



HERITAGE HEIGHTS SECONDARY PLAN



2024

CITY OF BRAMPTON OFFICIAL PLAN

PART II

CHAPTER 52

HERITAGE HEIGHTS SECONDARY PLAN

SECONDARY PLAN AREA 52

EXPLANATORY NOTE

Office Consolidation Heritage Heights Secondary Plan Area 52 CHAPTER 52

General (pertaining to all secondary plan office consolidations)

- i. Secondary plan office consolidations are provided for convenience only but have no *Planning Act* status. For official reference, recourse should be had to the original documents pertaining to each secondary plan.
- ii. As noted in the 2006 Official Plan (policy 5.4.10 in the 1993 Official Plan) the documentation that constitutes a specific secondary plan may consist of a Chapter in Part II of the current 2006 Official Plan, or a retained Chapter in Part IV of the 1984 Official Plan, or an amendment to or chapter of the 1978 Consolidated Official Plan.
- iii. Secondary plans form part of the Official Plan and are to be read in conjunction with all policies of the Official Plan, including interpretation and implementation provisions.
- iv. Where there is conflict or 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 current Official Plan shall prevail. When such a conflict is identified, efforts shall be made to revise the plans to correct the conflict.
- v. Reference to any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.
- vi. When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1984, 1993 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and applicable part of the secondary plan, unless:
 - (a) the referenced provision is in conflict with the current Official Plan;
 - (b) the referenced provision is superseded by a more recently adopted equivalent provision; or,
 - (c) it is evident that it was the intention of Council at the time of the repeal of the predecessor Official Plan that the referenced provision was not to be considered active and applicable for such secondary plan purposes in the future.

- vii. The Council of the City of Brampton is responsible for interpreting any provision within the Official Plan and secondary plans.

Specific (Secondary Plan 52, Heritage Heights Secondary Plan)

This office consolidation of the Heritage Heights Secondary Plan consists of Chapter 52 of the document known as the 2006 Official Plan.

Chapter 52 is based on Official Plan Amendment OP2006-_____ to the document known as the 2006 Official Plan, as adopted by City Council on _____ (By-Law_____).

The following Official Plan Amendments, as approved by the Region of Peel or the City of Brampton, and Ontario Land Tribunal order(s), have also been incorporated:

-nil-

This office consolidation is provided for convenience only. For official reference, recourse should be had to the original documents noted above.

1 INTRODUCTION

1.1 How to Read This Secondary Plan

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

The Secondary Plan is organized into thirteen sections:

- **Section 1:** Introduction
- **Section 2:** Vision & Guiding Principles
- **Section 3:** Precinct Area Structure
- **Section 4:** Environmental Sustainability and Climate Change
- **Section 5:** Natural Heritage System Planning & Resource Protection
- **Section 6:** Land use Structure
- **Section 7:** Public Realm
- **Section 8:** Built Form & Urban Design
- **Section 9:** Culture & Heritage
- **Section 10:** Mobility
- **Section 11:** Housing, Community Services and Facilities
- **Section 12:** Servicing
- **Section 13:** Implementation and Interpretation

1.2 Who is this Secondary Plan meant for?

The vision for the Heritage Heights Secondary Plan Area was developed in collaboration with the City of Brampton, Region of Peel, Credit Valley Conservation Authority, key stakeholders, and affected landowners, along with the broader public. The concepts and ideas articulated in this Secondary Plan promote environmental, social and economic sustainability which advance the City’s 2040 Vision.

City Council will use this Secondary Plan to make decisions on planning and development proposals within the Secondary Plan Area shown on Schedule 52-1 – Secondary Plan Area. City Planning Staff will use this document to work with the public and land developers to achieve the vision described in this Secondary Plan, to educate and raise awareness about future development, and to make recommendations to City Council on development proposals, public works, and infrastructure.

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

1.3 Location

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

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

1.4 Purpose

1.4.1 This Secondary Plan:

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

2 VISION AND GUIDING PRINCIPLES

The Heritage Heights Secondary Plan functions as the north-western gateway to the City of Brampton from the neighbouring municipalities of Halton Hills and Caledon.

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

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

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

2.2 Realizing the Vision

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

- a) The Heritage Heights Secondary Plan Area will be a sustainable, complete, urban, and resilient community that provides for a full range of residential and employment opportunities.
- b) The Secondary Plan Area will be an active, healthy, and vibrant place with connections to the surrounding community and other areas of the City, where new communities will be designed to be pedestrian-friendly, walkable, and transit-supportive.
- c) Community services and facilities, and transportation and servicing infrastructure, will support new and existing communities in keeping pace with future growth. Well-designed neighbourhoods and blocks will be founded on principles of urban design excellence, and will include a range of uses, built form types, densities, and heights appropriate to their location.

- d) Development adjacent or near the planned Natural Heritage System and/or heritage resources will protect their natural and cultural heritage features and functions, and integrate them into site design to enhance the overall character of the community. Parks and open spaces will provide active and passive spaces, as appropriate, that support the mental and physical health and well-being of residents.
- 2.2.2 The vision for the Heritage Heights Secondary Plan Area encourages urban, transit-oriented, walkable communities that promote a vibrant pedestrian realm and experience. This goal will be achieved through Precinct Planning, Urban Design Guidelines, area specific policies, Community Planning Permit Systems, area specific zoning by-laws, and other supporting strategies, tools, and studies identified in this Secondary Plan.
 - 2.2.3 All development within the lands shown on Schedule 52-1 – Secondary Plan Area will generally conform to the overall vision for change identified in this Secondary Plan.
 - 2.2.4 The realization of the Secondary Plan vision is expected to occur by 2051 and beyond. Development will support the long-range vision of this Secondary Plan.
- ### 2.3 Guiding Principles
- 2.3.1 Development in the Secondary Plan Area will be informed by the following guiding principles to bring about the vision in:
 - a) Supporting active, healthy, vibrant, walkable, and resilient communities for people to live, work, learn, and play.
 - b) Achieving compact development with a diverse mix of housing forms, tenures, and types to support active neighbourhoods and broad range of affordable housing options.
 - c) Implementing low carbon, sustainable and climate change resiliency plans, infrastructure, technologies, and design approaches.
 - d) Leveraging and promoting Brampton’s diversity in arts and culture to create focal points and attract investment to the area.
 - e) Protecting and enhancing to the Natural Heritage System and conserving cultural heritage assets in creating local destinations and opportunities for compatible passive and active uses.
 - f) Fostering a competitive environment for employment and economic development.
 - g) Planning for the physical, mental, and social well-being of residents through the design of people-centric spaces that are safe, accessible, affordable, and age-friendly.
 - h) Delivering a well balanced, connected, safe network of parks and open spaces that will provide both active and passive opportunities, as appropriate, that support the mental and physical health and well-being of residents.

2.4 Objectives

- 2.4.1 Development in the Secondary Plan Area will be informed by the following objectives. Objectives of this plan are the catalytic elements that are foundation to the implementation of the vision and guiding principles in this Secondary Plan:

15 -Minute Walk

- a) Communities will be premised on the '15-minute neighbourhood'. A connected system of green corridors and pedestrian, cycling, and street networks will promote walkability, accessibility, and connections to transit, and local and regional destinations.

Creating a Vibrant Complete Community

- b) A complete community with a range and balanced mix of land uses and varied levels of planned intensification will be supported by a full range of housing and transportation options, community services and facilities, and infrastructure.
- c) Land uses and built form will, together, respond appropriately to their existing and planned context and transportation and servicing conditions.
- d) Urban built form, and a mix of land uses which may include retail, commercial and institutional uses, is anticipated at the intersection of major thoroughfares.
- e) An active, diverse, and vibrant community will be supported by a high-quality public realm.
- f) Development and civic and/or private open spaces will respect and reinforce the natural and cultural heritage assets of the Secondary Plan Area through the conservation, restoration, and enhancement of the Natural Heritage System, heritage structures and landscapes.
- g) Development in the Secondary Plan Area will generally not outpace investment in community services and facilities that support a livable and complete community.

A Connected System of Natural Heritage Areas, Parks and Amenity Spaces

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

Promoting Mobility

- k) A potential GO Station could be located on the Kitchener GO Line. The GO Station would connect the Heritage Heights Secondary Plan with the City, Region, and Greater Toronto Area, and would be a central hub of activity.

The location of a GO Station and planned transit stations will be supported by transit-supportive land uses and densities. Throughout the Precinct Planning process opportunities for joint development and integrated transit stations, with limited surface parking availability through precinct plans will be explored.

- l) A fine-grained network of complete streets that will support a connected, walkable, sustainable, and resilient community.

Community Wellness

- m) A future hospital/health and wellness facility will be a main hub of activity for the Secondary Plan Area. The future hospital/health and wellness facility will be strategically located in a main hub of activity and provide essential community and health services to a growing population within the community and will support healthy, active living.

Community Services and Facilities

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

Sustainable and Resilient Communities

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

3 PRECINCT AREA STRUCTURE

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

Precinct Plans will form part of the City of Brampton Official Plan and will be consolidated as a further Chapter of this Heritage Heights Secondary Plan.

- 3.1 The Secondary Plan Area will develop in a transit-supportive manner in accordance with the Provincial policy and the policies contained within the Regional and City of Brampton Official Plan, including the policies of this Secondary Plan.
- 3.2 The Heritage Heights Secondary Plan Area is organized into seven (7) distinct Precinct Areas. Each Precinct Area will have its own identity and Precinct Plan and will be guided by the policies in this Secondary Plan.
- 3.3 Schedule 52-2 – Precinct Areas identifies the boundaries of seven (7) Precinct Areas, each of which will have a unique Precinct Plan. These Precinct Areas are:
 - a) Precinct Plan Area 52-1
 - b) Precinct Plan Area 52-2
 - c) Precinct Plan Area 52-3
 - d) Precinct Plan Area 52-4
 - e) Precinct Plan Area 52-5
 - f) Precinct Plan Area 52-6
 - g) Precinct Plan Area 52-7
- 3.4 Departures from Policy 3.3 can be addressed pursuant to Policy 13.1.9 of this Plan.
 - 3.4.1 Development for the lands located between the boundary of the Mount Pleasant Secondary Plan Area and the Preliminary Highway and Transitway Right-of-Way, north of Bovaird Drive and south of the CN Rail Corridor, will be addressed in coordination with the planning process for the adjacent Mount Pleasant Secondary Plan Area (51-3).

- 3.5 Precinct Areas will serve as the basis for the comprehensive planning framework set out in this Plan.
- 3.6 Building Heights
 - 3.6.1 Building Heights will be permitted generally in accordance with policies in Section 8.4 of this Secondary Plan.
- 3.7 Area Structure
 - 3.7.1 Development will be structured by the elements identified on Schedule 52-6 – Land Use Structure and in accordance with the policies in this Secondary Plan.
- 3.8 Providing Mobility Options
 - 3.8.1 The transportation network will include a variety of mobility options to promote movement through the Secondary Plan Area and beyond, and encourage access to walking, cycling and the use of public transit as a means of enhanced connectivity and circulation.
 - 3.8.2 The Heritage Heights Secondary Plan respects the Regional importance of goods movement. The transportation network will provide opportunities for through traffic and goods movement corridors, but will prioritize the quality of life for those who live, work, learn and play within the community by creating walkable, safe, and complete streets, with reduced design speeds and reduced rights of way widths.
 - 3.8.3 Together with a fine-grained street network and transit system, the walking and cycling network will form the underlying structure for the future development of the Secondary Plan Area. The transportation network will create connections between Precincts, to neighbouring communities, across the City, Region, and Greater Toronto Area, as identified in Schedule 52-8 – Street Network and Schedule 52-10 – Pedestrian and Cycling Network.
 - 3.8.4 Schedule 52-8 – Street Network and Schedule 52-10 – Pedestrian and Cycling Network establish the existing and planned transportation network that will support a mix of land uses and densities. The street network will be further refined during the Precinct Planning process.
- 3.9 Precinct Planning
 - 3.9.1 Precinct Plans will be developed to outline development principles and guidelines for each Precinct in more detail and will direct how lands can be developed to meet the broader policies of this Secondary Plan. Precinct Plan implementation policies are found in Section 13 of this Plan. Precinct Planning is equivalent to the City of Brampton’s Community Block Planning Process. Development applications may be processed concurrently with the processing of Precinct Plans within the Secondary Plan Area.

3.9.2 Precinct Plans will:

- a) Establish the location, scale and character of streets in addition to those already identified on Schedule 52-8 – Street Network;
- b) Establish the location of parks, public spaces and conceptual built form;
- c) Identify infrastructure requirements to support development;
- d) Identify a Natural Heritage System of linked natural heritage features and areas and provide for their enhancement;
- e) Identify community services and facility priorities for that Precinct, affordable housing strategies, and housing/density targets in the Precinct;
- f) Develop implementation strategies for community services and facilities and affordable housing priorities and infrastructure requirements to support growth in the Precinct;
- g) Establish Urban Design Guidelines for the Precinct;
- h) Confirm the number and location of schools with the four publicly funded school boards based on proposed population and employment planned for the Precinct; and
- i) Establish the location of neighbourhood centres to promote 15 minute neighbourhoods. Neighbourhood centres can be structured around Community Centres, Places of Worship, and neighbourhood retail uses, necessary to facilitate complete communities.

3.9.3 The seven (7) Precincts will be connected by the Natural Heritage System, and Parks identified on Schedule 52-5 – Natural Heritage System and Parks Plan, including existing and new streets, trails, natural areas, parks and open spaces, and will define the physical structure of this Secondary Plan.

3.9.4 An expansion of the public street network as identified on Schedule 52-8 – Street Network and as further described in Section 10 of this Plan, will divide large blocks into small development parcels and be designed to include public spaces and create links to the pedestrian, cycling, transit system and existing vehicular network.

4 ENVIRONMENTAL SUSTAINABILITY AND CLIMATE CHANGE

The concept of sustainable development promotes a holistic approach to land use planning to achieve a balance between the social and economic needs of the community and environmental conservation. This includes making wise use of non-renewable resources and striving to protect, enhance, and re-store the Natural Heritage System so that future generations will be able to continue to enjoy and use them. It also includes the design of walkable, pedestrian orientated, and healthy neighbourhoods that promote transit use, reduce car dependency, and a variety of uses and built form typologies.

Building greener communities can result in improved air and water quality, and provide aesthetic, economic, and health benefits associated with incorporating more natural features and systems in our neighbourhoods. They also encourage a healthier lifestyle and provide more economical and equitable living, focusing on improving transit and active transportation options, providing more affordable and varied types of housing, and creating accessible communities that allow residents to meet most of their needs within walkable distance from home.

- 4.1. Development will advance and, as appropriate, implement the recommendations of the Heritage Heights Community Energy Plan and the City of Brampton Community Energy and Emissions Reduction Plan, with the opportunity for the proponent of the development to use evolving technologies to achieve the objectives in Policy 4.2 without requiring an amendment to this Plan.
- 4.2. Sustainability and climate objectives for the Heritage Heights Secondary Plan Area include:
 - a) To achieve a near net zero carbon emissions community;
 - b) To plan the land uses and built forms so they are located and designed to facilitate the viability of integrated community energy management;
 - c) To facilitate efficient energy generation of all types and associated distribution systems, including, but not limited to, district energy services, ;
 - d) To promote building energy efficiency and higher levels of energy efficiency than the minimums in the Ontario Building Code, as of the date of approval of this Secondary Plan;
 - e) To optimize the use of transit, active transportation, and low carbon vehicles, and reduce the reliance on vehicle travel for the movement of people and goods;
 - f) To promote the neighbourhood and building design that optimizes walking, cycling, and transit use, and facilitates the efficient delivery and use of energy;
 - g) To promote the integration of green infrastructure into the built environment; and
 - h) To be prepared for and adapt to the impacts of climate change.

4.3. Transportation Efficiency

- 4.3.1. All neighbourhoods mitigate climate change by increasing the modal share for transit and active transportation and by minimizing land consumption through compact built form.
- 4.3.2. To reduce greenhouse gas emissions, an interconnected transportation system will be established that includes different modes of transportation in which people and goods easily move between modes to get to their destination.
- 4.3.3. A balance of jobs and housing will be provided to reduce the need for long distance commuting and support the development of complete communities.
- 4.3.4. Neighbourhoods will be designed to maximize cycling, walking, and transit access to establish a comprehensive active transportation network, and to facilitate convenient modal transfer between all transportation forms including parking, on-demand and charging infrastructure.
- 4.3.5. A flexible and frequent transit availability and competitive service quality within and between neighbourhoods and the rest of the City will be provided to encourage transit ridership as a preferred choice for users.
- 4.3.6. Electric vehicle charging infrastructure will be provided wherever feasible for homes, buildings, and neighbourhoods, including industrial, commercial, and institutional developments.
- 4.3.7. Dedicated bicycle parking will be provided for all new commercial, institutional, industrial, and multi-unit residential developments.

4.4. Local Energy Supply

- 4.4.1. The City of Brampton will work with appropriate partners to develop a District Energy Utility (DECO) that will provide cost effective district heating and cooling services to development in Mixed Use Areas and on lands designated Employment, wherever appropriate.
- 4.4.2. New development in Mixed Use Areas and on lands designated Employment will be designed to be district energy ready, following guidelines provided by the City, and connect to the district energy system, except where the City has determined district energy will not be provided or a connection is not appropriate. The City shall make this determination prior to, and without delaying the adoption of each Precinct Plan.

- 4.4.3. Notwithstanding Policy 4.4.2, if during the Plan of Subdivision and/or Site Plan approval processes it is determined that DECO and the City are not able to provide district energy services without delaying development, development can proceed without reliance on district energy. Such development will be encouraged to make use of alternative energy efficient and emission reduction technologies and approaches.
 - 4.4.4. Development on lands designated as Neighbourhoods on Schedule 52-6 – Land Use Structure will be designed for the use of low-carbon technologies.
 - 4.4.5. Development within lands designated as Neighbourhoods on Schedule 52-6 – Land Use Structure that rely on natural gas as its primary heating source will be discouraged.
 - 4.4.6. The use of waste heat from large facilities as an opportunity to supply heating and cooling to buildings via district energy networks is encouraged.
 - 4.4.7. The City of Brampton will work with local utilities to improve the resilience and continuous optimization of the energy supply system. Partnerships to facilitate distributed energy resources in Heritage Heights will be established to capitalize on the best opportunities within the city for district heating and cooling, and where appropriate, electrical micro-grids.
- 4.5. Home and Building Efficiency
- 4.5.1. In respect of energy performance, all new development will aim to exceed the minimums in the Ontario Building Code in force as of the date of approval of this Secondary Plan.
 - 4.5.2. The City of Brampton will explore opportunities for incentive programs to support building efficiency and other measures to improve energy performance, to support the vision of establishing a near net zero carbon emitting community. The City will collaborate with the Centre for Community Energy Transformation to ensure the ready availability of information and assistance on available incentive programs.
 - 4.5.3. Development will be encouraged to incorporate active and passive strategies to reduce energy demand and increase energy efficiency to minimize the impact on the conventional electricity distribution network while also promoting the use of alternative, clean, and renewable energy sources. Development will be encouraged to implement, where feasible, strategies to:
 - a) Reduce total electricity consumption and peak electricity use.

- b) Minimize GHG emissions caused by the heating and cooling of homes and buildings.
- c) Encourage other methods for improving energy efficiency and air quality and reducing GHG emissions, such as ground and air source energy, passive solar design, building orientation, ventilation, increased insulation, green roofs, cool roofs, and high-performance windows.
- d) Reduce the urban heat island effect and energy expenditure for climate control by implementing, where feasible, reflective, light-coloured roofs, green roofs, and site landscaping.

4.5.4. Development will demonstrate improved energy efficiency through the submission of an Energy Management Plan that will outline approaches related to factors such as building design, efficient technologies and behavioural change initiatives.

4.5.5. To facilitate ongoing optimization of their energy performance, multi-unit residential, commercial, and mixed-use buildings will be designed to facilitate metering and sub-metering for all major energy supply, conversion, and consumption systems.

4.5.6. The establishment of energy efficiency and low-carbon upgrade packages for purchasers of new homes and buildings that will result in energy efficiency and low-carbon energy use is encouraged.

4.6. Climate Resilience

4.6.1. Development may be required to complete an adaptation checklist to demonstrate practices and tools to address climate impacts.

4.6.2. Precinct Plans will investigate opportunities to develop resilient energy systems for the Precinct to respond to system-wide power outages or natural gas service interruptions.

5 NATURAL HERITAGE SYSTEM PLANNING & RESOURCE PROTECTION

The Natural Heritage System (NHS) is comprised of valleyland, and watercourses corridors, wetlands, woodlands, significant wildlife habitat, natural hazard areas, linkage corridors, restoration and compensation areas, and environmental buffers. The Heritage Heights Natural Heritage System forms part of a green network that extends beyond the Secondary Plan. Through the policies of this Secondary Plan, the Heritage Heights Natural Heritage System will be established, protected, restored, and/or enhanced as development occurs. The NHS will be integrated within the community as a visible and accessible public asset. The following policies are based on the City's ecosystem approach to land use planning and are intended to promote sustainable development and contribute toward a complete community.

- 5.1 The protection, restoration, enhancement, and long-term conservation of natural heritage features and areas will be determined in accordance with the recommendations of the Heritage Heights Subwatershed Study, and Environmental Implementation Reports (EIR) or Environmental Impact Studies (EIS) conducted in the Precinct Planning process or, as determined by the City and with appropriate scope and terms of reference according to the circumstances, through the development approval process as part of a site specific development application.
- 5.2 The Natural Heritage System shown on the Schedules of this Secondary Plan, and the provisions of this Chapter, reflect the initial principles and guidance of the Heritage Heights Subwatershed Study – Phase 1 Characterization Study and Preliminary Phase 2 Impact Assessment (2021). The boundaries of the Natural Heritage System will be finalized through the preparation of EIRs/EISs in support of Precinct Plans and development applications, and there will be no net loss to such boundaries through the approval of development applications. The City will also identify potential opportunities for net ecological gain to the natural heritage system through the establishment of buffers, linkage corridors and Restoration Areas, as well as opportunities on publicly-owned lands, to be recommended in the final Heritage Heights Subwatershed Study. Refinements and modifications to the Natural Heritage System made in accordance with this policy will not require an amendment to this Secondary Plan.
- 5.3 A connected Natural Heritage System and park network will be established as generally shown on Schedule 52-5 –Natural Heritage System and Parks Plan that aims to conserve and connect natural heritage features and their functions, facilitate biodiversity, and encourage enhancement and restoration. Individual Precinct Plans may proceed independent of one another provided that they contribute to the overall role and function of the Natural Heritage System and Park Network.

