

**Detailed Planning Analysis**

The proposal has been reviewed and evaluated against the Planning Act, Provincial Policy Statement, and Growth Plan for the Greater Golden Horseshoe, the Regional Official Plan, the City’s Official Plan, and other applicable City of Brampton studies, guidelines and priorities.

The *Planning Act*, Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Peel Regional Official Plan, and the Brampton Official Plan provide direction and policies that encourage efficient and sustainable development through development, and the use of existing infrastructure to provide an appropriate mix and density of land uses and built form. These documents support land use planning in a logical, well-designed manner that supports sustainable long-term economic viability.

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**Planning Act R.S.O 1990:**

The proposed development has been reviewed for its compliance to matters of provincial interest as identified in **Section 2 of the Planning Act R.S.O 1990** in terms of the following policies:

Policy	Analysis
<b>Section 2 – Provincial interest</b>	
<p><i>2 The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,</i></p> <p><i>(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;</i></p> <p><i>(h) the orderly development of safe and healthy communities;</i></p> <p><i>(j) the adequate provision of a full range of housing, including affordable housing;</i></p> <p><i>(k) the adequate provision of employment opportunities;</i></p> <p><i>(p) the appropriate location of growth and development;</i></p> <p><i>(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;</i></p> <p><i>(r) the promotion of built form that,</i></p> <p style="padding-left: 40px;"><i>(i) is well-designed,</i></p> <p style="padding-left: 40px;"><i>(ii) encourages a sense of place, and</i></p> <p style="padding-left: 40px;"><i>(iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;</i></p>	<p>Section 2(f) of the Planning Act requires the adequate provision and use of communication, transportation, sewage and water services as well as waste management systems. In this regard, a Functional Servicing Report and Traffic Impact Study has been submitted for the application. Staff have provided comments on the reports and these documents will be refined through a future Planning Act Application. The Region of Peel has not confirmed whether there is sufficient capacity available to accommodate the proposed development. City Staff may recommend the use of a ‘Holding Symbol’ or a Section 34(5) restriction in the Zoning By-law, to restrict development until appropriate servicing arrangements are made to the satisfaction of the Region of Peel and City of Brampton.</p> <p>Consistent with Section 2(h), (k), (j), (p) and (q), the proposed development promotes the orderly development of safe and healthy communities due to the location of the subject property in the HUB-3 Steeles at Mississauga Road Major Transit Station Area. The subject property is located in an area planned for mixed-use, transit-oriented development, and supports housing development of varying forms and densities in the City of Brampton. The proposed development is well designed, as it provides an appropriate height transition from Olivia Marie Road to existing low-density residential uses located northerly from the proposed development. In addition, the proposed development provides opportunities for employment through the inclusion of office buildings along Mississauga Road, Transitional Flex Office/Residential uses and a Ground Floor Retail Component. As such, the application satisfies Section 2 (h), (j), (k), (p), and (q) of the Planning Act.</p> <p>Section 2 (r) of the Planning act speaks to the built form of the proposed development. The concept plan demonstrates a variety of built form</p>

	<p>typologies and parks strategically tied together by a comprehensive street network which is further reinforced by the submitted drawings as well as design materials, therefore satisfying Section 2 (r) of the Planning Act.</p> <p>Staff are satisfied that the proposed development is consistent with matters of provincial interest in the Planning Act.</p>
<p><i>24 (2) If council of planning board has adopted an amendment to an official plan, the council or any municipality or the planning board of any planning area to which the plan or any part of the plan applies may, before the amendment to the official plan comes into effect, pass a by-law that does not conform with the official plan but will conform with it if the amendment comes into effect.</i></p>	<p>Staff are recommending that the final adoption of the Official Plan and Zoning By-laws only be enacted once the Mississauga at Steeles Primary Major Transit Station Area land use schedules and/or the Brampton Plan is approved by the Region of Peel, pursuant to subsection 24(2) of the Planning Act.</p>
<p><i>34(5) A by-law passed under paragraph 1 or 2 of subsection (1) or a predecessor of that paragraph may prohibit the use of land or the erection or use of buildings or structures unless such municipal services as may be set out in the by-law are available to service the land, buildings or structures, as the case may be.</i></p>	<p>Staff are recommending that a Section 34(5) restriction be included in the final zoning by-law amendment to address any potential City and Regional servicing constraints.</p>
<p><i>17.2 An upper-tier municipality is the approval authority in respect of an official plan of a lower-tier municipality for the purposes of this section if the upper-tier municipality has an approved official plan.</i></p>	<p>The Region of Peel remains the approval authority in respect of the approval of official plans of lower tier municipalities. Staff note that an Official Plan amendment may not be required should the Mississauga at Steeles Primary Major Transit Station Area land use schedules and/or the Brampton Plan be approved by the Region of Peel without modification.</p> <p>Staff is not recommending that Council enact the implementing Official Plan amendment at this time, as it may not be required pending the Region's review and approval of the Brampton Plan.</p> <p>Staff are also recommending that Council not enact any implementing zoning by-laws, until the Brampton MTSA land use schedules and/or Brampton Plan is approved by the Region.</p>
<p><i>17.10 The Minister may by order authorize an approval authority to pass a by-law,</i>  <i>A) exempting any or all plans or proposed official plan amendments from its approval under this section</i>  <i>B) exempting a plan or proposed official plan amendment from its approval under this section.</i></p>	<p>Provides that Regional Council may pass a by-law to exempt from approval any or all proposed Local Official Plan Amendments upon receipt of an authorization order by the Minister of Municipal Affairs of Housing.</p>
<p><i>16.19 An authorization under subsection 17(10) does not apply to an amendment to an official plan of a lower tier municipality that:</i></p>	<p>Staff note that an Official Plan amendment may not be required should the Mississauga at Steeles Primary Major Transit Station Area land use</p>

<p>Adds all of the policies described in subclauses 16 (b) (i) and (iii) to the plan with respect to a protect major transit station area identified in accordance with subsection 16; or</p> <p>Amends or revokes any of the policies described in subclauses (16) b (i) and (ii) with respect to a protected major transit station area</p>	<p>schedules and/or the Brampton Plan be approved by the Region of Peel without modification.</p>
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**Provincial Policy Statement, 2020:**

The proposal was also reviewed for compliance with the **Provincial Policy Statement (PPS)**. The PPS policies that are applicable to this application include:

Policy	Analysis
<b>1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns</b>	
<p>1.1.1 Healthy, liveable and safe communities are sustained by:</p> <ul style="list-style-type: none"> <li>a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;</li> <li>b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;</li> <li>c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;</li> <li>d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;</li> <li>e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;</li> <li>f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;</li> </ul>	<p>The proposed development satisfies Section 1.1.1, 1.1.3.1, 1.1.3.2a, 1.1.3.2c, 1.1.3.2f, 1.1.3.3, 1.1.3.4 and 1.1.3.6 within the PPS. The proposed development optimizes the lands, which are located within a Major Transit Station Area, by providing employment and residential uses on the lands.</p> <p>A variety of residential types are proposed including 224 stacked back-to-back townhouse units and 4685 apartment units, which will attract varying household and income levels. The proposal for the south parcel along Steeles Avenue West, OZS-2023-0015 contemplates one townhouse block (with 28 stacked and back-to-back units) and three buildings (with a total of 853 units) with retail. The proposal for the northern parcel of lands at Mississauga Road and Steeles, OZS-2023-0014, contemplates six townhouse blocks (total of 196 stacked and back-to-back units), 13 apartments (3832 units), some with retail, two office buildings, and one transitional flex office / residential building.</p> <p>The proposed development is located within a settlement area as defined in provincial and municipal planning documents. The subject property is located within the Mississauga Road Major Transit Station Area and is well-suited for intensification. The proposal provides a compact built form with a variety of housing typologies that supports housing opportunities in Brampton for families of various sizes and income levels.</p>

- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) promoting development and land use patterns that conserve biodiversity; and*
- i) preparing for the regional and local impacts of a changing climate.*

**1.1.3 Settlement Areas**

*1.1.3.1 Settlement areas shall be the focus of growth and development.*

*1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed; and*
- g) are freight-supportive.*

*Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.*

*1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs*

*1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*

*1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of use and densities that allow for efficient use of land, infrastructure and public service facilities.*

**1.4 Housing**

1.4.1 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

*Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;
- b) permitting and facilitating:
  - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
  - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;

The proposal provides for an appropriate range and mix of housing options and densities, including apartment dwelling units and stacked back-to-back townhouse dwellings with access to a variety of existing and proposed public service facilities, transit modes, and transportation networks.

The proposal will assist the City in meeting existing and future housing needs for its residents as well as achieving the City's housing pledge to deliver 13,000 new homes by 2031. Therefore, the proposed development satisfies Section 1.4 .1 and 1.4.3 of the PPS.

<ul style="list-style-type: none"> <li>c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;</li> <li>d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;</li> <li>e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and</li> <li>f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.</li> </ul>	
<b>1.5 Public Spaces, Recreation, Parks, Trails and Open Space</b>	
<p>1.5.1 Healthy, active communities should be promoted by:</p> <ul style="list-style-type: none"> <li>a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;</li> <li>b) planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;</li> </ul>	<p>The proposed development promotes healthy and active communities. The proposal provides two public and three private park spaces within the northern and southern sites, ranging in size from 11,650 square metres to 13,485 square metres.</p> <p>The proposed parks on the lands are located close to several of the residential developments and connected to the surrounding street network., The proposal supports a pedestrian-oriented environment through the provision of ground-floor commercial spaces, and podium heights of six to eight storeys to support a pedestrian-scale environment.</p> <p>The proposed development satisfies Section 1.5.1 of the PPS.</p>
<b>1.6 Infrastructure and Public Service Facilities</b>	
<p>1.6.6.1 Planning for sewage and water services shall:</p> <ul style="list-style-type: none"> <li>a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing: <ul style="list-style-type: none"> <li>1. municipal sewage services and municipal water services; and</li> <li>2. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;</li> </ul> </li> <li>b) ensure that these systems are provided in a manner that: <ul style="list-style-type: none"> <li>1. can be sustained by the water resources upon which such services rely;</li> </ul> </li> </ul>	<p>Existing municipal sewage services, water services, intensification, and redevelopment in settlement areas, shall all be promoted wherever feasible to optimize the use of services. A FSR has been provided for both applications, that City Environmental Engineering Staff have reviewed and provided comments on. The Region of Peel has not confirmed whether there is sufficient capacity available to accommodate the proposed development. City Staff recommend the use of a Section 34(5) restriction in the Zoning By-law, to restrict development until appropriate servicing arrangements are made to the satisfaction of the Region of Peel and City of Brampton. The FSR will be refined through a future Planning Act Application.</p>

<p>2. prepares for the impacts of a changing climate;</p> <p>3. is feasible and financially viable over their lifecycle; and</p> <p>4. protects human health and safety, and the natural environment;</p> <p>c) promote water conservation and water use efficiency;</p> <p>d) integrate servicing and land use considerations at all stages of the planning process; and</p> <p>e) be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5. For clarity, where municipal sewage services and municipal water services are not available, planned or feasible, planning authorities have the ability to consider the use of the servicing options set out through policies 1.6</p>	<p>The Region is to ensure that servicing capacity meets the forecasted growth within a Major Transit Station Area.</p>
<p>1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services</p>	

**2020 Growth Plan for the Greater Golden Horseshoe:**

The Growth Plan sets a comprehensive land-use planning framework and provides policy direction to municipalities within the Greater Golden Horseshoe. The Growth Plan promotes development of complete communities that support walking, cycling, and sustained viability of transit services. The Subject Lands are located within the “Designated Greenfield Area” and “Built-up Area” as identified on Schedule 2 to the Growth Plan (**Refer to Growth Plan Schedule 2**). The proposed development demonstrates conformity to the following sections of the Growth Plan:

Policy	Analysis
<b>2.2 Policies for Where and How to Grow</b>	
<p>2.2.1.4. Applying the policies of this Plan will support the achievement of complete communities that:</p> <p>a) feature a diverse mix of land uses, including residential and employment uses and convenient access to local stores, services, and public service facilities;</p> <p>c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;</p> <p>d) expand convenient access to:</p>	<p>The proposed development supports the achievement of complete communities by providing a diverse mix of land uses, housing options, convenient access points, transportation options, and compact/human-scaled built form and design. The Proposed Development satisfies policy 2.2.1.4.</p>



<ul style="list-style-type: none"> <li>• a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;</li> <li>• public service facilities, co-located and integrated in community hubs;</li> <li>• an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities;</li> </ul> <p>e) provide for a more compact built form and a vibrant public realm, including public open spaces;</p>	
<b>2.2.4 Transit Corridors and Station Areas</b>	
<p>2.2.4.2 For major transit station areas on priority transit corridors or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station</p>	<p>The Subject Lands are located within the “Designated Greenfield Area” and “Built-up Area”, and located within a Primary MTSA No. 22 (HUB-3 Primary Major Transit Station Area) in the City.</p>
<p>2.2.4.3 Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:</p> <ul style="list-style-type: none"> <li>a) 200 residents and jobs combined per hectare for those that are served by subways;</li> <li>b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or</li> <li>c) 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network.</li> </ul>	<p>Per Policy 2.2.4.3, the minimum density requirements are 160 residents and jobs combined per hectare across all lands within the MTSA. The Proposed Development is expected to yield 12,209 combined people and jobs (without the transitional office).</p> <p>With a total lot area of 17.04 hectares, the proposed development contributes to 716 residents and jobs combined per hectare to the minimum density targets in the Growth Plan and Peel Region Official Plan. This proposed density exceeds the minimum density target and this level of intensification (for the south portion of the Subject Lands that is located within the Built-Up Area) is consistent with the direction and policy framework of the Growth Plan.</p>
<p>2.2.4.8 All major transit station areas will be planned and designed to be transit supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate:</p> <ul style="list-style-type: none"> <li>a) connections to local and regional transit services to support transit service integration;</li> <li>b) infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and</li> <li>c) commuter pick-up/drop-off areas.</li> </ul>	<p>The proposal provides access points and pedestrian friendly linkages that connect to existing transit services.</p> <p>The proposal supports efficient land use by planning for more residents to have sustainable modes of travel due to the proximity to many transit options. The future residents will be within walking distance of multiple modes of transportation. The Proposed Development offers a mix of uses hosted within compact built form that achieves transit-supportive densities. The Proposed Development satisfies policies 2.2.4.3, 2.2.4.8, 2.2.4.9, and 2.2.4.10.</p>
<p>2.2.4.9 Within all major transit station areas, development will be supported, where appropriate, by:</p> <ul style="list-style-type: none"> <li>a) planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels;</li> </ul>	

<p>b) fostering collaboration between public and private sectors, such as joint development projects;</p> <p>c) providing alternative development standards, such as reduced parking standards; and</p> <p>d) prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.</p>	
<p>2.2.4.10 Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.</p>	
<p><b>2.2.5 Employment</b></p>	
<p>2.2.5.2 Major office and appropriate major institutional development will be directed to urban growth centres, major transit station areas or other strategic growth areas with existing or planned frequent transit service.</p>	<p>The proposed development contemplates the provision of employment uses through two office buildings along Mississauga Road and ground-floor retail of some of the apartment buildings. As the lands are located within the City's Primary MTSA No. 22 (HUB-3 Primary Major Transit Station Area), the area is well serviced by transit and aligns with the direction of locating offices within major transit station areas.</p> <p>In accordance with Policy 2.2.5.7 and 2.2.5.97, an employment land conversion would be required to permit residential uses through the Region of Peel Municipal Comprehensive Review process.</p> <p>As per policy 2.2.5.10, lands within existing employment areas may be converted to a designation that permits non-employment uses, provided the conversion meets the criteria set out in policy 2.2.5.10 a) through c),. In addition, the subject lands are not located within a Provincially Significant Employment Zone (PSEZ), and the proposed development will maintain a significant number of jobs based on Region of Peel Official Plan forecasted employment, totaling between 1,194 and 1,517 jobs, satisfying policy 2.2.5.10.</p> <p>At the time of writing this report, the proposal meets the intent of the Council adopted Brampton Plan and the Major Transit Station Area land use designations and policies for the Mississauga at Steeles Primary MTSA. The Brampton Plan provides permissions for residential uses within the Mississauga at Steeles Primary MTSA.</p>
<p>2.2.5.3 Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.</p>	
<p>2.2.5.7 Municipalities will plan for all employment areas within settlement areas by:</p> <ul style="list-style-type: none"> <li>a) prohibiting residential uses and prohibiting or limiting other sensitive land uses that are not ancillary to the primary employment use;</li> <li>b) prohibiting major retail uses or establishing a size or scale threshold for any major retail uses that are permitted and prohibiting any major retail uses that would exceed that threshold; and</li> <li>c) providing an appropriate interface between employment areas and adjacent non-employment areas to maintain land use compatibility.</li> </ul>	
<p>2.2.5.9 The conversion of lands within employment areas to non-employment uses may be permitted only through a municipal comprehensive review where it is demonstrated that:</p> <ul style="list-style-type: none"> <li>a) there is a need for the conversion;</li> <li>b) the lands are not required over the horizon of this Plan for the employment purposes for which they are designated;</li> <li>c) the municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan;</li> <li>d) the proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan; and</li> </ul>	

