

Chapter 4

Site and Area Specific Policies





Throughout the city, there are sites and areas that require policies that vary from one or more of the policies and provisions of Brampton Plan. These policies generally reflect unique conditions for approval that must be recognized for specific development sites or provide a further layer of local policy direction for an area.

There are also specific corridor protection areas for which the determination of the location and precise characteristics of a higher order transportation corridor or of the associated and connecting arterial road network is dependent on the completion of additional transportation studies, and for which specific land use planning and development approvals processing may not be completed until such transportation studies are sufficiently complete.

Brampton Plan policies apply to these lands except where the site and area specific policies vary from the Plan.

Special Policy Areas

X. Major Transit Station Areas

The following policies implement a framework to facilitate transit-supportive development in “Primary” Major Transit Station Areas (MTSAs). 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 policies are implemented for each “Primary” MTSA, the policies in Chapter 4 take precedent over any land use and minimum density Secondary Plan policies that apply to the lands located within a “Primary” MTSA.

Land Uses

Notwithstanding the land use designations shown on Schedule 2, the authorized use of land within each MTSA shall be in accordance with the land use designations on Schedules 13a through 13n. The associated policies for the land use designations are identified in Chapter 2 of this Plan.

- a) The ‘Proposed Park’, ‘Proposed Community Hub’ and ‘Proposed Bus Terminal’ land use designations are depicted on Schedules 13a through 13n on a conceptual basis. The size, configuration, function and location of these land use designations will be determined through future Precinct Planning and will be based on future needs identified by either the City or in conjunction with the processing of a development application.
- b) In addition to the land use policies of this Plan, the following designations shall be permitted within “Primary” MTSAs:



Mixed-Use Areas (Low-Rise, Mid-Rise and High-Rise)

- a) The 'Mixed-Use Areas (Low Rise, Mid-Rise and High-Rise)' land use designations on Schedules 13a through 13n shall be developed in accordance with the Mixed-Use Area policies of this Plan.
- b) Commercial and retail uses are required to be provided at grade to activate the frontage along all Primary Urban Boulevards, Secondary Urban Boulevards and Corridors. Residential uses on the ground floor are permitted along all other streets and along any rear/side property lines that do not have frontage on Primary Urban Boulevards, Secondary Urban Boulevards and Corridors.
- c) The following uses shall not be permitted on lands designated 'Mixed-Use Areas':
 - i. Motor vehicle related uses, such as repair, body shop, service station or gas bars, washing, sales and leasing establishments;
 - ii. outdoor storage; and truck trailer parking;
 - iii. any use permitted within an employment designation; and,
 - iv. drive-through facilities.

Downtown Mixed-Use

The 'Downtown Mixed-Use' designation represents a portion of the City's downtown urban centre (Four Corners) and includes a significant concentration of the City's cultural heritage resources. This designation permits primarily institutional uses that are supported by residential, office, retail and commercial uses. Infill development shall be sympathetic to the established residential areas and cultural heritage resources. The retention of existing dwellings and building facades are encouraged.

Office Mixed-Use

Over the long term, a large portion of Brampton's major office employment (MOE) will be located in the office-focused MTSAs, which includes Steeles at Mississauga, Ray Lawson, Bramalea GO and The Gore. Collectively, these four MTSAs are to accommodate approximately 285,000 sq.m (3,068,000 sq.ft.) of new office gross floor area over the 2021 to 2051 period.

In order to achieve the City's target for office within 4 of its "Primary" MTSAs, a minimum ratio of jobs shall be provided in accordance with Table 1 on all properties designated 'Office Mixed-Use' on Schedules 13a through 13n. The ratio of jobs may also include Population Related Employment, in order to assist the City in achieving its employment targets.

MTSA	Jobs to Population Ratio	Minimum Office Gross Floor Area (sq.m.) 2021 to 2051
Steeles at Mississauga	6.3	100,810
Ray Lawson	1.2	58,820
The Gore	1.0	41,900
Bramalea GO	2.2	83,470

Table 1: Population to Job Ratio

- a) Variations to the ratio of jobs in Table 1 will require an amendment to this Plan and shall be justified through the submission of a Market Study to the satisfaction of the City.
- b) Lands designated 'Office Mixed-Use' are intended primarily for office uses, including hotels, motels, conference/ convention centres and may also contain mid-rise or high-rise residential uses subject to providing the job ratio (per site) listed in Table 1. Permitted office uses are not required to be contained within a mixed-use building. Accessory street-related retail, commercial and institutional uses are permitted as long as they are integrated with the office or residential building.

Institutional (Educational Facilities)

- a) Institutional use are permitted to be located within any 'Mixed-use Areas', 'Office Mixed-Use' and 'Institutional' land use designations shown on Schedules 13a through 13n.
- b) The City shall work in collaboration with the school board(s) to determine the need for educational facilities and a school block, if required. The location and size of a school facility will be confirmed through the review of development applications. Integrating schools and other community infrastructure with other uses will be assessed by the school board(s) to determine the viability of pursuing innovative approaches in the designs of schools and associated child care facilities.

Employment (Prestige Industrial)

- a) Lands designated 'Employment (Prestige Industrial)' include employment and ancillary commercial uses that will provide an appropriate transition between industrial uses, and residential and other sensitive land uses. Existing heavy industrial uses will be permitted to continue to operate and expand in accordance with the policies in this Plan, however, it is expected that over time, uses within this designation will transition to lighter employment uses. New heavy industrial uses will not be permitted to locate in Prestige Industrial Areas.
- b) Permitted uses may include research and development facilities, manufacturing and processing, assembling, packaging, repairing, fabricating, and warehousing facilities, provided that such uses operate only within wholly enclosed buildings. In addition, office uses, hotels and, conference/ convention centres that are associated with the primary employment use are permitted.
- c) Accessory office, institutional, retail and commercial uses (up to 15% of the total gross floor area of a prestige industrial building) shall be permitted only within a building containing the principle employment use.
- d) To protect the existing industrial uses in the vicinity, sensitive land uses will not be permitted in lands designated 'Prestige Industrial', including residential uses.
- e) Outside storage, including truck and trailer parking are only permitted as an accessory to a permitted industrial use, and shall not directly abut any arterial or collector road, or any lands designated for residential or mixed-use purposes.
- f) The visual impact of automobile and truck parking, service and delivery areas shall be minimized through site design and landscaped buffers.

Transit Station

- a) On lands designated 'Transit Station', transit-related and transit-supportive uses and facilities are permitted, subject to the protection of underground and above-ground utilities, including:
 - i. station buildings and related office uses;
 - ii. bus terminals;

- iii. passenger amenity areas and public open spaces; and
 - iv. passenger pick-up and drop-off areas;
- b) 'Transit Station' uses may be permitted in any land use designation shown on Schedules 13a through 13n.

Height Transition Area

As illustrated on Schedules 13a through 13n, 'Height Transition Areas' have been designated adjacent to stable low density residential areas. The purpose of a height transition area is to ensure that new development is appropriately scaled and blended into existing neighbourhoods.

Notwithstanding the applicable land use designation, the maximum building height within the 'Height Transition Area', may be limited by a plane that extends from the centre of street, rear lot line and/or side lot line, as appropriate, at a 45 degree angle up towards the building.

Landscape Buffer

A 'Landscape Buffer' means a continuous area of land having a minimum depth of 15 metres provided between a lot line and the wall of a building. It shall function as a "transitional space" that physically separates and visually screens adjacent land uses. The 'Landscape Buffer' may function as a dual-purpose area and may include hard and soft landscaping elements such as, but not limited to, private passive outdoor amenity area, public art, landscaping (plants, berms, fences or walls) and for low impact development stormwater management purposes. Parking areas, active outdoor amenity areas and buildings are not permitted within the 'Landscape Buffer'.

Transportation Network

The future transportation network in MTSAs is designed to provide people of all ages and abilities with more healthy choices in their modes of travel such as walking, cycling and transit. A finer grain road network is fundamental to encouraging active transportation and creating a positive pedestrian experience, which in turn promotes transit use.

To achieve a healthy and livable community, the transportation system shall be designed to reduce reliance on the automobile in favour of more sustainable forms of connective transportation. Planning and development within MTSAs will be based on the principles of transit-oriented development (TOD), where active transportation is supported

through safe, well-designed and direct connections between and amongst uses and high order transit stations or stops.

- a) The 'Proposed Public or Private Street Network' is shown conceptually on Schedules 13a through 13n.
- b) The appropriate right-of-way of the 'Proposed Public or Private Street Network' will be determined through the development application process and should be sufficiently sized to accommodate Low Impact Development (LID).
- c) Changes to the location or alignment of the 'Proposed Public or Private Street Network' as shown on Schedules 13a through 13n will not require an amendment to this Plan provided that the general intent and purpose of this Plan is maintained.
- d) A Transportation Impact Study (TIS) is required to be submitted in conjunction with a development application. The TIS will determine whether the development is consistent with the vision and goals of the MTSA and will identify any local roadway modifications needed to maintain acceptable network operations. Through the review of the TIS, the City will determine whether the proposed street network is to be public or private. For all a private roads, the applicant shall be responsible for providing the necessary easements and making other arrangements as may be necessary, to the satisfaction of the City.
- e) All proposed new streets will be developed applying Brampton's Complete Street Guidelines.
- f) Vehicular access to parking, service facilities and loading areas shall be achieved from local roads. Temporary or interim vehicular access from an existing road may be permitted as a condition of the development application process, or through an agreement with the City, until such time that a new local road and access are constructed.
- g) Shared vehicular access, and shared service facilities internal to a block, are encouraged and may be pursued through landowner agreements, and implemented through the development application process.
- h) The provision of future roads and other transportation infrastructure shall be coordinated as development progresses to ensure that transportation infrastructure is provided for new residents and employees in a timely manner.

Mid-Block Connections

In order to achieve the desired transportation network, the 'Mid-Block Connections' shown conceptually on Schedules 13a through 13n, shall:

- a) Be established through the development application process. Changes to the location of the 'Mid-Block Connections' as shown on Schedules 13a through 13n will not require an amendment to this Plan provided that the general intent and purpose of this Plan is maintained;
- b) Improve and consolidate access to development;
- c) Enhance vehicular and/or pedestrian connections and mobility within and through the area;
- d) Provide safe and accessible corridors for vehicles, pedestrians and cyclists; and
- e) May be subject to providing public easements to the satisfaction of the City.

Minimum Density

The minimum density requirement (Floor Space Index) for the land use designations within "Primary" MTSA's are shown in Table 2.

Table 2: Minimum Floor Space Index (FSI)

Land Use Designation	Minimum Floor Space Index (FSI)
Neighbourhoods (Low Rise)	0.25
Neighbourhoods (Mid Rise)	0.5
Neighbourhoods (High Rise)	2.5
Mixed-Use (Downtown Mixed-Use)	0.25
Mixed-Use (Low-Rise)	0.25
Mixed-Use (Mid-Rise)	0.5
Mixed-Use (High-Rise)	2.5

Employment (Industrial, Prestige Industrial)	0.25
Office Mixed-Use	2.5

- a) Individual development proposals (per site) shall meet the minimum FSI target.
- b) The minimum floor space index in Table 2 does not apply to:
 - i. lands required for public parks, natural heritage system and open spaces;
 - ii. institutional uses;
 - iii. transit station facilities; and
 - iv. community and recreation uses operated by a public authority.

