



**Report**  
**Staff Report**  
 The Corporation of the City of Brampton  
 3/17/2025

**Date:** 2025-03-17

**Subject:** **Recommendation Report – Bram West Secondary Plan Review**

**Secondary Title:** **Draft Land Use Concept (Wards 4 and 6)**

**Contact:** Tristan Costa, Policy Planner III, Integrated City Planning  
 Shannon Brooks, Manager, Integrated City Planning

**Report number:** Planning, Bld & Growth Mgt-2025-201

**RECOMMENDATIONS:**

1. That the report from Tristan Costa, Planner III, Official Plan and Growth Management to the Planning and Development Committee Meeting of March 17, 2025, **Recommendation Report – Bram West Secondary Plan Review** be received;
2. That Council endorse the Draft Land Use Concept and direct staff to continue to engage stakeholders, adjacent municipalities, other levels of government and the public through the Bram West Secondary Plan Review process; and
3. That staff be directed to conduct technical studies based on the directions identified in the proposed land use concept, using these technical studies to refine a land use schedule and develop policies to guide growth and development to 2051 for the Bram West Secondary Plan Area.

**OVERVIEW:**

- **The Bram West Secondary Plan Review was launched in 2022, to align the secondary plan land uses and policy with current planning contexts, and update past technical studies conducted over two decades ago.**
- **A series of virtual charrettes between September 2022 and March 2023 brought together landowners, City and Region of Peel staff, members of the public and other stakeholders to develop a land use vision and principles.**
- **As a result of continued uncertainties regarding the design and alignment of Highway 413 as well as appeals to the Heritage Heights Secondary Plan, and given the significance of both these matters to the Bram West Secondary Plan Area, the Secondary Plan Review was paused in July 2023.**

- **The project was resumed in 2024 given significant advancement of Highway 413 detailed design and approval of the Heritage Heights Secondary Plan with modifications by the Ontario Land Tribunal.**
- **Further to direction in the workplan presented at the January 13<sup>th</sup> Planning and Development Committee meeting, a series of engagement sessions were held in January and February 2025 to finalize a draft land use concept that would be presented to Council by the end of Q1 2025.**
- **The engagement sessions solicited feedback on the draft land use concept that had been developed through previous consultation, as well as the guiding principles and vision for the area to update and refine the concept.**
- **This report seeks endorsement of the proposed Bram West Secondary Plan Area land use concept by Council (Attachment 1). An approved draft land use concept will inform technical studies and policy development for an updated Bram West Secondary Plan to guide growth and development to 2051.**
- **The land use concept proposes the creation of livable, vibrant communities which offer diverse housing options and significant employment activity, while respecting existing development approvals, employment areas, cultural heritage, and natural features. The proposed concept integrates feedback heard through the engagement sessions, identifying existing land use planning considerations and directions identified in the Provincial Planning Statement, Brampton Plan, Master Plans, Environmental Assessments, and other planning documents.**
- **There are no financial implications to this report. All work being conducted as part of the Bram West Secondary Plan is funded within the approved Capital Budget.**

