



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

**Number** \_\_\_\_\_ - 2024

To Adopt Amendment Number OP2023-  
to the Official Plan of the  
City of Brampton Planning Area

The Council of the Corporation of the City of Brampton in accordance with the provisions of the Planning Act, R.S.O. 1990, c.P. 13, hereby ENACTS as follows:

1. Amendment Number OP2023-\_\_\_\_\_ to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this by-law.

ENACTED and PASSED this [enter date] day of [enter month], 2024.

Approved as to  
form.  
20 \_\_/month/day  
[insert name]

\_\_\_\_\_  
Patrick Brown, Mayor

Approved as to  
content.  
20 \_\_/month/day  
[insert name]

\_\_\_\_\_  
Genevieve Scharback, City Clerk

AMENDMENT NUMBER OP 2023-\_\_\_\_\_  
TO THE OFFICIAL PLAN OF THE  
CITY OF BRAMPTON PLANNING AREA

DRAFT

AMENDMENT NUMBER OP 2023 -  
TO THE OFFICIAL PLAN OF THE  
CITY OF BRAMPTON PLANNING AREA

**General (pertaining to all Secondary Plan office consolidations)**

- i. Secondary Plans form part of the Official Plan (known as Brampton Plan) and are to be read in conjunction with all policies of Brampton Plan, including interpretation and implementation provisions.
- ii. Where there is conflict or inconsistency between a provision in Brampton Plan and a provision in a secondary plan (whether directly in the text or included by reference), the more restrictive shall apply. When such a conflict is identified, efforts shall be made to revise the plans to correct the conflict.
- iii. The Council of the City of Brampton is responsible for interpreting any provision within Brampton Plan and Secondary Plans.

1.0 Purpose:

The purpose of this Official Plan Amendment (OPA) is to add policies and schedules pertaining to the Steeles at Mississauga “Primary” Major Transit Station Area (MTSA), and to consolidate all the MTSA lands into one Chapter within the Bram West Secondary Plan.

The lands identified within the Steeles at Mississauga Primary MTSA are subject to the land use designations on MTSA Schedule 13n and policies of *Brampton Plan*.

The effect of the proposed amendment is to:

- Identify a portion of the Bram West SP40 Secondary Plan as the Steeles at Mississauga Primary Major Transit Station Area (Steeles at Mississauga MTSA);
- Introduce area-specific policies for the Steeles at Mississauga MTSA, including land use, mobility, public realm and servicing, to enable development and redevelopment opportunities that contribute to the building of complete transit-oriented communities;
- Add potential building height and density distribution appendices for the Steeles at Mississauga MTSA and,
- Delete policies which would no longer apply to the area that is identified within the Steeles at Mississauga MTSA.

Location:

The lands subject to this OPA are generally situated within an 800 metre radius of the Steeles Avenue West and Mississauga Road intersection and comprise approximately 53 hectares (130.97 acres) of land.

The Steeles at Mississauga MTSA is bounded by Olivia Marie Road to the north, Financial Drive to the east, extends south of Steeles Avenue and west of Mississauga Road. Steeles Avenue intersects directly through the middle of these lands.

2.0 Amendments and Policies Relevant Thereto:

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

- a) By amending Schedule 10, Secondary Plan Areas, by removing lands from the Bram West Secondary Plan, Chapters (b) and (d), and adding them to Chapter 40 (c) as shown outlined on Schedule “A” to this amendment.
- b) By amending Schedule 11, Precinct Areas, by removing lands from the Bram West Secondary Plan, Areas 40-2 and 40-3 and adding them to the 40-1 boundaries as shown outlined on Schedule “A-1” to this amendment.

2.2 The document known as Bram West Secondary Plan, being Chapter 40 of Part II: Secondary Plans, of the City of Brampton Official Plan, as amended, is hereby further amended:

- a) By removing on “Schedule SP 40 Chapter (b) Land Use Plan” the lands and associated land use designations, as shown outlined on Schedule “B” to this amendment.
- b) By removing on “Schedule SP 40 Chapter (d) Land Use Plan” the lands and associated land use designations as shown outlined on Schedule “C” to this amendment.
- c) By adding on “Schedule SP 40 Chapter (c) Land Use Plan” the lands and associated land use designations, and adding a reference to the “Brampton Plan Major Transit Station Areas – HUB-3 – Steeles @ Mississauga Land Use Plan Schedule 13n”, as shown outlined on Schedule “D” to this amendment.
- d) By adding ‘Appendix A – Brampton Plan Schedule 13n – HUB 3 Steeles at Mississauga Major Transit Station Area’.
- e) By adding ‘Appendix B - Steeles at Mississauga MTSA Height distribution’.
- f) By adding ‘Appendix C - Steeles at Mississauga MTSA Density distribution’.
- g) By adding ‘Appendix D – Steeles at Mississauga Demonstration Plan’.
- h) By adding ‘Appendix E – The Steeles at Mississauga MTSA Road Cross Sections’.
- i) By adding the following new section as Section 7.0 – The Steeles at Mississauga MTSA in the Bram West Secondary Plan Chapter 40(c)

**“7.0 The Steeles at Mississauga Major Transit Station Area (MTSA)**

The policies contained in Section 7.0 of this Secondary Plan shall be read in conjunction with all policies in *Brampton Plan*, with specific regard for the MTSA policies in Chapter 2 and 4.

The following sections of this secondary plan will continue to apply to the Steeles at Mississauga MTSA:

- Section 5.0 Environmental, Servicing & Design Considerations (5.0-5.7)
- Section 5.10 Community Design Guidelines
- Section 5.12 Public Utilities and Facilities
- Section 6.0 Implementation and Interpretation

Where there is a conflict between the policies of Chapter 7.0 Steeles at Mississauga MTSA in this Secondary Plan and those contained in *Brampton Plan*, the more restrictive policies shall apply.

## 7.1 Vision

The Steeles at Mississauga MTSA is intended to be a healthy complete transit-oriented community. The MTSA policies support and direct future development around the Steeles Avenue and Mississauga Road intersection and encourages mixed-use developments, with a focus on Employment. Significant population and employment growth is to be directed to support transit investment and create land use patterns that help to mitigate and adapt to the impacts of a changing climate. The subject lands will continue to be a focus area for employment growth in the City, while introducing compatible mixed-use development, including residential uses, primarily through mid-rise and high-rise built form.

The Steeles at Mississauga MTSA land use plan proposes mid-block connections and enhancements to the street network to facilitate easy pedestrian access to local amenities and recreation opportunities. The policies in Section 7.0 apply solely to the Steeles at Mississauga MTSA.

## Planning Principles

In addition to the planning framework and principles included in *Brampton Plan*, the following general objectives constitute the basis for the formulation of the Steeles at Mississauga MTSA policies and should be utilized to guide planning decisions. Development within the Steeles at Mississauga MTSA will be planned to:

- i. Achieve a mix of uses and densities near rapid transit service that contribute to creating a vibrant complete community with a variety of built form that create areas of different character;
- ii. Create a multi-modal transportation network with safe and seamless mobility;
- iii. Create a well-connected street network;
- iv. Provide safe, direct and welcoming pedestrian connections to and from transit stations such as, wayfinding signage;
- v. Ensure development is provided in a compact urban form;
- vi. Provide a pedestrian-friendly public realm to support the evolution of the area into an urban place with activity at street level;
- vii. Support the provision of all forms of affordable and assisted housing;
- viii. Achieve a sensitive transition to established low-rise residential areas;
- ix. Ensure the necessities for daily living to support complete communities are provided in tandem with growth; and
- x. Implement low carbon, sustainable and climate change resiliency plans, infrastructure, technologies, and design approaches.

## 8.2 Population and Employment Density

In accordance with *A Place to Grow: The Growth Plan for the Greater Golden Horseshoe*, the Steeles at Mississauga MTSA is to achieve a minimum gross density of 160 residents and jobs combined per hectare by 2051.

Based on the minimum density of 160 people and jobs combined per hectare, the corresponding minimum population and jobs for Steeles at Mississauga MTSA is outlined in Table 1: Minimum Combined Population and Jobs.

**Table 1: Minimum Combined Population and Jobs**

Column 1	Column 2	Column 3	Column 4
<b>MTSA</b>	<b>Minimum Total Population and Jobs/ per ha</b>	<b>Existing Combined Population and Jobs (as of Secondary Plan adoption date)</b>	<b>Combined Population and Jobs Required by 2051 to meet Minimum Density Target</b>
Steeles at Mississauga MTSA	160	1,058	7,459

- a) The target of a minimum 160 people and jobs combined per hectare will not be applied on a site-specific basis and will only be applied commutatively for all lands within the entire MTSA boundary. As part of a development application, the Applicant shall demonstrate how the proposed redevelopment or development contributes to meeting the minimum required population and jobs outlined in Table 1 (see column 4)
- b) The overall mix of residents and jobs within each MTSA will be achieved over the long-term and shall be monitored at intervals not less frequently than every 5 years. Monitoring is intended to assess progress toward achieving the general target proportion of residents and jobs. If there are significant deficits or deviations from these targets, a strategy may be developed to address them.