- 5.4 Existing uses and structures within the Greenbelt Area shown on Schedule 52-5 – Natural Heritage System and Parks Plan are not permitted to expand or redevelop beyond the existing at-grade footprint except in conformity with the Greenbelt Plan.
- 5.5 A minimum 10 metre buffer width will generally be provided from:
- a) The predicted crest of slope or valley and watercourse corridors; if the valley slope is stable, from the top of valley bank; if the valley slope is not stable, from the predicated long term stable slope;
 - b) The regulatory floodplain;
 - c) The predicted meander belt of the watercourse, expanded as required to convey major systems flows and/or to maintain riparian stream functions; and
 - d) The dripline of woodland, woodlands, urban forest feature, or other significant vegetation.
- 5.6 A minimum 15 metre buffer width will be provided from the limit of a wetland, and a minimum 30 metre buffer width will be provided from the limit of a Provincially Significant Wetland.
- 5.7 Final buffer requirements should be determined based on the recommendations of the Heritage Heights Subwatershed Study, and evaluated through Environmental Implementation Reports (EIRs) and/or Environmental Impact Studies in the Precinct Planning process or through the development approval process.
- 5.8 Where a recreational trail is proposed within an environmental buffer, an EIR/EIS submitted in support of a site-specific development application shall assess the width of the buffer required to mitigate the impact of the trail on the adjacent natural heritage feature. The width of any additional buffer will be no more than 5 metres.
- 5.9 Extensive grading within the environmental buffers will generally not be permitted. In areas where technical solutions have been approved by the City and CVC, in particular where it can be demonstrated that grading will not result in negative impacts on the feature(s) or function of the Natural Heritage System that the buffer is protecting, minor grading may be supported. Grading impacts in the environmental buffers will address changes to the Regulatory Floodplain resulting from the updated flood flow rates.
- 5.10 Stormwater management facilities will not be permitted within natural heritage features or their associated environmental buffers. Related stormwater infrastructure, such as headwalls and outlets, will be sited appropriately and may be permitted, subject to the provision of compensation to ensure no net loss to the Natural Heritage System with appropriate restoration and mitigation based on recommendations from the Heritage Heights Subwatershed Study, and evaluated through Environmental Implementation Reports (EIRs) and/or Environmental Impact Studies in the Precinct Planning process or through the development approval process. Minor grading and maintenance access roads associated with stormwater management facilities may be permitted in buffers in accordance with the policies of this Plan regarding grading and trails in buffers.

5.11 Permitted uses and activities within the Natural Heritage System, including environmental buffers and linkage corridors, will be limited to:

- a) Fish, wildlife, and conservation management;
- b) Transportation infrastructure, utilities, municipal services crossings, and trails, where permitted pursuant to Policy 5.8;
- c) Stormwater management facilities in accordance with Policy 5.10;
- d) Compatible Low Impact Development (LID) best management practices to sustain or improve the Natural Heritage System functions;
- e) Natural heritage restoration and enhancement works;
- f) Channel relocation and lowering;
- g) Flood plain modifications in accordance with the final Heritage Heights Subwatershed Study;
- h) Passive recreational facilities and uses such as recreational trails, interpretative displays and signage; and
- i) Site alteration to accommodate the above uses.

5.12 Transportation infrastructure crossing the Natural Heritage System will include design elements and infrastructure to reduce wildlife injury and mortality.

5.13 The illumination of parking facilities will be directed away from the Natural Heritage System and illumination of trails minimized to reduce disturbance to wildlife to the greatest extent practical.

5.14 Precinct Plans will identify ecologically appropriate locations for valleyland trail crossings that will minimize and mitigate environmental impacts to natural features and functions to ensure a well-connected pedestrian and cyclist-friendly community can be achieved as directed in this Plan.

5.15 Linkage Corridors

5.15.1 Linkage corridors will be identified through the Heritage Heights Precinct Planning process to provide active connections for wildlife. The specific location and configuration of linkage corridors will be refined through EIR and/or EIS during the Precinct Planning process or through the development approval process. Linkages will connect significant aquatic and terrestrial habitats, will be sized and designed to ensure ecological function. Linkage corridors will be considered part of the Natural Heritage System.

5.16 Restoration Areas

- 5.16.1 The existing and ecologically diverse Natural Heritage System will be supported by establishing Restoration Areas that will restore and naturalize locations within/adjacent to existing natural heritage features. Potential Opportunities for restoration areas will be identified as part of the Heritage Heights Subwatershed Study, and specific restoration areas and conceptual designs may be determined through Environmental Implementation Reports and/or Environmental Impact Studies during the Precinct Planning process or through the development approval process. On privately-owned lands Restoration Areas will generally be comprised of areas that are otherwise undevelopable that can be naturalized, or minor areas that round out or fill small gaps in natural features that can be added to the natural heritage system without impacting development.
- 5.16.2 Restoration Areas will be considered part of the Natural Heritage System.
- 5.16.3 Within Restoration Areas, natural features and functions will be created, restored, enhanced, managed, and monitored such that the diversity and connectivity of these natural features and their long-term ecological functions are healthy and protected.

5.17 Stormwater Management

- 5.17.1 Proposals for development proceeding by way of a Precinct Plan, or by Plan of Subdivision, and/or by Plan of Condominium for lands not within a Precinct Plan will be supported by a Master Servicing Plan or equivalent, subject to approval by the City of Brampton prior to development approval.
- 5.17.2 Master Servicing Plans will be informed by the Final Heritage Heights Subwatershed Study and Heritage Heights Infrastructure Servicing Study.
- 5.17.3 Stormwater components of the Master Servicing Plans shall address the following:
 - a) That stormwater pond emergency discharges be directed to an appropriate and competent outlet;
 - b) Climate change risks and impacts associated with the development;
 - c) Stormwater management facilities designed to provide public amenity space by incorporating pedestrian trails within maintenance areas around ponds, where feasible, in the Heritage Heights Secondary Plan Area;
 - d) Consideration of the use of innovative SWM best management practices including the use of Low Impact Development (LID) measures to help offset the quality control volumes for the end-of-pipe SWM facilities, and to more efficiently utilize land; and
 - e) How development will meet the goal of providing Enhanced Water Quality Protection (Level 1) as per guidelines in Stormwater Management Planning and Design Manual (Ministry of Environment, 2003) Section 5.8.3. Further, the

Master Servicing Plans shall comply with stipulations of the City's Consolidated Linear Infrastructure Environmental Compliance Approval (CLI ECA). In considering options for stormwater management, the following principles will apply:

- i) Stormwater runoff must be managed to protect and maintain surface and groundwater quality and quantity, the ecological health and diversity of the natural heritage system and fish and wildlife habitat, and the integrity of municipal infrastructure.
- ii) Stormwater management facilities will be sited and designed to maintain environmental and ecological integrity.
- iii) Stormwater will be managed for erosion control and to address water balance requirements for groundwater (site water balance) and natural heritage features (feature-based water balance).
- iv) Stormwater management facilities must be designed in compliance with MOE Guidelines and the City's stormwater management requirements. The final location of all stormwater management facilities shall be subject to the approval of the City of Brampton.

5.18 Environmental Stewardship

5.18.1 Development, where appropriate, will:

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

5.19 Shale Resources

5.19.1 Provincially significant shale resources are identified on Schedule 52-11 – High Potential Mineral Aggregate Resource Areas. Shale resources shall be protected within the area identified as High Potential Mineral Aggregate Resource Area (HPMARA) shown on Schedule 52-11, which are located in the Provincial Greenbelt Plan Area;

- 5.19.2 Shale extraction is permitted within, the areas identified as HPMARA shown on Schedule 52-11 and in accordance with the policy direction for shale resources extraction in this Secondary Plan, the Official Plan and the Region of Peel Official Plan.
- 5.19.3 Schedule 52-11 also identifies areas of potential deposits of mineral aggregate (Queenston shale) resources in accordance with Province of Ontario mapping, which should be considered preliminary and may be refined through more accurate site investigation. Prior to the approval of Precinct Plans, site plans for major development or redevelopment, or draft plans of subdivision within these areas the City of Brampton shall undertake or require applicants to undertake a study to determine the feasibility and economic viability of recovering shale resources prior to, or in conjunction with, development of the land. Where such study has determined that shale recovery is feasible and economically viable, the City of Brampton shall ensure that appropriate conditions or requirements to implement the recovery of shale resources will be included at the appropriate approval stage, unless the proposed development will serve a greater long-term public interest.
- 5.19.4 Sensitive uses are permitted adjacent to HPMARA areas, as the full and efficient use of all urban land in Heritage Heights is required to accommodate future growth and will serve the greatest long term public interest. Any required separation, buffering and mitigation for an aggregate resource extraction facility shall be the responsibility of the proponent of the aggregate extraction facility.

6 LAND USE STRUCTURE

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

- 6.1 Land use designations are shown on Schedule 52-6– Land Use Structure. Ancillary neighbourhood related land uses, such as school sites, stormwater management facilities and other infrastructure, Neighbourhood Parks, places of worship and local retail will be identified during the Precinct Planning process as further outlined in Section 13 of this Secondary Plan.
- 6.2 Livable and healthy communities in the Heritage Heights Secondary Plan Area will be premised on the basis of the following land use objectives:
 - 6.2.1 A balanced mix of uses that promote walkability and support a vibrant and active streets.
 - 6.2.2 A full range of housing forms, tenure, and types including affordable housing.
 - 6.2.3 Neighbourhoods designed around key focal points and structural elements such as parks, schools, places of worship and key intersections facilitating local retail.
 - 6.2.4 A connected network of open spaces and natural heritage areas.
 - 6.2.5 Local serving retail opportunities provided as part of the street related retail/commercial uses, along streets, key transit corridors and gateways, making them accessible to pedestrians and cyclists.
- 6.3 General
 - 6.3.1 Office uses are encouraged to locate near higher order transit and in the Employment designation.
 - 6.3.2 Institutional uses will be developed in accordance with the provisions of the Official Plan and this Secondary Plan.
 - 6.3.3 Stand alone Places of Worship are generally only permitted in the Neighbourhoods designation. Location, design, interface and compatibility with adjacent land uses will be considered during the Precinct Planning process.
 - 6.3.4 The development of civic buildings, which contain, in whole or in part, programs or services funded by the public, will recognize their civic importance in forming an important part of the public realm and a focus for public activity. Civic buildings will be located, designed and massed to promote their public status on visible and accessible sites with street frontage.
 - 6.3.5 Civic buildings will integrate and provide transition to lower-scale neighbourhoods and be located close to the streetline to provide overlook and street presence.

- 6.3.6 Schools are encouraged to develop in a compact urban form, co-locating with compatible uses to support the urban vision for the area.
 - 6.3.7 The shared use of schools, parks and public open space, recreation spaces, playfields, playgrounds, and other uses that support civic functions as community centres and sources of community open space will be identified in the Precinct Planning process.
 - 6.3.8 Open space located contiguous to civic buildings will be designed to support a variety of public functions associated with its programming by promoting a connected network of streets, parks and open spaces.
 - 6.3.9 Parks in the Heritage Heights Secondary Plan Area will be provided for the enjoyment and use of residents, visitors and workers within the Secondary Plan Area and from surrounding communities and the City of Brampton as a whole. Parks are permitted in all areas of the Secondary Plan Area, except lands designated as Natural Heritage System.
 - 6.3.10 A Park Hierarchy will be established through the expected City of Brampton Parkland Dedication Study and By-Law Update. The study will inform the Heritage Heights Urban Design Guidelines. Parks should be designed in accordance with the Heritage Heights Urban Design Guidelines.
 - 6.3.11 Lands designated Community Parks will permit the range of uses and development in accordance with the Official Plan and this Secondary Plan and will be credited against the parkland dedication requirements.
 - 6.3.12 Within the Natural Heritage System, only those recreational uses that are compatible with the Natural Heritage System will be permitted.
- 6.4 Mixed Use Areas
- 6.4.1 The provision of single-detached and semi-detached residential and stand-alone retail development will be prohibited in Mixed Use Areas. Stand-alone retail development may be considered only in limited locations where necessary to respond to context or locational considerations. Ancillary retail and service uses are encouraged to be incorporated into multi-story buildings, at grade to encourage active and complete streets.
 - 6.4.2 At-grade street-related commercial and service uses will be encouraged as accessory uses to a main use in multi-storey buildings in all Mixed Use Areas. Active at-grade commercial uses will be designed in accordance with the Built Form and Urban Design policies of this Plan and the Official Plan.

Major Institutional

- 6.4.3 A hospital/health and wellness facility is planned to be strategically located in a main hub of activity and provide essential community and health services. Uses such as medical offices, assisted living housing, medical research facilities, hospices and other healthcare-related ancillary uses which support the planned function of a hospital/health and wellness facility and will be permitted in the Major Institutional designation.
- 6.4.4 Development in the Major Institutional designation will have buildings that are built at, or close to, the streetline, with building bases that are developed at a pedestrian-scale height and provide appropriate transition to neighbouring development through massing and scale, separation distances and/or built form.
- 6.4.5 If, by 2030, the Province has not committed Capital funding for the construction of a hospital/health and wellness facility for this site, the lands identified in this Secondary Plan as Major Institutional may be released for other major institutional uses or uses permitted in the Mixed Use Residential (High) designation, without an amendment to this Plan.

Mixed Use Residential (High)

- 6.4.6 Lands designated Mixed Use Residential (High) on Schedule 52-6 will consist of a broad range of institutional, residential and commercial uses. Lands within the Mixed Use Residential (High) designation will permit a mix of high and mid-rise street-related mixed-use buildings. At grade, buildings will generally be developed with retail and other service uses for building faces with frontages on streets identified on Schedule 52-6, particularly at or near street intersections. To support a walkable and complete community, appropriate locations for retail and other service uses at grade will be determined through the Precinct Planning process and site specific development application approval process.
- 6.4.7 Vertically integrated street-oriented townhouses are permitted within high-rise and mid-rise buildings.
- 6.4.8 Development in Mixed Use Residential (High) will have buildings that are built at, or close to, the street line, building podiums that are developed at a pedestrian-scale height and provide appropriate transition to lower-scale neighbourhoods.

Mixed Use Residential (Medium)

- 6.4.9 Mixed Use Residential (Medium) as identified on Schedule 52-6- Land Use Structure will consist of a mix of uses, with residential uses developed in the form of mid-rise buildings and/or townhouses, while allowing for retail, service and office uses. Mixed use buildings will be encouraged, particularly at and near the intersection of streets identified on Schedule 52-6.
- 6.4.10 Mixed Use Residential (Medium) will provide a gradual change in building height to low-rise areas of the Secondary Plan Area and provide transit supportive development along transit routes.

- 6.4.11 Notwithstanding Policy 6.4.9, the Mixed Use Residential (Medium) designation at the intersection of Mississauga Road and Sandalwood Parkway shall also permit residential uses developed in the form of high-rise buildings.
- 6.4.12 Notwithstanding Policy 6.4.9, the lands designated Mixed Use Residential (Medium) in the immediate vicinity of the lands designated Transportation – CN Railway Layby and Maintenance Facility, as identified on Schedule 52-6 –Land Use Structure, shall consist of medium density residential uses, including street, back to back and stacked townhouses, and low-rise and mid-rise apartments. Such housing will be located and designed to mitigate noise and other impacts from the rail layby and maintenance facilities. Ancillary retail and service uses shall also be permitted in accordance with Policy 6.4.2.

Corridor Mixed Use ‘A’ and Corridor Mixed Use ‘B’ General Policies

- 6.4.13 Within Precinct 52-2, the lands designated Corridor Mixed-Use ‘A’ and Corridor Mixed-Use ‘B’ will be planned to accommodate a minimum combined total of 2,000 jobs. The City expects that approximately 800 of those jobs will be accommodated on lands located between the future highway and Pinnacle Parkway immediately west of the Neighbourhoods designation and extending approximately 500m south from Wanless Drive.
- 6.4.14 In the Precinct Planning process, the employment target in Policy 6.4.13 will identify the assumptions used for job calculations for each type of non-residential use.

Corridor Mixed-Use ‘A’

- 6.4.15 Lands designated Corridor Mixed Use ‘A’ (which are 120 metres wide) are intended to accommodate a range of uses with a focus on employment as a primary use where significant frontage exists along the proposed Transportation Corridor. The corridor is intended to accommodate a limited-access highway that is necessary to support the employment uses proposed for this designation.
- 6.4.16 Primary uses shall generally include office, Major Office, advanced manufacturing, aerospace, innovation and technology, health and life sciences, med-tech, lab space/wet labs, research facilities, health information and communication technologies, post secondary education, testing and medical laboratories, drug and pharmaceuticals, hotels, conference/convention centres, health care and government.
- 6.4.17 Secondary uses shall generally include residential, including mid-rise/ high-rise residential uses, retail, commercial, restaurants, personal service, and social services, provided their function will not restrict the development of the primary uses.
- 6.4.18 Secondary uses shall be integrated within the primary use building and are generally not permitted to be developed as a stand alone building unless otherwise evaluated and approved by the City on a case-by-case basis or as part of a broader precinct planning exercise.

- 6.4.19 Where secondary uses are proposed, they shall be subject to the following criteria, in addition to other relevant policies of the Official Plan:
- a) they can be appropriately designed, buffered and/or separated from neighbouring Employment Areas; and
 - b) they can be appropriately integrated and coordinated with the uses listed in Policy 6.4.16;
- 6.4.20 The lands adjacent to the proposed Transportation Corridor shall be primarily developed with the uses listed in Policy 6.4.16 and, where applicable, used as mitigation or buffer to residential and/or other sensitive uses permitted within the Corridor Mixed-Use designation.
- 6.4.21 The following shall guide the creation of a competitive, attractive, and highly functional area:
- a) Development shall be integrated into the mobility network, including prioritizing and establishing connections to the transit network and active transportation network, where applicable, which will help to minimize the need for surface parking, and establishing new segments to these networks where appropriate;
 - b) Development of offices along the frontage of arterial roads or in places of higher visibility are encouraged; and
 - c) Open storage will not be permitted.

Corridor Mixed Use 'B'

- 6.4.22 Within the Corridor Mixed Use 'B' designation, all uses permitted in 6.4.16 and 6.4.17 are permitted. Permitted uses may be considered in stand-alone buildings or integrated with other uses.
- 6.4.23 All residential uses shall be appropriately designed to ensure they are compatible with all adjacent employment uses including any adjacent employment uses located in the Corridor Mixed Use 'A' designation.
- 6.4.24 Within Precinct 52-1, non-residential land uses should generally support and complement institutional uses on the lands to the east designated Major Institutional. If it has been determined that the lands designated Major Institutional are not going to be developed for a hospital/health and wellness facility and will be released for other high-density mixed use development in accordance with Policy 6.4.6, the Corridor Mixed Use 'B' lands within Precinct 52-1 may also be developed for high-density mixed use development.
- 6.4.25 Within Precinct 52-2, the development of residential or other non-employment uses in Corridor Mixed-Use 'B' will be phased with the development of employment uses in Corridor Mixed-Use 'A' and/or 'B' as follows:
- a) Residential or other non-employment uses may be developed on up to 50% of the developable land area designated Corridor Mixed-Use 'B' without any

restrictions related to the development of employment uses in Corridor Mixed-Use 'A'.

- b) Should the proposed highway within the proposed Transportation Corridor not be operational as of 2035, residential or other non-employment uses may be developed on a further 25% of the developable land area designated Corridor Mixed-Use 'B' (a total of 75% of that developable land area).
- c) Residential or other non-employment uses may only be developed in Corridor Mixed Use 'B' beyond the limits set out in a) and b) above, in proportion to the development of employment uses in Corridor Mixed Use 'A' and/or 'B'. For clarity, as an example, an additional 10% of the applicable developable land area in Corridor Mixed Use 'B' would become available for residential or other non-employment uses, upon the development of employment uses in Corridor Mixed Use 'A' and/or 'B' of at least 10% of the applicable minimum jobs target in Policy 6.4.13.
- d) In its assessment of whether c) has been satisfied, the City may in its discretion consider jobs generated in the development of Corridor Mixed Use 'B' in Precinct 52-6.
- e) For the purposes of calculating the total number of jobs planned to be achieved by the development of employment uses in Policy 6.4.25 c), small-scale retail and home-based jobs shall not be included.

6.5 Employment

- 6.5.1 Lands designated Employment on Schedule 52-6 – Land Use Structure will be planned to maximize economic potential of the area, particularly the area's strategic proximity to the Provincial Transportation Corridor.
- 6.5.2 Development in the Employment designation will foster economic resiliency and growth, provide local and regional light industrial employment opportunities and promote uses in the Green Technology, Health, Creative, and Technology & Innovation sectors. Uses on lands designated Employment are intended to create limited noise, odor, dust, and glare impacts with operations completely confined within an enclosed building.
- 6.5.3 Compatible Major Institutional uses such as health related, and educational facilities are permitted in the Employment designation. These uses should not introduce sensitive uses that may preclude or hinder the operation of adjacent lands.
- 6.5.4 Places of Worship are prohibited from locating within the Employment designation.
- 6.5.5 Non-residential development on lands designated Employment will contribute to a pedestrian-friendly and transit-supportive environment.

- 6.5.6 Light industrial uses supporting research and technology, major institutional uses noted in Policy 6.5.2, and office uses will be permitted on lands designated Employment.
- 6.5.7 Development in Employment will be encouraged provide street-related uses along street frontages and have buildings that are oriented to the street, as appropriate.
- 6.5.8 Small-scale retail uses in the form of accessory retail and commercial uses on the ground floor of buildings will provide amenity for workers.
- 6.5.9 The provision of residential and stand-alone retail development will be prohibited in the Employment designation.

6.6 Neighbourhoods

- 6.6.1 Neighbourhoods identified on Schedule 52-6 – Land Use Structure, will be planned premised on the 15-Minute Neighbourhood concept. 15-Minute Neighbourhoods are compact, well-connected places with a clustering of a diverse mix of land-uses; this includes a range of housing types, shops, services, local access to food, schools and day care facilities, employment, greenspaces, parks and pathways. They are complete communities that support active transportation and transit, reduce car dependency, and enable people to live car-light or car free. 15-Minute Neighbourhoods within the Heritage Heights Secondary Plan will be planned around a Neighbourhood Centre, which will act as the centre of residential areas, and be the primary location for community services, and amenities.
- 6.6.2 Lands designated Neighbourhoods will support primarily low-rise residential forms, with attractive, connected and safe public streets and walkways providing linkages to parks and open spaces, commercial and recreation amenities, and adjacent communities.
- 6.6.3 Neighbourhood Centres should be developed to improve service proximity and increase pedestrian and cycling within the Neighbourhoods. Neighbourhood Centres can be established around schools, retail/commercial uses, Places of Worship, and/or community/civic uses. Locations of Neighbourhood Centres will be determined in the Precinct Planning process.
- 6.6.4 Development around Neighbourhood Centres should incorporate supportive heights and densities, to be determined in the Precinct Planning process.
- 6.6.5 Where possible, Neighbourhoods should be designed to achieve a mix of land uses that reduce the need for long distance commuting such that local conveniences and services are accessible within a 15-Minute walk of one's place of residence.

6.7 Special Policy Areas

The Special Policy Area designation shown on Schedule 52-6 and identified by numbers represent areas within the HHSP that will permit specific provisions relating to those areas.

Other applicable policies of this Plan will continue to apply to the Special Policy Areas, however, where a conflict exists between a Special Policy Area and the remainder of this Secondary Plan, the Special Policy Area will prevail. The location and details of the Special Policy Areas are set out below.