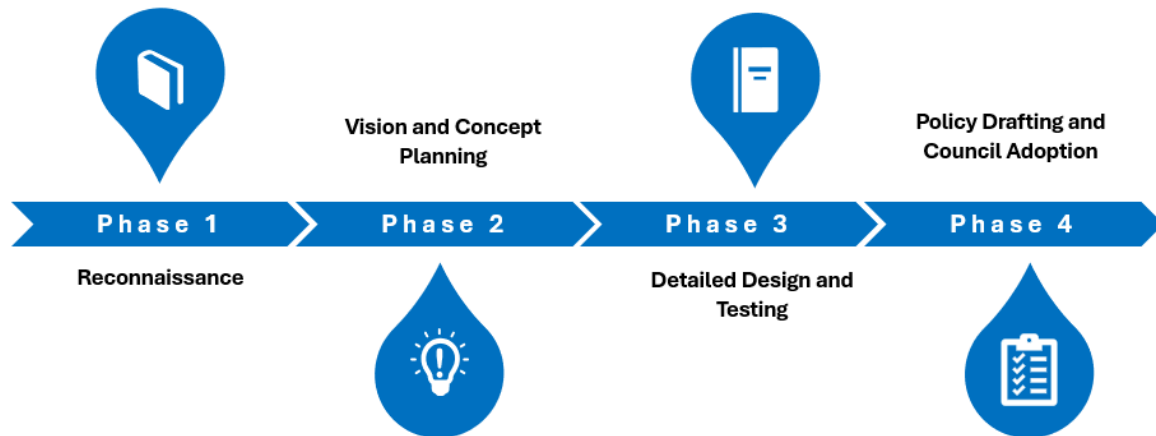
## **BACKGROUND:**

The Bram West Secondary Plan Area is in the southwest quadrant of Brampton and encompasses approximately 2,450 hectares. The area is generally bounded by 407 ETR and City of Mississauga to the south, the Credit River Valley to the north, Winston Churchill Boulevard and Town of Halton Hills to the west, and Chinguacousy Road to the east. The secondary plan is divided up into four sub-areas: 40(a), 40(b), 40(c) and 40(d) (Attachment 2).

## **Bram West Secondary Plan Review Workplan**

The City initiated the Bram West Secondary Plan Review in 2022 to align the secondary plan land uses and policy with current planning contexts, and update past technical studies conducted over two decades ago. The Secondary Plan Review workplan defined four (4) phases of work (see Figure 1).

**Figure 1:**



### **2022-2023 Engagement (Completion of Phase 1, Partial Completion of Phase 2)**

As part of the initial engagement process and Phase 1 of the Secondary Plan Review workplan, key guiding principles were developed and tested to inform a proposed land use concept for the Secondary Plan Area, apart from sub-area 40(a).

The 2022-2023 Consultant Report (Attachment 3) provides details on the work completed to date at that time (prior to the Secondary Plan Review pause), including:

- engagement milestones and metrics,
- preliminary draft land use concepts,
- jobs and housing analysis,
- community vision and guiding principles,
- density and urban design considerations,
- a preliminary street network analysis, and
- a separate analysis for the Steeles at Mississauga MTSA.

### **Secondary Plan Review Pause**

Phase 1 of the Secondary Plan Review was completed in March 2023. Phase 2 had subsequently commenced, but due to uncertainties with the Highway 413 design and alignment, as well as the Heritage Heights Secondary Plan appeals process – both deemed to have material land use planning impacts on Bram West – a decision was made to pause the Secondary Plan Review until these matters were substantively resolved.

The potential for development in sub-area 40(a) is limited by City Interim Control By-law 306-2003 and in-force Corridor Protection Area policies intended to protect lands for a future transportation corridor in western Brampton. The Province continues work to

finalize the alignment and design of the planned Highway 413 transportation corridor, as well as a parallel transmission corridor, which would traverse Bram West sub-area 40(a). Both of these facilities are encompassed within the Province's Focused Analysis Area (FAA) which is reflected in the proposed land use concept.

In addition, the Heritage Heights Secondary Plan, approved by Council in 2022, was under appeal at the Ontario Land Tribunal at that time. Given the geographic proximity, and planning decisions having direct impacts on the Bram West area from a transportation, connectivity and land use perspective, the outcome of the Heritage Heights Secondary Plan appeals had cascading impacts to the Bram West Secondary Plan Review. The Ontario Land Tribunal approved the Heritage Heights Secondary Plan in July 2024.

### **Revised Workplan**

With more certainty regarding the design and alignment of the Highway 413 transportation corridor and the settlement of appeals in Heritage Heights, staff brought forward a report to the Planning and Development Committee meeting of January 13<sup>th</sup>, seeking Council endorsement of a revised workplan to resume the secondary plan review process and report back in Q1 2025 with a proposed land use concept. The revised work program provides a path for an expedited Secondary Plan Review process, proposing completion of the updated Secondary Plan policies and schedules in the first half of 2026. Technical studies may need additional time beyond this timeframe for sufficient completion.