<p>e) <i>there are existing or planned infrastructure and public service facilities to accommodate the proposed uses.</i></p>	
<p>2.2.5.10 <i>Notwithstanding policy 2.2.5.9, until the next municipal comprehensive review, lands within existing employment areas may be converted to a designation that permits non-employment uses, provided the conversion would:</i></p> <p>a) <i>satisfy the requirements of policy 2.2.5.9 a), d) and e);</i>  b) <i>maintain a significant number of jobs on those lands through the establishment of development criteria; and</i>  c) <i>not include any part of an employment area identified as a provincially significant employment zone unless the part of the employment area is located within a major transit station area as delineated in accordance with the policies in subsection 2.2.4.</i></p>	

**Regional Official Plan (April 2022):**

The Region of Peel Official Plan facilitates decisions with regard to land use matters, and guides growth and development within the lower-tier municipalities in the Region of Peel. The subject lands are within the “Urban System” in Schedule E-1: Regional Structure, within a “Primary Major Transit Station Area” in **Schedule E-2 Strategic Growth Areas** and in **Schedule E-5 Major Transit Station Areas**, and the “Designated Greenfield Area and Built-Up Area” in **Schedule E-3 of the Region of Peel Official Plan**. In addition, the subject lands are shown within the “Major Transit Station Areas Subject to a Flexible Employment Policy” in the Regional Official Plan on **Schedule E-4 Employment Areas**. The proposal has been evaluated against the Region of Peel Official Plan to ensure that it conforms to the Plan. Sections of the Peel Region Official Plan that are applicable to this application include but are not limited to the below:

Policy	Analysis
<b>5.6 Growth Management</b>	
<p>5.4.1 <i>To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the Delineated Built-up Areas through intensification, particularly Strategic Growth Areas such as the Urban Growth Centres, intensification corridors and Major Transit Station Areas.</i></p>	<p>The subject lands are located within a Primary Major Transit Station Area and Designated Greenfield Area and Built-Up Area. The Proposed Development optimizes the use of Brampton’s existing land supply by designing a compact and complete community offering a range of uses through high density development. In addition, the proposed development will provide strategic connections to existing and proposed transit services, parks and open spaces, retail, employment opportunities, and</p>
<p>5.4.8 <i>To support planning for complete communities in Peel that are compact, well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.</i></p>	
<p>5.4.10 <i>Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, accommodate people at all stages of life and have an</i></p>	

<i>appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and public service facilities.</i>							public service/community facilities. Therefore, the Proposed Development satisfies policies 5.4.1, 5.4.8, 5.4.10, 5.4.11, 5.4.12
<i>5.4.12 Develop compact, transit-supportive communities in Designated Greenfield Areas</i>							
<b>5.4.18 Intensification</b>							
<i>5.4.18.4 To intensify development on underutilized lands.</i>							The subject lands are currently underutilized, large, vacant parcels within an MTSA. The proposed development works to intensify the underutilized lands which are fit to accommodate growth through the form of a mixed-use and high-density development. Therefore, the Proposed Development satisfies policy 5.4.18.4, 5.4.18.5, 5.4.18.6, 5.4.18.7, 5.4.18.8, 5.4.18.11.
<i>5.4.18.5 To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments.</i>							
<i>5.4.18.6 To optimize all intensification opportunities across the Region and maximize development within Strategic Growth Areas.</i>							
<i>5.4.18.7 To intensify Employment Areas to optimize lands for future growth.</i>							
<i>5.4.18.8 To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.</i>							
<i>5.4.18.11 Accommodate intensification within Urban Growth Centres, intensification corridors, nodes and Major Transit Station Areas and any other appropriate areas within the Delineated Built-up Area.</i>							
<b>5.6.19 Major Transit Station Areas</b>							
<i>5.6.19.2 Encourage a balance mix of transit-supportive uses, as defined by local municipalities, such as residential, retail, offices, open space, and public uses that supports the needs of employees and residents in a walkable environment.</i>							The proposal contemplates a mix of employment, commercial, and residential and open space uses. Positioning a mix of these uses within an MTSA allows for shortened commuting times, decreased traffic congestion, and a reduced reliance on single-occupancy vehicles, while ensuring the needs of residents and employees are met, satisfying policy 5.6.19.2.
<i>5.6.19.4 Develop and enhance active transportation connections and infrastructure (including sidewalks and multi-use paths) to transit stations and stops to support complete communities, improve multi-modal station access, and to support the Region's modal split target by increasing transit ridership in Peel.</i>							
<i>5.6.19.6 Each Major Transit Station Area shall reflect one of the station classifications outlined below and shown on Table 5 and Schedule E-5 to support transit-supportive development and increased ridership. This will be based on the form and function of the station to be established in the official plan of the local municipality:</i>							
<p style="margin-left: 40px;">a) <i>Primary Major Transit Station Area – Areas delineated in this Plan that have existing or planned transit-supportive built forms and can meet or exceed the minimum transit supportive density target. Primary Major Transit Station Areas are Protected in accordance with subsection 16(16) of the Planning Act. .</i></p>							The application is strategically designed to support and enhance the public realm through its inclusion of a linear public park located in the centre of the site and additional public parks and landscaped open spaces located throughout which are interconnected by woonerf laneways, walkways, and streets. This reinforces connectivity and permeability throughout the site, satisfying policy 5.6.19.4.
<b>ROP Tab 5 – Minimum Densities of Major Transit Station Areas</b>							
<b>Code</b>	<b>Station Name</b>	<b>Municipality</b>	<b>Growth Plan Priority Transit</b>	<b>Classification</b>	<b>Additional Policy Area</b>	<b>Minimum Density</b>	The minimum density for HUB-3, Steeles at Mississauga is 160 residents and jobs per hectare.

			<b>Corridor Station</b>			
HUB-3	Steeles at Mississauga	Brampton	No	Primary	Designated Greenfield Area	160
<p>5.6.19.8 Direct the local municipality to plan to achieve the minimum density target for each Primary and Secondary Major Transit Station Area as prescribed on Table 5. It is recognized that in some cases, the minimum density may be achieved beyond the planning horizon of this Plan.</p>						
<p>5.6.19.9 Direct the local municipalities to establish policies in their official plan for each Primary and Secondary Major Transit Station Area delineated on Schedule E-5 in accordance with Section 16(16) of the Planning Act within 1 year from the date of provincial approval, to the satisfaction of the Region that addresses the following:</p> <ul style="list-style-type: none"> <li>a) The minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the delineated boundary in accordance with Table 5 of this Plan;</li> <li>b) The authorized use of land in the area and buildings and structures within the delineated boundary; and</li> <li>c) The minimum densities that are authorized with respect to buildings and structures in the delineated boundary.</li> </ul>						
<p>5.6.19.10 The local municipalities shall undertake comprehensive planning for Primary and Secondary Major Transit Station Areas to address the following matters to the satisfaction of the Region:</p> <ul style="list-style-type: none"> <li>a) the minimum density for each Major Transit Station Area as prescribed on Table 5;</li> <li>b) the minimum number of residents and jobs that will be accommodated within the Major Transit Station Area;</li> <li>c) the permitted uses in each station that supports complete communities;</li> <li>d) the character of the station area or stop;</li> <li>e) the minimum height for land uses within the Major Transit Station Area;</li> <li>f) policies that prohibit the establishment of land uses and built forms that would adversely impact the ability to meet the minimum density prescribed on Table 5;</li> <li>g) identify and protect lands that may be required for future enhancement or expansion of transit infrastructure in collaboration with municipalities and municipal and provincial transit authorities;</li> <li>h) land use compatibility and the separation or mitigation of sensitive land uses in accordance with requirements of the PPS and provincial guidelines, standards, and procedures. This shall include</li> </ul>						

The proposed development is expected to yield 12,209 combined people and jobs (without the transitional office). Based on the total area of the subject lands of 17.04 hectares, the proposed development is anticipated to generate 716 residents and jobs combined per hectare. This exceeds the minimum density as noted in Table 5 of the ROP, and therefore satisfies policies 5.6.19.6, 5.6.19.8 and 5.6.19.9.

The proposed development is supported by studies, including an Economic Report by Altus Consulting, that reiterates the need for the proposed mix of uses accommodated in high-density built form. Development standards as established by the Brampton Official Plan have been met through the application for subject lands.

*an assessment of the need for proposed sensitive land uses and alternative locations in the municipality;*

- i) protect and mitigate against natural and human-made hazards in accordance with Section 2.16 of this Plan;*
- j) a phasing plan or strategy to ensure infrastructure and services are delivered in a manner that supports complete communities, including open space, accessible public amenities , and active transportation infrastructure;*
- k) strategies to support increased multi-modal access and connectivity to local and regional transit services in support of transit service integration;*
- l) implementation of the Healthy Development Framework in accordance with Section 7.5 of this Plan, including but not limited to consideration of site design and urban design elements, high-quality public realm improvements, and built forms;*
- m) a description of the future actions that may be required to implement the plan, which may include Community Improvement Plans, inclusionary zoning, community planning permit Systems, TOD Guidelines, financial incentive programs, and other appropriate implementation tools;*
- n) land use in Major Transit Station Areas that overlap with Employment Areas which are identified on Schedule E-4, within an Area of Influence of major goods movement facilities and corridors, and subject to Policy 5.8.36.*
- o) foster collaboration between public and private sectors to support development within all Major Transit Station Areas, such as joint development projects; and*
- p) alternative development standards to support development within all Major Transit Station Areas, such as reduced parking standards and built forms.*

*5.6.19.18 Until such time as the local municipality has established Major Transit Station Area policies in accordance with Section 16(16) of the Planning Act and Policy 5.6.19.9, proposed developments within a Major Transit Station Area identified on Schedule E-5 shall be reviewed with consideration to the objectives of this Plan to ensure the proposed development:*

- a) Demonstrates how the development will contribute to transit-supportive densities that recognizes the character and scale of the surrounding community;*
- b) Supports a compact urban form that directs the highest intensity transit-supportive uses close to the transit station or stop;*
- c) Addresses Regional and local municipal housing policies to provide a range and mix of housing options and densities, including affordable housing;*
- d) Provides an interconnected and multi-modal street pattern that encourages walking, cycling, and the use of transit and supports mixed use development;*
- e) Provides an appropriate mix of land uses and amenities that promotes transit-supportive neighbourhoods;*

- f) Implements the provision of bicycle parking, and where applicable, passenger transfer and commuter pick up/drop off area;
- g) Prohibits the establishment of uses that would adversely impact the ability to achieve the minimum density target;
- h) Supports high quality public realm improvements to enhance the Major Transit Station Area;
- i) Avoids potential adverse effects to major facilities and sensitive land uses, and addresses land use compatibility in accordance with the PPS, provincial guidelines, standards, and procedures; and
- j) Considers municipally initiated studies and recommendations that support the requirements of Policy 5.6.19.10.

**5.6.20 Designated Greenfield Area**

The Designated Greenfield Areas will be planned as complete communities that meet the day to day needs of future residents and will include Employment Areas as the focus for new clusters of business and economic activities.

**ROP Table 3 – Brampton Population and Employment Forecasts**

Municipality	2041			2051		
	Population <sup>1</sup>	Households	Employment	Population <sup>1</sup>	Households	Employment
<b>Brampton</b>	930,000	270,000	315,000	985,000	290,000	355,000

The proposal provides a variety of uses including employment and residential on the subject lands to facilitate a complete community. Residential uses will be provided to accommodate a range of income brackets, household sizes, and other demographic groups.

5.6.20.6 To ensure that development of the Designated Greenfield Area is supported by a well connected transportation structure and planned approach for the provision of transit and active transportation that coordinates the location of residential, retail and employment uses to a multi-modal transportation system.

5.6.20.7 To ensure development in the Designated Greenfield Area supports a range and mix of housing options and densities, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.

**5.8 Employment Areas**

- 5.8.34 Permit the conversion of lands within Employment Areas designated on Schedule E-4 to non-employment uses, only through a municipal comprehensive review that demonstrates:
- a) there is a need for the conversion;
  - b) the lands are not required over the horizon of the Plan for the employment use they were designated;
  - c) the Region and local municipalities will maintain sufficient employment land to meet the employment forecasts of this Plan;
  - d) the proposed uses do not affect the overall viability of the Employment Area and the achievement of intensification and density targets, as well as other policies of this Plan;
  - e) there is existing or planned infrastructure and public service facilities to accommodate the proposed uses;

An employment land conversion would be required in association with a Region of Peel Municipal Comprehensive Review (MCR) process to permit mixed-use development – if it were to be associated with the current City Official Plan.

At the time of writing of this report, a Municipal Review Process was not initiated by the applicant. The new Brampton Official Plan (Brampton Plan) (which contemplates residential uses in the

<p>f) the lands do not affect the operations or viability of existing or permitted employment uses on nearby lands; and</p> <p>g) cross-jurisdictional issues have been considered. For the purposes of this policy, Major Retail, residential and non-ancillary uses are not considered employment uses unless already permitted by a designation identified in the Employment Area of the local municipalities' official plan</p>	<p>Mississauga and Steeles MTSA) is close to finalization and with the Region for review. Once Brampton Plan is reviewed and approved by Region, the lands can be redesignated, without an amendment to the Region of Peel Official Plan.</p>
<p>5.8.36 As part of a Regional municipal comprehensive review, a comprehensive evaluation of the regional Employment Area designation was conducted which identified the potential for select Major Transit Station Areas to support the integration of Employment Areas with nonemployment uses to develop vibrant mixed-use areas and innovation hubs, subject to further technical study.</p> <p>Retail, residential, commercial, and non-ancillary uses may be permitted in Major Transit Station Areas KIT-2 Bramalea GO, LWGO-2 Clarkson GO, DUN-17 Wharton Way, QUE-9 Torbram, QUE-10 Chrysler-Gateway, QUE-11 Airport, QUE-12 Goreway, QUE-13 McVean, QUE14 The Gore, QUE-15 Highway 50, HUB-1 Bolton GO, and HUB-3 Steeles at Mississauga Road identified on Schedule E-4 – Employment Areas.</p> <p>The introduction of residential uses is subject to the completion of a planning study initiated by a local municipality that addresses the following to the satisfaction of the Region:</p> <ul style="list-style-type: none"> <li>a) identify the area where residential uses would be permitted;</li> <li>b) the requirements of Policy 5.6.19.9 of this Plan;</li> <li>c) land use compatibility in accordance with provincial standards, guidelines, and procedures</li> <li>d) an overall net increase to the total jobs planned for the Employment Area within the delineated boundary;</li> <li>e) how the viability of adjacent Employment Areas will be protected from the impacts of sensitive land uses, including mitigation measures and at the direction of the local municipality, an assessment of various environmental considerations such as impact on local airsheds;</li> <li>f) the mix and ratio of jobs by type (e.g. office, manufacturing, institutional);</li> <li>g) that higher order transit is planned for the Major Transit Station Area within the planning horizon;</li> <li>h) the development of complete communities and transit- supportive densities including employment uses; and</li> <li>i) demonstrate how transit-supportive employment densities will be achieved.</li> </ul>	<p>The proposed development aims to retain existing employment designations on a portion of the site. In addition to the proposed office buildings strategically placed on existing designations along Mississauga Road, the subject lands will host other uses including retail and residential. The proposal will provide Employment Areas with non-employment uses, resulting in a strategically designed, mixed-use area.</p> <p>It is noted that the introduction of residential uses in employment areas is subject to the completion of a planning study initiated by City of Brampton that addresses criteria to the satisfaction of the Region. As of January 2024, Brampton MTSA staff have provided the Region of Peel with the required analysis on the introduction of residential uses in regional employment areas in 4 Primary MTSAs.</p> <p>The Region has the authority to change the Brampton Council adopted MTSA land use schedules and/or policies, if in their opinion, it does not conform to the Regional Official Plan, additional information may also be requested. The Region's review of Brampton Plan, including of the residential uses proposed in the Steeles at Mississauga MTSA, is imminent. Upon the approval of Brampton Plan by the Region, the lands can be redesignated, without an amendment to the Region of Peel Official Plan. Should the designations and policies be approved without modification by the Region, there may not be a need to advance a site-specific Official Plan amendment as residential uses will be permitted</p>
<p>5.8.37 Residential uses identified in accordance with the requirements of Policy 5.8.36 to the satisfaction of the Region shall be removed from the Employment Area designation on Schedule E-4 without the requirement of an amendment to this Plan.</p>	



	<p>within the Metrus lands. An amendment to the Secondary Plan and Block Plan will still be required as well as a Zoning By-law Amendment to facilitate site specific permissions.</p> <p>Staff will continue to work with the Region and applicant to fine tune amending bylaws so it can be aligned in approval with the draft OP.</p>
<b>5.9 Housing</b>	
<i>5.9.1 To promote the development of compact, complete communities by supporting intensification and higher density forms of housing.</i>	The Proposed Development demonstrates higher density forms of housing through townhouses, mid-rise and high-rise apartment buildings, satisfying policies 5.9.1 and 5.9.36.
<i>5.9.36 Seek opportunities to provide an appropriate range and mix of housing options and densities, including affordable housing, that utilize existing stock.</i>	
<b>6.5 Water and Wastewater Services</b>	
<i>6.5.1 To provide water supply and sanitary sewer services to appropriate areas of the Region in an adequate, efficient, planned and cost-effective manner consistent with public needs and financial realities.</i>	<p>The Proposed Development is designed in accordance with existing and proposed municipal services. Studies are to be provided in support of the proposed units on subject lands, satisfying policies 6.5.1, 6.5.2, and 6.5.3.</p> <p>A Functional Servicing Report has been prepared by the applicant and circulated with the Region for review and approval.</p>

**City of Brampton Official Plan (2020 Consolidation):**

The City of Brampton’s Official Plan provides comprehensive policies that facilitate land use decision-making. The purpose of the plan is to guide development and infrastructure decisions and set the basis for addressing the challenges of growth in Brampton. The Plan incorporates upper-level planning policies of the PPS, the Growth Plan, and Peel Region’s Official Plan.

