

### 3.0 SUSTAINABLE CITY CONCEPT

The principle of sustainable development represents the foundation of this Official Plan as it continues to guide Brampton's growth. Sustainable development promotes a holistic approach to planning to achieve a balance between the social and economic needs of the community, and environmental conservation. It is critical that the City, its residents and businesses make wise use of non-renewable resources and strive to protect, enhance and restore the natural heritage system so that the future generations will be able to continue to enjoy and use them.

To ensure that Brampton will grow in a sustainable manner, the City is committed to plan for compact and transit supportive communities that use resources efficiently and are sensitive to the natural environment. This vision is grounded in the overall planning framework of the Official Plan.

### 3.1 SUSTAINABLE PLANNING FRAMEWORK

The City's sustainable planning framework is built on:

- The City's long standing ecosystem approach to land use planning that recognizes the dynamic interrelationship of all elements of the biophysical community that are necessary to achieve a sustainable, healthy natural heritage system;
- An integrated land use and transportation plan that provides a balanced transportation system giving priority to public transit and pedestrians and creating complete communities;
- A robust commercial and employment land use strategy that promotes economic stability, vitality, and diversity and caters to the changing needs of the market and the residents of Brampton;
- Fostering vibrant residential neighbourhoods that provide a variety of housing options for people at various stages of their life cycle;
- Priority to preserving and enhancing the City's rich cultural heritage and existing social fabric that is integral to the City's urban design and community revitalisation strategies including the Flower City Strategy; and,
- A Growth Management Program that ensures growth takes place in a coordinated and fiscally responsible manner.

Within this planning framework, the principle of sustainability is addressed by and incorporated throughout this Plan. The main sustainability policies are:



Downtown Brampton  
Transportation Terminal

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## Residential

- Provide for a range of housing opportunities in terms of dwelling types, densities, tenure and cost to meet the diverse needs of people from various social, cultural and economic background including persons with disabilities.
- Conserve land resources by optimizing opportunities for infill, intensification, revitalization and mix of uses.
- Develop complete communities that are compact, transit-oriented and pedestrian-friendly with a mix of uses and a variety of housing choices, employment, and supporting services and facilities.
- Promote high physical design standards to create distinctive and attractive communities with a strong sense of place.
- Respect and enhance the existing built, social, and environmental context to instil a sense of pride and identity and contribute to the stability and vitality of the community.
- Promote sustainable management practices and green building design standards (such as the principles of Leadership in Energy and Environmental Design (LEED)) which supports a framework for environmentally sustainable development.

## Economic Development

- Reinforce and promote the Central Area as the premier location for business, shopping, living, entertainment and cultural activities in the City of Brampton.
- Establish a robust planning strategy, including maintaining a steady supply of employment lands to meet the needs of the existing and emerging market, supporting the City's economic competitiveness, and providing employment opportunities for its residents.
- Integrate economic development with the existing and planned infrastructure and transportation facilities to achieve economy of scale and sustainable goods and people movement.
- Promote place making and human scale development that is also environmentally sustainable.

## Transportation

- Provide a balanced and integrated multi-modal transportation system that gives priority to transit and pedestrians but also contributes to the efficient movement of goods and services
- Integrate transportation closely with land uses to minimize the need for and length of travel which helps eliminate potential impacts on the environment.
- Promote high standard of aesthetic quality, environmental design and management in the routing, design, and construction of transportation and associated structures.



Brampton Transit

## Natural Heritage and Environmental Management

- Adhere to the City's established ecosystem approach to land use planning that recognizes the dynamic interrelationship of all elements of a biophysical community to achieve a sustainable, healthy ecosystem.
- Work closely with the Conservation Authorities on planning matters at all levels including watershed and subwatershed plans and strategies to provide a comprehensive, systems approach to environmental planning.
- Promote conservation of resources particularly non-renewable resources through reduction of unnecessary consumption, recycling and reuse; and the use of sustainable management practices that promote air, water, soil and energy conservation;
- Protect and enhance environmental and public health and improve the overall quality of life for residents by protecting and enhancing the natural heritage system through the ecosystem approach to land use planning.
- Protect the community from potential natural and man made hazards and reduce the risk of the loss of human life and property damage;
- Promote public and private stewardship and partnerships directed to restoring and enhancing the natural heritage system and the adjacent lands.