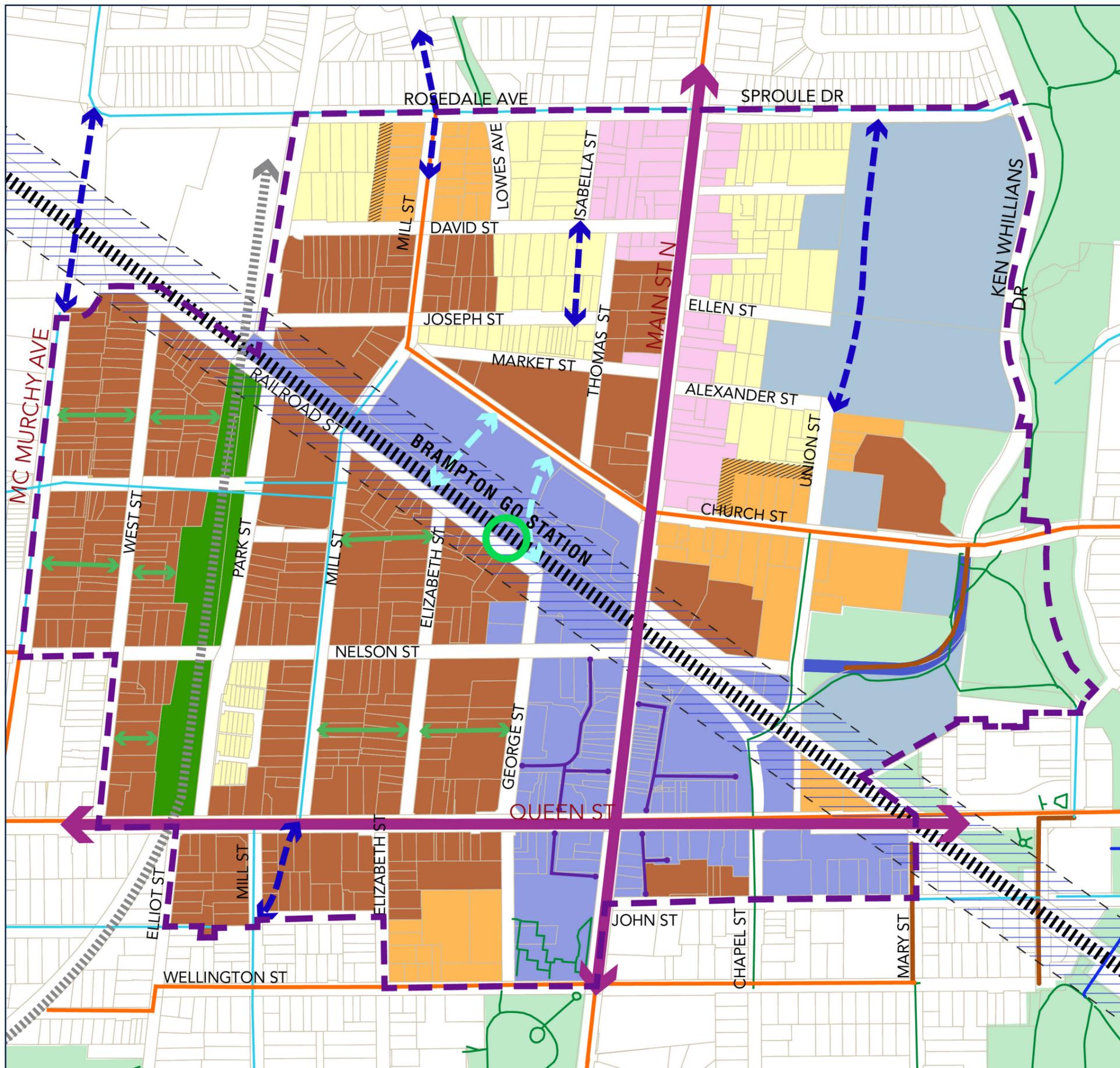
Transition Policies

- a) The uses and buildings that legally existed prior to the adoption of this amendment shall be permitted to continue, however, they are ultimately intended to be redeveloped in conformity with the land use designations shown on Schedules 13a through 13n.
- b) The redevelopment of existing low-rise uses in accordance with land use designations on Schedules 13a through 13n may occur gradually over the long-term. Notwithstanding the land use designations and the minimum floor space index in Table 2, infill buildings, building additions, and/or alterations may be permitted, where it can be demonstrated not to inhibit or preclude the desirable planned future redevelopment of the MTSA, as set out in this Plan.
- c) Notwithstanding Section x.x.x above, new or expansions to existing drive-through uses are not permitted.
- d) Notwithstanding Section x.x.x above, existing industrial uses located on lands that are designated for non-employment uses on Schedules 13a through 13c shall be recognized as permitted uses, but shall not be permitted to expand, except where it is demonstrated that:
- e) The proposed expansion will not adversely affect other adjacent uses due to noise, vibration, odour, lighting, dust,

smoke or other impacts and that appropriate buffers, setbacks and location of the expansion will be used to mitigate impacts.

- f) The proposed expansion will not adversely impact the ability of adjacent lands to be developed or redeveloped for the permitted uses shown on Schedules 13a through 13n, including sensitive uses (residential), due to increased noise or other impacts which would normally necessitate greater separation; and,
- g) The proposed expansion is minor in scale and size, generally not exceeding an increase of 10% of the total gross floor area.
- h) Notwithstanding the land use policies for lands that are designated 'Neighbourhood' or 'Mixed-use Areas' on Schedules 13a through 13n that are located in proximity to existing and future industrial operations, the range of uses permitted on such lands may be limited on a temporary or permanent basis to those that do not cause existing industrial operations to become non-compliant with the provisions of the *Environmental Protection Act* and related guidelines, unless the proponent of a use that will cause such non-compliance bears the cost of the mitigation measures necessary to avoid such noncompliance. The costs that would be incurred by an existing industry to implement any offsite mitigation measures as required by the Ministry of the Environment, Conservation and Parks to permit redevelopment shall be borne by the proponent of the redevelopment, and shall be required as a condition of development approval.

PROPOSED LAND USE PLAN



LEGEND

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|---|---|---|
|  MIXED USE AREAS (DOWNTOWN MIXED USE) |  RAILWAY 30M BUFFER |  MTSa BOUNDARY |
|  MIXED USE AREAS (HIGH RISE) |  NEIGHBORHOODS (INSTITUTIONAL) |  MTSa STATION |
|  MIXED USE AREAS (MIDRISE) |  PARKS AND OPEN SPACE (CITY PARK) |  MID BLOCK CONNECTIONS |
|  MIXED USE AREAS (LOW RISE) |  DPS AREA |  HEIGHT TRANSITION AREA |
|  NEIGHBORHOODS (LOW RISE) |  RAILWAY TRACK |  PROPOSED STREET NETWORK |
|  EXISTING ROAD EXTENSION |  PROPOSED TO BE DECOMMISSIONED OBYR LINE |  PEDESTRIAN UNDER PASS |
|  PROPOSED/EXISTING OPEN SPACE |  CITY LANEWAYS |  HIGHER ORDER TRANSIT CORRIDOR |