The subject lands are identified as ‘Employment’ and ‘Communities’ and are within the ‘Designated Greenfield Area’ and a ‘Major Transit Station Area’ on Schedule 1 – City Concept (see **Brampton Official Plan Schedule 1**). The subject lands are also designated ‘Office’ and ‘Residential’ on Schedule A – General Land Use Designations (see **Brampton Official Plan Schedule A**). The concept plan has been reviewed against the following policies:

Policy	Analysis
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<b>3.2.2 Built Boundary and Designated Greenfield Area</b>	
<p><i>3.2.2.2 Brampton’s Designated Greenfield Area forms part of the Region of Peel’s Designated Greenfield Area which is planned to achieve a density of 50 residents and jobs combined per hectare by 2031. Brampton shall contribute to this target by planning to achieve a density of 51 persons and jobs per hectare over its Designated Greenfield Area by 2031, in accordance with the Growth Plan policies for measuring density.</i></p>	<p>The concept plan consisting of high-rise, mid-rise, and townhouse buildings is consistent with policies relevant to the Greenfield designation. The concept proposes the development of 4685 suites and 224 townhouse units with a combined Floor Space Index (FSI) of 2.88. The proposed concept contributes to the minimum required density target for the Designated Greenfield Area. This satisfies policy 3.2.2.2 of the report.</p>
<b>3.2.4 Major Transit Station Areas</b>	
<p><i>Major Transit Station Areas are centres planned to accommodate a concentration of higher density residential and/or commercial, institutional or employment development around an existing or future higher order transit station. They will be planned to accommodate an appropriate mix of uses that support the role of the area as a transit station area, and have a built form that is pedestrian friendly and easily accessible by all modes of travel. These centres have City-wide significance as part of the City’s transit network.</i></p>	<p>The proposed development is located at the intersection of Steeles Avenue West and Mississauga Road. The site is located within the Bram West Major Transit Station Area. These policies call for proposed developments within an MTSA to achieve a strong urban form and higher density development to be concentrated in these areas. The concept plan achieves this through a wide variety of residential built form types ranging from townhouses to high-rise, thereby satisfying section 3.2.4 of the Brampton Official Plan.</p>
<p><i>Major Transit Station Areas will be planned to accommodate appropriate uses and densities depending on their location. The Major Transit Station Area in 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. Other Major Transit Station Areas include Fletcher’s South at the Courthouse, Bram East, Bramalea City Centre and Trinity Commons. At some of these nodes, integrated office development is envisaged with a number of supporting uses including hotels, convention facilities, retail, institutional, recreational, and in appropriate locations, residential. Each node will have its own development parameters in terms of uses, scale, mix and densities, as prescribed by the respective secondary plan. Strong urban form and superior physical design are required to contribute to place making and to reinforce their landmark role and image.</i></p>	<p>The number of units being proposed results in an FSI of 2.88, thereby contributing to maximum required density of 100 units per net residential hectares over the entire MTSA, thereby satisfying policy 3.2.4.1.</p>
<p><i>In addition to policies of this Plan, the following specific policies shall apply to lands within Major Transit Station Areas:</i></p> <p><i>3.2.4.1 Development within Major Transit Station Areas shall generally be designed to achieve a Floor Space Index (FSI) of 1.5 over the entire Major Transit Station Area within buildings 3 to 10 stories in height that result in a maximum density of approximately 100 units per net residential hectare.</i></p>	
<b>3.2.7 Employment Areas</b>	
<p><i>The City’s major employment districts are strategically located in relation to the major transportation infrastructure and facilities including the Lester B. Pearson International</i></p>	<p>While the concept plan proposes to redesignate a portion of lands from Employment Areas to non-employment uses such as residential</p>

<p><i>Airport, CP &amp; 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. The City also recognizes the need for a green economic development strategy that will encourage the development of green businesses and eco-business park initiatives such as the Pearson Eco-business Zone that will demonstrate environmental leadership and contribute to a healthy, sustainable community.</i></p>	<p>and retail, the proposed concept plan continues to maintain the general intent and purpose of the Employment designation through its inclusion of office buildings and a flex building, which is to promote economic activity bringing further investment into the area, thereby achieving a transit-oriented and complete community. Currently, these lands are underutilized and require a comprehensive mix of uses to support anticipated growth targets.</p> <p>The conversion of employment areas to a designation that permits non-employment uses may be permitted ahead of a Municipal Comprehensive Review (MCR), subject to criteria set out in policies 2.2.5.9 and 2.2.5.10 of the Growth Plan.</p>
<p><i>Schedule 1 shows conceptually the general location of employment areas in Brampton. These include primarily the Industrial and Office designations as shown on Schedule “A” as well as lands within the Business Corridor and Central Area designations that are designated in secondary plans for clusters of business and economic activities including, but not limited to, manufacturing warehousing, offices and associated retail and ancillary uses.</i></p>	
<p><i>Conversion of land in employment areas for non-employment uses will not be permitted unless it is assessed as part of a municipal comprehensive review in accordance with the conversion policies in Section 4.4 of this Plan.</i></p>	
<p><b>3.2.8 Communities</b></p>	
<p><i>Communities are the basic living units of the City that the residents can most relate to and take ownership of. Communities are made up of both existing development and new communities and must be planned using an ecosystem approach and the principles of sustainability. Existing communities will prosper from opportunities for infill/intensification, notably those in the Central Area and Urban Growth Centre.</i></p>	
<p><i>The City’s new communities will develop in the Designated Greenfield Areas which is a finite land area given that Brampton’s urban boundary extends to the municipal limits. Planning for new communities will be based on an ecosystem approach that integrates social, cultural, environmental and, economic considerations, ensures comprehensive natural heritage system planning and the principles of sustainability.</i></p>	
<p><i>New communities and new development within existing communities shall be planned to be Complete Communities. Complete Communities meet people’s needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community infrastructure</i></p>	<p>The concept plan demonstrates a variety of housing typologies, recreation and open space for residents, and mix of uses including office, retail and residential that will assist in the development of a Complete Community within the Designated Greenfield Area. Being within an MTSA, the proposed development also takes into consideration the basic needs of residents through connections to existing and planned transit facilities. This is demonstrated in the form of provided Woonerfs Laneways and a comprehensive street network. Furthermore, the buildings have been designed to address the pedestrian scale, showing 12-25 storeys along Steeles Avenue West, 5 storeys along Mississauga Road, and townhouses along Olivia Marie Road and Financial drive, abutting existing low density residential housing. Pedestrian-only walkways and parks have been proposed to achieve an active street frontage and support non-</p>

<p><i>including affordable housing, schools, recreation and open space for residents. Convenient access to public transportation and option for safe, non-motorized travel is also provided</i></p>	<p>motorized travel throughout the development in accordance with Section 3.2.8.</p>
<p><i>Priority will be given to compact development which creates a pedestrian-friendly environment where 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</i></p>	<p>The concept plan further achieves the development of a Complete Community by proposing variety of density and built-form types. The configuration of proposed buildings with a central park/open space area helps achieve a sense of community and identity throughout the concept plan, satisfying the goals for future Communities outlined under Section 3.2.8 of the Brampton Official Plan (2006).</p>
<p><b>4.2 RESIDENTIAL</b></p>	
<p><i>Housing in Brampton is to be developed on municipal serviced lands in a sustainable manner where residents have a strong sense of belonging and take pride in their communities. Brampton’s residential policy will focus on the following:</i></p> <p><i>(i) Promoting vibrant, sustainable and accessible residential communities which accommodate a variety of housing forms, tenure, a mix of uses, attractive streetscapes, walkable/pedestrian environment, and accessible open space to create an overall high quality public realm.</i></p> <p><i>(v) Promoting and facilitating intensification throughout the built-up area and in particular within the Urban Growth Centre and Central Area, intensification corridors, Mobility Hubs, and Major Transit Station Areas;</i></p> <p><i>(vi) Promoting well planned, well designed and well built residential areas that will enhance the sense of place for residents as well as visitors.</i></p>	<p>The proposed application provides a variety of residential unit sizes that take into consideration an appropriate mixture of housing for a range of household incomes and facilitate the formation of complete communities. This satisfies sections 4.2.1.1, 4.2.1.2, and 4.2.1.3 of the Official Plan. On-site amenities are provided for future residents of the development in accordance with section 4.2.1.9.</p>
<p><i>4.2.1.1 The Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. Complementary uses, other than Places of Worship, shall be permitted subject to specific Secondary Plan policies or designations, and may include uses permitted in the Commercial and Institutional and Public Uses designations of this plan, such as schools, libraries, parks, community and recreation centres, health centres, day care centres, local retail centre, neighbourhood retail, convenience retail, or highway and service commercial uses. Quasi-institutional uses including social service agencies, union halls, as well as fire halls, police stations and utility installations may also be permitted in the Residential designations of this Plan.</i></p>	

*Places of Worship shall be permitted on lands designated Residential on Schedule A, with the exception of those lands designated “Estate Residential” on Schedule A1 of this Plan. Places of Worship may be permitted on lands designated “Upscale Executive Housing Special Policy Areas” subject to site-specific amendments to the Zoning Bylaw and applicable Secondary Plan Area, in accordance with Section 4.2.2.4 of this Plan.*

*Places of Worship shall generally be located on arterial and collector roads, and not on local residential roads.*

*A Place of Worship shall be located on a site of sufficient size to accommodate the required performance standards such as parking, landscaping, pedestrian connections and setbacks that will result in land use compatibility with the host area.*

*Mineral extraction operations shall be permitted as an interim use on lands designated “Residential” on Schedule “A” which are located in the Credit Valley Secondary Plan around the general vicinity of Highway 7, Creditview Road and Mississauga Road, and have been subject to a resource planning assessment undertaken by MHBC Planning/ESG International for the City in July 2002*

*4.2.1.2 The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories set out in the tables below and also set out in the “Residential Areas and Density Categories” definitions contained in Section 5 of this Plan.*

*The following Residential Density Categories are referenced by the housing mix and density policies in the newer secondary plans or portions thereof as identified on Schedule “G” as being subject to the New Housing Mix and Density Categories:*

***New Housing Mix and Density Categories***

<b><i>Density Category</i></b>	<b><i>Maximum Density</i></b>	<b><i>Permitted Housing Types</i></b>
<ul style="list-style-type: none"> <li>• <i>Low Density</i></li> </ul>	<ul style="list-style-type: none"> <li>• <i>30 units/net hectare</i></li> <li>• <i>12 units/ net acre</i></li> </ul>	<ul style="list-style-type: none"> <li>• <i>Single detached homes</i></li> </ul>
<ul style="list-style-type: none"> <li>• <i>Medium Density</i></li> </ul>	<ul style="list-style-type: none"> <li>• <i>50 units/net hectare</i></li> <li>• <i>20 units/net acre</i></li> </ul>	<ul style="list-style-type: none"> <li>• <i>Single detached homes</i></li> <li>• <i>Semi-detached homes</i></li> <li>• <i>Townhouses</i></li> </ul>
<ul style="list-style-type: none"> <li>• <i>High Density</i></li> </ul>	<ul style="list-style-type: none"> <li>• <i>200 units/net hectare</i></li> <li>• <i>80 units/net acre</i></li> </ul>	<ul style="list-style-type: none"> <li>• <i>Townhouses</i></li> <li>• <i>Duplexes</i></li> <li>• <i>Maisonettes</i></li> </ul>

	<ul style="list-style-type: none"> <li>• Apartments</li> </ul>	
<p><i>The density categories above shall not be construed as limiting the City’s housing mix and density flexibility or its ability to narrow or expand such categories or the associated densities or to use them in various combinations within a particular Secondary Plan.</i></p>		
<p><i>4.2.1.3 The City shall, in approving new residential developments, take into consideration an appropriate mixture of housing for a range of household incomes, according to substantiated need and demand for the City, as appropriate.</i></p>		
<p><i>4.2.1.9 The City shall encourage, where deemed appropriate, on-site amenities and facilities in multiple residential development commensurate with the anticipated resident composition of the subject development.</i></p>		
<p><b>4.4.3 Office</b></p>		
<p><i>Office development provides a diverse range of employment opportunities throughout the city offering differing scales of office provide alternative functions from small professional offices to large scale headquarters. Major Office, which satisfies a Regional market, will be encouraged to locate within the Central Area and near higher order transit.</i></p>	<p>The Office designation permits a variety of employment opportunities to meet the current and future market needs according to the Brampton OP near transit opportunities. The Proposed Development introduces these uses that remain compatible with proposed residential and retail uses on subject lands within an MTSA, satisfying policy 4.4.3.1.</p>	
<p><i>Office designations provide a great opportunity for place making, which results from a concentration of uses and activities. By providing access and linkage, a strong image and identity will create centres of activity focussed around office development.</i></p>	<p>The proposed development contemplates building and streetscape design which provides an opportunity for placemaking through a series of park/open spaces serving as strong pedestrian activity zones.</p>	
<p><i>4.4.3.1 The Office designations identified on Schedule “A” of this Plan are to be developed at densities and concentrations suited to the particular area as determined in the appropriate secondary plans. The permitted uses within the Office designations include: Major Office, business, professional or administrative offices, hotels, motels, convention centres, accessory and personal service retailing, food and beverage establishments, compatible recreation, public and institutional and convenience retail uses and business support activities. Limited multiple residential uses may be permitted subject to compatibility with adjacent land uses.</i></p>	<p>Further to this, proposed flex spaces and retail components are strategically located along street frontages to ensure an active public realm, satisfying policy 4.4.3.5.</p> <p>The proposed development is supported by an Official Plan Amendment to permit non-employment uses on subject lands designated as Office. An amendment to the Official Plan may not be required should the Region of Peel approve the Mississauga at Steeles Primary MTSA land use schedule and policies without modification.</p>	
<p><i>4.4.3.5 The City may permit the development of limited residential uses in combination with commercial uses, or live-work opportunities, within the Office designations to the extent designated in the secondary plan subject to the following considerations:</i></p> <p>(i) <i>Amenity space is provided exclusively for the residential component and is functionally separated from public areas associated with the commercial component;</i></p>	<p>The proposed development is strategically designed to retain some office uses on Employment lands while providing additional uses through a redesignation of a portion of Employment lands that are required to achieve intensification targets within an MTSA and support forecasted growth, as well as Brampton’s Housing Pledge. In</p>	

