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**DECISION**

**with respect to the New Official Plan  
of the City of Brampton  
Section 17(34) of the *Planning Act***

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The Brampton Official Plan, which was adopted by City Council through By-law 195-2023, is hereby approved pursuant to Section 17(34) of the *Planning Act* R.S.O. 1990 as amended, subject to the following modifications as set out in Schedule “A” to this Decision; and

That the Brampton Official Plan Schedule 13a – KIT-2 Bramalea GO Major Transit Station Area, which was adopted by City Council through By-law 195-2023, be refused pursuant to Section 17(34) of the *Planning Act* R.S.O. 1990 as amended, as set out in Schedule “A” to this Decision.

Dated at Brampton this \_\_\_\_\_ of \_\_\_\_\_, 2024.

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Nando Iannicca  
Regional Chair  
Regional Municipality of Peel

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Aretha Adams  
Regional Clerk  
Regional Municipality of Peel

**Schedule “A” – Regional Municipality of Peel Modifications**

Additions are shown in blue underline and deletions are shown in ~~red strikethrough~~.

Mod. No.	Brampton OP Section No.	Modification	Justification
<b>Chapter 1   Defining Brampton</b>			
1.	List of Schedules	Is modified to read as follows:  <b>Schedule 13<del>AB</del>-13N.</b> Major Transit Station Areas	Regional Conformity
2.	Pg. 1-2 Getting Around	Is modified to read as follows:  Significant growth can come with major challenges associated with congestion. Brampton Plan recognizes that the best transportation plan is a good land use plan and seeks to create complete and compact <del>neighbourhoods</del> <u>neighbourhoods</u> where the need to travel long distances to undertake daily needs is minimized.	Clarity and Consistency
3.	Pg. 1-2 Financial Sustainability	Is modified to read as follows:  Lower <b>density</b> <del>neighbourhoods</del> <u>neighbourhoods</u> are more expensive to service (police, fire, ambulance, schools, water, sewer, streets, hydro corridors, parks, community centres, libraries, etc.) than higher <b>density</b> <del>neighbourhoods</del> <u>neighbourhoods</u> .	Clarity and Consistency
4.	Pg. 1-6 Transformations	Is modified to read as follows:  <b>15-minute Neighbourhoods</b> – Realize model living in new and revitalized <del>neighbourhoods</del> <u>neighbourhoods</u> , where residents and business owners can enjoy a healthy and high quality of life, find <b>affordable housing</b> for all stages of life, and undertake daily needs close by without the need to travel long distances by car.	Clarity and Consistency
5.	Pg. 1-11 Parkway Belt West Plan	Is modified to read as follows:  The Parkway Belt West Plan was prepared in 1978 by the Province of Ontario, for the purpose of creating a multi-purpose hydro and transportation <del>corridor</del> <u>corridor</u> , urban separator and linked open space system.	Clarity and Consistency
<b>Part 2.1   Establishing Our City Structure</b>			
6.	Pg. 2-2	Is modified to read as follows:  The <b>City-Wide Growth Management Framework</b> is comprised of <b>Centres, Boulevards, Corridors, Major Transit Station Areas, <del>Neighbourhoods</del> <u>Community Areas</u>, Employment Areas, and the Natural Heritage System.</b>	Clarity and Consistency
7.	Pg. 2-2	Is modified to read as follows:  <b>Centres</b> ( <u>Urban and Town Centres, including the Provincial Urban Growth Centre</u> ), <b>Boulevards, Major Transit Station Areas</b> and <b>Corridors</b> create logical opportunities to concentrate new housing and employment growth,	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
		providing a mix of uses in desirable and vibrant community locations served by transit and complemented by other <b>community services and facilities</b> .	
<b>Part 2.1.1   Principals for City Structure</b>			
8.	2.2.1.1 d.	Is modified to read as follows:  Promoting <b>15-minute neighbourhoods</b> through the design and retrofit of new and existing communities and appropriate <del>infill in <b>Neighbourhoods</b></del> <u>Neighbourhoods</u> to support community health, well-being, and quality of life. This is accomplished by focusing housing, jobs, and people in locations that are well-supported by transit and <b>Active Transportation networks</b> .	Clarity and Consistency
<b>Part 2.1.2   City-Wide Growth Management Framework</b>			
9.	2.1.2.1 a.	Is modified to read as follows:  <b>Centres</b> are those areas of Brampton where the highest concentration of growth and mix of uses is planned to occur. They connect residential and non-residential opportunities and enhance the ability for more residents to live, work, and play locally. <b>Centres</b> are comprised of <del>Urban</del> <u>Urban Centres (including the Provincial Urban Growth Centre) and and Town</u> <u>Town Centres</u> , noted on <b>Schedule 1A</b> and <del>Neighbourhood</del> <u>Neighbourhood Centres</u> , which will be determined through subsequent planning studies.	Clarity and Consistency
10.	2.1.2.3	Is modified to read as follows:  A mix of <b>transit-supportive</b> uses will be provided along <b>Corridors</b> within the <del>Neighbourhoods</del> <u>Neighbourhoods</u> designation, with higher densities permitted within <b>Major Transit Station Areas</b> to promote transit ridership subject to the policies of this Plan.	Clarity and Consistency
11.	2.1.2.4	Is modified to read as follows:  <del>Community Areas</del> <u>Community Areas</u> will provide flexibility to allow for a mix of building types based on their location in the <b>City Structure</b> to achieve the objectives of Brampton Plan.	Clarity and Consistency
12.	2.1.2.9	Is modified to read as follows:  Growth Forecasts have been prepared to the year 2051. These population, housing, and employment forecasts, shown in <b>Table 1</b> , will be monitored and revised through future comprehensive reviews of this Plan. They will also be used by Brampton Plan to guide policy and land use decision making until 2051. Any changes to population, <b>household</b> and employment forecasts would require an amendment to this Plan <del>and</del> <u>following the approval of</u> the Region of Peel Official Plan <u>forecasts</u> .	Regional Conformity

