

Draft Official Plan Amendment

[INSERT CITY FILE NUMBER]



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number \_\_\_\_\_ - 2023

To Adopt Amendment Number OP 2006-\_\_\_\_\_

To the Official Plan of the

City of Brampton Planning Area

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

1. Amendment Number OP2006-\_\_\_\_\_ to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this by-law.

READ a FIRST, SECOND and THIRD TIME, and PASSED in OPEN COUNCIL, this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

Approved as to form.

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PATRICK BROWN – MAYOR

Approved as to form.

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\_\_\_\_\_  
PETER FAY – CLERK

AMENDMENT NUMBER OP 2006— \_\_\_\_\_

To the Official Plan of the  
City of Brampton Planning Area

DRAFT

AMENDMENT NUMBER OP 2006— \_\_\_\_\_

To the Official Plan of the  
City of Brampton Planning Area

1.0 Purpose:

The purpose of this Official Plan Amendment (“Amendment”) is to permit the development of a mixed use, high density, transit supportive development within Primary Major Transit Station Area No. 22 – Mississauga Road and Steeles Avenue identified on Schedule 1B to the City of Brampton Official Plan, 2006 and also identified as the HUB-3 Primary Major Transit Station Area as identified on Schedule E-5 to the Region of Peel Official Plan, 2022. Amendments to both the City of Brampton Official Plan, 2006 and the Bram West Secondary Plan Area 40(a) Chapter 40(c) are proposed.

The proposed amendment would:

- Modify the land use designations/redesignate the subject lands from ‘Employment’ and ‘Communities’ as identified on Schedule “1” – City Concept to the City of Brampton Official Plan, 2006 to ‘Employment’, ‘Communities’ and ‘Transitional Employment/Communities’ in accordance with Schedule “A” to this Amendment;
- Modify the land use designations/redesignate the subject lands from ‘Office’ and ‘Residential’ as identified on Schedule “A” – General and Use Designations to the City of Brampton Official Plan, 2006 to “Office’, ‘Residential’ and ‘Transitional Office/Residential’ in accordance with Schedule “B” to this Amendment;
- Modify the land use designations/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/High Density Mixed Use’ and ‘Neighbourhood Park’ in accordance with Schedule “C” to this Amendment;
- Modify the land use designations/redesignate the subject lands from ‘Office Centre’ on Schedule BP40-1” to Chapter 40-1: Block Plan for Sub Area 40-1 to the Bram West Secondary Plan to ‘Office Centre’, ‘Medium Density’, ‘High Density Mixed Use’, ‘Transitional Office Centre/High Density Mixed Use’ and ‘Neighbourhood Park’ as shown on Schedule ‘E’ to this Amendment;
- 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 to the Bram West Secondary Plan to ‘Medium Density’, ‘High Density Mixed Use’ and ‘Neighbourhood Park’ as shown on Schedule ‘F’ to this Amendment;
- Modify the land use designations/redesignate the subject lands from ‘Mixed-Use (Mid-Rise 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 'Mixed-Use Employment (Office Mixed-Use)' as shown on Schedule 'G' to this Amendment;

- Establish an appropriate policy framework and additional official plan schedules to guide the development of buildings and structures on the subject lands.

## 2.0 Location:

The lands subject to this Amendment are located east of Mississauga Road, south of Olivia Marie Road, west of Financial Drive and both north and south of Steeles Avenue West within the City of Brampton. The lands are located within the Primary Major Transit Station Area No. 22 – Mississauga Road and Steeles Avenue identified on Schedule 1B to the City of Brampton Official Plan, 2006 and also identified as the HUB-3 Primary Major Transit Station Area as identified on Schedule E-5 to the Region of Peel Official Plan, 2022.

## 3.0 Amendments and Policies Relative Thereto:

3.1 The document known as the Official Plan of the City of Brampton Planning Area, 2006, is hereby amended as follows:

- (1) By adding to the list of amendments pertaining to Secondary Plan Area Number 40(A) Chapter 40(C), the Bram West Secondary Plan as set out in Part Two: Secondary Plans, thereof, Amendment Number OP 2006-\_\_\_\_;
- (2) By amending Schedule "1" – City Concept to the Brampton Official Plan by redesignating the subject Lands from 'Employment' and 'Communities' to 'Employment', 'Communities' and 'Transitional Employment/Communities' as shown on Schedule 'A' to this Amendment;
- (3) By amending Schedule "A" – General Land Use Designations to the Brampton Official Plan by redesignating the subject Lands from 'Office' and 'Residential' to 'Office', 'Residential' and 'Transitional Office/Residential' as shown on Schedule 'B' to this Amendment;
- (4) Notwithstanding section 4.4.3.5 hereto to the contrary, on the lands designated 'Transitional Employment/Communities' as identified on Schedule 'A' to this Amendment, the authorized uses of land shall include the range of Community uses as identified in Section 3.2.8 of the Official Plan and Section 3.4.9 of the Bram West Secondary Plan. The authorized uses of land shall also permit the range of Employment uses as identified in Section 3.2.6 of the Official Plan and Section 3.5.3 to 3.5.7 of the Bram West Secondary Plan;

(5) By adding the following Sections within Section 3.2.8 Communities:

“3.2.8.7 For lands designated Transitional Employment/Communities within Primary Major Transit Station Area No. 22 – Mississauga Road and Steeles Avenue identified on Schedule 1B, these lands may be developed for either Community and/or Employment uses without an amendment to this Plan in accordance with the Official Plan and the Bram West Secondary Plan.

3.2.8.8 Where lands have been designated as Transitional Employment/Communities in the Official Plan, the lands shall be reserved for Employment uses use for a specific period of time. The time period of reservation shall not be less than ten years and shall be set out in the implementing subdivision agreement. The time period will not begin until the first building permit within the plan of subdivision is obtained.

3.2.8.9 The establishment of residential uses on lands designated Transitional Employment/Communities shall not be considered an employment land conversion.

(6) Notwithstanding section 4.4.3.5 hereto to the contrary, on the lands designated ‘Transitional Office Centre/Residential’ as identified on Schedule ‘B’ to this Amendment, the authorized uses of land shall include the range of residential uses within the High Density Residential Category as defined in Part I, Section 4.2.1.2 of the Official Plan. The authorized uses of land shall also permit the range of uses and be developed in accordance with the policies of Part I, Section 4.4.4.1 and other relevant policies of the Official Plan and Section 3.5.3 to 3.5.7 of the Bram West Secondary Plan.