<p>(ii) Any audio, visual, or pollution effects that emanate from the commercial component which may adversely affect the residential component be minimized; and,</p> <p>(iii) Site planning and building design will be based upon street related retail and other grade level uses to create strong pedestrian activity zones and active city streetscapes. The majority of store frontages should face and be accessed from street sidewalks.</p>	<p>addition, the proposed development introduces high-quality and human-scaled architecture and streetscape in order to achieve a sense of place and identity, satisfying policy 4.4.3.5, 4.4.4.1, and 4.4.4.2.</p>
<p><i>Noted as Under Appeal - 4.4.3.8 An Official Plan Amendment to permit a non-employment use on land designated Major Office shall only be considered based on a municipal comprehensive review which shall demonstrate that:</i></p> <p>(i) There is a need for the conversion;</p> <p>(ii) The City will meet the employment forecasts set out in Section 2.0 of this Plan;</p> <p>(iii) The conversion will not adversely affect the overall viability of the employment area, and achievement of the intensification target and density targets and other policies of this plan;</p> <p>(iv) There is existing or planned infrastructure to accommodate the proposed conversion;</p> <p>(v) The lands are not required over the long term for the employment purposes for which they are designated; and,</p> <p>(vi) Cross-jurisdictional issues have been considered. For the purposes of this policy, residential, retail in excess of 1,000 square metres (individual store or a cluster of stores) and non ancillary uses are considered non-employment uses.</p>	<p>The proposed development falls under the Bram West Secondary Plan. The overall design of development seeks to ensure high-quality built form and a mix of uses at in appropriate locations of the subject lands which enable the achievement of complete communities and transit-oriented development, satisfying policies 4.4.4.4 and 4.4.4.5.</p>
<p>4.4.4.1 The Mississauga Road Corridor Office Centre in Bram West is planned to attract the following uses between Highway 407 and Steeles Avenue West and will be based on a high standard of urban design in accordance with the Urban Design Section of this Plan:</p> <p>(i) Office and research and development uses;</p> <p>(ii) Limited high performance prestige industrial uses;</p> <p>(iii) Hotels, and conference/convention centres; and,</p> <p>(iv) Limited accessory retail and service commercial uses that provide support to the adjacent employment areas.</p>	
<p>4.4.4.2 The primary function of the Mississauga Road Corridor Office Centre will be protected and enhanced by:</p>	

<p>(i) Preventing the intrusion of residential uses and other noncomplementary lower order industrial uses; and,</p> <p>(ii) Prescribing specific urban design policies, including requirements for high-quality architecture, streetscape and landscape treatments as well as appropriate massing in order to provide a sense of arrival and destination.</p>	
<p>4.4.4.4 The ultimate development form of the Mississauga Road Corridor including the type, location, and interrelationship of land uses, shall be prescribed by the Secondary Plan for the area.</p>	
<p>4.4.4.5 The City shall interpret the land use designations in the Bram West Secondary Plan as identified on Schedule "A" as permitting the development of major office uses at appropriate locations along with accessory retail and personal service, hotels and business support services. Limited high performance prestige industrial uses that are compatible with a major gateway function are permitted on a limited basis subject to being developed with superior urban design features.</p>	
<p><b>4.11 Urban Design</b></p>	
<p>Physical Design and the City Concept</p> <p>4.11.1.1 The physical design of a site shall relate to its role in and enhance the overall City structure.</p>	<p>The proposed development achieves a high-quality design for subject lands by providing a comprehensive streetscape system, numerous parks, mixed-use buildings, human-scaled development, and an active public realm along street frontages. A high-quality streetscape is achieved by the delivery of woonerf laneways, streets, and walkways connecting all proposed elements within the subject lands. In addition, strategically placing retail uses on the ground floor and office buildings along existing street frontages addresses the street edge and blends both public and private activity by creating an inviting space, satisfying policy 4.11.2.1.1.</p> <p>Elements of high-quality built form are achieved through the variety of building typologies proposed on subject lands, including townhomes, mid-rise, and high-rise apartment buildings. Further to this, a mix of uses is proposed throughout the built form which reduces dependence on single-occupancy vehicular movement, gridlock, and traffic congestion, satisfying policy 4.11.3.</p> <p>When specifically analyzing the proposed mid-rise apartment buildings on subject lands, high-quality design is achieved through a comprehensive mix and strategic location of uses, access to existing and proposed transit services, building configuration with respect to</p>
<p>4.11.2.1 Streetscapes</p> <p>The development of a comprehensive streetscape system is integral to the identity of a community and the creation of an attractive and efficient public domain.</p>	
<p>4.11.2.1.1 Streetscape design is comprised of the public realm and built form. Key considerations include:</p> <ul style="list-style-type: none"> <li>• Street elements within the public street right-of-way;</li> <li>• Site planning and Built Form on adjacent private lots;</li> <li>• The interface between private and public zones;</li> <li>• Creating an animated, well-used street by prohibiting, where feasible, reverse-fronting lots;</li> <li>• How buildings address the street edge; and,</li> <li>• The location of utility and transit services.</li> </ul>	
<p>4.11.3 Elements of Built Form</p> <p>Built form is generally reflective of the private realm, but also defines the limit of the public realm. Built form has identifiable aspects relating to urban structure, urban grain, density and mix, height and massing, building type, façade and interface, details and materials, streetscape and landscape.</p>	



<p><i>The built form is composed of the following identifiable areas:</i></p> <ul style="list-style-type: none"> <li>• <i>Multi-storey buildings (including both tall buildings and mid-rise buildings)</i></li> <li>• <i>Community Revitalization</i></li> <li>• <i>Transit-Oriented Development</i></li> <li>• <i>Mixed-Use Development</i></li> <li>• <i>Public and Institutional Buildings</i></li> <li>• <i>Auto-Oriented Development</i></li> </ul>	<p>adjacent uses along Mississauga Road and Steeles Avenue, and human-scaled design through the use of podiums, satisfying policy 4.11.3.1.1</p>
<p><i>4.11.3.1.1 Mid-rise buildings shall address the following design issues:</i></p> <ul style="list-style-type: none"> <li>• <i>Building articulation and efficiencies;</i></li> <li>• <i>Sufficient on-site indoor and outdoor amenities such as gardens, and terraces to meet the anticipated use of the occupants;</i></li> <li>• <i>Servicing (i.e. loading, garbage, parking);</i></li> <li>• <i>Separation between commercial and residential;</i></li> <li>• <i>Access to transit;</i></li> <li>• <i>The manner in which the building addresses the street and neighbouring land uses (i.e. adjacent to low-rise residential);</i></li> <li>• <i>Build along the streetline and maintain common setback; and,</i></li> <li>• <i>Ground floor uses.</i></li> </ul>	
<p><b>4.11.3.4 Mixed-Use Development</b></p>	
<p><i>4.11.3.4.1 Mixed-use buildings are permitted, as-of-right, within the City while larger scale comprehensive mixed use development shall be encouraged in the Central Area, and designated Mobility Hubs and Intensification corridors.</i></p>	<p>The proposed development contemplates a mix of uses throughout subject lands, including along street frontages. Being within the HUB-3 MTSA, where minimum density targets are required to be achieved to support forecasted growth, the Proposed Development provides a level of intensification through the provision of mixed-use buildings that is suitable for subject lands, satisfying policy 4.11.3.4.1 and 4.11.3.4.2.</p> <p>An Urban Design Brief was prepared in support of Amendment Applications, therefore satisfying policy 4.11.3.4.4</p>
<p><i>4.11.3.4.2 Consolidation of building sites shall be encouraged in the interest of comprehensive planning to achieve better site configuration and amenities, and land use and design efficiency.</i></p>	
<p><i>4.11.3.4.3 The permitted uses within mixed-use buildings will be contingent on its location, and the mix and intensity of the proposed uses. For larger scale mixed-use development, block plans and/or design briefs shall be prepared to determine the exact use, mix, form, density, services requirements and amenities.</i></p>	

## Brampton Plan, Draft Brampton Official Plan, 2023

The City of Brampton’s Draft Official Plan establishes comprehensive policies that guide anticipated growth and development to achieve a strategic vision for 2051. The Plan reinforces upper-level planning policies of the PPS, the Growth Plan and the Regional Plan. Policies within the Draft Official Plan are not yet in effect. This plan was endorsed by Council on November 1, 2023 and is awaiting approval by the Region.

The site is located within the Mississauga Road and Steeles Avenue Primary Major Transit Station Area in Schedule 1 – City Structure. According to this schedule, the site is also shown within a Town Centre, and Employment and Community Areas, as well as a gateway. The Draft Official Plan Amendment submitted with the application materials proposes an amendment to Schedule 13n, Brampton Major Transit Station Areas HUB-3 Steeles at Mississauga Land Use Plan. On Schedule 13n, the Subject Lands are proposed to be designated as Mixed-Use (Mid-Rise Mixed-Use), Mixed-Use (High-Rise Mixed-Use), and Mixed-Use Employment (Office Mixed-Use). To align with the Concept Plan prepared and submitted for the Subject Lands, it is proposed that Schedule 13n be amended to redesignate a portion of the lands proposed to be designated as Mixed-Use Employment (Office Mixed-Use) to the Mixed-Use (High-Rise Mixed-Use) designation and to align the Mixed-Use (Mid-Rise Mixed-Use) with the proposed stacked back-to-back townhouses also shown on the concept plan.

The following policies apply to subject lands located within the above-noted designations:

Policy	Analysis
<b>2.1.2 City-Wide Growth Management Framework</b>	
<p><i>2.1.2.1 The elements that help shape our city, found in both the Designated Greenfield Area and Built-Up Area, and are the basis for our growth management hierarchy, as shown on Schedule 1A and further described in Part 2.2, are defined as follows:</i></p> <p><i>a. Centres are those areas of Brampton where the highest concentration of growth and mix of uses is planned to occur. They connect residential and non-residential opportunities and enhance the ability for more residents to live, work, and play locally. Centres are comprised of Urban Centres and Town Centres, noted on Schedule 1A and Neighbourhood Centres, which will be determined through subsequent planning studies.</i></p> <p><i>b. Boulevards are vibrant and prominent streets in the city. They provide for a mix of uses and intensity of built form served by higher order transit, while also providing critical connections to the rest of the city and region. Boulevards are comprised of Primary Urban Boulevards and Secondary Urban Boulevards. The policy framework for Boulevards will be implemented through Secondary-Level Plans.</i></p>	<p>The subject lands are located within a Town Centre, Employment and Community Area, and a Primary Major Transit Station Area. In addition, subject lands are adjacent to a designated Corridor along Mississauga Road and Secondary Urban Boulevard along Mississauga Road and Steeles Avenue West. By proposing intensification with a concentration of mix of uses in proximity to higher order transit, the Proposed Development achieves objectives set out for each designation, satisfying policies 2.1.2.1, 2.1.2.2, 2.1.2.3, 2.1.2.4, 2.1.2.5, and 2.1.2.7.</p>

*c. Major Transit Station Areas, as shown on Schedules 1A and 1B, are planned to transition over time into vibrant high density walkable places that include open spaces, services and amenities, employment uses, an attractive public realm, and are located within walking distance or easy access to transit facilities. These areas will become home to new residents and jobs that will be able to enjoy the features of a 15-minute neighbourhood.*

*d. Corridors represent key current and planned Priority Bus (Züm) linkages that provide connections within and across Brampton and the broader region. These areas will provide for a mix of uses and transit supportive forms and densities.*

*e. Community Areas reflect locations where people live, shop, work and play, including a mix of new and existing residential, commercial, and residential-serving institutional areas of Brampton, with the amenities, including parks and open spaces, they need for day-to-day living within a 15-minute walk or bicycle ride from their home.*

*f. Employment Areas cover those areas where a large number of people who live in Brampton, or commute from the surrounding region, work. This includes areas protected for employment uses, while protecting more industrial areas against conflict and encroachment of sensitive uses. The goal of these areas is to create productive and desirable places to attract and retain investment.*

*g. The Natural Heritage System includes natural and water resource features and areas such as provincially, regionally and locally significant woodlands, rivers, valleylands, wetlands, and ecological linkages, which require protection, maintenance, restoration, and enhancement to recognize their environmental, economic, social, and health benefits.*

*2.1.2.2 The tallest buildings will be directed to Urban Centres. Within Boulevards and within Major Transit Station Areas, taller buildings may be permitted, subject to the applicable built form, design, and implementation policies of this Plan.*

*2.1.2.3 A mix of transit-supportive uses will be provided along Corridors within the Neighbourhoods designation, with higher densities permitted within Major Transit Station Areas to promote transit ridership subject to the policies of this Plan.*

*2.1.2.4 Community Areas will provide flexibility to allow for a mix of building types based on their location in the City Structure to achieve the objectives of Brampton Plan.*

<p>2.1.2.5 <i>Employment Areas will accommodate a diverse mix of employment uses including businesses and industries in locations supported by transit infrastructure. Major Transit Station Areas located within Employment Areas may permit other non-employment uses, subject to further planning studies and in accordance with the policies of this Plan and the Region of Peel Official Plan.</i></p>																					
<p>2.1.2.7 <i>All planning and development applications will conform with the CityWide Growth Management Framework and Mobility Framework, including such activities as investing in public facilities and Civic Infrastructure, designing the public realm, constructing street, sewer and water infrastructure, and developing municipal budgets.</i></p>																					
<p><b>Planning for Growth in the City</b></p>																					
<p>2.1.2.11 <i>Both residential and employment growth will be located in Centres, Boulevards, Corridors, and Employment Areas (subject to the policies in the Employment Area section that limit residential uses) in our CityWide Growth Management Framework, including locations of existing or planned transit and community services and facilities.</i></p>	<p>The minimum growth forecasts outlined for the Region of Peel show that 985,000 people, 355,000 employment, and 290,000 households units are to be achieved by the year 2050. This reinforces how the subject lands can serve as an optimal location (within a Town Centre, along Boulevard and Corridor, and within a designated Employment area) to introduce a mix of uses that facilitate both residential and employment growth, required to achieve minimum targets., satisfying policy 2.1.2.11.</p>																				
<p>2.1.2.15 <i>Growth forecasts are identified in the Region of Peel Official Plan to the year 2051 to follow the requirements of the Growth Plan and to Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe. Table 1 of Brampton Plan identifies the minimum population, employment, and housing forecasts and changes would require an amendment to this Plan.</i></p> <p><i>(Refer to Table 1 – Minimum Population, Employment, and Housing Units Growth Forecast)</i></p> <table border="1" data-bbox="210 906 1155 1075"> <thead> <tr> <th>Year</th> <th>People</th> <th>Employment</th> <th>Households</th> </tr> </thead> <tbody> <tr> <td>2016</td> <td>615,700</td> <td>191,300</td> <td>168,100</td> </tr> <tr> <td>2021</td> <td>703,000</td> <td>211,000</td> <td>186,000</td> </tr> <tr> <td>2041</td> <td>930,000</td> <td>315,000</td> <td>270,000</td> </tr> <tr> <td>2051</td> <td>985,000</td> <td>355,000</td> <td>290,000</td> </tr> </tbody> </table>		Year	People	Employment	Households	2016	615,700	191,300	168,100	2021	703,000	211,000	186,000	2041	930,000	315,000	270,000	2051	985,000	355,000	290,000
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<p><b>Built-up Area</b></p>																					
<p>2.1.2.20 <i>Intensification in Brampton will be accommodated by:</i></p> <p><i>a. Directing intensification, with the highest densities and heights primarily to Centres, which includes the Provincial Urban Growth Centre, Urban Centres, Town Centres, Boulevards, along Corridors and within Major Transit Station Areas.</i></p>	<p>With the current designation of the subject lands and adjacent roads, the proposed development achieves the goals of designated Built-up Areas, satisfying policy 2.1.2.20.</p>																				

**Strategic Growth Areas in the City**

*Centres*

2.1.2.27 To optimize the use of land in Brampton, a significant portion of growth will be directed to Centres and Boulevards. Table 2 establishes the minimum density targets for each Centre which includes the City's Urban Growth Centre (200 residents and jobs combined per hectare by 2031).