Environmental Features

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Gage Park –  
Downtown Brampton



St Andrews Presbyterian -  
Church Street

## Sustainable City Concept

### Recreational Open Spaces

- Provide sufficient open space to meet the needs of residents of all ages and abilities and from different social, economic and cultural backgrounds.
- Provide an integrated recreational open space and natural heritage system for active and passive recreational and leisure pursuits as well as functional uses including walking, cycling and access to public transit.

### Physical and Social Infrastructure

- Ensure adequate and timely provision of physical and social infrastructure and services to meet the community's needs and to support future growth through the City's Growth Management Program.
- Ensure equitable allocation and integration of institutional and community facilities throughout the City such that all members of the society will have access to these resources.

### Cultural Heritage

- Promote retention, integration and adaptive reuse of heritage resources through proactive designation of significant resources in accordance with the *Ontario Heritage Act* and the use of all available financial incentives.
- Integrate heritage conservation objectives including the natural heritage system into the planning process at the earliest possible stage.
- Promote public awareness, enjoyment and stewardship of Brampton's heritage, notably the Flower City tradition.

### Urban Design

- Achieve and sustain a physical environment that is attractive, safe, functionally efficient, sensitive to the City's evolving character, environmentally responsible and that instils a sense of civic pride.
- Reinforce Brampton's image as a modern, dynamic, beautiful and liveable City that is built on its rich heritage, including its Flower City roots, and a sustainable, compact and transit-oriented urban form.

- Encourage innovative, diverse and high quality urban design committed to sustainable management practices which supports a framework for environmentally sustainable development.
- Assume a leading role in creating well-functioned and attractive urban spaces.

### Financial Phasing and Implementation

- Integrate sustainability objectives in all policy decisions and programs.
- Ensure the provision of services in a fiscally, socially and environmentally sustainable manner through the use of development phasing mechanisms such as the City's Growth Management Program, and comprehensive cost effectiveness analyses that considers all associated costs and benefits of development including social and environmental.
- Promote collaboration among all sectors including government, business, stakeholders and residents in implementing the Official Plan.

## 3.2 SUSTAINABLE CITY STRUCTURE

Brampton is positioned to continue as a major urban center in the Greater Toronto Area-Hamilton (GTAH) that is dynamic, liveable, sustainable and beautiful. The decision on where and how the City will grow will have important bearing on sustainability as it determines how resources are used, including land. Brampton is committed to building a compact and transit-supportive city where growth will be concentrated around major infrastructure and transit facilities. Development that supports the use of transit is thus the focus of this Plan.

This vision is supported by and manifested in the physical structure of the City which is characterized by:

- A vibrant **Central Area** with a strong image and character which functions as the heart of the City;
- **Transit-Supportive Nodes** which are focus of integrated economic, residential, civic, cultural and recreational and transportation uses;



Built Form Transitions



Ideal Queen Street Transformation - City of Toronto Example

## Sustainable City Concept

- **Employment Precincts** which represent the main areas for employment and related economic uses;
- **Intensification Corridors** that link districts/communities with nodes and are focus for intensification and transit-supportive development;
- A network of attractive, integrated and sustainable **Communities** that are the basic living units of the City;
- **Unique Communities** that preserve and enhance historical, cultural, natural, and landscape characteristics that are valued by the Brampton community; and,
- An extensive, interconnected **Open Space and Natural Heritage System** which represents the City's green spaces and green links.

The City Concept plan provides a conceptual depiction of the City structure and the interrelationships of the various elements. Policies for the structural components are included throughout this Plan and articulated in the City's secondary plans.

### 3.2.1 Central Area

Brampton's Central Area comprises the historic Downtown core and the area adjoining Queen Street Corridor, stretching from McLaughlin Road to Bramalea Road as depicted in the City Concept plan. Given its scale, concentration and diversity of uses, and the City's continuous proactive planning and investment over the years, Brampton's Central Area is unique amongst the GTA communities. It plays a very important role at both the City and Regional level. Within Brampton, the Central Area is the major location for a number of important civic, institutional, cultural and entertainment facilities as well as major commercial, retail and employment activities. It is also home to a number of established neighbourhoods. Its designation as a Regional Urban Node in the Region of Peel Official Plan and an Urban Growth Centre in the Provincial Growth Plan for the Greater Golden Horseshoe further attests to the importance of Brampton's Central Area in the Regional urban structure.