3.2 The document known as Secondary Plan Area 40(A) Chapter 40(C) of the Bram West Secondary Plan, July 2014 Office Consolidation, is hereby amended as follows:

(1) By amending Schedule SP40(a) to the Bram West Secondary Plan, Chapter 40(C) by defining the limit of Primary Major Transit Station Area No. 22 – Mississauga Road and Steeles Avenue, and redesignating the subject lands from ‘Office Centre(OC)’ and ‘Low/Medium Density’ to ‘Office Centre’, ‘Medium Density’, ‘High Density Mixed Use’, ‘Transitional Office Centre/High Density Mixed Use’ and ‘Neighbourhood Park’ as shown on Schedule ‘C’ to this Amendment;

(2) By adding a new Schedule SP40(c) and labelled as “Primary Major Transit Station Area No. 22 Minimum Heights and Densities” with the

specified minimum building heights and site densities as shown on Schedule 'D' to this Amendment.

- (3) By adding a new Section – 3.9 Primary Major Transit Station Area as follows:

**“3.9 Primary Major Transit Station Area**

Notwithstanding Sections 3.4.7 to 3.4.9 and 3.5.3 to 3.5.8 hereto to the contrary, the following policies shall apply to the lands identified as Primary Major Transit Station Area No. 22 – Mississauga Road and Steeles Avenue as shown on Schedule SP40(a).

- 3.9.1 The Primary Major Transit Station Area, identified in Part I of the City of Brampton Official Plan, as Primary Major Transit Station Area No. 22 – Mississauga Road and Steeles Avenue, is to be developed to accommodate future growth with a balance of residents and jobs. This will be achieved through the provision of a diverse mix of land uses, housing options, tenures and affordability, employment and neighbourhood parks that support existing and planned transit and active transportation infrastructure in support of the development of 15-minutes neighbourhoods.

It is to be planned as a transit oriented, walkable and accessible community centred around a large central public park, predominantly characterized by mid-rise apartment buildings, townhouses, and high rise apartments. Employment uses along Mississauga Road are to be supported by additional employment land along the east side of Mississauga Road.

To support the planned higher order transit route along Steeles Avenue and existing local transit services along Mississauga Road, the lands identified on Schedule SP40(c) are anticipated to accommodate a minimum of 9,500 residents and 1,000 jobs, subject to be refined as part of *Planning Act* applications which. For greater clarity, the figures above are guidelines to direct the overall development of Primary Major Transit Station Area No. 22 – Mississauga Road and Steeles Avenue and not a prescribed minimum.

- 3.9.2 The policies identified in this section provide the framework for authorized uses of land, buildings and structures and densities that are protected under Subsection 16(16) of the *Planning Act*.

### 3.9.2.1 *Residents and Jobs per Hectare*

- i. Existing and new development within the Primary Major Transit Station Area No. 22 – Mississauga Road and Steeles Avenue is planned to collectively achieve or exceed the minimum population and employment target of 160 residents and jobs combined per hectare.
- ii. The minimum population and employment target will be achieved based on all existing uses and new development over the long-term. Individual developments within Primary Major Transit Station Area No. 22 – Mississauga Road and Steeles Avenue are not required to meet the minimum population and employment target.

### 3.9.2.2 *Authorized Uses of Land*

- i. In areas designated High Density Mixed Use on Schedule SP40(c), the authorized uses of land shall include the range of residential uses within the High Density Residential Category as defined in Part I, Section 4.2.1.2 of the Official Plan and the range of uses within the Local Retail policies of Part I, Section 4.3.5 of the Official Plan on the first and second floors.
- ii. In areas designated Medium Density Residential on SP40(c), the authorized uses of land shall include the range of residential uses within the Medium Density Residential Category as defined in Part I, Section 4.2.1.2 of the Official Plan.
- iii. Notwithstanding Section 4.4.4.2 of Part I, in areas designated Transitional Office Centre/High Density Mixed Use on Schedule SP40(c), the authorized uses of land shall include the range of residential uses within the High Density Residential Category as defined in Part I, Section 4.2.1.2 of the Official Plan. The authorized uses of land shall also permit the range of uses and be developed in accordance with the policies of Part I, Section 4.4.4.1 and other relevant policies of the Official Plan and Section 3.5.3 to 3.5.7 of the Bram West Secondary Plan.
- iv. The establishment of residential uses on lands designated Transitional Office Centre/Residential shall not be considered an employment land conversion.

- v. The City shall encourage the provision of an appropriate range and mix of housing options and densities to meet the social, health, economic, and well-being requirements of current and future residents in accordance with the Region of Peel Healthy Development Framework.
- vi. Development and redevelopment applications occurring outside of the Office Centre designation and through draft plan of subdivision, draft plan of condominium, site plan or part lot control shall be supported by an affordable housing report in accordance with the approved Housing Brampton. The report will be prepared in accordance with the City's current terms of reference, and provide an opinion by a qualified professional as to how the proposed development or redevelopment provides housing to meet the needs of current and future residents.

### 3.9.2.3 *Building Heights and Densities*

- i. Minimum building heights are shown on Schedule SP40(c), Primary Major Transit Station Area No. 22 – Mississauga Road and Steeles Avenue Minimum Building Height and Density. For greater certainty the minimum height shall be three (3) storeys for Medium Density Uses, and six (6) storeys for High Density Uses
- ii. Minimum density requirements are shown on Schedule SP40(c), Primary Major Transit Station Area No. 22 – Mississauga Road and Steeles Avenue Minimum Building Height and Density, represented in Floor Space Index. The area used for the calculation of density requirements is based on the gross development block areas delineated on Schedule SP40(c), with the objective of cumulatively achieving the minimum density requirement of residents and jobs combined per hectare across Primary Major Transit Station Area No. 22. For greater certainty, the minimum density shall be a floor space index of 2.5 for Parcel A and 3.0 for Parcel B.
- iii. Each site in a gross development block is not necessarily required to provide the minimum density requirement identified on SP40(c) in recognition there are sites within a gross development block which will develop at different times. Each development application submitted within a gross development block will be required to demonstrate, through the submission of a Block Context Plan, that the minimum density requirement across the block as identified



on SP40(c) and the density requirements of Section 3.4.9.2 i) can be achieved.

