



Chapter 4

Site and Area Specific Policies





Throughout the city, there are sites and areas that require policies that vary from one or more of the policies and provisions of Brampton Plan. These policies generally reflect unique conditions for approval that must be recognized for specific development sites or provide a further layer of local policy direction for an area.

There are also specific corridor protection areas for which the determination of the location and precise characteristics of a higher order transportation corridor or of the associated and connecting arterial road network is dependent on the completion of additional transportation studies, and for which specific land use planning and development approvals processing may not be completed until such transportation studies are sufficiently complete.

Brampton Plan policies apply to these lands except where the site and area specific policies vary from the Plan.

Special Policy Areas

4.1 Major Transit Station Areas (MTSAs)

The following policies implement a framework to facilitate transit-supportive development in “Primary” Major Transit Station Areas (MTSAs). They include policies for authorized uses of land, buildings and structures and minimum densities. The following policies are to be read in conjunction with all other Chapters of this Plan. Until such time as Secondary Plan and/or Precinct Plan policies are implemented for each “Primary” MTSA, the MTSA policies in Chapters 2 and 4 of this Plan take precedent over any land use and minimum density existing Secondary Plan policies, except in cases where a property is located in a Provincial Special Policy Area, the applicable Special Policy Area policies shall continue to apply.

4.1.1 Land Uses

In addition to the land use designations shown on **Schedule 2** of this Plan, the authorized use of land within each “Primary” MTSA shall be in accordance with the land use designations on **Schedules 13a - 13n** and shall be read in conjunction with all relevant policies contained in this Plan. The following site-specific policies shall also apply to lands located within “Primary” MTSAs:

4.1.1.2 Mixed-Use (Low-Rise, Low-Rise Plus, Mid-Rise and High-Rise)

In accordance with **Table 5 - Summary of Building Typologies by Designation and Overlay** of this Plan, additional planning studies may identify appropriate locations for Low-Rise Plus, Mid-Rise and High-Rise within the Mixed-use designation shown on **Schedule 2**. Through the MTSA Study, appropriate locations for Low-Rise Plus, Mid-Rise and High-Rise in the Mixed-Use





designation and the Overlay identified on **Table 5** have been determined and are shown on **Schedules 13a - 13n**.

- a) The 'Mixed-Use (Low Rise, Low Rise Plus, Mid-Rise and High-Rise)' land use designations on **Schedules 13a - 13n** shall be developed in accordance with the Mixed-Use policies found in both Chapter 2 and the site-area MTSA policies found in Chapter 4 of this Plan.
- b) For lands designated 'Mixed-Use' (High-Rise) on **Schedules 13a - 13n**, commercial, institutional and retail uses shall be provided on the ground floor of buildings facing 'Primary Urban Boulevards' and 'Secondary Urban Boulevards' on **Schedule 1** to activate the frontage. These uses are also encouraged throughout the 'Mixed-Use' designation.
- c) Notwithstanding 4.1.1.2 b), changes to the location of non-residential ground floor area will not require an amendment to this Plan, provided that appropriate justification is provided to demonstrate that the ground floor area requirement can be sufficiently provided elsewhere on the site and that the general intent and purpose of the Plan is maintained.
- d) Residential uses on the ground floor are only permitted within the portion of a building that does not have frontage along a 'Primary Urban Boulevards' and 'Secondary Urban Boulevards'.
- e) The following uses are not permitted on lands designated 'Mixed-Use' on **Schedules 13a - 13n** as they would adversely impact the ability to meet the minimum density prescribed on **Table 3**, and the achievement of the City's MTSA objectives:
 - i. Motor vehicle related uses, such as repair, body shop, service station or gas bars, washing, sales and leasing establishments;
 - ii. Outdoor storage; and truck trailer parking;
 - iii. Any use permitted within either a Class II or III in accordance with the D-6-1 Industrial Categorization Criteria of the Provincial D-6 Guideline; and,
 - iv. Drive-through facilities.

4.1.1.3 Downtown Mixed-Use

Downtown is Brampton's economic, cultural, institutional, and transit hub, which comprises the historic core of the city, referred to as the "Four Corners". The 'Downtown Mixed-Use' designation applying to the Four Corners represents a number of buildings of significant heritage and civic value.





- a) To reinforce the integrity of Brampton's Four Corners, the 'Downtown Mixed-use' designation permits major office, cultural, civic, institutional, residential, retail and service commercial uses.
- b) Complementary uses that support the vibrancy and livability of the Downtown, such as social services, creative industries and entertainment, are also permitted, to attract major employers, office tenants, post-secondary institutions, and new development.
- c) Infill development shall be sympathetic to the existing cultural heritage resources. Where applicable, the retention of the historic Main Street South and Queen Street East frontages and cultural heritage buildings and resources is encouraged.


4.1.1.4 Mixed-Use Employment (Office Mixed-use)

The objective of this Plan is to maintain a diverse and balanced land supply to serve the employment needs of the City, and to ensure there are sufficient areas in the City available to accommodate employment growth now and into the future. Major office uses shall play a fundamental role in supporting and increasing the ridership of the City's rapid transit network and shall be located in the City's strategic growth areas located along planned or existing high-order transit corridors.

The 'Mixed-Use Employment (Office Mixed-use)' designation shall be planned to achieve the minimum population and employment growth targets in accordance with the policies of this Plan and the applicable Secondary Plan.

- a) Lands designated 'Mixed-Use Employment (Office Mixed-use)' on **Schedules 13a – 13n** shall permit primarily major office uses, advanced manufacturing, aerospace, innovation and technology, health and life sciences, med-tech, lab space/wet labs, research facilities, health information and communication technologies, post secondary education, testing and medical laboratories, drug and pharmaceuticals, hotels, conference/convention centres, health care and local government.
- b) Secondary uses, such as professional offices, retail, commercial, restaurants, personal service, and day nursery, are also permitted, provided their function will not restrict the development of the primary use. Secondary uses shall be integrated within the primary use building and are not permitted to be developed as a stand alone building.
- c) Lands designated 'Mixed-Use Employment (Office Mixed-use)' may also permit sensitive land uses, including mid-rise and high-rise residential uses and a day nursery without an amendment to this Plan, subject to satisfying the following criteria:



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- i. the completion of Brampton's MTSA Study that satisfactorily addresses the criteria in Section 5.8.36 of the Region of Peel's Official Plan;
 - ii. can be appropriately designed, buffered and/or separated from existing Employment Areas;
 - iii. is not impacted by adverse effects from air, vibration, noise, dust, odour and other fugitive emissions arising from adjacent Employment Areas or it can be demonstrated that appropriate mitigation measures can be implemented;
 - iv. does not compromise the ability of existing nearby employment uses to comply with environmental approvals, registrations, legislations, regulations and guidelines;
 - v. permits Employment Areas to operate and expand for their intended purpose; and
 - vi. maintains the primary employment function of the 'Mixed-use Employment (Office Mixed-use)' designation.
- d) Subject to satisfying the criteria noted in subsection c), residential uses may be permitted in a stand-alone building, provided that an appropriate amount of gross floor area dedicated to the primary use is located elsewhere on the same site.
- e) The boundaries of the 'Mixed-Use Employment (Office Mixed-use)' designation shown on **Schedules 13a – n** are intended to be flexible and may be modified without an amendment to this Plan to ensure that the employment targets for each MTSA are met.
- f) The primary uses listed in Section 4.1.1.4 a) shall be developed in advance of, or concurrently with non-employment uses. Provisions shall be established in the implementing zoning by-law to determine the appropriate gross floor area of employment uses and phasing of development.

4.1.1.5 Institutional (Educational Facilities)

- a) Educational facilities are permitted to be located within any 'Mixed-Use', 'Mixed-Use Employment (Office Mixed-Use)' and 'Institutional' land use designations shown on **Schedules 13a - 13n**.
- b) The City shall work in collaboration with the school board(s) to determine the need for educational facilities and a school block, if required. The location and size of a school facility will be confirmed through the review of development applications. Integrating schools and other community infrastructure with other uses will be assessed by the school board(s) to determine the viability of pursuing innovative approaches in the designs of schools and associated child care facilities.



4.1.1.6 Employment (Prestige Industrial)

- a) Lands designated 'Employment (Prestige Industrial)' on **Schedules 13a - 13n** permit light industrial and ancillary commercial uses. Lands within this designation are generally located on the periphery of employment areas, are compatible with sensitive land uses and serve as a buffer between traditional heavy industrial uses and sensitive uses.
- b) Permitted uses on lands designated 'Employment (Prestige Industrial)' may include research and development facilities, manufacturing and processing, assembling, packaging, repairing, fabricating, and warehousing facilities, provided that such uses operate only within wholly enclosed buildings. In addition, offices, hotels and conference/convention centres are permitted.
- c) Existing heavy industrial uses will be permitted to continue to operate and expand in accordance with the policies in this Plan, however, it is expected that over time, uses within this designation will transition to those uses solely permitted in the 'Employment (Prestige Industrial)' designation. New heavy industrial uses will not be permitted to locate in lands designated 'Prestige Industrial'.
- d) Ancillary office, institutional, retail and service commercial uses are permitted only within a building containing the primary employment (up to a maximum of 15% of the total gross floor area of a prestige industrial building).
- e) To protect the existing industrial uses in the vicinity, sensitive land uses, including residential will not be permitted on lands designated 'Prestige Industrial'.
- f) Outside storage, including truck and trailer parking are only permitted as an accessory to a permitted prestige industrial use, and shall not directly abut any arterial or collector road, or any lands designated for residential or mixed-use purposes.
- g) The visual impact of automobile and truck parking, service and delivery areas shall be minimized through site design and landscaped buffers.

4.1.1.8 Height Transition Area

Appropriate fit and transition are achieved when tall buildings respect and integrate with the height, scale and character of neighbouring buildings and reinforce the broader city structure. Buildings should provide horizontal separation and transition down to lower-scale buildings and open space and maintain access to sunlight and sky view for surrounding streets, parks, public or private open space, and neighbouring properties. 'Height Transition Areas' are





shown as an overlay on **Schedules 13a – 13n** adjacent to low rise buildings or designated cultural heritage resources.

- a) High-rise buildings should respect the scale of the local context and display an appropriate transition in height and intensity especially when adjacent to areas of differing land use, lower scale built form, and heritage properties.
- b) An appropriate transition in scale to both stable residential neighbourhoods and cultural heritage resources shall be provided on all properties subject to a “Height Transition Area” overlay shown on **Schedules 13a - 13n**. The appropriate height transition measures will be determined through the planning application process.

4.1.1.9 Landscape Buffer

‘Landscape Buffers’ shown on **Schedules 13a - 13n** are intended to function as a “transitional space” that physically separates existing low density areas from areas that are intended to redevelop for higher density purposes.

- a) The appropriate width of a ‘Landscape Buffer’ will be determined as part of the development approval process.
- b) ‘Landscape Buffers’ may function as a dual-purpose area and may include hard and soft landscaping elements such as, but not limited to, private passive outdoor amenity area, public art, landscaping (plants, berms, fences or walls) and for low impact development stormwater management purposes.
- c) Parking areas, active outdoor amenity areas and buildings are not permitted within a ‘Landscape Buffer’ that abuts low density residential uses.