Mod. No.	Brampton OP Section No.	Modification	Justification
13.	2.1.2.10	Is modified to read as follows:  Most Growth will occur within the <b>Built-Up Area (Schedule 5)</b> in <b>Strategic Growth Areas</b> of the city, with a majority of residential growth being through <b>intensification</b> , increasing over time during the planning horizon. Most of the employment growth will occur within the designated <del>Employment Areas</del> <u>Employment land</u> in the <b>Built-Up Area</b> .	Clarity and Consistency
14.	2.1.2.13	Is modified to read as follows:  The supply of land will be monitored to ensure sufficient capacity, specifically related to <b>infrastructure</b> and <del>public service facilities</del> <u>public service facilities</u> , to accommodate the forecasts identified in <b>Table 1</b> and in accordance with the <b>Growth Management</b> policies in Chapter 5. <u>The City will work with school boards and agencies to ensure the necessary infrastructure and public service facilities are in place to accommodate forecasted growth and support the development of complete communities.</u>	Regional Conformity
15.	2.1.2.16	Is modified to read as follows:  The identification of new or additional <b>Settlement Areas</b> and conversions of <u>lands within Employment Areas</u> to non-employment uses may only occur as part of the Region of Peel's <b>Municipal Comprehensive Review</b> , as set out by Provincial policies and in accordance with the policies of the Region of Peel Official Plan.	Regional Conformity
16.	2.1.2.18	Is modified to read as follows:  The servicing and phasing of all <b>development</b> will be coordinated with any applicable Regional and City master plans, <b>subwatershed</b> studies and capital planning and will be addressed as a component of a <b>Secondary Plan, Precinct Plan</b> or development application, <u>in that order</u> .	Regional Conformity
17.	2.1.2.20 c.	Is modified to read as follows:  Promoting gentle <b>intensification</b> in <del>Neighbourhoods</del> <u>Neighbourhoods</u> . <del>Neighbourhoods</del> <u>Neighbourhoods</u> will continue to evolve through <b>infill development</b> on underutilized vacant properties and lands, the adaptive reuse of existing buildings, and the establishment of <b>additional residential units</b> , as appropriate.	Clarity and Consistency
18.	2.1.2.20. d.	Is modified to read as follows:  Encouraging co-location and integration of housing and public facilities such as, but not limited to, libraries, community centres, community hubs, licensed <del>childcare</del> <u>child care centres</u> , fire stations, and transit stations, including air-rights <b>development</b> above Civic <b>Infrastructure</b> ,	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
		transit facilities, and community facilities, where appropriate.	
19.	Pg. 2-11 What are Community Services and Facilities?	Is modified to read as follows:  <b>Community services and facilities</b> include lands, buildings and structures, such as <b>recreation</b> centres, arenas, pools, libraries, <del>childcare</del> <u>child care centres</u> , early years centres, other human <b>services</b> , schools, fire and emergency <b>services</b> , public health, cultural and employment <b>services</b> , and settlement <b>services</b> used for the provision of programs and <b>services</b> provided or subsidized by the City or other public agencies, boards or commissions. These <b>services</b> are sometimes referred to as soft <b>services</b> .	Clarity and Consistency
20.	Pg. 2-12 Designated Greenfield Area	Is modified to read as follows:  Brampton's <b>Designated Greenfield Area</b> , as shown on <b>Schedule 5</b> , is comprised of lands outside of the <b>Built-up Area</b> . New lands designated <del>Neighbourhoods</del> <u>Neighbourhoods</u> , Mixed-Use, and <del>Employment Areas</del> <u>Employment</u> within the <b>Designated Greenfield Area</b> provide a key opportunity for the establishment of <b>15-minute neighbourhoods</b> that provide a diverse mix of land uses, including clusters of business and economic activity, and creating an urban form that supports <b>active transportation</b> and transit. [...]	Clarity and Consistency
21.	2.1.2.25	Is modified to read as follows:  <del>Neighbourhoods</del> <u>Development</u> within the <b>Designated Greenfield Area</b> will be designed to meet or exceed a minimum <b>density</b> target of 71 persons and jobs per hectare.	Regional Conformity
22.	2.1.2.26	Is modified to read as follows:  The <b>density</b> target for the <b>Designated Greenfield Area</b> will be measured over the entire <b>Designated Greenfield Area</b> , excluding <b>Employment Areas</b> , the Natural Heritage System designation ( <u>provided development is prohibited in these areas</u> ), <b>flood plain</b> , <u>cemeteries</u> , rights-of-way for <del>hydro corridors</del> , <u>electricity transmission lines</u> , energy transmission lines, highways, <u>and</u> railways, <del>and cemeteries</del> .	Regional Conformity
23.	New Policy 2.1.1.27	New policy added as 2.1.1.27. Renumber subsequent policies. New policy to read as follows:  <u>The <b>Designated Greenfield Area</b> will be planned to achieve complete communities that provide high-quality public open spaces which support opportunities for transit, walking, and cycling. Development within the <b>Designated Greenfield Area</b> will implement the Urban Design policies of this Plan, any applicable Secondary-Level Plans, and the</u>	Regional Conformity