To support timely completion of the Secondary Plan Review, the report recommended consideration of an alternative secondary planning process to expedite the procurement of all technical studies. The alternative process would support the advancement of development applications, where possible, subject to sufficient completion of technical studies. The applicability of where the alternative process can support development applications to proceed at the same time as the Secondary Plan Review process will be evaluated by staff on a case-by-case basis.

The report also recommended that Council advocate to the Province to work with City staff in evaluating potential alignments of the Bram West Parkway and possible connection to Highway 413. This new provincial infrastructure will have key transportation implications for the Secondary Plan Area and will influence land use decisions.

### **CURRENT SITUATION:**

The Bram West Secondary Plan Review process re-commenced in January 2025, under a revised Council-endorsed workplan.

Given the year-long pause in the study, and since the sub-area 40(a) lands within the Corridor Protection Area were left unresolved following the 2023 virtual workshops, staff

identified a condensed engagement plan that included both a targeted workshop with sub-area 40(a) landowners, as well as Public Information Centres to receive feedback on the overall secondary plan draft land use concept and guiding principles.

### **Guiding Principles**

A set of Guiding Principles provide a foundation for the proposed land use concept, which was co-developed by staff and stakeholders at the project outset in 2022 and further refined through recent engagement sessions.

The Guiding Principles are:

1. Connect people and places to the rest of the City and adjacent municipalities with an emphasis on mobility, design and goods movement.
2. Provide a diverse range of housing choices.
3. Prepare for the impacts of a changing climate.
4. Grow and support resilient, sustainable and low carbon communities and infrastructure.
5. Create compact, complete communities that are scalable and adaptable, while respecting existing approvals and development permissions.
6. Concentrate intensity along transit corridors and in key growth areas, with a major focus on the Town Centre and MTSA in alignment with Brampton Plan.
7. Respect, protect, and promote Natural Heritage and Cultural Resources.
8. Leverage existing public and private green spaces to create green corridors.
9. Create public spaces and civic places for people to gather.
10. Create a community- and business-friendly identity for Bram West.
11. Meet population and employment targets to accommodate growth, with emphasis on intensification in major growth areas, neighbourhood centres, and employment in mixed use centres.
12. Support success and expansion of existing businesses while designing to attract innovation, tech sectors, etc.

### **Bram West Secondary Plan Proposed Land Use Concept**

Public consultation undertaken as part of the revised Bram West Secondary Plan Review workplan included a virtual workshop with landowners in sub-area 40(a) on February 5th and two in-person Public Information Centres on February 11th, 2025. The feedback and comments from these engagements are summarized in Attachment 4.

Two draft land use options were circulated during the Public Information Centres, with one showing a greater employment focus along the proposed extension of Lionhead

Golf Club Road west of Heritage Road, as well as the intersection of Embleton Road and Winston Churchill Road, while the other proposed a more robust residential pattern in the same areas.

With consideration for all the input received since the project began, staff are presenting a proposed land use concept for Council's endorsement, which is further described and discussed in the following sections. As a significant portion of the Bram West Secondary Plan is already built out, sub-areas 40(b), (c), and (d) are focused on infill and intensification opportunities. In contrast, sub-area 40(a) provides greenfield development opportunities for Brampton and an opportunity to evaluate the long-term vision and uses for the area.

### **Strategic Growth Areas**

The proposed land use concept identifies areas for short- and long-term growth and intensification within the Secondary Plan Area. Sub-areas 40(c) and 40(d) include a substantial built out residential and commercial base as part of previous development and subdivision approvals.