#### 3.9.2.4 *Transportation and Active Transportation*

- i. Development in Primary Major Transit Station Area No. 22 – Mississauga Road and Steeles Avenue shall be transit-supportive and achieve multi-modal access to planned transit stations through the provision of bus transit connections, active transportation connections, and pedestrian-friendly design considerations in support of the Region's Long Range Transportation Plan.
- ii. The City will support the use of creative parking solutions and site-specific development standards to assist in achieving transit supportive densities.
- iii. The City will incorporate parking management policies and standards through planning and development tools and informed by the Region's Healthy Development Framework, that include:
  - a) Reduced minimum and maximum parking requirements that reflect the proximity of development to transit and complementary uses, where appropriate;
  - b) Shared parking requirements, where possible, reflecting variances in parking demand between complementary uses on a time-of-day, weekday/weekend, and monthly basis;
  - c) Site design that orients the main building entrance(s) to face the public street(s), provides a pedestrian friendly urban form, and where appropriate does not permit the placement of surface parking spaces between the main building entrance and right-of-way's;
  - d) Preferential locations for carpooling, car sharing spaces, electric vehicle charging stations and bicycle storage requirements;
  - e) Accommodate designated parking for on-demand deliveries and vehicles; and
  - f) Requirements for the implementation of best management practices for use of winter de-icing chemicals (including road salt) in the design of parking lots, roadways and sidewalks.

### 3.9.2.5 *Public Realm and Design Policies*

#### *i. Low-Rise Development*

Low-rise development includes low-rise residential uses including townhouses and walk-up apartment buildings up to four (4) stories in height. The following design policies apply:

- a) The scale, massing, setback, and orientation of low-rise development will be determined through the process of developing and approving block plans, plans of subdivision, Zoning By-laws, demonstration plans, and/or urban design briefs.
- b) Low-rise development shall respect and complement the scale, massing, setback, and orientation of other built and approved low-rise buildings in the immediate area and shall be consistent with the other policies in Part I.
- c) Stacked townhouses, back-to-back townhouses and stacked back-to-back townhouses shall be designed to generally resemble a traditional street townhouse.
- d) To create visual interest and diversity in the built environment, a wide variety of architectural designs are encouraged. Dwellings should be sited with a consistent setback to provide human scaled streets to promote attractive streetscapes and minimize the impact of driveways on pedestrian circulation and the public realm.

#### *ii. Mid-Rise Development*

Mid-rise development includes apartment buildings which generally should be a minimum of six (6) storeys in height and shall be limited to twelve (12) storeys. The following design policies apply:

- a) The building, including its primary entrance, shall frame the street it is fronting with a human scaled podium, which shall generally be six (6) storeys in height, to frame the public realm and enhance the building design.
- b) Building elements above the podium shall incorporate a setback, as determined by the Zoning By-law and/or guided by the Development Design Guidelines, along all public street frontages to reduce shadow and wind impacts on the streetscape and at street level.

- c) In order to provide appropriate transitions between buildings of varying heights, and to provide appropriate privacy and daylight for any adjacent lower-scale buildings, mid-rise buildings on a lot that abuts a low-rise building shall be contained within an angular plane as further directed by the Development Design Guidelines.
- d) For a podium of a mid-rise building across the street from lands designated Low/Medium Density on Schedule SP40(a), the podium shall incorporate specific design treatments so that it effectively integrates with the development on the other side of the street to create a harmonious streetscape;
- e) Mid-rise apartment buildings that do not have retail on the ground floor generally shall incorporate 1-2 storey grade-related units. The perceived mass of mid-rise buildings should be reduced through vertical articulation of the façade and building step-backs at the upper floors or other design treatments. Mid-rise buildings are appropriate throughout Primary Major Transit Station Area No. 22.
- f) The rooftop of mid-rise buildings should include landscaped green space, private outdoor amenity space, or environmental sustainability features such as solar panels.

*iii. High Rise Development*

High-rise development includes apartment buildings over twelve (12) storeys in height. The following design policies apply:

- a) The building, including its primary entrance, shall frame the street it is fronting with a human scaled podium, which shall generally be six (6) storeys in height, to frame the public realm and enhance the building design.
- b) To establish a street wall and mitigate shadow and wind impacts, high-rise buildings shall take a podium and tower form. Podiums may contain apartments, grade-related units, office space, retail uses, parking or a combination thereof. Alternatives to a podium may be considered where the City is satisfied that the desired streetscape and micro-climatic conditions will be achieved. High-rise buildings are most appropriate along Steeles Avenue W. and at the intersection of Steeles Avenue W. and Financial Drive. They may also be appropriate in other locations adjacent to collector

streets and parks, where it is demonstrated that they are compatible with the surrounding planned built form.

- c) For a podium across the street from lands designated Low/Medium Density on Schedule SP40(a), the podium shall incorporate specific design treatments so that it effectively integrates with the development on the other side of the street to create a harmonious streetscape.
- d) The design of the tower, being the upper portion of a building above the permitted podium height, shall be designed to achieve the following policies:
  - a. Provide appropriate privacy and daylight conditions for people living and/or working within the building;
  - b. Minimize shadow impacts;
  - c. Unless further direction is provided in the Development Design Guidelines and/or Zoning By-law, the maximum size of a residential tower floor plate shall ensure that the distance between the facing walls of two residential towers shall generally be a minimum of 25 metres. The distance between the facing walls of a residential tower and an office tower may be reduced to a minimum of 20 metres, subject to appropriate site and building design. Lesser separation distances between office towers may be permitted.
  - d. As further directed by the Zoning By-law and Development Design Guidelines, all parts of a tower, including its balconies, shall be setback from the podium and all public street frontages to ensure an appropriate human scaled pedestrian environment and mitigate wind impacts at street level;
  - e. Towers should be sited and oriented to maximize building energy performance, natural ventilation, view corridors, and daylighting;
- e) The rooftop of high-rise buildings should include landscaped green space, private outdoor amenity space, or environmental sustainability features such as solar panels.

#### 3.9.2.6 *Resilient, Low-carbon, and Green Communities*

- i. To mitigate the impact of climate change and contribute to community resilience, applications for development will:

- a. incorporate the use of design elements that help minimize and/or mitigate the impacts of climate change, contribute to community resiliency;
- b. examine opportunities to support energy conservation and efficiency, protect and improve air quality, and enhance the City's tree canopy and vegetation to provide shade, reduce the urban heat island effect, trap pollution, and control run-off. This will be implemented through green infrastructure and building practices as described in the Sustainable Community Development Guidelines;
- c. minimize greenhouse gas emissions and reduce carbon footprint through low carbon and energy-efficient building design, including passive solar energy gain and other measures to maximize energy efficiency and conservation;

