



BRAMPTON

Planning, Building and Growth Management

MEMORANDUM

Date: March 28, 2024

To: Tara Buonpensiero, Chief Planner and Director, Planning and Development Services, Region of Peel

From: Steve Ganesh, Commissioner, Planning Building and Growth Management

RE: Technical Modifications to Council Adopted Brampton Plan, the City of Brampton's new Official Plan

BACKGROUND

On November 1, 2023, City of Brampton Council passed By-law No. 195-2023 to adopt Brampton Plan, the City's new Official Plan and complete the City's Official Plan Review. On January 19th, 2024, the Region of Peel deemed the City's submission of materials regarding the Official Plan Review complete as per the *Planning Act* and Ontario Regulation 543/06. Since then, the Region has worked closely with the City to complete a conformity review of Brampton Plan to ensure it conforms with the Region of Peel Official Plan and provincial policies and guidelines.

PROPOSED TECHNICAL MODIFICATIONS

Since the adoption of Brampton Plan, City Staff has identified the need for additional modifications for clarity, to conform to the evolving provincial legislative framework, and to reflect recent comments received from stakeholders.

Appendix 1-3 of this memorandum identifies the proposed modifications to the adopted policies of Brampton Plan. As discussed with the Region of Peel, the recommended modifications are summarized below.

1. Rewording of 'Indigenous Peoples' definition to provide clarity.
2. Rewording of the Mississauga Road Corridor Special Study Area to permit warehousing as an ancillary use, in response to stakeholder comments.
3. Rewording of all definitions related to Major Transit Station Areas in Brampton Plan Glossary Section 5.18 for clarity and improved reading experience.
4. Revision of Major Transit Station Area policies in Chapter 4 of Brampton Plan that relate to height and density.
5. Re-designation of lands at Tomken Rd and Highway 407 to reflect OPA OP2006-249 approved on August 9th, 2023 (Appendix 2), in response to comments received from Infrastructure Ontario.



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6. Delete Schedule 13c Mount Pleasant GO MTSA Land Use Schedule. Replace with revised Schedule 13c in Appendix 3.

7. Delete Schedule 13n Steeles at Mississauga Land Use Plan. Replace with revised Schedule 13n in Appendix 3.

SUBMISSION FOR REGIONAL APPROVAL

The proposed changes to Brampton Plan, adopted through By-law 195-2023 on November 1, 2023, and submitted to the Region of Peel for approval are required to correct inconsistencies and provide clarity.

ATTACHMENTS

Appendix 1: Recommended Text Modifications to Council Adopted Brampton Plan

Appendix 2: Public Notice – OPA OP2006-249

Appendix 3: Proposed Mapping Modifications to Schedule 13c and 13n



APPENDIX 1: Recommended Text Modifications to Council Adopted Brampton Plan

	Section	Council Adopted Brampton Plan Policy	Proposed Modified Policy
1	Section 5.18 - Indigenous Peoples Definition	Indigenous Peoples encompasses First Nations, Métis and Inuit people, either collectively or separately, and is a preferred term in international usage, e.g., the 'U.N. Declaration on the Rights of Indigenous Peoples.' In its derivation from international movements, it is associated more with activism than government policy and so has emerged, for many, as the preferred term.	Indigenous Peoples is a collective name for the original peoples of North America and their descendants. Often, "Aboriginal peoples" is also used. The Canadian Constitution recognizes 3 groups of Aboriginal peoples: First Nations, Inuit and Métis. Treaties with First Nations in Canada are constitutionally recognized agreements between the Crown and Indigenous peoples.
2	Chapter 4 - Mississauga Road Corridor Special Study Area	The primary function of the Mississauga Road Corridor Office Centre will be protected and enhanced by: a) Aligning with the Mixed-Use Employment designation in this Plan and the Office Centre designation in the Bram West Secondary Plan, the following uses are permitted and may be refined through the Bram West Secondary Plan review process, without an amendment to this Plan: i) Office, research and development facilities, lab space and aerospace; ii) Light and clean advanced manufacturing that emphasizes green infrastructure, assembly, innovation and technology; iii) Hotels, and conference/convention centres,;	The primary function of the Mississauga Road Corridor Office Centre will be protected and enhanced by: a) Aligning with the Mixed-Use Employment designation in this Plan and the Office Centre designation in the Bram West Secondary Plan, the following uses are permitted and may be refined through the Bram West Secondary Plan review process, without an amendment to this Plan: i) Office, research and development facilities, lab space and aerospace; ii) Light and clean advanced manufacturing that emphasizes green infrastructure, assembly, innovation and technology; iii) Hotels, and conference/convention centres,;



