies in other sections of this plan, the following specific policies shall apply to land within the Central Area:

3.2.2.1 Development within Major Transit Station Areas, Primary Intensification Corridors and Secondary Intensification Corridors located within the Central Area are not subject to policies 3.2.3.1, 3.2.5.2 and 3.2.5.5.

3.2.2.2 The Urban Growth Centre shall be planned to achieve a minimum density of 200 persons and jobs combined per hectare by 2031 or before, measured over the entire gross area of the Urban Growth Centre.

3.2.2.3 Development within the Urban Growth Centre shall generally be designed to achieve development at 4 storeys and greater.

3.2.2.4 Opportunities to exceed the maximum height and/or density currently permitted within the Secondary Plan or Zoning By-law within the Central Area and Urban Growth Centre shall be considered subject to the provisions of section 5.12

- (135) By deleting “Transit-Supportive Nodes” from the title of section 3.2.3 and replacing it with “Major Transit Station Areas”;

- (136) By adding section 3.2.4 Mobility Hubs after section 3.2.3 Transit-Supportive Nodes as follows:

“Mobility Hubs are places of connectivity where different modes of movements, from walking and cycling to higher order transit intersect seamlessly. A Mobility Hub is made up of an area where a transit station is surrounded by an attractive, intensive concentration of employment, living, shopping and public spaces.

3.2.4.1 Gateway Hubs

Certain Major Transit Station Areas have been identified as Gateway Mobility Hubs in the Metrolinx Regional Transportation Plan (RTP) due to the existing or planned level of regional rapid transit service. Like Major Transit Station Areas, they are planned to accommodate a concentration of higher density residential and/or commercial, institutional and employment development and share all other characteristics except that they have regional significance due to their connection to centres outside the region, and are therefore planned to accommodate more growth than Major Transit Station areas.

Gateway Hubs designated in the RTP include Steeles/Hurontario and Bramalea GO. The Mt. Pleasant Village Block Plan (part of Fletcher’s Meadow” provides similar opportunities for intense mixed-use transit-oriented development supporting both the GO rail service and the City’s higher order transit program. As such, it is designated in this plan as a Gateway Hub sharing the same characteristics and planning vision as gateway hubs already designated in the Regional Transportation Plan. It is anticipated that the RTP will include Mt. Pleasant as a Gateway Hub at a future date.

In addition to policies in other sections of this plan, the following specific policies shall apply to land within Mobility Hubs:

Policies

3.2.4.1.1 Lands defined as within a Gateway Hub, which are those lands which are within walking distance to the station, should generally be planned to accommodate 100 to 150 people and jobs combined per hectare.

3.2.4.1.2 Development within Gateway Hubs shall be designed to achieve a floor space index of 3.0 within buildings 3-25 storeys in height.

3.2.4.1.3 Development within a Gateway Hub that has undergone a comprehensive high order transit/land use planning study may exceed the general height and massing guidelines of the Gateway Hub in accordance with the detailed provisions of the comprehensive study.

3.2.4.1.4 Opportunities to exceed the maximum height and/or density within the Secondary Plan or Zoning By-law within a Gateway Hub shall be considered subject to the provisions of section 5.12

3.2.4.1.5 The City shall prepare a comprehensive master plan for Gateway Mobility Hubs, together with a review of relevant secondary plans, to guide land use, the distribution of intensity, and urban form. Prior to completion of the comprehensive master plan, individual development applications may proceed provided that they are in keeping with the intent of this Plan and do not compromise the outcome of the master planning process.

3.2.4.2 Anchor Hub

Significant regional rapid transit provided by both GO and the City's higher order transit program connects the Urban Growth Centre to all parts of the City and to outside regions. The Metrolinx Regional Transportation Plan (RTP) has designated the area around the Downtown GO station within Brampton's Urban Growth Centre as an Anchor Mobility Hub, a special mobility hub having strategic regional and interregional importance in its ability to anchor the regional transportation system, providing interregional, regional and local transit connections to the City's Urban Growth Centre and other Urban Growth Centres across the GTHA. With this high level of transit service, the priority is for transit-supportive densities, uses and built form designed to foster a pedestrian-friendly environment.

In addition to policies in other sections of this plan, the following specific policies shall apply to lands within the Anchor Hub:

Policies

3.2.4.2.1 Lands in the immediate vicinity of the Anchor Hub should generally be planned to accommodate the highest combined people and jobs per hectare within the Urban Growth Centre.

3.2.4.2.2 Development within the Anchor Hub shall generally be designed to achieve a floor space index of 4.0 within buildings 4-25 storeys in height.

3.2.4.2.3 Opportunities to exceed the maximum height and/or density within the Secondary Plan or Zoning By-law within the Anchor Hub shall be considered subject to the provisions of section 5.12

- (137) By deleting section 3.2.4 Intensification Corridors and replacing it with section 3.2.5 Intensification Corridors as follows:

“Intensification Corridors are one of the City’s key intensification areas, planned to accommodate significant growth through higher residential and employment densities supporting higher order transit service. Located mainly along major arterial roads, intensification corridors provide linkages across the City connecting mobility hubs, major transit station areas and the Central Area, including the Urban Growth Centre.

Intensification corridors will accommodate a mix of residential, office, institutional, employment and commercial development which support the transit focus of these areas. The nature of and detailed uses permitted within each intensification corridor will vary depending upon the underlying land use designation. The detailed permitted land uses are further defined within the land use designations in this plan. To accomplish the intended vision for the City’s intensification corridors, higher order uses which enhance the use of transit, and encourage walkability shall be promoted. Uses such as highway commercial, auto repair, warehousing/distribution and those uses involving open storage are discouraged. Superior urban design is also required to achieve the intended vision for the City’s corridors, including the gateways or “windows” of the City, especially at major entry points. Contextual planning and design will be a priority where infill/intensification and mixed-uses are involved. Particular attention should also be given to streetscape improvement to create a pedestrian-friendly environment.

In addition to policies in other sections of this plan, the following specific policies shall apply to lands within Intensification Corridors:

Policies

3.2.5.1 Primary Intensification Corridors are those which are primarily identified as higher order transit corridors linking major destinations within and beyond the City. These include Queen Street; Main Street/Hurontario Street; Steeles Avenue; Bovaird Drive; Mississauga Road; Bramalea Road and, Airport Road. Primary Intensification Corridors shall be planned to accommodate intense mixed-use development at higher densities supported by the City's highest level of transit service.

3.2.5.2 Development within Primary Intensification Corridors shall be designed to achieve a floor space index of 1.5 within buildings 2-10 storeys in height.

3.2.5.3 Development within a Primary Intensification Corridor that has undergone a comprehensive high order transit/land use planning study, including Hurontario Street and Queen Street, may exceed the general height and massing guidelines of the Intensification Corridor and/or Mobility Hub in accordance with the detailed provisions of the comprehensive study.

3.2.5.4 Opportunities to exceed the maximum height and/or density within the Secondary Plan or Zoning By-law within primary intensification corridors shall be considered subject to the provisions of section 5.12.

3.2.5.5 Secondary Intensification Corridors are supported by transit service along primary transit corridors. These intensification corridors are planned to accommodate intense mixed-use development designed to achieve a floor space index of 1.0 within buildings 2-8 storeys in height.

3.2.5.6 The City shall prepare a comprehensive master plan, together with a review of the City's secondary plans, to guide land use, the distribution of intensity and, urban form. Prior to the completion of the comprehensive master plan, individual development applications may proceed provided that they are in keeping with the intent of this Plan and do not compromise the outcome of the master planning process.

3.2.5.7 Additional intensification corridors may be added in future as appropriate and determined by Secondary Plans and/or detailed studies.

- (138) By renumbering section 3.2.3 Employment Areas as 3.2.6 Employment Areas;
- (139) By adding “The City also recognizes the need for a green economic development strategy that will encourage the development of green businesses and eco-business park initiatives such as the Pearson Eco-business Zone that will demonstrate environmental leadership and contribute to a healthy, sustainable community” after “trips” in the paragraph one of section 3.2.3 Employment Areas;
- (140) By renumbering section 3.2.5 Communities as section 3.2.7 Communities;
- (141) By deleting “The City’s Greenfield land reserve is limited” after “of” and before “and” from paragraph one of section 3.2.7 Communities and replacing it with “Communities are made up of both existing development and new communities”;
- (142) By deleting “based on” after “planned” and before “the” from paragraph one of section 3.2.7 Communities and replacing it with “Existing communities will prosper”;
- (143) By deleting “ample” after “from” and before “opportunities” from paragraph one of section 3.2.7 Communities;

- (144) By adding “and Urban Growth Centre” after “Area” in paragraph one of section 3.2.5 Communities;
- (145) By adding the following paragraph after paragraph one and before paragraph two in section 3.2.5 Communities:
“The City’s new communities will develop in the Designated Greenfield Areas which is a finite land area given that Brampton’s urban boundary extends to the municipal limits. Planning for new communities will be based on an ecosystem approach that integrates social, cultural, environmental and, economic considerations, ensures comprehensive natural heritage system planning and the principles of sustainability.”;
- (146) By deleting “will be designed to be complete and self contained with housing, shops, work places, community and public facilities to meet the daily needs of its residents. A range of housing opportunities will be planned to satisfy the various housing needs of the residents.” After “communities” and before “Priority” from paragraph three of section 3.2.7 Communities and replacing it with “and new development within existing communities shall be planned to be Complete Communities. Complete Communities meet 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 residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided.”;
- (147) By deleting “. Uses” after “environment” and before “that” from paragraph two of section 3.2.7 Communities and replacing it with “where uses”;
- (148) By deleting “greenfield communities” after “of” and before “by” in paragraph four of section 3.2.7 Communities and replacing it with “Designated Greenfield Areas”;

- (149) By adding “and density” after “growth” and before “targets” in paragraph four of section 3.2.7 Communities;
- (150) By adding the following policies after paragraph four of section 3.2.7 Communities:

“3.2.7.1 The City shall consider appropriate forms of infilling to maximize the benefits of municipal services already in place. Specific locations suitable for infilling will be detailed within Secondary Plans.

3.2.7.2 Two-Unit Houses are generally discouraged and shall only be permitted within residential designations:

(i) Through a rezoning process that has given due consideration to all relevant planning and compatibility issues such as, but not limited to:

- Neighbourhood impact and related matters;*
- The degree of parking availability and traffic congestion in the immediate area;*
- The concentration of such units within the immediate area; and,*
- Housing for, lot width and area, street width, driveway spacing, and the physical characteristics of the neighbourhood.*

(ii) Provided that in all cases, such two-unit houses shall comply with all other relevant Zoning By-law provisions.

3.2.7.3 Development in areas outside of the Central Area, including the Urban Growth Centre, Mobility Hubs; Major Transit Station Areas or intensification corridors shall generally be limited to 50 units per net hectare or 4 storeys in height.

3.2.7.4 Where the City has deemed that the City Structure would not be compromised, residential development outside of the Central

Area, including the Urban Growth Centre; Mobility Hubs; Major Transit Station Areas or intensification corridors which is in excess of 50 units per net hectare or 4 storeys in height or, which is in excess of current Secondary Plan permissions where these permissions are greater than 50 units per net hectare of 4 storeys in height, may be considered subject to the submission of an amendment to this Plan. This amendment is required to demonstrate the following:

- (i) The development is consistent with the general intent and vision of the applicable Secondary Plan;*
- (ii) The development contributes to the City's overall housing mix;*
- (iii) There is a need for the development to meet the population and employment forecasts set out in Section 2 of this Plan;*
- (iv) The development forms part of an existing or planned Complete Community with convenient access to uses which serve the day-to-day needs of residents such as commercial, recreational and institutional uses;*
- (v) There is sufficient existing or planned infrastructure to accommodate the development;*
- (vi) That the development has primary access to an Arterial, Collector or Minor Collector Road;*
- (vii) That the site is in close proximity to existing or planned higher order transit and maintains or improves pedestrian, bicycle and vehicular access;*
- (viii) That the form of development is compatible and integrates with adjacent land use and planned land use, including lot size, configuration, frontages, height, massing, architecture, streetscapes, heritage features, setbacks, privacy, shadowing, the pedestrian environment and parking;*

- (ix) That the proposal meets the require limits of development as established by the City and Conservation Authority and that appropriate buffers and sustainable management measures are applied, if necessary, in order to ensure the identification, protection, restoration and enhancement of the natural heritage system;*
- (x) That the site is adjacent to significant environmental or topographic features (e.g. river valleys, rehabilitated gravel pits, woodlots) subject to the policies of the Natural Heritage and Environmental Management section of this Plan and the City's Development Design Guidelines;*
- (xi) That the proposal maintains transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking and open and amenity space;*
- (xii) That, where possible, the proposal incorporates sustainable technologies and concepts of low impact development, including measures to mitigate the impacts of the development. This should include the submission of a storm water management plan acceptable to the City and Conservation Authority, which identifies the required storm drainage system and potential impacts on downstream watercourses.*

3.2.7.5 The extent to which a development satisfies the criteria set out in Policy 3.2.7.4 will determine the appropriate density and massing that may be considered. However, recognizing that the Urban Growth Centre, Central Area, Intensification Corridors, Mobility Hubs, and Major Transit Station Areas are the focus areas for higher densities and massing, development outside of these areas should not generally be permitted in excess of 200 units per net hectare or a floor space index of 2.0.

- (151) By renumbering section 3.2.6 North West Brampton Urban Development Area as section 3.2.8 North West Brampton Urban Development Area;
- (152) By deleting “Go” after “Pleasant” and before “Station” in paragraph two of section 3.2.6 North West Brampton Urban Development Area and replacing it with “GO”;
- (153) By deleting “Provincial Growth Plan” after “the” and before “in” in paragraph two of section 3.2.6 North West Brampton Urban Development Area and replacing it with “Gateway Mobility Hub policies”;
- (154) By adding “(EIRS) in balance with other land use, urban design, transportation, financial and economic development considerations” after “Reports” and before “A” in paragraph two of section 3.2.6 North West Brampton Urban Development Area;
- (155) By deleting “An Environmental Assessment Study or similar process will also be” after “Reports” and before “undertaken” in paragraph two of section 3.2.6 North West Brampton Urban Development Area and replacing it with “A Transportation Master Plan is being”;
- (156) By adding “in accordance with the Environmental Assessment Act to” after “undertaken” and before “determine” in paragraph two of section 3.2.6 North West Brampton Urban Development Area;
- (157) By adding the following paragraph after paragraph two of section 3.2.6 North West Brampton Urban Development Area:
- “Within North West Brampton is a portion of the Protected Countryside of the Greenbelt Plan area which is immediately south of the Town of Caledon. Through the comprehensive environmental studies, North West Brampton will identify, protect, restore, enhance and link its natural heritage system to the natural areas, features and functions of the Etobicoke Creek watershed in the Town of Caledon and the greater bioregion via the Greenbelt*

Natural System and the Credit River valley corridor, including the Niagara Escarpment and Lake Ontario.”