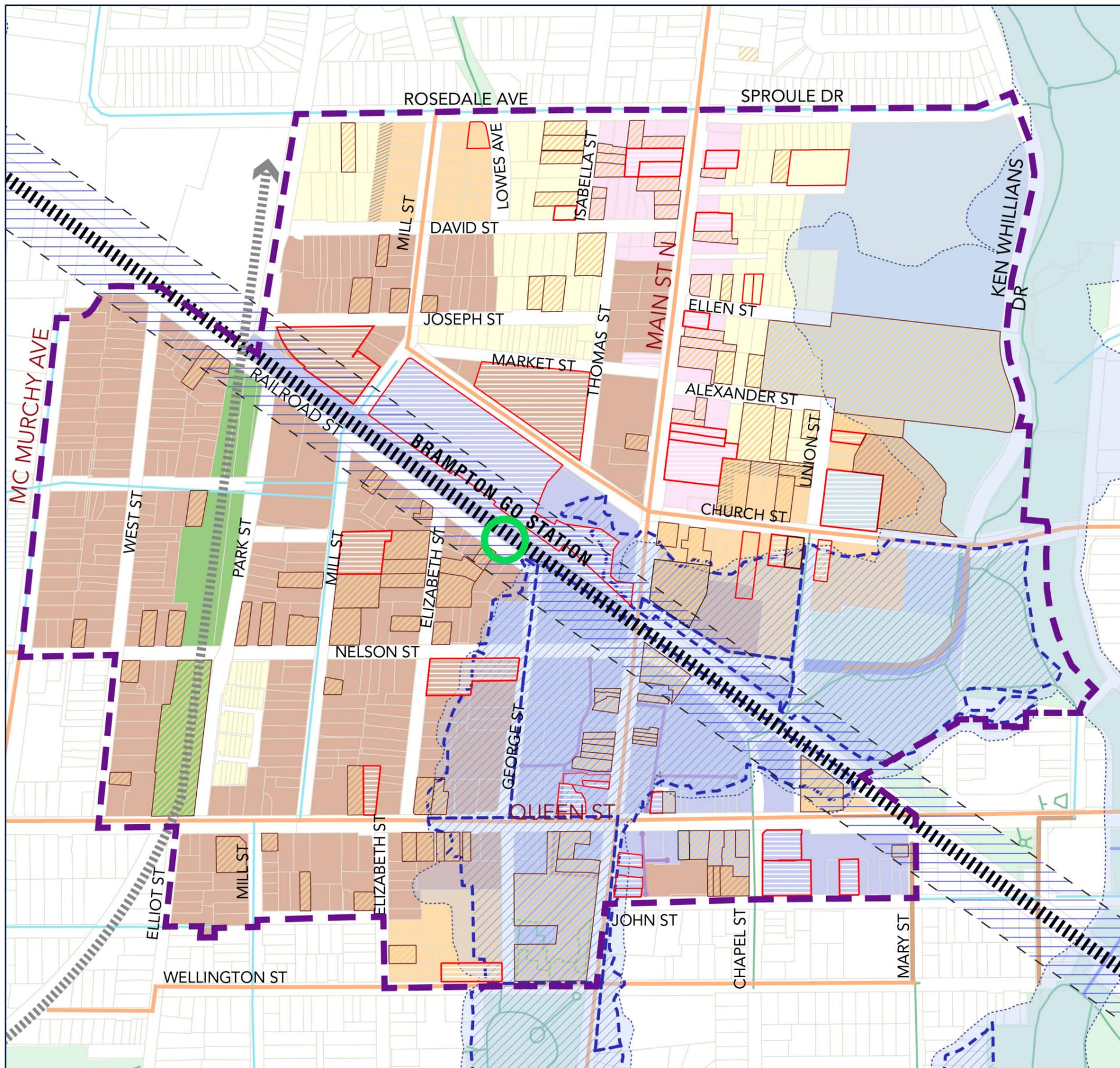


BRAMPTON MAJOR TRANSIT STATION AREAS

BRAMPTON GO DRAFT LAND USE PLAN

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PROPOSED LAND USE PLAN WITH HERITAGE OVERLAY



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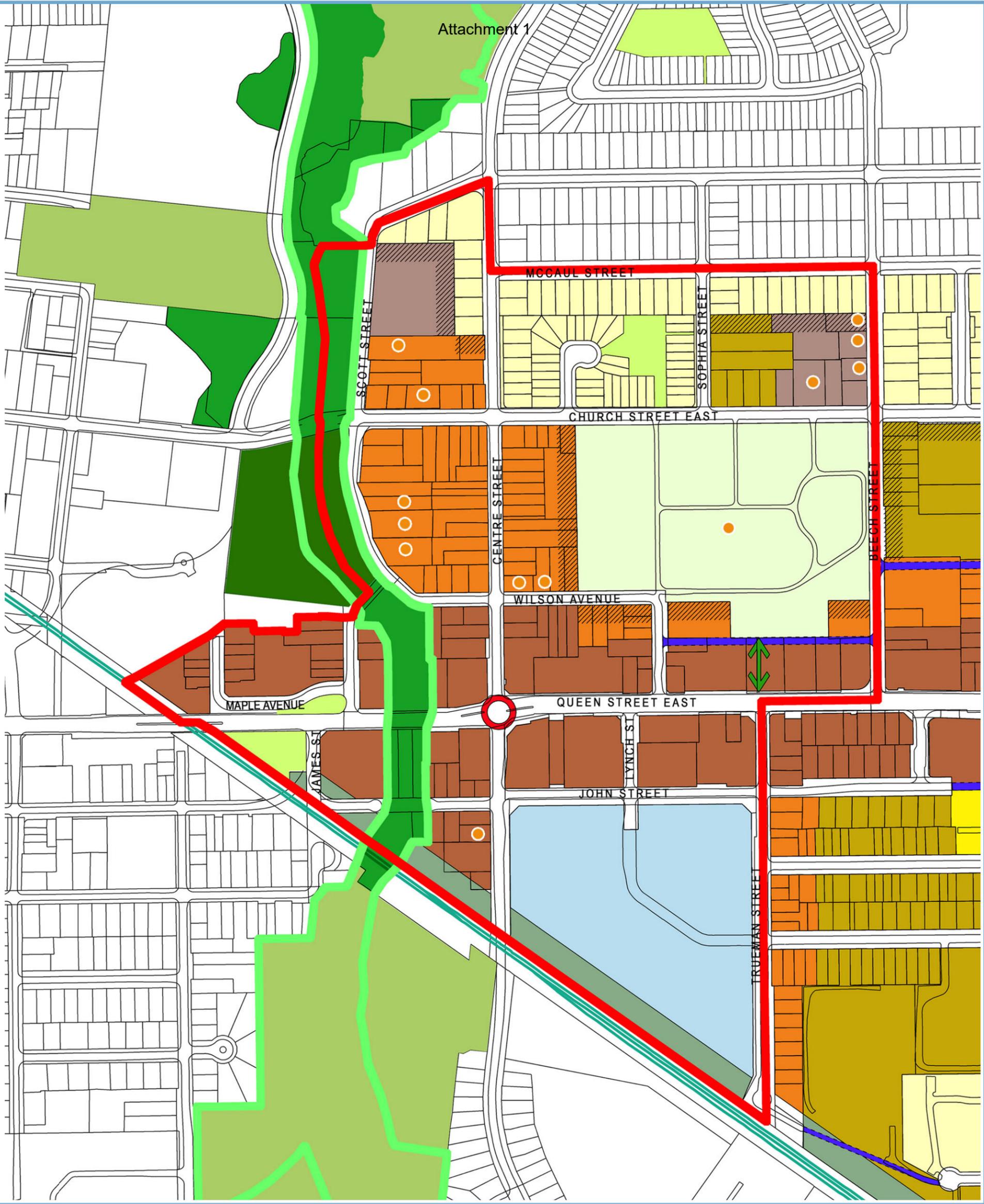
-  LISTED HERITAGE OVERLAY
-  DESIGNATED HERITAGE OVERLAY
-  FLOOD PLAIN
-  SPECIAL POLICY AREA



BRAMPTON MAJOR TRANSIT STATION AREAS

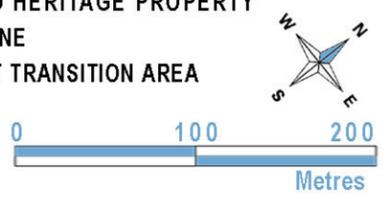
BRAMPTON GO DRAFT LAND USE PLAN

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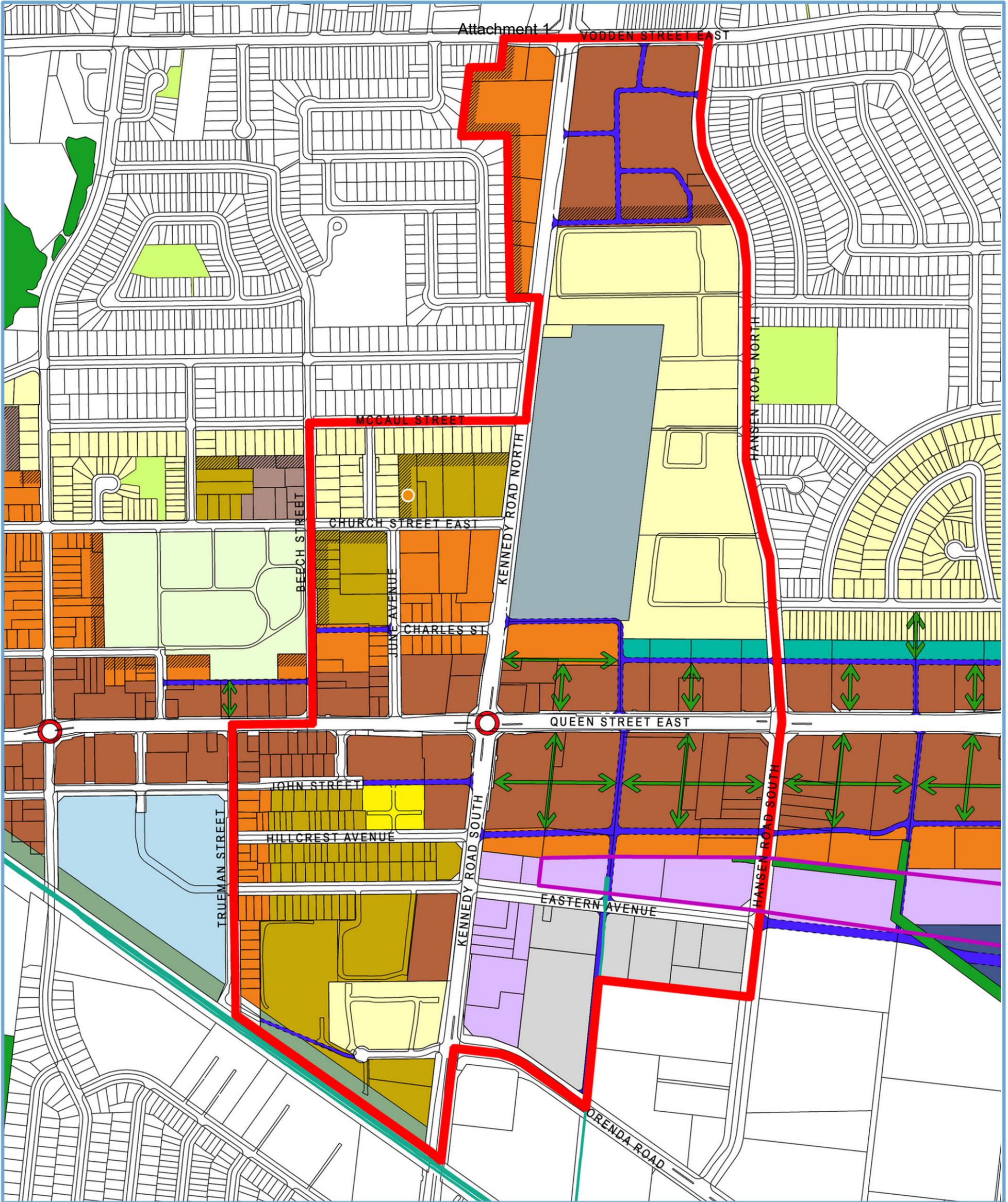


LEGEND

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|  NEIGHBOURHOOD (LOW-RISE RESIDENTIAL) |  NATURAL HERITAGE SYSTEM (NHS) |  PROPOSED PUBLIC OR PRIVATE STREET NETWORK |
|  NEIGHBOURHOOD (LOW-RISE PLUS RESIDENTIAL) |  NHS BOUNDARY IN PARK |  MID-BLOCK CONNECTION |
|  NEIGHBOURHOOD (MID-RISE RESIDENTIAL) |  PARKS AND OPEN SPACE (CITY PARK) |  RAILWAY 30M BUFFER |
|  NEIGHBOURHOOD (HIGH-RISE RESIDENTIAL) |  PARKS AND OPEN SPACE (COMMUNITY PARK) |  LISTED HERITAGE PROPERTY |
|  MIXED-USE (MID-RISE MIXED-USE) |  PARKS AND OPEN SPACE (NEIGHBOURHOOD PARK) |  RAIL LINE |
|  MIXED-USE (HIGH-RISE MIXED-USE) |  PARKS AND OPEN SPACE (CEMETERY) |  HEIGHT TRANSITION AREA |
|  MIXED-USE (INSTITUTIONAL) |  MTSA BOUNDARY | |
| |  MTSA STATION | |

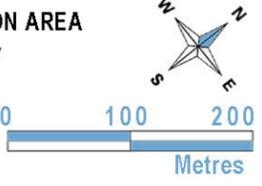


BRAMPTON MAJOR TRANSIT STATION AREAS CENTRE STREET STATION DRAFT LAND USE PLAN



LEGEND

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| NEIGHBOURHOOD (LOW-RISE RESIDENTIAL) | EMPLOYMENT (PRESTIGE INDUSTRIAL) | PROPOSED PUBLIC OR PRIVATE STREET NETWORK |
| NEIGHBOURHOOD (LOW-RISE PLUS RESIDENTIAL) | EMPLOYMENT (INDUSTRIAL) | MID-BLOCK CONNECTION |
| NEIGHBOURHOOD (MID-RISE RESIDENTIAL) | NATURAL HERITAGE SYSTEM | LISTED HERITAGE PROPERTY |
| NEIGHBOURHOOD (HIGH-RISE RESIDENTIAL) | PARKS AND OPEN SPACE (NEIGHBOURHOOD PARK) | RAIL LINE |
| NEIGHBOURHOOD (INSTITUTIONAL) | PARKS AND OPEN SPACE (CEMETERY) | HEIGHT TRANSITION AREA |
| MIXED-USE (MID-RISE MIXED-USE) | PROPOSED LANDSCAPE BUFFER | M TSA BOUNDARY |
| MIXED-USE (HIGH-RISE MIXED-USE) | RAILWAY 30M BUFFER | M TSA STATION |
| MIXED-USE (INSTITUTIONAL) | SPECIAL POLICY AREA | |