The proposed land use concept implements Brampton Plan's direction, inclusive of key strategic growth areas through the identification of a Town Centre, Neighbourhood Centres and locating the highest densities in transit-supportive areas (Major Transit Station Areas or MTSA). The function of these land uses as it pertains to density, heights and built form intend to reflect existing permissions associated with their respective development approval processes, while identifying opportunities for infill and intensification and potential introduction of a greater mix of uses. Permitted uses within the updated land use designations will be further identified through the policies that will be presented to Council at a later stage of the Secondary Plan Review process. A substantial amount of growth within Bram West will be directed to the delineated Town Centre and the Council-approved Steeles at Mississauga MTSA. These areas will accommodate the largest amount of intensification in Bram West given their strategic location along Mississauga Road, mix of uses, and proximity to higher order transit.

### ***Town Centre***

Through Brampton Plan, Schedule 1A identifies a conceptual Town Centre to be located within Bram West as part of the overall City Structure. Town Centres are intended to foster vibrant urban places with an emphasis on mobility, high quality building design, pedestrian friendly streets and greater densities. They will also deliver urban life and the great amenities that come with it, while attracting new and growing investments that will provide a mix of housing and employment options.

Through the secondary plan process, staff evaluated the opportunity for delineating a Town Centre at the Lionhead Golf Course lands and discussed the potential with the landowner to gather their input, feedback and support on this proposed approach.

These lands present a prime location for future growth and a sense of place due to its central location within the Secondary Plan Area. There is also a connection to the commercial uses on the west side of Mississauga Road to support a mix of uses and diverse employment options for the area.

### ***Major Transit Station Area (MTSA)***

The Steeles at Mississauga MTSA is an integral location for future growth and intensification in the Bram West Secondary Plan Area. The Council-approved Schedule 13n: Steeles Avenue at Mississauga Road Land Use Plan contemplates higher densities and a mix of employment and residential uses within proximity to higher order transit. The future planning of this area will continue to be led by the City's MTSA Planning team and staff will continue to coordinate and implement any work completed through the MTSA study through the Secondary Plan Review.

### ***Neighbourhood Centres***

Outside of the major growth areas, Neighbourhood Centres offer opportunities for smaller scale growth and intend to provide focal points for the community and contribute to the diverse elements of a 15-minute neighbourhood. As identified in Brampton Plan, Neighbourhood Centres are delineated through secondary plans to supply access to amenities for residents supported by transit, and diverse housing options with low to medium intensity.

Four Neighbourhood Centres were identified through stakeholder feedback and depicted in locations that provide the best opportunities for a mix of uses and intensification. These four locations are identified at:

- Winston Churchill Boulevard and Rivermont Road;
- Heritage Road and Embleton Road;
- Heritage Road and Financial Drive; and
- Chinguacousy Road and Steeles Avenue.

### **Employment Areas**

Bram West is a key area for employment in the city and home to many of Brampton's major employers. Sub-areas 40(a) and 40(b) contain a significant amount of the secondary plan employment lands and a major land area for employment in Brampton.

The majority of the employment lands in 40(b) include preexisting employment functions and building structures. The land use concept shows employment parcel data to help visualize existing building footprints in the area. A number of key employment area planning directions and rationales for this approach are identified below:

### ***Employment Areas Proposed in Sub-area 40(a)***

Brampton Plan identifies a conceptual limit of the employment area, located in and around the proposed Lionhead Golf Club Road extension west of Heritage Road, connecting to Embleton Road. Through this Secondary Plan Review process, it requires Brampton Plan's conceptual limit to be delineated with a determined location of this employment area boundary based on the planned context of these lands (separation considerations, transportation network, and employment area need).

As part of the engagement process, staff proposed two concepts: one with additional employment located in and around these lands and one proposing residential uses. Landowners and the development industry identified support for the concept depicting residential uses in this area, however, staff decided to take a robust employment approach for a number of reasons, identified below.