- (158) By renumbering section 3.2.8 Open Space System as section 3.2.10 Open Space System;
- (159) By deleting “stormwater management facilities” after “features” and before “and” in paragraph one of section 3.2.10 Open Space System and replacing it with “green infrastructure”;
- (160) By adding “of the community” after “components” and before “together” in paragraph one of section 3.2.10 Open Space System;
- (161) By adding the following as a paragraph after paragraph one and before paragraph two of section 3.2.10 Open Space System:
“The City will examine opportunities to provide open space and pathways in combination with green infrastructure; protecting, restoring and linking parkland to natural and cultural heritage features; and providing passive and active recreational uses. The City may identify urban open spaces that involve features such as rooftop gardens and communal courtyards.”
- (162) By deleting “and” after “enhancement” and before “restoration” in paragraph three of section 3.2.10 Open Space System;
- (163) By adding “and linkage” after “restoration” and before “is” in paragraph three of section 3.2.10 Open Space System;
- (164) By adding “The City will work with neighbouring municipalities, conservation agencies, as well as the scientific and academic communities, to identify, manage and monitor Brampton’s natural heritage system. The information that may be generated from local, regional, and watershed studies can be used to guide the City’s environmental protection, management and stewardship programs to achieve a sustainable and functioning diverse ecosystem, that can provide the ecological goods and services for a healthy community” after “City” in paragraph three of section 3.2.10 Open Space System;

- (165) By adding “and River Valley Connection” after “Countryside” and before “which” in paragraph four of section 3.2.10 Open Space System;
- (166) By adding “Brampton also recognizes that the Etobicoke Creek and three tributaries of the West Humber River are also identified as River Valley connections in the Greenbelt Plan, thereby strengthening the City’s connections to the regional ecosystems. The City will examine opportunities to identify a Special Policy framework that builds upon the intent of the Greenbelt Plan, to promote restoration, enhancement, buffering and stewardship measures for the River Valley Connections.” after “system” in paragraph four of section 3.2.10 Open Space System;
- (167) By deleting “generally” after “Brampton” and before “supports” in paragraph five of section 3.2.10 Open Space System;
- (168) By deleting “for lands within the valley and watercourse corridors to be protected” after “need” and before “for” in paragraph five of section 3.2.10 Open Space System and replacing it with “to protect natural heritage features and areas”;
- (169) By adding “Region of Peel” after “the” and before “Conservation” ” in paragraph five of section 3.2.10 Open Space System;

Central Area

- (170) By adding section 4.1 Central Area after section 3.0 Sustainable City Concept;
- (171) By relocating section 4.2.2 The Central Area from section 4.2 Commercial to section 4.1 Central Area with the exception of policies 4.2.2.6, and 4.2.2.7;
- (172) By adding the following as policy 4.1.10 in section 4.1 Central Area:
“4.1.10 The City shall undertake a detailed integrated Master Plan Study of the underground infrastructure within the Central Area and Queen Street corridor, including a comprehensive inventory of all

underground facilities, to confirm the location and extent of existing infrastructure.”

Section 4.1 Residential

- (173) By deleting “areas” after “following” from paragraph four of section 4.1 Residential;
- (174) By deleting (v) under paragraph four of section 4.1 Residential and replacing it with the following:
“(v) Promoting and facilitating intensification throughout the built-up area and in particular within the Urban Growth Centre and Central Area, intensification corridors, Mobility Hubs, and Major Transit Station Areas.”;
- (175) By adding the following after objective b) and before objective c) in section 4.1 Residential:
“c) Accommodate residential growth by promoting and facilitating intensification throughout the built-up area and ensuring compact, complete Greenfield neighbourhoods;”
- (176) By renumbering objectives c) through g) in section 4.1 Residential and objectives d) through h);
- (177) By adding three policies after policy 4.1.1.4 and before policy 4.1.1.5 in section 4.1 Residential as follows:
“4.1.1.5 The City shall, in the process of reviewing or formulating Secondary Plans, undertake studies related to the improvement and intensification of older residential areas, as deemed appropriate. Such studies shall consider and evaluate measures to improve the condition of housing and neighbourhood amenities including:
- (i) Programs for the rehabilitation of properties consistent with the character and role of the particular area within the City;*
 - (ii) Acquisition and clearance of land for community services;*

- (iii) The protection, restoration, enhancement and linkage of the natural heritage system and reconnection of existing open space;*
- (iv) Improvement of municipal services including streets, sidewalks, public utilities, sewer and watermains, stormwater management, street lighting, parking and landscaping that shall consider sustainable designs and practices that improve operation, reduce demand and extend service, and as outlined in sustainable development and/or design guidelines;*
- (v) Acquisition and clearance of blighted properties and properties which seriously conflict with the residential character of the neighbourhood;*
- (vi) Enhancing access to public transit and pedestrian environment;*
- (vii) Promoting high quality urban design and harmonious integration of the new and existing development functionally and visually;*
- (viii) Provisions to ensure public safety from natural and man made hazards;*
- (ix) Provision of public spaces; and,*
- (x) Accessibility for persons with disabilities;*

4.1.1.6 Brampton shall contribute to achieving a minimum of 40% of all residential development occurring annually within the built-up area of the Region of Peel by 2015 and each year thereafter.

4.1.1.7 In addition to policy 4.1.1.4 and other policies in this plan, the Designated Greenfield density target of 50 persons and jobs per hectare measured according to the Growth Plan defined area

shall also apply to lands within the City's Designated Greenfield Area.”;

- (178) By renumbering policy 4.1.1.5 in section 4.1 Residential as policy 4.1.1.8;
- (179) By deleting policy 4.1.1.6 in section 4.1 Residential and replacing it with the following :
“4.1.1.9 The designation of high density sites may be considered in accordance with Section 3.0 of this Plan;”
- (180) By deleting policies 4.1.1.7 and 4.1.1.8 in section 4.1 Residential;
- (181) By renumbering Policy 4.1.1.9(i) through (iv) as (ii) through (v);
- (182) By relocating policies 4.1.5.4 and 4.1.5.6 after policy 4.1.1.8 in section 4.1 Residential and renumbering them as 4.1.1.9 and 4.1.1.10 respectively;
- (183) By renumbering policies 4.1.1.9 through 4.1.1.16 in section 4.1 Residential as policies 4.1.1.11 through 4.1.1.18;
- (184) By deleting section 4.1.5 Intensification¹ from section 4.1 Residential;
- (185) By deleting “please” after “Home” and before “see” from paragraph one of section 4.1.7 Special Housing Needs;
- (186) By adding “and lands suitably zoned to accommodate residential intensification” after “blocks” and before “can” in policy 4.1.9.3 of section 4.1.9 Residential Land Supply;
- (187) By deleting “greenfield lands” after “for” and before “that” from policy 4.1.10.2 of section 4.1.10 Residential Phasing and replacing it with “Designated Greenfield Areas”;
- (188) By deleting “provincial” after “CMHC” and before “and” from paragraph one of section 4.1.11 Monitoring and replacing it with “the Province”;
- (189) By adding two objectives after objective (iv) of Policy 4.1.11.1 of section 4.1.11 Monitoring as follows:

¹ Note that policy 4.1.5.7 has been appealed to the Ontario Municipal Board

“(v) Monitoring the density of the Urban Growth Centre and Designated Greenfield Area together with the Region of Peel;

(vi) Monitoring the amount of residential development occurring within the built-up area together with the Region of Peel;

- (190) By deleting “greenfield lands” after “for” and before “that” from policy 4.1.11.2 of section 4.1.11 Monitoring and replacing it with “Designated Greenfield Areas”;

Section 4.2 Commercial

- (191) By adding “and” after “Central Area” and before “, Office” in paragraph one in section 4.2 Commercial;
- (192) By deleting “Centres” after “Office” and before “and” in paragraph one in section 4.2 Commercial;
- (193) By adding “areas” after “Retailing” and before “Each” in paragraph one in section 4.2 Commercial;
- (194) By deleting “The policies of this Plan” after “Area” and before “reinforce” in paragraph two in paragraph one in section 4.2 Commercial and replacing it with “Policies with section 4.1 – Central Area”;
- (195) By adding “These areas form part of the City’s employment areas and contribute to the achievement of the employment forecasts set out within section 2 of this plan.” After “Schedule A” and before “Some” in paragraph three in section 4.2 Commercial;
- (196) By adding “areas” after “these” and before “are” in paragraph three in section 4.2 Commercial;
- (197) By deleting “Transit Supportive Nodes” after “as” and before “on” from paragraph three in section 4.2 Commercial and replacing it with “mobility hubs and major transit station areas”;
- (198) By adding “Policies related to the City’s office areas are contained within section 4.3 of this Plan.” To the end of paragraph three in section 4.2 Commercial;

- (199) By deleting objective a) from section 4.2 Commercial and replacing it with the following:
“a) The Central Area and Urban Growth Centre form essential components of the commercial fabric of the City;”
- (200) By adding “commercial uses to locate in a manner that supports the principles of complete communities and contributes to” after “Encourage” and before “place” in objective b) of section 4.2 Commercial;
- (201) By deleting “Office Centres in locations that are strategically located with respect to the transportation system and” after “for” and before “accessible” from objective b) of section 4.2 Commercial and replacing it with “commercial uses in strategic locations that are conveniently”;
- (202) By adding the following objective after objective d) in section 4.2 Commercial:
“e) promote green businesses and eco-business park development by undertaking a green economic development strategy.”
- (203) By adding a policy before policy 4.2.2.1 in section 4.2 Commercial as follows:
“4.2.2.1 Recognize the Central Areas as the City’s primary location for a diverse range of Commercial activity essential to the City’s economic well being,”
- (204) By renumbering policies 4.2.1.1 and 4.2.1.2 in section 4.2 Commercial as policies 4.2.1.2 and 4.2.1.3;
- (205) By adding two policies before policy 4.2.1.3 in section 4.2 Commercial as follows:
“4.2.1.4 Office uses are permitted within Retail designations as set out in this section and are also permitted in the Central Area and other designations as set out in section 4.3 of this Plan.

4.2.1.5 Through its review and approval of development applications pursuant to the Planning Act and in accordance with the policies of Section 4.10 Urban Design and Section 4.5 Natural Heritage and Environmental Management of this Plan, the City shall:

- (i) Require the approval of a Design Brief that reflects the directions set out in the Development Design Guidelines prior to zoning approvals;*
- (ii) Promote an appropriate massing and conceptual design of buildings;*
- (iii) Endeavour to achieve satisfactory access for vehicles, public transit, cyclists and pedestrians including persons with disabilities;*
- (iv) Encourage the provision of safe and attractive built environments;*
- (v) Encourage a high quality of landscape treatment, which reflects the needs of both the site users and passers by;*
- (vi) Promote the provision of interior walkways, stairs, elevators and escalators to which members of the public including persons with disabilities have access from streets, and open spaces;*
- (vii) Protect and enhance the natural heritage features and functions such as wetlands and woodlands identified in subwatershed and environmental studies, and maintain, where practical, trees and hedgerows, by addressing impacts through site planning and design, and sustainable management practices to achieve an environmentally sustainable development;*
- (viii) Encourage the projection of architectural elements such as canopies, arcades and bay windows, which*

enliven the street frontage and promote visual diversity;

- (ix) Encourage the majority of the site's building frontage to be located close to the street line of their frontage in order to reinforce the street edge and promote the pedestrian scale of shopping streets and public spaces, where appropriate. A building requiring loading door(s) shall be well removed from arterial and collector roads;*
- (x) Encourage increased setbacks and/or buffers where commercial areas abut low density residential zones;*
- (xi) Promote site planning which minimizes the impact of parking areas and service areas as much as possible through their configuration and the use of landscaping and grading, including best management practices to address stormwater runoff and its impact on water quality and infrastructure;*
- (xii) Encourage best management practices for commercial development in terms of waste reduction, and water, soil, air and energy conservation (i.e. green urban and building standards) and promoting green development and the principles of Leadership in Energy and Environmental Design (LEED) standards) which supports a framework for environmentally sustainable development;*
- (xiii) Implement the flower City strategy, and;*
- (xiv) Encourage the use of the City of Brampton Accessibility Technical Standards to promote universal design in retail development.*

(206) By deleting policy 4.2.1.4 in section 4.2 Commercial;

(207) By adding a policy after policy 4.2.1.4 in section 4.2 Commercial as follows:

“4.2.1.7 The City shall consider the use of green infrastructure (e.g. streets), as feasible to protect the environment, improve aesthetics and enhance pedestrian mobility.”

(208) By relocating sections 4.2.3 through 4.2.6 from section 4.2 Commercial to after policy 4.3.2.20 in section 4.3 Employment Lands and numbering them as sections 4.3.3 through 4.3.6 respectively;

(209) By adding two policies before policy 4.2.8.5 in section 4.2 Commercial as follows:

“4.2.8.5 Notwithstanding the importance of the Central Area as the focus of community activity, the following additional limited permissions for movie theatres in Regional Retail and Local Retail designations shall be allowed to be consistent with commercial trends:

a) Regional Retail designations – movie theatres shall be permitted on two of the City’s Regional Retail designated sites and two conceptually identified Regional Retail areas in North East Brampton and West Brampton as follows:

- *Highway 410/Bovaird Drive – movie theatres shall be permitted subject to a maximum of 16 screens and 3,860 seats;*
- *Highway 10/Steeles Avenue – movie theatres shall be permitted subject to a maximum of 10 screens and 3,050 seats;*
- *North East Brampton – movie theatres and the phasing of construction of movie theatres shall be determined based on studies undertaken as part of the preparation of secondary plans for the emerging areas of northeast Brampton;*

- *West Brampton – movie theatres and the phasing of construction of movie theatres shall be determined based on studies undertaken as part of the preparation of secondary plans for the emerging areas of west Brampton.*

b) Neighbourhood and District Retail designations – movie theatres shall be permitted in Neighbourhood and District Retail designations subject to a maximum of 3 screens and 780 seats.

4.2.8.6 Notwithstanding the above-noted permissions for movie theatres in Regional Retail and Local Retail designations, the following two exceptions, which are current existing shall continue to be acknowledged as permitted uses subject to the following limitations:

a) Gateway Six (Queen Street and Gateway Boulevard) – movie theatres shall be permitted subject to a maximum of 6 screens and 1,490 seats; and,

b) First Gulf Properties (Steeles Avenue and First Gulf Boulevard) – movie theatres shall be permitted subject to a maximum of 10 screens and 42,000 square feet (3,902 square metres) gross commercial area.