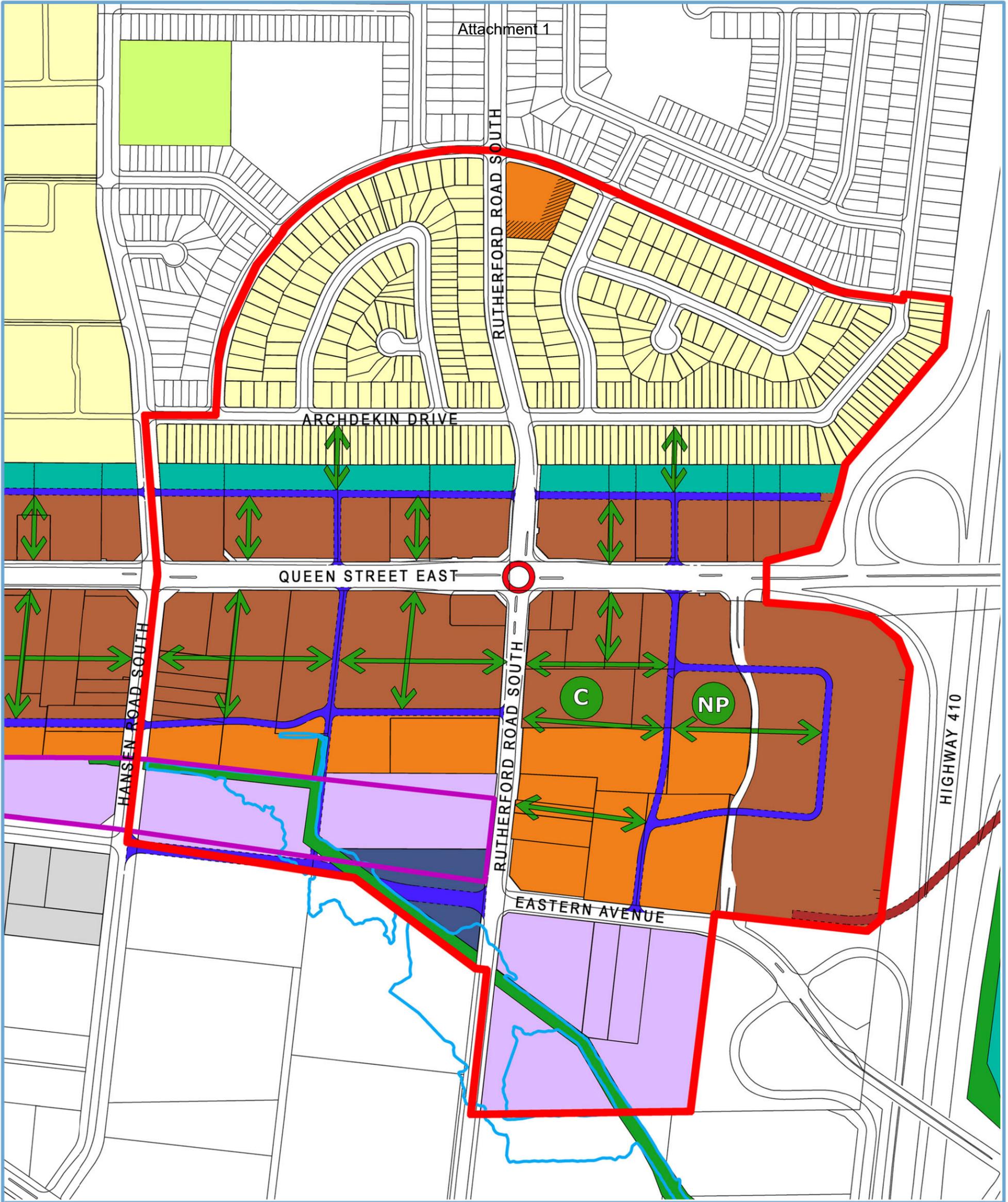


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BRAMPTON MAJOR TRANSIT STATION AREAS KENNEDY ROAD STATION DRAFT LAND USE PLAN

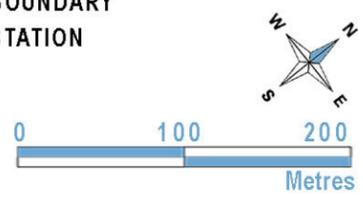
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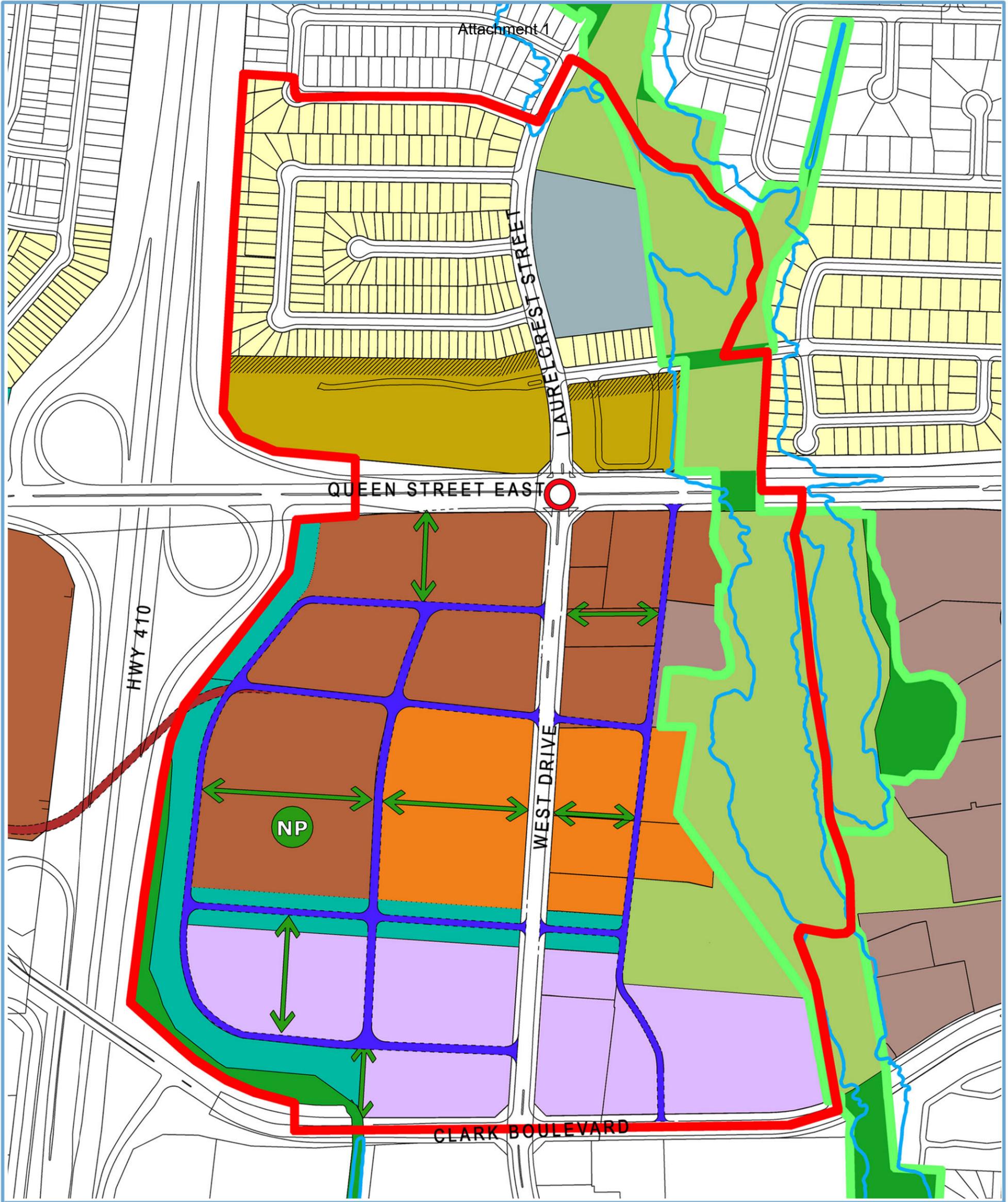


LEGEND

- NEIGHBOURHOOD (LOW-RISE RESIDENTIAL)
- MIXED-USE (MID-RISE MIXED-USE)
- MIXED-USE (HIGH-RISE MIXED-USE)
- EMPLOYMENT (PRESTIGE INDUSTRIAL)
- EMPLOYMENT (INDUSTRIAL)
- EMPLOYMENT (FIRE STATION)
- PROPOSED PEDESTRIAN BRIDGE
- NATURAL HERITAGE SYSTEM
- PARKS AND OPEN SPACE (NEIGHBOURHOOD PARK)
- PROPOSED LANDSCAPE BUFFER
- SPECIAL POLICY AREA
- TRCA FLOODLINE
- NP PROPOSED NEIGHBOURHOOD PARK
- C POTENTIAL COMMUNITY HUB
- PROPOSED PUBLIC OR PRIVATE STREET NETWORK
- MID-BLOCK CONNECTION
- HEIGHT TRANSITION AREA
- M.T.S.A. BOUNDARY
- M.T.S.A. STATION

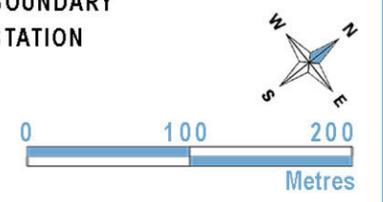


BRAMPTON MAJOR TRANSIT STATION AREAS RUTHERFROD ROAD STATION DRAFT LAND USE PLAN



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| NEIGHBOURHOOD (LOW-RISE RESIDENTIAL) | NATURAL HERITAGE SYSTEM (NHS) | PROPOSED PUBLIC OR PRIVATE STREET NETWORK |
| NEIGHBOURHOOD (MID-RISE RESIDENTIAL) | NHS BOUNDARY IN PARK | MID-BLOCK CONNECTION |
| NEIGHBOURHOOD (HIGH-RISE RESIDENTIAL) | PARKS AND OPEN SPACE (COMMUNITY PARK) | HEIGHT TRANSITION AREA |
| NEIGHBOURHOOD (INSTITUTIONAL) | PROPOSED LANDSCAPE BUFFER | MTSA BOUNDARY |
| MIXED-USE (MID-RISE MIXED-USE) | TRCA FLOODLINE | MTSA STATION |
| MIXED-USE (HIGH-RISE MIXED-USE) | PROPOSED NEIGHBOURHOOD PARK | |
| EMPLOYMENT (PRESTIGE INDUSTRIAL) | | |
| PROPOSED PEDESTRIAN BRIDGE | | |