Mod. No.	Brampton OP Section No.	Modification	Justification
		<u>City-Wide Urban Design Guidelines to foster compact built forms and a high-quality public realm.</u>	
24.	Pg. 2-12 What are Strategic Growth Areas?	Is modified to read as follows:  <b>Strategic Growth Areas</b> include urban growth centres, <b>major transit station areas</b> , and other major opportunities that may include <b>infill</b> , <b>redevelopment</b> , brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along <b>major roads</b> , arterials, or other areas with existing or planned <b>frequent transit</b> service or <b>higher order transit</b> <del>corridors</del> <u>corridors</u> may also be identified as <b>Strategic Growth Areas</b> .	Clarity and Consistency
25.	Pg. 2-13 Centres	Is modified to read as follows:  The Province has identified significant portions of the Downtown Urban <b>Centre</b> and Queen Street Primary Urban <b>Boulevard</b> as <del>Brampton's</del> <u>a Provincial</u> Urban Growth Centre, which reflects this area's importance at the local, regional, and provincial scale.	Clarity and Consistency
26.	2.1.2.27	Is modified to read as follows:  To optimize the use of land in Brampton, a significant portion of growth will be directed to <b>Centres</b> and <b>Boulevards</b> . <b>Table 2</b> establishes the minimum <b>density</b> targets for each <b>Centre</b> which includes the <del>City's</del> <u>Provincial</u> Urban Growth Centre (200 residents and jobs combined per hectare by 2031).	Clarity and Consistency
27.	Table 1 - Minimum Density Targets for Centres – Downtown – Additional Policy Context Column	Is modified to read as follows:  <u>Provincial</u> Urban Growth Centre	Clarity and Consistency
28.	Table 2 - Minimum Density Targets for Centres – Trinity Commons – Minimum Density Target Column	Is modified to read as follows:  To be determined <del>through a new Secondary Plan and Major Transit Station Area Study.</del>	Regional Conformity
29.	2.1.2.29	Is modified to read as follows:  Minor adjustments to the boundary of the Provincial Urban Growth Centre ( <b>Schedule 5</b> ) may be permitted through an Official Plan Amendment which demonstrates that the achievement of the planned <b>density</b> targets is not	Regional Conformity

Mod. No.	Brampton OP Section No.	Modification	Justification
		negatively affected and consistent with other policies of this Plan <u>and the Region of Peel Official Plan. An amendment to the Region of Peel Official Plan is required to change the location of the Provincial Urban Growth Centre.</u>	
30.	Pg 2-15 Major Transit Station Areas and Boulevards	<p>Is modified to read as follows:</p> <ul style="list-style-type: none"> <li> <b>Major Transit Station Area</b> – areas that have a delineated boundary <del>as shown on Schedule 1B</del> and have existing or planned <del>Rapid Transit</del> <u>transit-supportive built forms</u> and <u>are protected in accordance with subsection 16(16) of the Planning Act.</u> Such <u>Major Transit Station Areas</u> are further identified as <u>Primary or Secondary</u> in the Region of Peel Official Plan. <u>Primary Major Transit Station Areas</u> can meet or exceed the minimum <u>transit-supportive density</u> target, and <u>are identified on Schedule 1B and listed in Table 3.</u> <u>Secondary Major Transit Station Areas</u> may require an alternative minimum density target. <del>are protected under the Planning Act.</del> <u>The Brampton Plan does not have any Secondary Major Transit Station Areas.</u> </li> <li> <del>Planned</del> <u>Planned</u> <b>Major Transit Station Area</b> – areas which are intended to become either <del>a Primary</del> <u>Primary</u> or <del>Secondary</del> <u>Secondary</u> <b>Major Transit Station Areas</b> and will be further delineated through planning studies, or when <b>infrastructure</b> planning and investment, or changes in land use unlock potential. <u>Planned Major Transit Station Areas shall only be delineated as a Primary or Secondary Major Transit Station Area through a Regionally-initiated amendment to the Region of Peel Official Plan.</u> <u>The locations of <del>Planned</del> Planned Major Transit Station Areas are not delineated on Schedule 1B</u> <u>are identified in Schedule 1A.</u> </li> </ul> <p><del>Schedules 1A and 1B identifies the locations and boundaries for Primary Major Transit Station Areas listed in Table 3, as well as the locations of Planned Major Transit Station Areas. The Region of Peel also delineates Secondary Major Transit Areas; however, Brampton does not have any Secondary Major Transit Station Areas.</del></p>	Regional Conformity
31.	2.1.2.31 a.	<p>Is modified to read as follows:</p> <p>Where <b>Employment Areas</b> are within or overlap with a <b>Major Transit Station Area</b> <u>as identified in the Region of Peel Official Plan</u>, the City <del>will</del> <u>may</u> initiate a study, in accordance with the policies of this Plan and the Region of Peel Official Plan, to support the integration of non-employment uses in specific portions of <b>Employment Areas</b> based on the planning context to develop vibrant, mixed-</p>	Regional Conformity

Mod. No.	Brampton OP Section No.	Modification	Justification
		use areas, and innovation hubs.	
32.	2.1.2.31 b.	Is deleted in its entirety. Renumber subsequent policies.	Regional Conformity  Clarity and Consistency
33.	2.1.2.31 c.	Is modified to read as follows:  <del>New Major Transit Station Areas</del> in Brampton, beyond those shown on <b>Schedules 1A</b> and <b>1B</b> , may only be designated through a Region of Peel Official Plan amendment completed by the Region of Peel in collaboration with the Ministry of Transportation, Metrolinx and the City. <del>When planning for new Major Transit Station Areas or classifying Planned Major Transit Station Areas, the status of transit infrastructure will be considered.</del>	Regional Conformity
34.	2.1.2.31 d.	Is modified to read as follows:  <del>Planned</del> <u>Planned</u> <b>Major Transit Station Areas</b> require further study in accordance with <del>Section 5.6.19.10</del> of the Region of Peel Official Plan to determine appropriate land use considerations before they are delineated. <del>The delineation and establishment of minimum population and employment targets for Planned</del> <u>Planned</u> <b>Major Transit Station Areas</b> <del>that</del> will <u>only</u> be delineated as either Primary or Secondary <u>Major Transit Station Areas</u> <del>will require an amendment to the</del> <u>through a Regionally-initiated amendment to the</u> Region of Peel Official Plan, <u>and will be reflected in the</u> Brampton Plan, and any applicable <b>Secondary Plans</b> . <u>Until such time, the City will require the coordination of development applications to ensure Planned Major Transit Station Areas have transit-supportive densities, uses, and active transportation connections. A planning study will be required and would be subject to the applicable policies of the overlapping Centre or Boulevard, or other similar approaches to ensure an orderly, coordinated, and phased approach to the provision of Civic Infrastructure prior to or coincident with development.</u>	Brampton Modification
35.	Table 3 – Primary Major Transit Station Areas in Brampton – Status	Is modified to read as follows:  <b>Status</b> <del>(As of March 2022)</del>	Brampton Modification
36.	2.1.2.38	Is modified to read as follows:  The City will preserve and <b>protect</b> lands adjacent to highways, rail <del>corridors</del> <u>corridors</u> , rail yards and major truck terminals for <b>Employment Areas</b> and <b>infrastructure</b> uses,	Clarity and Consistency