2.1.2.28 Centres will be designated as Mixed-Use on Schedule 2 through subsequent planning studies to provide appropriate use, form, and intensity requirements. (Refer to Table 2 – Minimum Density Targets for Centres)

<i>Location</i>	<i>Classification</i>	<i>Minimum Density Target (Persons and Jobs per Hectare)</i>	<i>Additional Policy Context</i>
<i>Bram West</i>	<i>Town Centre</i>	<i>160</i>	<i>Primary Major Transit Station Area</i>

The subject lands are located within Bram West which is classified as Town Centre. The Minimum Density Target established for this Town Centre is 160 persons and jobs per hectare. The proposed development is expected to yield 12,209 combined people and jobs (without the transitional office). Based on the total area of the Subject Lands of 17.04 hectares, the Proposed Development is anticipated to generate 716 residents and jobs combined per hectare. This exceeds the minimum density target established for Town Centres per the draft Brampton OP, satisfying policy 2.1.2.27 and 2.1.2.28.

*Major Transit Station Areas and Boulevards*

*Major Transit Station Areas are classified into one of two categories within the city:*

- *Primary Major Transit Station Area – areas that have a delineated boundary as shown on Schedule 1B and have existing or planned Rapid Transit and can meet or exceed the minimum density target, and are protected under the Planning Act.*
- *Planned Major Transit Station Area – areas which are intended to become either a Primary or Secondary Major Transit Station Areas and will be further delineated through planning studies, or when infrastructure planning and investment, or changes in land use unlock potential. Planned Major Transit Station Areas are not delineated on Schedule 1B.*

2.1.2.30 Over the life of this Plan, the City will plan to achieve the minimum density target as shown in Table 3 to create a critical mass of people and jobs essential to making existing and planned rapid transit viable and create a compact urban form with a diverse mix of land uses, housing types, job opportunities, and amenities.

2.1.2.31 Each Major Transit Station Area is unique with its own growth potential. The City will study Major Transit Station Areas in accordance with the implementation policies of Chapter 5 of this Plan based on local context and conditions to facilitate intensification.

The subject lands are located within a Primary Major Transit Station Area No.22 (Mississauga Road Hub-3) which are areas that have a delineated boundary as shown on Schedule 1B of the Draft Brampton OP. Minimum density targets have been established for PMTSA's. Since the Employment designation is located within the PMTSA, the Proposed Development is required to support the integration of non-employment uses in order to achieve complete communities through compact built form, comprehensive street network and linkages, mix of uses, and vibrant placemaking. Additionally, being located along a future BRT on Steeles Avenue West and within a PMTSA, the subject lands serve as an opportunity for intensification. That is why the Proposed Development seeks to exceed minimum density targets established for the Hub-3 PMTSA, satisfying policies 2.1.2.30 and 2.1.2.31.

- b. *Where Employment Areas are within or overlap with a Major Transit Station Area, the City will initiate a study, in accordance with the policies of this Plan and the Region of Peel Official Plan, to support the integration of non-employment uses in specific portions of Employment Areas based on the planning context to develop vibrant, mixed-use areas, and innovation hubs.*
- c. *Where a City-initiated study of a Major Transit Station Area has not been initiated or approved by way of an amendment to Brampton Plan, the City may require the coordination of development applications between applicants, through the preparation and submission of a Secondary Plan, Precinct Plan and/or Area Plan. This study must be approved by way of an amendment to Brampton Plan at the expense of the applicant. The required planning study will be subject to the applicable policies of the overlapping Centre or Boulevard, or other similar approaches to ensure an orderly, coordinated, and phased approach to the provision of Civic Infrastructure prior to or coincident with development.*
- d. *New Major Transit Station Areas in Brampton, beyond those shown on Schedules 1A and 1B, may only be designated through a Region of Peel Official Plan amendment completed by the Region of Peel in collaboration with the Ministry of Transportation, Metrolinx and the City. When planning for new Major Transit Station Areas or classifying Planned Major Transit Station Areas, the status of transit infrastructure will be considered.*
- e. *Planned Major Transit Station Areas require further study in accordance with Section 5.6.19.10 of the Region of Peel Official Plan to determine appropriate land use considerations before they are delineated. The delineation and establishment of minimum population and employment targets for Planned Major Transit Station Areas that will be delineated as either Primary or Secondary will require an amendment to the Region of Peel Official Plan, Brampton Plan, and any applicable Secondary Plans.*

*Table 3 – Primary Major Transit Station Areas in Brampton*

<i>Major Transit Station Area (Schedule 1B)</i>	<i>Higher-Order Transit Boulevard</i>	<i>Minimum Density Target (Persons and</i>	<i>Additional Brampton Plan Planning</i>	<i>Status (As of March 2022)</i>
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		<i>Jobs per Hectare)</i>	<i>Context (Schedule 1A)</i>	
<i>Mississauga Road Hub-3</i>	<i>Steeles Ave. BRT (Future)</i>	<i>160</i>	<i>Designated Greenfield Area</i>  <i>Secondary Urban Boulevard</i>	<i>Unfunded</i>
<b>Part 2.2 Our Strategy to Build and Urban City</b> <b>2.2.1 Designations and Overlays</b>				
<p><i>2.2.1.2 Overlays, shown on Schedule 1A, apply to one or more of the underlying designations. The following provides a summary of each overlay which forms Our Strategy for Building an Urban City:</i></p> <p><i>a. The Urban Centre and Town Centre are conceptual overlays which indicate the City’s principal locations for growth, accommodate important regional amenities, and provide for the greatest mix of uses, intensity, form, and scale in Brampton. The exact boundaries for these areas will be determined through their respective Secondary Plan processes.</i></p> <p><i>b. The Primary Urban Boulevard and Secondary Urban Boulevard overlays provide for greater intensity, form, and scale along key Corridors where there has been investment in higher-order transit to support placemaking in key transit-supported locations, but at a lesser scale than Centres. Boulevards function as both destinations and connections and provide for a mix of uses, moderate intensification and a vibrant street life.</i></p> <p><i>c. The Corridors overlay is found along specific streets with priority bus, Züm and local transit whose planned function combines a moderate form of development and a mix of transit-supportive uses in certain locations.</i></p> <p><i>d. Within the Planned Major Transit Station Area overlay, development will be limited until a Precinct Plan is in place to guide development and to protect the area for transit-supportive densities, uses and active transportation connections.</i></p>			<p>The subject lands are located within a Town Centre and a Primary Major Transit Station Area No. 22. In addition, subject lands are adjacent to a designated Corridor along Mississauga Road and Secondary Urban Boulevard along Mississauga Road and Steeles Avenue West. By proposing intensification with a concentration of mix of uses in proximity to higher order transit, the Proposed Development achieves objectives set out for each designation, satisfying policies 2.2.1.2.</p>	

### 2.2.2 Framework for Building Typologies

To set the stage for Our Strategy to Build an Urban City, it is useful to summarize the range of built form typologies permitted within each designation and overlay. Table 5 provides this summary.

(Table 5 – Summary of Building Typologies by Designation and Overlay)

Designation (Schedule 2)	Building Typology	Additional Permissions
Mixed-Use	Low-rise Plus	Additional Planning Studies may identify appropriate locations for Low-Rise Plus, Mid-rise, and High-rise buildings.
Overlay (Schedule 1A)	Building Typology	Additional Permissions
Town Centres	Low-Rise Plus, Mid-Rise	High-rise buildings may be permitted subject to additional planning studied and other applicable policies in this plan

The proposed development demonstrates a variety of building typologies throughout the subject site. With regards to requirements of the proposed Mixed-Use designation and existing Town Centre overlay which set out similar building typology requirements, the proposed development achieves this through the provision of Low-rise Plus in the form of seven townhouse blocks located along Olivia Marie Road and a portion of Financial Drive, and sixteen Mid to High-Rise buildings mainly along Steeles Avenue West in both precincts and throughout other portions of the subject lands, away from existing low-rise residential, satisfying objectives set out in Section 2.2.2.

### 2.2.3 Centres

2.2.3.1 Each Urban Centre and Town Centre will be subject to a Secondary Plan or Major Transit Station Area study, which will establish a vision for each Centre.

2.2.3.4 Growth in the city will be directed to Centres and Boulevards as shown on Schedule 1A in order to achieve the following:

- a. The efficient use of land, infrastructure and services.
- b. A concentration of people and employment opportunities in areas that have convenient access to transit and that supports trips made by active modes of transportation.
- c. A broad range of uses in accordance with the permitted uses of this section to support complete communities and the creation of 15-minute neighbourhoods city-wide.
- d. Building types and tenures to provide a full mix and range of housing options, including opportunities for people of all means and abilities to be affordably, suitably and adequately housed.

The proposed development sets a comprehensive vision for the Bram West Town Centre through the efficient use of subject lands. This is achieved through intensification supported by a mix of uses such as residential, retail, office and flex, compact built form introducing a variety of building typologies, a comprehensive street network through the provision of parks, woonerf laneways, walkways, and streets, and proximity to existing and planned transit and public services, satisfying policies 2.2.3.1, 2.2.3.4, 2.2.3.5, 2.2.3.8, 2.2.3.9, 2.2.3.11, and 2.2.3.12.



- e. *Places for people to gather safely, celebrate culture and cultural heritage, and promote economic activity.*
- f. *Improved air quality, energy efficiency, and reduced greenhouse gas emissions.*
- g. *Green infrastructure to improve surface and groundwater quality.*

**Permitted Uses**

2.2.3.5 *The following uses may be permitted within Urban Centres and Town Centres as shown on Schedule 1A:*

- a. *A broad range of uses in keeping with the Mixed-Use designation, including but not limited to residential, commercial, office, cultural, major and local institutional, hospitality, entertainment, recreational and other related uses may be permitted. Other uses may be permitted, as determined through the respective Secondary-level plans.*
- b. *Mixed-use buildings with ground related active uses, such as cafes, restaurants, commercial and personal service uses, will be encouraged.*
- c. *The full range of uses described above will not necessarily be permitted on all sites within Urban Centres and will be evaluated on a site-by-site basis subject to the policies of this Plan, or relevant Secondary or Precinct Plans subject to their approval.*
- d. *New parking facilities within Centres will be integrated within buildings and structures. Parking may also be facilitated onstreet. Where the land use of an existing mall site is transitioning, surface parking may be permitted on a case-by-case basis.*
- e. *Educational facilities of an urban form will be encouraged.*

**Intensity**

2.2.3.8 *Town Centres will be planned to achieve the minimum density targets established in Part 2.1.*

2.2.3.9 *Notwithstanding the policies of this Plan appropriate land uses and built form for the Bram East Town Centre have been determined through the Highway 427 Industrial*

*Secondary Plan (SPA47). Relevant permissions, including densities and heights, are identified through the Precinct Plans.*

**Form and Function**

*2.2.3.11 Growth and development within Urban and Town Centres will primarily occur through redevelopment and intensification, comprised of compact, high-quality buildings. Growth and development will contribute to vibrancy, and high quality urban living within Centres by:*

- a. Adhering to the City-Wide Urban Design Guidelines.*
- b. Placing priority on the pedestrian experience through: .*
  - i The site layout and building location; .*
  - ii A building design that reinforces pedestrian comfort and safety; .*
  - iii Orienting building entrance toward the street; .*
  - iv Ground related uses that address the street and the orientation of new buildings to create a positive pedestrian experience and high quality public realm; and .*
  - v Supporting pedestrian and user comfort to mitigate adverse effect due to inappropriate wind turbulence and velocity within the public realm, through design.*
- c. Offering a variety of formal and informal gathering spaces through the provision of recreational open spaces, city parks, and urban plazas.*
- d. Leveraging proximity and access to the Rapid Transit Network, as well as local bus routes, through direct pedestrian routes, where possible, and the integration of development with transit infrastructure.*
- e. Providing for compatibility and harmony in architectural style with adjacent uses that are of architectural or historical significance.*
- f. Encouraging building design that represents individual creativity and innovation to create a cohesive fabric of buildings, develop a distinctive character and identity of each Centre, and contribute positively to the city's image.*

<p><i>g. Encouraging through all public works that a high-quality pedestrian environment is achieved through streetscape improvements such as widened sidewalks, planting street trees, installing benches and other street furniture, providing pedestrian lighting, and integrating public art.</i></p> <p><i>h. Considering publicly-accessible mid-block pedestrian connections through proposed development sites connecting with the Active Transportation Network on existing and future adjacent sites.</i></p> <p><i>i. Providing massing and architecture within each Centre which provides for clearly defined main entrances and windows, enhanced façade treatments along sidewalks and walkways, and the provision of weather protection features that support the pedestrian environment.</i></p> <p><i>j. Regulating through the Zoning By-law, as appropriate, requirements for maximum lot coverage, minimum landscaped open space, minimum lot size, building setbacks, height, front and side yard setbacks, massing, floor area, roofline, and/or materials.</i></p>	
<p><i>2.2.3.12 Permitted building heights will step down from Town Centres to provide the appropriate transition to areas adjacent to the Neighbourhoods designation</i></p>	
<p><i>Secondary Plans</i></p>	
<p><i>2.2.3.15 The minimum density targets within each Centre are identified in Table 2 of Part 2.1 of Brampton Plan. Secondary Plans will allocate the minimum density target within the boundaries of each Centre</i></p>	<p>The subject lands are located within Bram West which is classified as Town Centre and subject to the Bram West Secondary Plan. The Minimum Density Target established for this Town Centre per Table 2 of the Draft Brampton OP is 160 persons and jobs per hectare. The proposed development is expected to yield 12,209 combined people and jobs (without the transitional office). Based on the total area of the Subject Lands of 17.04 hectares, the Proposed Development is anticipated to generate 716 residents and jobs combined per hectare. This greatly exceeds the minimum density target established for Town Centres per the draft Brampton OP, satisfying policy 2.2.3.15 and 2.2.3.16.</p>
<p><i>2.2.3.16 Each Urban Centre and Town Centre will be subject to a Secondary Plan, in accordance with the Region of Peel Official Plan, that will:</i></p> <p><i>a. Achieve a minimum combined gross density target of jobs and people per hectare for as established in Table 2 of Part 2.1.</i></p> <p><i>b. Set out the local vision, goals and a development framework consistent with this Plan.</i></p> <p><i>c. Establish goals and policies for managing change and creating transit-supportive mixed-use areas that are tailored for each Centre, considering the Centre’s relationship to other Centres, surrounding Neighbourhoods, and the rest of the City and surrounding region.</i></p> <p><i>d. Support affordable housing targets and identify site for affordable housing opportunities.</i></p> <p><i>e. Set out the location, mix and intensity of land uses within the Centre and supports walkable, connected neighbourhoods.</i></p>	

<p>f. Support growth within the Centre and provide sensitive transition in scale, density and form to adjacent stable Neighbourhoods within and outside of the Centre by establishing boundaries for the development area and providing policies for appropriate transition.</p> <p>g. Identify how existing retail centres will gradually redevelop into complete communities.</p> <p>h. Assess the supply of local parks and open spaces within the Centre, and enhance existing parkland, through parkland dedication policies to meet the needs of the existing and future population.</p> <p>i. Assess the adequacy of existing community services and facilities and develop and implement a strategy for the timely provision of these services and facilities, in the form of Community Hubs, where appropriate to meet the needs of a growing population.</p> <p>j. Assess opportunities for energy conservation and distribution, including peak demand reduction, resilience to power disruptions, and smaller-scale local energy solutions that incorporate renewable energy, district energy, combined heat and power or energy storage.</p> <p>k. Assess opportunities for green infrastructure including but not limited to tree planting, stormwater management, urban agriculture, and green roofs.</p> <p>l. Identify or indicate urban design and sustainability objectives, guidelines, and parameters.</p> <p>m. Evaluate the transportation system, including any opportunities to retrofit the existing network to accommodate a fine grain street network, and active transportation network.</p> <p>n. Evaluate infrastructure capacity.</p> <p>o. Evaluate cultural heritage resources.</p> <p>p. Evaluate the Natural System.</p> <p>q. Addresses land use compatibility, in accordance with the Provincial Policy Statement and provincial standards.</p> <p>r. Considers the impacts of climate change, including the reduction/mitigation of the urban heat island effects, urban canopy, and stormwater management.</p>	
<i>Prioritize Sustainable Mobility</i>	
<p>2.2.3.17 The Mobility Network within Centres will emphasize walking, rolling, and micromobility for short trips, and transit for longer trips, such that convenience and safety for pedestrians, cyclists and transit users will take priority over private automobile access and movement in Centres.</p>	<p>As the subject lands are located within the City’s Primary MTSA No. 22 (HUB-3 Primary Major Transit Station Area) and the Bramwest Town Centre, the area is well serviced by existing modes of public transit. The Proposed Development introduces a comprehensive network of streets, woonerf laneways, and walkways that are interconnected to proposed elements along subject lands, as well as</p>
<p>2.2.3.18 The streets network within Centres will strive to achieve a fine grain street network.</p>	