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		<p>iv) Limited retail and service commercial uses that provide support to the permitted employment uses; and v) Opportunities for other employment uses that support and are complementary to the development of uses as noted above may be considered on a site-specific basis, whereby the overall intent of the Mixed-Use and Office Centre designations are maintained.</p> <p>b) Not permitting non-employment uses, such as major retail, residential, and other sensitive land uses not ancillary to the primary employment use, unless identified through an amendment to the Secondary Plan through a Major Transit Station Area study in accordance with the policies of this Plan;</p> <p>c) Encouraging specific urban design policies, including integration of high-quality architecture, streetscape and landscape treatments as well as appropriate massing in order to provide a sense of arrival and destination;</p> <p>d) The ultimate development form of the Mississauga Road Corridor including the type, location, and interrelationship of land uses, will be prescribed in the Bram West Secondary Plan;</p> <p>e) Any proposals to expand the Mississauga Road Corridor Special Study Area are subject to an Official Plan Amendment. The City may require applicants to submit supporting documentation indicating the economic, financial, environmental, physical and</p>	<p>iv) Limited retail and service commercial uses that provide support to the permitted employment uses; and v) Opportunities for other employment uses that support and are complementary to the development of uses as noted above may be considered on a site-specific basis, whereby the overall intent of the Mixed-Use and Office Centre designations are maintained.</p> <p>vi) Warehousing, provided it is ancillary to major office, and compatible, consistent, and complementary with the business environment envisioned for this area.</p> <p>b) Encouraging specific urban design policies, including integration of high-quality architecture, streetscape and landscape treatments as well as appropriate massing in order to provide a sense of arrival and destination;</p> <p>c) The ultimate development form of the Mississauga Road Corridor including the type, location, and interrelationship of land uses, will be prescribed in the Bram West Secondary Plan;</p> <p>d) Any proposals to expand the Mississauga Road Corridor Special Study Area are subject to an Official Plan Amendment. The City may require applicants to submit supporting documentation indicating the economic, financial, environmental, physical and</p>
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		<p>transportation impact of a proposed development; and, f) Warehousing, logistics, food processing, packaging, heavy manufacturing, and outdoor storage are not permitted uses.</p>	<p>transportation impact of a proposed development; and, e) Non-ancillary warehousing, logistics, food processing, packaging, heavy manufacturing, and outdoor storage are not permitted uses.</p>
<p>3</p>	<p>Section 5.18 – Major Transit Station Area Definitions</p>	<p>Major Transit Station Area means the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.</p> <p>Major Transit Station Area (Planned) means areas identified on Schedule 1 that do not have a delineated boundary and are intended to become either a “Primary” or “Secondary” Major Transit Station Area following the completion of a Major Transit Station Area Study and will be delineated by the Region of Peel. The City will work jointly with the Region and Provincial government to periodically review the status of Transit infrastructure, comprehensive land use changes, and strategic considerations to evaluate reclassifying “Planned” Major Transit Station Areas to be a “Primary” or “Secondary” Major Transit Station Area.” Planned Major Transit Station Areas are not Protected Major Transit Station Areas in accordance with the <i>Planning Act</i>.</p>	<p>Major Transit Station Area means the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk. Major Transit Station Areas are either Protected or Planned through the Region of Peel Official Plan and reflect one of the following station classifications:</p> <p>“Primary” Major Transit Station Areas are areas delineated in the Region of Peel Official Plan that have existing or planned transit-supportive built forms and can meet or exceed the minimum transit-supportive density target. Primary Major Transit Station Areas are protected in accordance with subsection 16(16) of the <i>Planning Act</i>.</p> <p>“Secondary” Major Transit Station Areas are areas delineated in the Region of Peel Official Plan that are constrained by existing land use patterns and built forms and may require an alternative minimum</p>