The planning vision for the Central Area is to continue reinforcing its role as the premier location for business, shopping, dining, entertainment and cultural venues and program. Its existing neighbourhoods will be maintained and enhanced. At appropriate locations with consideration for public safety requirements, revitalisation, infill and intensification will be encouraged to allow people the opportunity to live and work in the same area. The priority is for transit-supportive development and to create a pedestrian-friendly environment in the Central Area. The City's AcceleRide Bus Rapid Transit program supports this vision and presents



Downtown Brampton  
Rose Theatre

Sustainable  
City Concept

further potential and opportunities for a more intensive urban form with mixed uses in the Central Area.

The Central Area is comprised of three distinct precincts with their own unique functions and characters:

- The Downtown Core represents the heart of the City containing rich built and cultural heritage and characters that will be preserved and enhanced to reinforce its place-making role, as the place with its civic, institutional, cultural and entertainment facilities supported by residential, commercial and employment functions.
- The Queen Street Corridor between Kennedy Road and Highway 410 has the potential to transform into a mixed-use, transit-oriented pedestrian-friendly environment.
- The Bramalea City Centre Precinct is considered to be from Highway 410 to Bramalea Road and will evolve into a vibrant and modern mixed-use Urban Centre, building on its existing function as a regional retail centre, with inter and intra-regional transit infrastructure already in place.

The City will continue to stimulate and support a strong and vibrant Central Area through the Community Improvement Plan, the Official Plan, updating of the corresponding secondary plans, the Capital Works Program and by taking advantage of funding programs from senior levels of government.

### 3.2.2 Transit-Supportive Nodes

Nodes are centres with an existing or planned concentration of development that are typically mixed use in nature with higher densities, and are well served by good transportation infrastructure including road and transit facilities. These are centres of activity of either city-wide or district-wide significance. They represent areas where the City intends to direct higher density forms of development, capitalizing on existing or planned infrastructure.

In addition to the Central Area, the other major nodes in Brampton include the Mississauga Corridor of Bram West; Bramalea South Gateway; South Fletcher's Courthouse Area and Bram East. Of these, Bram West will be developed and reinforced as the City's major office centre outside of the Central Area where the highest densities of office development are planned. At these nodes, integrated office development is envisaged with a number of supporting uses including hotels, convention facilities, retail, institutional, recreational and in some cases, residential where appropriate. Each node will have its own development parameters in terms of uses, scale, mix, and densities, as prescribed by the respective secondary plan.



Provincial Court House –  
Hurontario Street

**Sustainable  
City Concept**



Strong urban form and superior physical design are required to contribute to place making and to reinforce their landmark role and image.

Major public transit stations in key locations across the City such as Mount Pleasant are also important nodes. It is the intent of this Official Plan to encourage higher densities and mixed-uses around these transit hubs to facilitate their development into nodes and to reinforce the role of public transit in the City Concept. All public and private spaces within all nodes will be designed in a pedestrian friendly manner.

### 3.2.3 Employment Precincts

The City's major employment districts are strategically located in relation to the major transportation infrastructure and facilities including the Lester B. Pearson International Airport, CP & CN intermodal terminals, rail, transit, major roads and Provincial freeways i.e., Highways 410, 407, and 427. These elements set the stage for a range of employment and business opportunities to meet existing and forecasted demand. The City is already home to a number of manufacturers and is planning to target new sectors including life science, advanced manufacturing and design (automotive, aerospace, consumer products), food and beverage, retail trade (administration and logistics), information and technology, and financial services. Future development in the employment sector is envisaged to be more compact and integrated with public transit to provide an alternative mode for work related trips.

Conversion of industrial or employment land for other uses will not be permitted unless it is assessed as part of a comprehensive review in accordance with the Provincial Policy Statement. Such a review will have to demonstrate that their re-designation will have no adverse impacts on the overall supply of the City's employment land, long term economic development and the financial well being of the City.