6.7.1 Special Policy Area 1

- a) Lands designated Special Policy Area 1 as identified on Schedule 52-6 - Land Use Structure will consist of a broad range of employment/office, institutional, residential and commercial uses in an urban form.
- b) Lands fronting Mayfield Road West and Winston Churchill Boulevard will be predominantly developed with high-rise street-related mixed-use buildings with employment/office/non-residential uses located in building podiums supplemented with ancillary retail and other service uses at grade. Single-use buildings in these areas will generally be discouraged. Residential uses in the podium can be considered in appropriate circumstances provided the predominant use remains employment/office/non-residential.
- c) The balance of lands within Special Policy Area 1 will permit a range of commercial, residential and institutional uses, and will be developed with primarily mixed use, high and medium-rise form buildings and vertically integrated street-oriented townhouses, while allowing for retail, service and office uses.

6.7.2 Special Policy Area 2 (PT LT 15 CON 5 WHS CHINGUACOUSY DES PT 6 PL 43R-962; BRAMPTON)

- a) Special Policy Area 2 applies to the lands legally known as PT LT 15 CON 5 WHS CHINGUACOUSY DES PT 6 PL 43R-962; BRAMPTON. A portion of these lands are currently designated Mixed Use Residential (Med) and Mixed Use Residential (High) in accordance with Figure 1 below.

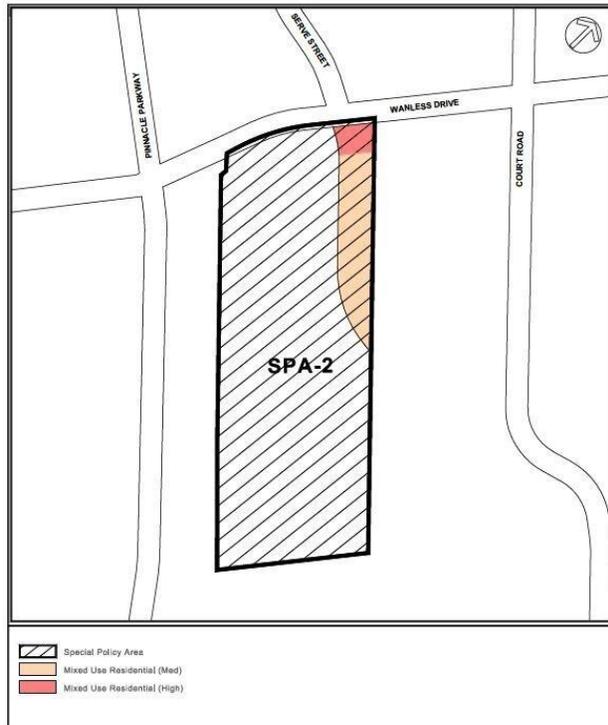


Figure 1 - Current Land Use Designations on SPA 2

- b) The extent of such further and other lands that may be developable will be determined through the completion and review of Environmental Implementation Reports (EIRs) and/or Environmental Impact Studies (EISs). The land use designations that will be applicable to such additional development lands will be Mixed Use Residential (Med), except along any such lands along the Wanless Drive frontage of the Subject Lands which will be Mixed Use Residential (High) consistent with the designation on neighbouring lands. These designations will apply to such further developable lands without the need for an amendment to the HHSP.
- c) The boundaries of the Natural Heritage System will be finalized and refined based upon the preparation of EIRs and/or EISs in support of Precinct Plans or through studies as part of a site-specific development application. Refinements and modifications to the Natural Heritage System as illustrated by the Heritage Heights Subwatershed Study, or any other applicable study, will not require an amendment to the HHSP.
- d) Pursuant to Policy 13.1.9, the lands in Special Policy Area 2 can proceed through a scoped, site-specific Precinct Planning process, and pursuant to Policy 3.9.1, development applications may be processed concurrently for the lands in Special Policy Area 2.

7 PUBLIC REALM

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

7.1 Supporting the Public Realm Network

- 7.1.1 The public realm will be designed as a connected network of active and passive spaces where people can gather and recreate, while facilitating mobility and access to and from surrounding communities. Key public realm components in the Heritage Heights Secondary Plan Area include parks, natural areas and open spaces, streets, sidewalks, trails, and Privately-Owned Publicly-Accessible Open-Spaces. Conceptual Parks have been identified on Schedule 52-4 – Public Realm and Conceptual Parks Plan.
- 7.1.2 Development will implement the public realm network where identified on Schedule 52-4 – Public Realm and Conceptual Parks Plan, and where otherwise identified in this Secondary Plan.
- 7.1.3 Streetscape elements, such as street trees, street lighting, seating, and signage, will support the role and function of streets in creating and enhancing the character of the Secondary Plan Area. The design features and standards for these streetscape elements will be provided for in the Urban Design Guidelines to be prepared at the Precinct Planning process in accordance with Policy 13.2.1 to:
 - a) Enhance the public realm;
 - b) Reinforce pedestrian scale;
 - c) Contribute to the urban tree canopy;
 - d) Promote the local character and identity; and
 - e) Be sustainable.

These streetscape elements will be secured through conditions of Draft Plan of Subdivision Approval or Site Plan.

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

7.2 Parks and Open Space System

- 7.2.1 Parks and open spaces are fundamental to a walkable, healthy and complete community. Development will contribute to a system of high quality, well-connected parks and open spaces in the Heritage Heights Secondary Plan Area, which will support the creation of a sustainable, liveable and resilient community.
- 7.2.2 Parks will be developed and maintained to provide a variety of active and passive recreation spaces to accommodate residents and employee needs within the Secondary Plan Area, for residents in surrounding communities, and the City of Brampton as a whole. The parks system will be comprised of a hierarchy of park types, sizes and functions that will be comprehensively planned and designed in the Precinct Planning process to be safe, diverse and integrated into the Open Space System identified in this Plan.
- 7.2.3 The Parks and Open Space System will be refined through the Precinct Planning process.

7.3 Heritage Heights Community Parks

- 7.3.1 The two Community Parks are intended to provide open space at the community scale, provide active outdoor and indoor recreational opportunities for residents and will be planned as a major destination and focal point for the community. Land identified for these Community Parks will be developed in accordance with the relevant policies of the Official Plan. The final configuration of these Community Parks will be finalized in the Precinct Plan process.
- 7.3.2 The Community Parks will be designed to serve the local area as well as the broader community.

7.4 General New Park Objectives

The planning, design and development of new parks will be guided by the following objectives:

- 7.4.1 Provide equitable access to parkland within a 500-metre distance to residential areas.
- 7.4.2 Provide a linked and continuous Natural Heritage System, that is supported by the public realm to the greatest extent possible, to connect neighbourhoods to community services and facilities.
- 7.4.3 Encourage safe pedestrian and cycling linkages between the various components of the Urban Park Hierarchy, institutional and public uses, and the Natural Heritage System.
- 7.4.4 Be informed by the latest design parameters established in the City's Development Design Guidelines and Parks Hierarchy in the Official Plan.
- 7.4.5 Where possible, co-locate with schools to maximize efficiencies and encourage shared use and amenities.
- 7.4.6 Incorporate in the Open Space System, to the greatest extent practical, localized portions of existing tableland vegetation such as high-quality hedgerows, tree stands, specimen trees, and other woodlands, that are not part of the Natural Heritage System.
- 7.4.7 Direct illumination of recreational facilities, including parking areas and lighted playing fields, away from the Natural Heritage System and adjacent developments in order to minimize disturbance to wildlife and people to the greatest extent practical.
- 7.4.8 Residual/remnant lands, and other publicly accessible spaces, that do not have frontage on public streets and/or are not of a usable shape and size to provide active and/or passive recreational opportunities will generally be discouraged and will not be accepted by the City as parkland dedication.
- 7.4.9 Any land used as a landscape buffer or setback for the purpose of mitigating adverse effects from street infrastructure or from an Employment use will not be accepted by the City as parkland dedication.

- 7.4.10 Privately-owned, publicly accessible spaces (POPS) will be encouraged in higher density new development. These will:
- a) Be integrated and physically/visually connected through design and location with the adjacent streets, parks and open spaces;
 - b) Contribute positively to the public open space system;
 - c) Be located and designed to promote pedestrian and bicycle movement and amenity;
 - d) Be encouraged at ground level and complement local service retail uses; and
 - e) Generally not be considered as satisfying parkland dedication requirements for a development approval.
- 7.4.11 Buildings supporting recreation facilities will be located close to the recreation facility they are intended to serve and will be designed to help reinforce the community structure and civic identity. Entries and/or access points will be located conveniently and incorporate a civic design theme. Parking that serves recreation facilities will be accommodated on-site and will generally be sited behind the front main wall of the building, with minimum exposure to public roads.
- 7.4.12 The design of hard and soft landscape elements and features will be consistent with the character of the community, the surrounding built form, and other open space components. Hard and soft landscape elements and features will be designed to define and articulate activity areas, circulation, entry points, and seating/gathering areas.
- 7.4.13 Entry and/or access points to Neighbourhood Parks will be located conveniently and incorporate a civic design theme.
- 7.4.14 The street pattern will ensure significant frontage of the Neighbourhood Park on adjacent streets to promote views and reinforce their focal nature. Streetscapes will be designed to reinforce the adjacent streets as primary streets within the neighbourhood and to establish a consistent relationship between open space and built form.
- 7.4.15 In the interest of providing a variety of recreational opportunities at the neighbourhood level, lands designated Neighbourhood Park will be designated in accordance with the following sub-categories as part of Precinct Planning: 'Local', 'Town Square', 'Parkette', and 'Vest Pocket'. Policies with respect to these sub-designations will be included as part of Official Plan amendments for Precinct Plans.
- 7.4.16 Local Parks and Town Squares will provide a central common green space within both the immediate neighbourhood and the larger community by serving as key recreational and gathering spaces for residents. Local Parks and Town Squares will be planned as community focal points and located preferably at the corner of a minimum of two public roads. There will be at least one Local Park or Town Square per Precinct Plan area.

- 7.4.17 Entry/access points to Local Parks and Town Squares will be located conveniently and incorporate a civic design theme.
- 7.4.18 Parks provide active and passive recreation, servicing the local residential or mixed-use neighbourhood. Parkettes will be planned as a central part of each neighbourhood.
- 7.4.19 Parkette locations are preferred to be separate from school blocks to improve open space distribution in the community and to prevent overuse of the park.
- 7.4.20 The design of Parks, Town Squares, and Parkettes should locate key features as a means of terminating view corridors. The design of hard and soft landscape elements and features will be consistent with the character of the community, the surrounding houses, and other open space components. Hard and soft landscape elements and features will be designed to define and articulate activity areas, circulation, entry points, and seating/gathering areas.
- 7.4.21 Development back-lotting onto a park space in its entirety will not be permitted, with frontage generally being required on a minimum of two public streets.

7.5 Mid-block & Public Realm Connections

- 7.5.1 Mid-block pedestrian connections should be provided within the Heritage Heights Secondary Plan Area where block lengths are excessive and greater permeability is desired to support pedestrian access and direct pedestrian connections to adjacent street networks.
- 7.5.2 In particular, and where appropriate, mid-block connections are encouraged to provide a convenient and discrete connection that prioritizes pedestrians and cycling facilities.
- 7.5.3 Mid-block pedestrian connections provide a more direct pedestrian and cycling link or access between the more urban boulevards to the internal lower scale communities' sidewalk and road network.
- 7.5.4 Mid-block connections should be designed in accordance with the Heritage Heights Urban Design Guidelines.
- 7.5.5 Pedestrian connections will have a consistent and complementary level of pedestrian-scaled streetscape design, which may include such elements as decorative and conventional paving, landscaping, lighting and signage within public boulevards and the private realm.
- 7.5.6 The Heritage Heights Secondary Area will consist of an interconnected and permeable complete street network that accommodates active transportation initiatives.
- 7.5.7 Connections between parks, parkettes, urban plazas, privately-owned publicly accessible spaces (POPS) and the open space network and trails will be conceived of as an interconnected network that supports pedestrian circulation and destination points. Guidance for connections within the public realm can be found in the Heritage Heights Urban Design Guidelines.

7.6 Connections around Transit Stations

- 7.6.1 Connections to transit stations shall emphasize and direct travelers to and from major trip generators by utilizing hard and soft landscaping, wayfinding, the provision of special street tree planting and closer spacing, to provide visual cues of these focal transit facilities.
- 7.6.2 The areas around a transit station should be integrated into the design through the use of streetscape unifying elements, materials and planting.
- 7.6.3 Consideration should be given to wider boulevards and increasing setbacks around a transit station to provide active transportation.
- 7.6.4 To support the active transportation objectives of this Plan, transit stations will be integrated with the cycling network and adequate bicycle parking facilities, as well as provide direct pedestrian access and connections that address accessibility for residents and visitors with disabilities.

7.7 Public Art

- 7.7.1 The provision of public art will support and enhance the character of the Heritage Heights Secondary Plan Area, and celebrate the history, culture and diversity of the area and its people. To foster a sense of local pride and achievement, public art will be accessible to the community, encourage community interaction, and reflect the multicultural nature of the community.
- 7.7.2 Public art should aim to expand and broaden the public's understanding and knowledge of the cultural and historical significance of the community, showcase local heritage and culture, while contributing to place-making and beautification.

8 BUILT FORM AND URBAN DESIGN

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

- 8.1 The built form and urban design policies and development criteria found in the Official Plan will apply to all development, and regard shall be had to other applicable municipal guidelines, including Urban Design Guidelines for the Heritage Heights Secondary Plan Area, and Precinct Urban Design Guidelines developed through the Precinct Planning process.
- 8.2 Development will be characterized by high-quality architecture, landscaping, and urban design that will contribute to the character and identity of the Secondary Plan Area.
- 8.3 Scale and Transition
 - 8.3.1 The scale of development will respond appropriately to its existing and planned context, its relationship to adjacent and nearby lower-scale neighbourhoods, access to supporting infrastructure, and its relationship to the public realm.
 - 8.3.2 Large blocks will be divided into smaller parcels through local public streets, parks and/or mid-block connections to provide a range of built form options and development scaled to the size of the parcels.
 - 8.3.3 Tall buildings will have a pedestrian scale building base and will provide transition to lower-scale areas.
 - 8.3.4 Low-rise townhouses, low-rise apartments, or street-related units are encouraged to create a transition in scale from tall buildings to lower scale neighbourhoods.
 - 8.3.5 The vision for each Precinct will be supported by Urban Design Guidelines that will articulate and refine the built form policies in this Secondary Plan as set out in Section 13 – Implementation and Interpretation.
- 8.4 Building Heights
 - 8.4.1 Building Heights will generally be in accordance with Table 1 below:

Table 1: Building Typology and Building Height Range

Building Typology	Building Height Range
Low-Rise	Up to 4 storeys
Mid-Rise	4-12 storeys
High-Rise/Tall	13 storeys or greater

8.4.2 Tall buildings will be generally guided by the height provisions in the Official Plan and have appropriately scaled podiums and tower heights and be located to assist in successfully transitioning to lower scale development in adjacent and nearby communities.

8.4.3 The heights provided in Table 1 provide guidance on the contemplated form of development. Departures from those ranges will be considered in the Precinct Planning process, where deemed appropriate through design, compatibility and transition considerations.

8.5 Setbacks

8.5.1 The pattern of built form will provide consistent built edges and a mix of uses to reinforce character and enhance the pedestrian realm. Setbacks will be determined in the Precinct Planning process as set out in Section 13 – Implementation in this Secondary Plan.

8.5.2 Consistent building setbacks in Mixed Use Areas will contribute to a vibrant complete street environment and will improve the pedestrian experience. Where appropriate, building setbacks will allow for built edges with a generous public sidewalk area to allow for at-grade amenity for patios and other retail activities, and an enhanced streetscape design treatment, including enhanced landscape treatment, and public art.

8.5.3 Development will frame streets, parks and open spaces. Development will be encouraged to provide active and animated uses on the ground level with direct access to the sidewalk.

8.5.4 Landscaped setbacks, where appropriate, will buffer residential uses at grade from street activity.

8.5.5 Any new development will be setback a minimum of 30 metres from the property line of the rail corridor and include appropriate crash protection features as identified by a qualified rail safety consultant. Alternative setbacks may be considered with appropriate rail safety measures proposed and approved by CN Rail, without amendment to this plan.

8.6 Stepbacks for Tall and Mid-Rise Buildings

8.6.1 Above the height of the base building of a tall building, a stepback of 3 to 5 metres is encouraged to the tower component of the building.

- 8.6.2 On sites containing mid-rise buildings, a streetwall height of up to 3 to 6 storeys is encouraged depending on the height of the building and in accordance with Urban Design Guidelines.
 - 8.6.3 The height of base buildings and mid-rise buildings are subject to further review by the City of Brampton and the design policies of the Official Plan, and in accordance with Urban Design Guidelines developed as part of the Precinct Planning process.
- 8.7 Massing & Density
- 8.7.1 New development will be permitted at a density that is consistent with the minimum targets of the Growth Plan for the Greater Golden Horseshoe, and balanced with the timely provision of physical and social infrastructure consistent with this Secondary Plan.
 - 8.7.2 Proposals for new development will be reviewed comprehensively, with scale, massing and density being highest in the Mixed Use Areas and will transition away from these areas in scale, massing, height and density.
 - 8.7.3 Building heights will be permitted in accordance with Policy 8.4, and will be massed appropriately, considering existing and future context of the area.
- 8.8 Edges and Gateway Built Form
- 8.8.1 The edges and gateways will be designed in accordance with other relevant policies of the Official Plan, the Heritage Heights Secondary Plan, and the Heritage Heights Urban Design Guidelines.
 - 8.8.2 Gateway intersections are shown on Schedule 52-3 – Structure Plan and are further described in the Urban Design and Built Form policies of this Plan. These focal points are encouraged to be developed with appropriately scaled, high-quality, pedestrian-focused publicly accessible open spaces, public art and/or public amenity spaces and/or activities that may be defined by buildings and entrance features to enhance the importance of these Gateway locations as important entrances into the Heritage Heights Secondary Plan. Where this is not possible, more attention should be given to the architectural treatment of buildings.
 - 8.8.3 Gateway locations will form the entrance into Heritage Heights and a combination of built form massing, scale and architectural style along with public realm hard and soft landscaped treatment should be provided to provide visual cues of entry into the community.
 - 8.8.4 Gateways will mark a sense of arrival for residents and visitors with an enhanced design treatment in setbacks, landscape medians, and other privately accessible open spaces. Public art is highly encouraged as part of the Gateways, in parks, urban plazas, street boulevards and other private open spaces.

- 8.8.5 Buildings at Gateway intersections shown on Schedule 52-3 – Structure Plan will be designed to include high quality architectural materials and design details to emphasize the importance of these focal points as entrances to the Heritage Heights Secondary Plan. Landscaping and enhancements to the public realm will establish and reinforce the significance and importance of Gateways.
 - 8.8.6 Edges have a significant role in determining the interface with adjacent land uses and development blocks. Along Streets shown on Schedule 52-6, which are the primary edges of a community, buildings will be sited and oriented toward the street to create a consistent built form edge and variety of built forms which will assist in activating the street.
 - 8.8.7 Buildings forms at Gateway locations will be sited and orientated to address the intersection and contribute to the establishment of focal points. Superior architectural design, site design, landscaping and buffer treatments will assist in recognizing, establishing, and reinforcing the significance of focal points with Gateways.
 - 8.8.8 Green Gateways and Green Connections identified on Schedule 52-3 – Structure Plan, are considered conceptual, subject to further refinement through the Precinct Planning process. Green Gateways locations will be designed to establish of focal points for pedestrians and cyclists. Superior wayfinding will be required to establish, and reinforce the significance Green Gateways within the Secondary Plan Area.
- 8.9 Sun, Shadow and Wind
- 8.9.1 Development will create comfortable conditions for pedestrians by giving consideration to the impact of their design on shadow and wind.
 - 8.9.2 Sufficient space between tall and mid-rise buildings will be provided to protect for natural dwelling unit light, and contribute to the creation of comfortable outdoor amenity area for residents.
 - 8.9.3 The height, mass and location of buildings adjacent to or near parks and open space areas will be designed to maximize access to sunlight and minimize shadow impact.
- 8.10 Views and Vistas
- 8.10.1 Views and vistas of the Natural Heritage System will be incorporated into the design of developments, as appropriate and act as visual and functional focal points.
- 8.11 General Built Form
- 8.11.1 Required rail safety, and noise/vibration mitigation structures berms and/or noise walls should be of a high design quality. Berms should be landscaped and opportunities for murals and community artwork, as appropriate, should be explored with the City of Brampton.

8.11.2 All development within the Secondary Plan Area will consider Crime Prevention Through Environmental Design (C.P.T.E.D.) principles that promote proper design and the effective use of the built environment, as a means of mitigating against physical design features which can inadvertently facilitate criminal activity.

9 CULTURE AND HERITAGE

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

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

The potential exists for the discovery of archaeological resources. Archaeological resources include the physical remains and contextual setting of any structure, event, place, feature or object which is on or below the surface of land or water.

- 9.1 The Culture and Heritage policies included in the City of Brampton Official Plan and other relevant Provincial and Regional policy documents apply.
- 9.2 For the purpose of this Secondary Plan, cultural heritage resources include structures, sites, environments, artifacts and traditions that are of historical, architectural, archaeological, cultural, and/or contextual value, significance or interest. Built heritage resources and/or cultural heritage landscapes with cultural heritage value or interest are identified on Schedule 52-7 – Cultural Heritage Resources. These significant built heritage resources and cultural heritage landscapes are rural and agricultural properties that have been identified as candidates for conservation.
- 9.3 Key Heritage objectives with respect to cultural heritage planning and conservation of built heritage resources and cultural heritage landscapes found within the Secondary Plan Area are as follows:
 - a) Significant cultural heritage resources will be conserved, and integrated into new development proposals, where appropriate so that their heritage value, attributes and integrity are retained;
 - b) Significant built heritage resources and cultural heritage landscapes will be conserved and integrated into new development proposals, where appropriate within the Secondary Plan Area to retain the integrity of their cultural heritage value and attributes;
 - c) The City of Brampton will review the built heritage resources and cultural heritage landscapes identified in the Built Heritage Resources and Cultural Heritage Landscapes – Heritage Heights Cultural Heritage Study (February 2018, as revised) and as shown on Schedule 52-7 – Cultural Heritage Resources and may designate these properties under Section 29 of the *Ontario*

Heritage Act or may list them on the City Municipal Register of Cultural Heritage Resources (as per Part IV, Subsection 27 under the *Ontario Heritage Act*); and

- d) The history of the Secondary Plan Area will be considered for incorporation into the landscape design of streetscapes and open space areas through naming considerations for streets and parks, commemorative plaques, public art and landscape features.
- 9.4 Incorporating cultural heritage components into new development will assist in making the Secondary Plan Area visually diverse and distinctive. New development and open spaces will strive to reinforce the rural, early nineteenth century character of the area by protecting significant built heritage resources and cultural heritage landscapes. The retention and conservation of heritage attributes that express a resources' cultural heritage value, where not in conflict with the urban vision for the Secondary Plan, should be considered for incorporation into the future landscape and overall character of the Secondary Plan Area. Attributes that express the rural agricultural character of the Secondary Plan Area may include, but are not limited to:
- a) Standing buildings (residences, barns, silos);
 - b) Building remnants;
 - c) Agricultural lands;
 - d) Streetscapes;
 - e) Entrance laneways;
 - f) Tree lines and hedge rows; and
 - g) Fences.
- 9.5 Retention of cultural heritage resources in situ should be a design and development priority, where deemed appropriate. Consideration should be given to appropriate adaptive reuse options for identified built heritage resources and cultural heritage landscapes, as appropriate.
- 9.6 Development of lands adjacent to or incorporating built heritage resources and/or cultural heritage landscapes will be sympathetic to the cultural heritage value of the resource and will respect scale, character and form and will have regard for appropriate setbacks, height, massing relationships, materiality, building design features, setting, views and vistas, compatible infill and additions, where appropriate.
- 9.7 Development should to the greatest extent possible, avoid adversely affecting built heritage resources and cultural heritage landscapes. Heritage Impact Assessments will be required for development proposals on or adjacent to the properties shown on Schedule 52-7 – Cultural Heritage Resources. The heritage due diligence guided through the Heritage Impact Assessment process will provide guidance, direction and recommend mitigation measures and/or alternative development approaches aimed at reducing potential adverse impacts to built heritage resources and cultural heritage landscapes.
- 9.8 Archaeological resources discovered through the archaeological assessment process will require appropriate conservation and mitigation measures in accordance with the cultural heritage provisions of the Ontario Heritage Act and the City of Brampton Official Plan.