		<p>Major Transit Station Area (Primary) means areas referred to as a Protected Major Transit Station Area (PMTSA) in the <i>Planning Act</i> that have a delineated boundary as shown on Schedule 1, and can meet or exceed the minimum density target identified in this Plan.</p> <p>Major Transit Station Area (Secondary) means areas referred to as a Protected Major Transit Station Area (PMTSA) in the <i>Planning Act</i> and that are constrained by existing land use patterns and built forms and may require an alternative minimum density target. These stations may take on a commuter station function with a mix of uses that support increased transit ridership.</p>	<p>density target. These stations may take on a commuter station function with a mix of uses that support increased transit ridership. Secondary Major Transit Station Areas are protected in accordance with subsection 16(16) of the <i>Planning Act</i>.</p> <p>“Planned” Major Transit Station Areas are areas identified on Schedule 1 that do not have a delineated boundary and are intended to become either a “Primary” or “Secondary” Major Transit Station Area following the completion of a Major Transit Station Area Study and will be delineated by the Region of Peel. The City will work jointly with the Region and Provincial government to periodically review the status of Transit infrastructure, comprehensive land use changes, and strategic considerations to evaluate reclassifying “Planned” Major Transit Station Areas to be a “Primary” or “Secondary” Major Transit Station Area.” Planned Major Transit Station Areas are not Protected Major Transit Station Areas in accordance with the <i>Planning Act</i>.</p>
4	<p>Chapter 4 – Major Transit Station Area Policies (Height and Density)</p>	<p>Building Height</p> <p>a) The maximum building heights identified in Table 4 – Building Typologies of this</p>	<p>Building Height</p> <p>a) Maximum heights as identified in Table 4 – Building Typologies do not apply to any lands within a Primary Major Transit</p>



		<p>Plan do not apply to any lands within a Primary Major Transit Station Area.</p> <p>Minimum Density</p> <p>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.</p> <p>b) Development or redevelopment proposals (per site) shall meet the minimum FSI identified in Table A.</p> <p>c) Notwithstanding subsection b), new industrial buildings within the Mixed-Use (High Rise) designation shall have a minimum FSI of 0.40.</p> <p>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.</p> <p>e) The minimum FSI identified in Table A does not apply to:</p>	<p>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.</p> <p>Density</p> <p>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.</p> <p>b) Development or redevelopment proposals (per site) shall meet the minimum FSI identified in Table A.</p> <p>c) 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.</p> <p>d) The minimum FSI identified in Table A does not apply to:</p> <ul style="list-style-type: none"> i) lands required for public parks, natural system, stormwater management purposes and open spaces; ii) institutional uses;
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		<p>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.</p>	<p>iii) transit station uses; and iv) community and recreation uses operated by a public authority. e) 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.</p>
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APPENDIX 2: Public Notice – OPA OP2006-249



Public Notice

Notice of Passing of Zoning By-law 128-2023

Northeast Corner of Tomken Road 407 Overpass

Date of Decision: August 9, 2023
Date of Notice: August 15, 2023
Last Date of Appeal: September 5, 2023

On the date noted above, the Council of the Corporation of the City of Brampton passed By-law 128-2023, to amend Zoning By-law 270-2004, as amended, under Section 34 of the *Planning Act*, R.S.O., c.P.13, pursuant to an application by WSP Canada Inc./Infrastructure Ontario, Ward 3, File: OZS-2021-0027.

The Purpose and Effect of the Zoning By-law: To re-designate a portion of the subject lands as “Industrial” to permit industrial uses, and “Open Space” to recognize the existing natural heritage system.