(210) By renumbering policy 4.2.8.5 in section 4.2 Commercial as policy 4.2.8.7;

(211) By deleting policy 4.2.8.6 in section 4.2 Commercial;

(212) By renumbering policies 4.2.8.7 through 4.2.8.15 in section 4.2 Commercial as policies 4.2.8.8 through 16

Section 4.3 Employment Lands

(213) By deleting “Lands” from the title of section 4.3;

(214) By adding “the bi-annual” after “on” and before “Brampton” in paragraph four of section 4.3 Employment;

- (215) By adding “The City also recognizes the need for a green economic development strategy that encourages the development of green businesses and eco-business park initiatives such as the Pearson Eco-business Zone that will demonstrate environmental leadership and contribute to a healthy community.” after “services” in paragraph five of section 4.3 Employment;
- (216) By deleting “Employment Lands” after “the” and before “policies” in the preamble to the objectives of section 4.3 Employment and replacing it with “Employment Area”;
- (217) By adding “that support the principles of complete communities by providing convenient access to jobs and” after “facilities” and before “that” in objective b) of section 4.3 Employment;
- (218) By deleting “adjacent” after “and” and before “land” in objective b) of section 4.3 Employment;
- (219) By deleting “employment lands” after “designated” and before “within” in objective d) of section 4.3 Employment and replacing it with “employment areas”;
- (220) By deleting “in order to provide a variety of industrial space opportunities for the non-retail service sector” after “City” in objective d) of section 4.3 Employment and replacing it with “for employment purposes including, but not limited to, manufacturing, warehousing, offices and associated retail and ancillary services;
- (221) By adding “infrastructure and other municipal services” after “Provide” and before “for” in objective f) of section 4.3 Employment;
- (222) By adding an objective after objective g) and before objective h) in section 4.3 Employment as follows:
“Develop a green economic development strategy that promote sustainable green businesses and eco-business zones that encourage and demonstrate environmentally responsible corporate programs and contribute to a healthy community and;”

- (223) By renumbering objective h) of section 4.3 Employment as objective i);
- (224) By adding “where such Office Uses are not located along intensification corridors” after “FSI” in the third bullet under policy 4.3.1.2(i) Office Uses in section 4.3.1 Business Corridor;
- (225) By adding the following language after the fifth bullet under policy 4.3.1.2(i) Office Uses in section 4.3.1 Business Corridor:
“Major offices may be permitted through various sub-designations subject to the criteria above and must also demonstrate the potential impact on the Central Area, where appropriate.”;
- (226) By deleting the second bullet under policy 4.3.1.2 (i) Office Uses in section 4.3.1 Business Corridor;
- (227) By adding “and the generation of stormwater runoff and its impacts on water quality and infrastructure.” after “properties” in policy 4.3.1.6(iv) in section 4.3.1 Business Corridor;
- (228) By adding “including pathways” after “designs” in policy 4.3.1.6(vii) in section 4.3.1 Business Corridor;
- (229) By adding one policy before policy 4.3.1.9 in section 4.3.1 Business Corridor as follows:
“4.3.1.9 An amendment to a Secondary Plan on lands designated Business Corridor in the Official Plan to permit or expand the proportion of a non-employment use shall only be considered where the following has been demonstrated to the City’s satisfaction:
- (i) The change is desirable;*
 - (ii) The City will meet the employment forecasts set out in Section 2 of this Plan’*
 - (iii) The proposed change is consistent with the intent of the Business Corridor designation;*
 - (iv) The proposed change will not adversely affect the overall viability of the targets and other policies of this Plan;*

(v) There is existing or planned infrastructure to accommodate the proposed change; and,

(vi) The lands are not required over the long term for the employment purposes for which they are designated.

For the purposes of this policy, non-employment uses include, but are not limited to: residential, retail in excess of 1,000 square metres (individual store or a cluster of stores), and non-ancillary uses.”

(230) By renumbering policy 4.3.1.9 in section 4.3.1 Business Corridor policy 4.3.1.10;

(231) By adding two policies before policy 4.3.2.2 in section 4.3.2 Industrial as follows:

“4.3.2.2 The City will accommodate employment growth to 2031 in the order of 70,000 to 90,000 jobs, on existing vacant employment lands and additional lands designated primarily for employment uses but also including limited amounts of service, retail, office and institutional uses. Some of the employment growth noted above could be accommodated in existing buildings on employment lands provided that the City-wide forecasts as outlined in Section 2 of this Plan are not compromised.

4.3.2.3 Given the global shift in the manufacturing base and increasing employment in the service sector, including information and knowledge-based industries, further study is required to determine the composition of employment and resulting land required to realize the City’s long term economic vision. To this end, the designation of additional employment lands to accommodate the employment growth indicated in policy 4.3.2.2, will be undertaken prior to or as part of the City’s five year Official Plan review and secondary planning processes.”

- (232) By renumbering policies 4.3.2.2 through 4.3.2.20 in section 4.3.2 Industrial as policies 4.3.2.4 through 4.3.2.22;
- (233) By inserting the following policy after policy 4.3.3.1 and before policy 4.3.3.2 in section 4.3.3 Office:
- “4.3.3.2 In addition to lands designated Office, Major Offices are encouraged to locate in the Central Area; Mobility Hubs; and Intensification Corridors where the underlying land use designation is Regional Retail, Industrial Business Corridor suitably designated in the applicable Secondary Plan.”;*
- (234) By inserting the following policy after policy 4.3.3.6 and before policy 4.3.3.7 in section 4.3.3 Office:
- “4.3.3.7 An Official Plan amendment to permit a non-employment use on lands designated Major Office shall only be considered based on a municipal comprehensive review which shall demonstrate that:*
- (i) There is a need for the conversion;*
 - (ii) The City will meet the employment forecasts set out in Section 2.0 of the Plan;*
 - (iii) The conversion will not adversely affect the overall viability of the employment area, and achievement of the intensification target and density targets and other policies of this plan;*
 - (iv) There is existing or planned infrastructure to accommodate the proposed conversion;*
 - (v) The lands are not required over the long term for the employment purposes for which they are designated; and,*
 - (vi) Cross-jurisdictional issues have been considered.*

For the purposes of this policy, residential, Major Retail and non0ancillary uses are considered non-employment uses.

- (235) By adding “and Urban Growth Centre” after “Area” and before “and” in paragraph three of section 4.3.4 The Mississauga Road Corridor (Bram West);
- (236) By adding section 4.3.8 Green Business / Eco-Business after section 4.3.7 Bram East as follows:

“The economy is an important component of sustainability as social, culture and the environment. The sustainability planning approach is aimed at promoting green business activities that are financially and environmentally sustainable.

Brampton will continue to take a leadership role in promoting green business including the undertaking of a green economic development strategy. The City also participates in the Pilot Partners in Project Green Pearson Eco-Business Zone initiative. The project is spearheaded by the Greater Toronto Airport Authority (GTAA) and the Toronto and Region Conservation Authority (TRCA). It generally covers the industrial and business land surrounding Toronto Pearson International Airport, including those in the Avondale / Bramalea west / Brampton East / Steeles Industrial area in Brampton.

The City will promote the objectives of the Pearson Eco-Business Zone Model throughout the City to achieve the following key objectives:

- Build general awareness and capacity for eco-business and eco-development throughout the business community;*
- Encourage collaborative green business projects and programs that create triple-bottom-line benefits for all involved; and*
- Build municipal capacity and support for eco-economic development in the City’s employment area.*

Section 4.4 Transportation

- (237) By deleting “moving ourselves” after “spent” and before “from” in paragraph one of section 4.4 Transportation and replacing it with “travelling”;
- (238) By adding “Roads also create environmental impacts with regard to the impervious surfaces and the treatment of stormwater runoff, air and noise pollution, and their location with respect to the conservation of natural heritage features, functions and linkages” after “rates” in paragraph two of section 4.4 Transportation;
- (239) By deleting “brings” after “automobile” and before “greater” in paragraph three of section 4.4 Transportation and replacing it with “enables”;
- (240) By deleting “a greater” after “is” and before “awareness” in paragraph three of section 4.4 Transportation and replacing it with “increasing”;
- (241) By deleting “of the increased” after “awareness” and before “dependency” in paragraph three of section 4.4 Transportation and replacing it with “that our”;
- (242) By deleting “and it effects on” after “automobile” and before “human” in paragraph three of section 4.4 Transportation and replacing it with “is affecting”;
- (243) By adding “and impacts to the ecological health of the natural heritage system” after “changes” in paragraph three of section 4.4 Transportation;
- (244) By adding “active transportation such as” after “encouraging” and before “cycling” in paragraph four of section 4.4 Transportation;
- (245) By deleting “shift trips to transit by ensuring that transit services, routes, operating speeds, and interregional transit connections, including are as convenient as possible” after “to” and before “In” in paragraph four of section 4.4 Transportation and replacing it with “increase the modal share of transit and alternative modes by

improving the features – passenger and pedestrian amenities, routes, operating speeds, interregional connections, multi-use paths – that make transit and other transportation alternatives convenient, attractive and reliable. Streets will be designed to be complete streets; their design and operation will provide for the needs of all users, including pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles.”;

- (246) By adding “and active transportation” after “use” and before “also” in paragraph four of section 4.4 Transportation;
- (247) By deleting “in addition to contributing to increases in greenhouse gas” after “resources” and before “emissions” in paragraph five of section 4.4 Transportation and replacing it with “and further contributes to increased”;
- (248) By adding “and reduced air quality” after “emissions” and before “Efforts” in paragraph five of section 4.4 Transportation;
- (249) By deleting “Of Course” after “trips” and before “we” in paragraph five of section 4.4 Transportation and replacing it with “At the same time”;
- (250) By deleting “it is recognized that” after “Nevertheless” and before “trucks” in paragraph five of section 4.4 Transportation;
- (251) By adding “given Brampton’s strategic location in the North American goods movement network” after “movement” and before “and” in paragraph five of section 4.4 Transportation;
- (252) By deleting “provide for this by ensuring” after “should” and before “that” in paragraph five of section 4.4 Transportation and replacing it with “ensure”;
- (253) By adding “motorized modes of” after “All” and before “transportation” in paragraph six of section 4.4 Transportation;
- (254) By deleting “modes” after “transportation” and before “using” in paragraph six of section 4.4 Transportation;

- (255) By deleting “do impose impacts” after “automobiles” and before “in” in paragraph six of section 4.4 Transportation and replacing it with “have impacts”;
- (256) By deleting “adjacent” after “on” and before “residential” in paragraph six of section 4.4 Transportation;
- (257) By deleting “the provision and enhancement of” after “to” and before “an” in paragraph six of section 4.4 Transportation and replacing it with “delivering and maintaining”;
- (258) By deleting “which is” after “system” and before “consistent” in paragraph six of section 4.4 Transportation;
- (259) By adding “the environment” after “use” and before “and” in paragraph eight of section 4.4 Transportation;
- (260) By deleting “adopts” after “Plan” and before “the” in paragraph nine of section 4.4 Transportation and replacing it with “promotes”;
- (261) By deleting “the” after “advocates” and after “necessary” in paragraph nine of section 4.4 Transportation and replacing it with “for”;
- (262) By deleting “road” after “greater” and before “system” in paragraph nine of section 4.4 Transportation and replacing it with “transportation”;
- (263) By adding “(including the pathways network)” after “system” and before “and” in paragraph nine of section 4.4 Transportation;
- (264) By adding “and active transportation, such as walking and cycling,” after “transit” and before “and” in paragraph nine of section 4.4 Transportation;
- (265) By adding “multi-modal” after “a” and before “transportation” in paragraph nine of section 4.4 Transportation;
- (266) By adding “within Brampton and” after “links” and before “between” in objective b) of section 4.4 Transportation;

- (267) By deleting “an enhanced public transit modal share” after “encourage” in objective c) of section 4.4 Transportation and replacing it with “greater use of public transit”;
- (268) By adding “, including green infrastructure and stormwater management practices in the right-of-way of new and retrofitted existing roads;” after “structures” in objective d) of section 4.4 Transportation;
- (269) By adding “Region of Peel” after “the” and before “neighbouring” in objective e) of section 4.4 Transportation;
- (270) By deleting “and the Regions” after “municipalities” and before “to” in objective e) of section 4.4 Transportation and replacing it with “, other regional municipalities, the Province and its agencies (e.g. Metrolinx)”;
- (271) By adding “and” after “cycling” and before “pedestrian” in paragraph one of section 4.4.1 Transportation System;
- (272) By adding “pathways” after “pedestrian” and before “trucking” in paragraph one of section 4.4.1 Transportation System;
- (273) By deleting “and GO Transit” after “Highways” and before “the” in paragraph two of section 4.4.1 Transportation System and replacing it with “Metrolinx, created as a Crown Corporation of the Province in 2006, to champion, develop and implement an integrated multi-modal transportation system (including GO Transit) for the GTHA that enhances prosperity, sustainability and quality of life and also oversees the SmartCommute initiative;”;
- (274) By adding “municipal” after “and” and before “public” in paragraph two of section 4.4.1 Transportation System;
- (275) By deleting “Government” after “of” and before “and” in paragraph two of section 4.4.1 Transportation System and replacing it with “government”;
- (276) By adding “delivering and maintaining” after “of” and before “a” in paragraph three of section 4.4.1 Transportation System;

- (277) By deleting “section” after “Network” and before “dealing” in (i) of paragraph three of section 4.4.1 Transportation System and replacing it with “(section 4.4.2);
- (278) By deleting “functionality” after “and” and before “of” in (i) of paragraph three of section 4.4.1 Transportation System and replacing it with “function”;
- (279) By deleting “and demand management improvement measures” in (i) of paragraph three of section 4.4.1 Transportation System;
- (280) By deleting “Transportation System and Demand Management (TSM/TDM)” before “section) in (ii) of paragraph three of section 4.4.1 Transportation System and replacing it with “Transportation Demand Management (TDM) and Transportation System Management (TSM) Measures”;
- (281) By deleting “section” after “Measures” and before “dealing” in (ii) of paragraph three of section 4.4.1 Transportation System and replacing it with “(section 4.4.3);
- (282) By deleting “focussed on enhancing” after “policies” and before “the” in (ii) of paragraph three of section 4.4.1 Transportation System and replacing it with “to enhance”;
- (283) By adding “and optimize transportation network efficiency” after “system” and before “by” in (ii) of paragraph three of section 4.4.1 Transportation System;
- (284) By deleting “adopting TSM/TDM” after “by” and before “strategies” in (ii) of paragraph three of section 4.4.1 Transportation System and replacing it with “preparing TDM and TSM”;
- (285) By deleting “and devising traffic circulation patterns to optimize road network efficiency” after “strategies” in (ii) of paragraph three of section 4.4.1 Transportation System;
- (286) By deleting “section” after “Transit” and before “dealing” in (iii) of paragraph three of section 4.4.1 Transportation System and replacing it with “(section 4.4.4);

- (287) By deleting “intended to support the enhanced use and accessibility of public transit” after “policies” and before “by” in (iii) of paragraph three of section 4.4.1 Transportation System and replacing it with “to improve service and increase use of transit”;
- (288) By deleting “schemes” after “priority” and before “interrelationship” in (iii) of paragraph three of section 4.4.1 Transportation System and replacing it with “measures”;
- (289) By adding (i.e. Transit Oriented Development” after “use” and before “and” in (iii) of paragraph three of section 4.4.1 Transportation System;
- (290) By deleting “section” after “Management” and before “dealing” in (iv) of paragraph three of section 4.4.1 Transportation System and replacing it with “(section 4.4.5)”;
- (291) By deleting achieve planning of the location, quantity and cost of parking” after “to” and before “to” ” in (iv) of paragraph three of section 4.4.1 Transportation System and replacing it with “locate, quantify, and cost parking supply”;
- (292) By deleting “section incorporating” after “System” and before “incorporating” ” in (v) of paragraph three of section 4.4.1 Transportation System and replacing it with “(section 4.4.6 dealing with)”;
- (293) By deleting “the use of cycling and walking and to develop a detailed” after “encourage” and before “pathway” ” in (v) of paragraph three of section 4.4.1 Transportation System and replacing it with “active transportation (cycling, walking and other modes) by developing a comprehensive”;
- (294) By deleting “Pathways” after “the” and before “Master” ” in (v) of paragraph three of section 4.4.1 Transportation System and replacing it with “PathWays”;