### 3.2.4 Intensification Corridors

Corridors refer to mainly major arterial roads and adjoining areas that provide linkages between communities/districts and nodes including the Central Area. Most of these are classified as primary transit corridors and include the Brampton Bus Rapid Transit (BRT) Corridors on Bovaird Drive, Queen Street, Steeles Avenue and Main Street/Hurontario Street. Existing development along these corridors is mostly of a linear form and diversity of uses, taking advantage of the frontage, visibility and accessibility. By virtue of their function and location, corridors offer significant opportunities for accommodating future growth through revitalisation and infill/intensification that is transit-oriented. Promotion of these corridors for higher density mixed-use development will require re-visiting of the City's secondary plans, and possibly amending the land use and planning policies. Their transition is envisaged to be gradual and will require a longer time frame to achieve the intended results.



Coca-Cola Company



Queen Street Corridor

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City Concept



Corridors will be subject to a more selective land use which excludes certain lower order uses such as highway commercial, auto repair, warehousing/distribution and those uses involving open storage. As well, superior urban design is required to achieve the intended vision for the City's Corridors, including the gateways or "windows" of the City, especially at major entry points. Contextual planning and design will be a priority where infill/intensification and mixed-uses are involved. Particular attention should also be given to streetscape improvement to create a pedestrian-friendly environment.

The major corridors identified in the City Concept illustration are based on the current Official Plan. Additional corridors may be included in future as appropriate and determined by detailed studies such as that for the North West Brampton Urban Development Area.

### 3.2.5 Communities

Communities are the basic living units of the City that the residents can most relate to and take ownership of. The City's greenfield land reserve is limited and must be planned based on the principles of sustainability. The City will also benefit from ample opportunities for infill/intensification, notably those in the Central Area.

New communities will be designed to be complete and self-contained with housing, shops, work places, community and public facilities to meet the daily needs of its residents. A range of housing opportunities will be planned to satisfy the various housing needs of the residents. Priority will be given to compact development which creates a pedestrian-friendly environment. Uses that meet the basic daily needs of the residents will be located within walking distance or easy reach of transit facilities. Safety and security are important considerations in neighbourhood design as are accessibility and interesting built form. The existing natural heritage system, and built and social fabrics will be preserved and enhanced to reinforce the sense of identity and to contribute to the stability and continuity of the community.

Block Planning in conjunction with the City's Growth Management Program will continue to play an important role in the sustainable development of greenfield communities by establishing priority and specific growth targets; implementing the policies of secondary plans and coordinating the delivery of infrastructure.

### 3.2.6 North West Brampton Urban Development Area

The North West Brampton Urban Development Area is bounded by Mayfield Road to the north; the Credit River to the south; Winston Churchill Boulevard to the west and sections of McLaughlin, Creditview and Mississauga Roads to the east. With an area of about 2,430 hectares (6,000 acres), it represents the City's main source of greenfield land needed to meet the anticipated growth in Brampton up to 2031.



Vales of Castlemore

Sustainable  
City Concept

North West Brampton Urban Development Area represents the model for the City's next generation of sustainable greenfield development. It is planned to be a compact, complete and connected community that is centered around a multi-modal transit node (Mount Pleasant Go Station). Opportunities for mixed-use development including a range of housing types, densities and tenures as well as employment lands will be planned. As a transit oriented community, North West Brampton will be generally planned at higher densities ranging from 15 to 25 units per net acre (upa) with an overall average target of 18 upa for housing, and 25 employees per acre. Phasing will be employed such that the release of land for development will commensurate with the City's Growth Management Program. Land use designations and related development and environmental policies will be determined through a comprehensive planning process including secondary plans and block plans which will be supported by a Landscape Scale Analysis, subwatershed Studies and Environmental Implementation Reports. An Environmental Assessment Study or similar process will also be undertaken to determine the most appropriate alignments for new arterial and collector roads as well as the proposed North-South Higher Order Transportation Corridor.

### 3.2.7 Unique Communities

In Brampton, there are a number of communities that are of unique characteristics including the Toronto Gore, Huttonville, Churchville and Downtown Brampton. These areas possess unique cultural, historic, natural, and landscape qualities which are valued by the communities. Their conservation forms an important part of the City structure and contributes to the sense of place and identity.