4.1.1.10 Transportation Network

The transportation network in MTSA's will be designed to provide people of all ages and abilities with more healthy choices in their modes of travel such as walking, cycling and transit. A finer grain road network is fundamental to encouraging active transportation and creating a positive pedestrian experience, which in turn promotes transit use.

- a) To achieve a healthy and livable community, the transportation system shall be designed to reduce reliance on the automobile in favour of more sustainable forms of connective transportation. Planning and development within MTSA's will be based on the principles of transit-oriented development (TOD), where active transportation is supported through safe and well-designed connections between and amongst uses and higher order transit stations. Wayfinding shall be implemented to aid in convenient and direct connections to/from stations.





- b) The 'Proposed Public or Private Street Network' is shown conceptually on **Schedules 13a - 13n**. A Transportation Impact Study (TIS) is required to be submitted in conjunction with a development application. The TIS will determine whether the development is consistent with the vision and goals of the MTSA and will identify any local roadway modifications needed to maintain acceptable network operations. Through the review of the TIS, the City will determine whether the proposed street network is to be public or private. For all private roads, the applicant shall be responsible for providing the necessary easements and making other arrangements as may be necessary to the satisfaction of the City.
- c) The appropriate right-of-way of the 'Proposed Public or Private Street Network' will be determined through the development application process and should also be sufficiently sized to accommodate Low Impact Development (LID).
- d) Changes to the location or alignment of the 'Proposed Public or Private Street Network' will not require an amendment to this Plan provided that the general intent and purpose of this Plan is maintained.
- e) All proposed new and retrofitted streets will be developed in accordance with Brampton's Complete Street Guidelines.
- f) Vehicular access to parking, service facilities and loading areas shall generally be achieved from local roads. Temporary or interim vehicular access from an existing road may be permitted as a condition of the development application process, or through an agreement with the city, until such time that a new local road and access are constructed.
- g) Shared vehicular access, and shared service facilities internal to a block, are encouraged and may be pursued through landowner agreements, and implemented through the development application process.

4.1.1.11 Potential Mid-block Connections

Mid-block connections are required to break up large blocks and are critical elements in ensuring connected liveable communities. The connectivity established by smaller block dimensions increases the number of multi-modal linkages and supports transit ridership by providing more access routes to the station. Mid-block connections assist in providing pedestrian-scaled building footprints and providing attractive linear amenities that serve as passive recreation spaces for adjacent housing, retail and employment uses.

- a) The transportation network should be supported by the 'Potential Mid-block Connections' shown on **Schedules 13a - 13n**.






- b) 'Potential Mid-block Connections' may be provided as additional public or private streets, pedestrian or bicycle paths or as other publicly accessible connections or laneways, if detailed transportation studies deem them warranted.
- c) Mid-block connections will be assessed through the development application process to determine the need, form and location of such connection. The assessment of mid-block connections will consider:
 - i. The improvement and consolidation of accesses to development;
 - ii. The enhancement of connections and mobility within and through the area;
 - iii. The provision of safe and accessible corridors for pedestrians, cyclists or vehicles, including potential signalization of intersections; and
 - iv. The provision of public easements to the satisfaction of the City.
- d) Subject to the approval of the assessment noted in subsection c), changes to the location of a 'Potential Mid-block Connection' or the deletion of a 'Potential Mid-block Connection' shown on **Schedules 13a - 13n**, will not require an amendment to this Plan provided that its general intent and purpose is maintained.

4.1.1.12 Flood Plain and Special Policy Areas

- a) Notwithstanding the land use designations shown on **Schedule 2** and **Schedules 13a – 13n**, any new development within a Special Policy Area and/or a Regulatory Flood Plain, which is subject to flooding and erosion hazards, would only be permitted on the basis of appropriate technical studies demonstrating that development of the lands would not result in any unacceptable increased risk of natural hazards, and that any required mitigation to address the hazards will be built prior to any development construction.
- b) Development and intensification within hazardous lands will be prohibited until an assessment of options for flood plain or access mitigation through an Environmental Assessment (EA) or equivalent is approved to the satisfaction of the City, in consultation with the conservation authorities and the Region of Peel. The EA shall identify the feasibility of remediation and potential growth areas throughout the MTSA area.
- c) A holding provision may be placed on lands within a regulatory flood plain, within hazardous lands, or within a Special Policy Area where the ultimate desired use of the lands, as designated on **Schedules 13a -13n**, cannot proceed until such time as the conditions set out in this Plan, or in an implementing by-law, are satisfied.
- d) Conditions to be met prior to the removal of a holding provision, include, but are not limited to:



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- i. acceptance of flood mitigation recommendations in accordance with provincial standards; and
 - ii. all flood remedial works are complete and deemed functional to the satisfaction of the City, Conservation Authority, the Province and other regulatory bodies.
- e) Any change or modification to the policies, land use designations or boundaries applying to Special Policy Areas, must be approved by the Ministers of Municipal Affairs and Housing and Natural Resources and Forestry prior to the City approving such changes or modifications.
- f) The underlying land use designations shown on **Schedules 13a – 13n** will not apply to lands within a Special Policy Area until such time that the Province approves any modifications to the existing Special Policy Area.
- g) Development and site alterations shall be appropriately setback from the greatest extent of natural hazards and regulated features (e.g., wetlands, watercourses, flood plain, valleylands, stable slope).
- h) Municipally led coordination of development and redevelopment applications are encouraged to identify flood plain spills and seek mitigation and remediation opportunities for reducing flood risk in spill areas in consultation with the conservation authorities and the city.

4.1.1.13 Other Uses

- a) The 'Proposed Neighbourhood Park' and 'Potential Community Hub' land use designations are depicted on **Schedules 13a - 13n**. The size, configuration, function and location of these land use designations may be determined through future Secondary Plan/Precinct Planning and may be based on future needs identified by either the city or in conjunction with the processing of a development application.
- b) The following transit station uses may be permitted on any land use designation shown on **Schedules 13a – 13n**:
- i. GO, bus rapid transit, or light rail transit station buildings and related office uses;
 - ii. Enhanced on-street transit stops;
 - iii. On and off-street terminal facility;
 - iv. Bus terminals;
 - v. Passenger amenity areas and public open spaces; and
 - vi. Passenger pick-up and drop-off areas.

4.1.1.14 Cultural Heritage

The Brampton GO and Centre MTSAs are located within areas of the City that have distinct attributes and identity in terms of function and built form, including heritage resources and spatial characteristics.

- a) Notwithstanding the land use designations shown on **Schedules 13a – 13n**, for any development proposed on properties that are determined to have cultural heritage value or interest, whether listed or designated under the *Ontario Heritage Act*, intensification targets and the minimum density requirements prescribed for MTSAs are encouraged to be met through context-sensitive infill that conserves cultural heritage attributes wherever possible.

4.1.1.15 Building Height

- a) The maximum building heights identified in **Table 4 – Building Typologies** of this Plan do not apply to any lands within a “Primary” MTSA.
- b) Notwithstanding 4.1.1.15 a), a variety of built form and building heights are encouraged to be provided with the greatest intensity located in close proximity to the rapid transit station.

4.1.1.16 Minimum Density

- a) The minimum density requirement (Floor Space Index) for the land use designations within “Primary” MTSAs are shown in **Table 11**. Floor Space Index (FSI) means the total area covered by all floors of the building(s), divided by the total area of the site on which the building(s) are constructed.

Table 11 - Minimum Floor Space Index (FSI)

Land Use Designation	Minimum Floor Space Index (FSI) (per site)
Neighbourhoods (Low Rise, Low Rise Plus)	0.25
Neighbourhoods (Mid Rise)	0.50
Neighbourhoods (High Rise)	2.50
Mixed-Use (Downtown Mixed-Use)	0.50
Mixed-Use (Low Rise, Low-Rise Plus)	0.25


Mixed-Use (Mid Rise)	0.50
Mixed-Use (High Rise)	2.50
Employment (Industrial, Prestige Industrial)	0.25
Mixed-Use Employment (Office Mixed-Use)	2.50

- b) Development or redevelopment proposals (per site) shall meet the minimum FSI identified in **Table 11**.
- c) Notwithstanding Section 4.1.1.16 b), the minimum FSI required for the 'Mixed-use Employment (Office Mixed-use)' designation does not apply to new or expanded industrial uses.
- d) Notwithstanding Section 4.1.1.16 b), a stand-alone office building with ancillary uses, located in the 'Mixed-use Employment (Office Mixed-use)' designation shall provide a minimum FSI of 1.50.
- e) The minimum FSI identified in **Table 11** does not apply to:
 - i. lands required for public parks, natural heritage system, stormwater management purposes and open spaces;
 - ii. institutional uses;
 - iii. transit station uses; and
 - iv. community and recreation uses operated by a public authority.

4.1.1.17 Transition Policies

The transformation of MTSA's into vibrant mixed-use areas will have regard for existing industrial uses in the vicinity. The introduction of sensitive land uses is to be mitigated and/or phased accordingly to ensure land use compatibility. Uses existing in the zoning by-law are permitted to continue, however, they are ultimately intended to be redeveloped in conformity with the land use designations shown on **Schedules 13a - 13n**.

- a) The redevelopment of existing low-rise uses in accordance with the land use designations shown on **Schedules 13a - 13n** may occur gradually over the long-term. Notwithstanding the land use designations and the minimum floor space index in **Table 11**, new buildings, building additions, and/or alterations may be permitted, where it can be demonstrated that it does not preclude the desirable planned redevelopment of the MTSA, including the consideration to improve multi-modal access and connectivity through-out the MTSA.
- b) New drive-through facilities, or an expansion to an existing drive-through facility are prohibited in any land use designation shown on **Schedules 13a –**