### 7.3 General Land Use

- a) The use of lands delineated as “Steeles at Mississauga MTSA” shall be developed in accordance with *Schedule 13n Brampton Major Transit Station Areas HUB-3 Steeles at Mississauga Land Use Plan* and the associated land use policies found in Chapter 2 and 4 of *Brampton Plan*.
- b) Significant portions of the Steeles at Mississauga MTSA are protected for employment uses, where a diverse range of jobs and services are to be provided to meet Brampton’s employment targets. Residential and ancillary uses are permitted in designated employment areas in accordance with the Mixed-Use Employment (Office Mixed-Use) designation in *Brampton Plan*, to help support the long-term economic success of the City.
- c) The use of land within the area delineated as ‘Steeles at Mississauga MTSA’ on Schedule SP40(a) shall be developed in accordance with Schedule 13n – Brampton Major Transit Station Areas HUB - 3 Steeles at Mississauga MTSA Land Use Plan found in Appendix A to this Secondary Plan and the associated land use policies found in Chapters 2 and 4 of Brampton Plan. In addition to the land use policies in *Brampton Plan*, the following policies shall also apply:

- d) New automobile sales and automobile related uses, including automobile service stations and new drive-through facilities shall not be permitted on any lands within the Secondary Plan area.
- e) The full extent of maximum development permissions stated within each land use designation may not be achievable on every site, due to site-specific factors including, but not limited to, minimum lot area requirements, design principles, compatibility and transition to adjacent development, transportation, stormwater management, cultural heritage resources, land use compatibility and/or infrastructure capacity. The Zoning By-law, in conjunction with Brampton's Development Design Guidelines will establish the minimum criteria for assessing the suitability of an individual site for each land use designation.
- f) To maintain the intent of the primary employment function of the 'Mixed-use Employment (Office Mixed-Use)' designation shown on MTSA Land Use Schedule 13n, employment uses shall be provided either as a stand alone building or a mixed-use building located in the same lot and shall be developed in advance of, or concurrently with non-employment uses.
- g) In accordance with Schedule 13n Brampton Major Transit Station Areas HUB-3 Steeles at Mississauga Land Use Plan, the following land uses shall be permitted within the Steeles at Mississauga MTSA delineated area:
  - a) Mixed-Use (High-Rise Mixed Use, Mid-Rise Mixed Use);
  - b) Mixed-Use Employment (Office Use Mixed Use);
  - c) Natural System;
  - d) Proposed Park;
  - e) Potential Community Hub;
  - f) Proposed Public/Private Street Network;
  - g) Stormwater Management Pond;
  - h) Future BRT Stop; and,
  - i) Potential Mid-Block Connections.

Changes to the location or alignment of the street network, mid-block connections, parks and open space will not require an amendment to this Plan provided that its general intent and purpose is maintained.

#### 7.4 Built Form, Height and Density

Built Form speaks to building height and massing, which contribute to the animation of the street, connectivity, and overall appearance of the development within the community. Attention to built form will ensure that new development or re-development proposals will be brought forward in an appropriate context, which contributes to street animation, connectivity and the overall appearance within the community. Section 5.8 of Brampton Plan and the Urban Design Guidelines provide direction that speak to built form, massing and other urban design considerations while ensuring functionality when creating complete communities.

- a) Principles of sustainability shall be addressed including but not limited to providing pedestrian orientation, mix of uses, transit supportive densities and designs, accessibility, enhanced public realm, protection of natural and cultural heritage, and recreational open space. Other sustainable elements such as, increasing and contributing to a robust and diversified urban forest canopy, water and energy conservation and Low Impact Development (LID) principles are encouraged in all forms of development.

- b) High-rise buildings shall have consideration for tall building design principles including tower separation, overlook, relative height, floor plate area, building length, tower placement, orientation and building proportion, among others. The design criteria for tall buildings will be implemented through zoning by-law regulations to:
  - i. mitigate environmental impacts caused by tall buildings such as shadows, accelerated winds, access to light and sky;
  - ii. create high-quality design relationships between the built forms of multiple adjacent or nearby towers that account for occupant privacy and quality of life, contribute toward a visually interesting skyline, and ensure compatibility between buildings in dense, urban environments;
  - iii. ensure compatibility with surrounding low-rise and mid-rise contexts; and
  - iv. ensure that the development of future, adjacent or nearby high-rise buildings is not hindered, and can continue to achieve high-quality design principles.
  
- c) Development shall support the vision of creating a fine-grained block pattern that allows for greater permeability, movement and connectivity at ground level.
  
- d) Streets and buildings shall be designed and developed to ensure attractive streetscapes, walkable and human-scale communities and to promote social interaction, transit usage and safety.
  
- e) The layout of the streets, configuration of lots and siting of buildings shall ensure that:
  - i. Pedestrians can easily access and enjoy public streets and other outdoor spaces;
  - ii. Service and parking facilities are integrated into the design of buildings to minimize disruption to the safety and attractiveness of the adjacent public realm;
  - iii. Roofs are articulated and roof-top mechanical equipment are appropriately integrated into the building massing;
  - iv. The safety and security for all persons within public places and service areas are promoted through the design and siting of buildings, entrances, walkways, amenity and parking areas to provide visibility and opportunities for informal surveillance. Crime Protection Through Environmental Design (CPTED) principles shall be applied to all public spaces; and
  - v. Development reinforces the importance of public and institutional buildings in the community, and enhances their role through design, location and orientation.

#### Building Heights and Densities

The distribution and hierarchy of height and density is important to create a well-balanced community and activate public spaces. The tallest buildings and highest densities will be located adjacent to the rapid transit stations and will lower in height as the distance from the transit station increases. The range of building heights and density distribution illustrated in Appendices B and C for each MTSA correspond with the land use designations on Brampton Plan's Schedule 13n and the building typologies in Table 4 of Brampton Plan and demonstrate the intended heights and floor space indexes that will be implemented in the zoning by-law.

Within the Steeles at Mississauga MTSA a variety of built form and height will be provided to help generate placemaking to achieve a diversity in design and to be compatible with adjoining uses

The distribution and hierarchy of height and density is important to create a well-balanced community and to promote increased transit ridership. Visually appealing height ranges and views are necessary to responsibly balance intensification to enhance a complete community.

New development will be planned for, in conjunction with existing development densities, to achieve the minimum residents and jobs combined per hectare (refer to Section 8.2: Population and Employment Density of this Secondary Plan), through both the building height requirements that will be identified in the zoning by-law and the minimum density requirements identified in Table A: Minimum Floor Space Index (FSI) found in Chapter 4 – Major Transit Station Area of *Brampton Plan*.

- f) The potential range and distribution of building heights and densities is identified in Appendix B and C of this Secondary Plan. The maximum building heights and densities will be implemented through the MTSA Zoning by-law that applies to the Steeles at Mississauga MTSA, based on the ranges that are provided in Appendix B and C.
- g) When more than one building can be accommodated on the same lot, the minimum building height requirements in the zoning by-law will only apply to one of the buildings, or portion thereof.
- h) Only for lands designated “Mixed-Use (High-Rise Mixed-Use),” building heights and densities beyond prescribed in the Zoning By-law may only be considered through a site-specific Zoning By-law Amendment application, subject to meeting all of the following criteria:
  - i. the overall intent, goals, objectives, and policies of the MTSA and Official Plan are achieved;
  - ii. developable site area is appropriate to accommodate the proposed additional height;
  - iii. the type and scale of the development proposal is appropriate and compatible with the surrounding context, land uses, and planned character of the area;
  - iv. the proposed height provides for an appropriate transition to adjacent land uses and buildings, including a built-form design that will minimize visual impact, overall massing, shadow, and overlook;
  - v. infrastructure capacity such as water, stormwater and wastewater, transit, street network, and community services, are sufficient to support the development;
  - vi. development is phased in accordance with the timing and delivery of transportation, engineering services such as water, stormwater and wastewater, and transit infrastructure, in terms of, but not limited to, network distribution, connections, capacity, and frequency of service; and,
  - vii. the development achieves a Sustainability Score that falls within the Gold Sustainability Score Threshold.

## 7.5 Public Realm

The successful transformation of Steeles at Mississauga MTSA into a transit-oriented community will require the provision of a high-quality public realm that supports and attracts safe and comfortable pedestrian movement and activities.

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 planned network of parks and open

spaces will play a critical role in ensuring the development of a healthy, inclusive and attractive place to live, work and visit.

Conceptual public realm elements have been identified on Appendix D – Steeles at Mississauga MTSA Potential Demonstration Plan to this Plan.

- a) The design of new development shall provide public realm improvements that include safe, direct and welcoming active transportation from planned transit stations and stops for all users. Improvements may include, but are not limited to, wayfinding solutions, new pathways, weather protected links and enhancing transit facilities.
- b) In the vicinity of future BRT stop, the public realm shall act as a focal point contributing to the character of the local context and apply a high-quality architectural treatment.
- c) Where appropriate, it shall be demonstrated that building
- d) setbacks adjacent transit station/stops include sufficient space to accommodate transit plazas.

#### 7.6 Urban Parks

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 Secondary Plan Area, which will support the creation of sustainable, livable and resilient communities.

- a) The parks and open space system shown on Brampton Plan Schedule 13n and on the MTSA Potential Demonstration Plans in Appendices D of this Plan include the following type of parks and open space:
  - i. Neighbourhood Parks
  - ii. Urban Parks - Privately Owned Publicly Accessible Spaces (POPS) and Urban Squares

#### 7.7 Place-Making

The intent of this policy direction is to transform the Steeles at Mississauga MTSA into a vibrant and active pedestrian-friendly urban environment. All development, private and public within this plan, shall contribute to place-making by building areas with a strong sense of identity and character that are attractive, safe and welcoming.