3.9.2.7 *Phasing/Implementation*

- i. Development within the Primary Major Transit Station Area No. 22 – Mississauga Road and Steeles Avenue shall be implemented using some or all of the following, as provided for under the *Planning Act*:
  - a. the approval of individual draft plans of subdivision/condominium, site plans and part lot control exemptions;
  - b. the enactment of zoning by-laws;
  - c. the use of density and height bonusing provisions;
  - d. the execution of Letters of Undertaking and/or registration of site plan agreements;
  - e. the use of the Holding Symbol "H";
  - f. the dedication of parkland or cash-in-lieu of parkland;
  - g. the use of powers and incentives enabled by a Community Improvement Plan;
  - h. the use of development agreements registered on title.
- ii. To secure the related infrastructure improvements and community facilities required, all new development in the Primary Major Transit Station Area No. 22 – Mississauga Road and Steeles Avenue, that requires the conveyance of land for streets, parks and/ or other public facilities, as part of its initial development application process, shall proceed by way of a development agreement or subdivision agreement;

- iii. Where the City and an applicant agree that a development agreement or subdivision agreement is not required for an initial phase of development, the City may permit streets, parks and/ or other public facilities to be conveyed through the site plan approval process;
- iv. To manage future growth, the City shall ensure development is phased in an appropriate manner to allow for the creation of complete communities and that such phasing is coordinated with infrastructure investments made by the City and Peel Region and in accordance with the phasing policies of the Peel Region Official Plan and the City of Brampton Official Plan;
- v. The design and phasing of municipal services such as water, wastewater and stormwater management will be guided by the City's detailed EA studies;
- vi. The phasing of development shall be coordinated with the phasing of municipal services. The processing and approval of development applications shall be contingent on the availability of water and wastewater capacity, as identified by the Region of Peel and distributed/allocated by the City.

3.3 The document known as Chapter 40-1: Block Plan for Sub Area 40-1 of the Bram West Secondary Plan) (Part III Block Plan of the City of Brampton Official Plan, 2006, as amended) is hereby further amended as follows:

(1) By amending Schedule "BP40-1" to Chapter 40-1: Block Plan for Sub Area 40-1 of the Bram West Secondary Plan by defining the limit of Primary Major Transit Station Area No. 22 – Mississauga Road and Steeles Avenue and by redesignating the subject lands from 'Office Centre' and 'Low/Medium Density' to 'Office Centre', 'Medium Density', 'High Density Mixed Use', 'Transitional Office Centre/High Density Mixed Use' and 'Neighbourhood Park' as shown on Schedule 'E' to this Amendment.

(2) By amending section 4.0 by adding the following after the second paragraph:

"Lands located within the Primary Major Transit Station Area, identified in Part I of the City of Brampton Official Plan as Primary Major Transit Station Area No. 22 – Mississauga Road and Steeles Avenue, will transition over time into a vibrant high density walkable place that includes neighbourhood parks, employment and commercial uses,

services and amenities, a variety of housing types and tenures, and an attractive public realm with a range and balanced mix of transit-supportive uses and densities that support existing and planned transit and active transportation infrastructure.”

3.4 The document known as Chapter 40-2: Block Plan for Sub Area 40-2 of the Bram West Secondary Plan) (Part III Block Plan of the City of Brampton 2006 Official Plan of the City of Brampton, as amended) is hereby further amended:

- (1) By amending Schedule “BP40-2” to Chapter 40-2: Block Plan for Sub Area 40-2 of the Bram West Secondary Plan by defining the limit of Primary Major Transit Station Area No. 22 – Mississauga Road and Steeles Avenue and by redesignating the subject lands from ‘Office and Retail’ to ‘Medium Density’, ‘High Density Mixed Use’ and ‘Neighbourhood Park’ as shown on Schedule ‘F’ to this Amendment.
- (2) By amending section 4.0 by adding the following after the second paragraph:

“Lands located within the Primary Major Transit Station Area, identified in Part I of the City of Brampton Official Plan as Primary Major Transit Station Area No. 22 – Mississauga Road and Steeles Avenue, will transition over time into a vibrant high density walkable place that includes neighbourhood parks, services and amenities, a variety of housing types and tenures, and an attractive public realm with a range and balanced mix of transit-supportive uses and densities that support existing and planned transit and active transportation infrastructure.”

3.5 The document known as Brampton Plan, 2023 is hereby amended as follows:

- (1) By amending Schedule 13N – Brampton Major Transit Station Areas HUB 3-Steeles at Mississauga Land Use Plan to the Brampton Plan, 2023 by redesignating the subject lands from ‘Mixed-Use (Mid-Rise Mixed-Use)’, ‘Mixed-Use (High-Rise Mixed Use)’ and ‘Mixed-Use Employment (Office Mixed-Use)’ to ‘Mixed-Use (Mid-Rise Mixed-Use)’, ‘Mixed-Use (High-Rise Mixed Use)’ and ‘Mixed-Use Employment (Office Mixed-Use)’ as shown on Schedule ‘G’ to this Amendment;

Summary of OPA Schedules:

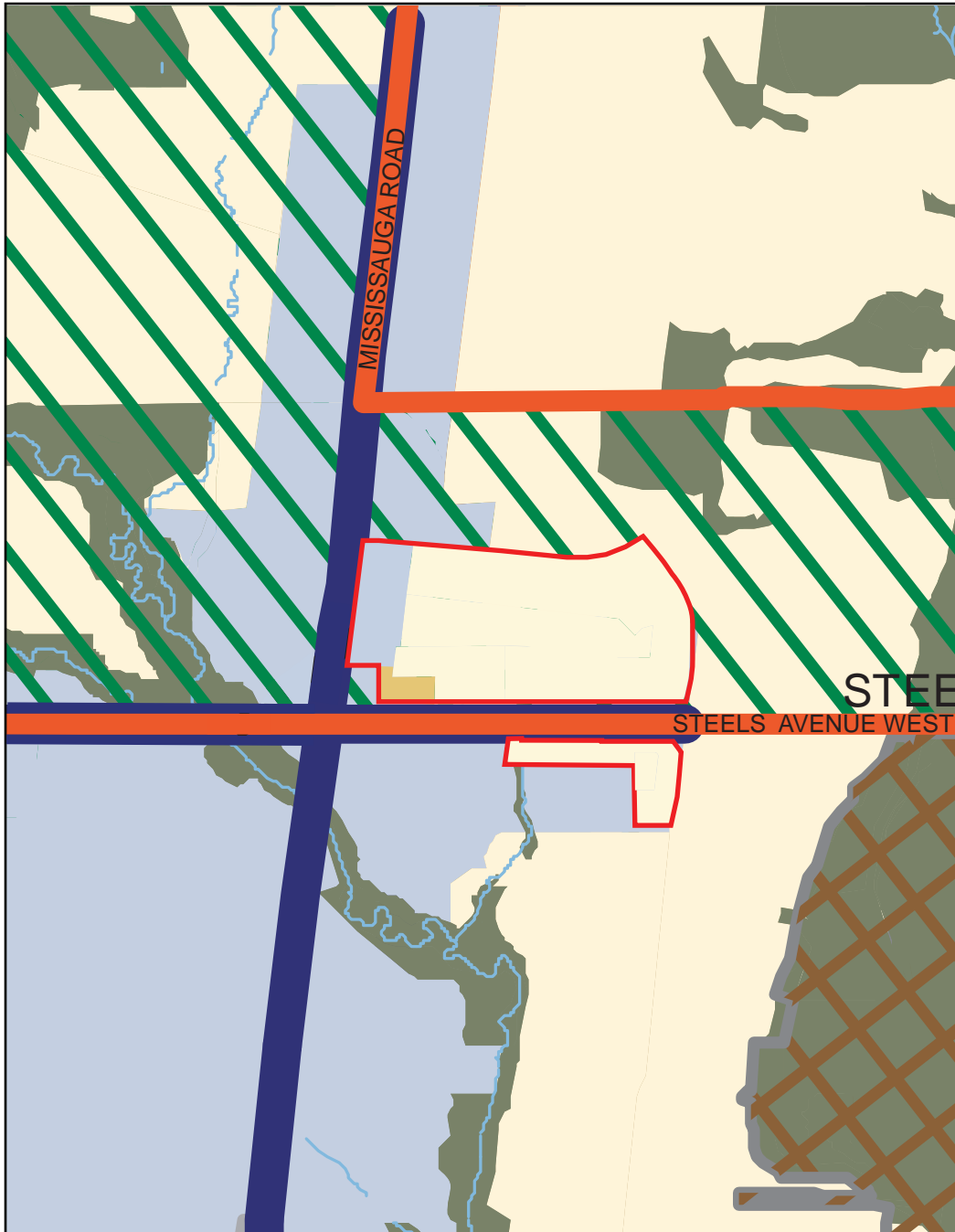
- Schedule 'A' to OPA - Amendment to the City of Brampton Official Plan (COB) Schedule 1 City Concept;
- Schedule 'B' to OPA - Amendment to the COB Official Plan Schedule A;
- Schedule 'C' to OPA - Amendment to the COB Official Plan Schedule E;
- Schedule 'D' to OPA - Amendment to the Bram West Secondary Plan Schedule SP40(a);
- Schedule 'E' to OPA - Introduction of a new Schedule into the Bram West Secondary Plan, called "SP40(c) - Primary Major Transit Station Area No. 22 Minimum Heights and Densities";
- Schedule 'F' to OPA - Amendment to the Block Plan for Sub Area 40-1; and,
- Schedule 'G' to OPA - Amendment to the Block Plan for Sub Area 40-2.










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# SCHEDULE A TO OFFICIAL PLAN AMENDMENT OP 2006 # \_\_\_\_\_

City of Brampton Official Plan- Schedule 1 , City Concept



- |  |   |
|--|---|
|  SUBJECT LANDS                    |  DESIGNATED GREENFIELD AREA              |
|  EMPLOYMENT                       |  UNIQUE COMMUNITIES                      |
|  COMMUNITIES                      |  TRANSITIONAL EMPLOYMENT/<br>COMMUNITIES |
|  OPEN SPACE                       |   |
|  BUILT BOUNDARY LINE              |   |
|  PRIMARY INTENSIFICATION CORRIDOR |   |

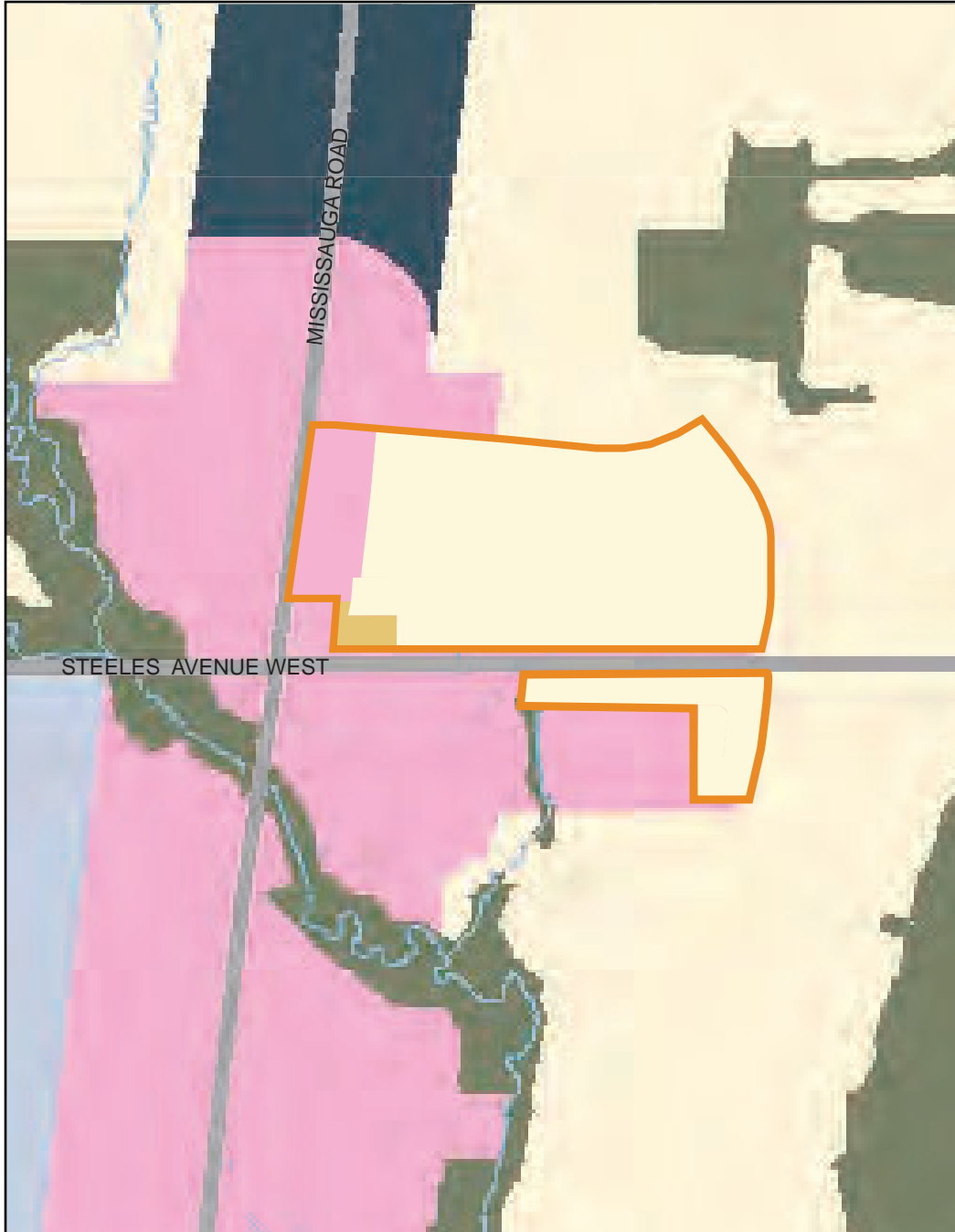


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# SCHEDULE B TO OFFICIAL PLAN AMENDMENT OP 2006 # \_\_\_\_\_