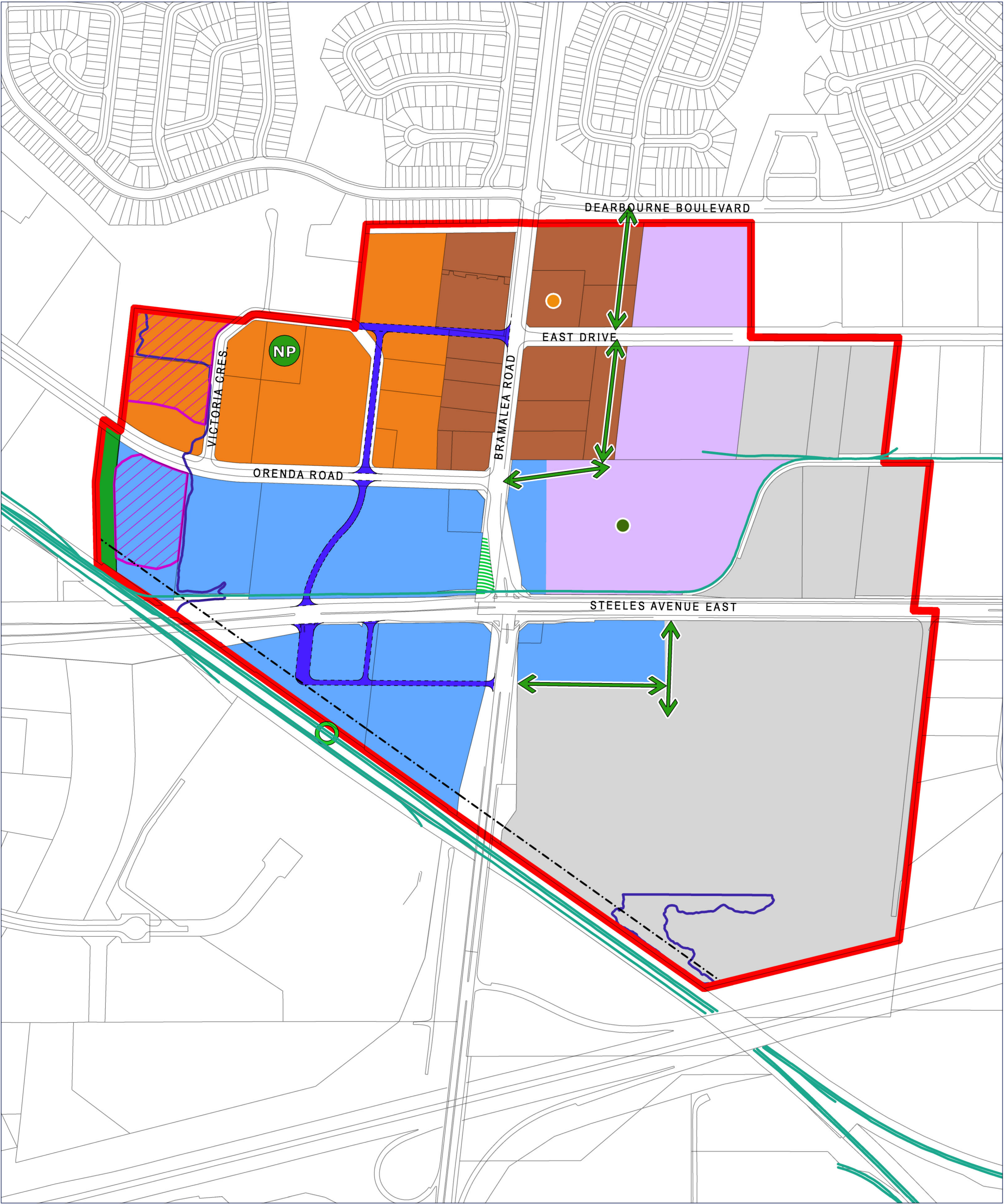
13n as they would adversely impact the ability to meet the minimum density prescribed on **Table 3** and the achievement of the City's MTSA objectives

- c) Existing surface parking lots are encouraged to redevelop in accordance with the land use designations shown on **Schedules 13a - 13n**.

4.1.1.18 Land Use Compatibility

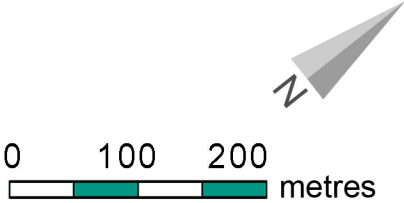
Sensitive land uses shown on **Schedules 13a-13n** need to be planned, phased and developed to preclude any potential adverse effects from noise, vibration, odour, dust and other contaminants. Where potential adverse effects are unavoidable, mitigation measures, based on applicable Provincial and Regional guidelines, standards and procedures shall be implemented to minimize any risk to public health and safety.

- a) Residential uses on lands designated 'Mixed-Use' on **Schedules 13a -13n** that are located in proximity to lands zoned for industrial uses may be subject to a holding provision until such time as a Land Use Compatibility Assessment, in a form satisfactory to the City, has been submitted by the owner and approved by the City.
- b) For lands designated 'Mixed-Use', on Schedules 13a-13n, the implementing zoning by-law will permit industrial and residential uses, but will include provisions to ensure both uses or any combination of these uses are not permitted concurrently on any particular site.
- c) As part of a *Planning Act* application, all proposals for residential or other sensitive land uses adjacent to industrial operations or within the minimum required separation distance of industrial operations shall include the submission of a Land Use Compatibility Assessment undertaken in accordance with applicable Provincial and Regional guidelines, standards and procedures, including but not limited to:
- i. Noise and Vibration Study; and
 - ii. Air Quality Report.
- d) Where a Land Use Compatibility Assessment demonstrates that source and/or site receptor mitigation actions are required, the mitigation measures shall be borne at the expense of the owner.



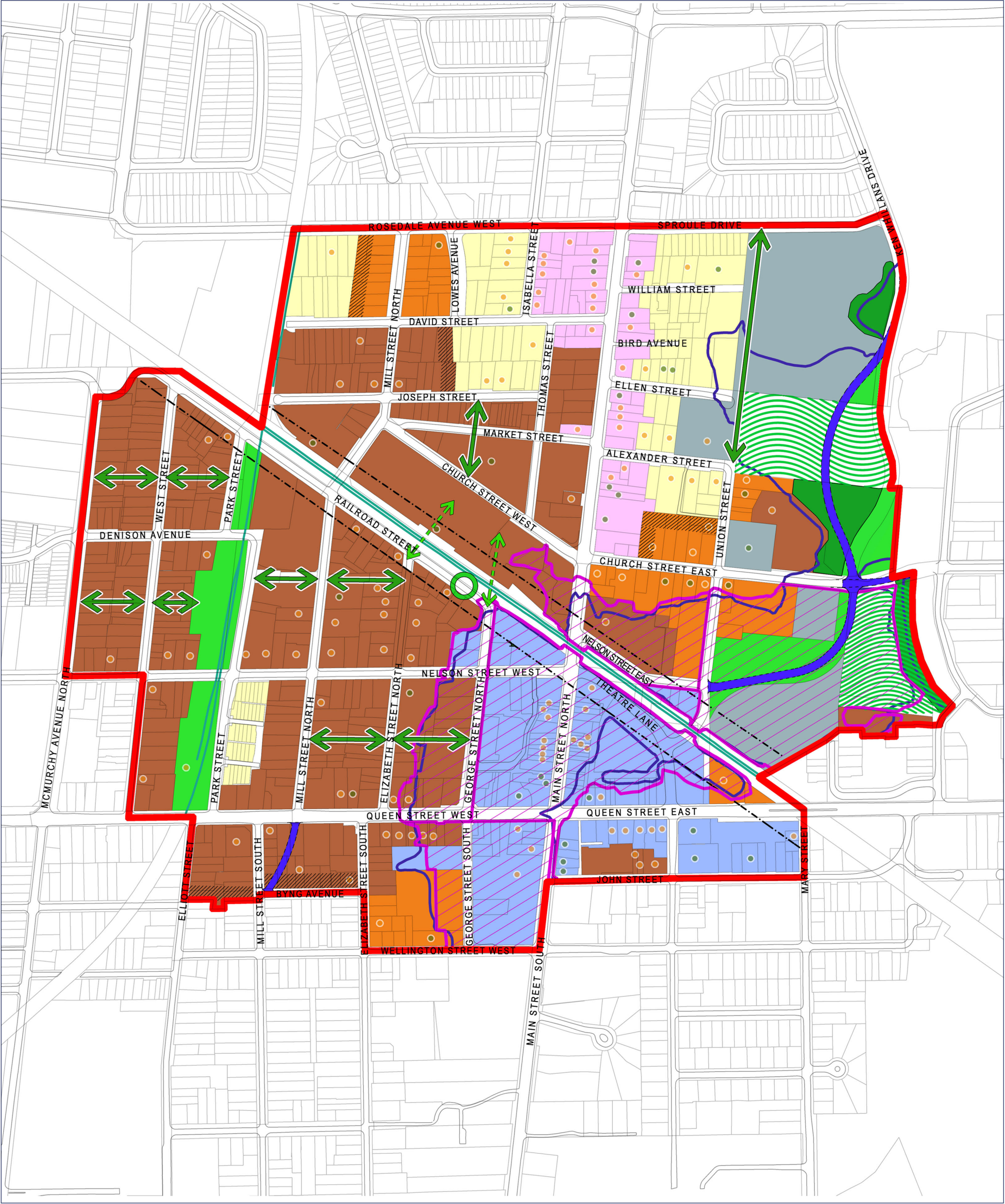
- MIXED-USE (MID-RISE MIXED-USE)
- MIXED-USE (HIGH-RISE MIXED-USE)
- MIXED-USE EMPLOYMENT (OFFICE MIXED-USE)
- EMPLOYMENT (PRESTIGE INDUSTRIAL)
- EMPLOYMENT (INDUSTRIAL)
- NATURAL SYSTEM
- EXISTING PARK
- PROPOSED NEIGHBOURHOOD PARK
- RAILWAY 30M BUFFER

- PROPOSED PUBLIC OR PRIVATE STREET NETWORK
- POTENTIAL MID-BLOCK CONNECTION
- TRCA FLOOD PLAIN
- DESIGNATED HERITAGE PROPERTY
- LISTED HERITAGE PROPERTY
- RAIL LINE
- SPECIAL POLICY AREA
- MTSA BOUNDARY
- MTSA TRAIN STATION



Date: September 2023
Planning, Building and Growth Management
Brampton Plan

This map forms part of the Official Plan of the City of Brampton and must be read in conjunction with the text and other schedules.