Mod. No.	Brampton OP Section No.	Modification	Justification
		where appropriate	
37.	2.1.2.41	<p>Is modified to read as follows:</p> <p><b>Secondary Plans</b> guide the evolution of existing and new <del>Community Areas</del> <u>Community Areas</u> and <b>Employment Areas</b> while ensuring there is sufficient hard and soft <b>infrastructure</b> to support <b>development</b>. They also provide direction for existing areas designated as <del>Neighbourhoods</del> <u>Neighbourhoods</u> and <del>Employment Areas</del> <u>Employment</u> targeted for <b>intensification</b> and growth, while protecting natural and cultural heritage features and functions and setting targets for <b>sustainable development</b>. [...]</p> <p>d. Lands within existing <del>Neighbourhoods</del><u>Neighbourhoods</u> that are experiencing <b>infill development</b>, or <b>redevelopment</b> to a higher intensity of use than is anticipated within the <del>Neighbourhood</del> <u>Neighbourhood</u>. [...]</p>	Clarity and Consistency
38.	2.1.2.44	<p>Is modified to read as follows:</p> <p>New or updated <b>Secondary Plans</b>, <u>including <b>Secondary Plan amendments</b></u>, will be prepared in accordance with the policies <del>of</del> <u>in</u> Chapter 5 <u>and the City's Growth Management Program. Where an approved secondary plan is not already in place, the City will work with landowners to develop staging and sequencing plans that provide for the orderly, fiscally responsible and efficient progression of development that is coordinated with the Region's Capital Plan, Peel Water and Wastewater Master Plan, and Transportation Master Plans.</u></p>	Regional Conformity
39.	New Policy 2.1.2.53	<p>New policy added as 2.1.2.53. New policy to read as follows:</p> <p><u>The City and/or Region of Peel may utilize front-ending agreements, financial agreements, development agreements, or other measures as appropriate that may support the timely delivery of infrastructure to accommodate growth with considerations of additional upstream and downstream infrastructure.</u></p>	Regional Conformity
<b>Part 2.1.3   Mobility Framework</b>			
40.	Pg. 2-25 Mobility Framework	<p>Is modified to read as follows:</p> <p>[...] Less driving and the resulting reduction in vehicle emissions can improve air quality in Brampton's <del>neighbourhoods</del> <u>neighbourhoods</u>, reducing the chance for people to develop respiratory illnesses.</p>	Clarity and Consistency
41.	Pg. 2-25 Mobility Framework	<p>Is modified to read as follows:</p> <p>Brampton's transportation network needs to work for everyone, regardless of their age, gender, ability, ethnicity,</p>	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
		socioeconomic status, or <del>neighbourhood</del> <u>neighbourhood</u> of residence. [...]	
42.	Pg. 2-26 Mobility Framework	Is modified to read as follows: <ul style="list-style-type: none"> <li>• <b>Streets Network (Schedule 3C)</b> – The <b>Streets Network</b> includes streets which represent important mobility <del>corridors</del> <u>corridors</u> for <b>active transportation</b>, transit, and automobiles, while serving as places within the city themselves, as well as highways and interchanges which will be protected in accordance with provincial requirements.</li> </ul>	Clarity and Consistency
43.	2.1.3.1 f.	Is modified to read as follows:  Improve mobility options for women, older adults, those living with disabilities and in <del>neighbourhoods</del> <u>neighbourhoods</u> where there are large numbers of residents who may face transportation-related barriers to social and economic participation.	Clarity and Consistency
44.	2.1.3.7	Transit <b>services</b> will support more compact and lively <del>Neighbourhoods</del> <u>Neighbourhoods</u> , reduce our environmental footprint and <b>vehicle kilometres travelled</b> , and link customers with jobs and businesses with customers.	Clarity and Consistency
45.	2.1.3.10 c.	Is modified to read as follows:  <b>Rapid Transit</b> maintains higher levels of speed, reliability and vehicle productivity than can be achieved by conventional transit service. For the purposes of this Plan, <b>rapid transit</b> includes both <b>higher order transit</b> and priority bus and Züm <del>corridors</del> <u>corridors</u> .	Clarity and Consistency
46.	2.1.3.10 e.	Is modified to read as follows:  Priority Bus routes operating in Priority Bus <del>corridors</del> <u>corridors</u> typically have wider spacing between stops (e.g., every 300 to 800 metres) to improve travel times over long distances. Buses running in Priority Bus <del>corridors</del> <u>corridors</u> will operate at least every 15 minutes, all-day.	Clarity and Consistency
47.	New Policy 2.1.3.17	New policy added as 2.13.17. New policy to read as follows:  <u>The City will work with the Region and Province to maximize the transportation network to accommodate Long Combination Vehicles, where feasible, to promote goods movement efficiencies and direct connections from Employment Areas to provincial facilities for Long Combination Vehicles, while avoiding sensitive areas, where feasible.</u>	Regional Conformity
48.	New Policy 2.1.3.18	New policy added as 2.13.18. New policy to read as follows:  <u>The City will work with appropriate levels of government</u>	Regional Conformity