1. **The majority of employment lands within sub-area 40(a) are owned by Maple Lodge Farms**, one of Brampton's leading employers and largest landholders. Based on the conceptual employment area boundary in Brampton Plan, approximately 95% of the employment lands in sub-area 40(a) are owned by Maple Lodge Farms. Considering the long-sustained operations of Maple Lodge Farms, staff identified the need to protect additional employment lands in 40(a) to provide an appropriate supply of land for diverse employment uses to meet current and future needs of residents and contribute to the economic success of the city. The long-term diversification of employment options on these lands and intent for this employer to stay in Brampton in this location for the long-term planning horizon provided a rationale to explore additional areas to be protected for employment. Sensitive land use separation buffers must also be considered to protect the Maple Lodge Farms poultry processing operations as well as adjacent landowners.
2. **Bram West is strategically located near several major goods movement corridors**, as identified in the Region of Peel's Strategic Goods Movement Network, including Highway 401, the proposed Highway 413, and the major arterials roads in the area. The proposed Bram West Parkway and its potential extension will serve lands designated Employment and Mixed-Use Employment in the proposed land use concept and provide a connection between major goods movement corridors. As per policy 2.8.2.2 of the Provincial Planning Statement, 2024, planning authorities shall protect employment areas located in proximity to major goods movement facilities and corridors.
3. **The Natural Heritage System presents an appropriate land use buffer** to provide a sufficient separation between employment uses and sensitive uses, as required by the Provincial Planning Statement and Provincial Guidelines.



Additional employment is proposed at the intersection of Embleton Road and Winston Churchill Boulevard given MTO's proposed location for the Highway 413 maintenance yard, and land ownership by Maple Lodge farms in the area next to the maintenance yard.

Through the engagement process, staff had consulted on a draft concept that had a greater mix of uses in this location, but the proximity to Maple Lodge Farm's employment landholdings in that area required a reconsideration of the proposed concept to ensure sufficient separation distances.

Due to the contextual factors of employment lands within the Bram West Secondary Plan Area, staff propose increased employment uses in sub-area 40(a) through Employment and Mixed-Use Employment designations (a total of approximately 370 hectares of employment area is proposed). An Employment Study will be undertaken as part of the technical analysis supporting the Secondary Plan Review process, intended to assess the likely demand for, and supply of, land for employment uses within the area. The findings of the Employment Study will determine if residential and mixed uses are more appropriate for some of the areas currently identified as employment within the Secondary Plan Area. As evaluated through engagement, staff were able to consult on a draft concept with additional residential lands identified within sub-area 40(a). Based on the findings of the Employment Study, and if the land use concept proposes more employment lands than the area and city needs to meet its employment forecasts to 2051, staff are well positioned and have significant support from landowners to shift particular lands to mixed-use or residential uses.

### ***Mississauga Road Corridor***

The Mississauga Road Corridor Special Policy Area, as identified in Brampton Plan, is a key employment area for the Bram West Secondary Plan Area. The primary function of the Mississauga Road Corridor will be developed and reinforced as an area where employment activity will be focused to support the economic development goals of the Secondary Plan. The mix of employment uses, refinements based on existing development approvals, and protection of the employment function of this corridor will be further explored in subsequent phases and through the policy drafting stage. At this stage, staff are proposing an approach that implements the Region of Peel Official Plan employment mapping and special policy area mapping identified through Brampton Plan.

### **Transportation and Road Network**

The proposed land use concept identifies the existing and proposed street network, including the Focused Analysis Area for Highway 413, and the alignment of the Bram West Parkway Environmental Assessment findings completed north to Financial Drive. The direction of the proposed land use concept will be influenced and refined by the major transportation infrastructure proposed in Bram West, impacting the types of compatible land uses, connectivity implications and scale of development.

The proposed concept identifies a street network and its relationship to land use that reflects the Guiding Principles, endorsed City planning directions, and information available from the Province. The multimodal transportation network in the Bram West Secondary Plan Area, which will include routes and infrastructure for transit and active transportation, will be confirmed through the Bram West Secondary Plan Transportation Master Plan (TMP) update as part of this Secondary Plan Review process.