- (295) By deleting “in order to” after “Plan” and before “accommodate” in (v) of paragraph three of section 4.4.1 Transportation System and replacing it with “that will”;
- (296) By deleting “section incorporating policies proposing the development of” after “Movement” and before “goods” in (vi) of paragraph three of section 4.4.1 Transportation System and replacing it with “(section 4.4.7) dealing with policies to develop”;
- (297) By adding “the” after “with” and before “goods” in (vi) of paragraph three of section 4.4.1 Transportation System;
- (298) By deleting “companies” after “movement” and before “and” in (vi) of paragraph three of section 4.4.1 Transportation System and replacing it with “industry”;
- (299) By deleting “protection of” after “the” and before “residential” in (vi) of paragraph three of section 4.4.1 Transportation System and replacing it with “need to protect”;
- (300) By adding “associated” after “from” and before “adverse” in (vi) of paragraph three of section 4.4.1 Transportation System;
- (301) By deleting “of the goods movement” after “impacts” in (vi) of paragraph three of section 4.4.1 Transportation System ;
- (302) By deleting “section incorporating policies respecting the need” after “Railways” and before “to” in (vii) of paragraph three of section 4.4.1 Transportation System and replacing it with “(section 4.4.8) dealing with policies”;
- (303) By deleting “from” after “mainlines” and before “urban” in (vii) of paragraph three of section 4.4.1 Transportation System;
- (304) By deleting “section” after “Airport” and before “recognizing” in (viii) of paragraph three of section 4.4.1 Transportation System and replacing it with “(section 4.4.9)”;
- (305) By adding the following after (viii) and before (ix) in paragraph three of section 4.4.1 Transportation System:

*“(ix) **Adverse Impacts** (section 4.4.10) dealing with policies to mitigate any potential adverse impacts associated with transportation facilities as well as the movement of dangerous goods;”*

- (306) By deleting “section” after “Monitoring” and before “dealing” in (ix) of paragraph three of section 4.4.1 Transportation System and replacing it with “(section 4.4.11);
- (307) By renumbering (ix) of paragraph three of section 4.4.1 Transportation System as (x);
- (308) By deleting “create” after “to” and before “a” in policy 4.4.1.1 of section 4.4.1 Transportation System and replacing it with “deliver”;
- (309) By deleting “consisting of strategic elements for” after “system” and before “roads” in policy 4.4.1.1 of section 4.4.1 Transportation System and replacing it with “that includes”;
- (310) By deleting “specific” after “of” and before “initiatives” in policy 4.4.1.1 of section 4.4.1 Transportation System;
- (311) By deleting “efficient and accessible” after “provide” and before “transportation” in policy 4.4.1.1 of section 4.4.1 Transportation System and replacing it with “a comprehensive”;
- (312) By deleting “services” after “transportation” and before “that” in policy 4.4.1.1 of section 4.4.1 Transportation System and replacing it with “system”;
- (313) By deleting “contribute towards” after “services” and before “economic” in policy 4.4.1.1 of section 4.4.1 Transportation System and replacing it with “contributes to Brampton’s”;
- (314) By adding “that promotes” after “and” and before “a” in policy 4.4.1.1 of section 4.4.1 Transportation System;
- (315) By deleting “for Brampton” after “future” in policy 4.4.1.1 of section 4.4.1 Transportation System;

- (316) By deleting “to” after “government” and after “enable in policy 4.4.1.2 of section 4.4.1 Transportation System and replacing it with “that will”;
- (317) By adding “transit system” after “the” and before “identified” in policy 4.4.1.2 of section 4.4.1 Transportation System;
- (318) By deleting “designated transit system” after “identified” in policy 4.4.1.2 of section 4.4.1 Transportation System and replacing it with “in the aforementioned Schedules”;
- (319) By deleting “other authorities and” after “with” and before “senior” in policy 4.4.1.3 of section 4.4.1 Transportation System;
- (320) By adding “and other agencies” after “government” and before “undertake” in policy 4.4.1.3 of section 4.4.1 Transportation System;
- (321) By deleting “and to” after “requirements” and before “designate” in policy 4.4.1.3 of section 4.4.1 Transportation System;
- (322) By adding “and encourage others such as the Region and the Province to identify and protect for future facilities” after “facilities” in policy 4.4.1.3 of section 4.4.1 Transportation System;
- (323) By adding “public” after “supporting” and before “transit” in policy 4.4.1.4 of section 4.4.1 Transportation System;
- (324) By deleting “facilities linking” after “transit” and before “the” in policy 4.4.1.4 of section 4.4.1 Transportation System and replacing it with “linkages between”;
- (325) By deleting “with” after “Brampton” and before “the” in policy 4.4.1.4 of section 4.4.1 Transportation System and replacing it with “and”;
- (326) By adding two policies after policy 4.4.1.6 and before policy 4.4.1.7 in section 4.4.1 Transportation System as follows:
“4.4.1.7 The City shall undertake new road construction and road improvements and widening with regard to environmental health, including conserving natural heritage features and linkages, and

avoiding, minimizing and mitigating impacts to natural areas and functions.

4.4.1.8 The City shall undertake new road construction and road improvements and widening with regard to human health by incorporating opportunities for active transportation including cycling and walking.”;

- (327) By renumbering policy 4.4.1.7 in section 4.4.1 Transportation System as policy 4.4.1.9;
- (328) By deleting “Brampton’s” before “road” in paragraph one of section 4.4.2 Road Network and replacing it with “The”;
- (329) By adding “within Brampton” after “network” and before “should” in paragraph one of section 4.4.2 Road Network;
- (330) By adding “and accommodate” after “to” and before “changing” in paragraph one of section 4.4.2 Road Network;
- (331) By deleting “system” after “road” and before “should” in paragraph one of section 4.4.2 Road Network and replacing it with “network”;
- (332) By deleting “for both passengers and goods movement” after “capacity” in paragraph one of section 4.4.2 Road Network and replacing it with “and properly designed to move both people and goods”;
- (333) By deleting “existing level” after “the” and before “to” in paragraph two of section 4.4.2 Road Network and replacing it with “present condition”;
- (334) By deleting “constantly urging the Province to move” after “and” and before “forward in paragraph two of section 4.4.2 Road Network and replacing it with “Provincial delays in moving”;
- (335) By adding “the” after “Facilities” and before “safe” in objective b) of section 4.4.2 Road Network;
- (336) By deleting “vehicular” after “convenient” and before “movement” in objective b) of section 4.4.2 Road Network;

- (337) By deleting “for all users of the streets within” after “movement” in objective b) of section 4.4.2 Road Network and replacing it with “of all modes on roads within”;
- (338) By adding “through” after “vehicular” and before “traffic” in objective c) of section 4.4.2 Road Network;
- (339) By adding “hazards and” after “heritage” and before “features” in objective d) of section 4.4.2 Road Network;
- (340) By adding “including” after “features” and before “functions” in objective d) of section 4.4.2 Road Network;
- (341) By adding “and shall incorporate stormwater management measures and green infrastructure as appropriate;” after “linkages” in objective d) of section 4.4.2 Road Network;
- (342) By deleting “and” after “cycling” and before “walking” in objective g) of section 4.4.2 Road Network;
- (343) By adding “and other forms of active transportation” after “walking” and before “and” in objective g) of section 4.4.2 Road Network;
- (344) By deleting “together with transit services through High Occupancy Vehicle (HOV) lands, dedicated transit lanes, or other transit priority measures” after “speeds” and before “and” in policy 4.4.2.2(ii) of section 4.4.2 Road Network;
- (345) By adding “Provision will be made for transit service through High Occupancy Vehicle (HOV) lanes, dedicated transit lanes, or other transit priority measures, where appropriate.” After “freeways” and before “The” in policy 4.4.2.2(ii) of section 4.4.2 Road Network;
- (346) By adding “Provision for High Occupancy Vehicle (HOV) lanes, dedicated transit lane, or other transit priority measures to facilitate transit operations will be included in the design of new arterial roads, and considered, where appropriate, on existing arterial roads.” After “appropriate” in policy 4.4.2.2(ii) of section 4.4.2 Road Network;

- (347) By adding “s” to the end of “Right” after policy 4.4.2.4 and before policy 4.4.2.5 of section 4.4.2 Road Network;
- (348) By deleting “right-of-way” after “B1” and before “width” in policy 4.4.2.5 of section 4.4.2 Road Network; and replacing it with “Right-of-way”;
- (349) By deleting “secondary plan” after “to” and before “policies” in policy 4.4.2.5 of section 4.4.2 Road Network; and replacing it with “Secondary Plan”;
- (350) By deleting “rights-of-way” after “necessary” and before “shown” in policy 4.4.2.6 of section 4.4.2 Road Network; and replacing it with “Right-of-way”;
- (351) By deleting “provide for” after “to” and before “improvements” in policy 4.4.2.10 of section 4.4.2 Road Network; and replacing it with “accommodate”;
- (352) By deleting “double row” after “medians” and before “planted” in policy 4.4.2.10 of section 4.4.2 Road Network; and replacing it with “double-row”;
- (353) By deleting “Arterial, Collector and other essential roads” after “of” and before “will” in policy 4.4.2.11 of section 4.4.2 Road Network; and replacing it with “arterial, collector and other roads deemed essential”;
- (354) By deleting “or” after “buildings” and before “environmental” in policy 4.4.2.12 of section 4.4.2 Road Network;
- (355) By deleting “in order” after “other” and before “to” of section 4.4.2 Road Network;
- (356) By deleting “optimum” after “The” and before “ultimate” in policy 4.4.2.14 of section 4.4.2 Road Network and replacing it with “recommended”;
- (357) By deleting “is determined” after “Area” and before “by” in policy 4.4.2.14 of section 4.4.2 Road Network and replacing it with “have been identified”;

- (358) By deleting Highway 50/Highway 427 Area Arterial Network Study being jointly undertaken” after “the” and before “by” in policy 4.4.2.14 of section 4.4.2 Road Network and replacing it with “Peel Highway 427 Extension Area Transportation Master Plan which was jointly completed”;
- (359) By adding “the Regions of Peel, Halton and York,” after “municipalities” and before “the” in policy 4.4.2.19 of section 4.4.2 Road Network;
- (360) By deleting “and the Regions of Peel, Halton and York” after “Transportation” and before “in” in policy 4.4.2.19 of section 4.4.2 Road Network and replacing it with “and Conservation Authorities”;
- (361) By deleting “generally” after “corridor” and before “in” in policy 4.4.2.19 of section 4.4.2 Road Network;
- (362) By adding “general” after “the” and before “vicinity” in policy 4.4.2.19 of section 4.4.2 Road Network;
- (363) By adding “the” after “of” and before “Halton” in policy 4.4.2.19 of section 4.4.2 Road Network;
- (364) By adding “Highway” after “the” and before “427” in policy 4.4.2.19 of section 4.4.2 Road Network;
- (365) By adding “Highway” after “and” and before “410” in policy 4.4.2.19 of section 4.4.2 Road Network;
- (366) By deleting “further” after “and” and before “Environmental” in policy 4.4.2.19 of section 4.4.2 Road Network;
- (367) By deleting “to discourage” after “streets” and before “through” in policy 4.4.2.23 of section 4.4.2 Road Network and replacing it with “in a manner that discourages”;
- (368) By deleting “penetrating” after “from” and before “residential” in policy 4.4.2.23 of section 4.4.2 Road Network and replacing it with “traversing”;

- (369) By deleting “of” after “danger” and before “excessive” in policy 4.4.2.23 of section 4.4.2 Road Network and replacing it with “associated with”;
- (370) By deleting “the” after “that” and before “accessibility” in policy 4.4.2.23 of section 4.4.2 Road Network;
- (371) By adding “to” after “accessibility” and before “and” in policy 4.4.2.23 of section 4.4.2 Road Network;
- (372) By deleting “In order to” after “impeded” and before “reduce” in policy 4.4.2.23 of section 4.4.2 Road Network and replacing it with “To”;
- (373) By deleting “Developers” after “ encouraged” and before “shall” in policy 4.4.2.26 of section 4.4.2 Road Network and replacing it with “Where reverse frontage is permitted developers”;
- (374) By deleting “upkeeping of the” after “the” and before “associated” in policy 4.4.2.26 of section 4.4.2 Road Network and replacing it with “upkeep of”;
- (375) By renumbering policies 4.4.2.19 through 4.4.2.27 of section 4.4.2 Road Network as policies 4.4.2.21 through 4.4.2 29;
- (376) By deleting paragraph one of section 4.4.3 Transportation System and Demand Management Measures and replacing it with the following:
“The policies presented in this section are focused on making more efficient use of existing and future transportation infrastructure by adopting transportation system management (TSM) and transportation demand management (TDM.”
- (377) By deleting “have been” after “strategies” and before “recognized” in paragraph two of section 4.4.3 Transportation System and Demand Management Measures and replacing it with “are”;
- (378) By deleting “due to the” after “especially” and before “increased” in paragraph two of section 4.4.3 Transportation System and Demand Management Measures and replacing it with “in view of”;

- (379) By deleting “capacity” after “road” and before “and” in paragraph two of section 4.4.3 Transportation System and Demand Management Measures and replacing it with “space”;
- (380) By deleting “keep constructing” after “to” and before “new” in paragraph two of section 4.4.3 Transportation System and Demand Management Measures and replacing it with “continually build”;
- (381) By deleting “due to” after “demand” and before “right-of-way” in paragraph two of section 4.4.3 Transportation System and Demand Management Measures and replacing it with given”;
- (382) By deleting “manage congestion by means of additional” after “and” and before “operational” in paragraph two of section 4.4.3 Transportation System and Demand Management Measures and replacing it with “through such”;
- (383) By deleting “such” after “improvements” and before “as” in paragraph two of section 4.4.3 Transportation System and Demand Management Measures;
- (384) By adding “points” after “conflicts” and before “and” in paragraph two of section 4.4.3 Transportation System and Demand Management Measures;
- (385) By deleting “other appropriate” after “exploring” and before “applications” in paragraph two of section 4.4.3 Transportation System and Demand Management Measures and replacing it with “relevant”;
- (386) By deleting “fall into” after “that” and before “the” in paragraph two of section 4.4.3 Transportation System and Demand Management Measures and replacing it with “in”;
- (387) By deleting “an” after “of” and before “appropriate” in paragraph two of section 4.4.3 Transportation System and Demand Management Measures;

- (388) By deleting paragraph three of section 4.4.3 Transportation System and Demand Management Measures and replacing it with the following:
“Transportation Demand Management (TDM) strategies are aimed at improving the efficiency of the transportation system by promoting alternative modes and endeavouring to alter travel mode choice, frequency of travel, and time of travel to reduce per capita trips taken. Recent trends in Brampton indicate increasing dependence on the automobile. By formulating programs to promote the use of sustainable modes like public transit, ridesharing, cycling and walking. TDM techniques and policies provide opportunities to reduce infrastructure expansion, and address the challenges of managing congestion, enhancing air quality, and protecting our natural heritage by focusing on moving people rather than cars.”;
- (389) By adding “developing and” after “system” and before “adopting” in objective a) of section 4.4.3 Transportation System and Demand Management Measures;
- (390) By adding “Transportation” after “and” and before “Demand” in objective a) of section 4.4.3 Transportation System and Demand Management Measures;
- (391) By adding “and programs” after “measures” and before “and” in objective a) of section 4.4.3 Transportation System and Demand Management Measures;
- (392) By adding “impacts to natural features and” after “mitigating” and before “transportation” in objective b) of section 4.4.3 Transportation System and Demand Management Measures;
- (393) By adding a policy after policy 4.4.3.9 and before policy 4.4.3.10 in section 4.4.3 Transportation System and Demand Management Measures as follows:

“4.4.3.10 The City shall require that appropriate transportation demand management measures to reduce single occupancy automobile trips are identified in transportation studies, including environmental assessments, traffic impact studies, and in development proposals.”;