Location of Lands Affected: Located at the northeast corner of Tomken Road 407 overpass, being ‘Site A’ and ‘Site B’. Site A is located on the south side of Tomken Road, while Site B is located on the north side of Tomken Road. Site A is legally described as Parts 1-18 of 43R39894. Site B is legally described as Parts 1-4 43R39893; City of Brampton.

Obtaining Additional Information: A copy of the by-law is provided. The complete background information is available at the City Clerk’s Office during regular office hours, or online at www.brampton.ca. Further enquiries should be directed to Nicole Hanson, Development Planner, Planning, Building and Growth Management Services at 905-874-2439 or Nicole.Hanson@brampton.ca.

Any and all written submissions relating to this amendment that were made to Council, and the Planning and Development Committee, before its decision and any and all oral submissions related to these applications that were made at a public meeting, held under the *Planning Act*, have been, on balance, taken into consideration by Council as part of its deliberations and final decision on these matters.

There are no applications under the *Planning Act*, pertaining to the subject lands.

When and How to File an Appeal: An appeal of the by-law amendment to the Ontario Land Tribunal (OLT) must be filed with the Clerk of the City of Brampton **no later than September 5, 2023**. An appeal form is available from the OLT website at <https://olt.gov.on.ca/appeals-process/forms/>

The Notice of Appeal must:

- (1) set out the reasons for appeal; and,
- (2) be accompanied by the fee required by the Ontario Land Tribunal in the amount of \$1,100.00 payable by certified cheque or money order to the Minister of Finance, Province of Ontario. A copy of the Ontario Land Tribunal Fee Schedule may be found at <https://olt.gov.on.ca/appeals-process/fee-chart/>

Only individuals, corporations and public bodies may appeal a by-law to the Ontario Land Tribunal (OLT). A notice of appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be filed in the name of an individual who is a member of the association or the group on its behalf.

No person or public body shall be added as a party to the hearing of the appeal unless, before the by-law was passed, the person or public body made oral submissions at a public meeting or written submissions to the Council or, in the opinion of the Ontario Land Tribunal, there are reasonable grounds to add the person or public body as a party.

Notice of Appeal may be hand delivered to:

City of Brampton
Office of the City Clerk
2 Wellington Street West
Brampton, ON L6Y 4R2
Contact: (905) 874-3858



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 128 - 2023

To adopt Amendment Number OP2006- 249 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. 1900, c.P. 13, hereby ENACTS as follows:

1. Amendment Number OP 2006- 249 to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this by-law.

ENACTED and PASSED this 9th day of August, 2023.

Approved as to
form.

2023/08/03

SDSR

Approved as to
content.

2023/07/25

AAP

Patrick Brown, Mayor

Peter Fay, City Clerk

AMENDMENT NUMBER OP 2006- 249
TO THE OFFICIAL PLAN OF THE
CITY OF BRAMPTON PLANNING AREA

1.0 Purpose:

The purpose of this amendment is to re-designate the majority of the subject lands as industrial, and parts as open space to maintain the existing natural heritage system of the lands shown outlined on Scheduled 'A'. The re-designation will support future development of industrial uses.

2.0 Location:

The lands subject to this amendment are comprised of two separate lots, located on the northwest and northeast corner of Tomken Road and the Highway 407 Overpass. The lands on the northwest corner have a frontage of approximately 30 metres along Westcreek Boulevard and approximately 433 metres along Tomken Road, and is legally described as Parts 1-18 of 43R39894. The lands on the northeast corner have a frontage of approximately 150 metres along Tomken Road and is legally described as Parts 1-4 43R39893.

3.0 Amendments and Polices Relative Thereto:

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

a) by amending Schedule A 'General Land Use Designations' to the Brampton Official Plan by deleting the 'Provincial Highway' designation and replacing it with an 'Industrial' and 'Open Space' designation, as shown outlined on Schedule A to this amendment.