- a) Multi-functional public-oriented/accessible spaces, including public and private squares and plazas are encouraged to be provided in all forms of development;
- b) Areas for place-making shall be designed and landscaped to function as a significant part of the public realm; and,
- c) Public art is encouraged to be provided to animate civic spaces and reflect the culture and diversity of the local residents and community.

#### 7.8 Mobility and Transportation

The long-term vision for the Steeles at Mississauga MTSA is to establish and reinforce a transit-supportive environment that prioritizes access by walking, cycling, and transit A connected network of streets will play a functional role in

moving people and be a defining element, shaping development and contributing to the public realm's character and connectedness.

- a) Development shall support a pedestrian-scaled network of connected streets, sidewalks and bicycle lanes linking neighbourhoods, parks, transit stations/stops, services and other major generators, as illustrated on the Steeles at Mississauga MTSA Land Use Plan in Brampton Plan (Appendix A) and the Potential Demonstration Plan (Appendix D).
- b) To the greatest extent possible, development proposals shall be located on public streets unless the proponent can demonstrate, to the satisfaction of the City, that a private street is equally desirable based on functionality, community safety, efficiency, servicing, neighbourhood connectivity, facilitating land assembly for future development, reducing negative environmental impacts and minimizing financial impacts to the City.
- c) All new public local streets will be developed in accordance with Brampton's Complete Street Guidelines and shall have a minimum right-of-way width of 25.2 metres to accommodate sidewalks on both sides; bicycle facilities; vehicle travel lanes; and low impact development (LID) stormwater management facilities, such as bio-swales, where appropriate. A 25.2 metre street cross section is included in Appendix E to this Secondary Plan.
- d) Private streets shall contain the following:
  - a) Minimum pavement width of 7.0 metres;
  - b) Sidewalks on both sides of the street;
  - c) Active transportation elements;
  - d) Public realm elements such as landscaping, street furniture, street lighting, et.
- e) The final right-of-way requirements and necessary easements for private roads will be determined through the development application process.
- f) Notwithstanding c) future streets in proximity to bus rapid transit facilities may require special rights-of-way widths, functional considerations, and facility requirements to accommodate transit facilities and connections, including pick-up and drop-off areas. Final street design will be determined through the submission of a transportation study or impact analysis that must meet the satisfaction of both, the City and Metrolinx. The mobility of, and amenity for, pedestrians, cyclists, and transit users shall be prioritized.
- g) Continuous sidewalks shall be provided to prioritize pedestrian and cyclists overturning motor vehicles by extending sidewalks at the same elevation, creating an uninterrupted path for active travelers. Where continuous sidewalks or raised crosswalks are utilized, tactile indicators or other devices should be implemented to help ensure that visually impaired users are able to discern different travel spaces.
- h) Notwithstanding c), future streets in proximity to bus rapid or LRT transit stations may require special rights-of-way widths, functional considerations, and facility requirements to accommodate transit facilities and connections, including pick-up and drop-off areas. Final street design in these locations will be determined through the submission of a Transportation Impact Study to be approved by the City, in conjunction with Metrolinx.

## 7.7 Cycling Facilities and Amenities

Cycling and other forms of active transportation allow people to reach destinations. Making Steeles at Mississauga MTSA bicycle-friendly will encourage

a more active lifestyle for residents and workers. Bicycle parking facilities shall be provided to support the prioritization of active transportation.

- a) Cycling facilities and amenities, such as bicycle parking and lock-up areas are encouraged to be provided at all public destinations within MTSAs, including, but not limited to, transit stations, parks, schools, community centres, cultural facilities, other public institutions and retail uses.
- b) Bicycle parking shall be provided by all residential, commercial, institutional (except publicly funded schools, employment, recreational and civic buildings). The appropriate bicycle parking requirements will be provided in the Zoning by-law.

#### 7.8 Parking

- a) For lands located within Steeles at Mississauga MTSA, there shall be no minimum parking standards for the land use designations shown on Brampton Plan Schedule 13n – Steeles at Mississauga MTSA Land Use Plan.

#### 7.9 Active Transportation Network

Facilitating a network of lively, safe, enjoyable and convenient pedestrian and cycling network that link key destinations and major trip generators, such as transit stops, homes, jobs, schools, shopping, natural heritage system and open space parks and other desirable destinations within the Steeles at Mississauga MTSA is an important aspect of transit-oriented development. Streets must be viewed as part of a larger network of a linked system.

- a) Development and redevelopment shall support a pedestrian-scaled network of connected local streets, sidewalks and bicycle lanes linking neighbourhoods, parks, transit stops, services and other major trip generators.
- b) Wherever possible, streets shall provide landscaped buffers, trees, and appropriate pedestrian amenities for pedestrian safety and convenience.
- c) Continuous sidewalks shall be provided to prioritize pedestrian and cyclists overturning motor vehicles by extending sidewalks at the same elevation, creating an uninterrupted path for active travelers. Where continuous sidewalks or raised crosswalks are utilized, tactile indicators or other devices should be implemented to help ensure that visually impaired users are able to discern different travel spaces.

#### 7.10 Cycling Facilities and Amenities

Cycling and other forms of active transportation allow people to reach destinations, but not so distant that they need to use automobiles or other modes of motorized travel. Making the Steeles at Mississauga MTSA bicycle-friendly will encourage a more active lifestyle for residents and workers and contribute to the improvement of the economic and environmental health of the area.

- a) Cycling facilities and amenities, such as bicycle parking and lock-up areas are encouraged to be provided at all public destinations within MTSAs, including, but not limited to, transit stations, parks, schools, community centres, cultural facilities, other public institutions and retail uses.

- b) Bicycle parking shall be provided by all residential, commercial, institutional (excluding publicly funded schools), employment, recreational and civic buildings. The appropriate bicycle parking requirements will be provided in the Zoning by-law.

#### 7.11 Parking

- a) For lands located within a MTSA there shall be no minimum parking standards for the land use designations shown on Brampton Plan's Schedules 13l and 13m, except for properties designated "Neighbourhood (Low-Rise)" and "Neighbourhood (Low-Rise Plus Residential)".
- b) At grade and or above-grade parking structures shall not be located fronting a street.

#### 7.12 Servicing and Stormwater

A significant amount of population and employment growth is anticipated in the Steeles at Mississauga MTSA. Ensuring there is sufficient municipal servicing capacity to accommodate the projected growth is essential for the proper redevelopment of the area.. Servicing infrastructure includes sanitary sewers, storm sewers and the water distribution system. Intensification within the MTSA will be supported by the timely provision of new infrastructure and/or upgraded investment in new infrastructure both within and outside the MTSA.

The Steeles at Mississauga MTSA will be planned as a resilient complete community that reduces environmental impacts by combining sustainable planning, servicing, building, design, and low impact development (LID) practices with a commitment to a more mixed-use, transit-supportive environment and by implementing the goals and actions of the Brampton's Community Energy and Emissions Reduction Plan.

- a) A Functional Servicing Report (FSR) shall be submitted with a development application in accordance with the City's Term of Residence. The FSR shall expand on the findings of the MTSA Master Servicing Report prepared by ARUP dated August 2024.
- b) If a development proposal includes lands to be dedicated for a public street with a 25.2 metre right-of-way, the exact retention swale dimensions of the complete street right-of-way should be calculated as past pf a Functional Servicing Report to ensure that the development does not create and/or increase risk of flooding.
- c) Development shall have adequate regard for sustainable water conservation technologies and low impact development (LID) measures for stormwater volume control.
- d) Properties within the Secondary Plan area may be subject to the implementation of a 'holding' (H) provision in the Zoning By-law to ensure sufficient infrastructure capacity.