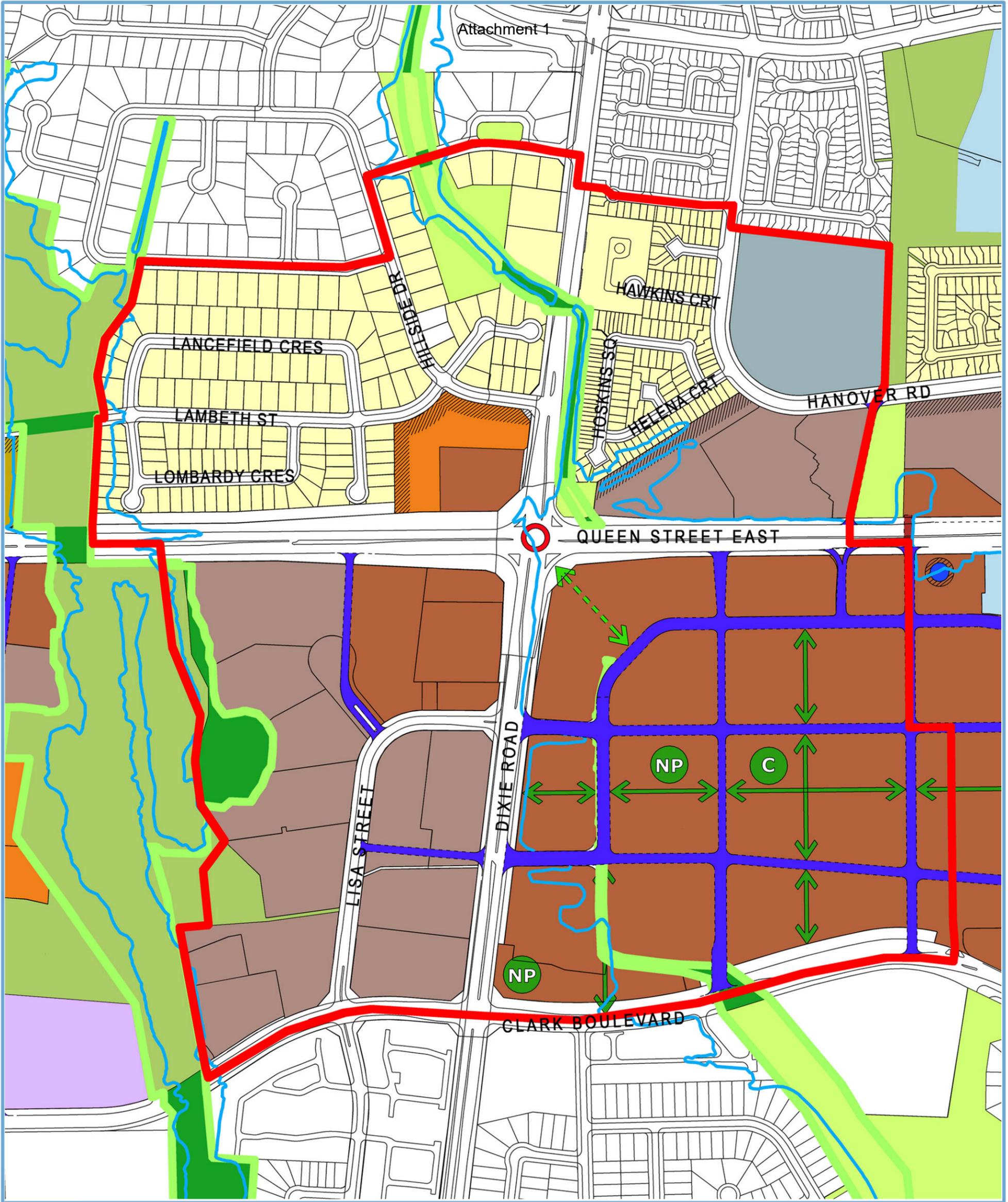


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BRAMPTON MAJOR TRANSIT STATION AREAS LAURELCREST STREET STATION DRAFT LAND USE PLAN

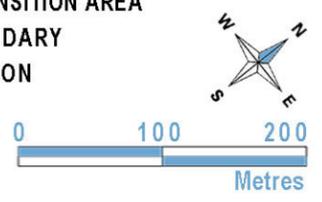
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| NEIGHBOURHOOD (LOW-RISE RESIDENTIAL) | NATURAL HERITAGE SYSTEM (NHS) | PROPOSED PUBLIC OR PRIVATE STREET NETWORK |
| NEIGHBOURHOOD (HIGH-RISE RESIDENTIAL) | NHS BOUNDARY IN PARK | MID-BLOCK CONNECTION |
| NEIGHBOURHOOD (INSTITUTIONAL) | PARKS AND OPEN SPACE (COMMUNITY PARK) | PEDESTRIAN CONNECTION |
| MIXED-USE (MID-RISE MIXED-USE) | PARKS AND OPEN SPACE (NEIGHBOURHOOD PARK) | HEIGHT TRANSITION AREA |
| MIXED-USE (HIGH-RISE MIXED-USE) | TRCA FLOODLINE | MTSA BOUNDARY |
| EMPLOYMENT (PRESTIGE INDUSTRIAL) | PROPOSED NEIGHBOURHOOD PARK | MTSA STATION |
| PROPOSED PEDESTRIAN BRIDGE | POTENTIAL COMMUNITY HUB | |
| PROPOSED BUS TERMINAL | | |

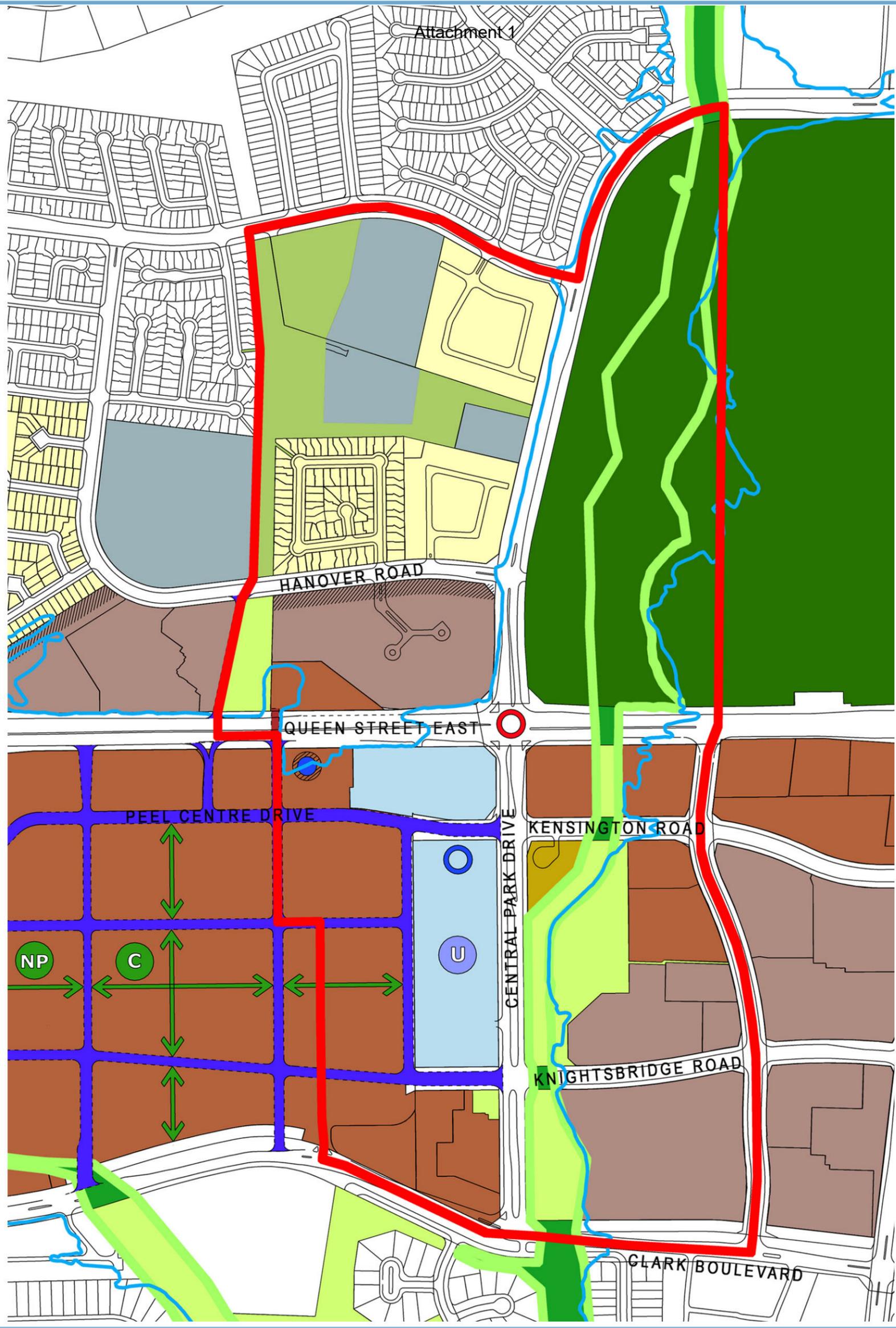


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BRAMPTON MAJOR TRANSIT STATION AREAS DIXIE ROAD STATION DRAFT LAND USE PLAN

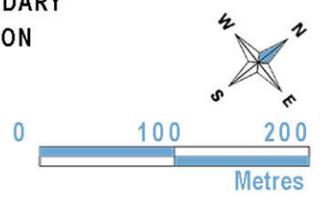
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| NEIGHBOURHOOD (LOW-RISE RESIDENTIAL) | NATURAL HERITAGE SYSTEM (NHS) | PROPOSED PUBLIC OR PRIVATE STREET NETWORK |
| NEIGHBOURHOOD (MID-RISE RESIDENTIAL) | NHS BOUNDARY IN PARK | MID-BLOCK CONNECTION |
| NEIGHBOURHOOD (HIGH-RISE RESIDENTIAL) | PARKS AND OPEN SPACE (CITY PARK) | HEIGHT TRANSITION AREA |
| NEIGHBOURHOOD (INSTITUTIONAL) | PARKS AND OPEN SPACE (COMMUNITY PARK) | MTSA BOUNDARY |
| MIXED-USE (HIGH-RISE MIXED-USE) | PARKS AND OPEN SPACE (NEIGHBOURHOOD PARK) | MTSA STATION |
| MIXED-USE (INSTITUTIONAL) | TRCA FLOODLINE | |
| PROPOSED PEDESTRIAN BRIDGE | PROPOSED NEIGHBOURHOOD PARK | |
| EXISTING BUS TERMINAL | POTENTIAL COMMUNITY HUB | |
| PROPOSED BUS TERMINAL | PROPOSED UNIVERSITY | |