City of Brampton Official Plan- Schedule A  
General Land Use Designation



- |   |                   |   |                                     |
|---|-------------------|---|-------------------------------------|
|  | SUBJECT LANDS     |  | TRANSITIONAL OFFICE/<br>RESIDENTIAL |
|  | OFFICE            |   |                                     |
|  | OPENSOURCE        |   |                                     |
|  | RESIDENTIAL       |   |                                     |
|  | BUSINESS CORRIDOR |   |                                     |

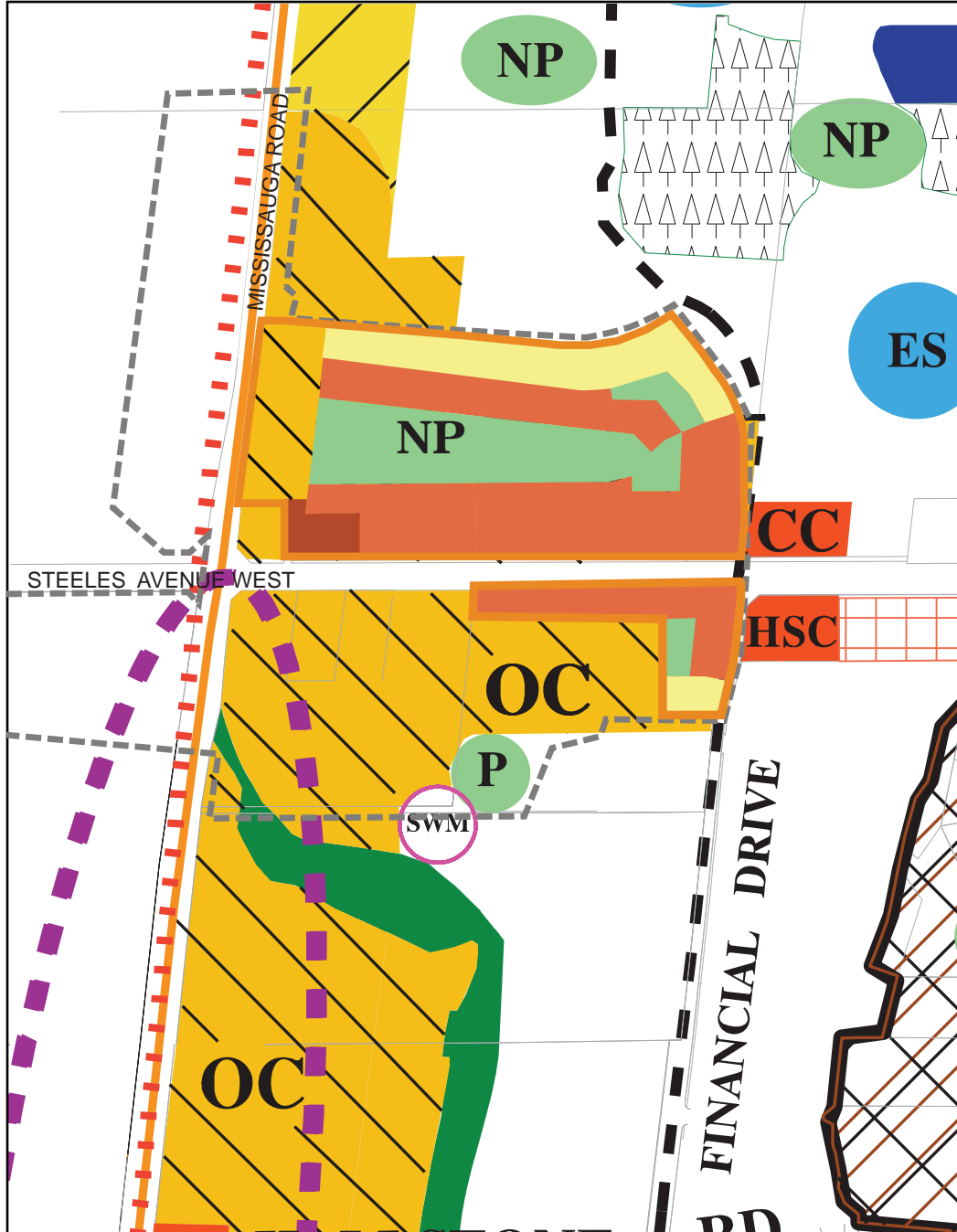














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# SCHEDULE C TO OFFICIAL PLAN AMENDMENT OP 2006 # \_\_\_\_\_

Bram West Secondary Plan Schedule SP40(a)



	SUBJECT LANDS		PRIMARY GATEWAY		SECONDARY PLAN AREA BOUNDARY
	NEIGHBOURHOOD PARK		MAJOR TRANSIT STATION AREAS		O c PLAN AREA BOUNDARY
	CONVENIENCE COMMERCIAL		HIGH DENSITY MIXED USE		MEDIUM DENSITY RESIDENTIAL
	SPECIALTY OFFICE SERVICE COMMERCIAL OFFICE CENTRE		TRANSITIONAL OFFICE CENTRE/ HIGH DENSITY MIXED USE		Date:
					File no.