- 9.9 In the event that Indigenous archaeological sites are encountered, consultation with Indigenous communities will take place during the archaeological assessment process when site parameters of significance are determined.
- 9.10 With respect to conserving the nineteenth century McNichol's Cemetery, located approximately 367 metres west along the CNR tracks from Heritage Road, approximately 1026 metres east along the CNR tracks from Winston Churchill Boulevard ,and approximately 33 metres south from the centreline of the CNR tracks, the Cemeteries policies of the City of Brampton Official Plan will apply, and the regulations set out in the *Ontario Cemeteries Act* will apply when development may impact burial sites that are not located within registered cemeteries.

10 MOBILITY

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

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

10.1 Schedule 52-6 identifies some of the transportation infrastructure required to service the growth envisioned as part of this Secondary Plan. The transportation infrastructure requirements for this Secondary Plan will be refined, protected for, and implemented through the development application process; including, but not necessarily limited to: Precinct Plans, Draft Plan of Subdivision Applications, Site Specific Official Plan and/or Zoning By-Law Amendment Applications, and Site Plan Approval Applications.

10.2 Sustainable transportation networks, such as transit, walking and cycling, together with the street network, will provide a range of sustainable travel options. The transit system, public streets, parks and open spaces will support the following transit-supportive objectives:

- a) Promoting and ensuring a land use pattern and mix of uses that allow for the community to evolve and grow over time, while reducing daily vehicular trips;
- b) Adopting a complete streets approach to the design of new streets, the redesign of existing streets, and the design and prioritization of the active transportation network;
- c) Establishing logical and direct connections to focal points, transit, and surrounding neighbourhoods;
- d) Focusing on promoting and improving an integrated and connected pedestrian, cycling and transit network;
- e) Improving the public realm to create a comfortable environment for pedestrians and cyclists, with particular attention to transit station intersections, road widths and streetscapes;
- f) Directing transit-supportive land uses and densities to transit stations;
- g) Encouraging a distribution of vehicular movement through a street network; and,
- h) Implementing Travel Demand Management programs with new development.

- 10.3 Public transit infrastructure projects will be designed to accommodate and protect for the future expansion and long-term implementation of the transit system, including higher order transit, in the Secondary Plan Area.
- 10.4 For Regional roads, any recommendations should be consistent with Regional policies, practices, and standards and should be determined in consultation with the Region of Peel.
- 10.5 Focused Analysis Area and Narrowed Area of Interest
- 10.5.1 Lands within the Focused Analysis Area and Narrowed Area of Interest as shown on Schedule 52-6 will continue to be protected by the City of Brampton's Interim Control By-law 306-2003, until the Province of Ontario has released those areas.
- 10.5.2 This plan is predicated on the development of the proposed Transportation Corridor accommodating projected population and employment growth, supported by the Province's proposed interchanges at Mayfield Road and Bovaird Drive. The proposed Transportation Corridor will accommodate inter- and intra-municipal/regional traffic, transit and goods movement across the GTA.
- 10.5.3 The City of Brampton and the Region of Peel will continue to work with the Province of Ontario on the GTA West Transportation Corridor Environmental Assessment.
- 10.5.4 Within the Focused Analysis Area and Narrowed Area of Interest, once the alignment of the Corridors has been approved as part of an Environmental Assessment, the City will undertake a review to determine if any amendments to the land use designations of the Heritage Heights Secondary Plan are required.
- 10.6 The Role of Streets
- 10.6.1 A network of complete streets, with an enhanced streetscape environment will be implemented in the Secondary Plan Area to allow pedestrians, cyclists, transit users and vehicles to move safely, efficiently and conveniently through the area. An integrated, multi-modal connected grid network of streets, which defines new and smaller development blocks, and improves access, will be developed in the Precinct Planning process and will consider the needs of all users.
- 10.6.2 The planned street network shown on Schedule 52-8 - Street Network (and other Schedules) envisions a network of public streets which will facilitate connectivity for pedestrians, cyclists, vehicles, and transit, to ensure efficient access to and from local and regional destinations.
- 10.6.3 Precincts will require a network of public streets (including local streets) to support the development of smaller-scaled land parcels that are aimed to promote walkability. The local street network will be developed in the Precinct Planning process through the creation of a street network characterized by interconnected streets and blocks which will strive to:

- a) Improve access to and within the Precinct by establishing a series of east-west and north-south local streets and collector roads that connect to the existing street network at appropriate locations; and,
 - b) Ensure permeability, flexibility, visibility, and the safe and efficient movement, of pedestrians, cyclists, transit, and vehicles.
- 10.6.4 The conceptual layout and pattern of new public streets is illustrated on Schedule 52-8 – Street Network (and other Schedules). Where new streets are shown to cross the CN Rail Corridor, the location and necessity of such rail crossings are conceptual and are subject to further study in the Precinct Planning process to be determined whether and where such rail crossings are warranted. The exact location, alignment and design of each new street and rail crossing will be determined and refined through the review and approval of the Precinct Plans, as set out in this Secondary Plan, ultimately to be reviewed and approved as part of individual Draft Plans of Subdivision adopted by City of Brampton Council.
- 10.6.5 Access and servicing to development from new or existing collector roads will be encouraged. The impact of driveways, garages and parking areas along collector roads, and arterial roads will be minimized by locating them at the side or back of buildings, or below grade where appropriate.
- 10.6.6 An Official Plan Amendment will not be necessary to alter the existence, location, alignment and/or right-of- way width of streets and rail crossings shown on Schedule 52-6 – Land Use Schedule, Schedule 52-8 – Street Network and Schedule 52-9 – Street Right of Way Widths (and other Schedules), as determined through the Precinct Planning process or site specific development application approval process.
- 10.6.7 The conceptual street right-of-way widths for the public street network within the Secondary Plan Area is shown on Schedule 52-9 – Street Right of Way Widths and Schedule F of the Region of Peel Official Plan and will be refined through the Precinct Plan process.

10.7 Transit

- 10.7.1 City of Brampton transit services and areas will be provided in accordance with the City of Brampton Official Plan and this Secondary Plan. Transit services and areas for the Secondary Plan Area will be finalized in conjunction with the Precinct Planning process.
- 10.7.2 Development and public realm improvements in the vicinity of transit areas will be designed to:

- a) Provide direct connections for pedestrians and cyclists above and below grade, as appropriate;
 - b) Promote opportunities for the design of these transit stations and infrastructure to be integrated with mixed use, urban development and the public realm; and
 - c) Act as a focal points contributing to the character of the local context and support an elevated architectural treatment that reflects the important role and function of the transit station as a hub of activity for the community.
- 10.7.3 The location and design of streets, buildings and other facilities should prioritize transit and pedestrians and give consideration to the following:
- a) Convenient and safe access to transit stations and waiting areas.
 - b) Improving the transit users' and pedestrian experience; and
 - c) Efficient operation of transit vehicles and improvement of the transit users' experience.
- 10.7.4 Development and public infrastructure projects adjacent to the transit system and transit stations will recognize and protect for possible future transit system improvements.
- 10.7.5 The major road system within and abutting the Heritage Heights Secondary Plan Area consists of Streets shown on Schedule 52-6 which are to be designed with sufficient flexibility to deliver bus routes to conveniently serve residential, commercial, institutional, and employment uses.
- 10.7.6 Development, streets and blocks, will be encouraged to be designed to minimize walking distances to transit stops and provide safe, convenient, attractive, and direct pedestrian and cyclist access to transit stops.
- 10.7.7 Brampton Transit will determine the type and level of local transit service, as well as the location of transit stops and shelters.
- 10.7.8 The introduction of transit services to the Heritage Heights Secondary Plan Area will be phased based on operational and functional criteria.
- 10.7.9 Transit supportive infrastructure, such as pavement markings at transit stops, bus pads, street furniture and security features, and bicycle parking will be incorporated into the design of infrastructure within new developments and infrastructure projects, where appropriate, to support existing and growing transit service.

10.8 Active Transportation

- 10.8.1 The Heritage Heights Secondary Plan Area will be planned to support a safe walking and cycling environment and travel opportunities that reduce automobile dependence, complements the envisioned commercial and retail activity of the Secondary Plan. The cycling network will provide connections to other cycling networks. Pedestrian crossings at major intersections will facilitate movement to connect new and existing communities and amenities, open space areas, transit and employment areas.
- 10.8.2 The Active Transportation Network and associated facilities will be integrated in the Secondary Plan Area with the public realm and any improvements thereto identified in this Secondary Plan. The policies of the Official Plan and the City of Brampton's Active Transportation Master Plan will apply.
- 10.8.3 Cycling and pedestrian connections have been conceptually identified on Schedule 52-10 – Pedestrian and Cycling Network (and other Schedules) and is intended to link directly to the City of Brampton's planned Bicycle and Pedestrian Network.
- 10.8.4 Active Transportation networks will be enhanced and/or integrated with development, or as stand-alone public infrastructure projects, to facilitate access to transit, to local destinations, for recreation purposes, and for short trips to meet the daily needs of the community.
- 10.8.5 Active Transportation facilities and linkages will be provided through, across, or along the edges of adjacent open space areas, as deemed ecologically appropriate. Road allowances may also be utilized and expanded to accommodate portions of the active transportation network where there is no other alternative.
- 10.8.6 Opportunities to provide a pedestrian/cyclist pathway along the Trans-Canada Pipeline (TCPL) will be explored as a means of providing additional local and community linkages.
- 10.8.7 Where there are identified potential impacts to the Natural Heritage System features and/or functions, an additional setback/buffer area may be required for pedestrian and cycling paths in the buffer or adjacent to the buffer and will be determined in the Precinct Planning process and/or a site-specific development application process.
- 10.8.8 Property requirements for active transportation facilities and related linkages located outside of a designated road right-of-way or outside of the Natural Heritage Areas designation will be gratuitously conveyed to the City of Brampton as a condition of development approval where it has been demonstrated that such facilities cannot be located within the public right-of way through the development process.
- 10.8.9 Parks and open spaces will include multi-purpose recreational trails linked to the street network to enhance connectivity for cyclists.

- 10.8.10 Cycling facilities and amenities such as bicycle parking and lock-up areas will be provided at all public destinations within the Heritage Heights Secondary Plan, including but not limited to transit stations, parks, schools, community centres, cultural facilities, other public institutions, and retail uses.
- 10.8.11 Sheltered bicycle lock-up facilities will be provided at and within high-rise buildings.
- 10.8.12 Developments located adjacent to transit stations will be encouraged to include public bicycle parking in accessible, safe and secure indoor facilities.

10.9 Travel Demand Management

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

10.10 Parking

- 10.10.1 Vehicular parking facilities will take multiple forms, including below grade parking lots, small surface lots and on-street parking. In Mixed Use Areas, above-grade parking structures, parking between buildings and adjacent streets is discouraged but above-grade parking may be considered, particularly where noise attenuation is required.
- 10.10.2 In Mixed Use Areas, where there are no other reasonable alternatives, above grade parking structures may be permitted if the structure is integrated with residential, commercial, institutional or employment uses on all floors and street facing frontages, as appropriate. Alternatively, where the City determines it is appropriate, above grade parking structures may be permitted if the structure is wrapped with active uses at grade, and screened appropriately along streets.
- 10.10.3 Where surface parking is proposed as part of an initial phase of development in Mixed Use Areas, a phasing plan will demonstrate how in subsequent phases surface parking will be incorporated into the development and secured in the appropriate development agreement. Surface parking lots will be permitted in Neighbourhoods in support of civic, recreational, and institutional uses.

- 10.10.4 In efforts to support Transportation Demand Management Strategies, reduced parking requirements for residential and non-residential uses will be applied in transit supportive environments.
- 10.10.5 The City of Brampton will encourage a portion of parking provided for office and major institutional uses to be available for visitor public parking. The number of parking spaces for public use and their location will be determined with the submission of parking study with development applications. These public parking spaces may be owned and operated by the building owner or, if procured by the City of Brampton, be operated by a municipal authority.
- 10.10.6 Off-street parking facilities are designed to accommodate spaces for car-share programs and encouraged to include reserved spaces for drivers of car-share and electric vehicles.
- 10.10.7 On-street parking will be encouraged on minor collector and local streets, and on higher order streets where appropriate.
- 10.10.8 Traffic calming mechanisms to slow traffic and safety separating the pedestrian realm from vehicles may be required to support on-street parking.
- 10.10.9 Surface parking lots, where appropriate, will be designed to incorporate plantings as a means of increasing tree cover and shading, reducing heat island impacts, and to intercept rainfall during extreme weather events.

11 HOUSING, COMMUNITY SERVICES AND FACILITIES

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

The adequate provision of housing and community services and facilities will play an important role in the vibrancy of the community. It is an objective of this plan to establish distinct, transit-oriented neighbourhoods providing a range of housing forms intended to attract a variety of household types at varying income levels. While condominium and rental apartments will be the dominant housing typology, each neighbourhood shall contain a significant proportion of ground floor oriented housing. Community Services and Facilities will support the livability and wellbeing of communities within Heritage Heights.

11.1 Housing

- 11.1.1 The policies and development criteria for community services and facilities and affordable housing found in the Official Plan will apply.
- 11.1.2 To support the achievement of a complete and inclusive community, a full range of housing in terms of types, building forms, tenure, and affordability will be developed in the Secondary Plan Area as a means of meeting diverse and changing household needs of residents.
- 11.1.3 A Housing Assessment Report shall be submitted and approved prior to approval of any Precinct Plan or Phasing Plan, and any Secondary Plan amendment involving residential development, which:
 - a) Addresses the policy directions from Provincial policy and Regional and Local housing policies including the direction and recommendations of the City's Official Plan and Housing Strategy 'Housing Brampton'; and,
 - b) Demonstrates a level of contribution towards one or more of the following Region-wide and City-wide housing targets:
 - i) Provide for at least 25% of all residential units as purpose-built rental units.
 - ii) Provide for 50% of all new housing units in forms other than single-detached and semi-detached houses.
 - iii) Provide for 30% of all new residential units to be affordable units, as per the PPS definition of affordable housing and local/Regional affordability thresholds at the time of development. 50% of this affordable housing will be encouraged to be affordable to low income residents.

- 11.1.4 A Housing Analysis will be submitted within a Planning Justification Report as an application requirement for all Zoning By-law Amendment and subdivision applications to demonstrate implementation of the results of the applicable Housing Assessment.
- 11.1.5 Precinct Plans will identify any opportunities to address housing needs across the housing continuum, including non-market, subsidized and supportive housing. This may be achieved through partnerships with private non-profits and/or the Region of Peel.
- 11.1.6 Through Precinct planning, the City of Brampton will explore opportunities to acquire and/or lease land for housing partnership projects, meant to assist vulnerable groups, veterans and Indigenous groups.
- 11.1.7 The City of Brampton shall support the provision of affordable housing by exploring opportunities, including, but not limited to financial incentives or offsets such as alternate development standards (parking requirements, shared amenities, reduced setbacks, etc.), and concierge services for application review.
- 11.1.8 Other forms of relatively affordable and innovative housing, such as additional residential units, triplexes, fourplexes, eightplexes, small lot subdivisions, single room occupancy rental housing, etc. as recommended in the City of Brampton Housing Strategy and Action Plan “Housing Brampton”, may be considered for inclusion in the Neighbourhoods and Mixed Use Residential (Medium) of the Secondary Plan, specifically located near neighbourhood centres or along collector and arterial roads.
- 11.1.9 Individual Precinct Plans will specify appropriate housing mix in terms of affordability, tenure, housing type, density and height, determined in concert with the City of Brampton and Region of Peel during the Precinct Planning process.
- 11.1.10 Each Precinct Plan shall provide further detail regarding the proposed housing mix.
- 11.1.11 Once the final heights and densities have been established for a Precinct Plan area, reducing higher densities to lower densities through subsequent development applications will be discouraged, in order to protect for higher density uses, and more affordable housing stock.
- 11.1.12 Unless it is not feasible for a particular building design, homebuyers will be provided with the option to purchase occupancy-ready additional residential units.
- 11.1.13 Residential subdivisions within the lands designated as Neighbourhoods on Schedule 52-6 – Land Use Structure shall ensure a variety of lot sizes to meet the needs of various household typologies and income groups.

- 11.1.14 All residential development in the Secondary Plan Area is encouraged to incorporate the recommendations of the City of Brampton's Age-Friendly Strategy. Retirement homes, assisted/supportive housing, long-term care facilities (nursing homes), homes for the aged, and seniors' apartment buildings will be allowed as-of-right in all Precincts, as prescribed in the Precinct Planning process. Ground oriented dwellings, such as single and semi-detached dwellings, duplexes, and townhouses, are encouraged to be designed with basic accessibility features such as a barrier-free path of travel and doorway into the kitchen, bedroom, living room, and full bathroom on the ground floor.
- 11.1.15 Co-location of affordable and purpose-built rental housing with commercial and institutional uses shall be explored during the preparation of Precinct Plans.

11.2 Community & Emergency Services and Facilities

- 11.2.1 Community and emergency services and facilities are important to creating strong, liveable communities. As new residents move into the Heritage Heights Secondary Plan Area, the community will be supported by a publicly accessible, non-profit facilities for residents and visitors to enjoy a variety of physical, social, and cultural activities. Community facilities will be designed and located so that they are accessible to residents, provide focal points for the community, and distributed such that they provide equitable access for residents.
- 11.2.2 Community and emergency services and facilities will be available within the Secondary Plan Area as intensification occurs to support a growing and inclusive community, including facilities and services that are designed for users of all ages and abilities. Community services and facilities include, but are not limited to community centres and hubs, new and/or renovated public elementary and secondary schools, non-profit childcare facilities, libraries and non-profit community space.
- 11.2.3 Conceptual locations for City of Brampton Fire Stations have been identified on Schedule 52-6 – Land Use Structure. These locations will be confirmed through the Precinct Planning/Draft Plan of Subdivision stage of the planning process. Public-Private Partnerships are encouraged to maximize the use, form and function of Fire Station sites to include, but not limited to: residential, commercial, office, and institutional uses.
- 11.2.4 New community services and facilities will be established within the Heritage Heights Secondary Plan Area to appropriately serve the future growth provided for by this Secondary Plan. A Community Services and Facilities Strategy developed in the Precinct Planning process will:

- a) Respond to anticipated future growth by identifying community services and facility priorities – such services may include Brampton Libraries, Community Centres, Brampton Fire, Peel Police and Paramedic Services, schools from the four publicly funded school boards in Brampton, etc.;
- b) Identify community services and facilities priorities;
- c) Identify preferred locations for community services and facilities in the Secondary Plan Area;
- d) Develop phasing strategies for the timely provision of community services and facilities;
- e) Identify an approach to ensure community services and facilities are geographically and equitably distributed through the Secondary Plan Area such that they provide broad access to residents;
- f) Identify potential Public-Private Partnership opportunities to maximize the use, form and function of community and emergency service sites to include, but not limited to: residential, commercial, and institutional uses; and
- g) Explore partnerships for planning of community services and facilities with the Region of Peel Human Services Department, non-profit organizations and the City of Brampton's Recreation Department.

11.2.5 Where new development in the Heritage Heights Secondary Plan Area generates Community Benefit Charges under the *Planning Act*, the provision of community services and facilities will be:

- a) Distributed to provide broad access to those services and facilities;
- b) Located in visible and accessible locations with frontage on public streets and strong connections to pedestrian, cycling and transit routes;
- c) Delivered in a timely manner to support residential growth in the Secondary Plan Area;
- d) Where appropriate, incorporated into mixed-use buildings or as stand-alone facilities; and
- e) Designed to provide flexible multi-purpose facilities which can adapt over time to meet the community's evolving needs.

11.2.6 Community services and facilities will be phased to ensure their timely provision to support development.

11.2.7 The City of Brampton, together with the Ontario Ministry of Education and school boards as appropriate, will be encouraged to coordinate their review of school needs over time to identify the resources required to support the projected future enrolment. The City of Brampton will encourage this review as Draft Plan of Subdivision applications are submitted in the Secondary Plan Area and at the time of Precinct Planning.

12 SERVICING

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

- 12.1 Development within the Secondary Plan Area will be on full urban municipal services in accordance with the City of Brampton Official Plan, as well as the Region of Peel Official Plan and applicable Master Plans.
- 12.2 Stormwater management facilities will be provided in accordance with the City of Brampton Official Plan, Region of Peel Official Plan and this Secondary Plan.
- 12.3 Servicing within municipal laneways shall be discouraged and only considered in accordance with approval of a detailed technical study as part of the development application approvals process.
- 12.4 Water and Wastewater
 - 12.4.1 Development within the Secondary Plan Area will be on full urban municipal services in accordance with the City of Brampton Official Plan, Region of Peel Official Plan, and applicable Master Plans, the Ontario Building Code, and other relevant standards, policies and requirements.
 - 12.4.2 Proponents of development will be required to enter into appropriate agreements to the satisfaction of the Region of Peel and the City of Brampton to provide protection for existing private water supply systems in the Secondary Plan Area that are intended to continue use, should their operation be detrimentally impacted through the process of developing the Secondary Plan Area.
 - 12.4.3 In accordance with the City of Brampton Official Plan, the City of Brampton and the Region of Peel may require servicing and/or phasing agreements with developers as Conditions of Approval to ensure that development proceeds in a manner that optimizes the utilization of sewer and water services.