Downtown Brampton, notably the area along Main Street, is home to and has the largest concentration of the City's heritage buildings and features. It is the subject of a proposed study to investigate the feasibility of establishing it as a Heritage Conservation District under the *Ontario Heritage Act*. Churchville is already a designated Heritage Conservation District under the *Ontario Heritage Act* and its development/redevelopment needs to conform with the Churchville Heritage Conservation District Plan. Huttonville and the Toronto Gore are designated for Village Residential and Estate Residential respectively as shown on Schedule A to preserve their unique and historical characters. The Estate Residential designation provides a low density, low intensity form of residential development characterized by large, individual lots which do not require full urban services. It offers a rural lifestyle within an urban setting and adds to the City's diverse housing choice as well as sense of identity.

### 3.2.8 Open Space System

Visioned as a city of parks and gardens and as a legacy of the Flower City heritage, Brampton has an extensive open space system which includes a unique natural heritage landscape interconnected with public and private recreational features, stormwater management facilities and cemeteries. In addition to their function as green space, the open space system represents the green links of the City that



Village of Churchville

permeates and knits the various structural components together. With integrated planning and superior design, the comprehensive network supports opportunities for transit, walking and cycling.

The open space system also represents the structural element which defines the limit for development by prescribing areas to be protected for natural heritage conservation and recreation. Indeed, natural heritage features are fundamental elements of the open space system and their protection, enhancement and restoration is critical to ensure sustainability and a high quality of life in the City.

The Greenbelt Plan in North West Brampton provides added protection for the natural heritage system, notably the features, functions and linkages of the Credit River valley corridor. According to the Greenbelt Plan, this 500-acre area adjacent to the Credit River Valley is designated Protected Countryside which is intended to provide connections from lands included in the Niagara Escarpment Plan and Oak Ridges Moraine Conservation Plan to the surrounding major lake system.

The City of Brampton generally supports greenlands securement strategies which identify the need for the lands within the valley and watercourse corridors to be protected for the long-term public benefit. The City will work in partnership with the Conservation Authorities and landowners to ensure that these lands are acquired and/or secured in public ownership, to the extent possible.

### 3.3 Flower City Strategy

A major component of the City's sustainable planning framework and structure is the Flower City Strategy. Building upon the City's history as Canada's Flowertown, Brampton's Flower City Strategy is intended to enhance the City's image and portray the City as a place where families can literally stop and smell the roses, and companies can put down their roots of their own. The objectives of the Flower City Strategy are:

- To recapture Brampton's flower heritage by cultivating opportunities to strengthen the City's identity;
- To broaden Brampton's appeal as a creative place to live, establish and grow as a business and tourist destination; and
- To connect Brampton's residents to each other and their heritage-there is an opportunity to improve the Brampton's character and identity by linking its future with its past.

The Strategy works towards increasing the visual recognition of civic initiatives by coordinating and linking together all aspects of the City in a focused manner that will enhance and promote its image. The plan is for the City of Brampton to lead the way-creating a shared, community based vision of a floral city and reflecting the



Professor's Lake Gateway  
Feature Lookout



Sustainable  
City Concept





Flower City Parade

vision through partnerships, events and activities, beautification initiatives and supportive policies in various plans and strategies.

A key initiative supporting the Flower City Strategy is the City Street Corridor Master Plan. The Master Plan is intended to provide a blueprint for one of the City's major urban design components which focuses on the streetscapes of the major road network to create a strong, distinct and recognizable image with specific emphasis on creating strong links with the Flower City Strategy. Based on their functional and symbolic importance, a hierarchical system of street corridors is defined under the Master Plan and streetscape design and treatment is prescribed accordingly to reflect their place in the hierarchy. In Brampton, the most important major corridors or the Main Street Primary Corridors are Hurontario/Main Street and Queen Street East and West which will receive the highest level of design attention, followed by Primary Corridors which include Bovaird Drive, Steeles Avenue, Mississauga Road and Dixie Road. As well, at key locations along these corridors which are of high visibility, large volume of traffic or at key entry or orientation points, Gateways are to be established and provided with design treatment to reinforce their function and identity.

Implementation of the Master Plan including funding will be prioritized in accordance with the hierarchical system described and as illustrated on Schedule "2". The City is also proposing to partner with the Region of Peel in implementing proposals involving Regional roads such as sections of Queen Street.