# SCHEDULE D TO OFFICIAL PLAN

**OP 2006 # \_\_\_\_\_**

Bram West Secondary Plan Schedule SP40(C) Medium Height Density



PARCEL

MAJOR TRANSIT STATION AREA

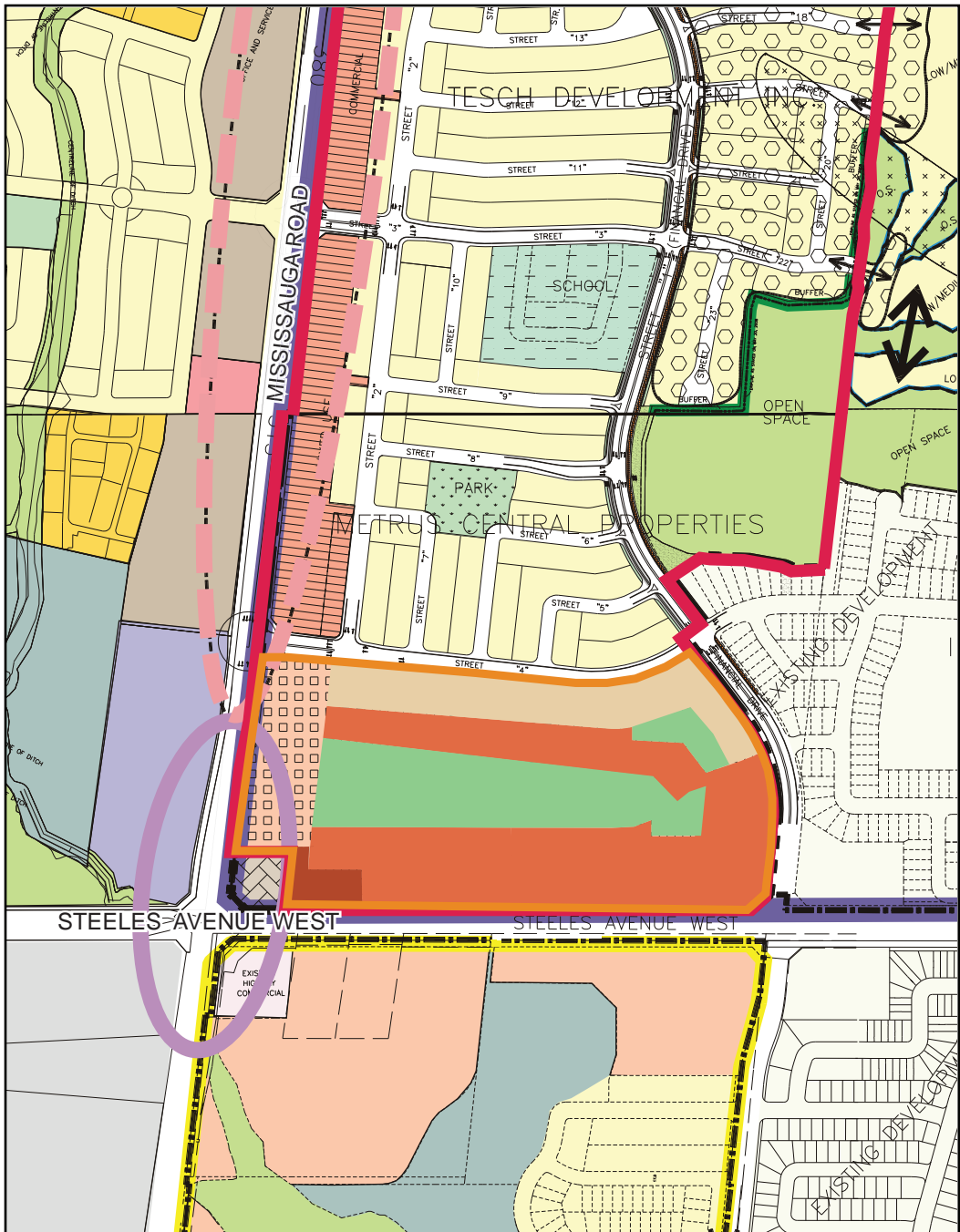


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# SCHEDULE E TO OFFICIAL PLAN AMENDMENT OP 2006 # \_\_\_\_\_

Bram West Secondary Plan SUB Area 40-1, Block Concept



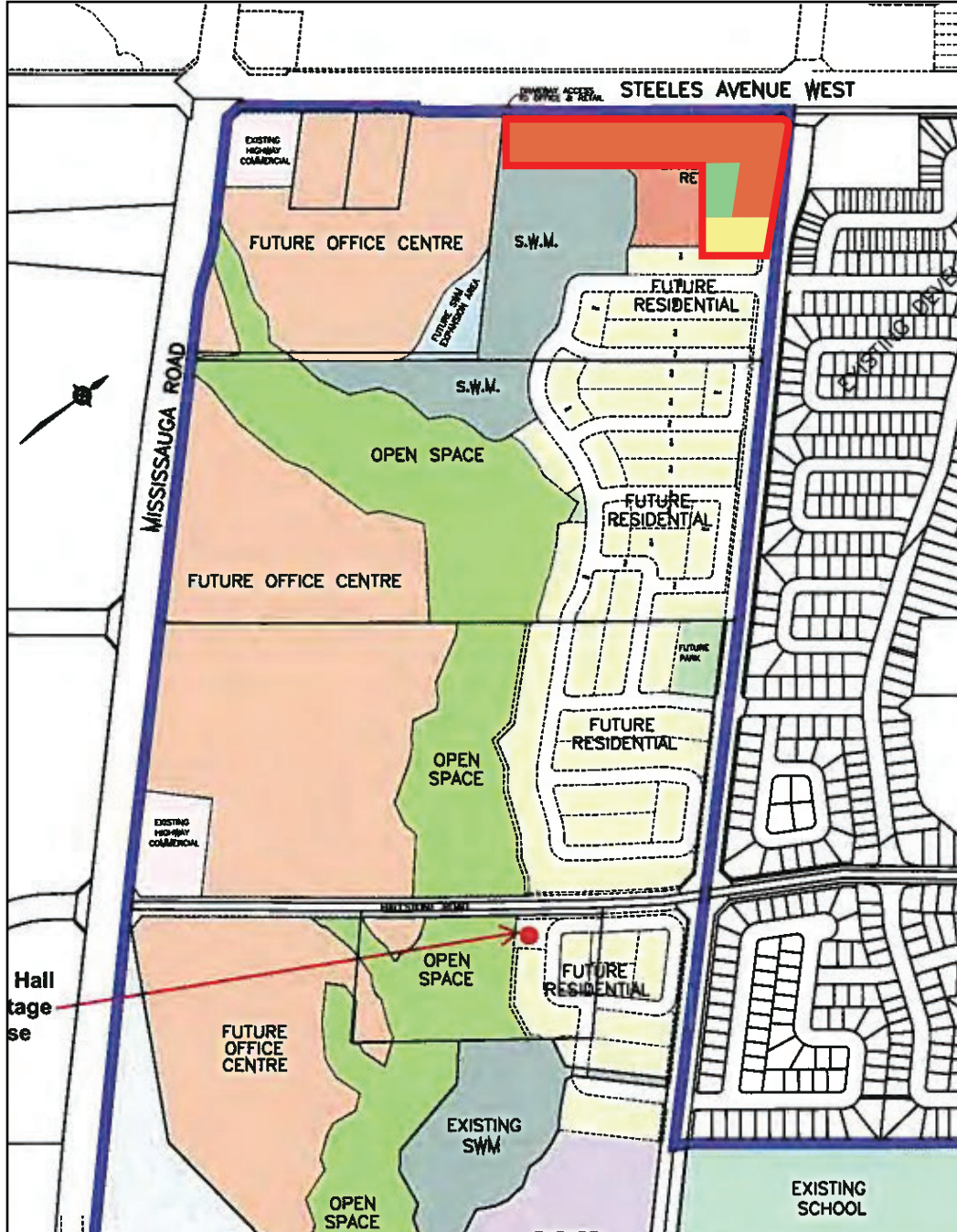
Subject Lands	Schools	Transitional Office Centre/ High Density Mixed Use
Low Density Residential	Office Centre	
Existing Development	Exclusive Residential	
Potential Storm Water Management	High Density Mixed Use	
Open Space	Medium Density Residential	
Par	Neighbourhood Par	