12.4.4 The detailed design and installation of municipal services within the Secondary Plan Area will be undertaken in an ecologically responsible manner with regard for the recommendations of the Heritage Heights Secondary Plan Infrastructure Servicing Study which shall be approved by the City of Brampton and Region of Peel prior to the adoption of the first precinct plan. The City of Brampton and Region of Peel may allow development to be approved within Precincts 52-1 and 52-2 prior to the approval of the Infrastructure Servicing Study, provided that development charge infrastructure is considered and/or constructed to the satisfaction of the City of Brampton and Region of Peel, and provided that the City of Brampton and Region of Peel are satisfied that the servicing plans for the development will not negatively impact the ability to service other lands within the Secondary Plan in an efficient and cost effective manner.

12.5 Stormwater

- 12.5.1 Stormwater management facilities and Low Impact Development measures should be designed to provide opportunities for passive recreation and as community amenity areas.
- 12.5.2 Stormwater management facilities should be located to serve future development in the most cost and land efficient manner, and to ensure that all stormwater generated from development on the site is treated according to appropriate criteria and directed to appropriate receiving systems (e.g. watercourses and other natural heritage features).
- 12.5.3 The City of Brampton will consider technologically advanced, innovative designs of stormwater management facilities provided that they are located and designed to maximize efficiency while supporting and conserving natural systems and minimizing land consumption.
- 12.5.4 Locations for stormwater management facilities will be addressed in the Precinct Planning process.
- 12.5.5 In considering options for stormwater management, the following policies will apply:

- a) Rainwater, snowmelt, and stormwater will be considered as a resource, not a waste product.
- b) Best management practices, including Low Impact Development techniques and measures, will be incorporated into the stormwater management system in accordance with the recommendations of the Heritage Heights Secondary Plan Subwatershed Study, Environmental Implementation Report, and/or Environmental Impact Study, as feasible and appropriate.
- c) Stormwater management facilities will be designed, to provide community amenities (including passive recreation, such as incorporating pedestrian trails within maintenance areas) and be visually attractive, as feasible and appropriate.
- d) Stormwater management facilities will generally not be accepted by the City of Brampton as parkland dedication, unless the design permits their co-location and integrated use (i.e. storage tanks under parks).

12.6 Potentially Contaminated Sites, Utilities and Waste Management

- 12.6.1 Where there is the potential that a site may be contaminated, the relevant site investigations and studies shall be completed in accordance with the Provincial regulations for the management of contaminated sites and submitted along with any application for development. Development for any contaminated site will not be permitted until the site is decommissioned or remediated in accordance with Provincial regulations.

12.7 Public Utilities and Communications

- 12.7.1 Public utilities and facilities, including, but not limited to: municipal works yards, telecommunications and/or communications infrastructure, switching stations, hydro transformer stations, water and sanitary pumping stations will be provided in accordance with the City of Brampton Official Plan. Public utilities and facilities are permitted in any land use designation provided they are appropriately integrated and all necessary approvals from the appropriate authorities are obtained.
- 12.7.2 The City of Brampton will pursue opportunities for providing all services below grade, where feasible, in the Secondary Plan Area. These services will be encouraged to be clustered or grouped into a single utility conduit or trench, wherever possible, to minimize visual impacts. Utility providers will also be encouraged to consider innovative ways of containing infrastructure that are above-grade or within streetscapes in a manner compatible with the community design attributes of the streetscape.
- 12.7.3 The City of Brampton will strive to ensure that the coordination, design and placement of services (including cable, hydro, gas, telecommunications, Canada Post, etc.) within each Precinct Area; as appropriate, will be addressed through the Precinct Planning process and/or site-specific planning application process.

12.7.4 Applications for wireless telecommunication towers will follow the City of Brampton Council approved protocol. The identification of preferred locations for wireless telecommunication towers and ground stations will be encouraged in the Precinct Planning process. The City of Brampton will also encourage identifying opportunities to visually integrate wireless telecommunication facilities within communities through enhanced design and other appropriate methods to take advantage of their potential as visual community markers or landmarks.

12.8 TransCanada PipeLines (TCPL)

12.8.1 TransCanada PipeLines Limited (TCPL) operates two high pressure natural gas pipelines within its right-of-way traversing the Heritage Heights Secondary Plan Area, and is identified on Schedule 52-6 – Land Use Structure of this Plan.

12.8.2 TCPL is regulated by the Canada Energy Regulator (CER) which sets the requirements for regulating development in proximity to its pipelines, including approval for activities within 30 metres of the pipeline centreline.

12.8.3 New development resulting in an increase in population density may result in TCPL being required to replace its pipelines to comply with CSA Code Z662. Therefore, the City shall require early consultation with TCPL or its designated representative for any development proposals within 200 metres of its pipelines.

12.8.4 Subject to consultation with TCPL, the right-of-way may be designated for use as passive open space.

12.8.5 No permanent building or structure shall be located within 7 metres of the limit of the pipeline right-of-way. Accessory structures shall have a minimum setback of at least 3 metres from the limit of the right-of-way;

12.8.6 In addition to the requirements for the above noted setbacks, a minimum setback of 7 metres may be required from the limit of the pipeline right-of-way for:

- a) Road rights-of-way paralleling pipeline rights-of-way, paved private driveways or drive aisles, parking spaces and parking areas; and,
- b) Stormwater management facilities.

12.9 Infrastructure Phasing

12.9.1 Development will be sequenced to facilitate the implementation of appropriate transportation, municipal servicing infrastructure, and community and emergency facilities.

12.9.2 The expansion of the street network will occur incrementally with development as follows:

- a) If a required public street is fully within a development site or land assembly, the full required right-of-way will be secured with the approval and construction of the first phase of development.
- b) Where a required public street forms the boundary between development sites, the full conveyance of the right-of-way may be achieved in two (2) stages provided interim measures to facilitate access and travel are put in place with the first stage of development.
- c) If required transportation infrastructure does not form part of a development site or land assembly, financial contributions towards the acquisition of land and construction of transportation infrastructure off-site may be secured through the development approvals process, as agreed to between the development proponent and the City of Brampton and/or Region of Peel.

13 IMPLEMENTATION & INTERPRETATION

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

13.1 Precinct Plans

- 13.1.1 The boundaries of Precinct Areas on Schedule 52-2 – Precinct Areas are general. Where the general intent of the Secondary Plan is maintained, adjustment to boundaries will not require an amendment to this Secondary Plan.
- 13.1.2 Subject to Policy 13.1.9, Official Plan Amendments shall be adopted for each Precinct Area of the Heritage Heights Secondary Plan Area, in accordance with the policies of this Plan prior to the approval of development applications and/or release of development. Any Precinct Plans containing limits of the Focused Analysis Area/Narrowed Area of Interest can be staged in a manner that allows the full development of the lands outside of that area in advance of the Province of Ontario releasing that area.
- 13.1.3 Precinct Plans will be required for each Precinct Area prior to the approval of any Draft Plan of Subdivision and/or Zoning By-law Amendment application(s) within that Precinct. Precinct Plans will be prepared to the satisfaction of the City of Brampton, and in respect of Regional services, the Region of Peel, and shall be adopted as an amendment to the Secondary Plan in accordance with the City of Brampton Official Plan. Precinct Plans prepared to the satisfaction of the City of Brampton, and in respect of Regional services the Region of Peel, may be submitted for consideration to City Council concurrent with the consideration of an implementing Draft Plan of Subdivision and/or Zoning By-law Amendment.
- 13.1.4 Precinct Plans will demonstrate how the proposed development addresses the vision and principles of this Secondary Plan by illustrating where appropriate:
 - a) Population and Employment estimates;
 - b) Affordable housing targets, strategies;
 - c) The identification and designation of the Natural Heritage System in conformity with a Secondary Plan Subwatershed Study completed to the satisfaction of the City of Brampton;
 - d) A streets and block structure that includes the location, size and design of public and private streets and pedestrian, cycling and vehicular connections to public transit facilities;
 - e) The conceptual location and massing of buildings;
 - f) The location of school sites to reasonably accommodate the planned levels of growth;
 - g) The location and size of parkland to be conveyed to the City of Brampton;
 - h) The location and design of the pedestrian and cycling network;

- i) The conceptual location, dimensions and character of publicly accessible private open spaces indicating their relationship to adjacent public spaces, streets, pedestrian amenities, including weather protection;
 - j) The general location of parking facilities and vehicular access points with sufficient detail to facilitate the assessment of the effect of these facilities on public sidewalks and on adjacent signalized intersections;
 - k) The efficient utilization of public investments in sanitary sewer and water supply infrastructure;
 - l) Urban design standards and guidelines for the Precinct Area, based on Terms of Reference developed by the City of Brampton;
 - m) A Phasing Plan for development, based on Terms of Reference developed by the City of Brampton; and
 - n) Implementation of the energy policies of this Secondary Plan.
- 13.1.5 Precinct Plans for the Heritage Heights Secondary Plan Area adopted by City of Brampton Council will, among other matters, establish a context for coordinated development.
- 13.1.6 Prior to the adoption of the first Precinct Plan, a Subwatershed Study for the Secondary Plan Area shall be completed (or sufficiently progressed to the City's satisfaction, in consultation with the Region of Peel) to provide environmental and water management recommendations specific to the various sub-watersheds present in Heritage Heights. The Subwatershed Study will identify Natural Heritage System recommendations. Where appropriate, refinements to the Natural Heritage System and any related management recommendations shall be addressed in Precinct Plans and/or through development applications. The Subwatershed Study shall be prepared in accordance with terms of reference and completed to the satisfaction of the City of Brampton.
- 13.1.7 Precinct Plans and Urban Design Guidelines together will be used as tools to determine standards that will be included in the Zoning By-law(s), or a Community Planning Permit System, and to evaluate concurrent applications for Draft Plans of Subdivision and Site Plan Control.
- 13.1.8 The City of Brampton may enact Zoning By-laws and approve Site Plan Control Applications without a Precinct Plan process, as set out in Section 13.1 of this Secondary Plan, for uses that the City of Brampton deems are in the City of Brampton's and the Region of Peel's interest, such as a Hospital/Wellness Centre, civic works, and/or transit facilities, provided that such proposals meet all applicable policies and legislation, and provided the proposed development:

- a) Can be supported by existing/proposed servicing infrastructure;
- b) Protects, preserves, enhances and restores the Natural Heritage System;
- c) Conserves places and/or landscapes of cultural heritage value;
- d) Protects for the future right-of-way of the proposed Transportation Corridor and any planned transit facilities;
- e) Considers the provision of affordable housing;
- f) Meets the intent and purpose of the Heritage Heights Urban Design Guidelines; and
- g) Implements the policies and directions of this Secondary Plan.

13.1.9 The City of Brampton, at its discretion, may permit a scoped Precinct Plan process for smaller geographies within identified Precinct Plan Areas in accordance with the criteria identified in Section 13.1 of this Plan. A scoped Precinct Plan process will:

- a) Identify the development context of the proposal;
- b) Demonstrate the availability of municipal services;
- c) Include an area that is in a location and is of sufficient size to ensure the general intent of Precinct Plans can be addressed, including the relationship of the general location and massing of the proposed development to surrounding buildings, streets, open spaces, natural heritage features and cultural heritage resources;
- d) Identify requirements for streets, transit, pedestrian, and cycling connections that link the broader pedestrian and cycling network;
- e) Demonstrate that the proposed development would not adversely impact any adjacent lands within the Precinct Plan, or any adjacent Precinct(s);
- f) Demonstrate that the proposed development will not prevent comprehensive Precinct Planning; and
- g) Provide any other information required by the City to review the scoped Precinct Plan.

13.1.10 The City of Brampton in consultation with the Region of Peel will use its powers as the municipal approval authority to ensure that residential development does not outpace the provision of infrastructure, services, facilities, and amenities needed to support intensification of the Secondary Plan Area.

13.1.11 a) In order to ensure provisions for adequate transportation infrastructure are in place to support development in the Heritage Heights Secondary Plan Area, prior to the City of Brampton adopting Precinct Plans for Precincts 52-4 and 52-5, proponents of development shall demonstrate satisfaction of the transportation policies under the North West Brampton Urban Development Area section of the City of Brampton Official Plan.

b) Within Precincts 52-4 and 52-5 on Schedule 52-2, future study is required as identified by the Halton Peel Boundary Area Transportation Study Memorandum of Understanding (HPBATS MOU, 2012) to determine the extent of transportation network improvements that may be required to support east-west connections across municipal boundaries. This study will inform Precincts 52-4 and 52-5 and shall occur as part of the Precinct Planning process and may be undertaken by affected landowners. The Study shall be undertaken based on the terms identified in the HPBATS MOU and must be to the satisfaction of the City, in consultation with the Town of Halton Hills and Region of Halton.

c) Any development proposed within the East-West Connection Focus Area as shown on Schedule 52-6, in advance of adoption of the Precinct Plans for Precincts 52-4 and 52-5 must be reviewed by the City in consultation with the Town of Halton Hills and Halton Region. No development shall be approved by the City within Precincts 52-4 and 52-5, within the East-West Connection Focus Area as shown on Schedule 52-6, that may preclude the opportunity for the future east-west cross boundary transportation network improvements identified in the Study identified in Policy 13.1.11 b) above.

- 13.1.12 In order to ensure cohesive transportation planning across Precinct Areas and ensure the Heritage Heights transportation network shall have due regard for future travel demand, the City of Brampton shall prepare detailed terms of reference for an update to the Heritage Heights Transportation Study to the satisfaction of the Region in respect of Regional roads after transportation policies under the North West Brampton Urban Development Area section of the Region of Peel Official Plan have been satisfied. The recommendations of the Transportation Study shall be incorporated into the Heritage Heights Precinct Plan Official Plan Amendments.
- 13.1.13 The City of Brampton may enact Community Planning Permit Systems, Zoning By-laws, and approve Precinct Plans, Draft Plans of Subdivision, and Site Plan Control Applications to permit the development of residential uses provided that proposals meet all applicable policies and legislation.
- 13.1.14 The City of Brampton and the Region of Peel may enter into Agreements pursuant to the *Planning Act*, to secure matters required to support the development envisioned by this Secondary Plan.
- 13.1.15 To provide for the orderly sequencing of development and appropriate infrastructure and services, the Holding (H) symbol provisions of Section 36 of the *Planning Act*, as amended, may be used.
- 13.1.16 All development will have appropriate and meaningful regard for all applicable Council adopted Urban Design Guidelines, including the Heritage Heights Secondary Plan Urban Design Guidelines.
- 13.1.17 New development will protect for the long-term vision of the Heritage Heights Secondary Plan within the planned right-of-way consistent with the policies of this Secondary Plan, Heritage Heights Transportation Master Plan, and applicable Region of Peel Policies and Schedules.

13.1.18 Staging and Sequencing Plans shall be completed to the satisfaction of the City of Brampton and Region of Peel, and implemented in Precinct Plans and Plans of Subdivision. The Staging and Sequencing Plans will address planning-related criteria including, but not limited to, the following:

- a) A logical progression of growth integrated as extensions of existing communities based on identifiable boundaries, having regard for physical and natural features and barriers;
- b) The efficient and financially sustainable provision of water and wastewater services, as per the Region of Peel's Water and Wastewater Master Plan;
- c) Protection of a Natural Heritage System and water resource system informed by Subwatershed Study recommendations and that integrates water and stormwater management objectives and requirements;
- d) The efficient provision of sustainable transportation and transit infrastructure and services including the conceptual alignment of higher order transit corridors;
- e) The identification of areas that provide opportunities to locate population-related employment, institutional and residential uses in higher density, mixed-use formats served by transit;
- f) The identification of areas that can provide key community infrastructure including lands for public health, education, recreation, parks and open space, cultural and community facilities, public safety and affordable housing early in the development process; and
- g) Provide for the orderly transition from agriculture and agricultural activities and related uses continue for as long as practical.

13.2 Urban Design Guidelines

13.2.1 Urban Design Guidelines will be required for each Precinct Area and will be prepared to the satisfaction of the City of Brampton prior to approval of any Draft Plan of Subdivision or Zoning By-law Amendment application(s) within that Precinct. Urban Design Guidelines represent a refinement of the vision of the Secondary Plan as outlined in the vision policies in this Plan and will include, but are not limited to, the following:

- a) The hierarchy of typical street edge treatments from streets shown on Schedule 52-8 to minor local streets, including typical building orientations to the street, the style of street lighting and signage, landscape treatments, noise barriers and fencing, the placement of above-grade utilities, mailboxes, transit stops and associated streetscape furniture, such as benches and litter containers;
- b) The locations and generic design of all community and neighbourhood entry features, decorative centre medians, islands, fencing, sidewalks, etc.;
- c) The locations of and the techniques for incorporating special visual features including views, vistas, landmarks and focal points;

- d) Comprehensive design guidelines on the proposed character of all types of buildings within the area, particularly as viewed from streets and other points of high public visibility;
 - e) Programming requirements and conceptual plans; and,
 - f) Build on the City of Brampton's City-wide Development Design Guidelines with a particular focus on place-making and developing a unique identity for the Precinct.
- 13.2.2 Urban Design Guidelines for the Heritage Heights Secondary Plan adopted by City of Brampton Council will, among other matters, establish a context for coordinated development of the Secondary Plan Area. The Urban Design Guidelines will also be used as a tool to determine standards that will be included in the Zoning By-law(s) and to evaluate applications for Draft Plans of Subdivision and Site Plan Control.
- 13.2.3 The Urban Design Guidelines will reflect the boundaries of the Precinct Plan Areas and will be submitted concurrently along with Precinct Plans.

13.3 Natural Heritage System

- 13.3.1 All Precinct Plans will be supported by an Environmental Implementation Report (EIR). Prior to the commencement of the EIR, a Terms of Reference will be developed to the satisfaction of the City of Brampton, in consultation with Credit Valley Conservation.
- 13.3.2 Prior to the City of Brampton issuing final approval for Draft Plan of Subdivision or Site Plan Approval, where appropriate, an EIR or Environmental Impact Study (EIS) will identify the limits of the Regulatory Floodplain based on the most recently approved flood flow rates for the Credit River and/or Huttonville Creek Watershed. Where the Regulatory Floodplain may have expanded in Heritage Heights based on the application of more recent flood flow rates, the EIR or EIS will recommend technical solutions that provide a balanced approach that accommodates the more recent flood flows while maintaining the existing limits of the valley corridors that are shown in the Secondary Plan, where appropriate, and to provide an environmental buffer.
- 13.3.3 An EIR or EIS will be undertaken in accordance with the recommendations and requirements of the approved (or as sufficiently progressed to the City's satisfaction) Heritage Heights Subwatershed Study, and must demonstrate no net negative impacts to natural heritage features and their ecological functions, and where possible, enhancement to the natural features and functions can be achieved.
- 13.3.4 The final Natural Heritage System designation will be protected through an appropriate zone in the City's Zoning By-law in accordance with the recommendations of the Heritage Heights Subwatershed Study and EIR or EIS.

13.3.5 As part of the Precinct Planning process, a Natural Heritage Education and Awareness Strategy will be developed to outline how residents will be informed of their local natural heritage features and how to be stewards of these community assets. The recommendations of this Strategy will be implemented by the development proponent as part of the draft plan of subdivision process.

13.4 Climate and Sustainability

13.4.1 An Energy Management Plan will be submitted at the Draft Plan of Subdivision and Site Plan stage to demonstrate conformity with the goals and targets of Chapter 4 of this Secondary Plan.

13.4.2 Transportation Plan submissions must include multi-modal analysis, recommendations, and targets that aim to meet the targets of the Heritage Heights Community Energy Plan.

13.5 Transportation

13.5.1 Typical street sections will be developed in the Precinct Planning process, as guided by this Secondary Plan and the Heritage Heights Urban Design Guidelines, to illustrate how the components of the streetscape combine to achieve an enhanced public realm. These street sections will illustrate:

- a) Width of street right-of-way;
- b) Roadway pavement width;
- c) Boulevard widths/boulevard landscaping/tree locations;
- d) Pedestrian sidewalks;
- e) Lay-by parking and their relationship to store fronts where applicable;
- f) Cycling paths/lanes linkages;
- g) Streetlight locations;
- h) Minimum building setbacks and projections; and
- i) Relationship to garages.

13.5.2 Streets within the Heritage Heights Secondary Plan Area are intended to develop and function in accordance with Schedules of the City of Brampton and Region of Peel Official Plans, and in accordance with the policies of this Secondary Plan and the designated road classifications on Schedule 52-9 – Street Right-of-Way Widths, to be refined and assessed through the Precinct Planning process.

13.5.3 Notwithstanding the Precinct Planning policies of this Plan, Precinct Planning shall be permitted in Precincts 52-1, 52-2, and 52-3 in advance of Policy 13.1.12 being addressed provided that:

- a) Adequate right-of-way is provided for the streets shown on Schedule 52-6 to protect for the right-of-way width that may be determined through the Heritage Heights Transportation Study;
 - b) Regional roads be protected for the ultimate right-of-way as indicated in the Region of Peel Official Plan and as shown in Schedule F with any future reductions in this right-of-way shall be confirmed through Regional Transportation Studies; and
 - c) No development is to be permitted within the Focused Analysis Area and Narrowed Area of Interest, as depicted in Schedule 52-6 of this Plan, until permitted by the Province and any planning for these areas should be considered conceptual until such time that policies 13.1.11 and 13.1.12 are addressed to the satisfaction of the Region of Peel, in consultation with the Province and Region of Peel.
- 13.5.4 Final right-of-way requirements will be determined through the Precinct Planning Process and Environmental Assessment processes, where necessary.
- 13.5.5 A network of streets is fundamental to the implementation of the Heritage Heights Secondary Plan. Schedule 52-8 – Street Network identifies the public street network planned for Heritage Heights. It is intended to optimize connectivity providing flexibility for a range of development scenarios. Modifications to the location and alignment of planned streets are permitted without amendment to this Plan, provided the intersections, and connections identified on Schedule 52-8 are maintained in their general location.
- 13.5.6 Potential conceptual access points for Streets shown on Schedule 52-8 and local road requirements will be determined as part of the Precinct Planning Process.
- 13.5.7 Streets shown on Schedule 52-8 will be designed to support and accommodate active transportation (walking, bicycling) and public transit to the greatest extent possible, as appropriate. This includes the use of either multi-use pathways either in the boulevard or in the road right-of-way, or sidewalks, on-road bicycle lanes, and pedestrian walkway linkages to provide safe access to transit services.
- 13.5.8 All local streets determined in the Precinct Planning process, within the Secondary Plan Area will be located to avoid and/or minimize encroachments into the Natural Heritage System and will be designed to eliminate, minimize, and/or mitigate impacts to the environmental and ecological functions and sensitivities of natural features and areas, and to facilitate wildlife passage at valleyland crossings, as appropriate.
- 13.5.9 The City of Brampton shall work with the Region of Peel to implement the transportation network envisioned by this Secondary Plan recognizing a combination of partial and full moves intersections may be necessary on Regional Roads. It is recognized that the Region of Peel, in collaboration with the City of Brampton, will work to identify solutions to ensure the safe and efficient movement of goods through the Heritage Heights Secondary Plan Area while maintaining complete communities.