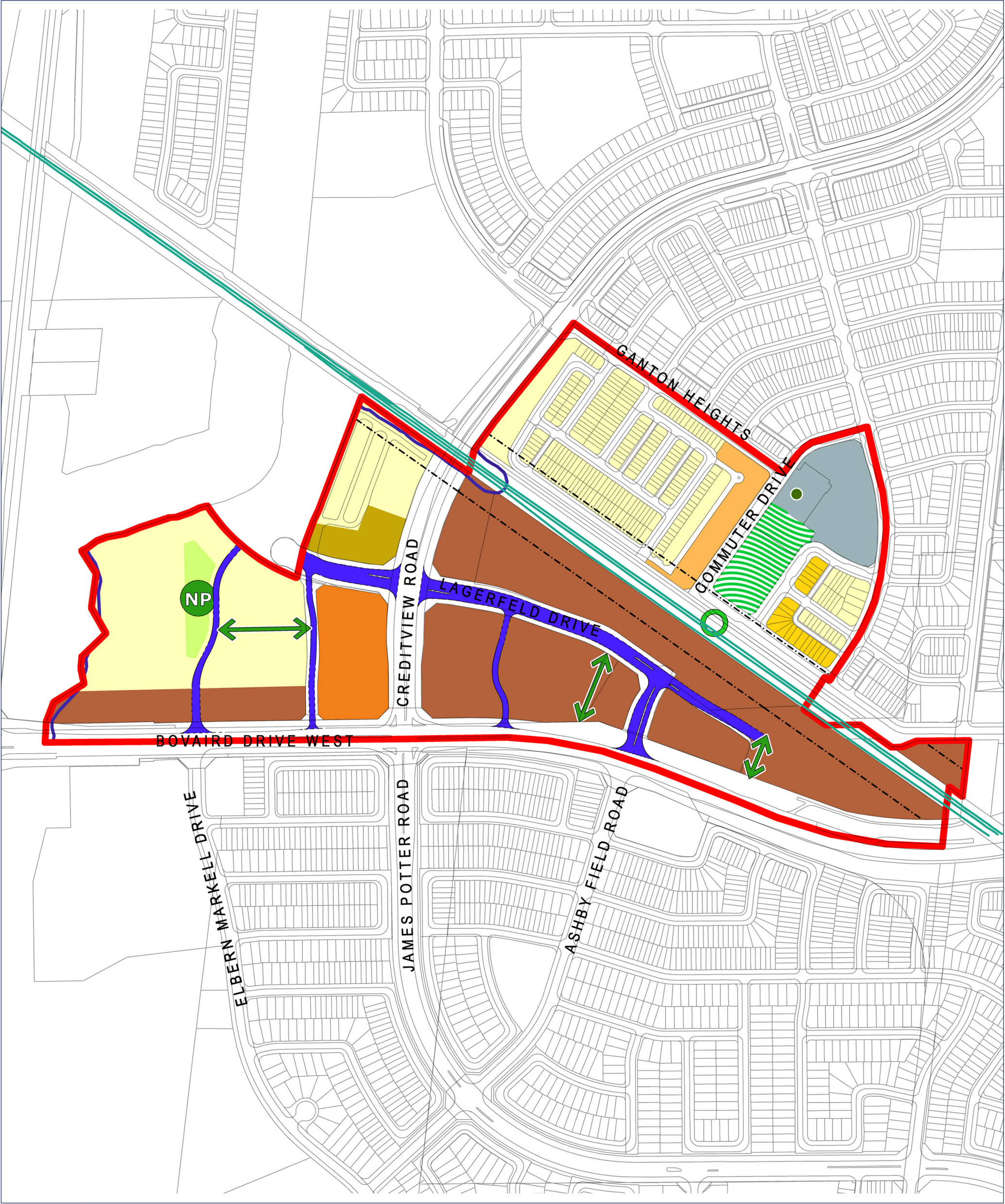
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- NEIGHBOURHOOD (INSTITUTIONAL)
- MIXED-USE (MID-RISE MIXED-USE)
- MIXED-USE (HIGH-RISE MIXED-USE)
- MIXED-USE (MAIN STREET NORTH DPS)
- MIXED-USE (DOWNTOWN MIXED-USE)
- NATURAL SYSTEM
- EXISTING PARK
- PLANNED OPEN SPACE
- RAILWAY 30M BUFFER
- RAIL LINE

- PROPOSED PUBLIC OR PRIVATE STREET NETWORK
- POTENTIAL MID-BLOCK CONNECTION
- PEDESTRIAN CONNECTION
- TRCA FLOOD PLAIN
- DESIGNATED HERITAGE PROPERTY
- LISTED HERITAGE PROPERTY
- HEIGHT TRANSITION AREA
- DOWNTOWN SPECIAL POLICY AREA
- MTSA BOUNDARY
- MTSA TRAIN STATION

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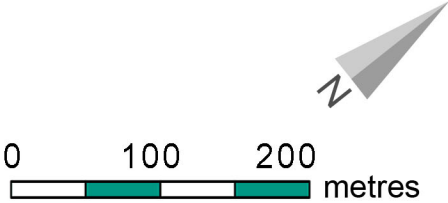
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- NEIGHBOURHOOD (LOW-RISE RESIDENTIAL)
- NEIGHBOURHOOD (MID-RISE RESIDENTIAL)
- NEIGHBOURHOOD (INSTITUTIONAL)
- MIXED-USE (LOW-RISE MIXED-USE)
- MIXED-USE (LOW-RISE PLUS MIXED-USE)
- MIXED-USE (MID-RISE MIXED-USE)
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- EXISTING PARK
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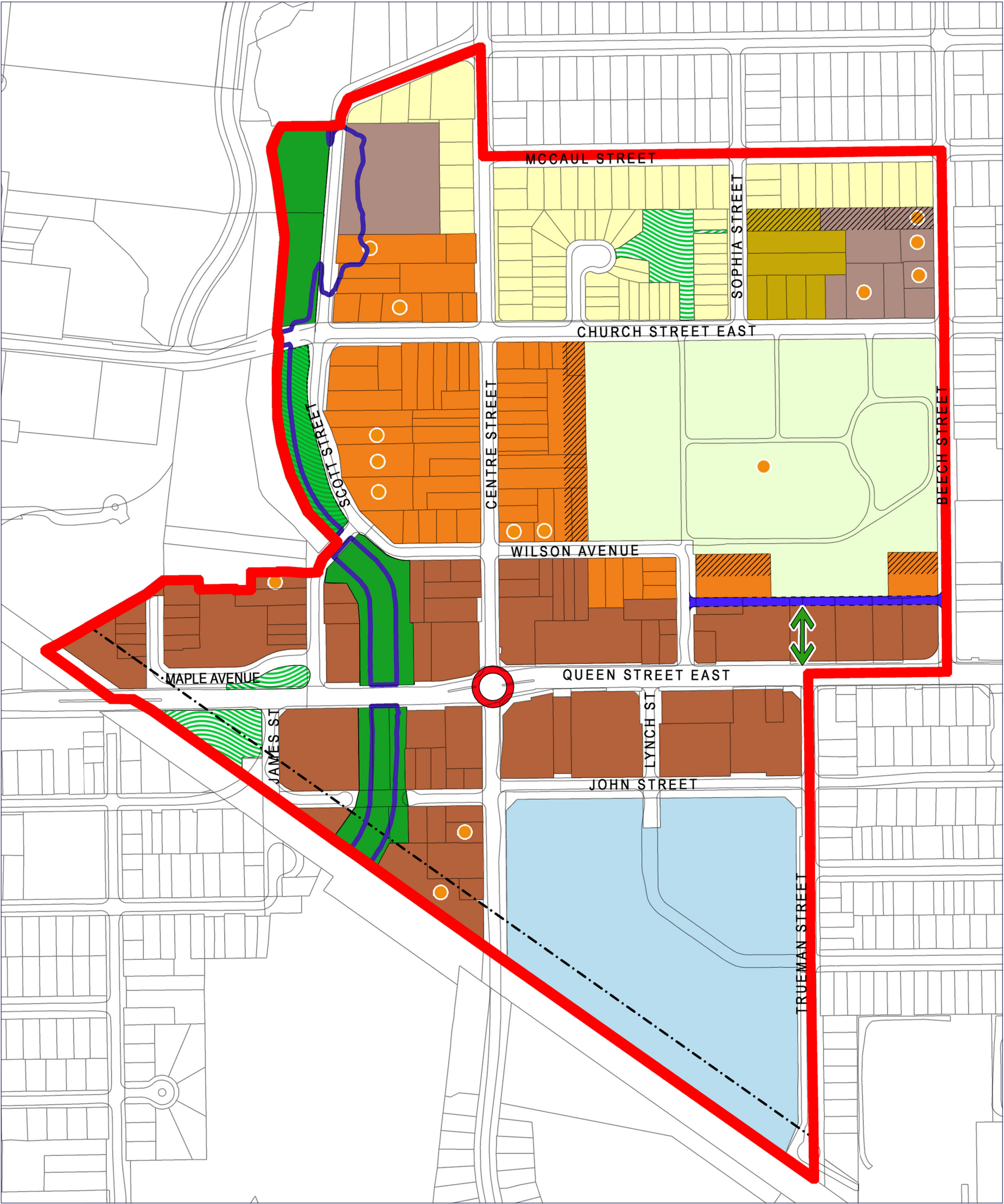
- PROPOSED PUBLIC OR PRIVATE STREET NETWORK
- POTENTIAL MID-BLOCK CONNECTION
- DESIGNATED HERITAGE PROPERTY
- CVC FLOOD PLAIN
- RAIL LINE
- MTSA BOUNDARY
- MTSA TRAIN STATION



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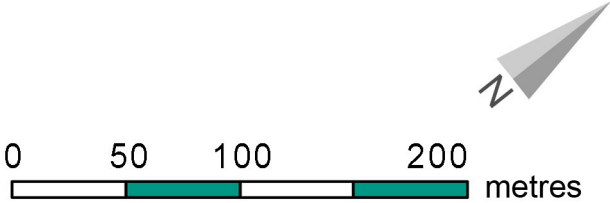
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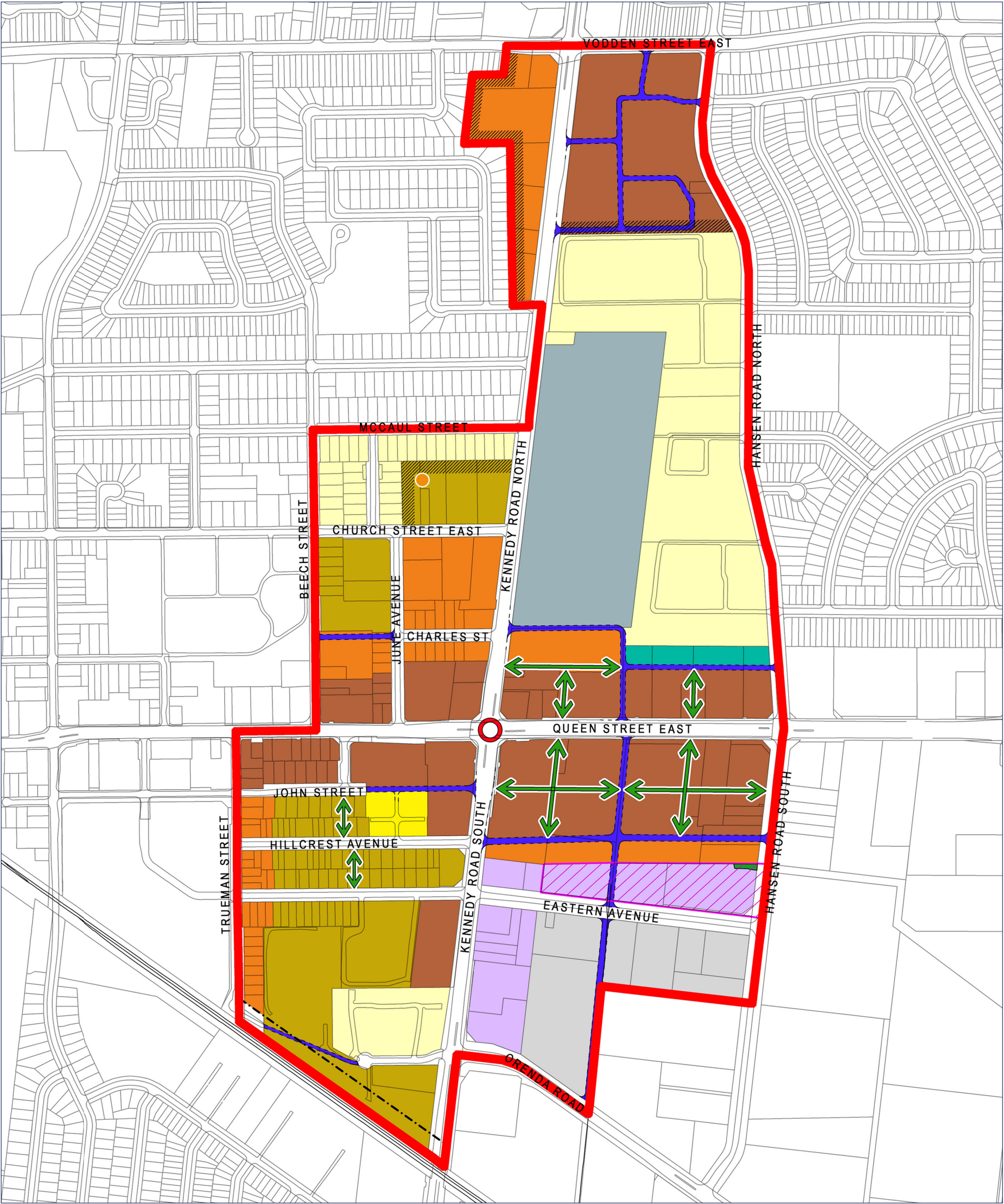
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- NEIGHBOURHOOD (MID-RISE RESIDENTIAL)
- NEIGHBOURHOOD (HIGH-RISE RESIDENTIAL)
- MIXED-USE (MID-RISE MIXED-USE)
- MIXED-USE (HIGH-RISE MIXED-USE)
- MIXED-USE (INSTITUTIONAL)
- NATURAL SYSTEM
- EXISTING PARK
- CEMETERY
- RAILWAY 30M BUFFER