(394) By adding “potential” after “a” and before “Region-wide” in policy 4.4.3.11 of section 4.4.3 Transportation System and Demand Management Measures;

(395) By deleting policy 4.4.3.12 in section 4.4.3 Transportation System and Demand Management Measures and replace it with the following:

“4.4.3.12 The City shall develop Transit Demand Management and Transit System Management Mast Plans to optimize use of the planned roadway system and reduce air pollution by educating, advocating, and promoting sustainable transportation options to employers and employees in the City of Brampton.”;

(396) By renumbering policies 4.4.3.10 through 4.4.3.12 of section 4.4.3 Transportation System and Demand Management Measures as policies 4.4.3.11 through 4.4.3.13;

(397) By adding a policy after policy 4.4.3.13 and before policy 4.4.3.14 in section 4.4.3 Transportation System and Demand Management Measures as follows:

“4.4.3.14 The City shall support the creation of travel demand management associates such as Smart Commute Brampton-Caldeon and shall work with the Region of Peel, Metrolinx, MTO, Transport Canada and other jurisdictions to implement TDM programs.”;

(398) By renumbering policies 4.4.3.13 through 4.4.3.15 of section 4.4.3 Transportation System and Demand Management Measures as policies 4.4.3.15 through 4.4.3.17;

- (399) By deleting “Major issue pertaining to urban traffic is the role of public transit” before “Given” in paragraph one of section 4.4.4 Public Transit;
- (400) By adding “and reinforced in the 2009 TTMP Update” after “Plan” and before “the” in paragraph five of section 4.4.4 Public Transit;
- (401) By deleting policy 4.4.4.1(iv) of section 4.4.4 Public Transit and replacing it with the following:
“(iv) Major Transit Nodes recognized as important elements of the City Structure, as Major Transit Station Areas and Mobility Hubs; and,”
- (402) By deleting “for its Bus Rapid Transit and primary/secondary corridors” after “accessibility” of policy 4.4.4.4 in section 4.4.4 Public Transit;
- (403) By deleting “monitor and manage land use designations and zoning” after “shall” and before “in” from policy 4.4.4.6 of section 4.4.4 Public Transit and replacing it with “use transit infrastructure to help shape growth”;
- (404) By deleting “rapid” after “a” and before “transit” from policy 4.4.4.7 of section 4.4.4 Public Transit and replacing it with “higher order”;
- (405) By adding the following policy after policy 4.4.4.9 and before policy 4.4.4.10 in section 4.4.4 Public Transit:
“4.4.4.10 Notwithstanding the designation of Bus Rapid Transit Corridors shown on Schedule “C”, for Airport Road between Bovaird Road and Steeles Avenue, the determination of the function for either this road or Bramalea Road shall be the subject of further study”;
- (406) By adding “This includes” after “disabilities” and before “(e.g.” in policy 4.4.4.19 of section 4.4.4 Public Transit;
- (407) By deleting “(e.g. by” after “disabilities” and before “constructing” in policy 4.4.4.19 of section 4.4.4 Public Transit;

- (408) By adding “close to and” after “are” and before “oriented” in policy 4.4.4.19 of section 4.4.4 Public Transit;
- (409) By deleting “and close to the street line with appropriate facilities” after “streets” and before “for” in policy 4.4.4.19 of section 4.4.4 Public Transit and replacing it with “easy, convenient, safe and comfortable access to buildings and transit and transit stations”;
- (410) By adding “all pedestrians, including” after “for” and before “persons” in policy 4.4.4.19 of section 4.4.4 Public Transit;
- (411) By renumbering policies 4.4.4.10 through 4.4.4.19 in section 4.4.4 Public Transit as 4.4.4.11 through 4.4.4.20;
- (412) By adding the following policy after policy 4.4.4.20 in section 4.4.4 Public Transit:
“4.4.4.21 The City shall require superior urban design for development within Mobility Hubs and Major Transit Station Areas to ensure access to walking, cycling and transit is safe, convenient, comfortable and attractive.”;
- (413) By renumbering policy 4.4.4.20 in section 4.4.4 Public Transit as policy 4.4.4.22;
- (414) By deleting “nodes” after “employment” and before “in” in policy 4.4.4.22 in section 4.4.4 Public Transit and replacing it with “uses”;
- (415) By deleting “major transit corridors” after “along” in policy 4.4.4.22 in section 4.4.4 Public Transit and replacing it with “Intensification corridors and in Mobility Hubs and Major Transit Station Areas where access to the highest order transit is maximized.”
- (416) By adding the following policy after policy 4.4.4.22 in section 4.4.4 Public Transit:
“4.4.4.23 The City shall work with the Region to plan new Greenfield communities at a minimum density of 50 persons and jobs per hectare, a density that supports at least community level transit service.”

- (417) By deleting “GO Transit” after “and” and before “study” in policy 4.4.4.27 in section 4.4.4 Public Transit and replacing it with “Metrolinx”;
- (418) By adding “identified as Gateway Mobility Hubs” after “stations” and before “by” in policy 4.4.4.28 of section 4.4.4 Public Transit;
- (419) By deleting “the establishment of” after “for” and before “higher” in policy 4.4.4.28 of section 4.4.4 Public Transit;
- (420) By adding “residential and employment” after “density” and before “development” in policy 4.4.4.28 of section 4.4.4 Public Transit;
- (421) By deleting “forms” after “development” and before “within” in policy 4.4.4.28 of section 4.4.4 Public Transit;
- (422) By deleting “the vicinity of” after “within” and before “the” in policy 4.4.4.28 of section 4.4.4 Public Transit and replacing it with “walking distance from”;
- (423) By deleting “GO Transit” after “encourage” and before “to” in policy 4.4.4.29 in section 4.4.4 Public Transit;
- (424) By adding “and seamless” after “efficient” and before “interconnections” in policy 4.4.4.30 in section 4.4.4 Public Transit;
- (425) By adding “and as further envisioned in the Regional Transportation Plan (RTP)” after “systems” in policy 4.4.4.31 in section 4.4.4 Public Transit;
- (426) By renumbering policies 4.4.4.21 through 4.4.4.33 in section 4.4.4 Public Transit as policies 4.4.4.24 through 4.4.4.36;
- (427) By deleting “location, quantity, cost of parking in conjunction with the transit objectives of this Plan” after “the” in paragraph one of section 4.4.5 Parking Management and replacing it with “locations and quantity of parking to reduce the cost of parking and support the use of transit and transportation demand management measures.”;
- (428) By adding one paragraph before paragraph one of section 4.4.4.6 Pathways System as follows:

“The promotion of active transportation, which includes cycling and walking, has significant individual, societal, environmental and economic benefits. Cycling and walking can contribute to the reduction of dependence on the automobile, which is a target for healthy communities. Above all, active transportation is an energy efficient and environmentally friendly mode of travel and contributes towards mitigating ozone depletion, the greenhouse effect, ground-level air pollution, photochemical smog, acid rain and noise pollution.”;

- (429) By adding “an extensive trail network as a means of active transportation, such as” after “of” and before “cycling” in paragraph three of section 4.4.6 Pathways System;
- (430) By deleting “an” after “promote” and before “lifestyle” ” in paragraph three of section 4.4.6 Pathways System and replacing it with “a healthy”;
- (431) By deleting “and valleys” after “parks” and before “together” ” in paragraph three of section 4.4.6 Pathways System and replacing it with “valleys and community destinations”;
- (432) By deleting paragraph four ” in paragraph three of section 4.4.6 Pathways System;
- (433) By adding “and multi-use pathways” after “lanes” and before “into” in paragraph five” of section 4.4.6 Pathways System;
- (434) By adding “comfortable, safe and” after “is” and before “accessible” in paragraph five of section 4.4.6 Pathways System;
- (435) By deleting “pathway system” after “city-wide” and before “that” in objective a) of section 4.4.6 Pathways System and replacing it with “active transportation system, which includes a pathway system”;
- (436) By deleting “and informative trails system” in objective e) of section 4.4.6 Pathways System and replacing it with “connected, environmentally sensitive, and informative pathways system”;

- (437) By adding “multi-use” after “a” and before “pathway” in policy 4.4.6.2 of section 4.4.6 Pathways System;
- (438) By adding (v) through (x) after (iv) in policy 4.4.6.2 of section 4.4.6 Pathways System as follows:
- “(v) Link the trail system with sidewalks and other multi-use pathways;*
 - (vi) Incorporate the trail system with components of the recreational open space system;*
 - (vii) Site and link the trail system with the street network;*
 - (viii) Incorporate signage which identifies the designated bicycle route and points of interest;*
 - (ix) Require the construction of pathway systems in new areas as a condition of subdivision approval where appropriate; and,*
 - (x) Where feasible, site bike lanes on major collector roads”;*
- (439) By deleting policy 4.4.6.3 of section 4.4.6 Pathways System;
- (440) By deleting clause (iv) from policy 4.4.6.4 of section 4.4.6 Pathways System and replacing it with the following:
- “(vi) Ensuring that active transportation opportunities is a key design consideration of new pathways routing by connecting with the City’s open space infrastructure, key destinations and transit stations where feasible”;*
- (441) By deleting policy 4.4.6.4 in section 4.4.6 Pathways System and replacing it with the following:
- “4.4.6.4 Opportunities for locating new pathways through valley or watercourse corridors will protect, restore and enhance environmental features. The City may require land outside the valley and watercourse corridors where there is deemed significant environmental constraints to provide continuous safe and convenient pathway routes. These lands will not generally be*

credited as parkland dedication collected in accordance with the Planning Act.”

- (442) By deleting “form” after “transportation” in policy 4.4.6.14 of section 4.4.6 Pathways System;
- (443) By adding “safe and viable form of” after “a” and before “transportation” in policy 4.4.6.14 of section 4.4.6 Pathways System;
- (444) By deleting “reduce” after “to” and before “the” in policy 4.4.6.16 of section 4.4.6 Pathways System and replacing it with “promote active transportation by reducing”;
- (445) By renumbering policies 4.4.6.4 through 4.4.6.20 of section 4.4.6 Pathways System as policies 4.4.6.3 through 4.4.6.19;
- (446) By adding a policy after policy 4.4.6.19 and before policy 4.4.6.21 in section 4.4.6 Pathways System as follows:

“4.4.6.20 The City shall work with the Conservation Authorities to develop pathways through Conservation Areas, as both a local trail and inter-regional trail connections.”
- (447) By deleting “Strategic Goods Movement Network” after “a” and before “and” in policy 4.4.7.2 of section 4.4.7 Trucking and Goods Movement and replacing it with “strategic goods movement network”;
- (448) By adding “that provides seamless connectivity to the Regional and Provincial goods movement network” after “City” in policy 4.4.7.2 of section 4.4.7 Trucking and Goods Movement;
- (449) By adding the following policies after policy 4.4.7.6 in section 4.4.7 Trucking and Goods Movement:

“4.4.7.7 The City shall ensure that land use in the vicinity of the Provincial Highway interchanges supports the movement of goods to/from these networks.

4.4.7.8 The City shall plan for the identification and construction of a high order goods movement corridor in west Brampton to support existing and future employment areas in Bram West and North West Brampton and link to Halton Hills and the future potential GTA West Corridor.”

Section 4.5 Natural Heritage and Environmental Management

- (450) By adding “cultural” after “with” and before “social” in paragraph one of section 4.5 Natural Heritage and Environmental Management;
- (451) By deleting “responds to the” after “approach” and before “sustainable” in paragraph one of section 4.5 Natural Heritage and Environmental Management and replacing it with “to”;
- (452) By deleting “it” after “planning” and before “extends” in paragraph one of section 4.5 Natural Heritage and Environmental Management and replacing it with “. It”;
- (453) By deleting “just” after “than” and before “dynamic” in paragraph one of section 4.5 Natural Heritage and Environmental Management and replacing it with “conserving the”;
- (454) By deleting “the” after “and” and before “long-term” in paragraph one of section 4.5 Natural Heritage and Environmental Management and replacing it with “but also provides for”;
- (455) By adding “and diverse” after “healthy” and before “ecosystem” in paragraph one of section 4.5 Natural Heritage and Environmental Management ;
- (456) By deleting “and restoration” after “enhancement” and before “of” in paragraph one of section 4.5 Natural Heritage and Environmental Management and replacing it with “restoration and linkage”;
- (457) By deleting “these linkages” after “Providing” and before “is” in paragraph one of section 4.5 Natural Heritage and Environmental Management and replacing it with “a natural heritage system”;

- (458) By adding “sustainable development is an objective of ecosystem planning, it extends further than just” after “although” and before “environmental” in paragraph two of section 4.5 Natural Heritage and Environmental Management;
- (459) By adding “throughout this Plan including” after “addressed” and before “within” in paragraph two of section 4.5 Natural Heritage and Environmental Management;
- (460) By adding “Cultural Heritage,” after “Space” and before “Transportation” in paragraph two of section 4.5 Natural Heritage and Environmental Management;
- (461) By adding “provincial policies including” after “and” and before “the” in paragraph three of section 4.5 Natural Heritage and Environmental Management;
- (462) By adding “the Greenbelt Plan and the Growth Plan for the Greater Golden Horseshoe” after “Statement in paragraph three of section 4.5 Natural Heritage and Environmental Management;
- (463) By adding the following after paragraph three and before paragraph four of section 4.5 Natural Heritage and Environmental Management:
- “Public health and safety are fundamentally linked to environmental health, and human activities are being intrinsically linked to recent climate change, and are most often directly responsible for air, soil and water pollution, which rank among Canadians’ main environmental concerns. Municipalities can have direct control, or influence over many sources of pollution that affect public health and climate change, and can take actions that will lead to improvements in the quality of the natural environment and its resources through sustainable planning and corporate operations and programs. The City recognizes climate change is a shared responsibility and will work with municipal partners, conservation*

agencies, residents and businesses to establish strategies to mitigate and adapt to climate change.

The City shall prepare an Environmental Master Plan that will define a sustainable environmental framework within its spheres of responsibility in areas of health and safety, education, corporate, programs and services, transportation, community (land use) planning, waste management, water use, the natural heritage system and urban green space. The goal, objectives and actions of the EMP must translate into responsible, achievable, educational and fiscally responsible environmental programs and activities for the City departments and the land use development program. The City shall also prepare other strategic documents that will support and implement this sustainable environmental framework including other master plans, sustainable green development guidelines, etc., as appropriate.