13.6 Transportation Master Plan

- 13.6.1 The requirements of the Municipal Class Environmental Assessment, or other requirements of the *Environmental Assessment Act*, will be satisfied in the Precinct Planning process or through the plan of subdivision approval process, as appropriate.
- 13.6.2 Road widening to achieve the right-of-way requirements identified in the City of Brampton and Region of Peel Official Plans are to be gratuitously provided within or abutting the Secondary Plan and conveyed to the road authority having jurisdiction, as a condition of development approval.
- 13.6.3 To protect the function of streets shown on Schedule 52-8, it is the policy of the City of Brampton and the Region of Peel to generally restrict access to them from individual properties. Accordingly, 0.3 metre reserves or other measures, as appropriate, will be a condition of development approval for lands abutting such streets except at approved access locations. However, existing residence or buildings will continue to have direct access until such time as access from an alternative road becomes available or the property is redeveloped. Notwithstanding, direct access to boundary Arterial Roads are permitted subject to detailed traffic studies without an amendment to this Secondary Plan.
- 13.6.4 The determination of any future road alignments will avoid small parcels of land which are not proposed to be developed, wherever possible.
- 13.6.5 All proposed accesses or intersections on Regional Roads will be in accordance with the Region of Peel's Controlled Access By-Law 62-2013, as amended, or as may otherwise be approved by the Region of Peel.

13.7 Transportation, Cycling and Pedestrian, and Transit Networks

- 13.7.1 The City of Brampton and the Region of Peel may require with applications for development, the submission of a Traffic Impact Study that assesses the impacts of the proposal on the street network, including the impacts of truck traffic that accommodates neighbouring employment uses, and/or a pedestrian and cycling circulation plan that demonstrates how the development facilitates access and circulation by transit users, cyclists and pedestrians.
- 13.7.2 The general Cycling and Pedestrian Network for the Heritage Heights Secondary Plan Area is identified on Schedule 52-10 – Pedestrian and Cycling Network. The precise location of the pedestrian and cycling network may vary from those shown on Schedule 52-10 – Pedestrian and Cycling Network without amendment to this Secondary Plan. Future cycling facilities are intended to be built on existing streets and open spaces when new streets and open spaces are built. Temporary facilities may also be considered where the timing of permanent facilities to create key linkages is long term or uncertain.
- 13.7.3 To maximize the potential urban use of land, Brampton Transit, Metrolinx or other transit station authorities may enter into a strata title agreement with a developer to allow for the development of the air-rights of stations within Heritage Heights Secondary Plan Area to the satisfaction of the City of Brampton. This agreement should describe such matters as access, maintenance, liability and monetary

contributions. Vehicular ramps and other accesses will be located within adjacent buildings wherever possible.

13.7.4 The City of Brampton will monitor the need for public parking within the Heritage Heights Secondary Plan Area and may prepare a Public Parking Strategy that considers:

- a) Changes to the minimum and maximum parking standards required to support all planned uses to reflect the introduction of improvements to Higher Order Transit in the area;
- b) The amount of on-street parking required to support planned commercial, entertainment, and institutional uses;
- c) Access easements should be explored to make office parking available to the public in the evenings and on weekends;
- d) Access easement should be explored to make commercial parking facilities available to transit commuters;
- e) Appropriate locations and sizes for off-street public parking facilities;
- f) Appropriate parking standards for commercial uses based on the ability to complement private parking with public facilities; and
- g) Reduced parking strategy for office and retail areas will be developed to encourage the use of transit and carpooling.

13.8 Focused Analysis Area and Narrowed Area of Interest

13.8.1 While the Precinct Planning process can include lands located within the Province of Ontario's Focused Analysis Area and Narrowed Area of Interest, as depicted in Schedule 52-6, or as modified by the Province, development is not permitted unless the Ministry of Transportation and Ministry of Energy have released the lands related to that development.

13.8.2 Schedule 52-6 illustrates the Preliminary Highway and Transitway Right-of-Way design. Should the final design of the Preliminary Highway and Transitway Right-of-Way or the Transmission Corridor result in different land requirements and/or alignments, the boundaries of the adjacent land use designations will be adjusted accordingly without the need for an amendment to the Secondary Plan.

13.8.3 In the event the Focused Analysis Area and the Narrowed Area of Interest are released by the Province and the Provincial Transportation Corridor and Transitway Right-of-Way and the Transmission Corridor are not required, the City will conduct a review of this Secondary Plan before permitting development in the affected areas to proceed.

13.9 Plans of Subdivision

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

13.9.2 Applications for Draft Plan of Subdivision will comply with the statutory complete application submission requirements of the *Planning Act*, and the City of Brampton Official Plan.

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

13.10 Zoning By-law Amendments

13.10.1 In addition to the Complete Application submission requirements of the City of Brampton Official Plan, and the policies of this section, a Complete Application to amend the Zoning By-law for lands within this Secondary Plan, will include a Precinct Plan, in consultation with residents, stakeholders, the City of Brampton, and relevant agencies.

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

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

13.11 Holding Provisions

13.11.1 City of Brampton Council may enact a Zoning By-law pursuant to Section 34 and 36 of the *Planning Act*, with an 'H' Holding symbol in respect of the residential uses within the Secondary Plan Area.

- 13.11.2 In order to appropriately sequence development within a phase and otherwise address the provisions of a development site, any implementing Zoning By-law may define and incorporate a Holding (H) symbol pursuant to Section 36 of the *Planning Act*. When a Zoning By-law has been enacted that incorporates a Holding (H) symbol, it will specify both the use of the lands and buildings that are permitted upon removal of the Holding (H) symbol by amendment to the Zoning By-law and any uses, including existing uses, interim uses and minor alterations thereto, that are permitted while the lands remain subject to the Holding (H) symbol.
- 13.11.3 The Zoning By-law may contain holding provisions that specify the use(s) of land, buildings or structures that will be permitted when the holding symbol is removed consistent with the *Planning Act*. Until such time as the holding provision is removed, these uses will not be permitted.
- 13.11.4 Holding provisions may be used to ensure that the goals, objectives, and policies of the City of Brampton Official Plan and this Secondary Plan are met prior to the holding symbol being removed.
- 13.11.5 To lift a holding symbol and permit development in accordance with the underlying zone, the applicant will need to fulfil the conditions identified in the holding by-law or as set out in the Zoning By-law. Once those conditions are satisfied, Council or its designate may lift the holding symbol to permit development.

13.12 Community Planning Permit System

- 13.12.1 The City may identify one or more areas, including the entire Secondary Plan Area, as a Community Planning Permit Area.
- 13.12.2 Within an area for which a Community Planning Permit By-law has been enacted, the City of Brampton's Zoning By-law will not apply, nor will Site Plan Control Approval if applicable.
- 13.12.3 If a Community Planning Permit By-law is enacted, the use and development of land must comply with the permitted uses, standards and criteria set out in the Community Planning Permit By-law unless the proposed use or development is expressly exempted from a Permit as indicated in the Community Planning Permit By-law.
- 13.12.4 Pursuant to O.Reg. 173/16, of the *Planning Act*, a Community Planning Permit By-law will, amongst other things:

- a) Contain a description of the area to which the By-law applies, which must be within the boundaries of the area identified in the City of Brampton Official Plan;
- b) Set out development standards with specified minimum and maximum standards;
- c) Set out any internal review for permit decisions;
- d) Describe notification procedures for decisions;
- e) Set out criteria for determining whether a proposed use or development is permitted;
- f) Describe the process for amending Development Permit agreements;
- g) Outline any conditions of approval that may be imposed;
- h) Set out the scope of delegated authority, including any limitations; and
- i) Include a statement of any exemptions from the requirement for a Permit.

13.12.5 City of Brampton initiated amendments or an application to amend the Community Planning Permit By-law must be considered in the context of the planned vision for all lands within the area subject to the By-law. An application to amend the Community Planning Permit By-law must be supported by a comprehensive planning rationale within the context of the planned vision for all of the lands within the area subject to the By-law and must include area studies as identified in Section 13 and a Public and Community Engagement Plan involving the City of Brampton and the community impacted by the proposed amendment.

13.12.6 City of Brampton initiated amendments to the Community Planning Permit By-law will be considered by City of Brampton Council only after the completion of the comprehensive planning rationale has been submitted, and the public and a robust community engagement program has been completed.

13.12.7 The Community Planning Permit By-law may require an applicant to enter into and register on title an agreement with the City to address some or all of the conditions of approval imposed on a Community Planning Permit.

13.12.8 The Community Planning Permit By-law may require the applicant to provide financial security to ensure the satisfaction of any condition imposed on the Community Planning Permit, including the details for the provision of community benefits, or a cash contribution in lieu thereof, proportionate to and in exchange for the height and/or density being sought.

13.13 Noise, Dust and Vibration

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

13.14 Schools

- 13.14.1 School sites will be identified in the City of Brampton's Precinct Planning process. The need for and location of school sites will be determined to the satisfaction of the City in consultation with the four publicly funded school boards.
- 13.14.2 The need for particular school sites will be confirmed by the school boards as part of the Precinct Plan and Draft Plan of Subdivision approval process. The duration for which the school site shall be reserved will generally not exceed ten (10) years from the time of registration of the Draft Plan of Subdivision in which the school site is located.
- 13.14.3 If any of the four publicly funded school boards or if the reservation period lapses, then it will be released for residential development based on the permissions of the adjacent residential designation. Relevant Draft Plans of Subdivision will include designated educational facilities as appropriate with a size, shape, and frontage satisfactory to the relevant school board.
- 13.14.4 Prior to approval of Draft Plans of Subdivision, the City of Brampton will require landowners within a Precinct Plan Area to enter into agreements with each other for the purpose of providing for the equalization of the costs associated with establishing school sites, unless this purpose is deemed unnecessary and/or by Education Development Charges or another effective mechanism.
- 13.14.5 Relevant Draft Plans of Subdivision will include the designated school site(s) with a shape, size, and frontage satisfactory to the relevant school board. The school site(s) will be dual zoned, and landowners will be required to submit, at the Draft Plan of Subdivision Application stage, an alternative lotting plan to facilitate residential development should the site not be used for educational facility purposes.

13.15 Stormwater Management

- 13.15.1 A Stormwater Management Plan will be submitted with development applications in accordance with the approved Heritage Heights Subwatershed Study, EIR, or EIS. The Stormwater Management Plan will address such concerns as Low Impact Development measures, flow attenuation (quantity), water detention (quantity and quality), groundwater quantity/quality issues, water balance for groundwater, natural heritage features, and erosion/siltation control design requirements, in addition to sanitary water servicing, as appropriate.
- 13.15.2 A comprehensive Stormwater Management Monitoring Program will be developed in the Precinct Planning process which implements the recommendations of the Subwatershed Study, EIR, or EIS.
- 13.15.3 Prior to the construction of any stormwater management facility, including the commencement of any grading or filling, all required permits will be obtained from the appropriate agencies. This may include, but is not limited to, the City of Brampton, Credit Valley Conservation Authority, and the Province of Ontario Ministry of Environment, Conservation and Parks.
- 13.15.4 Stormwater management facilities shall be designed in compliance with the Stormwater Management Planning and Design Manual (Ministry of Environment, 2003) Section 5.8.3, stipulations of the City's Consolidated Linear Infrastructure Environmental Compliance Approval (CLI ECA), and Credit Valley Conservation's Stormwater Management Criteria. The final location of all stormwater management facilities shall be subject to the approval of the City of Brampton in consultation with the Credit Valley Conservation Authority.
- 13.15.5 Sediment and erosion control measures during construction shall be implemented in accordance with the Erosion and Sediment Control Guideline for Urban Construction 2019. Inspection and maintenance of sediment controls is to be undertaken by a professional certified in erosion and sediment control as deemed appropriate by the City of Brampton.
- 13.15.6 Where appropriate, stormwater management facilities will be integrated with adjacent land uses and incorporate relevant recommendations of the Heritage Heights Subwatershed Study, the Secondary Plan Infrastructure Servicing Study, an EIR, a Master Stormwater Management Report, and/or Functional Servicing Report (as completed to the satisfaction of the City of Brampton in consultation with Credit Valley Conservation). Notwithstanding, stormwater management ponds will not be permitted within park blocks or school sites.

13.16 Cultural Heritage

- 13.16.1 As a component of the Precinct Planning Process, the City of Brampton will adopt a Strategic Implementation Plan for cultural heritage resources. This Plan will identify priority resources for conservation based on specific criteria, including but not limited to, historical merit, the financial feasibility of acquisition and long-term maintenance, contextual merit, reuse or adaptive reuse potential, and structural integrity.

- 13.16.2 City of Brampton Council will obtain and consider, but not necessarily be bound by the recommendation of the Brampton Heritage Board as to whether existing cultural heritage resources should be retained, relocated, or demolished.
- 13.16.3 Development in the Secondary Plan Area may require Archaeological Assessment be undertaken in accordance with the current technical guidelines set out by the Ministry of Tourism, Culture and Sports. No grading or other disturbance will take place on a property with respect to archaeological resources prior to issuance of a Letter of Acceptance by the Province of Ontario Ministry of Tourism, Culture and Sports and clearance by the City of Brampton.
- 13.16.4 Landowners are required to adequately maintain, protect, and secure any cultural heritage resource identified for retention in the Built Heritage Resources and Cultural Heritage Landscapes – Heritage Heights Secondary Plan Cultural Heritage Study (February 2018, as revised).
- 13.16.5 Those cultural heritage resources identified for retention in the Built Heritage Resources and Cultural Heritage Landscapes – Heritage Heights Secondary Plan Cultural Heritage Study (February 2018, as revised) and Schedule 52-7 Cultural Heritage Resources of this Secondary Plan will be subject to the standard Draft Plan of Subdivision financial security provisions. Upon completion of these conditions, to the satisfaction of the City of Brampton, securities will be reduced or released accordingly.

13.17 Tree Preservation Plans

- 13.17.1 During processing of development applications, the City of Brampton will require the preparation of Vegetation Assessment and/or Tree Preservation Plans by qualified professionals. Approval by the City of Brampton of such plans, incorporating suitable implementation programs, will be required prior to final approval of development applications, in accordance the City of Brampton Official Plan.

13.18 Infrastructure Servicing

- 13.18.1 Approval of development applications will be conditional upon commitments from the appropriate authorities and the proponents of development as to the timing and funding of the required water supply, sanitary sewer, road, and transportation facilities. These works will be provided for in Draft Plan of Subdivision and Site Plan Approval Application Agreements. Phasing of development, based on the completion of required external works and facilities, may be implemented as considered appropriate or necessary by the City of Brampton.

13.19 Small Holdings

- 13.19.1 Landowners of small holdings less than 2.0 hectares (5 acres) will be encouraged to submit joint Plans of Subdivision with adjacent owners in the interest of comprehensive planning and expediting their development proposals.

13.19.2 Development proposals for very small holdings of less than 0.8 hectares (2.0 acres) will be evaluated with reference to their land use designations in this Plan. In most cases, not until Draft Plans of Subdivision for larger, adjacent landholdings are submitted for approval.

13.20 Cost Sharing

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

13.20.2 The City of Brampton will require that a Developer Cost Sharing Agreement(s) sufficient to ensure the fair and equitable implementation of this Secondary Plan are executed between all developers within each Precinct Plan Area, respectively, for any Draft Plan of Subdivision, Site Plan Approval, and/or Zoning By-Law Amendment Application. Where a Developer Cost Sharing Agreement has been required, the City of Brampton will require confirmation from the Developer Cost Share Trustee of:

- a) The execution by the developer of the Developer Cost Sharing Agreement including any amendment(s) thereto; and
- b) Confirmation of developer compliance with the terms of the Developer Cost Sharing Agreement. The aforementioned confirmation will be provided to the City of Brampton prior to the approval of any Draft Plan of Subdivision, Site Plan Application and/or Zoning By-law Amendment Application within the Secondary Plan Area.

13.21 *Environmental Assessment Act*

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

13.22 Alternative Development Standards

13.22.1 The application of Alternative Development Standards for roads and municipal infrastructure will be considered for use in this Secondary Plan to the satisfaction of the City of Brampton and the Region of Peel (for those roads and municipal infrastructure to be or currently owned and/or maintained by the Region). This includes, but is not limited to, the application of public rear lane-way based housing, modified right-of-way standards, cross walk construction and decorative treatments, pavement construction materials and stormwater management ponds. Operational and maintenance requirements and related costs arising from the implementation of Alternative Development Standards will be identified and addressed to the satisfaction of City of Brampton Council prior to the adoption of a Precinct Plan.

13.23 Interpretation

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

13.23.2 The specific shapes, sizes, locations, and relative positions of land uses, roads, transit stations, and other designations in this Secondary Plan are intended to indicate a desirable arrangement of these elements and will be refined through the Precinct Plan process provided that the intent of this Secondary Plan is maintained. This flexibility may be invoked by the City or other public agency to ensure implementation of this Secondary Plan in an equitable manner relative to property lines and parcel sizes. Specifically, this flexibility may include an adjustment to the shape of a designation, or an adjustment to its size, or to its absolute or relative location without further amendment to this Secondary Plan, provided the City of Brampton is satisfied of the following:

- a) That the fundamental effectiveness of the intended use(s) would not be reduced;
- b) That the intent and integrity of the overall plan is respected;
- c) That shortfalls or excesses are to be made up elsewhere within the Secondary Plan;
- d) That the function and centrality of services is maintained; and
- e) That the fundamental aspects of land use interrelationships are maintained.

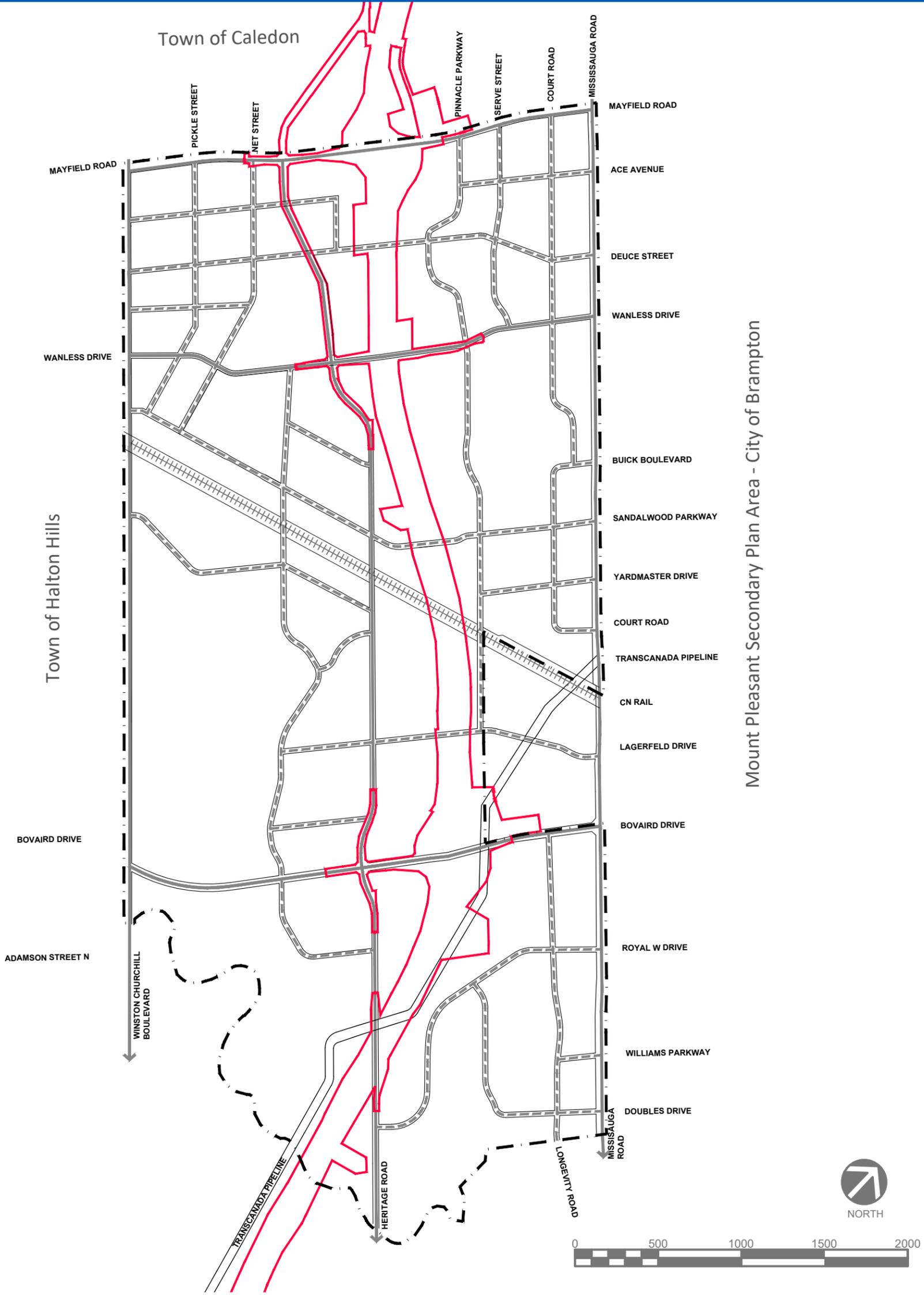
13.23.3 The land use designations and road network shown on this Secondary Plan are schematic and may be adjusted through the Precinct Plan process and other development approval processes, taking into account such matters as, but not limited to: the preservation of natural vegetation or other environmentally significant features, preservation of heritage resources, stormwater management requirements, detailed land use relationships, and street network and patterns. Minor variations to land use boundaries and the local road pattern will not require an amendment to this Secondary Plan, provided the intent of the Plan is maintained.

- 13.23.4 The limits of the Natural Heritage System which includes all lands within the limits of Natural Heritage System, including, but not limited to: Valleylands and Watercourse Corridors, Woodlands and Wetlands designations, will be determined based on the findings of the Subwatershed Study and will be refined based on an EIR or EIS prepared to the satisfaction of the City of Brampton in consultation with Credit Valley Conservation Authority. In the event that minor modifications can be made to the Natural Heritage System that would have the effect of reducing the extent of the Natural Heritage System but enhance its ecological and hydrological functions to the satisfaction of the City of Brampton and Credit Valley Conservation Authority, the adjoining designations will apply without further amendment to this Plan.
- 13.23.5 The conceptual location of parks and sites for community uses shown on Schedule 52-4 – Public Realm and Conceptual Parks Plan have been selected without regard to property ownership. In order to ensure that property owners contribute equally towards the provision of community and infrastructure facilities such as schools, parks and roads and road improvements, external services, and stormwater management facilities, property owners will be required to enter into a Cost Sharing Agreement, prior to Draft Plan Approval, Site Plan approval or Zoning By-law Amendment approvals. Such a Cost Sharing Agreement will provide for equitable distribution of cost (including lands) of the aforementioned community and common public facilities where such costs are not covered under Development Charges.