Mod. No.	Brampton OP Section No.	Modification	Justification
		<p><u>and private agencies to review and update by-laws, development requirements and policies to encourage Off-Peak urban deliveries, where appropriate.</u></p>	
<b>Part 2.2   Our Strategy to Build an Urban City</b>			
49.	2.2.1.1 a.	<p>Is modified to read as follows:</p> <p>The <del>Mixed-Use</del> <u>Mixed-Use</u> designation concentrates a diversity of functions, a higher <b>density of development</b>, a greater degree of mixed-uses, and higher level of transit connectivity. [...]</p>	Clarity and Consistency
50.	2.2.1.1 b.	<p>Is modified to read as follows:</p> <p>The <del>Neighbourhoods</del> <u>Neighbourhoods</u> designation is found throughout the city and will support the achievement of <b>15-minute neighbourhoods</b>. <del>Neighbourhoods</del> <u>Neighbourhoods</u> include a broad range of residential uses together with <del>neighbourhood</del> <u>neighbourhood</u>-supportive commercial and <b>community services and facilities</b>, such as libraries, <b>recreation</b> centres, schools and <del>daycares</del> <u>child care centres</u>, that serve and support the residents of these <del>neighbourhoods</del> <u>neighbourhoods</u>. The intensity of <b>development</b> and range of uses that may be permitted in <del>Neighbourhoods</del> <u>Neighbourhoods</u> varies depending on the street typology that a property fronts onto, in addition to other factors described in this section.</p>	Clarity and Consistency
51.	2.2.1.1 c.	<p>Is modified to read as follows:</p> <p>The <del>Employment</del> <u>Employment</u> designation allows for a wide range of industrial uses, located in areas where they are unlikely to cause <b>negative impacts on adjacent lands</b> and where they meet the locational requirements of such uses.</p>	Clarity and Consistency
52.	2.2.1.1 d.	<p>Is modified to read as follows:</p> <p>The redesignation of land in an <b>Employment Area</b> where a <b>Corridor</b> or <b>Boulevard</b> overlay applies, by way of an Official Plan Amendment, or the introduction of a use otherwise not permitted in an <b>Employment Area</b>, is a conversion of land and may only be permitted through a <b>Municipal Comprehensive Review</b> <del>undertaken by the Region in</del> <u>accordance with the policies of this Plan</u>. The introduction of a sensitive use that may be permitted in a <b>Corridor</b> or <b>Boulevard</b> in an <b>Employment Area</b>, or the redesignation lands designated <del>Employment Area</del> <u>Employment</u> to a Mixed-Use Employment, is also a conversion and may only be permitted by way of a <b>Municipal Comprehensive Review</b> <u>in accordance with the policies of this Plan</u>.</p>	Regional Conformity
53.	2.2.1.1 e.	<p>Is modified to read as follows:</p>	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
		e. The <b>Natural Heritage System</b> designation applies to natural features and areas, such as <del>valleylands</del> <u>and</u> <del>and</del> <u>watercourse corridors</u> , <del>wetlands</del> , woodlands, <del>fish habitat</del> , <del>wildlife habitat</del> , areas of natural and scientific interest, environmentally sensitive/ <del>significant</del> areas, and natural linkages between natural features and areas.	
54.	2.2.1.2 b.	Is modified to read as follows:  Primary Urban <b>Boulevard</b> and Secondary Urban <b>Boulevard</b> overlays provide for greater intensity, form, and scale along key <del>Corridors</del> <u>streets</u> where there has been investment in higher-order transit to support placemaking in key transit-supported locations, but at a lesser scale than <b>Centres</b> . [...]	Regional Conformity
55.	2.2.1.2 d.	Is modified to read as follows:  Within the <del>Planned</del> <u>Planned</u> <b>Major Transit Station Area</b> <del>overlay</del> <u>Areas identified on Schedule 1A</u> , development will be limited until a <b>Precinct Plan</b> is in place to guide <b>development</b> and to <b>protect</b> the area for <b>transit-supportive</b> densities, uses and <b>active transportation</b> connections.	Regional Conformity
<b>Part 2.2.2   Framework for Building Typologies</b>			
56.	Table 3 - Summary of Building Typologies by Designation and Overlay – Neighbourhoods – Additional Permissions Column	Is modified to read as follows:  Low-Rise Plus within 400-800 metres of a <del>Support Corridor</del> <u>Support Corridor</u> shown on <b>Schedule 3B</b>	Regional Conformity
57.	Table 4 - Summary of Building Typologies by Designation and Overlay – Primary Urban Boulevards – Additional Permissions Column	Is modified to read as follows:  High-Rise buildings may be permitted subject to additional planning studies and other applicable policies in this Plan, and where located within a <del>Major Transit Station Area</del> <u>Major Transit Station Area</u>	Brampton Modification
58.	Table 5 - Summary of Building	Is modified to read as follows:  High-Rise buildings may be permitted subject to additional	Brampton Modification