<p>2.2.3.19 All new and reconstructed streets in Centres will include pedestrian and cycling facilities appropriate for their context and may include grade separated bicycle lanes.</p>	<p>connected to surrounding uses, transit modes, and services. The Proposed Development is strategically designed to reduce dependency on single-occupancy vehicles, reduce requirement of surface-level parking, promote walkability, and reduce traffic along Corridors and Boulevards as well as internally to the site, satisfying policies 2.2.3.17, 2.2.3.18, 2.2.3.19, 2.2.3.20, 2.2.3.21, 2.2.3.22, and 2.2.3.23.</p>
<p>2.2.3.20 Shared car and bicycle parking facilities and carshare/bikeshare programs will be encouraged within Centres.</p>	
<p>2.2.3.21 Minimum automobile parking will not be required for development within Centres. The Zoning By-law will include standards related to minimum indoor bicycle parking spaces and bicycle facilities and may include standards related to minimum electric vehicle parking or carshare spaces</p>	
<p>2.2.3.22 The expansion of existing and development of new automobile-oriented uses, such as gas bars and drive-throughs are prohibited in Centres.</p>	
<p>2.2.3.23 Where new development includes structured parking as an accessory use within Centres, such parking will be located mainly underground or, if within the principal building, not along the frontage of any public street.</p>	
<p><b>2.2.4 Boulevards and Major Transit Station Areas</b></p>	
<p><b><u>Permitted Uses – Primary &amp; Secondary Urban Boulevards</u></b></p> <p>2.2.4.3 The following policies apply to Primary and Secondary Urban Boulevards shown on Schedule 1A:</p> <ul style="list-style-type: none"> <li>a. A broad range of residential, retail, office, cultural, institutional, hospitality, entertainment, recreational and other related uses may be permitted. Residential uses may only be permitted on lands designated Mixed-Use Employment in accordance with the policies for the Mixed-Use Employment designation within certain Major Transit Station Areas, subject to the outcomes of the respective Major Transit Station Area study.</li> <li>b. The full range of uses described in this section will not necessarily be permitted on all sites within Urban Boulevards and will be evaluated on a site-by-site basis subject to the policies of this Plan, or relevant Secondary or Precinct Plans, subject to their completion.</li> <li>c. Sensitive land-uses will not be permitted in Primary Urban Boulevards within the Lester B. Pearson Airport Operating Area.</li> <li>d. Mixed-use buildings will be encouraged to front onto Primary Urban Boulevards. New single use buildings are discouraged.</li> <li>e. Urban Parks and Squares will be encouraged.</li> </ul>	<p>The proposed development configures mixed-use and high-density buildings strategically along the Secondary Urban Boulevards being Mississauga Road and Steeles Avenue West. Configuration of buildings not only curates an active street frontage, but also maintains a seamless transition to adjacent and existing low-rise development towards the north of subject lands, making sure highest intensity is concentrated along Secondary Urban Boulevards, satisfying policies 2.2.4.3, 2.2.4.4, 2.2.4.5, 2.2.4.6, 2.2.4.7, 2.2.4.8 and 2.2.4.9.</p>

<p>f. Commercial and personal service uses in a mixed-use building will be encouraged to be located at grade and fronting a public street.</p> <p>g. The design of new development will consolidate and where achievable, relocate parking and service areas underground or to where they are not visible from streets and pedestrian areas. New accessory surface parking lots along Primary Urban Boulevards will be discouraged and will not be permitted to front along a Primary Urban Boulevard.</p> <p>h. Single use buildings are permitted on portions of the Secondary Urban Boulevard that are not within delineated Centres. i. Primary and Secondary Boulevards beyond those identified on Schedule 1A may be identified and designated through amendments to the City's Secondary Plans.</p>	
<p><b><u>Intensity</u></b></p> <p>2.2.4.4 Primary and Secondary Urban Boulevards will redevelop over time as higher density mixed-use areas, focusing on residential and employment intensification for the existing Community and Employment Areas respectively, that they overlay.</p>	
<p>2.2.4.5 The evaluation of height and built form will consider access to sunlight by adjacent properties, wind impacts, view corridors, visual impacts on the Natural System, and potential impacts on public spaces and heritage properties located in close proximity to proposed development.</p>	
<p>2.2.4.6 New development within Primary and Secondary Urban Boulevards will have regard for the existing character and built form of adjacent lower density Neighbourhoods and provide transition in accordance with the design policies of this Plan</p>	
<p>2.2.4.7 Implementing Secondary Plans or Precinct Plans will include policies to ensure that the intensity of development is appropriate for individual sites, including residential areas outside of Primary or Secondary Urban Boulevards.</p>	
<p>2.2.4.8 The highest intensity will be directly adjacent to transit stations located within the Primary and Secondary Urban Boulevards.</p>	
<p><b><u>Form and Function</u></b></p> <p>2.2.4.9 Development along either side of Primary and Secondary Urban Boulevards will achieve a high level of design excellence in conformity with the Urban Design policies of this Plan, including relevant Secondary-Level Plans, and in accordance with the City-Wide Urban Design Guidelines and area specific Urban Design Guidelines, to:</p>	

- a. Make a positive contribution to an active public realm.*
- b. Define the distinct character of the street and street edge.*
- c. Promote architectural diversity and sustainable development practices in building and open space design.*
- d. Improve the City's image, and climate resilience through increased tree canopy, other landscape interventions, and ecological features.*
- e. Design and site buildings based on their relationship to their context, their character and use, their ability to enhance existing site conditions, and positively contribute to adjacent development and the public realm.*
- f. Transition in height and massing, including the relationship of the building to the width of the public right-of-way, setbacks and separation distances between buildings, and adjacent or abutting development.*
- g. Provide safe connections to pedestrian and cycling routes and convenient access to public transit.*
- h. Achieve continuity in building placement, views and vistas of identified landmarks.*
- i. Create comfortable microclimatic conditions including sunlight access and wind conditions and emphasizes public safety.*
- j. Create adequate privacy conditions for residential buildings and their outdoor amenity areas.*
- k. Provide linkages to Urban and Town Centres through Higher order Transit and active transportation connections.*
- l. Where possible, offer a variety of formal and informal gathering spaces through the provision of recreation open spaces, city parks, urban plazas, and community-led services.*
- m. Support areas designated Mixed-Use comprised of a broad range of uses, including but not limited to residential, major institutional, office, commercial/retail/institutional uses in an urban format, and other uses that may support Primary and Secondary Urban Boulevards as places for people to live, work, and play locally.*
- n. Ensure through all public works that a high-quality pedestrian environment through streetscape improvements, such as widened sidewalks, upgrading the sidewalk material, planting street trees, installing benches and other street furniture, providing pedestrian lighting, and integrating public art, is achieved.*
- o. Encourage building design that: .*

<p><i>i Incorporates architectural detailing and features to increase comfort, add interest and achieve a good relationship with neighbouring development;</i></p> <p><i>.ii Orients primary facades and locates pedestrian entrances on public street frontages;</i></p> <p><i>.iii Encourages human interaction and activity at the street level and avoids blank facades along public streets and spaces;</i></p> <p><i>.iv Allows space for activities such as vending and outdoor seating along commercial frontages; and,</i></p> <p><i>.v Provides screening of parking, service areas, and building utilities along public streets.</i></p> <p><i>p. On large lots, establish a grid-pattern of public streets and publicly accessible mid-block pedestrian connections, or in special circumstances private streets, to create smaller human-scaled blocks to facilitate development and/or redevelopment over time.</i></p>	
<i>Creating Complete Streets</i>	
<p><i>2.2.4.18 The Mobility Network along Boulevards will emphasize and provide:</i></p> <p><i>a. Walking, cycling, and micromobility for short trips, and cycling and transit for longer trips, such that convenience and safety for pedestrians, cyclists and transit users will take priority over private automobile access and movement along Boulevards and between Centres.</i></p> <p><i>b. Enhanced pedestrian facilities, including wider sidewalks, pedestrian-priority at intersections and fully separated cycling facilities, in accordance with the Complete Streets Guide.</i></p>	<p>The proposed development introduces a comprehensive network of streets, woonerf laneways, and walkways that are interconnected to proposed elements along subject lands, as well as connected to surrounding uses, transit modes, and services. The proposed development is strategically designed to reduce dependency on single-occupancy vehicles, reduce requirement of surface-level parking, promote walkability, and reduce traffic along planned Corridors and Boulevards as well as internally to the site, satisfying policies 2.2.4.18, 2.2.4.19, 2.2.4.20, and 2.2.4.21.</p>
<p><i>2.2.4.19 There may be no minimum automobile parking required for development along Boulevards, with the exception of accessible and visitor parking spaces. New development will provide for an adequate provision of indoor bicycle parking spaces and may include electric vehicle parking or car-share spaces.</i></p>	
<p><i>2.2.4.20 The expansion and the development of new automobile-oriented land uses, such as gas bars and drive through establishments, are prohibited in Boulevards.</i></p>	
<p><i>2.2.4.21 Where new development includes parking as an accessory use, such parking will be located mainly underground or, if within the principal building, not fronting a public street.</i></p>	
<b>2.2.6 Mixed-Use</b>	



<p>2.2.6.1 In 2051, Brampton’s Mixed-Use areas will be vibrant, unique urban places that support the creation of compact, complete communities. To achieve this, Brampton Plan will:</p> <p>a. <i>Plan for Intensification. Mixed-Use areas will support increased population, employment and household growth through a broad range of uses that create places where residents can live, work and play in a manner that helps to achieve reduced emissions, improve energy efficiency, promote sustainable transportation options, increase resilience to climate change and create great places to experience across Brampton.</i></p> <p>b. <i>Protect and Plan for the Future of Major Institutional Areas. Within the Mixed-Use designation, the intent is to build upon the role of the institutions by providing opportunities for urban, high intensity development that serves the needs of visitors, employees, and residents affiliated with the anchor institution and the surrounding region.</i></p>	<p>The Draft Official Plan Amendment proposes an amendment to Schedule 13n, Brampton Major Transit Station Areas HUB-3 Steeles at Mississauga Land Use Plan. On Schedule 13n, the Subject Lands are proposed to be designated as Mixed-Use (Mid-Rise Mixed-Use), Mixed-Use (High-Rise Mixed-Use), and Mixed-Use Employment (Office Mixed-Use). To align with the Concept Plan prepared and submitted for the Subject Lands, it is proposed that Schedule 13n be amended to redesignate a portion of the lands proposed to be designated as Mixed-Use Employment (Office Mixed-Use) to the Mixed-Use (High-Rise Mixed-Use) designation and to align the Mixed-Use (Mid-Rise Mixed-Use) with the proposed stacked back-to-back townhouses also shown on the concept plan. Based on policies for Mixed-Use designation under the draft Brampton OP, the proposed development delivers intensification that will support forecasted growth in population, employment, and household units. This is shown on the concept plan in the form of a 14-storey flex building, two office buildings, five mixed-use mid to high-rise buildings with ground floor retail, eleven residential mid to high-rise apartment buildings, and seven townhouse blocks.</p>
<p><b><u>Defining the Mixed-Use Designation</u></b></p> <p>2.2.6.2 Lands designated Mixed-Use on Schedule 2 will:</p> <p>a. <i>Facilitate transit-supportive development and increased transit ridership, providing the highest level of connectivity for the immediate surrounding uses to create 15-minute, complete communities.</i></p> <p>b. <i>Concentrate a broad range of uses that create attractive multistorey street-related building environments.</i></p> <p>c. <i>Ensure that new development is compatible with the character and pattern of adjacent and surrounding development, while providing adequate landscaped open space, park space and community services to residents. This means locating and massing new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale Neighbourhoods.</i></p> <p>d. <i>Encourage a high quality of urban design in alignment with the design policies in Part 3.1 of this Plan.</i></p>	<p>The portion of the lands that are part of the redesignation from Mixed-Use Employment (Office Mixed-Use) to Mixed-Use (High-Rise Mixed-Use) and Mixed-Use (Mid-Rise Mixed-Use) is intended to be developed as either residential or future office, and three (3) residential apartment buildings ranging from twelve (12) stories to twenty-five (25) stories. The Proposed Development makes efficient use of the Mixed-Use (High-Rise Mixed-Use) and Mixed Use (Mid-Rise Mixed-Use) designation subject lands and satisfies policy 2.2.6.1, 2.2.6.2, 2.2.6.3, 2.2.6.4, 2.2.6.5, 2.2.6.6, 2.2.6.15, and 2.2.6.16.</p>

- e. *Promote sustainable development practices in alignment with the Sustainability and Climate Change policies of this Plan, including but not limited to creating community gardens and implementing District Energy Systems.*
- f. *the achievement of the housing targets identified in the Housing and Social Matters policies of this Plan, including the creation of affordable housing, rental housing, as well as familyfriendly housing units in key growth areas.*
- g. *Have connection and access to community services, including schools, parks, community centres, libraries and childcare.*
- h. *Improve the pedestrian experience by making it attractive, comfortable and safe.*
- i. *Meet or exceed the minimum transit-supportive density targets established in Part 2.1 of this Plan.*

**Permitted Uses within the Mixed-Use Designation**

2.2.6.3 *The following range of uses may be permitted within the Mixed-Use designation on Schedule 2:*

- a. *A mix of residential, including affordable and rental housing options, commercial, institutional, office, restaurant and service uses, with the exception of motor vehicle and self-storage uses;*
- b. *Mixed-use buildings, with retail and service uses on ground level, and residential and non-service office uses generally directed to the rear of buildings and to upper floors;*
- c. *Community services and facilities provided these are located on an arterial or major collector road; and,*
- d. *Missing middle housing options to support the transition between Mixed-Use and adjacent designations.*

2.2.6.4 *The full range of uses will not necessarily be permitted on all properties designated Mixed-Use. Such uses will only be permitted in conformity with the policies of*

<p><i>this section, the respective Overlay, if applicable, as well as the applicable Secondary-Level Plan or Major Transit Station Area study.</i></p>	
<p><i>2.2.6.5 The expansion and the development of new automobile-oriented land uses, such as gas bars and drive throughs, are prohibited in the Mixed-Use designation.</i></p>	
<p><i>2.2.6.6 Within Provincially Significant Employment Zones and the Lester B. Pearson Operating Area, residential and other sensitive uses, including but not limited to schools and day cares, will not be permitted.</i></p>	
<p><b><u>Intensity Policies within Mixed-Use Areas</u></b>  <i>2.2.6.15 The minimum density target for lands located within the Mixed-Use designation is established in Part 2.1 of Brampton Plan or will be outlined in a Secondary Plan.</i></p>	
<p><b><u>Form Policies within Mixed-Use Areas</u></b>  <i>2.2.6.16 Built form within the Mixed-Use designation is subject to the respective overlay policies contained in Part 2.2 of this Plan.</i></p>	
<p><b>2.2.8 Employment Areas</b>  <b>Protect Employment Lands and Plan for Employment Growth</b></p>	
<p><i>There are different components of our Employment lands that require specific policies to protect their critical function, meet growth objectives and density targets, and manage their evolution over the long-term. Employment Areas shown on Schedule 1A are found within lands designated as ‘Employment’ and ‘Mixed-Use Employment’ on Schedule 2 of this plan. These lands also include provincial protection through the establishment of ‘Provincially Significant Employment Zones’, identified on Schedule 5.</i></p> <ul style="list-style-type: none"> <li>• Employment</li> <li>• Mixed-Use Employment</li> </ul>	<p>To align with the Concept Plan prepared for the subject lands, a portion of lands need to be redesignated from Mixed-Use Employment (Office Mixed-Use) to the Mixed-Use (High-Rise Mixed-Use) designation to facilitate office uses fronting Steeles Avenue West at 5 stories, ‘Flex Building A’, which is intended to be developed as either residential or future office as well as three (3) residential apartment buildings ranging from twelve (12) stories to twenty-five (25) stories.</p>
<p><i>2.2.8.4 The Mixed-Use Employment designation may permit a broader range of employment uses on lands that provide a land use buffer, as well as transition between lands designated Mixed-Use, Employment, and Neighbourhoods, subject to further planning studies. Development in the Mixed-Use Employment designation will front onto and provide address on Rapid Transit corridors to support and integrated land use and transit function of these corridors. The predominant use in the Mixed-Use Employment designation will be employment, with a focus on major office as the predominant use and may include ground floor commercial uses.</i></p>	<p>The Official Plan Amendment submitted to propose the redesignation of a portion of the subject lands to permit non-employment uses is both appropriate and desirable based on economic studies per the Applicant’s planning studies and the overall housing goals and objectives the draft Brampton OP. Although a redesignation is required to permit residential and retail uses, the proposed development maintains a suitable amount of employment use through the delivery of two office buildings and a flex building that will contribute to the minimum employment targets set out for PMTSA No.22. The proposed uses are strategically configured around a comprehensive street network allowing connections to higher order transit, parks and open spaces, and</p>
<p><b><u>Permitted Mixed-Use Employment Uses</u></b>  <i>2.2.8.12 Existing clusters of office are designated Mixed-Use Employment, reflecting the need to retain these areas as places of business while developing and intensifying job growth, especially when these areas are supported by transit.</i></p>	