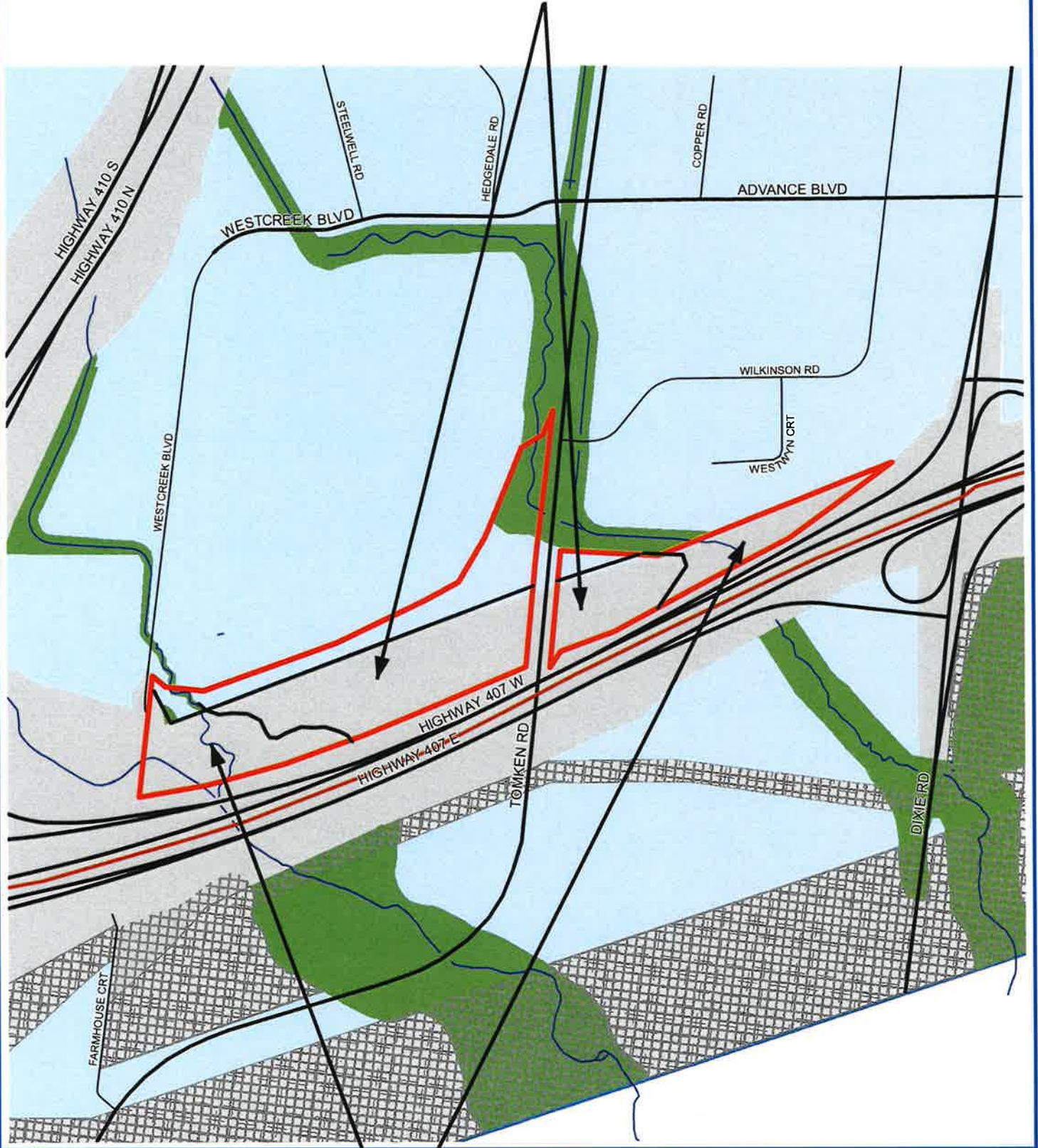
b) by amending Schedule D 'Natural Heritage Features and Areas' to the Brampton Official Plan by adding a 'Natural Heritage System' designation on the lands shown outlined on Schedule 'B' to this amendment.

c) by adding to the list of amendments pertaining to Secondary Plan Area 5, Chapter 5: Highway 410 and Steeles Secondary Plan as set out in Part II: Secondary Plans, thereof, Amendment Number OP 2006- 249 .