Mod. No.	Brampton OP Section No.	Modification	Justification
	Typologies by Designation and Overlay – Secondary Urban Boulevards – Additional Permissions Column	planning studies and other applicable policies in this Plan, and where located within a <del>Major Transit Station Area</del> <u>Major Transit Station Area</u>	
<b>Part 2.2.3   Centres</b>			
59.	Pg. 2-38 What are Centres?	Is modified to read as follows:  There are three types of <b>centres</b> : <ul style="list-style-type: none"> <li>• Urban <b>Centres</b></li> <li>• Town <b>Centres</b></li> <li>• <del>Neighbourhood</del> <u>Neighbourhood</u> <b>Centres</b></li> </ul>	Clarity and Consistency
60.	Pg. 2-38 What are Centres?	Is modified to read as follows:  <b>Downtown</b> , <u>including the Provincial Urban Growth Centre</u> is Brampton’s existing economic, cultural, <b>institutional</b> , and mobility hub, which comprises the historic core of the city, referred to as the Four Corners, and contributes to Downtown’s unique urban fabric. It will realize the full potential of Brampton’s historic Downtown as an advanced education, arts, and life sciences hub.	Regional Conformity
61.	Pg. 2-39 What are Centres?	Is modified to read as follows: <ul style="list-style-type: none"> <li>• <b>Bramalea</b> will build upon its roots as an early iteration of a <b>complete community</b> and one of the most identifiable landmarks in all of Brampton, continuing to offer more diverse living options than elsewhere in the Urban <b>Centres</b>, centred around the mixed-use, transit-oriented <b>redevelopment</b> of surface parking lots and shopping centre, serving both the immediately adjacent <del>neighbourhoods</del> <u>neighbourhoods</u>, as well as the broader city.</li> </ul>	Clarity and Consistency
62.	Pg. 2-39 What are Centres?	Is modified to read as follows:  Town <b>Centres</b> are mixed-use <b>centres</b> which serve and connect to surrounding <del>Neighbourhoods</del> <u>Neighbourhoods</u> , providing locations for secondary <b>intensification</b> compared with Urban <b>Centres</b> . [...] <ul style="list-style-type: none"> <li>• <b>Trinity Commons</b> presents opportunities to redevelop an existing regional mall site as a mixed-use, transit-oriented <b>redevelopment</b> of the existing surface parking lots and shopping centre, serving both the immediately adjacent <del>neighbourhoods</del> <u>neighbourhoods</u>, as well as the broader city.</li> </ul>	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
		<ul style="list-style-type: none"> <li><b>Bramalea GO</b> will build upon the Bramalea GO Station, and its location along the Kitchener-Toronto Innovation corridor to attract residents and employment uses, including offices, to support the thriving <del>employment area</del> <u>employment area</u>.</li> </ul>	
63.	2.2.3.2	<p>Is modified to read as follows:</p> <p><del>Neighbourhood</del> <u>Neighbourhood</u> <b>Centres</b> will be identified and delineated through Secondary-Level Planning, and subject to the <del>Neighbourhoods</del> <u>Neighbourhoods</u> policies of Brampton Plan.</p>	Clarity and Consistency
64.	Pg. 2-42 Neighbourhood Centres	<p>Is modified to read as follows:</p> <p><del>Neighbourhood</del> <u>Neighbourhood</u> <b>Centres</b> will provide for a range of <del>neighbourhoods</del> <u>neighbourhoods</u> supportive uses, such as local scale retail, service and office uses, cultural and recreational facilities, contribute to the proximity, <b>density</b>, and diversity elements of a <b>15-minute neighbourhood</b> and provide amenities for residents to access primarily as pedestrians or by bike or transit.</p>	Clarity and Consistency
65.	Pg. 2-42 Text Box	<p><u>Neighbourhoods</u> <b>Centres</b> include a broad range of <del>neighbourhood</del> <u>neighbourhood</u> supportive uses, such as <b>local institutional</b>, local commercial and <b>community services and facilities</b> to support the creation of 15-minute <b>complete communities</b>.</p>	Clarity and Consistency
66.	2.2.3.6	<p>Is modified to read as follows:</p> <p>In <del>Neighbourhood</del> <u>Neighbourhood</u> <b>Centres</b>, a broad range of <del>neighbourhood</del> <u>neighbourhood</u> supportive uses will be permitted as outlined in the <del>Neighbourhoods</del> <u>Neighbourhoods</u> section to support the creation of 15-minute <b>complete communities</b>. Other uses may be permitted subject to Secondary-Level Plans.</p>	Clarity and Consistency
67.	2.2.3.10	<p>Is modified to read as follows:</p> <p><del>Neighbourhood</del> <u>Neighbourhood</u> <b>Centres</b> will be planned to achieve the minimum <b>density</b> targets established in Part 2.1 of Brampton Plan, for Greenfield and <b>intensification</b> areas.</p>	Clarity and Consistency
68.	2.2.3.12	<p>Is modified to read as follows:</p> <p>Permitted building heights will step down from Town <b>Centres</b> to provide the appropriate transition to areas adjacent to the <del>Neighbourhoods</del> <u>Neighbourhoods</u> designation.</p>	Clarity and Consistency