- PROPOSED PUBLIC OR PRIVATE STREET NETWORK
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- MTSA STATION



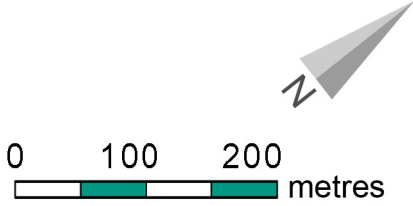
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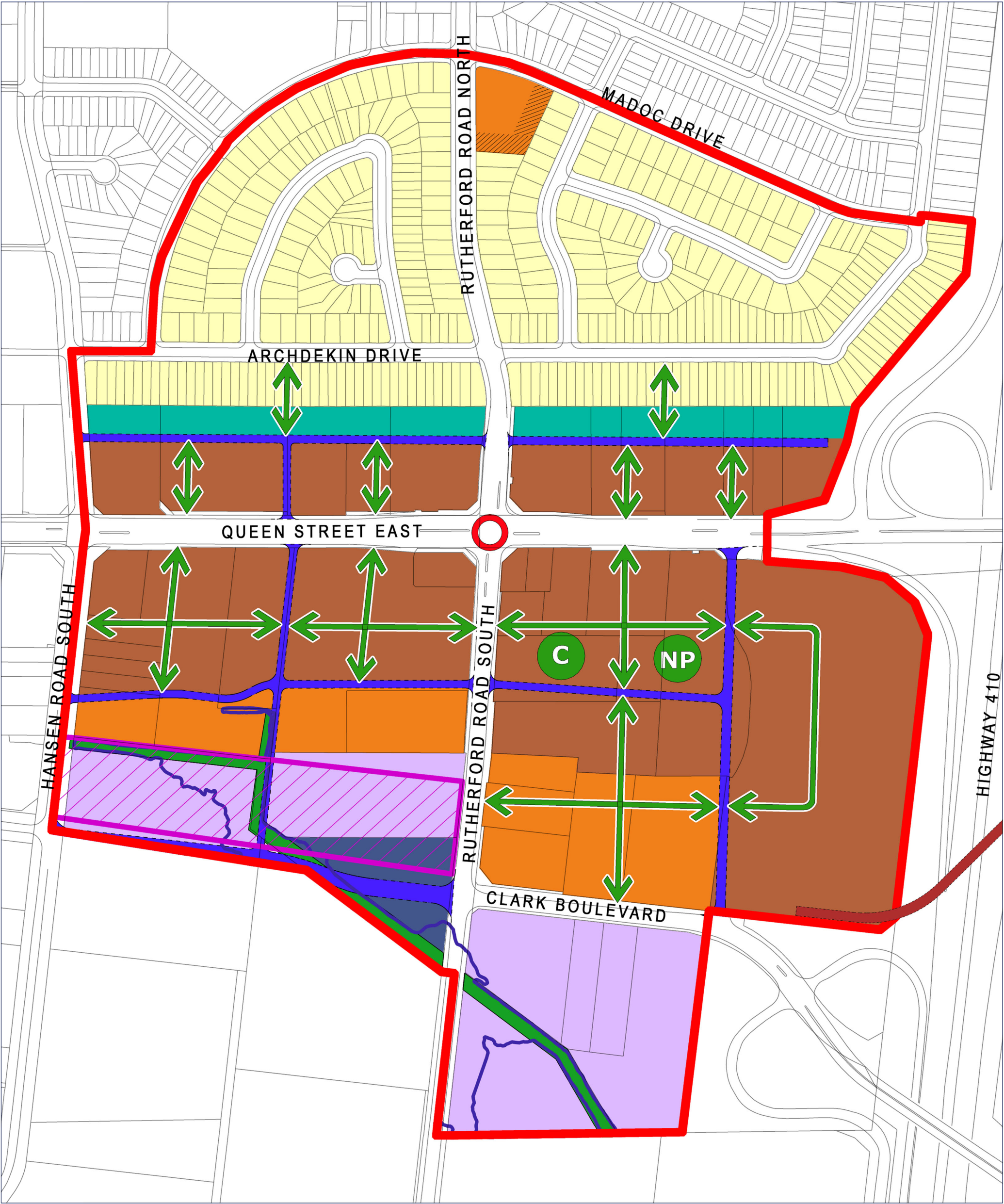
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- NEIGHBOURHOOD (LOW-RISE PLUS RESIDENTIAL)
- NEIGHBOURHOOD (MID-RISE RESIDENTIAL)
- NEIGHBOURHOOD (HIGH-RISE RESIDENTIAL)
- NEIGHBOURHOOD (INSTITUTIONAL)
- MIXED-USE (MID-RISE MIXED-USE)
- MIXED-USE (HIGH-RISE MIXED-USE)
- EMPLOYMENT (PRESTIGE INDUSTRIAL)
- EMPLOYMENT (INDUSTRIAL)
- NATURAL SYSTEM
- RAILWAY 30M BUFFER

- PROPOSED PUBLIC OR PRIVATE STREET NETWORK
- POTENTIAL MID-BLOCK CONNECTION
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- MTSA BOUNDARY
- MTSA STATION



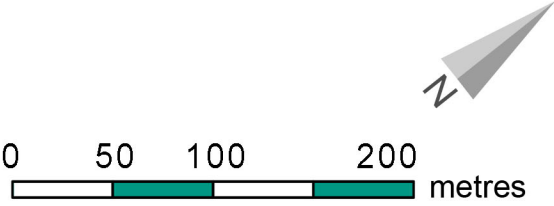
Date: September 2023
Planning, Building and Growth Management
Brampton Plan

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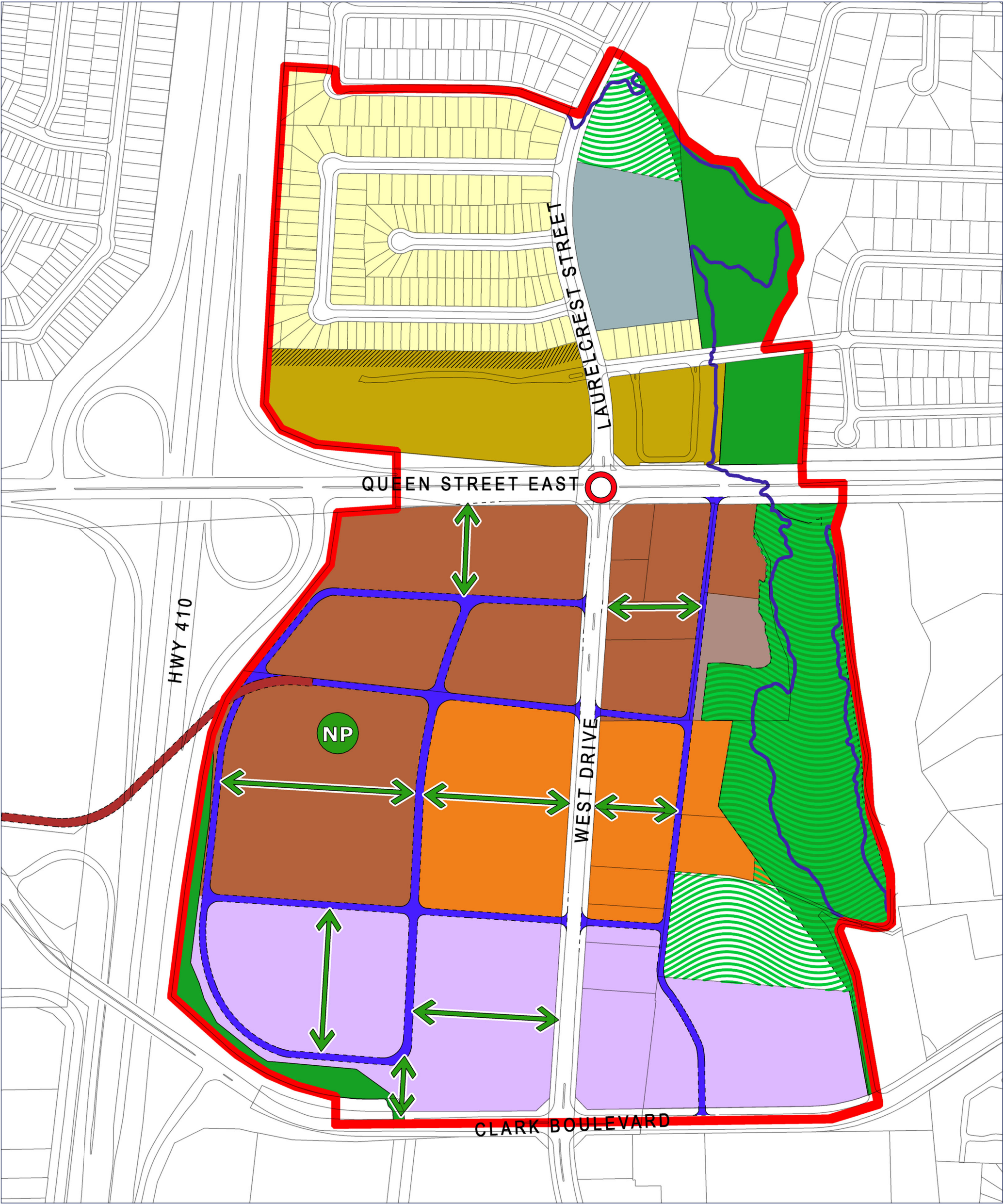
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- MIXED-USE (HIGH-RISE MIXED-USE)
- EMPLOYMENT (PRESTIGE INDUSTRIAL)
- EMPLOYMENT (FIRE STATION)
- NATURAL SYSTEM
- PROPOSED LANDSCAPE BUFFER
- NP PROPOSED NEIGHBOURHOOD PARK
- C POTENTIAL COMMUNITY HUB

- PROPOSED PUBLIC OR PRIVATE STREET NETWORK
- POTENTIAL MID-BLOCK CONNECTION
- TRCA FLOOD PLAIN
- PROPOSED PEDESTRIAN BRIDGE
- HEIGHT TRANSITION AREA
- SPECIAL POLICY AREA
- MTSA BOUNDARY
- MTSA STATION