### ***Highway 413***

As of December 2024, the Province had reached 90% completion of the preliminary design phase for Highway 413, meaning the latest designs, environmental studies, stakeholder input and refinements have been considered and provides greater certainty on the preferred alignment of the highway. As the design for Highway 413 advances, the Province's Focused Analysis Area (FAA) lands have been identified on the proposed land use concept to show the preferred route for the transportation corridor and alignment with local and regional road infrastructure. Consideration of land uses appropriate for a goods movement corridor are identified in and around Highway 413, as prime locations for employment due to connectivity of the area to Highway 407, as well as connecting to other goods movement corridors such as Highway 400, 410 and 401.

### ***Bram West Parkway***

Through the Bram West Secondary Plan TMP and building on the results of the Bram West Parkway Environmental Assessment (EA) study, staff will determine the northern terminus of the Bram West Parkway as well as its alignment north of Financial Drive to understand how development may proceed in the Corridor Protection Area. As the Province has advanced and refined the FAA, a similar process needs to be undertaken by the City to identify the lands required for the Bram West Parkway alignment based on this technical analysis. Options for the terminus of the Bram West Parkway to be considered in the TMP, with further extension north of Financial Drive, which may include Embleton Road or Rivermont Road. Options for the alignment and the terminus of an extension of the Bram West Parkway north of Financial Drive will be considered in the TMP. The TMP will also examine options for connecting the Bram West Parkway to the proposed Highway 413 interchange at Winston Churchill Boulevard.

Staff received support through the engagement sessions on connecting the Bram West Parkway to Highway 413. The City will engage the Province in discussions on potential connections between these transportation infrastructure investments through the TMP.

### ***Proposed Transportation Network***

The proposed land use concept identifies a potential street network, intended to support connectivity within the Bram West Secondary Plan Area, as well as between major transportation infrastructure and adjacent areas. The Bram West TMP will confirm the street network, as well as transit and active transportation networks, and may

recommend additional or alternative connections required to achieve the community-driven goals and planning principles to be refined and implemented through the development process.

### **Protecting the Natural Heritage System**

Staff received feedback on the importance of the Natural Heritage System (NHS) and protection of natural features within the Secondary Plan Area. Various landowners identified missing elements from the draft land use concept related to more detailed analysis completed by privately initiated studies. The NHS, as presented on the proposed land use concept, represents Brampton Plan's current delineation. The limits of the NHS will be further refined through future studies, including the updated Subwatershed Study, to ensure the long-term conservation and enhancement of the NHS based on more up-to-date technical analysis and data.

### **Endorsement of the Proposed Land Use Plan**

Staff recommends Council endorse the proposed land use concept for the Bram West Secondary Plan Area. The land use concept represents the creation of livable, vibrant communities based on the 15-minute neighbourhood concept, offering a greater mix of uses, housing options of varying densities and increased employment activity, while respecting existing development approvals, employment areas, the area's unique cultural heritage, and natural features.

The proposed concept integrates feedback heard through the engagement sessions, identifying existing land use planning considerations and directions identified in Brampton Plan, Master Plans, Environmental Assessments, and other planning documents. The concept will be refined as technical studies are completed and as further engagement takes place with relevant stakeholders through subsequent phases of the project.

In addition, the project team will continue to explore land use options for the areas impacted by future studies and major transportation infrastructure, working to engage with the Province and advocating for Brampton's interest through:

- Highway 413 detailed design and refinements to the FAA;
- The location of the Ministry of Transportation Highway 413 Maintenance Yard in Halton Hills instead of Bram West; and
- The future alignment of the Bram West Parkway and possible connections to Highway 413.

The proposed land use concept represents good planning and applied a comprehensive approach to stakeholder engagement that will continue through subsequent phases of the Secondary Plan Review.

