

Chapter 4

Site and Area Specific Policies





Throughout the city, there are sites and areas that have unique conditions that require site-specific policies to address a special context that differs from the general planning directions outlined through this Plan. These areas are indicated as ‘Special Policy Areas’ on **Schedule 1B** and **Schedule 12**, where site-specific policies take precedence over other Brampton Plan policies.

There are also **Corridor** Protection Areas for which the determination of the location and precise characteristics of a major transportation **corridor** or of the associated and connecting arterial road network is dependent on the completion of additional transportation studies. In these instances, the site-specific policies provide guidance on land use planning and timing of **development** approvals. These areas are shown as **Corridor** Protection Areas on **Schedule 12** and the site-specific policies for these areas will take precedent over other Brampton Plan policies.

Area Specific Policies

Major Transit Station Area Policies

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

Note: The Land Uses Section through to the Cultural Heritage Section Remain Unchanged

Building Height

- a) ~~The maximum building heights identified in Table 4 – Building Typologies of this Plan do not apply to any lands within a Primary Major Transit Station Area.~~ Maximum heights as identified in **Table 4 – Building Typologies** do not apply to any lands within a Primary **Major Transit Station Area** until such time as City-initiated amendments are adopted through the **Major Transit Station Area** Study, prescribing suitable maximum building heights, including opportunities for unlimited height for lands adjacent to the transit station or stop, and within the Queen Street and Highway 410 intersections, as appropriate.



- b) Notwithstanding subsection a), a variety of built form and building heights are encouraged to be provided with the greatest intensity located in close proximity to the rapid transit station.


~~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)
Neighbourhoods (Low Rise, Low-Rise Plus)	0.25
Neighbourhoods (Mid Rise)	0.50
Neighbourhoods (High Rise)	2.50
Mixed-Use (Downtown Mixed-Use)	0.50
Mixed-Use (Low-Rise, Low-Rise Plus)	0.25
Mixed-Use (Mid-Rise)	0.50
Mixed-Use (High-Rise)	2.50
Employment (Industrial, Prestige Industrial)	0.25
Mixed-Use Employment (Office Mixed-Use)	2.50

- b) **Development** or **redevelopment** proposals (per site) shall meet the minimum FSI identified in **Table A**.

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- c) Notwithstanding subsection b), new industrial buildings within **the** Mixed-Use (High Rise) designation shall have a minimum FSI of 0.40.
 - d) Notwithstanding subsection b), a stand-alone office building with **ancillary** uses, located in the Mixed-Use Employment (Office Mixed-use) designation shall provide a minimum FSI of 1.50.
 - e) The minimum FSI identified in **Table A** does not apply to:
 - i) lands required for public parks, natural system, **stormwater** management purposes and open spaces;
 - ii) institutional uses;
 - iii) transit station uses; and
 - iv) community and recreation uses operated by a public authority.
 - f) **Appropriate maximum FSI densities (including opportunities for unlimited density) for lands located within a Primary Major Transit Station Area may be determined through City-initiated amendments to be undertaken as part of the Major Transit Station Area Study.**