<p>2.2.8.13 Where office uses are located within a Major Transit Station Area and are designated Mixed-Use Employment, the appropriate amount of existing office uses will be retained to support the creation of complete, walkable communities, supported by transit.</p>	<p>public services and facilities, satisfying policies 2.2.8.4, 2.2.8.12, 2.2.8.14, 2.2.8.15, 2.2.8.18, 2.2.8.19, and 2.2.8.20.</p>
<p>2.2.8.14 The following uses are permitted on lands designated Mixed-Use Employment on Schedule 2:</p> <ul style="list-style-type: none"> <li>a. Major Office will be the predominant use in the Mixed-Use Employment designation.</li> <li>b. Where the Mixed-Use Employment designation is located in an Overlay, the form policies of the Overlay will prevail.</li> <li>c. Commercial uses, such as commercial recreation, hotels, convention centres, motels, and entertainment uses that support major office employment, including ground floor commercial uses, may be considered in multi-storey mixed-use office buildings in accordance with the Region of Peel Official Plan.</li> <li>d. Retail, restaurant and other service uses which are below the Major Retail threshold may be permitted in these areas to support the function of Employment Areas. Such uses will be located on the periphery of the Mixed-Use Employment designation, provide a buffer to sensitive land uses to maintain land use compatibility, and maintain adjacency to an arterial road.</li> <li>e. A limited range of light industrial uses may be permitted that are compatible with the permitted commercial uses.</li> <li>f. Service commercial uses will generally be located along the edge of the Mixed-Use Employment designation abutting Neighbourhoods.</li> <li>g. Public facilities such as bus depots and emergency facilities.</li> </ul>	<p>With specific consideration to policy 2.2.8.14 (b), the subject lands are located within a Town Centre overlay. Therefore, subject lands must conform to the form-related policies set out for Town Centres. The proposed development achieves this (see Form policies for Town Centres above).</p>
<p>2.2.8.15 Development will contribute to the creation of competitive, attractive, highly functional Employment and Mixed-Use Employment Areas by:</p> <ul style="list-style-type: none"> <li>b. Integrating development into the Mobility Network, including prioritizing and establishing connections to the Transit Network and Active Transportation Network, which will help to minimize the need for surface parking, and establishing new segments to these networks where appropriate;</li> <li>c. Mitigating the potential negative impacts from traffic generated by development within Employment and Mixed-Use Employment designations;</li> <li>d. Sharing driveways and parking areas wherever possible;</li> <li>e. Designing Employment Areas to accommodate passive recreation spaces and integrated trails within the Natural System, in accordance with the policies of this Plan;</li> </ul>	

- f. In consultation with the Province, encouraging improvements to the visual quality of the public realm adjacent to Highways 407 and 410. City Council may establish incentives to induce these improvements and the beautification of these areas including public art, signage and landscape improvements;
- g. Mitigating the potential adverse effects of noise, dust, vibration, air quality and/or odour on major facilities and/or other businesses as determined by noise, vibration, air quality and/or odour studies;
- h. Encouraging office along the frontage of arterial roads or in places of higher visibility;
- i. Providing landscaping on the front and flanking yards adjacent to a public street and open space to create an attractive streetscape, and screening parking, loading and service areas including large open storage areas; and,
- j. Open storage areas will not be permitted fronting onto a street. Where open storage and/or outdoor processing of goods and materials as accessory/ancillary uses are permitted, the zoning by-law will ensure that the open storage and/or processing is:
  - i As appropriate, limited in extent; .
  - ii Generally located on an area of the property where adverse effects on sensitive land uses are avoided and where avoidance is not possible, mitigated in accordance with Provincial policy and the Province's land use compatibility guidelines; and, .
  - iii Screened by fencing and landscaping, where viewed from adjacent streets and neighbouring land uses.

**Relationship with Major Transit Station Areas**

2.2.8.18 Within the Mixed-Use Employment designation, where a Major Transit Station Area Study has been completed and approved through an amendment to this Plan, compatible new residential uses that do not conflict with the main employment uses may be permitted without the need for a Municipal Comprehensive Review process, subject to the relevant policies of this Plan and the Region of Peel Official Plan.

2.2.8.19 In accordance with the study requirements outlined in the Region of Peel Official Plan, City-initiated Major Transit Station Area Studies will identify appropriate locations for retail, residential, commercial, and non-ancillary uses within the Mixed-Use Employment designation in the applicable Secondary Plan, provided that:

- a. An overall net increase of jobs planned within the Major Transit Station Area is achieved.

<p>b. An employment land use designation is established to protect for major office uses, if appropriate.</p> <p>c. The viability of the surrounding Employment designation is protected from introduced sensitive land uses and includes appropriate mitigation measures and setbacks.</p> <p>d. Will strive to achieve a majority ratio of employment per hectare than population per hectare.</p>	
<p>2.2.8.20 Where a Major Transit Station Area Study identifies retail, residential, commercial, and non-ancillary uses within the Mixed-Use Employment designation, the following policies apply in support of creating 15- minute neighbourhoods:</p> <p>a. The types of permitted services are of a scale that serve the local neighbourhood and employees working in designated Mixed-Use Employment such as grocery stores, civic uses, recreational, health and fitness uses and service commercial uses including but not limited to convenience commercial, retail, office and restaurants.</p> <p>b. The permitted services described in subsection .a are encouraged to be located within the base of buildings or integrated within a building containing</p>	
<p><b>Section 4 – Area Specific Policies</b>  <b>Major Transit Station Area Policies</b></p>	
<p><b><u>Mixed-Use (Low-Rise, Low-Rise Plus, Mid-Rise and High-Rise)</u></b></p> <p><i>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 Major Transit Station Area Study, appropriate locations for Low-Rise Plus, Mid-Rise and High-Rise in the Mixed-Use designations and the Overlay identified on Table 5 have been determined and are shown on Schedules 13A-13N.</i></p> <p>a) <i>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 Major Transit Station Areas policies found in Chapter 4 of this Plan.</i></p> <p>b) <i>For lands designated Mixed-Use (High Rise) fronting onto Boulevards as identified on Schedule 1A, active frontages shall be provided on the ground floor, and shall include an appropriate mix of residential, commercial, retail and institutional uses.</i></p>	<p>The proposal seeks to redesignate a portion of lands s from ‘Mixed-Use (MidRise Mixed-Use)’, ‘Mixed-Use (High-Rise Mixed Use)’ and ‘Mixed-Use Employment (Office Mixed-Use)’ as identified on Schedule 13N – Brampton Major Transit Station Areas HUB 3-Steeles at Mississauga Land Use Plan to the Brampton Plan, 2023 to ‘Mixed-Use (Mid-Rise Mixed-Use)’, ‘Mixed-Use (High-Rise Mixed Use)’ and ‘MixedUse Employment (Office Mixed-Use)’. The proposed development will comply with the respective permissions for these zones. The Official Plan Amendment provides details on designations to be changed in the Official Plan as well as any site-specific exceptions.</p> <p>The proposal maintains employment uses (to be provided as per the current Mixed Use Employment designation) through the delivery of office buildings and a flex building, along with proposed ground floor retail. This development works to serve the employment needs of the city and support employment growth by achieving minimum</p>

<p>c) <i>Notwithstanding subsection b), ground floor of a building fronting onto Boulevards may be developed solely for residential purposes, provided that appropriate justification demonstrates that a mix of uses can be sufficiently accommodated elsewhere on the site, and that the general intent and purpose of the Plan is maintained.</i></p>	<p>density targets along planned or existing high-order transit corridors.</p>
<p><b><u>Mixed-Use Employment (Office Mixed-use)</u></b></p> <p><i>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.</i></p>	
<p><i>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.</i></p> <p>a) <i>Lands designated Mixed-Use Employment (Office Mixed-Use) on Schedules 13A-13N shall permit primarily Major Office, advanced manufacturing, aerospace, innovation and technology, health and life sciences, med-tech, lab space/wet labs, research facilities, health information and communication technologies, post secondary education, testing and medical laboratories, drug and pharmaceuticals, hotels, conference/convention centres, health care and local government.</i></p> <p>b) <i>Secondary uses, such as Major Office Employment, retail, commercial, restaurants, personal service, social services and day care centres, 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.</i></p> <p>c) <i>Lands designated Mixed-Use Employment (Office Mixed-Use) may also permit sensitive land uses, including mid-rise/ high-rise residential uses and day care centres without an amendment to this Plan, subject to satisfying the following criteria:</i></p>	

- i) can be appropriately designed, buffered and/or separated from existing Employment Areas;*
- ii) 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;*
- iii) does not compromise the ability of existing nearby employment uses to comply with environmental approvals, registrations, legislations, regulations and guidelines;*
- iv) permits Employment Areas to operate and expand for their intended purpose; and*
- v) maintains the 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 or as may be deemed appropriate.*

*e) The boundaries of the Mixed-Use Employment (Office Mixed-Use) designation shown on Schedules 13A-13N are intended to be flexible and may be modified without an amendment to this Plan to ensure that the employment targets for each Major Transit Station Area are met.*

*f) The primary uses listed in subsection 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.*

**Minimum Density**

- a) The minimum density requirement (Floor Space Index) for the land use designations within Primary Major Transit Station Areas are shown in Table A. 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 A: Minimum Floor Space Index (FSI)*



Land Use Designation	Minimum Floor Space Index (FSI) (per site)
Mixed-Use (Mid-Rise)	0.50
Mixed-Use (High-Rise)	2.50
Mixed-Use Employment (Office Mixed-Use)	2.50

  

**Transition Policies**

*The transformation of Major Transit Station Areas 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 A, 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 Major Transit Station Area, including the consideration to improve multi-modal access and connectivity throughout the Major Transit Station Area.*

*b) New drive-through facilities, or an expansion to an existing drivethrough facility are not permitted 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 Major Transit Station Area objectives.*

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

## Bramwest Secondary Plan (SP 40c)

The purpose of the Bram West Secondary Plan (“SP”) is to implement the policies of the Official Plan for the City of Brampton Planning Area by establishing detailed policies for the development of the lands outlined on Schedule SP40(c), and to specify the desired pattern of land uses, transportation network and related policies to achieve high quality, efficient, orderly and ecologically responsible urban development.

The Bram West Secondary Plan is currently under review by Policy Staff. The review includes the lands part of SP 40a, SP 40b, SP 40c and SP 40d.

Under the provisions of the SP, the Subject Lands are designated ‘Office Centre’ and ‘Low/Medium Density’ on Schedule SP40(a) Bram West Secondary Plan Chapter 40 (c). The Subject Lands are further defined as being within Special Policy Area 7 on Schedule SP40(b) (see BramWest SP Schedule SP40(b)). The following policies are for the noted designations:

Policy	Analysis
<b>Office Centre (SP 40C)</b>	
<p>3.5.3 Lands designated Office Centre on as shown on Schedule SP40(a) shall permit the range of uses and be developed in accordance with the policies of Part I, Section 4.2.10 and other relevant policies of the Official Plan. Permitted uses shall include office uses, research and development facilities, ancillary light manufacturing uses, hotels, conference/convention centres, and within which may permit limited accessory retail, and business support services. In addition, open space uses such as parkettes and stormwater management facilities shall also be permitted. Warehousing and distribution uses shall not be permitted on lands designated Office Centre.</p>	<p>The proposed development introduces a well-designed and compact form of mixed office, commercial and residential land uses which are supportive of existing and planned transit services. The Office Centre designation is retained along Mississauga Road which allows for buildings which will host office uses. These are configured towards the west side of the site providing an appropriate separation between existing industrial uses towards the west. The proposed development satisfies policy 3.5.3 and 3.5.5.</p>
<p>3.5.4 Lands in the Office Centre designation shall be encouraged to be developed in accordance with the following principles in order to contribute to a distinctive gateway character:</p> <ul style="list-style-type: none"> <li>i. to enhance streetscape amenity design, parking of vehicles shall be consistent with the approved urban design guidelines for these lands;</li> <li>ii. from a streetscape perspective, large lots/blocks shall be encouraged along arterial roads;</li> </ul>	<p>The development is strategically designed to allow for walkway connections to proposed mix of uses and parks throughout the site, satisfying policy 3.5.4.</p>

<ul style="list-style-type: none"> <li>iii. <i>(iii) to generate an attractive urban environment, the highest quality architectural, landscape and safety design elements shall be achieved;</i></li> <li>iv. <i>the City may require the submission of a development concept or tertiary plan and related background studies to demonstrate how the designated area can be comprehensively developed;</i></li> <li>v. <i>accessory retail and business support services uses shall be restricted to a maximum percentage of floor space within the office building;</i></li> <li>vi. <i>outdoor storage and outdoor display areas shall not be permitted; and,</i></li> <li>vii. <i>the visual impact of automobile and truck parking, service and delivery areas shall not be intrusive, and shall be minimized consistent with the landscape and screening measure included within the approved urban design guidelines for these lands</i></li> </ul>	
<p><i>3.5.5 The City requires that office buildings within the Office Centre designation shall be developed in a manner that minimizes the impact on the natural areas associated with Levi Creek while providing for an orderly integration of land uses. In particular, where applicable, the scale and character of uses shall be compatible with adjacent residential designations.</i></p>	
<p><b>Medium Density Residential (SP 40C)</b></p>	
<p><i>3.4.10 In areas designated Medium Density Residential on Schedule SP40(a), residential uses within the Medium Density range defined in Part I, Section 5.0 of the Official Plan are permitted, subject to policies 3.4.2 and 3.4.12.</i></p>	<p>An amendment to the Secondary Plan is required to redesignate the subject lands from ‘Office Centre’ and ‘Low/Medium Density’ as identified on Schedule SP40(a) to the Bram West Secondary Plan, Chapter 40(C) to ‘Office Centre’, ‘Medium Density’, ‘High Density Mixed Use’, ‘Transitional Office Centre/Residential’ and ‘Neighborhood Park’.</p>
<p><i>3.4.11 Non-profit housing projects within the Medium Density designations on Schedule SP40(a) may be developed at a maximum density of 75 units per net residential hectare (30 units per net residential acre), without further amendment to this Plan. Such projects will have regard to policy 3.4.13 and will have an acceptable level of impact on the local roads and services within the Secondary Plan Area.</i></p>	<p>An amendment to the Secondary Plan may not be required should the Region of Peel approve the Steeles at Mississauga Primary MTSA land use schedule without modification.</p>
<p><i>3.4.12 Any proposal for Medium Density development will have regard for the transition and physical integration with lower density forms of development, and effective separation and buffering from major roads, other noise sources or adjacent Commercial uses.</i></p>	
<p><b>Special Policy Area 7 (lands east of Mississauga Road) (SP 40B)</b></p>	
<p><i>3.5.9 Lands within the southern half of Special Policy Area 7, shall be primarily developed for office uses in order to maximize higher order employment opportunities in the Mississauga Road Corridor of the Bram West Secondary Plan.</i></p>	<p>The Proposed Development ensures the delivery of offices uses with proposed office buildings, flex building, and retail in order to maximize higher order employment opportunities in the Mississauga Road Corridor</p>