## **Secondary Plan Technical Studies to be updated**

As referenced in the January 2025 Planning and Development Committee report, the preferred land use concept will be tested and refined based on the technical input from various component studies, including but not limited to:

- Transportation Master Plan;
- Infrastructure Servicing Study;
- Subwatershed Study;
- Employment Study;
- Cultural Heritage Study;
- Community Energy Study;
- Urban Design and Open Space Study;
- Healthy Development Framework Study;
- Housing Needs Analysis Study;
- Economic Impact Study;
- Commercial Study;
- Staging and Sequencing Study;
- Community Services and Facilities Strategy; and
- Aggregates Study

These technical background studies will provide the planning rationale required to proceed with policy development for the Secondary Plan Review process.

## **Next Steps**

The proposed land use concept will be subject to iterative changes as technical studies are completed and as further engagement takes place with relevant stakeholders through the Secondary Plan Review process. As identified in the January 2025 Planning and Development Committee Report, this land use concept will provide the basis to proceed with technical studies to evaluate and refine the land use concept to finalize appropriate land use designations, required infrastructure, and policies for the Bram West Secondary Plan by 2026.

A number of technical studies will be completed upon finalization of the Secondary Plan Review in the first half of 2026. However, some critical technical studies will require additional time to complete beyond the approval of the Secondary Plan by Council due to the comprehensive nature of a study or limitations of data based on seasonal availability and required fieldwork. These studies will ensure technical analysis and data used for decision-making reflects the current and planned context to guide growth and development to 2051.

## **CORPORATE IMPLICATIONS:**

### **Financial Implications:**

There are no financial implications to this report. All work being conducted as part of the Bram West Secondary Plan is funded within the approved Capital Budget.

### **Economic Development Implications:**

Bram West is one of the largest and most continuous employment areas in the City of Brampton, with some of the most innovative and influential employers in the region located within its boundaries. Notable company headquarters, such as MDA Space, Canon Canada, Medtronic Canada, Loblaws Group of Companies, Survalent, as well as other major employers such as Amazon, Stellantis (MOPAR), Maple Lodge Farms, G&W Electric, the Air Canada Systems Operations Centre, and the Peel Regional Police Operational Support Facility, have chosen this area due to its strategic location at the intersection of major transportation corridors.

As part of Brampton's broader vision for long-term economic development, the Bram West area has been earmarked for continued employment growth and transformation. The proposed concept supports a diverse range of businesses, from manufacturing and logistics to cutting-edge technology and innovation sectors. These industries contribute to local job creation, economic diversification, and the development of a dynamic, resilient business ecosystem.

In Brampton, office vacancy rates are below 1%, with even tighter availability for Class A office space. Bram West presents an opportunity to leverage the strong demand and limited supply of office space to attract high-end employers to the city. The proposed land use concept takes a robust approach to protecting employment lands to support the City's identified employment base and potential employment growth in Bram West. Economic Development encourages future land-use policies, infrastructure development, and urban design that will not only protect employment opportunities but also enhance the area's appeal to both businesses and residents.

### **Other Implications:**

There are no other implications associated with the recommendations contained within this report.

## STRATEGIC FOCUS AREA:

This report and associated recommendations support the Strategic Focus Area “Growing Urban Centres & Neighbourhoods” by creating strong and connected communities and “Health & Well-being” by focusing on citizens’ belonging, health, wellness, and safety.

## CONCLUSION:

The land use concept sets the direction to conduct technical analysis and develop the policy framework for the Bram West Secondary Plan area to guide development and land use decisions in conformity with the City’s new Official Plan, Brampton Plan, to 2051. Staff recommend Council’s endorsement of the proposed land use concept and will regularly report pertinent updates relevant to the Secondary Plan Review to Council, with the intent to finalize the Secondary Plan policies for Council endorsement in 2026.

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## Attachments:

- Attachment 1 – Bram West Secondary Plan Proposed Land Use Concept
- Attachment 2 – Secondary Plan Boundary
- Attachment 3 – 2022-2023 Consultant Report: Engagement Summary, Technical Analysis and Preliminary Draft Land Use Concepts
- Attachment 4 – 2025 Engagement Summary