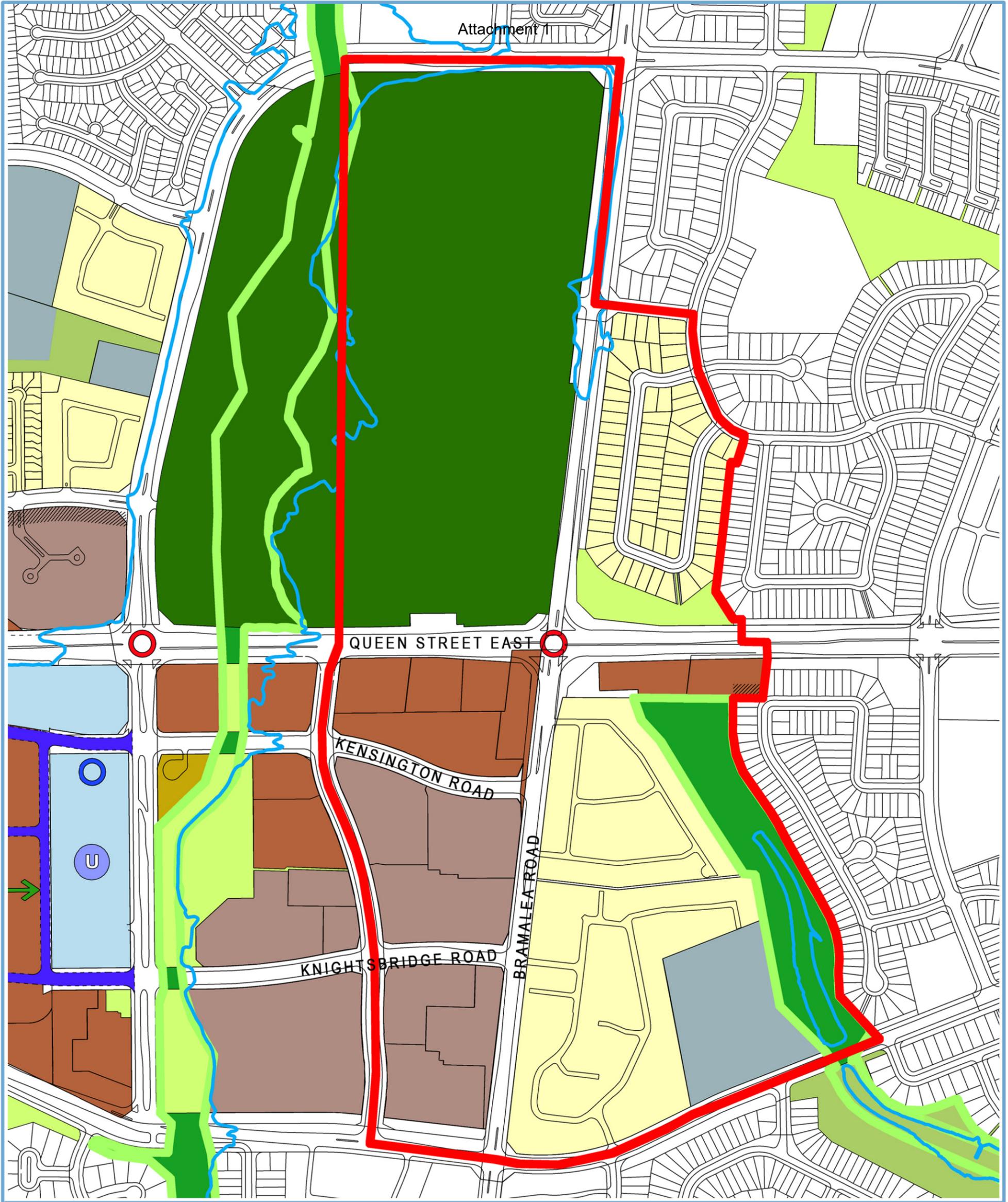


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BRAMPTON MAJOR TRANSIT STATION AREAS CENTRAL PARK DRIVE STATION DRAFT LAND USE PLAN

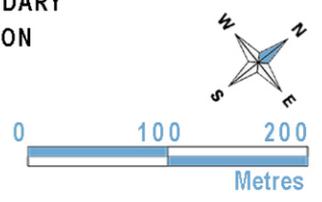
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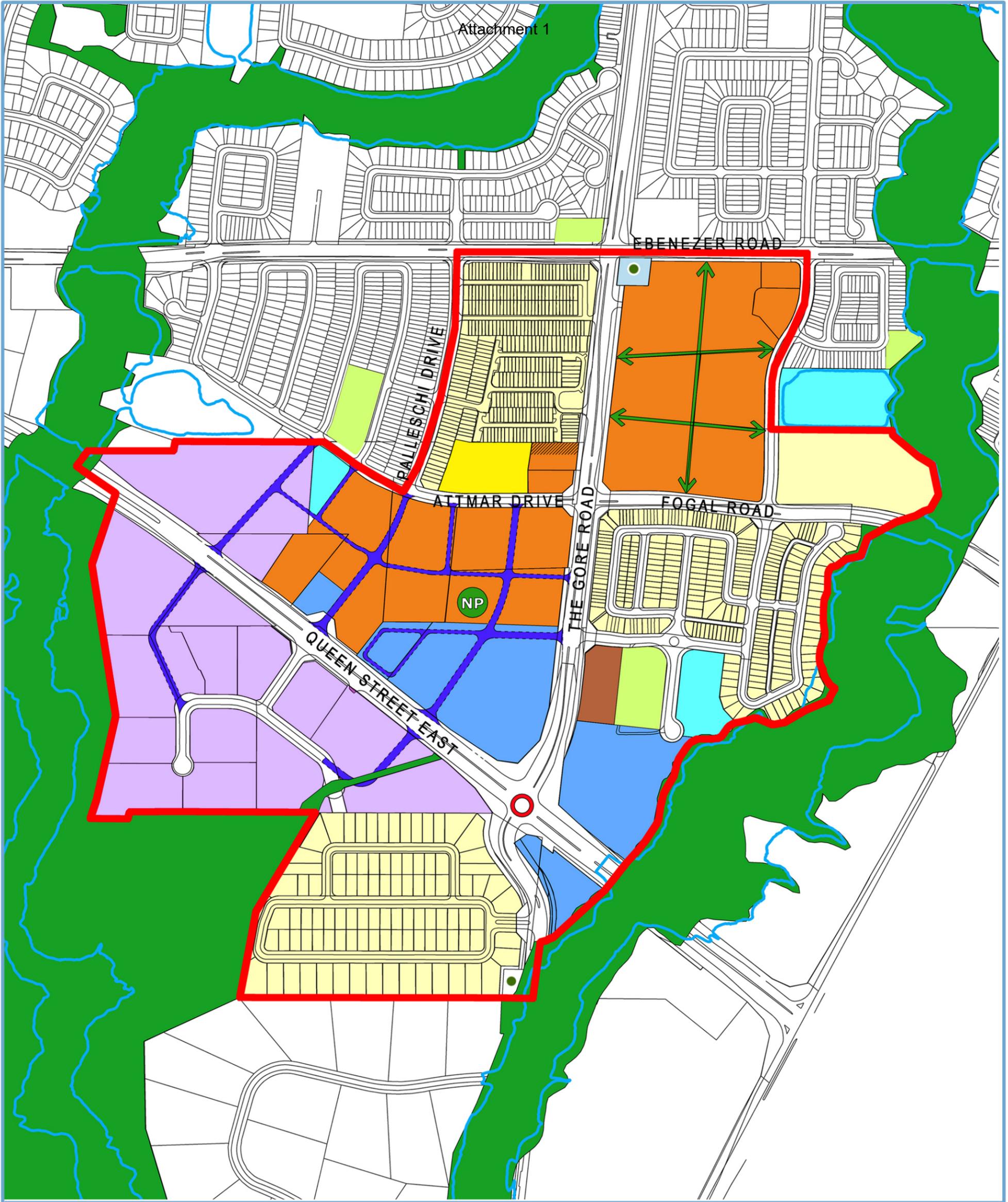
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| NEIGHBOURHOOD (LOW-RISE RESIDENTIAL) | NATURAL HERITAGE SYSTEM (NHS) | PROPOSED PUBLIC OR PRIVATE STREET NETWORK |
| NEIGHBOURHOOD (MID-RISE RESIDENTIAL) | NHS BOUNDARY IN PARK | MID-BLOCK CONNECTION |
| NEIGHBOURHOOD (HIGH-RISE RESIDENTIAL) | PARKS AND OPEN SPACE (CITY PARK) | HEIGHT TRANSITION AREA |
| NEIGHBOURHOOD (INSTITUTIONAL) | PARKS AND OPEN SPACE (COMMUNITY PARK) | MTSA BOUNDARY |
| MIXED-USE (HIGH-RISE MIXED-USE) | PARKS AND OPEN SPACE (NEIGHBOURHOOD PARK) | MTSA STATION |
| MIXED-USE (INSTITUTIONAL) | TRCA FLOODLINE | |
| EXISTING BUS TERMINAL | PROPOSED UNIVERSITY | |



BRAMPTON MAJOR TRANSIT STATION AREAS BRAMALEA ROAD STATION DRAFT LAND USE PLAN

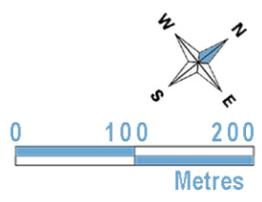
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- NEIGHBOURHOOD (LOW-RISE PLUS RESIDENTIAL)
- MIXED-USE (MID-RISE MIXED-USE)
- MIXED-USE (HIGH-RISE MIXED-USE)
- MIXED-USE (INSTITUTIONAL)
- OFFICE MIXED-USE
- EMPLOYMENT (PRESTIGE INDUSTRIAL)
- NATURAL HERITAGE SYSTEM (NHS)
- PARKS AND OPEN SPACE (NEIGHBOURHOOD PARK)
- TRCA FLOODLINE
- STORMWATER MANAGEMENT POND
- NP PROPOSED NEIGHBOURHOOD PARK
- DESIGNATED HERITAGE PROPERTY
- PROPOSED PUBLIC OR PRIVATE STREET NETWORK
- MID-BLOCK CONNECTION
- HEIGHT TRANSITION AREA
- MTSa BOUNDARY
- MTSa STATION

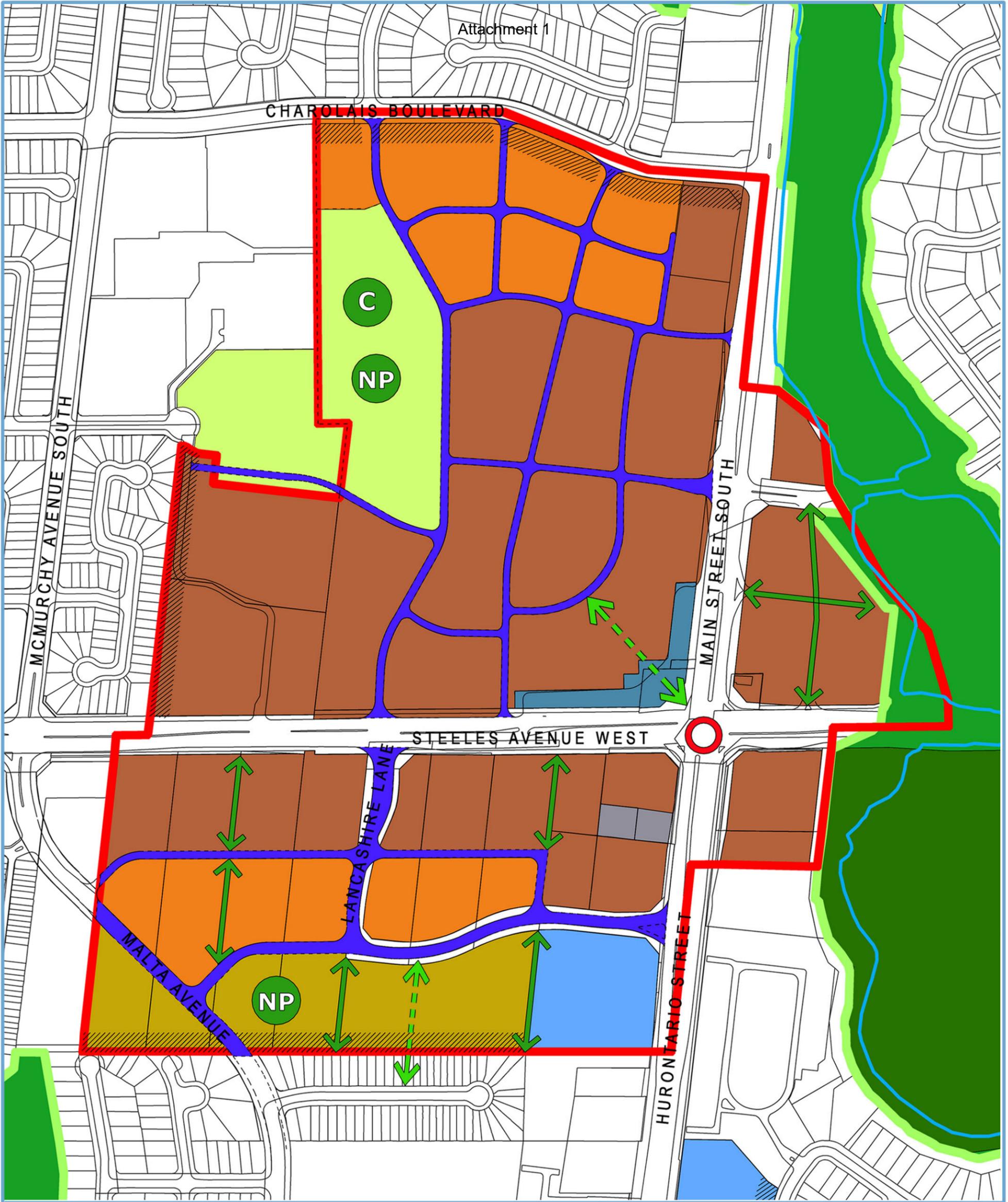


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BRAMPTON MAJOR TRANSIT STATION AREAS THE GORE ROAD STATION DRAFT LAND USE PLAN