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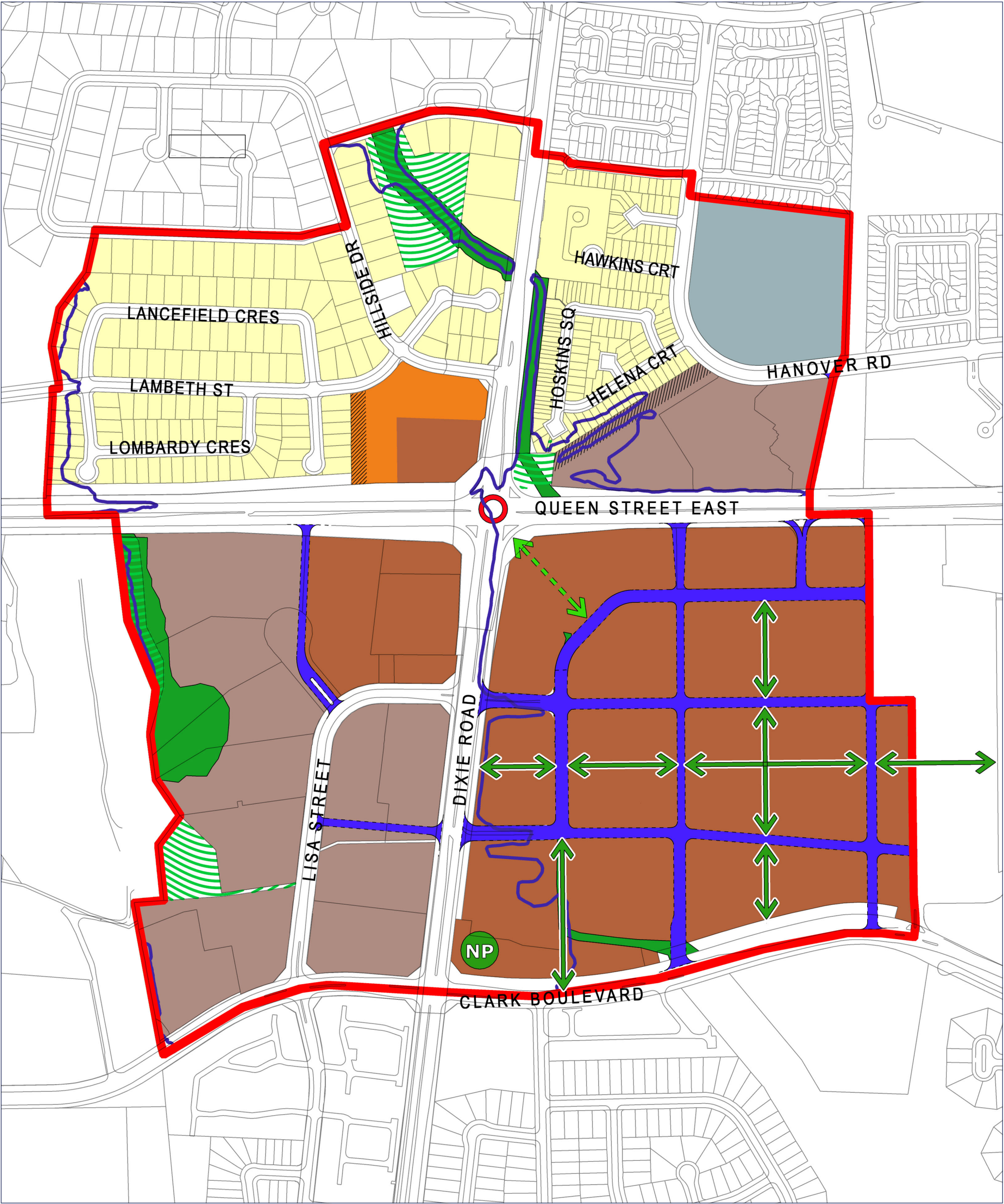
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- MIXED-USE (MID-RISE MIXED-USE)
- MIXED-USE (HIGH-RISE MIXED-USE)
- EMPLOYMENT (PRESTIGE INDUSTRIAL)
- NATURAL SYSTEM
- EXISTING PARK
- PROPOSED NEIGHBOURHOOD PARK

- PROPOSED PUBLIC OR PRIVATE STREET NETWORK
- POTENTIAL MID-BLOCK CONNECTION
- TRCA FLOOD PLAIN
- PROPOSED PEDESTRIAN BRIDGE
- HEIGHT TRANSITION AREA
- MTSA BOUNDARY
- MTSA STATION

0 100 200 metres

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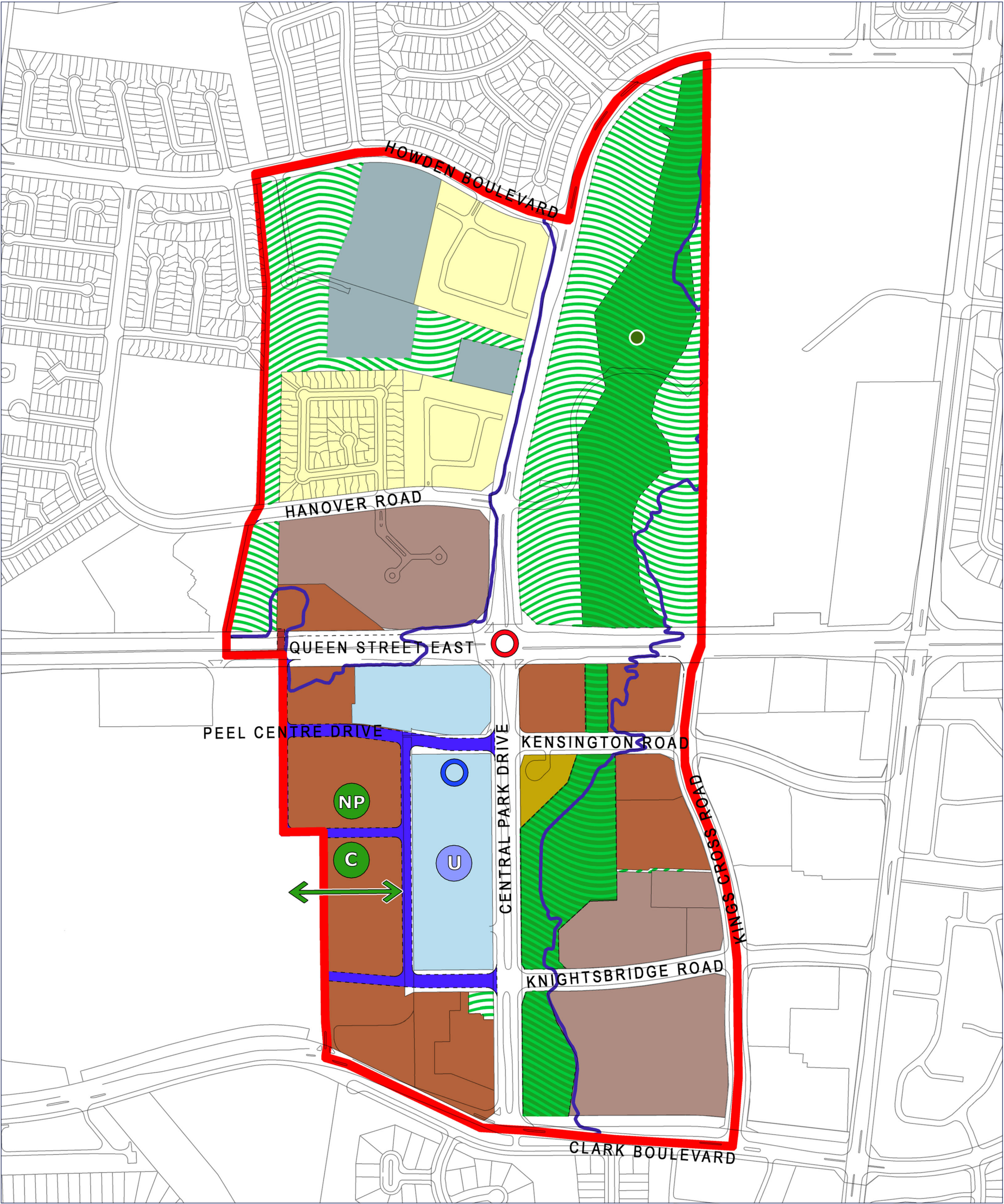
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- MIXED-USE (HIGH-RISE MIXED-USE)
- NATURAL SYSTEM
- EXISTING PARK
- PROPOSED NEIGHBOURHOOD PARK

- PROPOSED PUBLIC OR PRIVATE STREET NETWORK
- POTENTIAL MID-BLOCK CONNECTION
- PEDESTRIAN CONNECTION
- TRCA FLOOD PLAIN
- HEIGHT TRANSITION AREA
- MTSA BOUNDARY
- MTSA STATION

0 100 200 metres

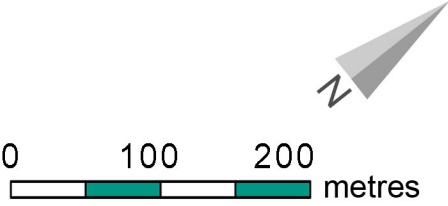
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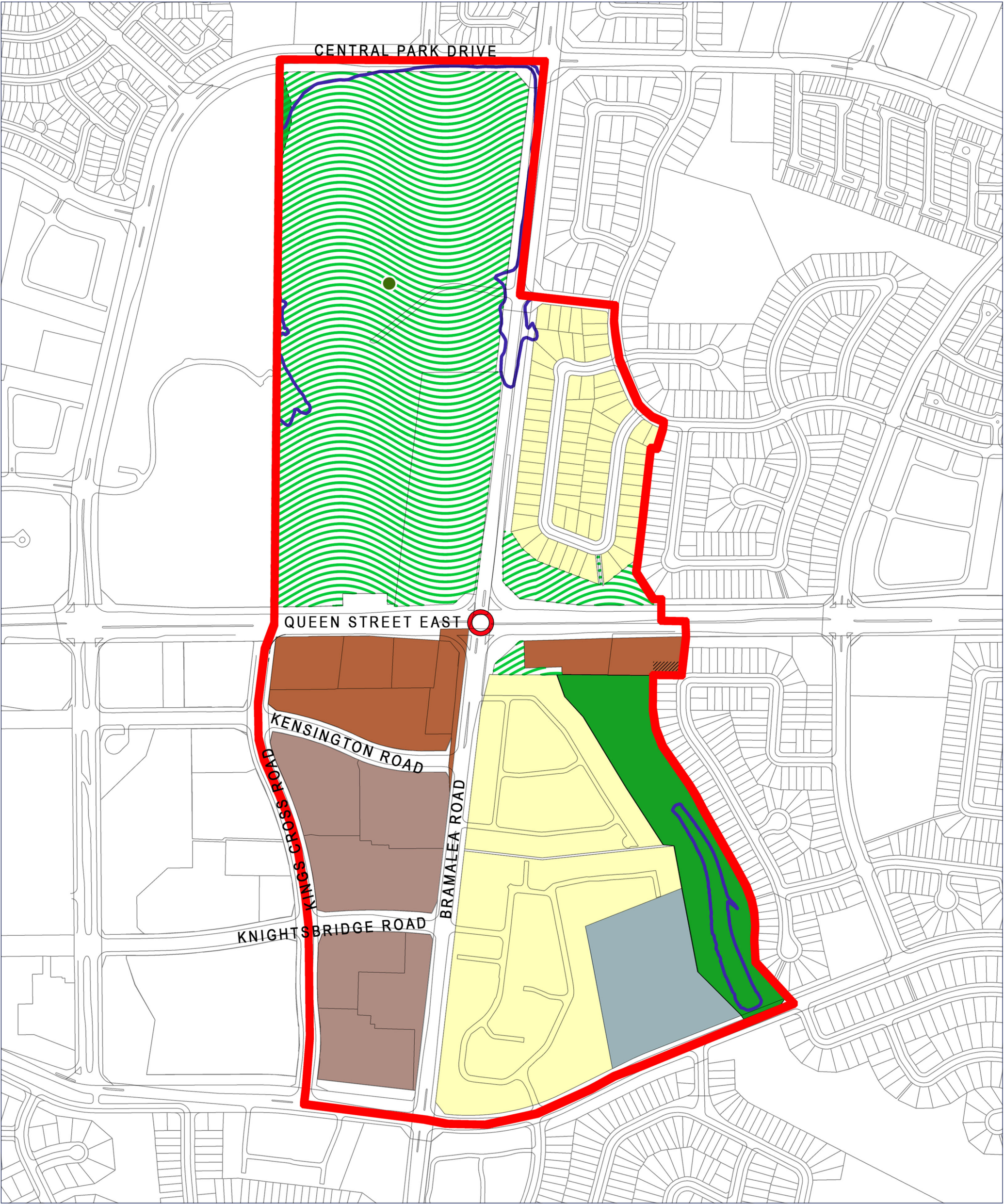
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- NEIGHBOURHOOD (INSTITUTIONAL)
- MIXED-USE (HIGH-RISE MIXED-USE)
- MIXED-USE (INSTITUTIONAL)
- NATURAL SYSTEM
- EXISTING PARK
- NP PROPOSED NEIGHBOURHOOD PARK
- C POTENTIAL COMMUNITY HUB
- U PROPOSED UNIVERSITY