69.	2.2.3.16 c.	<p>Is modified to read as follows:</p>	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
		Establish goals and policies for managing change and creating <b>transit-supportive</b> mixed-use areas that are tailored for each <b>Centre</b> , considering the <b>Centre's</b> relationship to other <b>Centres</b> , surrounding <del>Neighbourhoods</del> <u>Neighbourhoods</u> , and the rest of the City and surrounding region.	
70.	2.2.3.16 e.	Is modified to read as follows:  e. Set out the location, mix and intensity of land uses within the <b>Centre</b> and supports walkable, connected <del>neighbourhoods</del> <u>neighbourhoods</u> .	Clarity and Consistency
71.	2.2.3.16 f.	Is modified to read as follows:  Support growth within the <b>Centre</b> and provide sensitive transition in scale, <b>density</b> and form to adjacent stable <del>Neighbourhoods</del> <u>Neighbourhoods</u> within and outside of the <b>Centre</b> by establishing boundaries for the <b>development</b> area and providing policies for appropriate transition.	Clarity and Consistency
72.	2.2.3.16 k.	Is modified to read as follows:  Assess opportunities for <b>green infrastructure</b> including but not limited to tree planting, <b>stormwater</b> management, <del>urban agriculture</del> <u>urban agriculture</u> , and green roofs.	Regional Conformity
73.	2.2.3.16 n.	Is modified to read as follows:  <del>Evaluate infrastructure capacity.</del> <u>Implement a phasing plan that sequences development in an orderly manner, coordinated with the provision of Regional and local infrastructure, transit, and services.</u>	Regional Conformity
74.	2.2.3.16 o.	Is modified to read as follows:  Evaluate <del>cultural heritage resources</del> <u>cultural heritage resources</u> .	Regional Conformity
<b>Part 2.2.4   Boulevards and Major Transit Station Areas</b>			
75.	Pg. 2-47 What Are Boulevards and Major Transit Station Areas?	Is modified to read as follows:  [...] Secondary Urban <b>Boulevards</b> connect key destinations, such as major shopping and employment lands and serve surrounding <del>Neighbourhoods</del> <u>Neighbourhoods</u> . [...]	Clarity and Consistency
76.	2.2.4.1 a.	Is modified to read as follows:  <b>Cultivate Sustainable Urban Places. Boulevards</b> will be urban places where people live, work, and play and respond to <b>Major Transit Station Areas</b> and transit investment along the <del>corridor</del> <u>corridor</u> .	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
77.	2.2.4.1 c.	Is modified to read as follows:  <b>Create Complete Streets. Boulevards</b> function as key meeting places in the city due to the <del>Major Transit Stations Areas</del> <u>Major Transit Station Areas</u> along them, bringing residents to these desirable locations and to the mix of amenities, <b>services</b> , and shops.	Brampton Modification
78.	Pg. 2-49 Cultivate Sustainable Urban Places	Is modified to read as follows:  [...] Physically, it will be a tight <del>corridor</del> <u>corridor</u> of denser <b>developments</b> and scale with a mix of uses and continuous commerce at grade. Buildings will be close to the street with a continuous street wall and activities coming onto the sidewalks – cafes, shopping, and amenities – with trees and special lighting supporting the experience for street users. [...]	Clarity and Consistency
79.	Pg. 2-49 Cultivate Sustainable Urban Places	Is modified to read as follows:  <b>Boulevards</b> will support the creation of <b>15-minute neighbourhoods</b> by facilitating locations for employment, commercial, retail, and housing as well as physical and social focal points for adjacent <del>neighbourhoods</del> <u>neighbourhoods</u> . [...]	Clarity and Consistency
80.	2.2.4.5	Is modified to read as follows:  The evaluation of height and built form will consider access to sunlight by adjacent properties, wind impacts, view <del>corridors</del> <u>corridors</u> , visual impacts on the <b>Natural System</b> , and potential impacts on public spaces and heritage properties located in close proximity to proposed <b>development</b> .	Clarity and Consistency
81.	2.2.4.6	Is modified to read as follows:  New <b>development</b> within Primary and Secondary Urban <b>Boulevards</b> will have regard for the existing character and built form of adjacent lower <b>density</b> <del>Neighbourhoods</del> <u>Neighbourhoods</u> and provide transition in accordance with the design policies of this Plan.	Clarity and Consistency
82.	2.2.4.11	Is modified to read as follows:  <b>Schedule 1A</b> and <b>1B</b> identifies the boundaries and locations of <del>both Primary and Planned</del> <b>Major Transit Station Areas</b> .	Brampton Modification
83.	2.2.4.12	Is modified to read as follows:  <del>When a Planned</del> <u>Planned</u> <b>Major Transit Station Area</b> <u>identified on Schedule 1A</u> will be classified as either <del>is amended to</del> a Primary or <del>Secondary</del> <u>Secondary</u> <b>Major Transit Station Area</b> by way of an amendment to the Region of Peel Official Plan, <u>Once identified in the Region</u>	Regional Conformity