#### 7.13 Sustainability

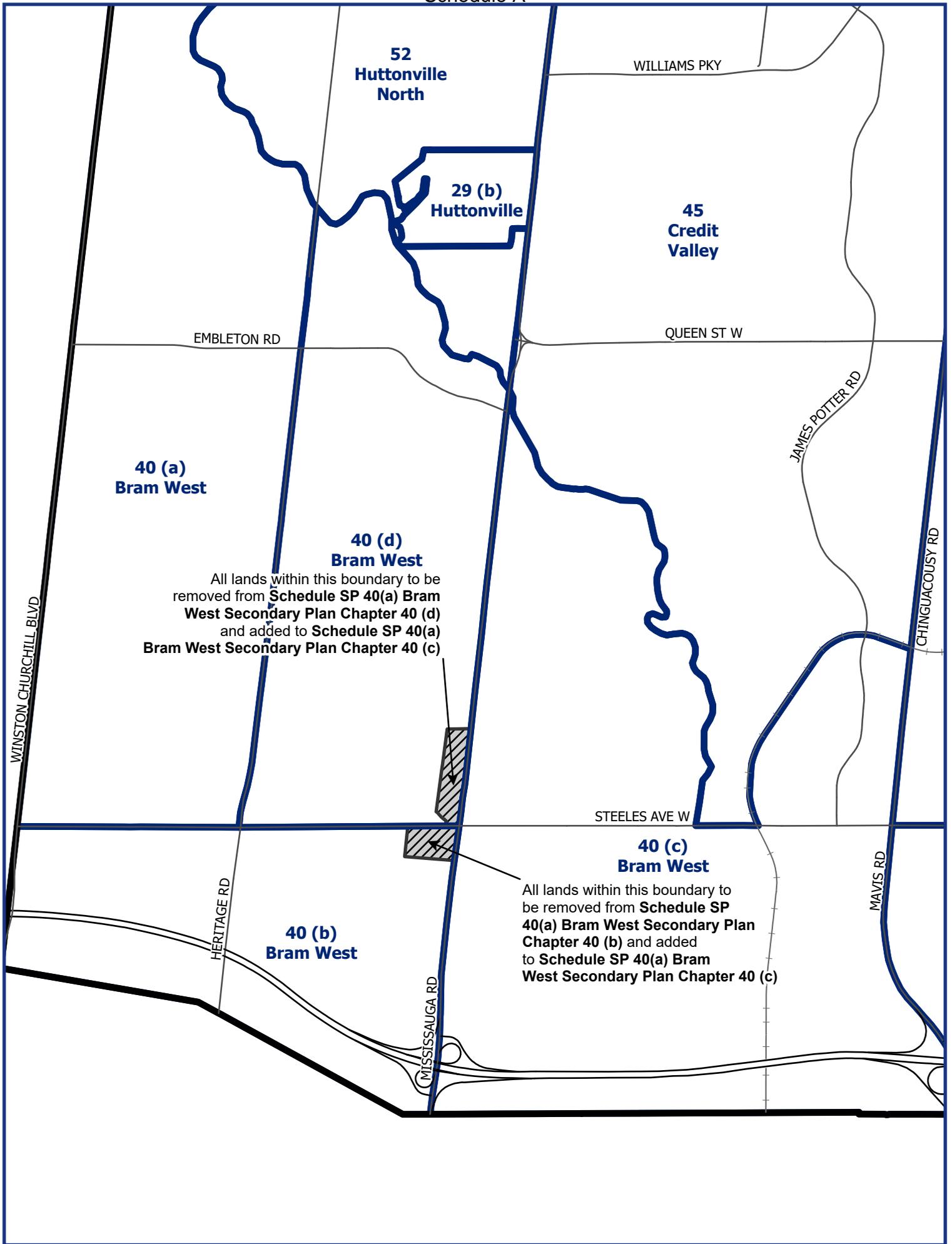
- a) Draft Plan of Subdivision and Site Plan Applications must achieve a minimum Sustainability Score that falls within the Silver Sustainability Score Threshold.

- b) Development will advance and, as appropriate, implement the recommendations of the City of Brampton Community Energy and Emissions Reduction Plan (CEERP), and support the achievement of low/zero carbon energy using district energy systems, renewable and alternative energy, sustainable building measures and other innovative approaches.
- c) Development will facilitate vehicle and transit electrification readiness of buildings and transportation infrastructure through the design of buildings and the provision of charging infrastructure.
- d) The City shall identify, plan for, and implement infrastructure that can proactively protect the Mount Pleasant GO MTSA from future potential long-term risk of events associated with climate change.

#### 7.14 Implementation and Monitoring

- a) The timing and progression of development shall be supported by the adequate provision of parkland and transportation infrastructure, community services and facilities and, if applicable, the delivery of employment uses
- b) The City will monitor the level of development within the Steeles at Mississauga MTSA to ensure the density targets prescribed in 13.1 Population and Employment Density are being met.
- c) The City may, in conjunction with the planning application process, monitor the level of development against:
  - the ratio of jobs to residents;
  - the provision of servicing infrastructure and,
  - the identification and need for public service facilities, as applicable.”

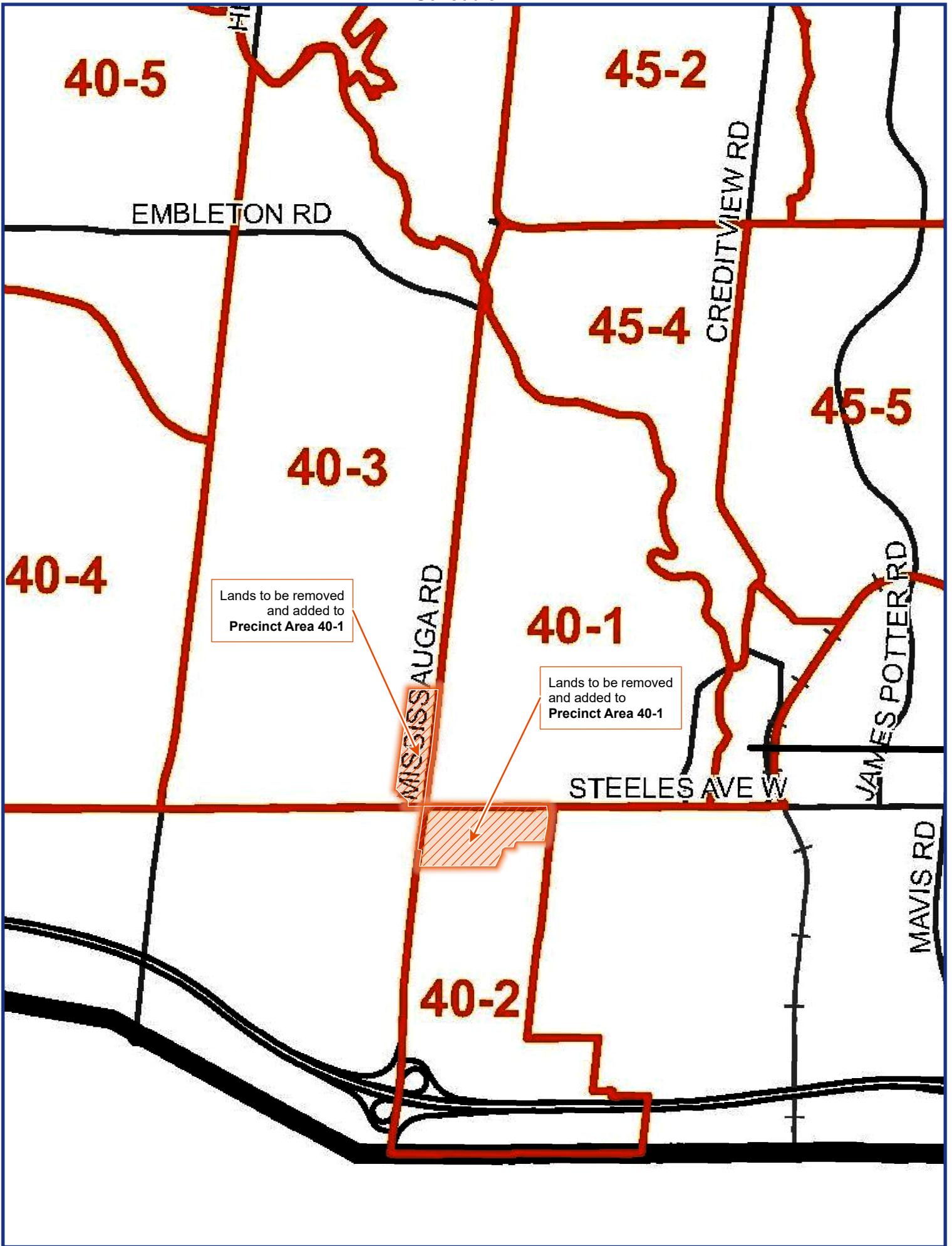
Schedule A



EXTRACT FROM 2023 Official Plan Schedule 10 Secondary Plan Areas

- Lands to be added
- Road Classification**
- Highway
- Arterial Road
- Railway
- Secondary Plan
- City Boundary