- PROPOSED PUBLIC OR PRIVATE STREET NETWORK
- POTENTIAL MID-BLOCK CONNECTION
- TRCA FLOOD PLAIN
- PROPOSED PEDESTRIAN BRIDGE
- DESIGNATED HERITAGE PROPERTY
- BRAMALEA BUS TERMINAL
- MTSA BOUNDARY
- MTSA STATION



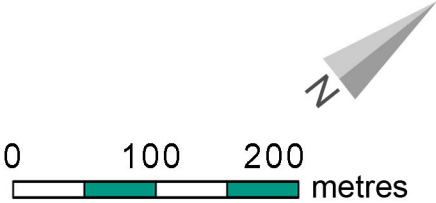
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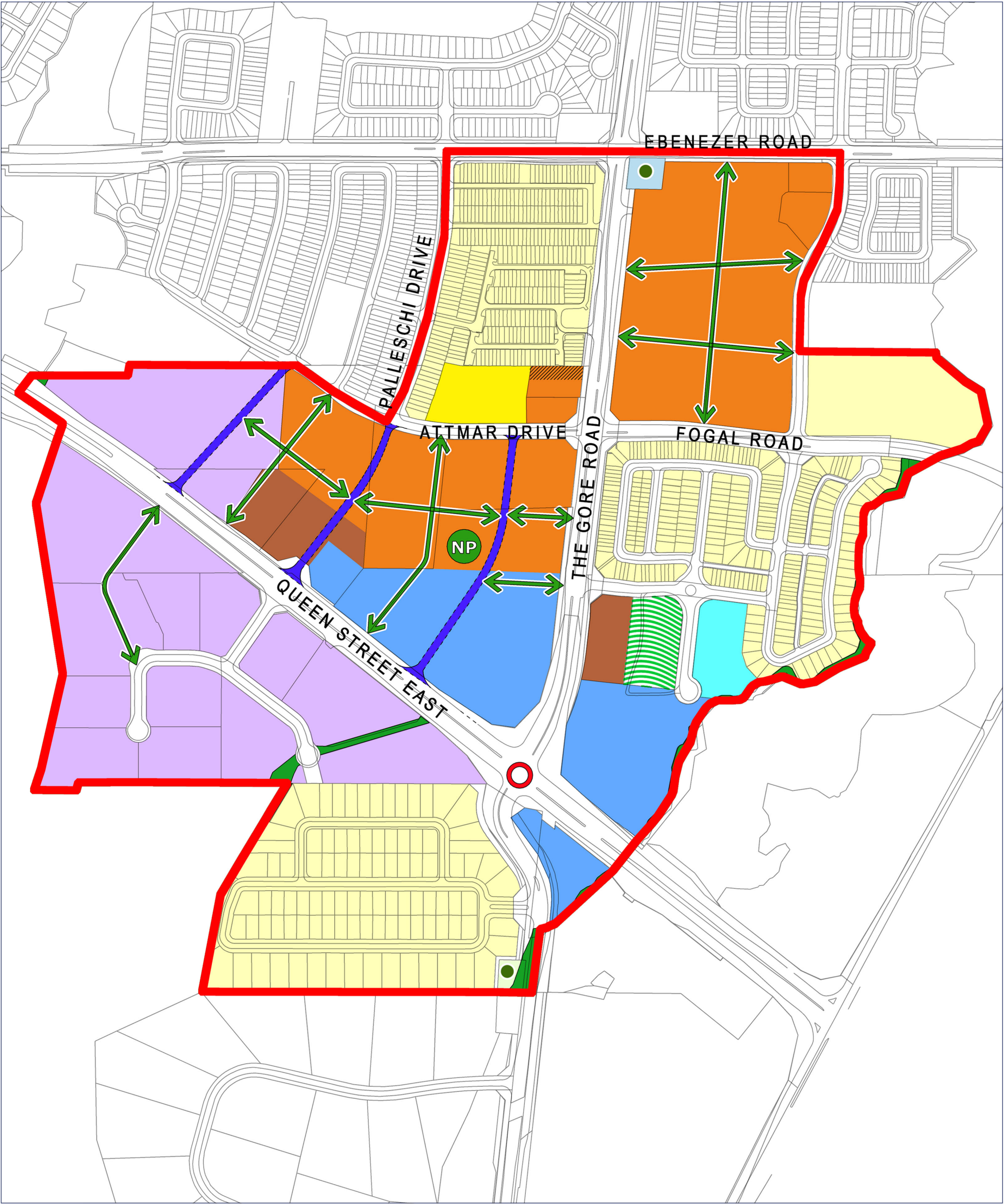
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- NATURAL SYSTEM
- EXISTING PARK

- PROPOSED PUBLIC OR PRIVATE STREET NETWORK
- POTENTIAL MID-BLOCK CONNECTION
- TRCA FLOOD PLAIN
- DESIGNATED HERITAGE PROPERTY
- HEIGHT TRANSITION AREA
- MTSA BOUNDARY
- MTSA STATION



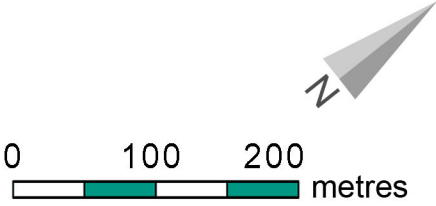
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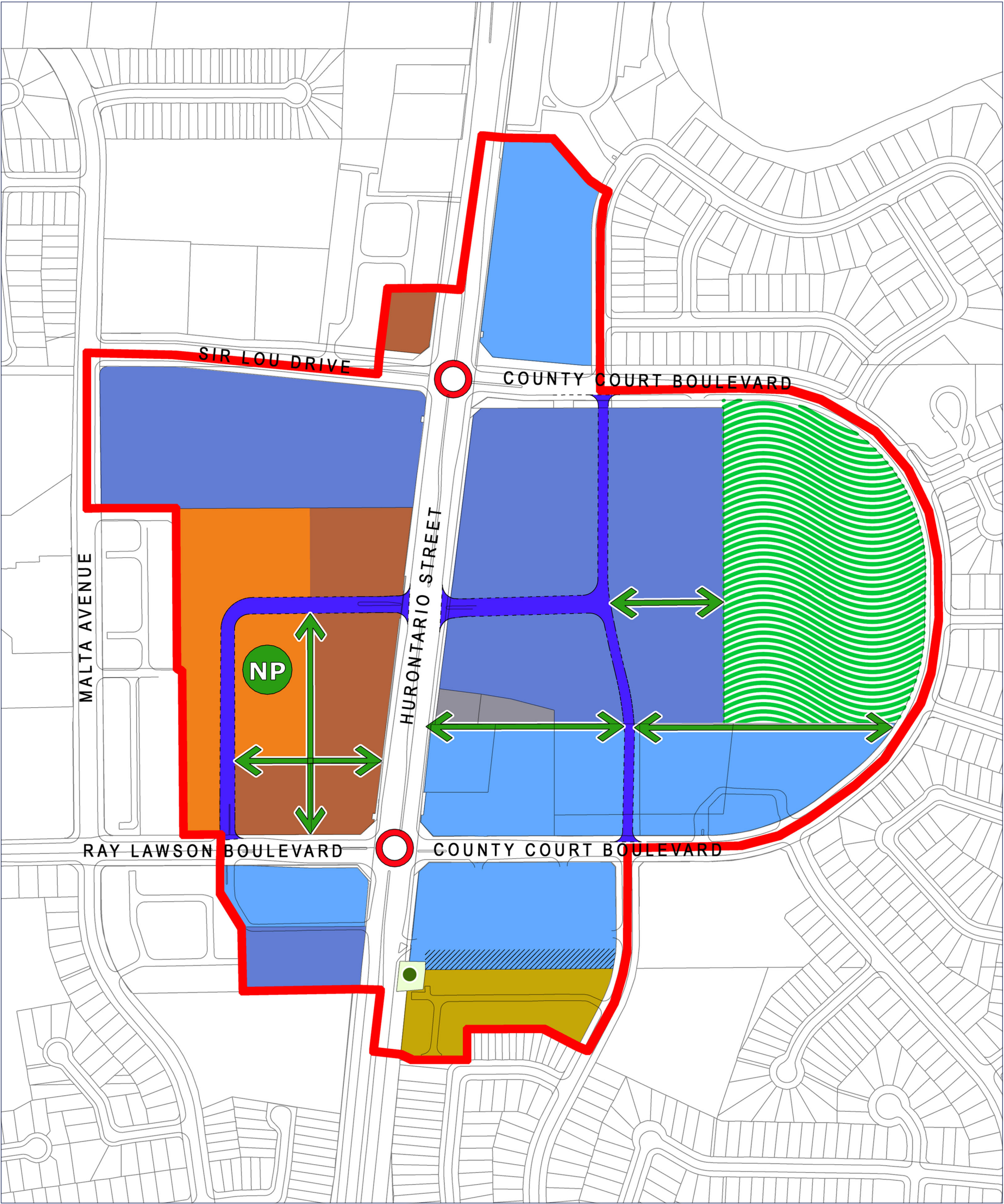
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- MIXED-USE (INSTITUTIONAL)
- MIXED-USE EMPLOYMENT (OFFICE MIXED-USE)
- EMPLOYMENT (PRESTIGE INDUSTRIAL)
- NATURAL SYSTEM
- EXISTING PARK
- CEMETERY
- NP