3.2 The portions of the document known as Highway 410 and Steeles Secondary Plan, being Chapter 5 of Part II: Secondary Plans, of the City of Brampton Official Plan, as amended, is hereby further amended:

a) by amending Schedule SPA5 of Chapter 5 of Part II: Secondary Plans, the land use designation of the lands shown outlined on Schedule B of this amendment to add 'General Employment I' and 'Natural Heritage System'.

LANDS TO BE REDESIGNATED FROM "PROVINCIAL HIGHWAYS" TO "INDUSTRIAL"

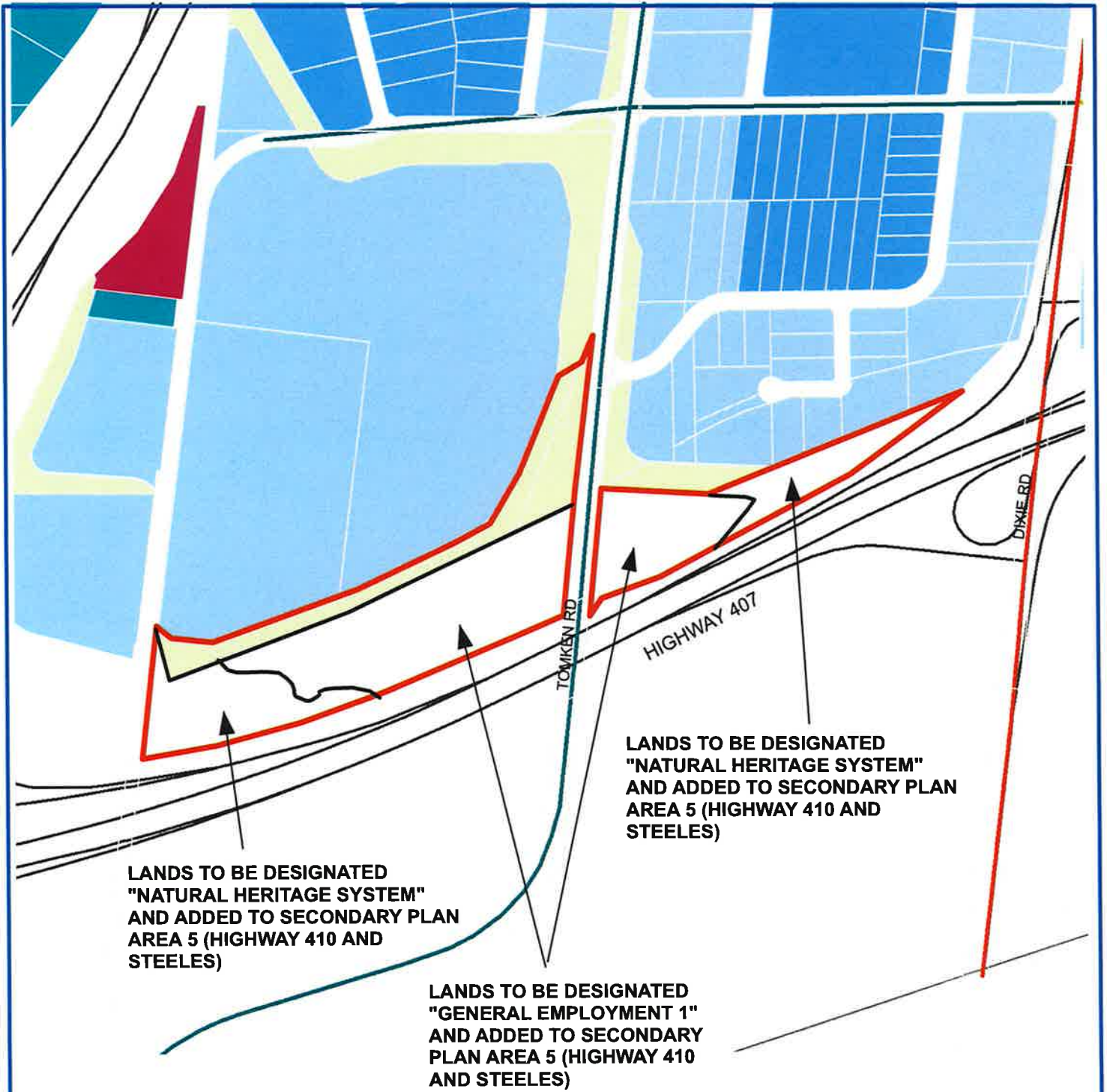


LANDS TO BE REDESIGNATED FROM "PROVINCIAL HIGHWAYS" TO "OPENSACE"

EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

- SUBJECT LAND
- OPENSACE
- PROVINCIAL HIGHWAYS
- INDUSTRIAL
- PARKWAY BELT WEST





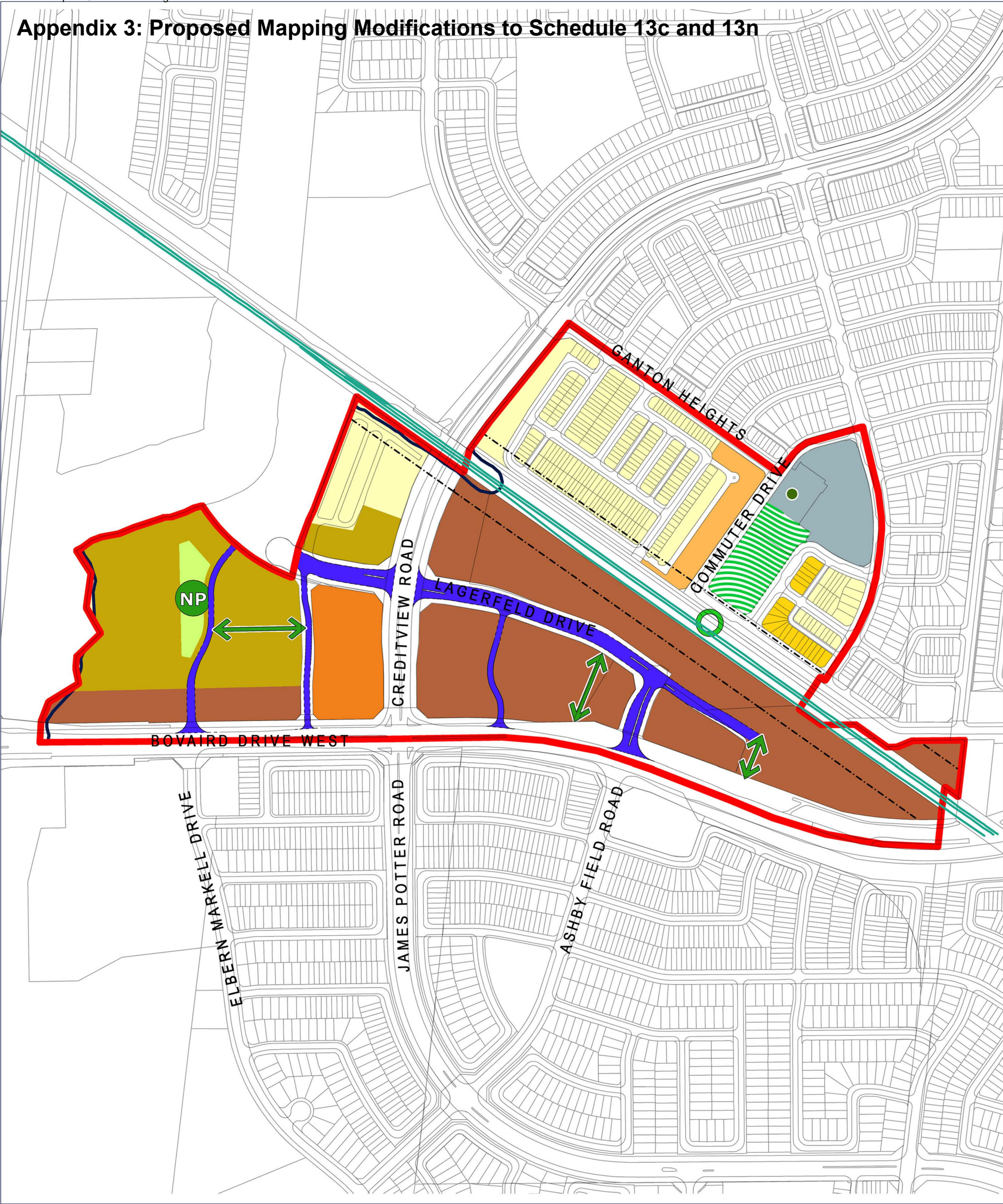
EXTRACT FROM SCHEDULE 5(A) FROM THE DOCUMENT KNOWN AS THE HIGHWAY 410/STEELES AVENUE SECONDARY PLAN