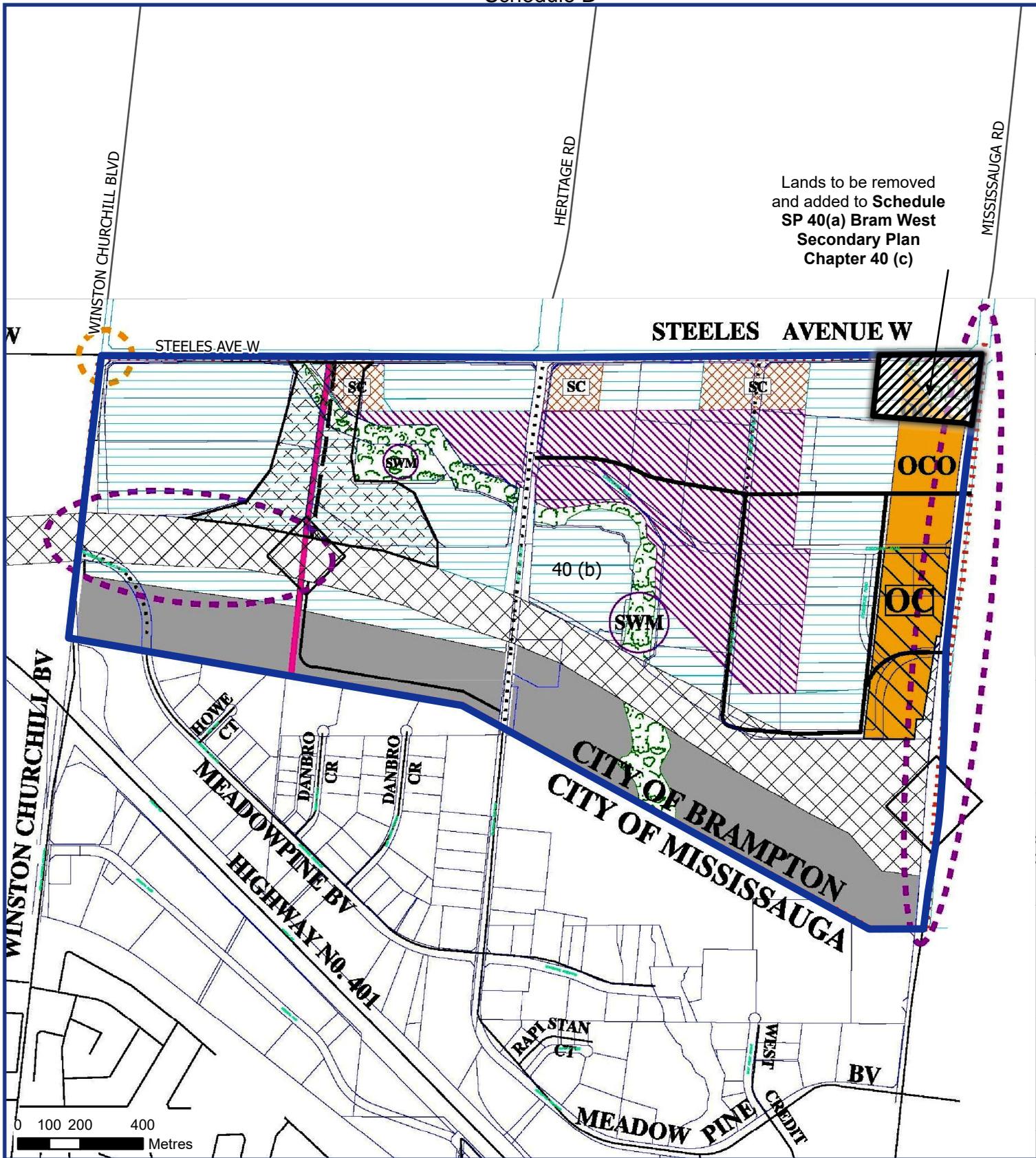
EXTRACT FROM 2023 Official Plan Schedule 11 Precinct Areas

Precinct Plan Area

**Base Map Features**

- Railway
- Highway
- Major Streets





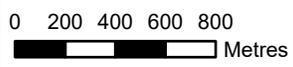
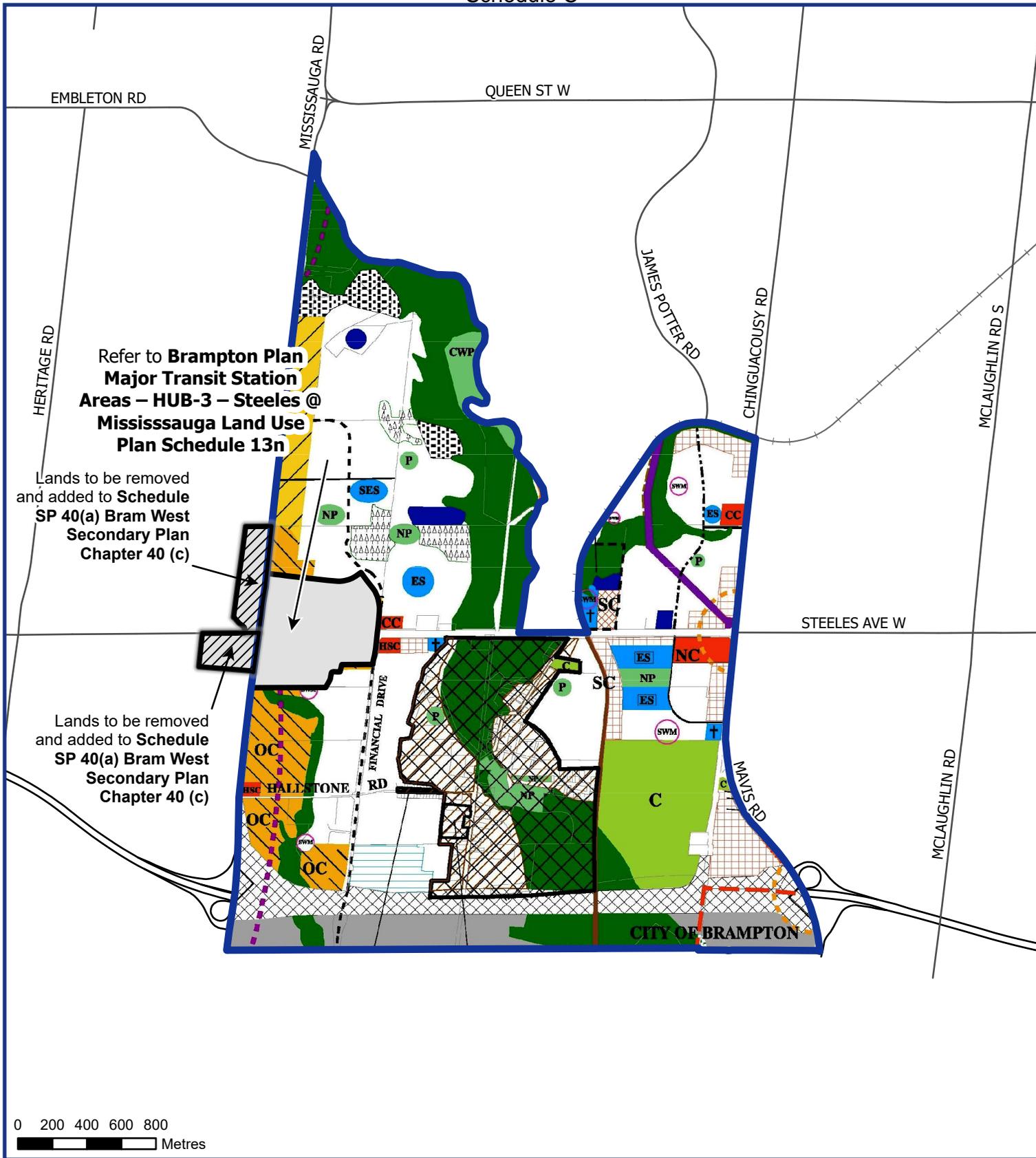
Lands to be removed and added to Schedule SP 40(a) Bram West Secondary Plan Chapter 40 (c)

EXTRACT FROM Schedule SP 40(a) Bram West Secondary Plan Chapter 40(b)

- Subject Lands
  - Secondary Plan
- |   |   |   |
|---|---|---|
| <p><b>EMPLOYMENT:</b></p> <ul style="list-style-type: none"> <li> Prestige Industrial</li> <li> Standard Industrial</li> <li> Service Commercial</li> <li> Business Park</li> <li> Office Centre</li> <li> Office Centre One</li> </ul> <p><b>OPEN SPACE:</b></p> <ul style="list-style-type: none"> <li> Valleyland</li> <li> SWM Facility (Quantity)</li> </ul> | <p><b>ROAD NETWORK:</b></p> <ul style="list-style-type: none"> <li> Highway No. 407</li> <li> Major Arterial (45-50 metres)</li> <li> Minor Arterial (36 metres)</li> <li> Major Collector Roads (26-30 metres)</li> <li> Minor Collector Roads (23-26 metres)</li> <li> Interchange</li> <li> Primary Gateway</li> <li> Secondary Gateway</li> <li> Corridor Protection Area</li> <li> Secondary Plan 40(a) Chapter(b) Boundary</li> </ul> | <p><b>INFRASTRUCTURE:</b></p> <ul style="list-style-type: none"> <li> Parkway Belt</li> <li> TransCanada Gas Pipeline</li> <li> Hydro One Corridor</li> </ul> |
|---|---|---|