LIST OF SCHEDULES

Schedule 52 – 1	Secondary Plan Area
Schedule 52 – 2	Precinct Areas
Schedule 52 – 3	Structure Plan
Schedule 52 – 4	Public Realm and Conceptual Parks Plan
Schedule 52 – 5	Natural Heritage System and Parks Plan
Schedule 52 – 6	Land Use Structure
Schedule 52 – 7	Cultural Heritage Resources
Schedule 52 – 8	Street Network
Schedule 52 – 9	Street Right of Way Widths
Schedule 52 – 10	Pedestrian and Cycling Network
Schedule 52 – 11	High Potential Mineral Aggregate Resource Areas

Town of Caledon



Mount Pleasant Secondary Plan Area - City of Brampton

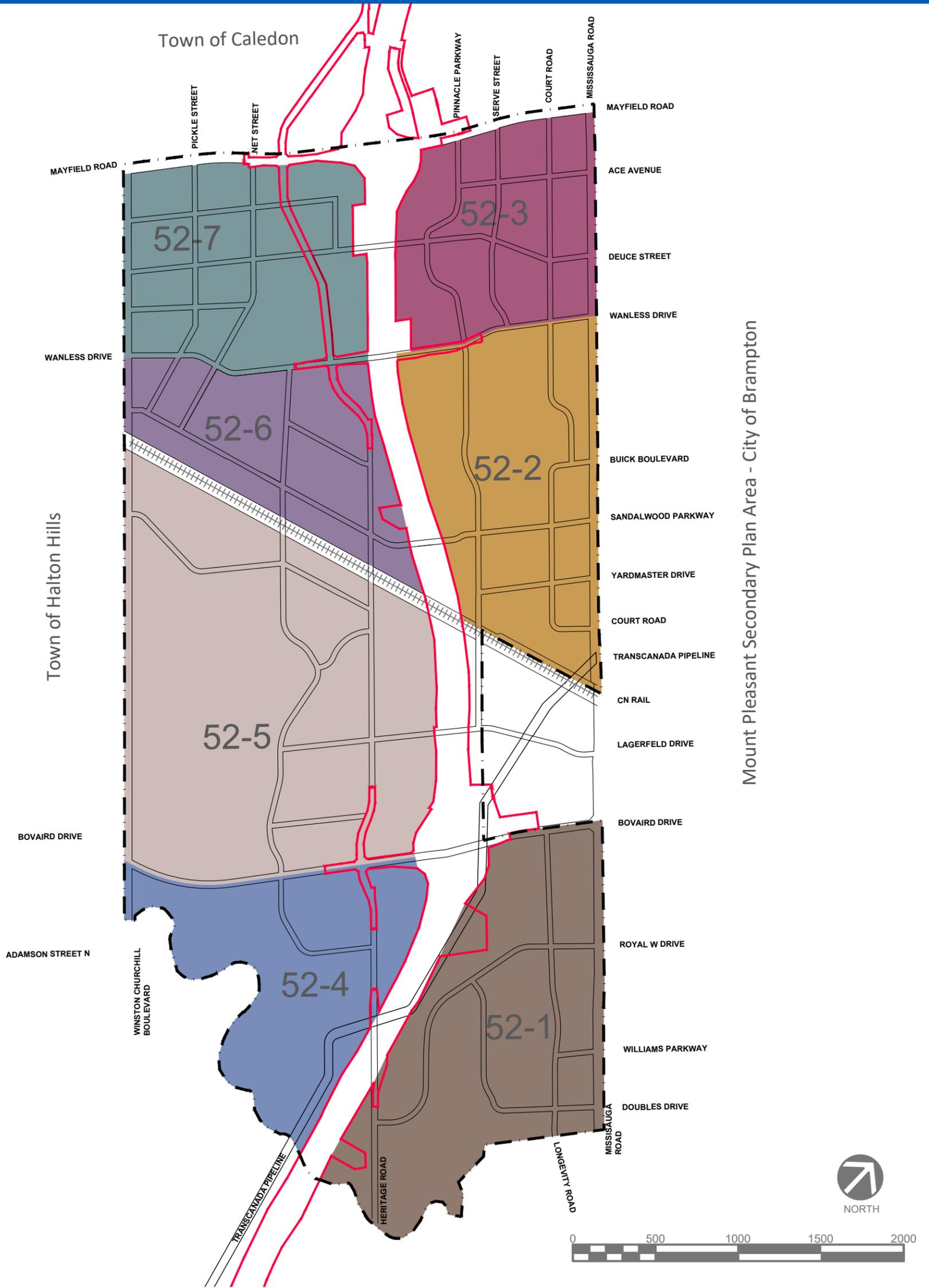
LEGEND

- Secondary Plan Area
 - Existing Street Network
 - Proposed Street Network
 - Existing Rail Line
 - Preliminary Highway & Transitway Right-Of-Way Design
- *Data from Highway 413 Interactive Mapping

HERITAGE HEIGHTS SECONDARY PLAN

Schedule 52 - 1 Secondary Plan Area

Town of Caledon



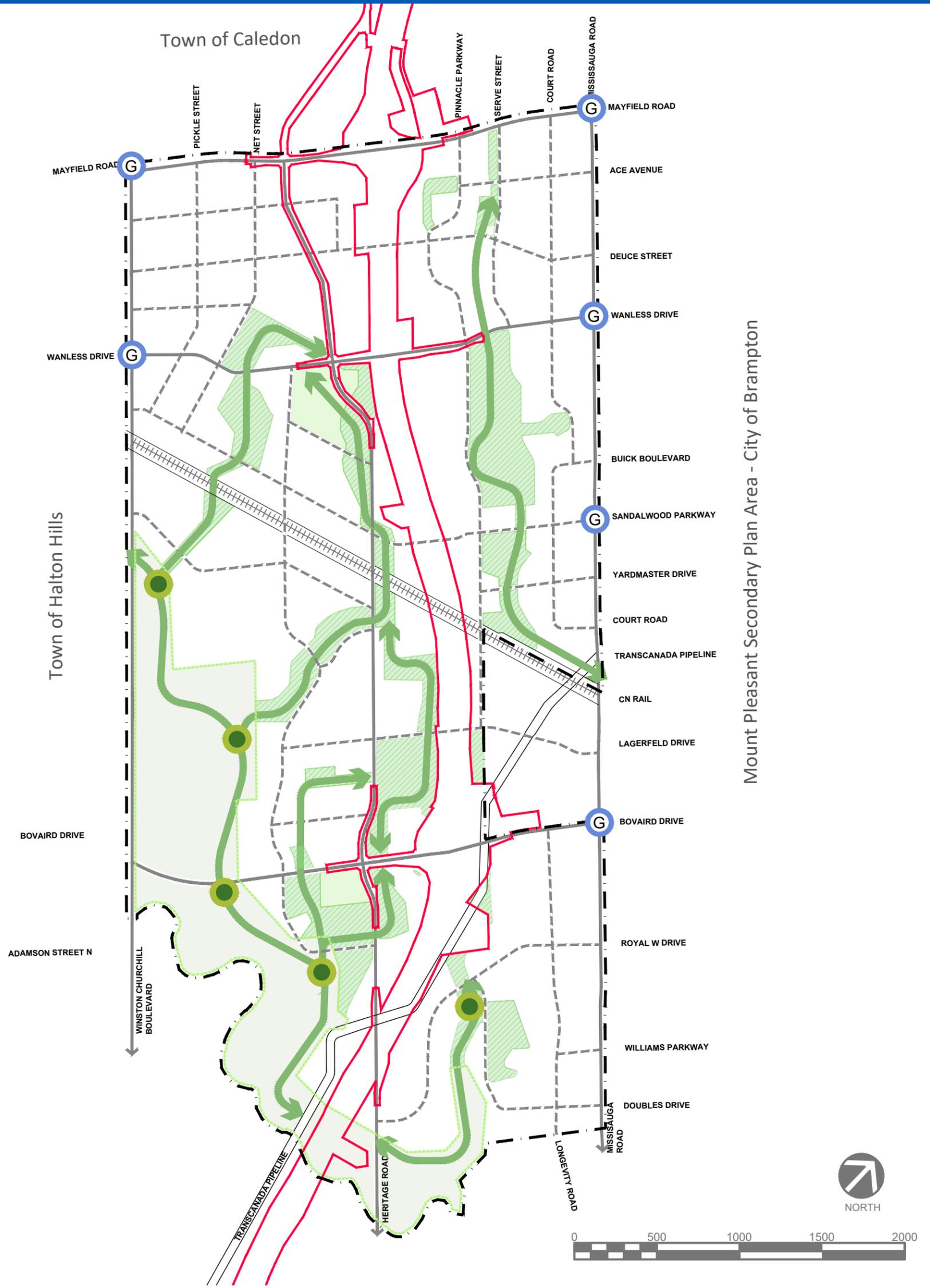
Mount Pleasant Secondary Plan Area - City of Brampton

LEGEND

- Secondary Plan Area
 - Existing Street Network
 - Proposed Street Network
 - Existing Rail Line
 - Preliminary Highway & Transitway Right-Of-Way Design
- *Data from Highway 413 Interactive Mapping

52-1	52-5
52-2	52-6
52-3	52-7
52-4	

HERITAGE HEIGHTS SECONDARY PLAN
Schedule 52 - 2 Precinct Areas



LEGEND

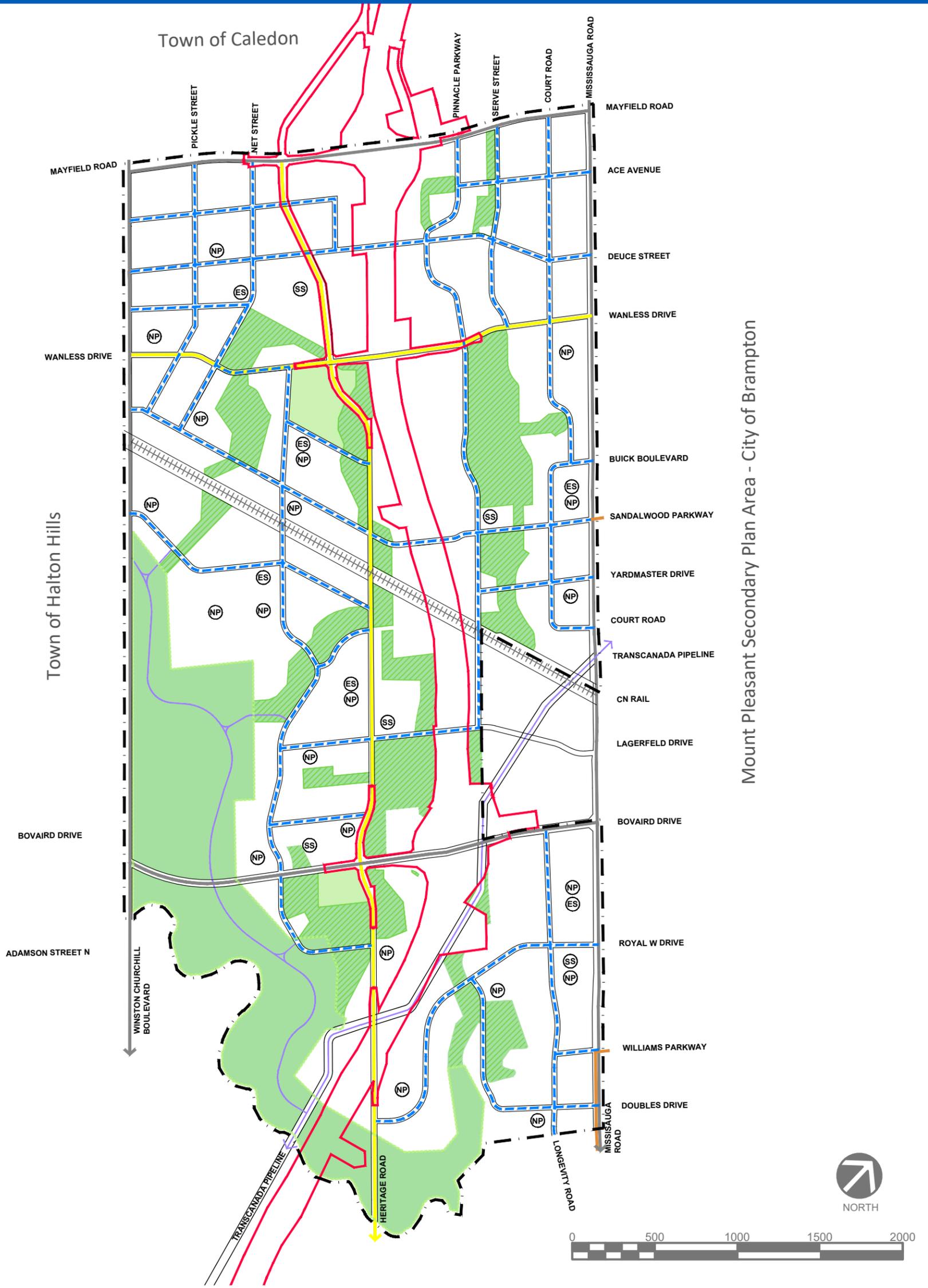
- Secondary Plan Area
 - Existing Street Network
 - Proposed Street Network
 - Existing Rail Line
 - Preliminary Highway & Transitway Right-Of-Way Design
- *Data from Highway 413 Interactive Mapping

- Greenbelt Area-Protected Countryside
Note: Any lands within the Provincial Greenbelt Area area not part of the Urban Area and are subject to the policies of the Greenbelt Plan
- Natural Heritage System
- Community Parks

- Gateway
- Conceptual Green Connections
- Conceptual Green Connections Network

HERITAGE HEIGHTS SECONDARY PLAN
Schedule 52 - 3 Structure Plan

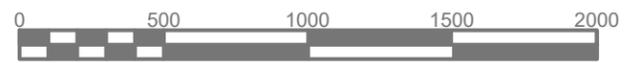
Town of Caledon



Mount Pleasant Secondary Plan Area - City of Brampton



NORTH



LEGEND

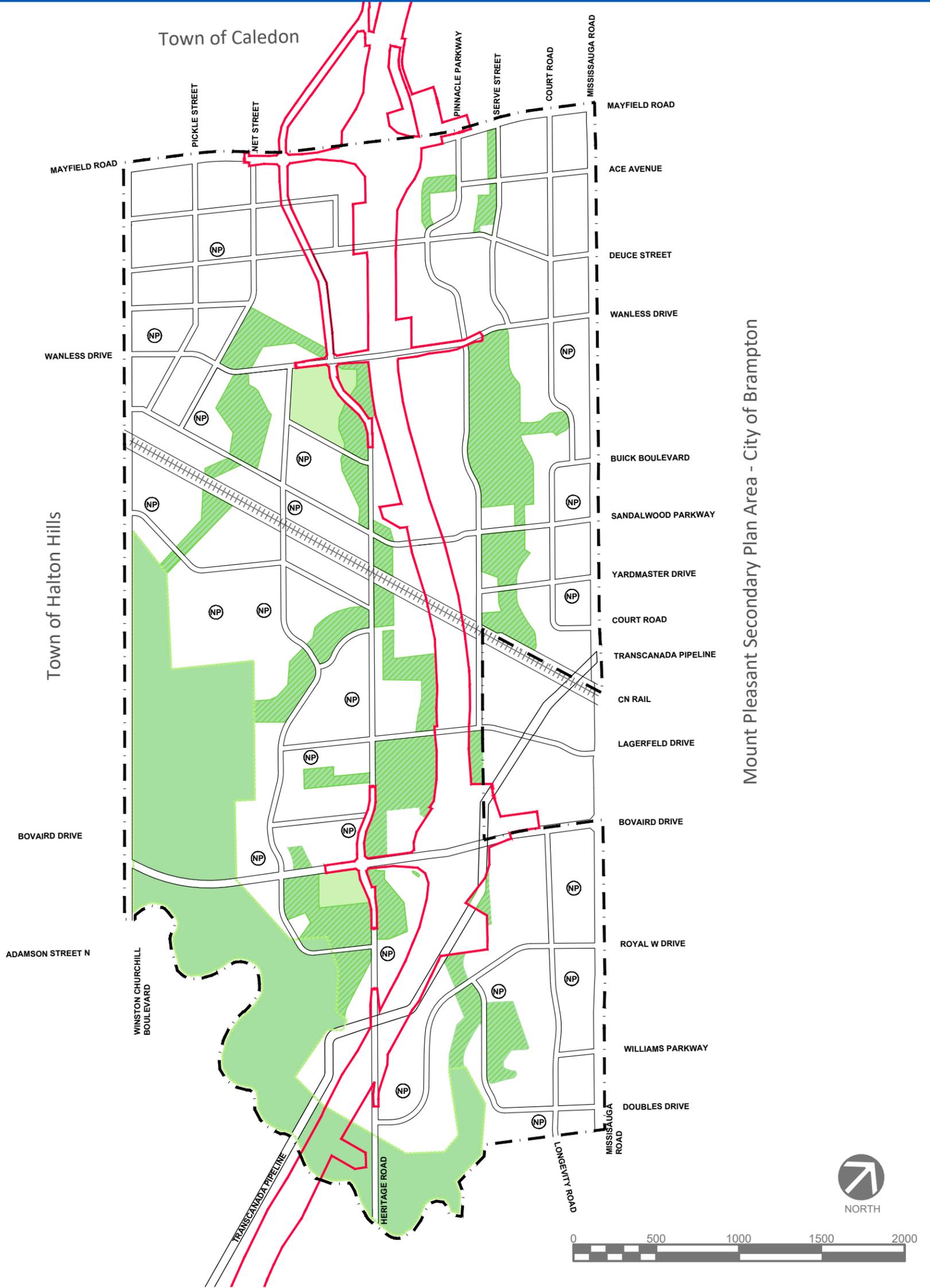
- Secondary Plan Area
- Street Network
- Existing Rail Line
- Preliminary Highway & Transitway Right-Of-Way Design
*Data from Highway 413 Interactive Mapping

- Elementary School
- Secondary School
- Future Neighbourhood Parks
- Greenbelt Area-Protected Countryside
Note: Any lands within the Provincial Greenbelt Area area not part of the Urban Area and are subject to the policies of the Greenbelt Plan
- Natural Heritage System
- Community Parks

- Existing Bike Lanes
- Future Bike Lanes
- Future Multi-Use Paths
- Conceptual Recreational Trail

HERITAGE HEIGHTS SECONDARY PLAN
Schedule 52 - 4 Public Realm and Conceptual Parks Plan

Town of Caledon



Town of Halton Hills

Mount Pleasant Secondary Plan Area - City of Brampton

LEGEND

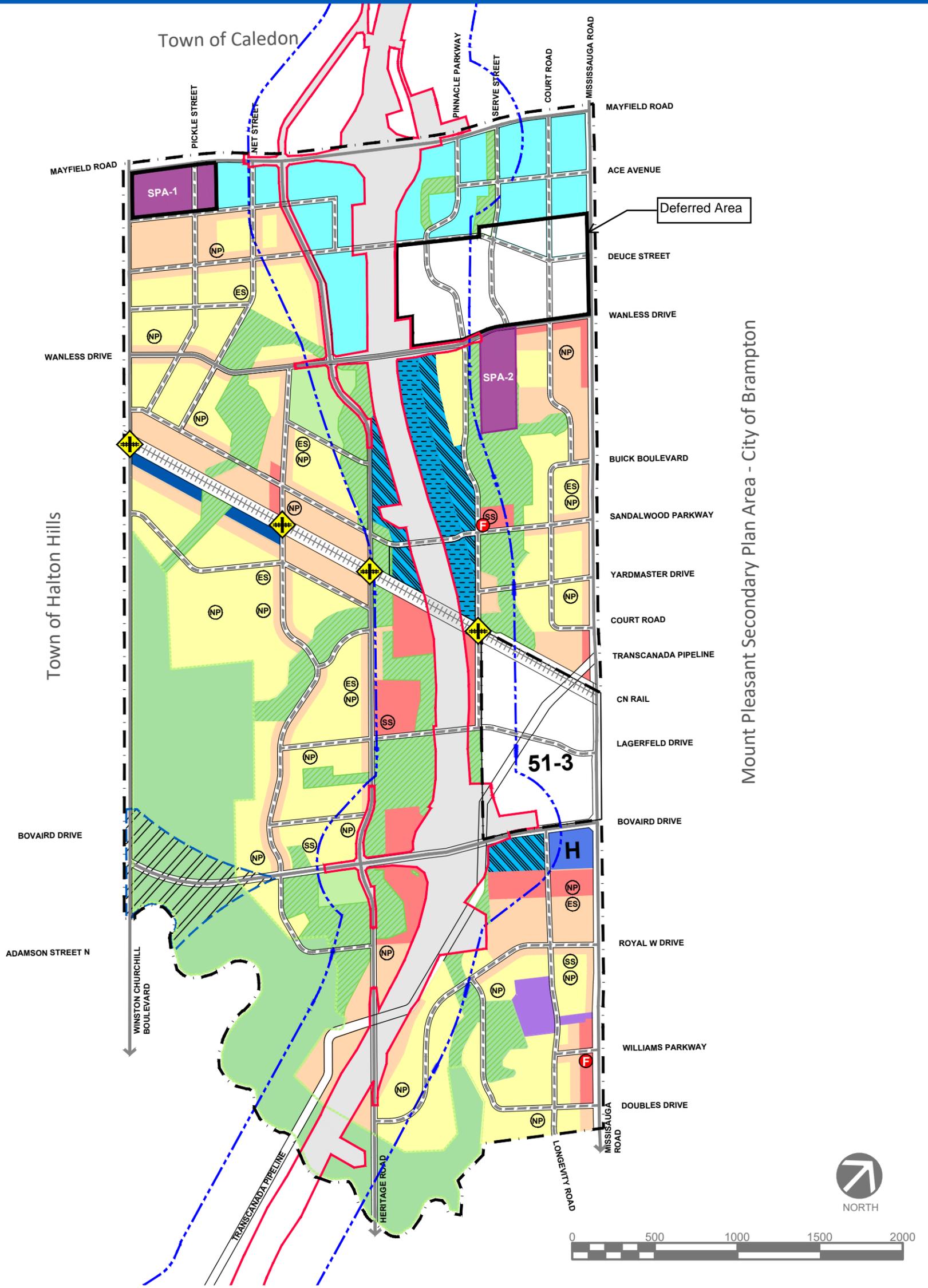
- Secondary Plan Area
 - Street Network
 - Existing Rail Line
 - Preliminary Highway & Transitway Right-Of-Way Design
- *Data from Highway 413 Interactive Mapping

- Future Neighbourhood Parks
- Greenbelt Area-Protected Countryside
Note: Any lands within the Provincial Greenbelt Area area not part of the Urban Area and are subject to the policies of the Greenbelt Plan
- Natural Heritage System
- Community Parks

HERITAGE HEIGHTS SECONDARY PLAN

Schedule 52 - 5 Natural Heritage System and Parks Plan

Town of Caledon



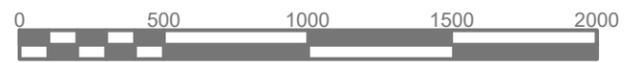
Mount Pleasant Secondary Plan Area - City of Brampton

LEGEND

- Secondary Plan Area
- Existing Street Network
- Proposed Street Network
- Existing Rail Line
- Preliminary Highway & Transitway Right-Of-Way Design
*Data from Highway 413 Interactive Mapping
- Focused Analysis Area/ Narrowed Area of Interest
*Data from Ontario Data Catalogue
- Conceptual Railway Crossing
*Subject to further study to determine need and location at Precinct Planning Stage