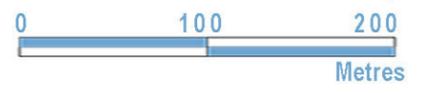
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LEGEND

- | | | |
|--------------------------------------|---|---|
| NEIGHBOURHOOD (MID-RISE RESIDENTIAL) | NATURAL HERITAGE SYSTEM (NHS) | PROPOSED PUBLIC OR PRIVATE STREET NETWORK |
| MIXED-USE (MID-RISE MIXED-USE) | NHS BOUNDARY IN PARK | MID-BLOCK CONNECTION |
| MIXED-USE (HIGH-RISE MIXED-USE) | PARKS AND OPEN SPACE (CITY PARK) | PEDESTRIAN CONNECTION |
| OFFICE MIXED-USE | PARKS AND OPEN SPACE (NEIGHBOURHOOD PARK) | HEIGHT TRANSITION AREA |
| TRANSIT STATION | TRCA FLOODLINE | MTSA BOUNDARY |
| UTILITY | PROPOSED NEIGHBOURHOOD PARK | MTSA STATION |
| | POTENTIAL COMMUNITY HUB | |

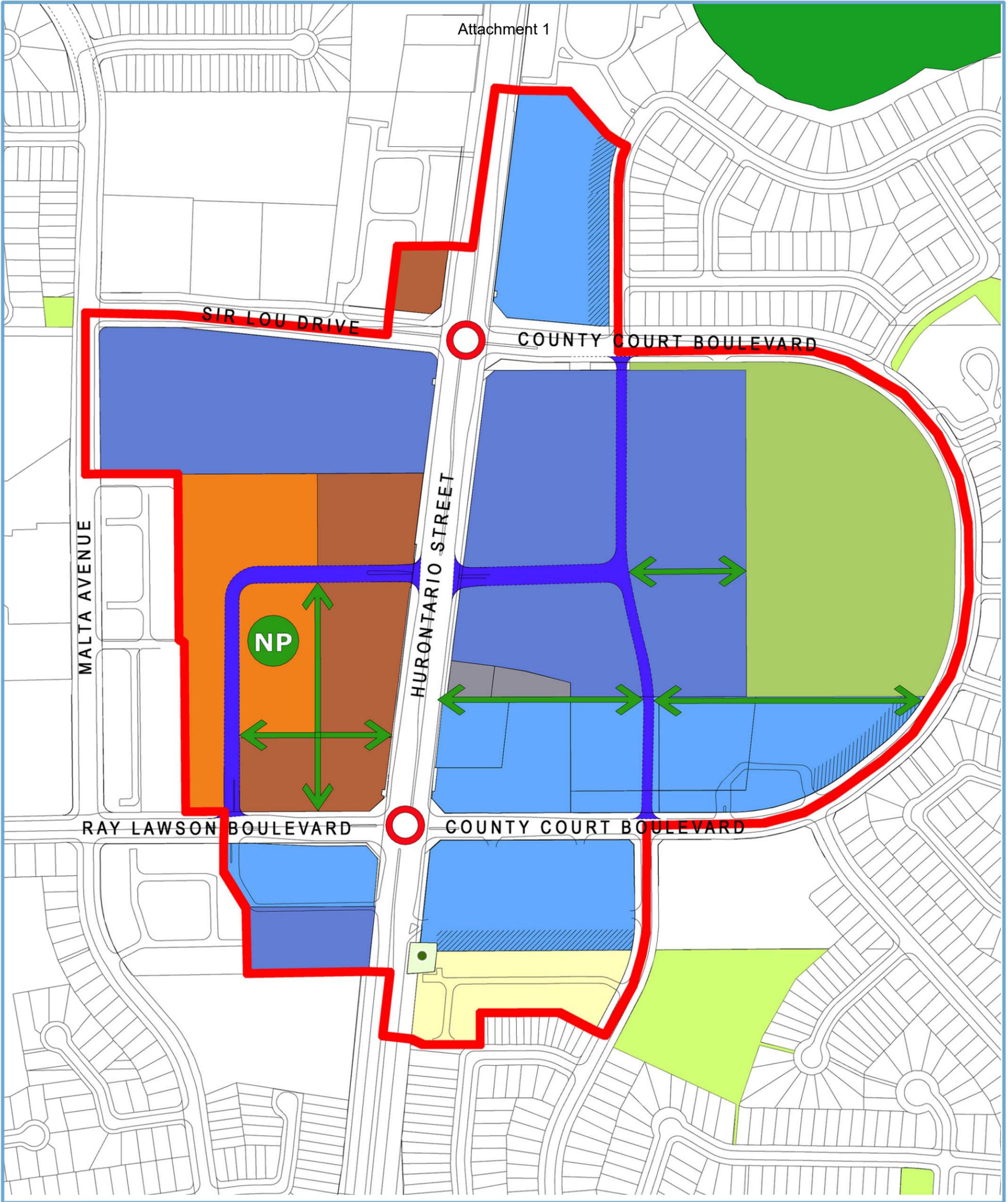


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BRAMPTON MAJOR TRANSIT STATION AREAS GATEWAY STATION DRAFT LAND USE PLAN

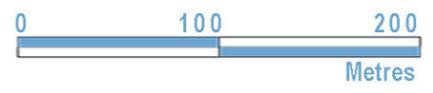
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LEGEND

- | | | |
|--------------------------------------|---|---|
| NEIGHBOURHOOD (LOW-RISE RESIDENTIAL) | NATURAL HERITAGE SYSTEM (NHS) | PROPOSED PUBLIC OR PRIVATE STREET NETWORK |
| MIXED-USE (MID-RISE MIXED-USE) | PARKS AND OPEN SPACE (COMMUNITY PARK) | MID-BLOCK CONNECTION |
| MIXED-USE (HIGH-RISE MIXED-USE) | PARKS AND OPEN SPACE (NEIGHBOURHOOD PARK) | HEIGHT TRANSITION AREA |
| OFFICE MIXED-USE | PARKS AND OPEN SPACE (CEMETERY) | MTSA BOUNDARY |
| MIXED-USE EMPLOYMENT (INSTITUTIONAL) | PROPOSED NEIGHBOURHOOD PARK | MTSA STATION |
| UTILITY | DESIGNATED HERITAGE PROPERTY | |

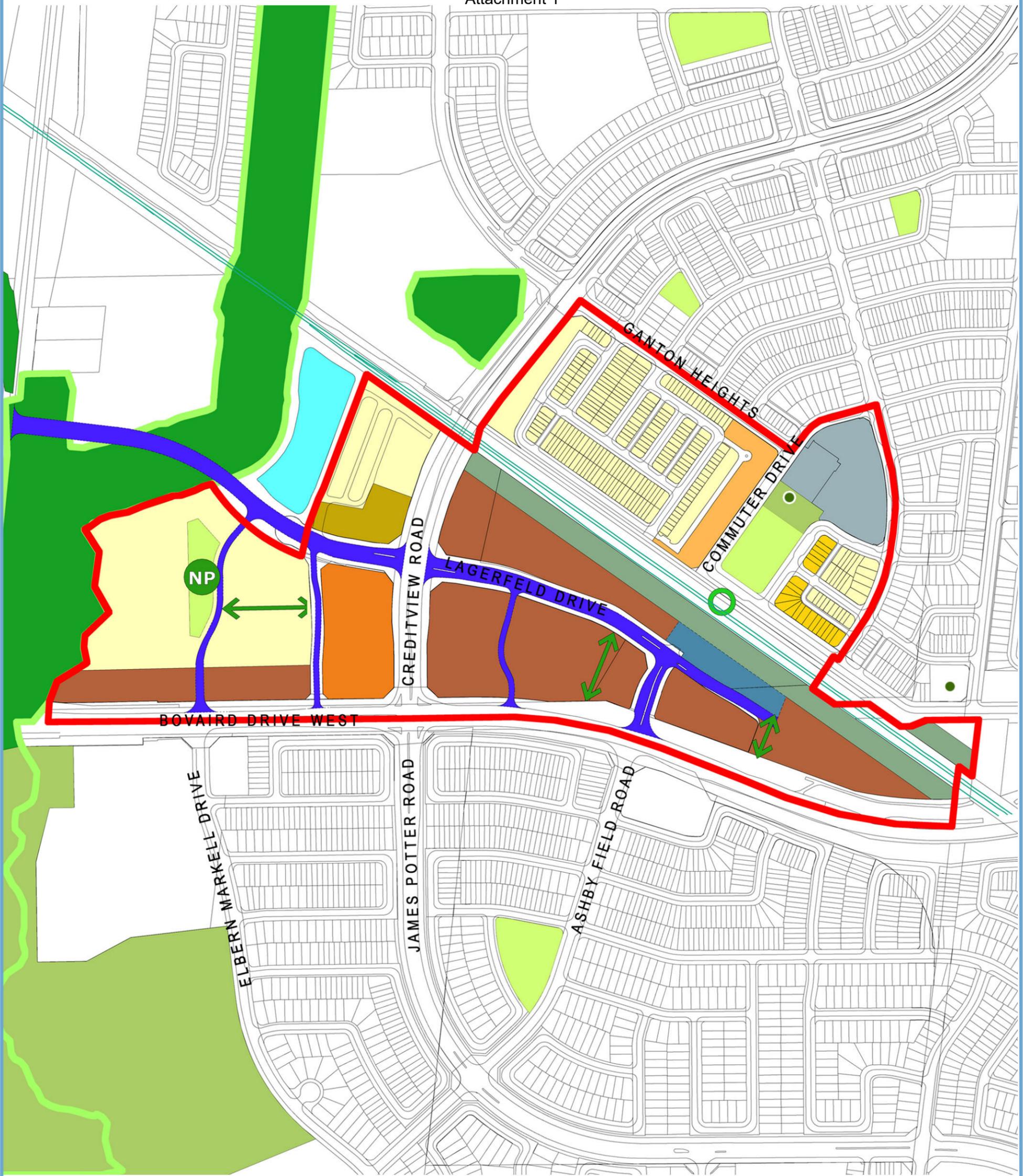


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BRAMPTON MAJOR TRANSIT STATION AREAS RAY LAWSON BOULEVARD STATION DRAFT LAND USE PLAN

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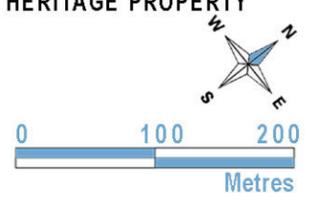