- (464) By adding “cultural,” after “with” and before “social” in paragraph four of section 4.5 Natural Heritage and Environmental Management;
- (465) By adding “and” after “Study” and before “supplemented” in paragraph six of section 4.5 Natural Heritage and Environmental Management;
- (466) By deleting “or minimising” after “eliminating” and before “the” in paragraph seven of section 4.5 Natural Heritage and Environmental Management; and replacing it with “minimizing and mitigating”;
- (467) By deleting “the natural next” after “is” and before “step” in paragraph eight of section 4.5 Natural Heritage and Environmental Management and replacing it with “a natural”;
- (468) By adding the following objective after objective a) and before objective b) in section 4.5 Natural Heritage and Environmental Management:

“b) Proactively seek strategic partnerships and collaborations with the community, business, conservation groups and other agencies to deliver sustainable environmental strategies, policies and programs to for a healthy city;”

(469) By adding “land and” after “of” and before “water” in objective b) in section 4.5 Natural Heritage and Environmental Management;

(470) By deleting “established” after “the” and before “natural” in objective b) in section 4.5 Natural Heritage and Environmental Management;

(471) By adding the following objectives after objective d) and before objective e) in section 4.5 Natural Heritage and Environmental Management:

“f) Retrofit existing development using sustainable best management practices, as feasible, and undertake remediation and restoration of degraded natural features and systems;

g) Promote sustainable management practices and green building and site design standards that achieve environmentally sustainable development;”

(472) By adding “land” after “promote” and before “water” in objective e) in section 4.5 Natural Heritage and Environmental Management;

(473) By adding “and energy” after “water” and before “conservation” in objective e) in section 4.5 Natural Heritage and Environmental Management;

(474) By deleting “water” after “of” and before “resources” in objective e) in section 4.5 Natural Heritage and Environmental Management and replacing it with “these”;

(475) By adding “wetlands” after “watercourses” and before “etc.” in objective f) in section 4.5 Natural Heritage and Environmental Management;

(476) By deleting “and” after “protect” and before “restore” in objective g) in section 4.5 Natural Heritage and Environmental Management;

- (477) By adding “and enhance” after “restore” and before “fish” in objective g) in section 4.5 Natural Heritage and Environmental Management;
- (478) By deleting “Promote” before “the” in objective j) in section 4.5 Natural Heritage and Environmental Management and replacing it with “Foster a cultural of conservation that advocates”;
- (479) By deleting “standards to traditional engineering and urban design standards” after “conservation in objective j) in section 4.5 Natural Heritage and Environmental Management and replacing it with “and integrated waste management standards and programs”;
- (480) By deleting “and” after “Brampton” in objective l) in section 4.5 Natural Heritage and Environmental Management;
- (481) By adding “; and” after “systems” in objective m) in section 4.5 Natural Heritage and Environmental Management;
- (482) By adding the following objective after objective m) in section 4.5 Natural Heritage and Environmental Management:
“q) Work in partnership with the Region of Peel and conservation authorities to secure natural heritage features and areas in public ownership.”
- (483) By renumbering objectives b) and d) through m) in section 4.5 Natural Heritage and Environmental Management as objectives c), e), h), i), j), k), l), m), n), o) and, p);
- (484) By deleting “the” after “approach” and before “results” in paragraph one of section 4.5.1 Watershed Plans and Subwatershed Studies and replacing it with “and sustainable development principles. The”;
- (485) By deleting “watershed” after “development” and before “plans” in paragraph one of section 4.5.1 Watershed Plans and Subwatershed Studies and replacing it with “Watershed”;

- (486) By deleting “a specific aspect of” after “of and before “the” in paragraph one of section 4.5.1 Watershed Plans and Subwatershed Studies;
- (487) By deleting “such as” after “”system” and before “source” in paragraph one of section 4.5.1 Watershed Plans and Subwatershed Studies and replacing it with “including”;
- (488) By deleting “subwatershed” after “etc.” and before “studies” in paragraph one of section 4.5.1 Watershed Plans and Subwatershed Studies and replacing it with “Subwatershed”;
- (489) By adding “planning” after “system” and before “storm” in paragraph three of section 4.5.1 Watershed Plans and Subwatershed Studies;
- (490) By adding a policy after policy 4.5.1.2 and before policy 4.5.1.3 in section 4.5.1 Watershed Plans and Subwatershed Studies as follows:
- “4.5.1.3 The City will also support the preparation of a landscape scale analysis that examines natural features, functions and linkages that extend across and beyond subwatershed boundaries”;*
- (491) By deleting “an approved” after “regard” and before “subwatershed” in policy 4.5.1.3 of section 4.5 Natural Heritage and Environmental Management and replacing it with “substantial completion of a”;
- (492) By adding “to the satisfaction of the City and other appropriate agencies” after “study” and before “is” in policy 4.5.1.3 of section 4.5 Natural Heritage and Environmental Management;
- (493) By renumbering policies 4.5.1.3 through 4.5.1.8 of section 4.5 Natural Heritage and Environmental Management as policies 4.5.1.4 through 4.5.1.9;
- (494) By adding the following paragraph before paragraph one of section 4.5.3 Storm Water Management:
- “The City recognizes that rainwater and snowmelt are valuable natural resources. Within an urban environment, the runoff from these waters, referred to as stormwater, must be managed to*

protect and maintain surface and ground water quality and quantity, the ecological health and diversity of natural areas and fish and wildlife habitat, and the integrity of municipal infrastructure.”

(495) By adding “based on a hierarchy of wet weather practices” after “off” and before “There” in paragraph one of section 4.5.3 Storm Water Management;

(496) By adding “based on a hierarchy of wet weather practices, beginning with source controls, then conveyance controls, and last end-of-pipe solutions” after “City” in policy 4.5.3.1 of section 4.5.3 Storm Water Management;

(497) By adding the following policy after policy 4.5.3.1.2 in section 4.5.3 Storm Water Management:

“4.5.3.13 The City shall identify opportunities to retrofit existing development using sustainable best management practices, and to remediate and restore degraded watercourse channels, as appropriate”

(498) By adding the following after paragraph one of section 4.5.6 Natural Heritage System:

“Brampton is traversed by the numerous river and valley corridors of the Credit River, Fletcher’s Creek, Etobicoke Creek, Mimico Creek and Huber and West Humber River watersheds that connect the City to some of Ontario’s most significant environmental features, including the Niagara Escarpment, Oak Ridges Moraine and Lake Ontario. These watercourses and valleys form the backbone of the City’s open space network. Connected to these significant natural corridors are woodlands, wetlands, headwater drainage areas and hedgerows, as well as the City’s parkland, open space, green infrastructure and cultural heritage systems. Brampton’s natural heritage system covers approximately 4600 hectares (ha) or 17% of the municipal land base and 2200 ha are currently in public (City and Conservation Authority) ownership.

In conjunction with the conservation authorities, Brampton's environmental management programs are focused on remediation and restoration of natural areas that have been fragmented and influenced by agricultural land use and farming activities for over 150 years. Brampton's valley and watercourse corridors and terrestrial features are protected from direct development, and it is our goal to ensure that the associated impacts of municipal infrastructure and human uses that must occur within natural features are addressed through environmentally sensitive construction, management, mitigation and maintenance practices."

- (499) By adding "the securement of natural heritage areas, and the management of non-native invasive species" after "linkages" in paragraph three in section 4.5.6 Natural Heritage System;
- (500) By adding the following paragraph after paragraph four and before paragraph five in section 4.5.6 Natural Heritage System:
"The City will develop environmental strategies and programs in conjunction with external agencies with regard to current environmental planning, conservation and management approaches to support the protection, restoration and enhancement of the natural heritage system and ecosystem functions."
- (501) By adding the following policy after policy 4.5.6.1 and before policy 4.5.6.2 in section 4.5.6 Natural Heritage System:
"4.5.6.2 The City will develop environmental strategies, programs and models in conjunction with the conservation agencies with regard to current environmental planning, conservation and management approaches to support the protection, restoration, enhancement and linkage of the natural heritage system and ecosystem functions.";
- (502) By renumbering policy 4.5.6.2 in section 4.5.6 Natural Heritage System as policy 4.5.6.3

(503) By adding the following policies after policy 4.5.6.3 and before policy 4.5.6.3 in section 4.5.6 Natural Heritage System;
“4.5.6.4 Further to policy 4.5.6.3, the required comprehensive environmental study will assess the potential impacts of a development proposal within and/or adjacent to the natural heritage system, to define requirements to eliminate, minimize and mitigate impacts and to assess opportunities for restoration and enhancement, including linkages.

4.5.6.5 Where a natural heritage system study is required, a concurrent financial and economic impact analysis shall also be required, to determine the feasibility and cost of implementing the natural heritage system study.

4.5.6.6 For development applications, including redevelopment and intensification, within the Built Boundary, the City will seek opportunities to manage, restore, enhance and connect existing open space and natural areas, as feasible”

(504) By adding “municipality and” after “other” and before “agency” in policy 4.5.6.4 of in section 4.5.6 Natural Heritage System;

(505) By deleting “with respect to issues or concerns relating to natural features” after “necessary” in policy 4.5.6.4 in section 4.5.6 Natural Heritage System and replacing it with “to identify, inventory, monitor and manage the local natural heritage system.”;

(506) By renumbering policies 4.5.6.3 through 4.5.6.6 in section 4.5.6 Natural Heritage System as 4.5.6.7 through 4.5.6.10;

(507) By adding a policy after policy 4.5.6.10 and before policy 4.5.6.7 in section 4.5.6 Natural Heritage System as follows:

“4.5.6.11 The City shall seek opportunities, where feasible, through redevelopment, to buffer adjacent natural areas and identify opportunities to provide or enhance connections”;

- (508) By renumbering policy 4.5.6.7 in section 4.5.6 Natural Heritage System as policy 4.5.6.12;
- (509) By adding a policy after policy 4.5.6.12 and before policy 4.5.6.8 in section 4.5.6 Natural Heritage System as follows:
4.5.6.13 The City will support compatible, small scale urban agricultural, agricultural-related and secondary uses within existing agricultural areas of the Open Space system and adjacent lands”;
- (510) By renumbering policies 4.5.6.8 through 4.5.6.21 in section 4.5.6 Natural Heritage System as policies 4.5.6.14 through 4.5.6.27;
- (511) By adding a policy after policy 4.5.6.27 and before 4.5.6.22 in section 4.5.6 Natural Heritage System as follows:
“4.5.6.28 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 heritage system”;
- (512) By renumbering policies 4.5.6.22 through 4.5.6.24 in section 4.5.6 Natural Heritage System as policies 4.5.6.29 through 4.5.6.30;
- (513) By adding three policies after policy 4.5.6.30 in section 4.5.6 Natural Heritage System as follows:
“4.5.6.31 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.

4.5.6.32 Natural heritage features which are to be dedicated to the City shall be provided in a condition satisfactory to the City (i.e. management of encroachment, management of non-native invasive species).

4.5.6.33 The City shall require the use of native species plantings at municipal facilities and along transportation routes and infrastructure corridors where feasible and appropriate.”;

- (514) By adding the following paragraph after paragraph one and before paragraph two in section 4.5.7 Valleylands and Watercourse Corridors:

“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 Chingaucousy Park are online ponds to the Etobicoke and Spring Creeks, respectively. The City has prepared a Citywide 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.”

- (515) By adding “Region of Peel and” after “the” and before “Conservation” in paragraph three in section 4.5.7 Valleylands and Watercourse Corridors;

- (516) By deleting “agriculture, conservation, multi-use trails and related facilities, horticultural nurseries, forestry, wildlife refuge, public or private parks, stormwater management facilities and golf courses. Development of these uses” after “include” and before “will” in paragraph four in section 4.5.7 Valleylands and Watercourse Corridors and replacing it with “existing agriculture, horticultural nurseries, stormwater management facilities, golf courses and public or private parks; as well as multi-use trails and related facilities, and conservation works such as forestry, and wildlife

refuge, and habitat rehabilitation and enhancement works.

Expansion of existing uses and new conservation projects”;

- (517) By adding a policy after policy 4.5.7.2 and before policy 4.5.7.3 in section 4.5.7 Valleylands and Watercourse Corridors as follows:

“4.5.7.2 Expansions of existing active recreational uses will not be permitted within significant wetlands; significant habitat of endangered and threatened species, and; other significant natural features within valley and watercourse corridors, unless it has demonstrated that there will be no negative impacts on the natural features or their ecological functions, and that restoration and enhancement are addressed to provide net environmental benefits in accordance with policies in section 4.5.6.”;

- (518) By adding a policy after policy 4.5.7.4 and before 4.5.7.5 in section 4.5.7 Valleylands and Watercourse Corridors as follows:

“4.5.7.5 The City shall prepare comprehensive and/or specific management plans, as appropriate, for the Citywide lake-pond systems.”

- (519) By renumbering policies 4.5.7.5 through 4.5.7.10 in section 4.5.7 Valleylands and Watercourse Corridors as 4.5.7.6 through 4.5.7.11;

- (520) By adding two policies after policy 4.5.8.2 and before policy 4.5.8.3 in section 4.5.8 Woodlands and the Urban Forest as follows:

“4.5.8.3 The City shall identify significant woodlands based on direction provided in provincial natural heritage reference manuals and/or qualified criteria and thresholds that are based on environmental, physiographic, social, cultural and economic factors;

4.5.8.4 The City shall further examine the inclusion of other wooded features such as plantations, cultural savannahs based on qualified criteria and thresholds developed in accordance with Policy 4.5.8.3, and in consideration of the significant ecological values that these

wooded features may contribute to the integrity and functions of the natural heritage system, as defined by a natural heritage study.”

- (521) By renumbering policies 4.5.8.3 through 4.5.8.6 in section 4.5.8 Woodlands and the Urban Forest as policies 4.5.8.5 through 4.5.8.8;
- (522) By adding a policy after policy 4.5.8.8 and before policy 4.5.8.7 in section 4.5.8 Woodlands and the Urban Forest as follows:
“4.5.8.9 The City shall work jointly with area municipalities 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”;
- (523) By renumbering policies 4.5.8.7 through 4.5.8.12 in section 4.5.8 Woodlands and the Urban Forest as policies 4.5.8.10 through 4.5.8.15;
- (524) By deleting “vulnerable” after “of” and before “threatened” in policy 4.5.12.1 in section 4.5.12 Fish and Wildlife Habitat;
- (525) By adding “listed in the Regulations under the provincial Endangered Species Act” after “species” and before “is” in policy 4.5.12.1 in section 4.5.12 Fish and Wildlife Habitat;
- (526) By deleting “Impact” after “Environmental” and before “Report” in policy 4.5.12.5 in section 4.5.12 Fish and Wildlife Habitat and replacing it with “Implementation”;
- (527) By adding “vegetation assessments and” after “including” and before “Tree” in policy 4.5.13.4 in section 4.5.13 Environmental Buffers, Setbacks and Linkages;
- (528) By deleting “naturalized” after “that” and before “buffers” in policy 4.5.13.5 in section 4.5.13 Environmental Buffers, Setbacks and Linkages;
- (529) By deleting “imposed” after “be” and before “from” in policy 4.5.13.5 in section 4.5.13 Environmental Buffers, Setbacks and Linkages and replacing it with “naturalized”;

- (530) By adding “natural, restored and/or enhanced” after “following” and before “valley” in policy 4.5.13.6 in section 4.5.13 Environmental Buffers, Setbacks and Linkages;
- (531) By deleting “valley corridors” after “space” and before “pedestrian” in policy 4.5.13.6 in section 4.5.13 Environmental Buffers, Setbacks and Linkages and replacing it with “including”;
- (532) By deleting “hedgerows; woodlands;” after “corridors” and before “stormwater” in policy 4.5.13.6 in section 4.5.13 Environmental Buffers, Setbacks and Linkages;
- (533) By adding “other” after “and” and before “tableland” in policy 4.5.13.6 in section 4.5.13 Environmental Buffers, Setbacks and Linkages;
- (534) By adding “that form External Connections” after “valleys” and before “beyond” in policy 4.5.13.9 in section 4.5.13 Environmental Buffers, Setbacks and Linkages;
- (535) By adding a policy after policy 4.5.13.9 and before policy 4.5.13.10 in section 4.5.13 Environmental Buffers, Setbacks and Linkages as follows:
“4.5.13.10 The City will examine opportunities to identify a Special Policy framework that will build upon the intent of the Greenbelt Plan, to promote restoration, enhancement, buffering and stewardship measures for these river valley connections”;
- (536) By deleting “Air Quality and Energy” from the title of section 4.5.15.2 and replacing it with “Culture of Conservation”;
- (537) By adding “The City generally intends that buffers are to be enhanced through vegetative plantings to support and enhance the ecological features and functions of the adjacent natural area.” after “municipality” in policy 4.5.13.11 in section 4.5.13 Environmental Buffers, Setbacks and Linkages;

- (538) By renumbering policies 4.5.13.10 through 4.5.13.13 in section 4.5.13 Environmental Buffers, Setbacks and Linkages as policies 4.5.13.11 through 4.5.13.14;
- (539) By deleting “Air Quality and Energy” from the title of section 4.5.12 and replacing it with “Culture of Conservation”;
- (540) By adding the following before paragraph one of section 4.5.15.2 Air Quality and Energy:

“To achieve sustainable development and create a complete community, municipalities must recognize and address the challenges and economic impacts that climate change poses to environmental and public health, and municipal infrastructure. Through the preparation of strategic documents and the management of municipal operations, the City must implement climate change adaptation and mitigation strategies and measures that are based on new science and technology, and environmental planning, conservation and management approaches.