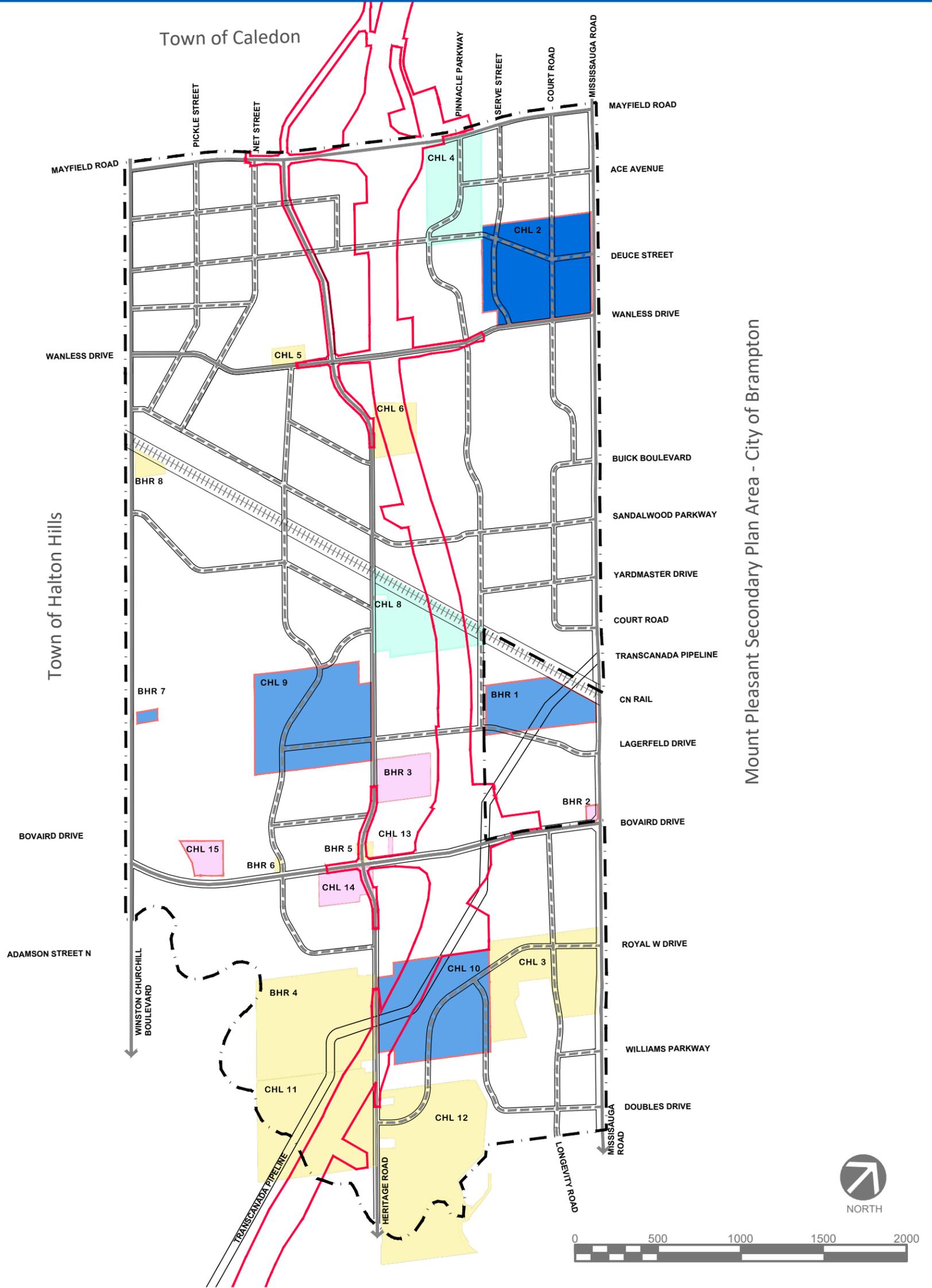
- Elementary School
- Secondary School
- Future Neighbourhood Parks
- Hospital
- Fire Station
- Greenbelt Area-Protected Countryside
Note: Any lands within the Provincial Greenbelt Area area not part of the Urban Area and are subject to the policies of the Greenbelt Plan
- Natural Heritage System
- Community Parks

- Neighbourhoods
- Mixed Use Residential (Med)
- Mixed Use Residential (High)
- Corridor Mixed Use A
- Corridor Mixed Use B
- Major Institutional
- Employment
- Pumping Station
- Transportation - CN Railway Layby and Maintenance Facility
- East-West Connection Focus Area
- Special Policy Area



HERITAGE HEIGHTS SECONDARY PLAN
Schedule 52 - 6 Land Use Structure

Town of Caledon



Mount Pleasant Secondary Plan Area - City of Brampton

LEGEND

- Secondary Plan Area
 - Existing Street Network
 - Proposed Street Network
 - Existing Rail Line
 - Preliminary Highway & Transitway Right-Of-Way Design
- *Data from Highway 413 Interactive Mapping

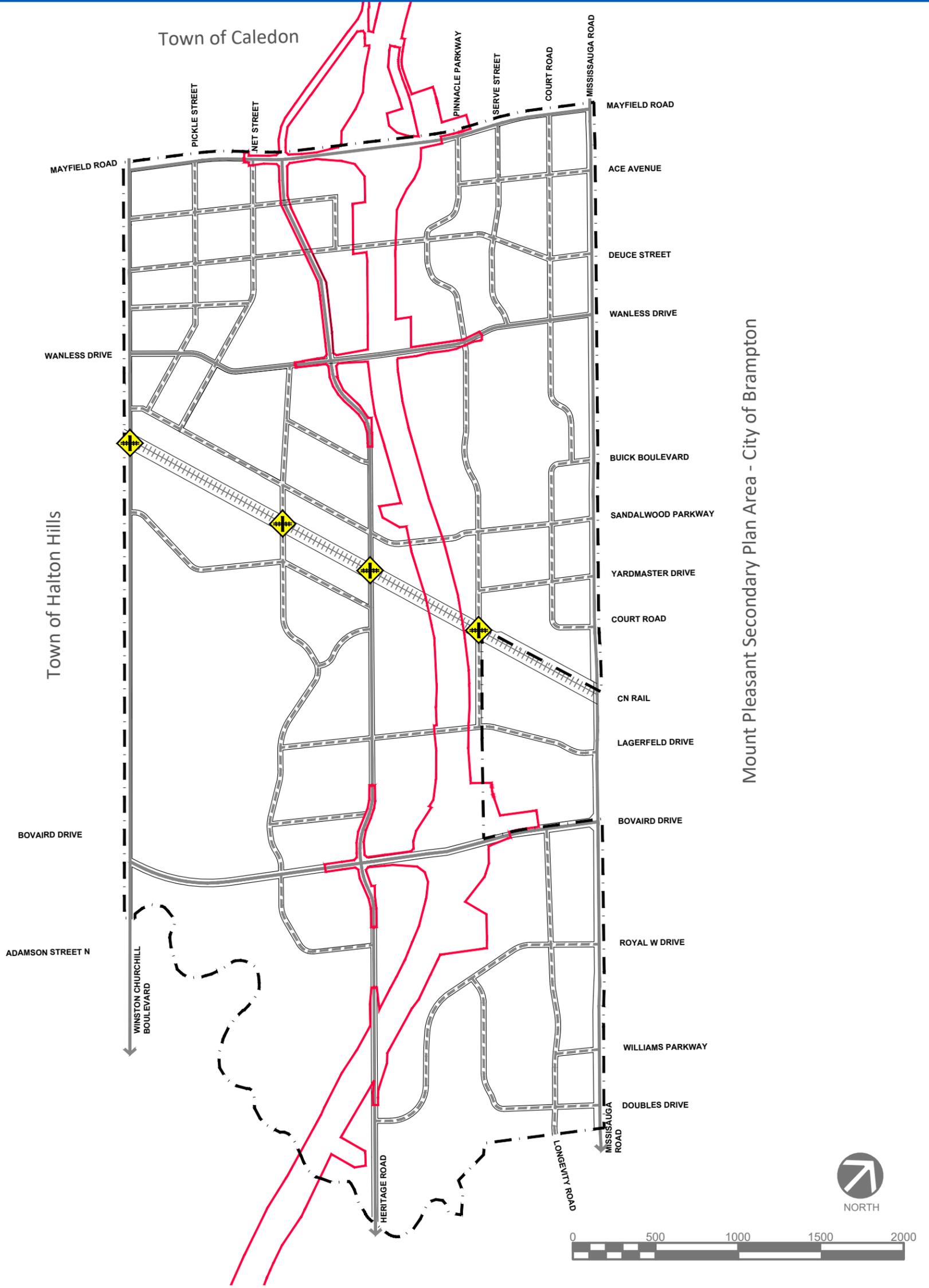
- Designated Heritage Properties
- Listed Heritage Properties
- Identified in Previous Assessment
- Identified in Field Review
- CHL 12** Denotes Corresponding Map in Cultural Heritage Study

HERITAGE HEIGHTS SECONDARY PLAN

Schedule 52 - 7 Cultural Heritage Resources

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

Town of Caledon



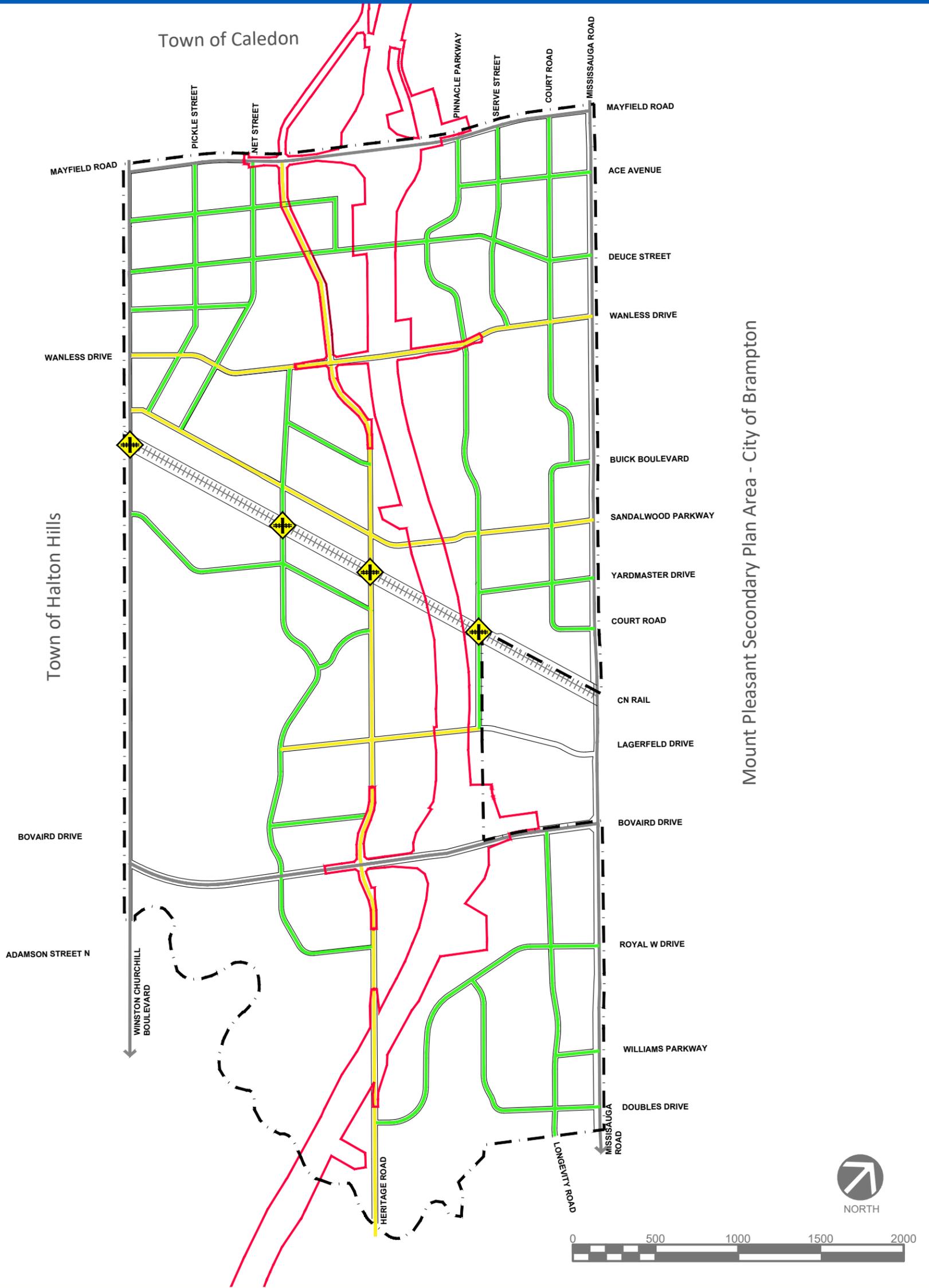
Mount Pleasant Secondary Plan Area - City of Brampton

LEGEND

- Secondary Plan Area
- Existing Street Network
- Proposed Street Network
- Existing Rail Line
- Preliminary Highway & Transitway Right-Of-Way Design
*Data from Highway 413 Interactive Mapping
- Conceptual Railway Crossing
*Subject to further study to determine need and location at Precinct Planning Stage

HERITAGE HEIGHTS SECONDARY PLAN
Schedule 52 - 8 Street Network

Town of Caledon



Mount Pleasant Secondary Plan Area - City of Brampton

LEGEND

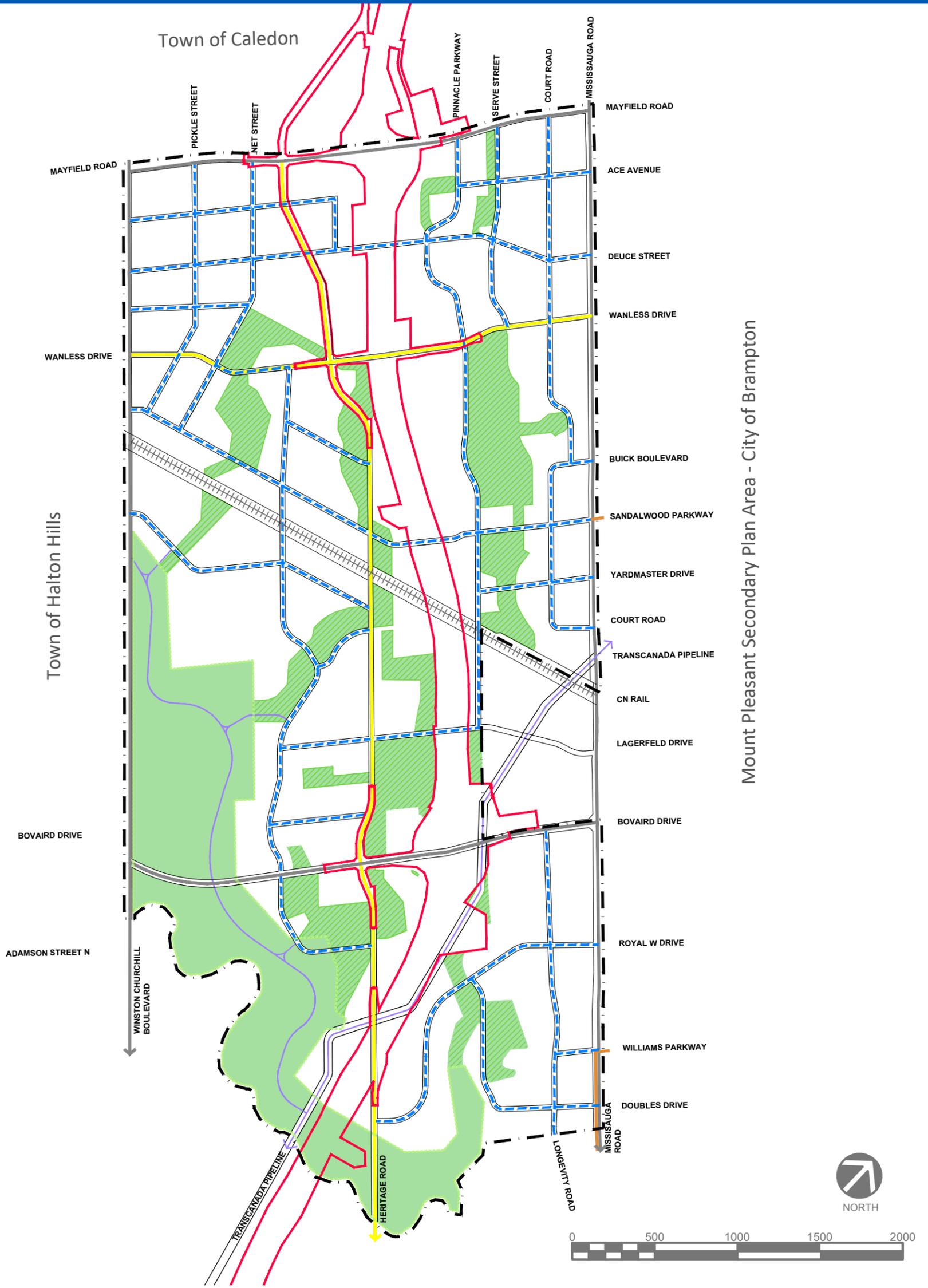
-  Secondary Plan Area
-  Street Network
-  Existing Rail Line
-  Preliminary Highway & Transitway Right-Of-Way Design
*Data from Highway 413 Interactive Mapping
-  Conceptual Railway Crossing
*Subject to further study to determine need and location at Precinct Planning Stage

-  30-36m ROW
-  20-30m ROW

HERITAGE HEIGHTS SECONDARY PLAN

Schedule 52 - 9 Right of Way Widths

Town of Caledon



Mount Pleasant Secondary Plan Area - City of Brampton

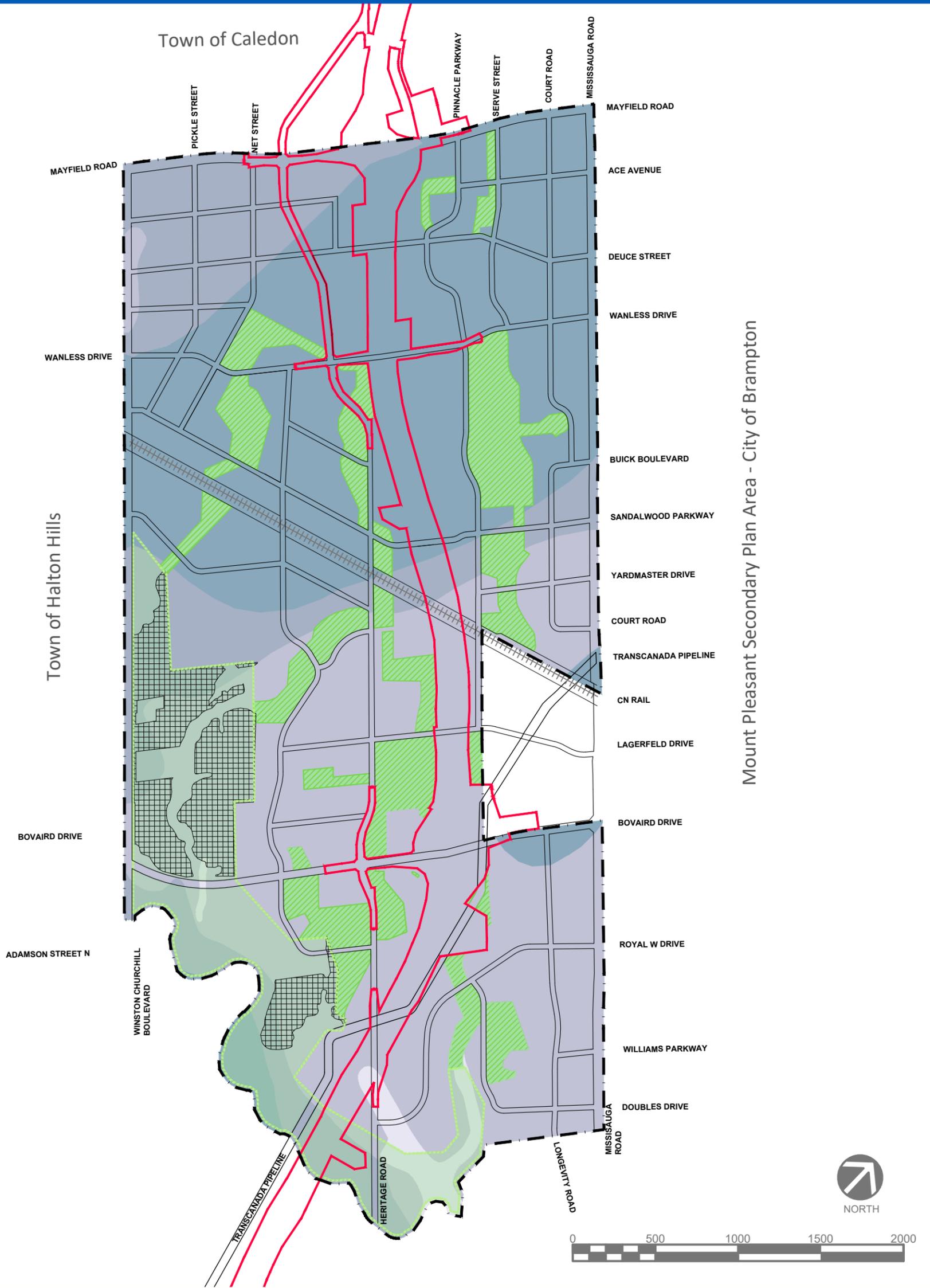
LEGEND

- Secondary Plan Area
- Street Network
- Existing Rail Line
- Preliminary Highway & Transitway Right-Of-Way Design
*Data from Highway 413 Interactive Mapping
- Greenbelt Area-Protected Countryside
Note: Any lands within the Provincial Greenbelt Area area not part of the Urban Area and are subject to the policies of the Greenbelt Plan
- Natural Heritage System
- Existing Bike Lanes
- Future Bike Lanes
- Future Multi-use Path
- Conceptual Recreational Trail

HERITAGE HEIGHTS SECONDARY PLAN

Schedule 52 - 10 Pedestrian and Cycling Network

Town of Caledon



Mount Pleasant Secondary Plan Area - City of Brampton

LEGEND

-  Secondary Plan Area
-  Street Network
-  Existing Rail Line
-  Preliminary Highway & Transitway Right-Of-Way Design
*Data from Highway 413 Interactive Mapping
-  High Potential Mineral Aggregate Resource Areas
-  Greenbelt Area-Protected Countryside
Note: Any lands within the Provincial Greenbelt Area are not part of the Urban Area and are subject to the policies of the Greenbelt Plan
-  Natural Heritage System
-  Queenston Shale (Overburden Thickness)
Less than 1m
-  1m to 8m
-  8m to 15m
-  Greater than 15m

HERITAGE HEIGHTS SECONDARY PLAN
Schedule 52 - 11 High Potential Mineral Aggregate Resource Areas