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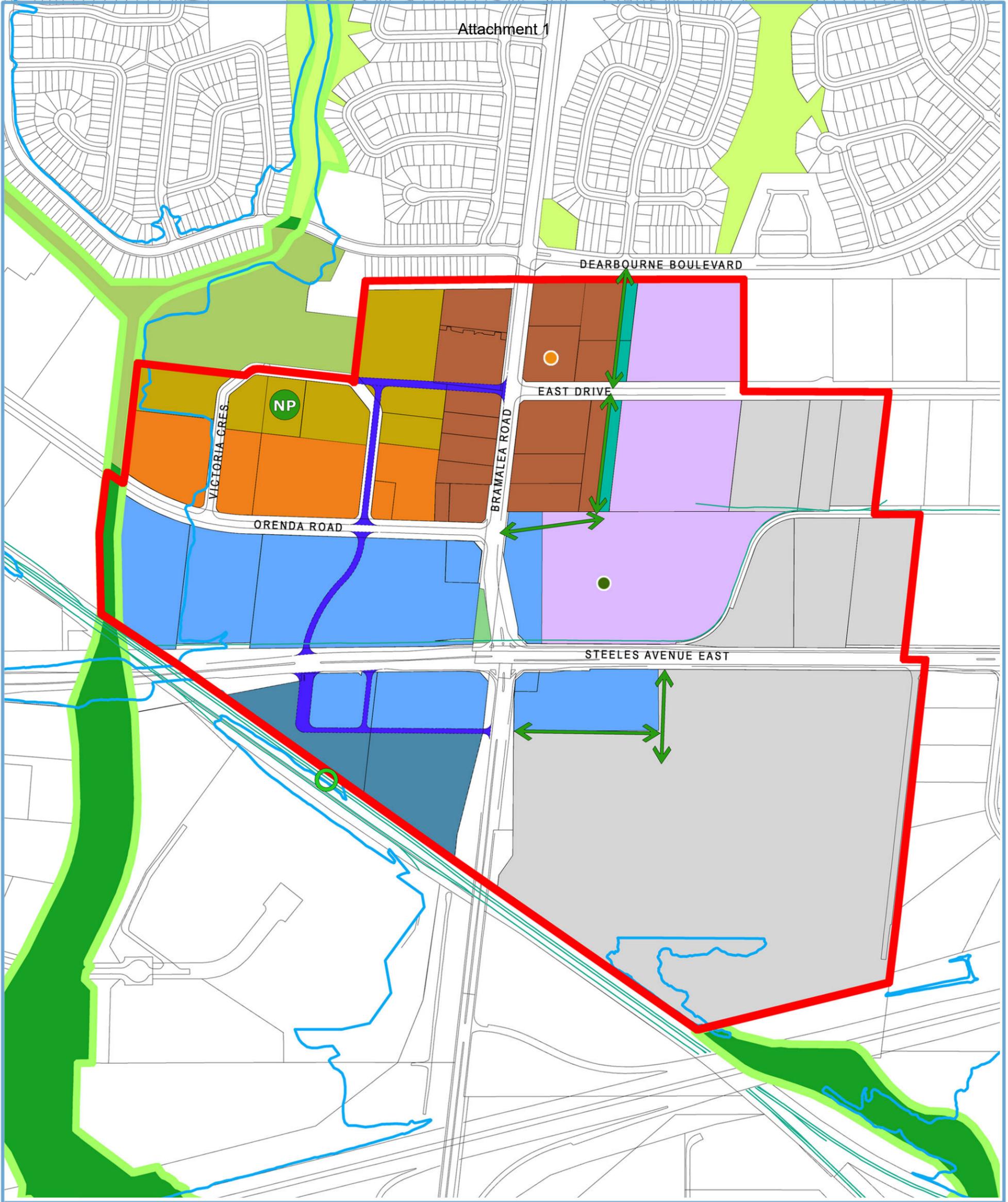
- NEIGHBOURHOOD (LOW-RISE RESIDENTIAL)
- NEIGHBOURHOOD (MID-RISE RESIDENTIAL)
- NEIGHBOURHOOD (INSTITUTIONAL)
- MIXED-USE (LOW-RISE MIXED-USE)
- MIXED-USE (LOW-RISE PLUS MIXED-USE)
- MIXED-USE (MID-RISE MIXED-USE)
- MIXED-USE (HIGH-RISE MIXED-USE)
- TRANSIT STATION

- NATURAL HERITAGE SYSTEM (NHS)
- NHS BOUNDARY IN PARK
- PARKS AND OPEN SPACE (COMMUNITY PARK)
- PARKS AND OPEN SPACE (NEIGHBOURHOOD PARK)
- STORMWATER MANAGEMENT POND
- PROPOSED NEIGHBOURHOOD PARK (NP)
- MTSA BOUNDARY
- MTSA STATION

- PROPOSED PUBLIC OR PRIVATE STREET NETWORK
- MID-BLOCK CONNECTION
- RAILWAY 30M BUFFER
- DESIGNATED HERITAGE PROPERTY
- RAIL LINE

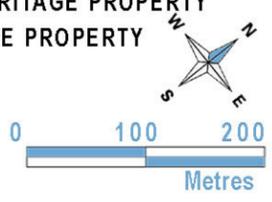


BRAMPTON MAJOR TRANSIT STATION AREAS MT. PLEASANT STATION DRAFT LAND USE PLAN



LEGEND

- | | | |
|--------------------------------------|---|---|
| NEIGHBOURHOOD (MID-RISE RESIDENTIAL) | NATURAL HERITAGE SYSTEM (NHS) | PROPOSED PUBLIC OR PRIVATE STREET NETWORK |
| MIXED-USE (MID-RISE MIXED-USE) | NHS BOUNDARY IN PARK | MID-BLOCK CONNECTION |
| MIXED-USE (HIGH-RISE MIXED-USE) | PARKS AND OPEN SPACE (COMMUNITY PARK) | PROPOSED LANDSCAPE BUFFER |
| OFFICE MIXED-USE | PARKS AND OPEN SPACE (NEIGHBOURHOOD PARK) | DESIGNATED HERITAGE PROPERTY |
| EMPLOYMENT (PRESTIGE INDUSTRIAL) | TRCA FLOODLINE | LISTED HERITAGE PROPERTY |
| EMPLOYMENT (INDUSTRIAL) | PROPOSED NEIGHBOURHOOD PARK | RAIL LINE |
| TRANSIT STATION | MTSA BOUNDARY | |
| | MTSA STATION | |

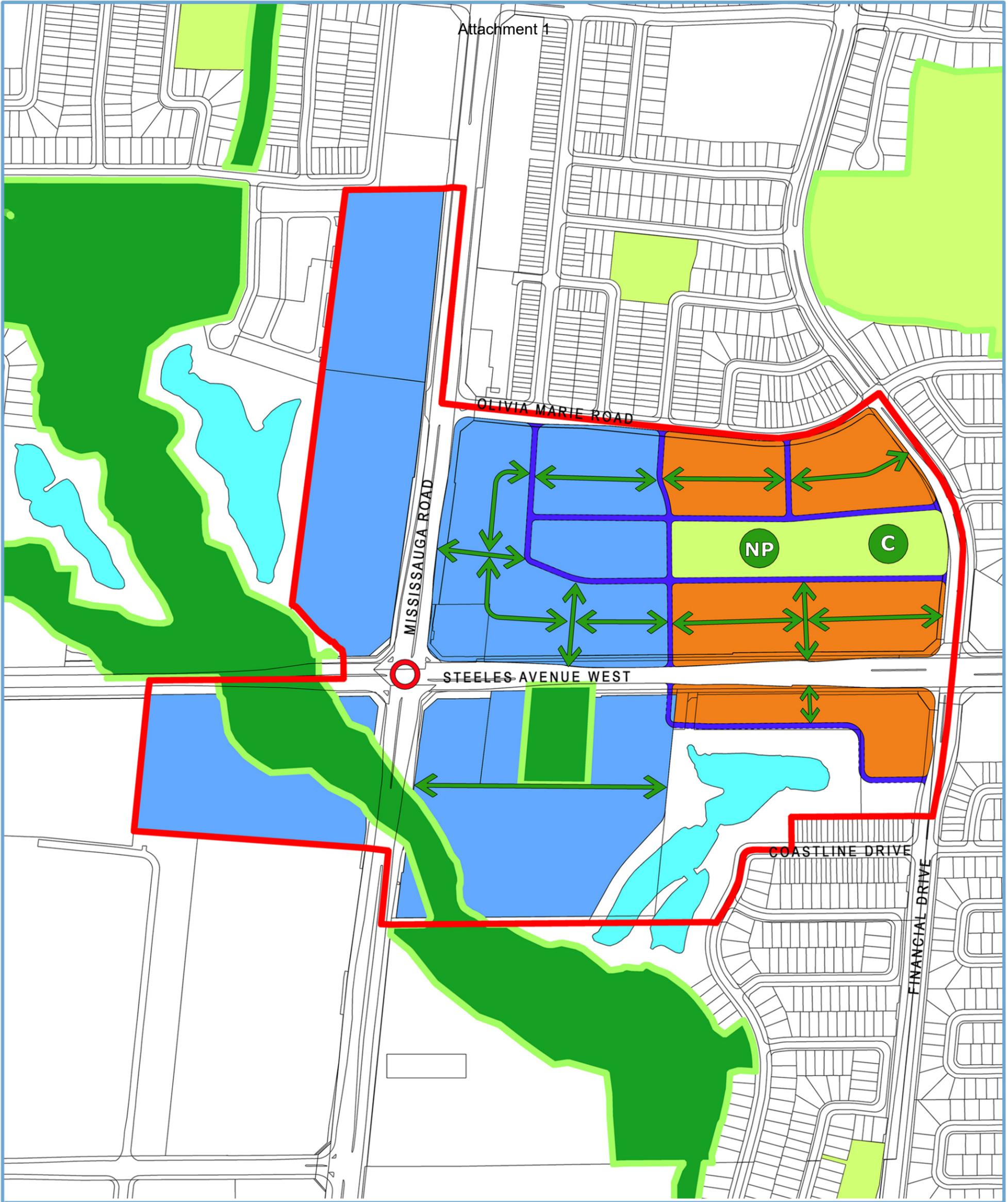


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BRAMPTON MAJOR TRANSIT STATION AREAS BRAMALEA GO STATION DRAFT LAND USE PLAN

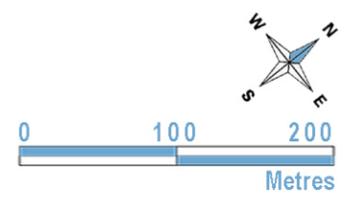
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LEGEND

- MIXED-USE (MID-RISE MIXED-USE)
- OFFICE MIXED-USE
- NATURAL HERITAGE SYSTEM (NHS)
- NHS BOUNDARY IN PARK
- PARKS AND OPEN SPACE (NEIGHBOURHOOD PARK)
- STORMWATER MANAGEMENT POND
- NP PROPOSED NEIGHBOURHOOD PARK
- C POTENTIAL COMMUNITY HUB
- PROPOSED PUBLIC OR PRIVATE STREET NETWORK
- MID-BLOCK CONNECTION
- MTSA BOUNDARY
- MTSA STATION



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