Schedule C

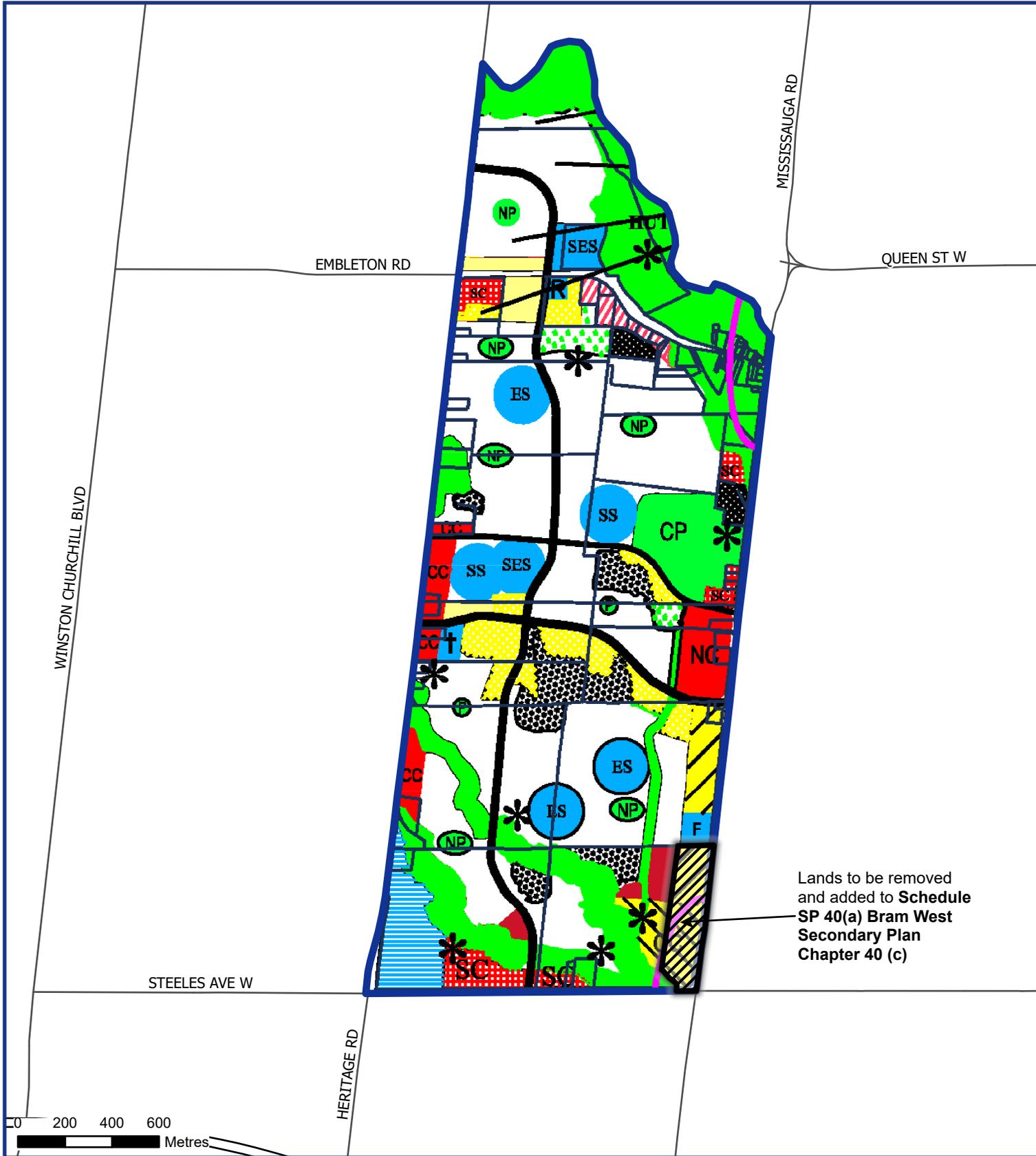


EXTRACT FROM Schedule SP 40(a) Bram West Secondary Plan Chapter 40(c)

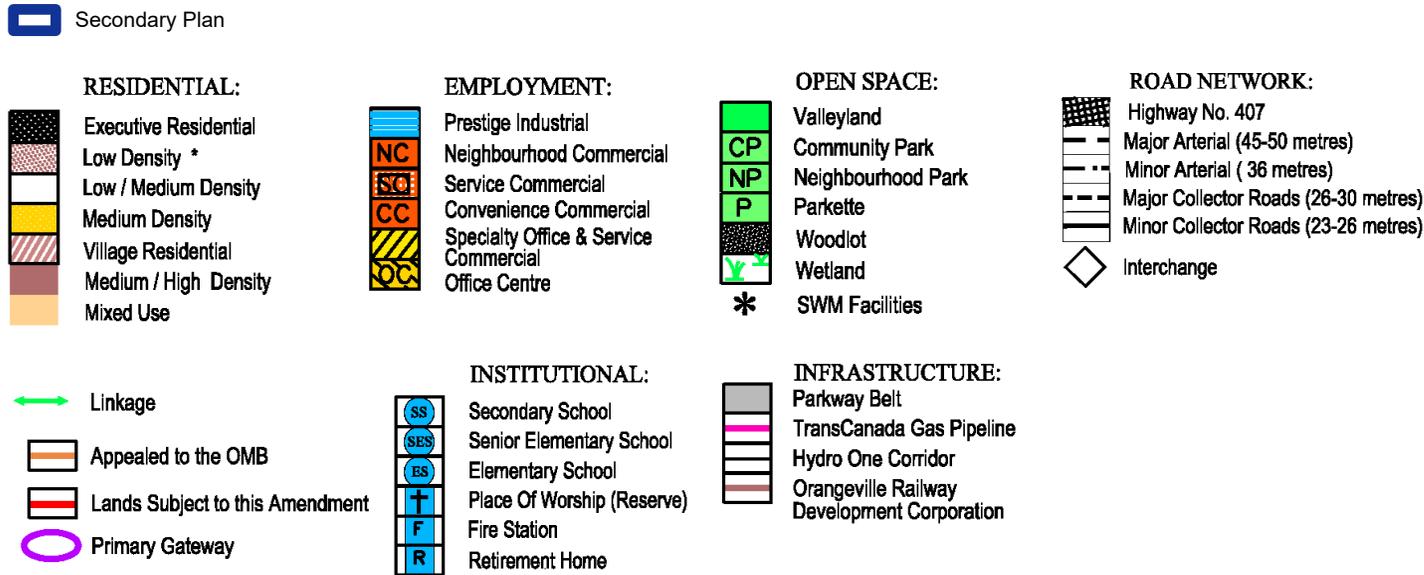
- |             |                            |                |
|-------------|----------------------------|----------------|
| Lands added | Major Transit Station Area | Secondary Plan |
|-------------|----------------------------|----------------|
- 
- |  |   |  |
|--|---|--|
| <p><b>OPEN SPACE:</b></p> <ul style="list-style-type: none"> <li> Valleyland</li> <li> City Wide Park</li> <li> Neighbourhood Park</li> <li> Parkette</li> <li> Cemetery</li> <li> Woodlot</li> <li> Wetland</li> <li> SWM Facility (Quantity)</li> </ul> <p><b>UTILITIES AND INFRASTRUCTURE :</b></p> <ul style="list-style-type: none"> <li> Parkway Belt</li> <li> TransCanada Gas Pipeline</li> <li> Hydro One Corridor</li> <li> Orangeville Railway Development Corporation</li> </ul> | <p><b>INSTITUTIONAL:</b></p> <ul style="list-style-type: none"> <li> Secondary School</li> <li> Senior Elementary School</li> <li> Elementary School</li> <li> Place Of Worship (Reserve)</li> </ul> <p><b>ROAD NETWORK:</b></p> <ul style="list-style-type: none"> <li> Highway No. 407</li> <li> Major Arterial (45-50 metres)</li> <li> Minor Arterial (36 metres)</li> <li> Major Collector Roads (26-30 metres)</li> <li> Minor Collector Roads (23-26 metres)</li> <li> Interchange</li> <li> Local Access</li> <li> Primary Gateway</li> <li> Secondary Gateway</li> <li> Secondary Plan Area Boundary</li> <li> 40(c) Plan Area Boundary</li> </ul> | <p><b>EMPLOYMENT:</b></p> <ul style="list-style-type: none"> <li> Prestige Industrial</li> <li> Hwy &amp; Service Commercial</li> <li> Neighbourhood Commercial</li> <li> Service Commercial</li> <li> Convenience Commercial</li> <li> Specialty Office &amp; Service Commercial</li> <li> Office Centre</li> </ul> <p><b>RESIDENTIAL:</b></p> <ul style="list-style-type: none"> <li> "Upscale Executive Housing Special Policy Area"</li> <li> Executive Residential</li> <li> Low / Medium Density</li> <li> Medium Density</li> <li> Village Residential</li> <li> Cluster / High Density</li> <li> Churchville Heritage Conservation District</li> </ul> |
|--|---|--|