 LANDS TO BE ADDED TO SECONDARY PLAN AREA 5 (HIGHWAY 410/STEELES SECONDARY PLAN)

- | | | | | |
|---|-----------------------------|---|--------------------------------|---|
| EMPLOYMENT | | COMMERCIAL | |  SPECIAL SITE AREA |
|  | GENERAL EMPLOYMENT 1 |  | HIGHWAY AND SERVICE COMMERCIAL |  SPECIAL POLICY AREA |
|  | GENERAL EMPLOYMENT 2 |  | HIGHWAY COMMERCIAL | |
|  | PRESTIGE EMPLOYMENT |  | SERVICE COMMERCIAL | |
|  | MIXED EMPLOYMENT COMMERCIAL | ROADS | | |
| INSTITUTIONAL | |  | COLLECTOR ROAD | |
|  | SECONDARY SCHOOL |  | MINOR ARTERIAL ROAD | |
| OPEN SPACE | |  | MAJOR ARTERIAL ROAD | |
|  | RECREATIONAL OPEN SPACE |  | PROVINCIAL HIGHWAY | |
|  | NATURAL HERITAGE SYSTEM | | | |



Appendix 3: Proposed Mapping Modifications to Schedule 13c and 13n



- 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)
- EXISTING PARK
- PLANNED NEIGHBOURHOOD PARK
- RAILWAY 30M BUFFER

- PROPOSED PUBLIC OR PRIVATE STREET NETWORK
- POTENTIAL MID-BLOCK CONNECTION
- DESIGNATED HERITAGE PROPERTY
- CVC REGULATION LIMIT
- RAIL LINE
- MTSA BOUNDARY
- MTSA TRAIN STATION

0 100 200 metres



NOTE: THE LEGAL BASIS FOR DELINEATING CONSERVATION AUTHORITY REGULATED AREAS IS DEFINED IN THE TEXT OF THE RESPECTIVE REGULATIONS ISSUED IN ACCORDANCE WITH SECTION 28 OF THE CONSERVATION AUTHORITIES ACT. THE INFORMATION IDENTIFYING REGULATED AREAS SHOWN ON THIS SCHEDULE, INCLUDING THE LIMITS OF REGULATED FEATURES AND HAZARDS, MAY BE UPDATED AS NEW INFORMATION BECOMES AVAILABLE. REFERENCE SHOULD BE MADE TO THE TEXT AND MAPPING OF THE RELEVANT CONSERVATION AUTHORITY REGULATION. SITE INVESTIGATIONS AND DETAILED STUDIES REQUESTED AT THE TIME OF AN APPLICATION MAY FURTHER REFINE OR DELINEATE THE REGULATED AREA, INCLUDING FLOOD PLAIN SPILL AREAS.

Date: October 2023
 Planning, Building and Growth Management
 Brampton Plan
 This map forms part of the Official Plan of the City of Brampton and must be read in conjunction with the text and other schedules.