<p><i>Setbacks and coverages for the Office Centre designation in Special Policy Area 7 will be established in the implementing zoning by-law in order to maximize the employment targets set out in Appendix B of this Plan.</i></p> <p><i>The final land use disposition for the northern portion of Special Policy Area 7 will be determined as part of block planning for this sub-area. At that time, the opportunity for introducing uses under the Specialty Office &amp; Service Commercial designation of this Plan will be considered to facilitate an appropriate transition between adjacent land uses.</i></p>	<p>of the Bram West Secondary Plan and Employment targets for the area, satisfying policy 3.5.9.</p>
<p><b>Public Transit</b></p>	
<p><i>4.2.1 The major road system consisting of Highways, Major and Minor Arterial Roads and Collector Roads provides sufficient flexibility to potentially provide bus routes within 400 metres of all residents and to conveniently serve major employment and other uses.</i></p>	<p>The proposed development establishes a complete, compact, and connected urban community, with well-designed streetscapes, allowing it to be transit-supportive, providing a highly accessible and attractive area for potential office uses, residential neighborhoods, and active retail/commercial. Further, the Proposed Development proposed a large linear park, enhanced with pathway/woonerf laneway connections, landscape features, and amenity spaces to facilitate active and passive socialization and recreational activities.</p>
<p><i>4.2.2 Subdivisions shall be designed to minimize walking distances to transit routes and shall incorporate through block walkways as required to achieve that objective, particularly to accommodate those who would otherwise be more than 300 metres (1,000 feet) walking distance from an existing or planned transit stop.</i></p>	
<p><i>6.2.7 Although the specific shapes, sizes, locations and relative positions of land use, road and other designations on Schedule SP40(a) are intended to indicate a desirable arrangement of these elements, they should be interpreted as being flexible provided that the intent of the Bram West Secondary Plan is respected. This flexibility may be invoked by developers to achieve functional and design efficiency and by the City or other public agency to ensure implementation of the Plan in an equitable manner relative to property lines and parcel sizes, provided that the basic integrity of the Plan is respected. Specifically, this flexibility may include an adjustment to the shape of a designation, or an adjustment to its size, or to its absolute or relative location without further amendment to this plan, provided the City is satisfied:</i></p> <ul style="list-style-type: none"> <li><i>• that the fundamental effectiveness of the intended uses would not be reduced;</i></li> <li><i>• that the intent and integrity of the overall plan is respected;</i></li> <li><i>• that shortfalls or excesses are to be made up elsewhere in the plan;</i></li> <li><i>• that the function and centrality of services is maintained; and</i></li> <li><i>• that the fundamental aspects of land use interrelationships are maintained.</i></li> </ul>	<p>From a streetscape perspective, the Concept proposes high quality urban design and a pedestrian-oriented public realm along all existing road frontages and throughout the proposed internal road network, allowing for connectivity through the subject lands. Pedestrian connections are proposed between office buildings along Mississauga Road. Points of access and egress are shown between proposed mid-rise buildings along Steeles Avenue West with direct connection to internal walkways. Olivia Marie Road and Financial Drive are shown with vehicular access connections proposed to all surrounding roads except for Mississauga Road, in support of modal choice, the introduction of local transit through the Subject Lands and of higher order transit along Steeles Avenue West. Surface parking is minimal and restricted to the proposed office centre uses, where the parking lots are screened by the office buildings and landscaping, which ultimately minimizes the visual impact. Finally, the proposed development is located on subject lands that are well serviced by existing transit, with bus routes available within 400 metres of most residents and employment uses. The proposed development offers a</p>

	design that reinforces connections to these existing as well as planned transit services, satisfying policies 4.2.1, 4.2.2, and 6.2.7.
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**Block Plan – Bram West 40-1 and Bram West 40-2 and Community Design Guidelines (Credit Manor Heights and Streetsville Glen West)**

Community Block Plans are intended to support the implementation of the Official Plan and Secondary Plan and provide direction for the Block Plan 40-1 and 40-2 Community Design Guidelines. The Community Design Guidelines provide direction regarding built form objectives. The Subject Lands are located within two adjacent Block Plans, 40-1 and 40-2. A high level analysis of each Block Plan and designations can be found below:

Policy	Analysis
<b><i>SP Sub Area 40-1 – Block Concept</i></b>	
A portion of the Subject Lands are located within the Bram West Secondary Plan Sub Area Block 40-1 Block Concept and are currently designated ‘Office Centre’ (refer to <b>BramWest SP Sub Area 40-1 Block Concept</b> ). Through this application, the Owner has submitted an Official Plan Amendment which includes modifying the land use designations/redesignating the subject lands from ‘Office Centre’ on Schedule BP40-1 to Chapter 40-1: Block Plan for Sub Area 40-1 of the Bram West Secondary Plan to ‘Office Centre’, ‘Medium Density’, ‘High Density Mixed Use’, ‘Transitional Office Centre/High Density Mixed Use’ and ‘Neighbourhood Park’.	The application provides transit supportive densities with connections to existing and planned transit systems and active transportation networks. High-quality urban design allows for connectivity throughout the site with strategic configuration of a mix of uses that help achieve a complete community. The proposed development, as envisioned in the Concept Plan, conforms to Block Plan 40-1 subject to the proposed Official Plan Amendment, by proposing compact built form containing a mix of uses which positively contributes to the growth of the City and the transit oriented development envisioned for Primary Major Transit Station Areas.
<b><i>SP Sub Area 40-2 – Block Concept</i></b>	
The other portion of the Subject Lands is located within the Bram West Secondary Plan Sub Area Block 40-2 Block Concept and are currently designated ‘Future Office and Retail’ (refer to BramWest SP Sub Area 40-2 Block Concept). An Official Plan Amendment seeks to modify the land use designations/redesignate the Subject Lands from ‘Office and Retail’ on Schedule BP40-2 to Chapter 40-2: Block Plan for Sub Area 40-2 of the Bram West Secondary Plan to ‘Medium Density’, ‘High Density Mixed Use’ and ‘Neighbourhood Park’.	The proposal on a portion of lands shown as Precinct H on the Concept Plan (South of Steeles Avenue West) demonstrates high-quality urban design and connectivity with office buildings, mixed-use buildings, residential buildings, and townhomes, tied together by a woonerf laneway and multiple walkways with a central park space. The application provides a compact built form which positively contributes to the growth of the City and the transit oriented development envisioned for Primary Major Transit Station Areas.

**City of Brampton Zoning By-law 270-2004**

Under the City of Brampton’s Comprehensive Zoning By-law 270-2004, the Subject Lands are zoned Office Commercial Special Section 2027 (OC-2027) and Agricultural Special Section 2561 (A-2561). The OC-2027 zone does not permit residential uses and therefore will require an

amendment to the City of Brampton’s Zoning By-law 270-2004. Relevant policies and permitted uses on the proposed designations for subject lands are noted below:

A Zoning By-Law Amendment Application to amend has been submitted to the City of Brampton’s Comprehensive Zoning By-law 270-2004, as amended, to rezone the Subject Lands from Office Commercial Special Section 2027 (OC-2027) and Agricultural Special Section 2561 (A-2561) to Office Commercial (OC-2027), Residential Apartment A (R4A – Exception A), Residential Apartment A (R4A – Exception B)(H), Residential Townhouse A(4) (R3A(4) – Exception A), and Open Space (OS). The Proposed Development will ensure prescribed standards for built form, design, parking, and additional elements are met through the Zoning By-Law Amendment. The mix of uses proposed on subject lands fall under the proposed designations noted above, satisfying the Zoning By-Law Amendment.

Zone	Analysis
<b>Office Commercial OC-2027 Zone</b>	<i>The lands zoned OC-2027 are proposed for two (2) 5-storey office buildings along Mississauga Road.</i>
<b>Residential Apartment A (R4A – Exception A)</b>	<i>The lands zoned R4A – Exception A are proposed to contain apartment buildings ranging from 10-storeys to 25-storeys in height. Five (5) of these apartments are proposed to have retail uses on the ground floor.</i>
<b>Residential Apartment A (R4A – Exception B)(H)</b>	<i>The lands zoned R4A – Exception B(H) are proposed to contain Flex Building A, where the zoning would permit an apartment dwelling as well as all uses permitted on lands zoned OC-2027 by By-law 158-2010. In order to ensure that an appropriate mix of office and residential uses are provided on the subject lands, a Holding Provision is proposed to be applied to the lands zoned R4A – Exception B(H), which generally limits the permitted uses to offices, unless the Holding symbol is removed. The Holding symbol can only be lifted if site plan agreements have been executed for all other lands within the Residential Apartment A (R4A – Exception A) and Residential Townhouse A(4) (R3A(4) - Exception A) Zones within Parcels A and B, and it is determined by the Commissioner of Planning that insufficient market demand exists to facilitate further office development the area shown for Flex Building A.</i>
<b>Residential Townhouse A (4) (R3A (4) – Exception A)</b>	<i>The lands zoned R3A (4) – Exception A are proposed to facilitate the development of 4-storey stacked back-to-back townhouse dwellings.</i>
<b>Open Space (OS)</b>	<i>This land will be utilized for a total of five (5) public parks across Parcel A and B and other landscaped open space throughout the site with permissions for underground parking.</i>

### Technical Requirements – Summary of Reports

The following chart summarize the technical studies and reports that were provided in support of the development application.

Report /Study	Summary
Planning Justification Report	The Planning Justification Report prepared by KLM Planning, dated May 2023 and revised October 2023, was submitted to the City in support of the application. The report provides the policy context and planning rationale to support the proposed

	<p>development. The document concludes that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, the City of Brampton Official Plan, the Draft Brampton Plan, and the Bramwest Secondary Plan are achieved by the proposal and satisfied that the proposed development represents good planning.</p>
<p>Urban Design Brief</p>	<p>An Urban Design Brief was prepared by BDP. Quadrangle Architects, revised October 20, 2023, in support of the proposed development. The purpose of the Urban Design Brief is to assess the proposed development design, explore opportunities and constraints of the subject lands in the context of the surrounding area, and outline the proposed development objectives and built-form principles as per the City’s Urban Design Guidelines. Staff have accepted the Urban Design Brief as it proposes appropriate design principles for the development of the site to create a comfortable pedestrian oriented community.</p>
<p>Functional Servicing and Stormwater Management Report</p>	<p>A Functional Servicing Report was prepared by Schaeffers Consulting Engineers in October 2023 and revised November 2023, for each of the files, OZS-2023-0015 and OZS-2023-0014, to assess how the site may be serviced regarding site grading, stormwater management, water supply, and sanitary sewage.</p> <p><u>OZS-2023-0014</u></p> <p>Subject to implementation of servicing strategy, the report confirms that stormwater, sanitary and water supply servicing is available for the proposed development and can function independently of the southern lands (OZS-2023-0015).</p> <p>Storm drainage will be conveyed through existing 2,250 mm diameter storm sewer, which discharges to the existing stormwater management pond. Water servicing will be done through looping and multiple feeds that connect to three watermains in proximity to the site. This is because water demands have increased from the previous conditions. Sanitary servicing will be facilitated through a large diameter sewer connection. Similar to water servicing, the servicing demands have increased from the previous conditions and increased capacity is needed.</p> <p><u>OZS-2023-0015</u></p> <p>Subject to implementation of servicing strategy, the stormwater, water and sanitary servicing can be installed and function separately from the northern lands.</p> <p>Both lands are proposed to discharge to the existing 2,250 mm diameter storm sewer crossing Steeles Avenue West, eventually discharging to the existing stormwater management pond. Since water demands have increased significantly from the previously proposed conditions, a single feed is not expected to be sufficient and multiple feeds are proposed to ensure the subject site can be adequately serviced. It is proposed to provide water supply servicing to the subject site via connections to two watermains.</p> <p>As sanitary demands have significantly increased from the previously proposed conditions, a larger diameter sewer connection may be required to convey flows from the subject site. Sizing and alignment of the sewer shall be confirmed at the detailed design stage. Currently, there are two sanitary servicing alternatives noted:</p>

	<ul style="list-style-type: none"> <li>• Alternative 1: Connection to the existing 250 mm diameter sewer, located along Coastline Drive</li> <li>• Alternative 2: Connection to the existing 825 mm diameter sewer, location along Steeles Avenue West</li> </ul> <p>A third alternative may also be considered as a combination of Alternatives 1 and 2, whereby a portion of the sanitary flows within the subject site drains to the 825 mm diameter sewer along Steeles Avenue West, while the remaining portion drains to the 250 mm diameter sewer along Coastline Drive.</p> <p>The Functional Servicing Report has not yet been approved by the Region of Peel and City of Brampton Engineering staff. Staff have provided comments on the reports and these documents will be refined through a future Planning Act Application. The Region of Peel has not confirmed whether there is sufficient capacity available to accommodate the proposed development. City Staff recommend the use of a Section 34(5) restriction in the Zoning By-law, to restrict development until appropriate servicing arrangements are made to the satisfaction of the Region of Peel and City of Brampton.</p>
Traffic Impact Study	<p>An addendum to the initial Traffic Brief was prepared by R.J. Burnside &amp; Associates Ltd. in support of the application in October 2023 to assess the potential impact of traffic generated by the proposed development and to identify the mitigation measures required to ensure the road network operates safely, and efficiently upon completion of the project. The brief confirmed that previous conclusions and recommendations on the transportation network continue to be valid from the initial Traffic Brief which was submitted in May 2023.</p> <p>The Traffic Impact Study analyzes the existing transportation network, consisting of roads, transit, pedestrian access, cyclists, and the operation of existing intersections. Further research was conducted on the future state of these elements of the transportation network. The report concluded that the proposed development and subsequent road network and access scheme can be accommodated within the existing road network with the appropriate mitigation being determined at site plan stage through the submission of a future Traffic Impact Study. Furthermore, the study makes note of reduce parking rates being endorsed based due to the site being within a designated MTSA as reduced rates have been approved for other development within the MTSA's in the Region as well as additional considerations.</p> <p>Traffic staff have requested updates to the Traffic Impact Study prior to approval of applications. The Traffic Impact Study will be refined through a future Planning Act Application.</p>
Sustainability Score and Summary	<p>The applicant has completed a Sustainability Score that evaluates the environmental sustainability of development applications. The proposed development achieves a Sustainability Score of 19 points, which meets the City of Brampton's Bronze threshold performance for a Block Plan Application. The Sustainability Assessment Tool was completed as a Block Plan application as there are many metrics that remain unknown for the two development applications, OZS-2023-0014 and OZS-2023-0015. An updated Sustainability Score will be completed at the time of a site plan application, where the applicant will work with City staff to identify opportunities to increase the sustainability score to the silver or gold levels.</p>
Acoustical Report	<p>An Acoustical Report was prepared by Jade Acoustics in April 2023 in support of the development application. The report identified that stationary noise sources in the form of existing commercial, institutional and industrial development in the</p>



	<p>surrounding area are not expected to exceed MOE guidelines at the proposed development. Therefore, noise mitigation measures are not required.</p> <p>Furthermore, warning clauses are required to be placed in offers or purchase and sale, lease agreements, and included in development agreements for all relevant buildings/residential units to make future occupants aware of the potential noise sources, with regards to indoor noise mitigation. However, physical noise mitigation measures may potentially be needed for some non-residential uses. This will be further investigated when detailed information becomes available. Overall, it is concluded that it is feasible to development subject lands for the proposed mixed (residential) use.</p> <p>Noise staff have reviewed the noise study and found it satisfactory to support the development proposal.</p>
Economic Analysis	<p>An Economic Analysis was prepared by the Altus Group on November 30, 2021., in support of the development application.</p> <p>It confirms that market conditions do not warrant more office space than provided on the concept plan. The quantity of forecasted office space by 2051 are noted as counter-productive to the goals of the Brampton Official Plan to intensify Downtown Brampton and the Central Area including through the encouragement of office development, and other key non-residential uses.</p> <p>With regard to the ongoing housing crisis in Ontario as well as Brampton Housing Pledge, it is noted that the quantity of office space proposed on the concept plan is appropriate and contributes to a significant need to convert the balance of the lands to non-employment uses. A reduced amount of land under the Employment designation on subject lands and the proposed residential uses will not adversely affect the viability of the employment area, and the proposed office uses have been focused along Mississauga Road to provide an appropriate transition between the proposed residential uses and the existing office uses on the west side of Mississauga Road, thereby satisfying policy 2.2.5.9.</p>
Pedestrian Level Wind Study	<p>A Pedestrian Level Wind Study was prepared by Gradient Wind Engineers &amp; Scientists on May 1, 2023, in support of the development application.</p> <p>The study reviews wind conditions within and around the site to identify where wind conditions may interfere with pedestrian activities and where then, mitigation is required. The findings confirmed that all grade level areas would experience conditions acceptable for pedestrian uses throughout the year. It noted some areas, including primary building entrances along certain points, that could be relocated or recessed, to address windy conditions in the colder months of the year.</p> <p>Further detailed wind analyses will be sought through future site plan applications, where more details will be known regarding building design and massing, for the tallest buildings on this site to ensure public safety in association with wind speeds.</p>