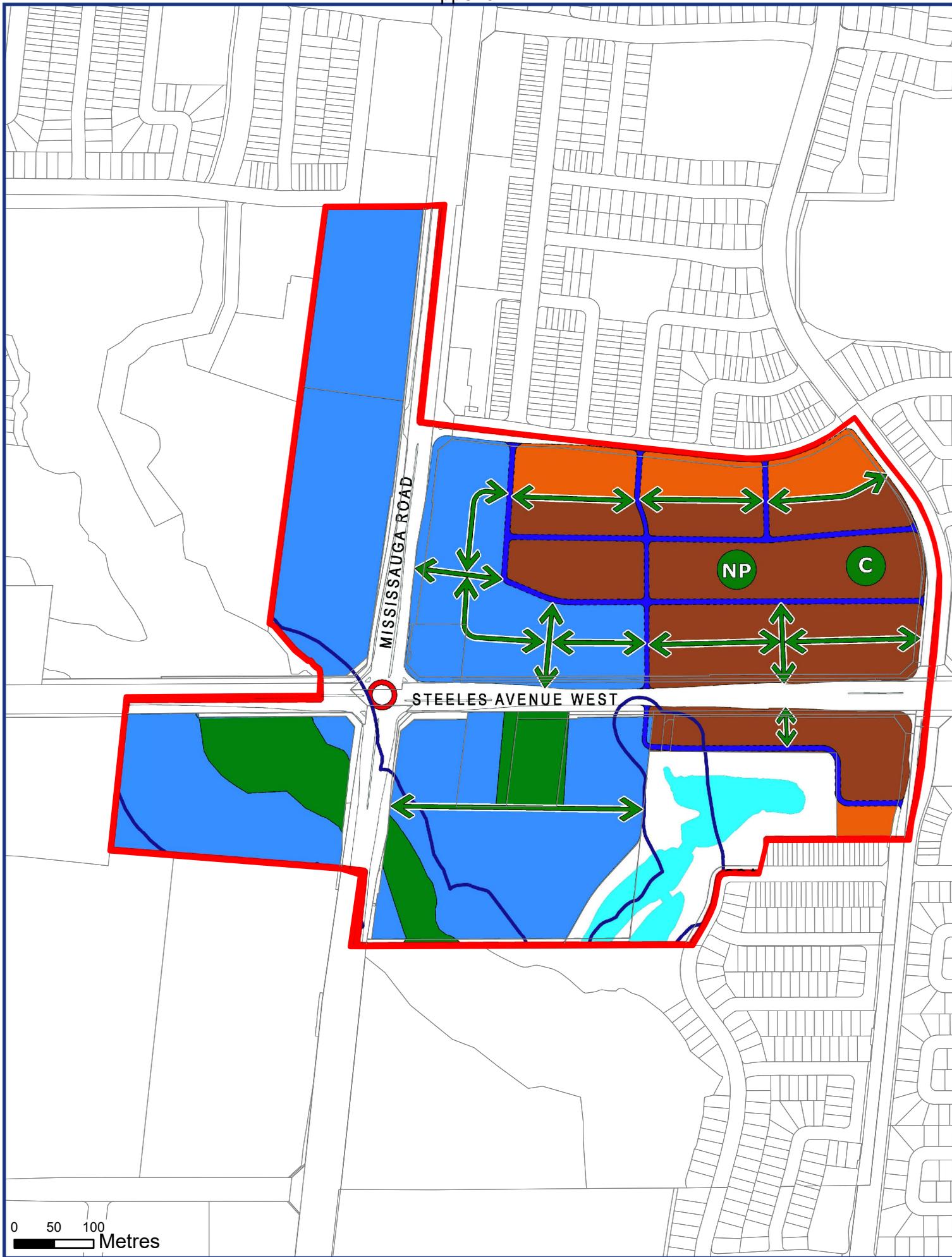


Schedule D



EXTRACT FROM Schedule SP 40(a) Bram West Secondary Plan Chapter 40(d)





Appendix A - Brampton Plan Schedule 13n Brampton Major Transit Station Areas HUB-3 Steeles at Mississauga Land Use Plan

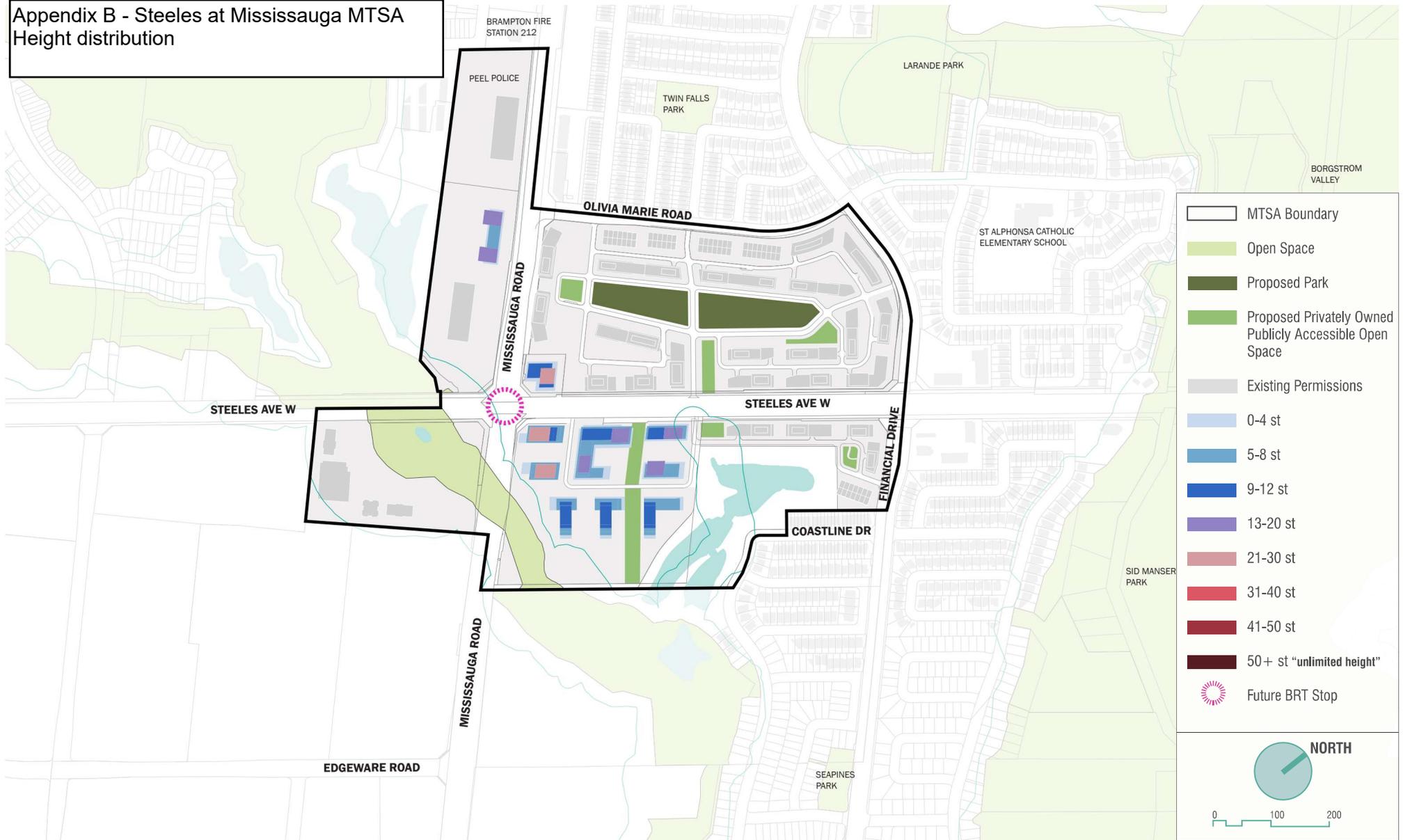
- MIXED-USE (MID-RISE MIXED-USE)
- MIXED-USE (HIGH-RISE MIXED-USE)
- MIXED-USE EMPLOYMENT (OFFICE MIXED-USE)
- NATURAL SYSTEM
- NP PROPOSED NEIGHBOURHOOD PARK
- C POTENTIAL COMMUNITY HUB
- PROPOSED PUBLIC OR PRIVATE STREET NETWORK
- POTENTIAL MID-BLOCK CONNECTION
- STORMWATER MANAGEMENT POND
- CVC FLOOD PLAIN
- MTSA BOUNDARY
- MTSA STATION



# PROPOSED HEIGHT DISTRIBUTION

Draft for Discussion Purposes

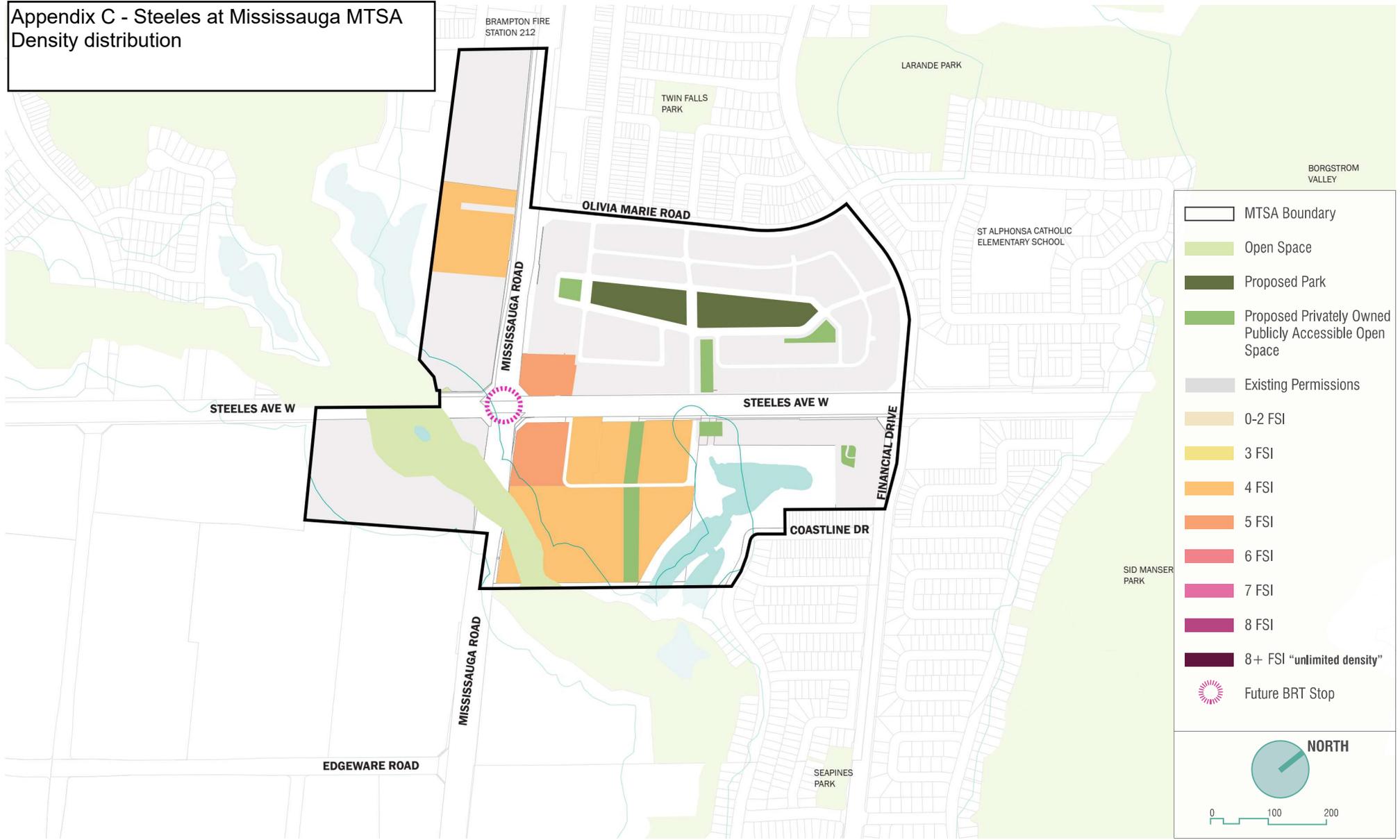
## Appendix B - Steeles at Mississauga MTSA Height distribution