Date: \_\_\_\_\_

File no. \_\_\_\_\_

# SCHEDULE F TO OFFICIAL PLAN AMENDMENT OP 2006 # \_\_\_\_\_

Bram West Secondary Plan SUB Area 40-2, Block Concept



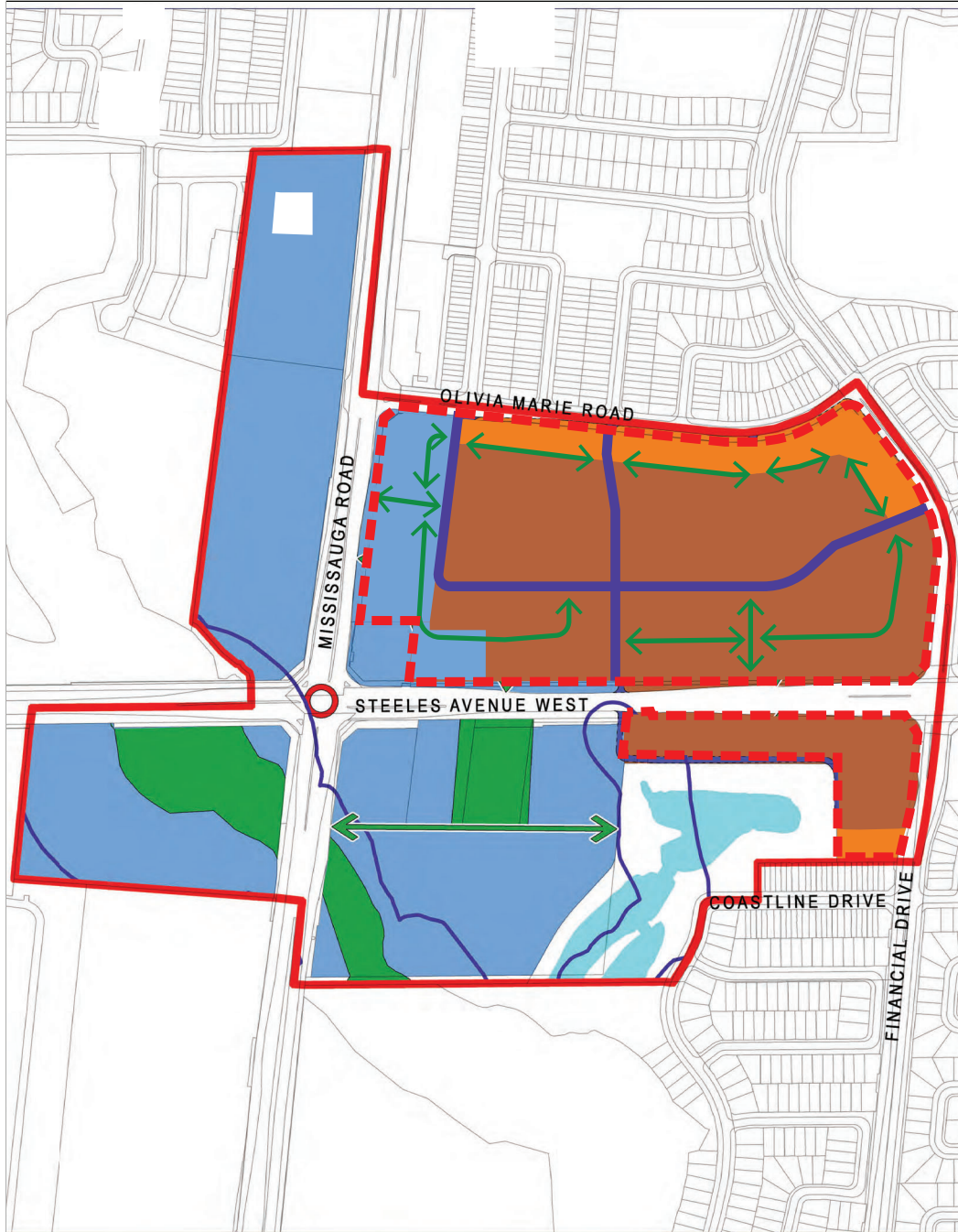
Subject Lands	Highway 0 /Par way Belt	HIGH DENSITY MIXED USE
Low/ Medium density Residential	Prestige Industrial	MEDIUM DENSITY RESIDENTIAL
Existing Development	School	NEIGHBOURHOOD PARK
Potential Storm Water Management	Office and Retail	
Open Space	Office Centre	
Par	Highway Commercial	

Date: \_\_\_\_\_  
 File no. \_\_\_\_\_

# SCHEDULE G TO OFFICIAL PLAN

OP 2006 # \_\_\_\_\_

Bram West Secondary Plan Schedule SP40(C) Medium Height Density



- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li><span style="color: red;"> </span> Subject Lands</li> <li><span style="color: orange;">■</span> MIXED-USE (MID-RISE MIXED-USE)</li> <li><span style="color: brown;">■</span> MIXED-USE (HIGH-RISE MIXED-USE)</li> <li><span style="color: blue;">■</span> MIXED-USE EMPLOYMENT (OFFICE MIXED-USE)</li> <li><span style="color: green;">■</span> NATURAL SYSTEM</li> <li><span style="color: green;">NP</span> PROPOSED NEIGHBOURHOOD PARK</li> <li><span style="color: green;">C</span> POTENTIAL COMMUNITY HUB</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: blue;">—</span> PROPOSED PUBLIC OR PRIVATE STREET NETWORK</li> <li><span style="color: green;">↔</span> POTENTIAL MID-BLOCK CONNECTION</li> <li><span style="color: lightblue;">■</span> STORMWATER MANAGEMENT POND</li> <li><span style="color: purple;">—</span> CVC FLOOD PLAIN</li> <li><span style="color: red;">□</span> MTSA BOUNDARY</li> <li><span style="color: red;">○</span> MTSA STATION</li> </ul> |
|---|---|



Date:

File no.