 PROPOSED NEIGHBOURHOOD PARK

 PROPOSED PUBLIC OR PRIVATE STREET NETWORK POTENTIAL MID-BLOCK CONNECTION STORMWATER MANAGEMENT POND DESIGNATED HERITAGE PROPERTY HEIGHT TRANSITION AREA MTSA BOUNDARY MTSA STATION

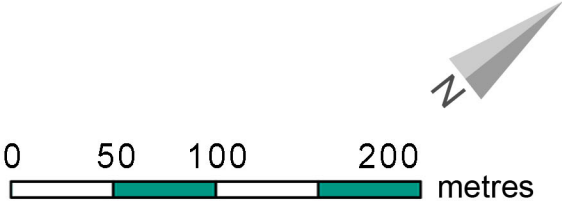
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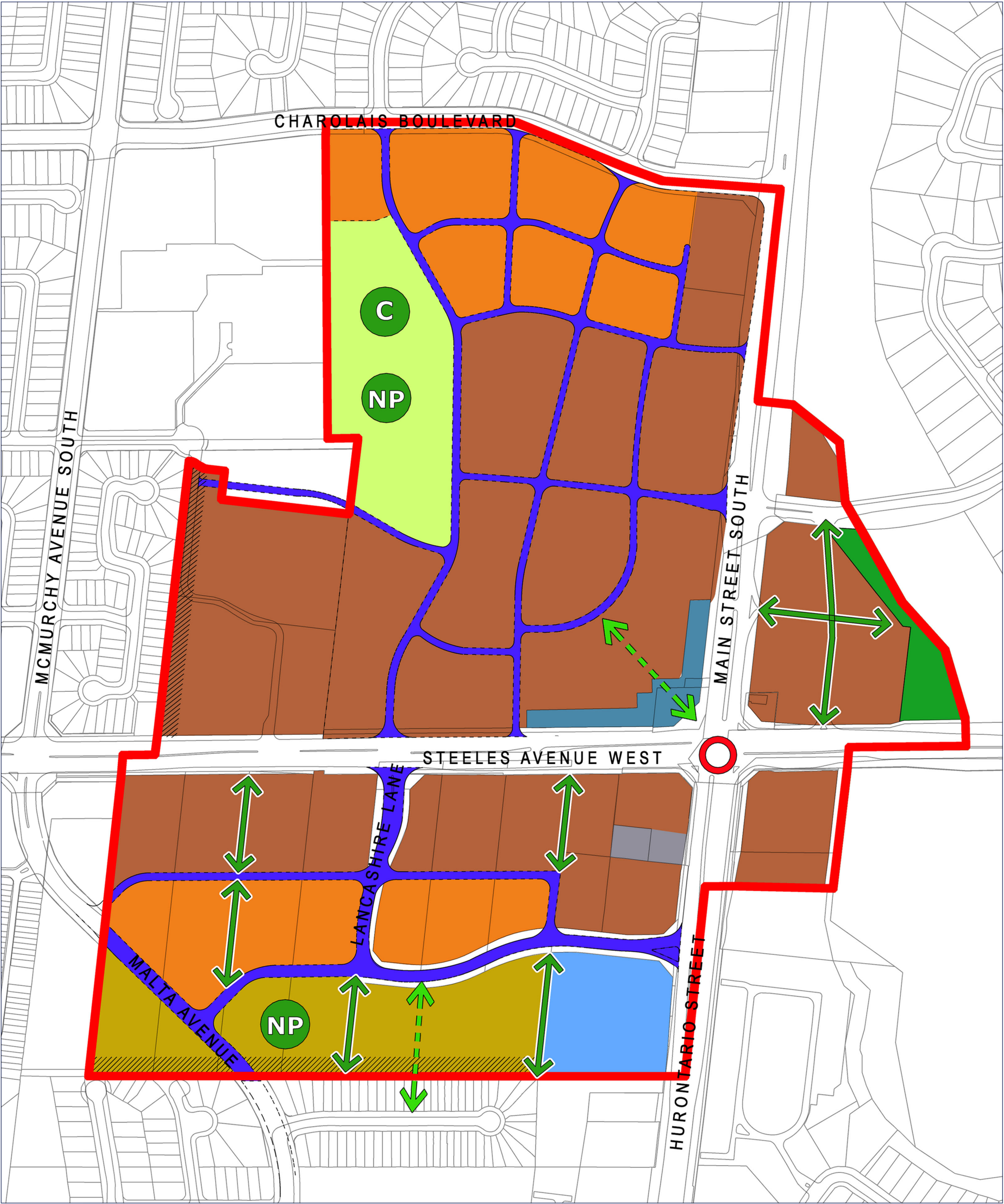
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- MIXED-USE EMPLOYMENT (OFFICE MIXED-USE)
- MIXED-USE EMPLOYMENT (INSTITUTIONAL)
- UTILITY
- EXISTING PARK
- CEMETERY
- PROPOSED NEIGHBOURHOOD PARK

- PROPOSED PUBLIC OR PRIVATE STREET NETWORK
- POTENTIAL MID-BLOCK CONNECTION
- DESIGNATED HERITAGE PROPERTY
- HEIGHT TRANSITION AREA
- MTSA BOUNDARY
- MTSA STATION



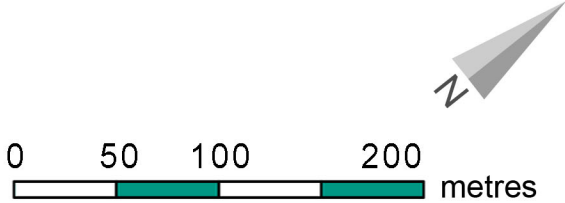
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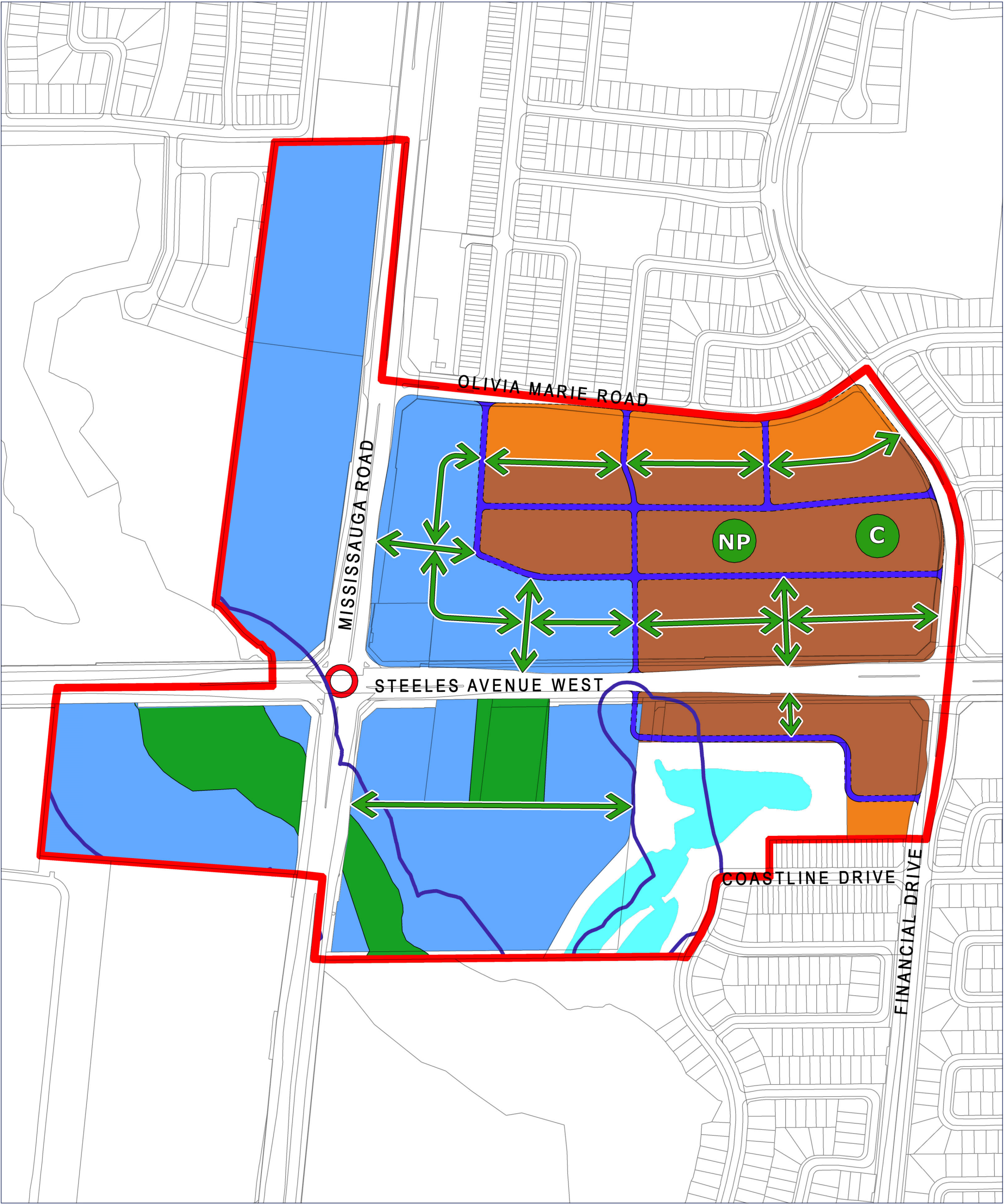
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- MIXED-USE (MID-RISE MIXED-USE)
- MIXED-USE (HIGH-RISE MIXED-USE)
- MIXED-USE EMPLOYMENT (OFFICE MIXED-USE)
- TRANSIT STATION
- UTILITY
- NATURAL SYSTEM
- PLANNED NEIGHBOURHOOD PARK
- PROPOSED NEIGHBOURHOOD PARK
- POTENTIAL COMMUNITY HUB

- PROPOSED PUBLIC OR PRIVATE STREET NETWORK
- POTENTIAL MID-BLOCK CONNECTION
- PEDESTRIAN CONNECTION
- HEIGHT TRANSITION AREA
- MTSA BOUNDARY
- MTSA STATION



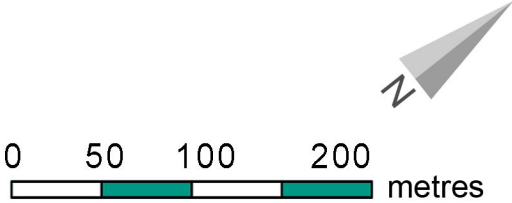
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- MIXED-USE (MID-RISE MIXED-USE)
- MIXED-USE (HIGH-RISE MIXED-USE)
- MIXED-USE EMPLOYMENT (OFFICE MIXED-USE)
- NATURAL SYSTEM
- PROPOSED NEIGHBOURHOOD PARK
- POTENTIAL COMMUNITY HUB

- PROPOSED PUBLIC OR PRIVATE STREET NETWORK
- POTENTIAL MID-BLOCK CONNECTION
- STORMWATER MANAGEMENT POND
- CVC FLOOD PLAIN
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