# PROPOSED DENSITY DISTRIBUTION

Draft for Discussion Purposes

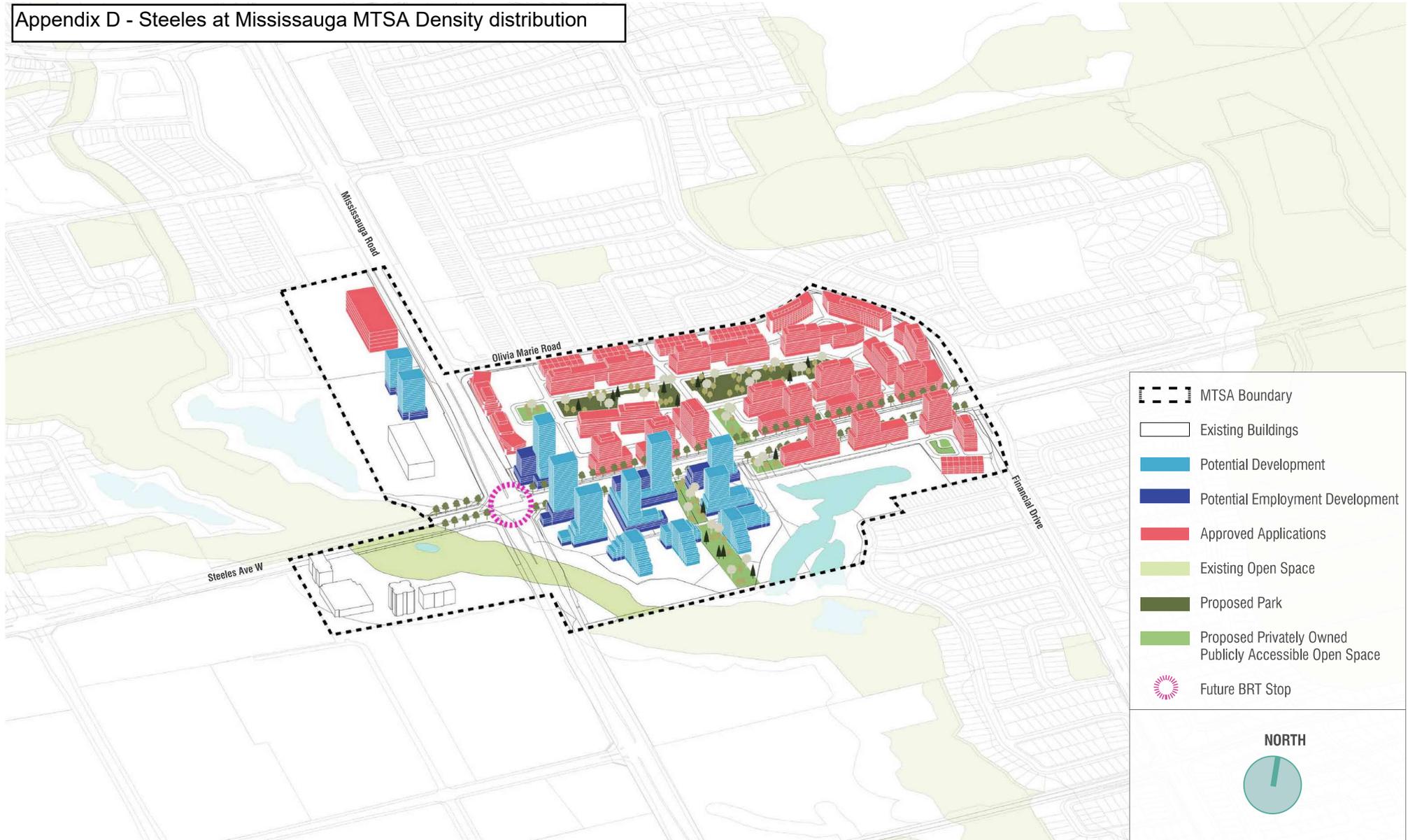
Appendix C - Steeles at Mississauga MTSA  
Density distribution



- MTSA Boundary
- Open Space
- Proposed Park
- Proposed Privately Owned Publicly Accessible Open Space
- Existing Permissions
- 0-2 FSI
- 3 FSI
- 4 FSI
- 5 FSI
- 6 FSI
- 7 FSI
- 8 FSI
- 8+ FSI "unlimited density"
- Future BRT Stop

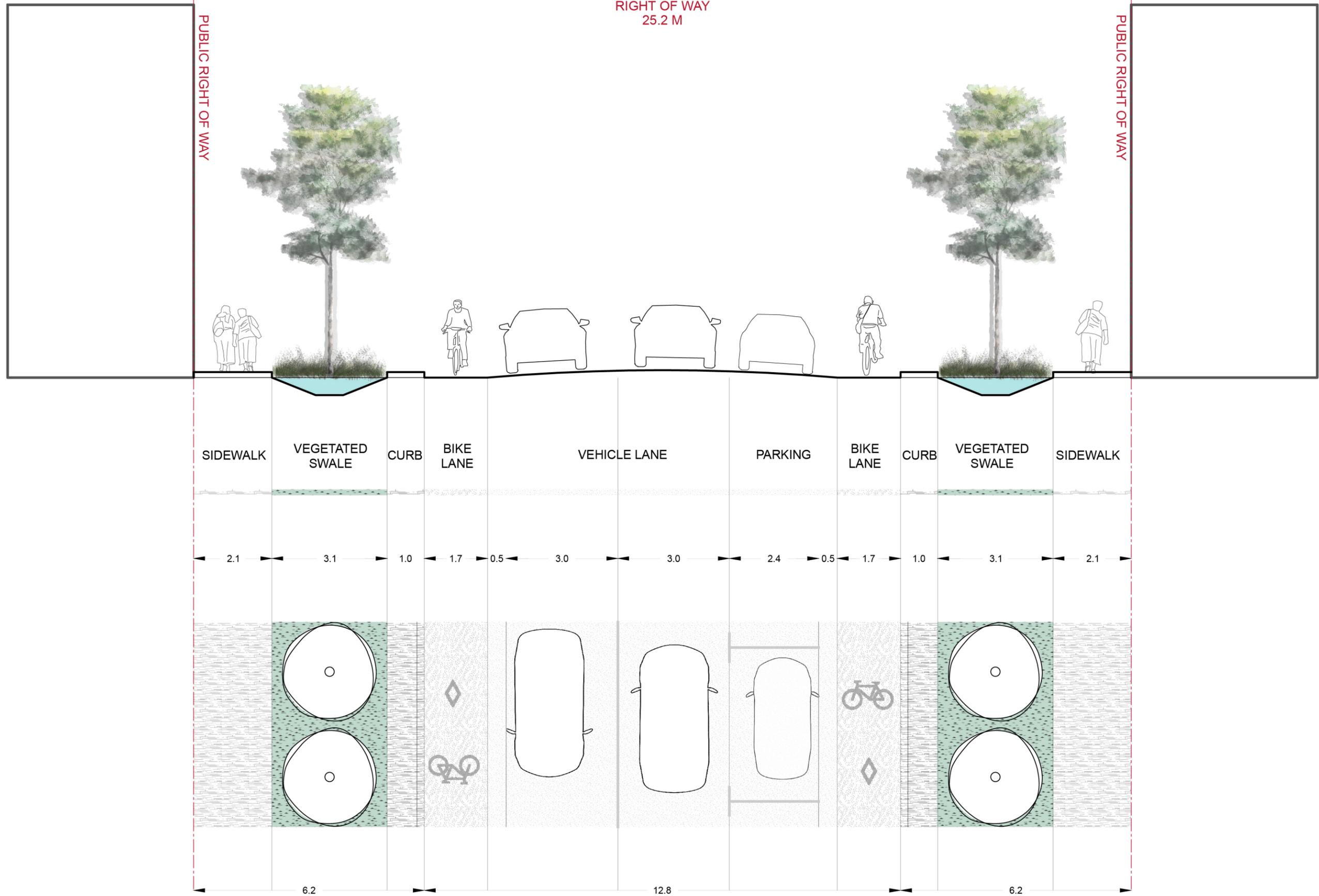
NORTH  
 0 100 200

Appendix D - Steeles at Mississauga MTSA Density distribution



# Appendix E

RIGHT OF WAY  
25.2 M



# Appendix E

RIGHT OF WAY  
25.2 M