The City of Brampton, and its’ residents and businesses and all levels of government share the responsibility for eliminating and minimizing our actions and behaviours that affect climate change. By acting local, we can make a difference to the environmental health of our community, particularly in the areas of air quality, energy, water and cultural heritage conservation and, the ecological health and diversity of the natural heritage system.

4.5.15.2.1 The City will develop a culture a culture of conservation that supports the application of practical and progressive energy, soil, land, water and air conservation and waste management, within our spheres of responsibility.

4.5.15.2.2 Further policies and programs to foster a culture of conservation will be provided in the Environmental Master Plan to be undertaken by the City.

Air Quality

- (541) By adding “and the economy. Brampton’s air quality is affected not only by local sources of pollution, but also from regional, provincial and transboundary sources. Brampton recognizes that local emissions will not only impact residents, but our neighbours that are downwind.” after “ecosystem” and before “A” in paragraph one of section 4.5.15.2 Culture of Conservation;
- (542) By adding “poor” after “to” and before “air” in paragraph one of section 4.5.15.2 Culture of Conservation;
- (543) By deleting “is energy use for travelling, especially by” after “quality” and before “private” in paragraph one of section 4.5.15.2 Culture of Conservation and replacing it with “are emissions from”;
- (544) By deleting “play” after “patterns” and before “an” in paragraph one of section 4.5.15.2 Culture of Conservation and replacing it with “, particularly urban sprawl that is characterized by low density, separated land uses and poor connectivity between land uses contributes to an increased reliance on car, and in turn, increased levels of air pollution. The City of Brampton has” ;
- (545) By deleting “minimizing the need for and length of” after “in” and before “travel” in paragraph one of 4.5.15.2 Culture of Conservation and replacing it with “developing a complete community that is characterized by multi-modal transportation systems, increased density that is transit oriented, mixed land uses, energy efficient development and green building designs that can minimize”;
- (546) By deleting “hence” after “travel” and before “energy” in paragraph one of section 4.5.15.2 Culture of Conservation and replacing it with “and reduce”;

- (547) By adding “therefore” after “and” and before “the” in paragraph one of section 4.5.15.2 Culture of Conservation;
- (548) By adding “active transportation including cycling and” after “and” and before “pedestrians” in policy 4.5.15.2.1, bullet three in section 4.5.15.2 Culture of Conservation;
- (549) By adding “and district energy systems” after “energy” in policy 4.5.15.2.1, bullet five in section 4.5.15.2 Culture of Conservation;
- (550) By adding a bullet after bullet five in policy 4.5.15.2.1, in section 4.5.15.2 Culture of Conservation as follows:
- “*Coordinate with our municipal partners the development of strategies and guidelines that strive to limit the impacts from existing and planned sources of harmful emissions.*”
- (551) By renumbering policies 4.5.15.2.1 and 4.5.15.2.2 in section 4.5.15.2 Culture of Conservation as policies 4.5.15.2.3 and 4.5.15.2.4;
- (552) By adding the following after paragraph one of 4.5.15.2 Culture of Conservation:
- “Energy**

The City of Brampton recognizes that conventional energy consumption is unsustainable and creates adverse environmental, economic and social impacts. Energy efficiency, energy conservation and energy management are the key principles to creating sustainable energy and development solutions for the City, and its residents and businesses. We must conserve energy by promoting energy efficient land use, green urban and building design, and alternative renewable energy systems, and we must plan and develop a healthy, green community by reducing greenhouse gas emissions and improving the air quality in the City of Brampton.

4.5.15.2.5 Given that the City intends to develop a long term energy plan for the City's Downtown, future proposals may be required to participate in studies that show how they contribute to the operation of this plan.

4.5.15.2.6 A corporate energy management strategy for the City's owned facilities, operation and management programs and activities will be developed with a focus on increasing energy efficiency and reducing energy consumption to reduce greenhouse gas emissions and air pollution.

Water

The City of Brampton recognizes that surface and ground waters, including rainwater and snowmelt are valuable resources and are intrinsic to creating a healthy, complete community and protecting the natural heritage system. The City is committed to the protection, maintenance and management of the City's water resources, and will define sustainable water efficiency, conservation and management strategies, programs and activities in conjunction with the Province, Region of Peel and Conservation Authorities.

Cultural Heritage Resources

Brampton's rich cultural heritage is supported by the Flower City Strategy and the policies in Section 4.9 of this Plan, and celebrated through the annual Communities in Bloom competition. Brampton has developed a comprehensive Heritage Resources Management program for its architectural and archaeological site, artefacts, traditions, and conservation of natural cultural heritage resources,

such as landscapes, woodlots, wetlands, watercourses, valleys, lakes, flora and fauna within a defined area, parks and historic corridors. Brampton recognizes that defined geographical areas of the City have been modified and characterized by human activity, and a holistic approach to natural and cultural heritage planning is necessary to protect the cultural heritage landscape. Conservation of natural and built cultural heritage is an integral part of the City's sustainable planning framework, especially in built up areas where intensification is planned."

- (553) By adding section 4.5.15.5 Natural Hazards after section 4.5.15.4 Contaminated Sites and Waste Disposal Sites as follows:

"Natural Hazards include Regulatory Storm floodplains, stability hazards of valley slope, and 100-year erosion and meander belt hazards of watercourse channels. Natural Hazards are based on data and/or mapping obtained from the Toronto and Region Conservation Authority and Credit Valley Conservation Authority, and/or reference guides developed by the Ministry of Natural Resources. Refinement of the boundaries of natural hazard areas may be made when subwatershed studies and other environmental studies are prepared as part of the development approval process from Block Plans to plans of subdivisions.

An important aspect of environmental planning and management is protecting public health and safety through eliminating, minimizing and mitigating the potential risks associated with natural and man-made hazards. This would be achieved through a proactive and precautionary approach to land use planning, in tandem with a process of risk identification, monitoring and management implemented in accordance with the Provincial Emergency Management Act."

Section 4.6 Recreational Open Space

- (554) By adding “and cultural” after “natural” and before “heritage” in paragraph two of section 4.6 Recreational Open Space;
- (555) By adding “Cultural Heritage” after “Management” and before “Transportation” in paragraph three of section 4.6 Recreational Open Space;
- (556) By deleting “and the” after “Plan” and before “Provincial” in paragraph four of section 4.6 Recreational Open Space and replacing it with “and provincial policies including”;
- (557) By adding “, 2005 and the Growth Plan for the Greater Golden Horseshoe” after “Statement” in paragraph four of section 4.6 Recreational Open Space;
- (558) By adding “includes” after “which” and before “strategies” in paragraph five of section 4.6 Recreational Open Space;
- (559) By deleting “alternative modes of transportation” after “providing” and before “the” in paragraph five of section 4.6 Recreational Open Space and replacing it with “active transportation”;
- (560) By deleting “Council is committed to preparing a” before “Parks” in paragraph six of section 4.6 Recreational Open Space and replacing it with “The City’s”;
- (561) By deleting “in the future. Recognizing” after “policies” and before “the” in paragraph six of section 4.6 Recreational Open Space and replacing it with “, and recognizing”;
- (562) By adding the following objective after objective f) and before objective g) of section 4.6 Recreational Open Space:
“g) Consider the planning and design of new pathway routes in a manner that promotes a safe, efficient and effective active transportation network;
- (563) By renumbering objective g) in section 4.6 Recreational Open Space as objective h);

- (564) By adding the following objectives after objective h) and before objective h) of section 4.6 Recreational Open Space:
“i) Manage, restore and enhance recreational open space to support and link elements of the natural heritage system;

j) Provide opportunities within open space features, both parks and natural and cultural heritage areas, which foster a better community and resident understanding and appreciation of environmental education and stewardship.”
- (565) By renumbering objectives h) and i) in section 4.6 Recreational Open Space as objectives k) and l);
- (566) By deleting “will develop” after “City” and before “a” in policy 4.6.1.5 in section 4.6.1 General Recreational Open Space Policies and replacing it with “has developed”;
- (567) By adding “The provision of recreational facilities within public parkland will be responsive to the needs as determined by the” after “Parks” in policy 4.6.1.6 of section 4.6 Recreational Open Space;
- (568) By adding the following policy after policy 4.6.1.19 in section 4.6.1 General Recreational Open Space Policies:
“4.6.1.20 The open space system may include features such as rooftop gardens, communal courtyards, squares, plazas and other urban spaces particularly in areas such as the Central Area but also throughout the City, where appropriate.”
- (569) By adding “cultural heritage landscape,” after “features” and before “undulating” in policy 4.6.4.2 in section 4.6.4 Natural Heritage Features;
- (570) By deleting “The above” after “function” and before “should” in policy 4.6.4.2 in section 4.6.4 Natural Heritage Features and replacing it with “These factors”;

- (571) By adding the following policy after policy 4.6.4.4 in section 4.6.4 Natural Heritage Features:
“4.6.4.5 The City shall manage, restore and enhance recreational open space to support and link elements of the natural heritage system.”;

Section 4.7 Infrastructure and Utilities

- (572) By adding an objective before objective a) in section 4.7 Infrastructure and Utilities:
a) *Promote green, sustainable infrastructure and utility development;*
- (573) By renumbering objective a) in section 4.7 Infrastructure and Utilities as objective b)
- (574) By deleting objective b) in section 4.7 Infrastructure and Utilities and replacing it with the following:
“b) Work with the Region of Peel and all utility providers on the planning and installation of all water, wastewater and utility infrastructure to ensure infrastructure is established and phased as appropriate to accommodate new growth particularly within areas where increased intensity is encouraged”
- (575) By adding the following objective after objective b) and before objective b) in section 4.7 Infrastructure and Utilities:
“c) Work with the Region of Peel and all utility providers to ensure infrastructure is provided in a timely and efficient manner”;
- (576) By renumbering objectives b) and c) section 4.7 Infrastructure and Utilities to objectives d) and e);
- (577) By adding “to service the anticipated growth for the City to 2031” after “Brampton” in objective e) of section 4.7 Infrastructure and Utilities;
- (578) By adding the following objective after objective e) and before objective d) in section 4.7 Infrastructure and Utilities:

“f) Recognize that the City’s surface and ground waters, including rainwater and snowmelt as a valuable resource, and will implement a hierarchy of stormwater management that will aid in protecting both surface and ground waters for potable water supplies”

- (579) By adding “while servicing the anticipated growth to 2031” after “design” in objective d) of section 4.7 Infrastructure and Utilities;
- (580) By adding “while servicing the anticipated growth to 2031” after “principles” in objective e) of section 4.7 Infrastructure and Utilities;
- (581) By renumbering objectives d), e), f) and g) in section 4.7 Infrastructure and Utilities as objectives g), h), i) and j);
- (582) By adding “and business community” after “public” and before “on” in section 4.7 Infrastructure and Utilities;
- (583) By adding “sustainable” after “on” and before “methods” in policy 4.7.2.2 of section 4.7 Infrastructure and Utilities;
- (584) By adding “and the Conservation Authorities” after “Peel” and before “in” in policy 4.7.2.2 of section 4.7 Infrastructure and Utilities;
- (585) By adding “Integrated” before “Waste” in the title of section 4.7.5;
- (586) By deleting “will continue to promote” after “City” and before “more” in paragraph one of section 4.7.5 Waste Management and replacing it with “supports a culture of conservation that promotes”;
- (587) By adding “integrated” after “sustainable” and before “waste” in paragraph one of section 4.7.5 Waste Management;
- (588) By adding “and” after “protection” and before “protection” in policy 4.7.5.1 vi) of section 4.7.5 Waste Management’;
- (589) By deleting “various” after “of” and before “natural” in policy 4.7.5.1 vi) of section 4.7.5 Waste Management’;
- (590) By adding a policy after policy 4.7.5.1 and before policy 4.7.5.2 in section 4.7 Infrastructure and Utilities as follows:
“4.7.5.2 Encourage that all waste material be considered a potential resource stream and the City and local businesses should

investigate options for establishing new value-added products or services from existing waste resources”;

- (591) By renumbering policies 4.7.5.2 through 4.7.5.10 in section 4.7 Infrastructure and Utilities as policies 4.7.5.3 through 4.7.5.11;

Section 4.8 Institutional & Public Uses

- (592) By deleting “planned to be” after “is” and before “main” in paragraph two of section 4.8.5 Health Care Facilities and replacing it with “a”;
- (593) By deleting “before the end of 2007” after “City” and before “With” in paragraph two of section 4.8.5 Health Care Facilities and replacing it with “in 2007”;
- (594) By adding “campus as providing an important health related function” after “Hospital” and before “in” in paragraph two of section 4.8.5 Health Care Facilities;
- (595) By adding “Urban Growth Centre and” after “the” and before “Central” in paragraph two of section 4.8.5 Health Care Facilities;
- (596) By deleting “to” after “Area” and before “continue” in paragraph two of section 4.8.5 Health Care Facilities and replacing it with “which will”;
- (597) By deleting “providing” after “continue” and before “medical” in paragraph two of section 4.8.5 Health Care Facilities and replacing it with “to provide”;
- (598) By adding “including reinvestment in the Peel Memorial Hospital campus located in the City’s Urban Growth Centre and Central Area” after “Brampton” in policy 4.8.5.1 in section 4.8.5 Health Care Facilities;

Section 4.10 Urban Design

- (599) By adding “and environmental health,” after “quality-of-life” and before “and” in paragraph one of section 4.10 Urban Design;

- (600) By deleting “waterways” after “and” and before “and” in bullet three of paragraph one of section 4.10 Urban Design and replacing it with “natural features”;
- (601) By adding “and natural support systems” after “Nature” in bullet five of section 4.10 Urban Design;
- (602) By adding “and environmental” after “Human” and before “health” in bullet six of section 4.10 Urban Design;
- (603) By adding “cultural” after “rich” and before “heritage” in objective b) of section 4.10 Urban Design;
- (604) By deleting “and” after “features” and before “road” in policy 4.10.2.1.2 of section 4.10 Urban Design;
- (605) By adding “and sustainable management practices.” after “infrastructure” and before “The” in policy 4.10.2.1.2 of section 4.10 Urban Design;
- (606) By deleting “. There” after “Theatre” and before “are” in paragraph one of section 4.10.2.2 Public Squares and Landmarks and replacing it with “, there”;
- (607) By deleting “and” after “system” and before “valley” in paragraph two of section 4.10.2.5 Public Spaces and Civic Projects;
- (608) By adding “and headwater areas” after “corridors” and before “Engineering” in paragraph two of section 4.10.2.5 Public Spaces and Civic Projects;
- (609) By adding “The urban open space system may also include features such as rooftop gardens and communal courtyards.” After “Plan” in paragraph two of section 4.10.2.5 Public Spaces and Civic Projects;
- (610) By adding a bullet after bullet four and before bullet five in policy 4.10.2.5.1 of section 4.10.2.5 Public Spaces and Civic Projects as follows:

- *Preserve the natural functions of lands and vegetation for stormwater absorption and treatment, and improving air quality;*

- (611) By deleting “As well, the City is required to meet the minimum target, set by the Province’s Growth Plan, of accommodating 40 percent of future growth through residential intensification and redevelopment within the built-up area starting by 2015” after “growth” in paragraph two of section 4.10.3.2 Community Revitalization;
- (612) By deleting “and” after “colour” and before “materials” in policy 4.10.3.2.3 of section 4.10.3.2 Community Revitalization;
- (613) By adding “and cultural heritage conservation” after “materials” in policy 4.10.3.2.3 of section 4.10.3.2 Community Revitalization;
- (614) By adding a policy after policy 4.10.3.2.8 in section 4.10.3.2 Community Revitalization as follows:
“4.10.3.2.9 Cultural heritage resources on site subject to community revitalization shall be protected and restored in accordance with the Cultural Heritage policies of this Plan.”;
- (615) By deleting “nodes” after “at” and before “and” in paragraph two of section 4.10.3.3 Transit-Oriented Development and replacing it with “Mobility Hubs, Major Transit Station Areas”;
- (616) By deleting “A density ranging from 15 to 25 units per acre (upa) or higher will be applied to these developments to support transit” after “uses” and before “As” in paragraph two of section 4.10.3.3 Transit-Oriented Development and replacing it with “Densities for these areas shall be in accordance with section 3.0 of this Plan.”;
- (617) By adding “intensification corridors and other” after “along” and before “arterial” in policy 4.10.3.3.3 in section 4.10.3.3 Transit-Oriented Development;

- (618) By deleting “nodes and” after “designated” and before “corridors” in paragraph two of section 4.10.3.4 Mixed-Use Development and replacing it with “Mobility Hubs, and intensification”;
- (619) By deleting “nodes and” after “designated” and before “corridors” in policy 4.10.3.4.1 of section 4.10.3.4 Mixed-Use Development and replacing it with “Mobility Hubs and Intensification”;
- (620) By deleting policies 4.10.3.6.5 and 4.10.3.6.6 of section 4.10.3.6 Auto-Oriented Development;
- (621) By adding the following sections after section 4.10.3.6 Auto-Oriented Development:

“4.10.3.7 Loading Areas

4.10.3.7.1 Loading areas are necessary to help service business operations. They shall be designed to:

- Minimise the visual, noise, and air impact on the surrounding environment. In commercial development, the service and loading areas shall be located away from residential areas, arterial roads and primary roads;*
- Orientate away from the general circulation of people and automobiles;*
- Be accessible but not highly visible;*
- The implementing zoning by-law may contain setback provisions between loading areas and arterial roads; and,*
- Maintain a reasonable separation distance from residential areas.*

4.10.3.8 Parking

4.10.3.8.1 Site planning should minimise the areas of parking as much as possible through their configuration, the use of landscaping and grading. This can be achieved by locating parking to the rear of buildings and in areas that can be appropriately screened from the adjacent street and surrounding land uses by the

use of landscaping. The following design principles shall apply to parking:

- *Parking areas shall be organized into small units separated by landscaping and pedestrian facilities to provide safe, attractive pedestrian environments and visual enhancement. Large unarticulated parking areas shall not be permitted;*
- *Sustainable stormwater practices such as permeable pavement and bioretention should be integrated into parking areas to the greatest extent feasible;*
- *Convenient surface parking shall be provided for commercial areas without affecting the character of major streetscapes. Parking areas should be located whenever possible at the rear or side of the blocks and connected to the streetscape through pedestrian links or covered ways;*
- *In institutional areas, access point to parking areas shall be minimised to reduce their impact on the surrounding streetscapes. Shared parking with adjacent parks shall be considered; and,*
- *On-street parking is encouraged on primary roads to promote convenience and traffic calming where it is compatible with or does not conflict with the provision of transit service.*

(622) By adding “as per the Architectural Control Guidelines chapter of the Development Design Guidelines” after “Control” in bullet two of policy 4.10.4.3 in section 4.10.4 Implementation;

Section 4.11 Financial and Phasing

(623) By deleting “Noise” after “Concerns” and before “Favours” in policy 4.11.2.1 (vii) of section 4.11.2 Phasing and replacing it with “Sustainability”;

- (624) By adding “sustainable, contribute to the conservation of water and energy, are” after “are” and before “likely” in policy 4.11.2.1 (vii) of section 4.11.2 Phasing;
- (625) By deleting “would cause the least” after “which” and before “adverse” in policy 4.11.2.1 (vii) of section 4.11.2 Phasing and replacing it with “minimize and mitigate”;
- (626) By adding “natural hydrologic regime” after “areas” and before “and” in policy 4.11.2.1 (vii) of section 4.11.2 Phasing;

Section 4.13 Special Study Areas, Corridor Protection Areas and Special Land Use Policy Areas

- (627) By deleting “It has been proposed for prestige industrial and commercial uses but needs further evaluation to ascertain whether the market can support this form of development in this location” from paragraph one of section 4.13.1.1 North Airport Road/Industrial Special Study Area and replacing it with “These lands were proposed for prestige industrial and commercial uses and were reviewed with the employment lands studies undertaken as part of the City’s Provincial Growth Plan conformity review.”;
- (628) By deleting policy 4.13.1.1.1 in section 4.13.1.1 North Airport Road/Industrial Special Study Area and replacing it with the following:
“4.13.1.1.1 Given the findings of the City-wide employment lands review, the lands subject to this special study area are designated Business Corridor to allow for a mix of employment land employment and population related employment uses. These lands continue to be identified as a special study area to allow for appropriate amendments to the Secondary Plan recognizing that the Secondary Plan will require unique policies to establish an appropriate mix of commercial, employment and institutional policies which provide for population related employment with appropriate restrictions such that a district retail centre is not

created as well as providing opportunities for employment and institutional uses to locate.”;

- (629) By adding a section after section 4.13.1.2 Mayfield Road/Goreway Drive Special Study Area as follows:

“4.13.1.3 Clarkway Drive/Castlemore Road/Mayfield Road Special Study Area

Lands east of Clarkway Drive, north of Castlemore Road and south of Mayfield Road are primarily designated Industrial with a portion east of Clarkway Drive currently designated Residential. As part of the background to the preparation to the City’s Growth Plan Amendment, the need for the City to designate additional employment land and find opportunities to intensify existing designated lands was identified.

4.13.1.1.1 The City shall conduct a study and analysis of employment generation and design as part of the Secondary Planning process, which shall include policies and strategies to encourage the development of higher density employment uses and evaluate the viability of the lands currently designated Residential east of Clarkway Drive to be redesignated Industrial. The potential redesignation shall address the area’s contribution to the City’s future employment land needs.”

Section 4.14 North West Brampton Urban Development Area

- (630) By adding the following after (v) and before (vi) in policy 4.14.5 of section 4.14 North West Brampton Urban Development Area:
“(vi) employment areas will be targeted for higher order, higher density employment uses and lower density uses (i.e. warehousing and distribution) will be discouraged”;

- (631) By renumbering (vi) through (xi) of policy 4.14.5 of section 4.14 North West Brampton Urban Development Area as (vii) through (xii);
- (632) By adding “designating and” before “protecting” in policy 4.14.5 (xii) of section 4.14 North West Brampton Urban Development Area;
- (633) By adding “a” after “protecting” and before “natural” in policy 4.14.5 (xii) of section 4.14 North West Brampton Urban Development Area;
- (634) By adding “system that connects and supports existing natural” after “heritage” and before “features” in policy 4.14.5 (xii) of section 4.14 North West Brampton Urban Development Area;
- (635) By adding “within developed areas of Brampton and connects to regional natural heritage systems of the Credit River valley corridor and the Greenbelt” after “areas” in policy 4.14.5 (xii) of section 4.14 North West Brampton Urban Development Area;
- (636) By adding the following policy after policy 4.14.5 (xii) of section 4.14. North West Brampton Urban Development Area:
“(xiii) promote sustainable development that protects surface and groundwater resources through the implementation of sustainable stormwater management practices that incorporates source, conveyance and end of pipe measures in public and private ownership;
- (637) By renumbering policies 4.14.5 (xii) through (xx) in section 4.14 North West Brampton Urban Development Area as 4.14.5 (xiii) through (xxi);

Section 5.0 Implementation

- (638) By adding the following definition after the definition for “Accessibility Technical Standards” in section 5.2 Definitions:
“Active Transportation is any form of human-powered transportation such as cycling, walking and/or in-line skating. It is any trip made

for the purposes of getting yourself, or others, to a particular destination – to work, to school, to the store or to visit friends. Walking and cycling are the most popular forms of active transportation. It can also involve combining modes such as walking/cycling with public transit.”;

- (639) By adding the following definitions after the definition for “Buffer” and before the definition for “Bus Rapid Transit (BRT)” in section 5.2 Definitions:

“Built-up Area” means all land within the built boundary.

“Built Boundary” means the limits of the developed urban area as defined by the Ministry of Energy and Infrastructure in 2006 and as shown on “Schedule 1”;

- (640) By deleting “means flexible, rubber-tired form of rapid transit” after “(BRT)” and before “that” in the definition for “Bus Rapid Transit (BRT)” in section 5.2 Definitions and replacing it with “bus based transit service”;

- (641) By adding the following definition after the definition for “Compensation” and before the definition for “Comprehensive Review” in section 5.2 Definitions:

“Complete Communities” meet 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 residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided”;

- (642) By adding the following definition after the definition for “Conservation” and before the definition for “Density Transfer” in section 5.2 Definitions:

“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.”

- (643) By adding the following definition after the definition for “Design Guidelines” and before the definition for “Development” in section 5.2 Definitions:

“Designated Greenfield Area” is the area within a settlement area that is not the built-up area.”;

- (644) By adding the following definition after the definition for “Ecological Function” and before the definition for “Ecosystem” in section 5.2 Definitions:

“Ecological Goods and Services” means the benefits resulting from a health ecosystem which accrue to all living organisms including humans, animals and plants. Examples of ecological goods are clean air and fresh water. Examples of ecological services include maintenance of biodiversity, purification of air and water, soil and vegetation generation and renewal etc. The products and processes of ecological goods and services are complex and occur over long periods of time.”

- (645) By adding the following definition after the definition for “High Occupancy Vehicle (HOV) Lane” and before the definition for “Hotel” in section 5.2 Definitions:

“Higher Order Transit” means transit that generally operates in its own dedicated right-of-way, outside of mixed traffic, and therefore can achieve a frequency of service greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways), light rail (such as streetcars), and buses in dedicated rights-of-way.”;

(646) By adding the following definition after the definition for “Intensification” and before the definition for “Lodging House” in section 5.2 Definitions:
“Intensification Corridors” as indicated on Schedule “1”, are opportunities for intensification areas along major roads, arterials or higher order transit corridors that have the potential to provide a focus for higher density mixed-use development consistent with planned transit service levels.”;

(647) By adding the following definitions after the definition for “Low Density Form of Development” and before the definition for “Meander Belt” in section 5.2 Definitions:
“Major Office” generally means freestanding office buildings of 10,000 square metres (107,650 square feet) or greater, or with 500 jobs or more

“Major Transit Station Area” is the area including and around an y existing or planned higher order transit station within a settlement area; or the area including and around a major bus depot in an urban core. Station areas generally are defined as the area within an approximate 500m radius of a transit station, representing about a 10-minute walk.;

(648) By adding the following definitions after the definition for “Mobile Home” and before the definition for “Motel” in section 5.2 Definitions:
“Mobility Hub” a Major Transit Station Area which is located at the interchange of two or more current or planned regional rapid transit lines as identified in the Regional Transportation Plan. Mobility Hubs are places of connectivity where different modes of transportation come together and where there is, or is planned to be, an attractive, intensive concentration of employment, living,

shopping and recreation. Mobility Hub areas generally are defined as the area within an approximate 800m radius of the interchange.

“Mobility Hub – Anchor” a Mobility Hub which has strategic importance due to its relationship within the Urban Growth Centre. An Anchor Mobility Hub has the potential to transform the regional urban structure and act as anchors of the regional transportation system

“Mobility Hub – Gateway” a Mobility Hub which is not an Anchor Mobility Hub;

- (649) By adding “and may be prepared concurrently with Secondary Plans” after “plans” and before “The” in policy 5.4.14 in section 5.4 Secondary Plans;
- (650) By deleting “two stage” after “following” and before “process” in policy 5.5.6 of section 5.5 Community Block Plans and Tertiary Plans;
- (651) By deleting “Step One – Approval of the Block Plan Concept” before the first bullet in policy 5.5.6 of section 5.5 Community Block Plans and Tertiary Plans;
- (652) By deleting the fourth bullet in policy 5.5.6 of section 5.5 Community Block Plans and Tertiary Plans;
- (653) By deleting “Step Two – Finalize the Community Block Plan” after the fourth bullet in policy 5.5.6 of section 5.5 Community Block Plans and Tertiary Plans;
- (654) By adding “and Community Block Plan amendment” after “Plan” and before “by” in the seventh bullet in policy 5.5.6 of section 5.5 Community Block Plans and Tertiary Plans;
- (655) By adding “and agreements” after “studies” and before “to” in policy 5.5.7 of section 5.5 Community Block Plans and Tertiary Plans;

- (656) By adding “and agreements” after “studies” and before “which” in policy 5.5.7 of section 5.5 Community Block Plans and Tertiary Plans;
- (657) By adding “scoped to unique qualities of the Community Block Plan area” after “document” and before “including” from the third bullet in policy 5.5.7 of section 5.5 Community Block Plans and Tertiary Plans;
- (658) By deleting “and,” after “analysis” from the eighth bullet in policy 5.5.7 of section 5.5 Community Block Plans and Tertiary Plans;
- (659) By adding the following after the ninth bullet in policy 5.5.7 of section 5.5 Community Block Plans and Tertiary Plans:
- *“Spine Servicing Agreements, where applicable; and*
 - *Agreements for the Single Source Delivery of Development Charge Funded Road Infrastructure, where applicable.”*
- (660) By deleting “1990” after “Act” in policy 5.18.2 of section 5.18 Legal Non-Conforming Uses and replacing it with “R.S.O., 1990, c.P.13, as amended”;
- (661) By renumbering sections 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.7, 4.8, 4.9, 4.10, 4.11, 4.12, 4.13, 4.14 and 4.15 as 4.2, 4.3, 4.4, 4.5, 4.6, 4.7, 4.8, 4.9, 4.10, 4.11, 4.12, 4.13, 4.14, 4.15 and 4.16 respectively;

Approved as to Content:

Adrian Smith, MCIP, RPP
Director, Planning and Land Development Services

Background Material to
Amendment Number OP 2006 -

Attached is a copy of a planning report dated (date) and a report dated (date) forwarding the notes of the Public Meeting held on (date) after notification in the local newspaper and the mailing of notices to assessed owners of properties within 800 (900) metres of the subject lands.

The following written submissions were received with respect to the proposed amendment:

 (list all external comments including those from public) (date received)