Mod. No.	Brampton OP Section No.	Modification	Justification
		<u>of Peel Official Plan</u> , the Mixed-Use designation will then be applied to those portions outside of an <b>Employment Area</b> by way of an amendment to this Plan.	
84.	2.2.4.13	Is modified to read as follows:  New <del>Primary</del> <b>Major Transit Station Areas</b> <u>beyond those shown on Schedule 1A</u> may only be identified through a Region of Peel Official Plan Amendment process completed by the Region of Peel. A new Mixed-Use designation may only then be applied by way of an amendment to this Plan.	Regional Conformity
85.	2.2.4.14	Is modified to read as follows:  [...]The City will assess and plan for <b>Rapid Transit <del>corridors</del> corridors</b> located along <b>Boulevards</b> to maximize connectivity between <b>Centres</b> . [...]	Clarity and Consistency
86.	New Policy 2.2.4.15	New policy added as 2.2.4.15. Renumber subsequent policies. New policy to read as follows:  <u>The City shall work with the Region to protect Regional corridors and rights-of-way for transit as shown in Region of Peel Schedule F-1 to meet current and projected needs, where justified and feasible.</u>	Regional Conformity
87.	2.2.4.15	Is modified to read as follows:  The City will work with senior levels of government to review the status of transit infrastructure and evaluate land use changes in order to reclassify <del>Planned</del> <u>Planned</u> <b>Major Transit Station Areas</b> identified on <del>Schedule 1</del> <u>1A</u> to be Primary or Secondary <b>Major Transit Station Areas</b> , in accordance with the Region of Peel Official Plan.	Brampton Modification  Clarity and Consistency
88.	2.2.4.17	Is modified to read as follows:  Lands within <del>Primary</del> <u>Primary</u> <b>Major Transit Station Areas</b> will be developed in accordance with land use designations shown on <del>Schedules 13AB-13N</del> to generally meet the following objectives: [...]  b. Concentrate the highest intensity within close proximity to the transit station or stop and transition to a lower intensity built form for properties that do not have frontage along existing or planned high order transit <del>corridors</del> <u>corridors</u> ; [...]	Brampton Modification  Regional Conformity  Clarity and Consistency
<b>Part 2.2.5   Corridors</b>			
89.	Pg. 2-58 What are Corridors?	Is modified to read as follows:  [...] Future <b>rapid transit services</b> are also being planned to connect Brampton, including but not limited to the Highway 407 <b>Bus Rapid Transit</b> <del>corridor</del> <u>corridor</u> and several planned <b>Bus Rapid Transit</b> <del>corridors</del> <u>corridors</u> along	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
		Steeles Avenue, Bovaird Drive, and Mississauga Road. [...]	
90.	2.2.5.3	Is modified to read as follows:  In addition to the heights outlined in <b>Table 5, development in Corridors</b> will provide a transition to lower scale <del>Neighbourhoods</del> <u>Neighbourhoods</u> in accordance with the policies of this Plan.	Clarity and Consistency
91.	2.2.5.6	Is modified to read as follows:  To provide appropriate transitions to adjacent <del>Neighbourhoods</del> <u>Neighbourhoods</u> designations, <b>development</b> within the <b>Corridor</b> overlay will: [...]	Clarity and Consistency
92.	Pg. 2-61 Support Transit Viability	Is modified to read as follows:  <b>Support corridors (Schedule 3B)</b> are transit veins that provide connectivity throughout <del>Neighbourhoods</del> <u>Neighbourhoods</u> to Brampton's <b>Strategic Growth Areas</b> , <del>specifically Major Transit Station Areas, Centres, Boulevards,</del> and <b>Corridors</b> . [...] <b>Support corridors</b> will undergo gentle <b>intensification</b> to provide transition in the <del>Neighbourhoods</del> <u>Neighbourhoods</u> designation, supporting lower-density and modest height transition to support transit-oriented growth to surrounding lands designated Mixed-Use and Mixed-Use <del>Employment</del> <u>Employment Areas</u> . These <b>support corridors</b> will provide relevant <del>Neighbourhood</del> <u>Neighbourhood</u> amenities to support the creation of <b>15-minute neighbourhoods</b> , provide key connections, support liveability for residents and provide vibrant, lower-scale urban environments that help people to live, work and play within a 15-minute walk, bike ride or transit ride. Generally, the low-rise plus height category will be supported in these locations, with Secondary and <b>Precinct Plans</b> identifying the appropriate low-rise form <b>density</b> to promote <b>missing middle housing</b> typologies and support appropriate context-specific <b>intensification</b> across Brampton's <del>Neighbourhoods</del> <u>Neighbourhoods</u> .	Regional Conformity  Clarity and Consistency
93.	2.2.5.11	Is modified to read as follows:  <b>Support Corridors</b> are shown as linear overlays on <b>Schedule 3B 1A</b> . The <b>Support Corridors</b> overlay generally applies to any lot within 400-800 metres of a <b>Support Corridor</b> , provided that:	Clarity and Consistency
94.	2.2.5.13	Is modified to read as follows:  Where <b>development</b> is proposed within <del>Neighbourhoods</del> <u>Neighbourhoods</u> , the permitted uses for the designation will prevail.	Clarity and Consistency
95.	2.2.5.14 a.	Is modified to read as follows:	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
		Locate buildings that are taller in height than existing low- <del>density</del> rise <del>neighbourhoods</del> <u>neighbourhoods</u> that are located on or within 800 metres of a <b>Support Corridor</b> , as identified through <b>Table 5</b> of this Plan;	
96.	2.2.5.14 b.	Is modified to read as follows:  Support <b>infill</b> opportunities and promote the <b>development of missing middle housing</b> typologies to support the transition between lower- <del>density</del> rise <del>neighbourhoods</del> <u>neighbourhoods</u> and higher rise <b>developments</b> ;	Clarity and Consistency
97.	Pg. 2-62 New section – Corridor Protection	New section added after Policy 2.2.5.14 on Pg. 2-62. Renumber subsequent policies. New section preamble to read as follows:  <u><b>Corridor Protection</b></u> <u>The Planned Highway 413 and Northwest GTA Transmission Corridor, a <b>planned corridor</b>, identified on Schedule 1A is an overlay designation that reflects the Highway 413 alignment.</u>	Provincial Modification  Regional Conformity
98.	New Policy 2.2.5.15 within New 'Corridor Protection' section	New policy added as 2.2.5.15. New policy to read as follows:  <u>The City will plan and protect for the Highway 413 and Northwest GTA Transmission Corridor and rights-of-way for transportation and transit facilities to meet current and projected needs and prohibit development in such planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified or actively being planned.</u>	Provincial Modification  Regional Conformity
<b>2.2.6   Mixed-Use</b>			
99.	Pg. 2-63 What is Mixed-Use?	Is modified to read as follows:  [...] There may also be locations across the city where a mix of uses help to promote <b>intensification</b> and support the objective of creating 15-minute communities, notably within <del>Neighbourhood</del> <u>Neighbourhood</u> <b>Centres</b> and <b>Corridors</b> . [...]	Clarity and Consistency
100.	Pg. 2-63 What is Mixed-Use?	Is modified to read as follows:  • <del>Neighbourhood</del> <u>Neighbourhood</u> <b>Centres</b>	Clarity and Consistency
101.	2.2.6.2 c.	Is modified to read as follows:  This means locating and massing new buildings to provide a transition between areas of different <b>development</b> intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
		towards lower scale <del>Neighbourhoods</del> <u>Neighbourhoods</u> .	
102.	2.2.6.2 g.	Is modified to read as follows:  Have connection and access to community <b>services</b> , including schools, parks, community centres, libraries and <del>childcare</del> <u>child care centres</u> .	Clarity and Consistency
103.	2.2.6.6	Is modified to read as follows:  Within <b>Provincially Significant Employment Zones</b> and the Lester B. Pearson Operating Area, residential and other sensitive uses, including but not limited to schools and <del>daycares</del> <u>child care centres</u> , will not be permitted.	Clarity and Consistency
104.	2.2.6.24	Is modified to read as follows:  Commercial <b>development</b> on large sites should be designed to promote street related retail, pedestrian and transit use and limit traffic impacts on existing <del>neighbourhoods</del> <u>neighbourhoods</u> and employment uses by: [...]	Clarity and Consistency
<b>2.2.7   Neighbourhoods</b>			
105.	Pg. 2-71 What are Neighbourhoods?	Is modified to read as follows:  Brampton's <del>Neighbourhoods</del> <u>Neighbourhoods</u> are areas of the city where most residents live, and are comprised of a mix of uses and lower scale built form. As illustrated on <b>Schedule 2</b> , the <del>Neighbourhoods</del> <u>Neighbourhoods</u> designation makes up the vast majority of Brampton's land area. Lands located within the <del>Neighbourhoods</del> <u>Neighbourhoods</u> designation include mainly residential communities with other locally serving community <b>services</b> and amenities.  It is the goal of this Plan that most <del>Neighbourhoods</del> <u>Neighbourhoods</u> will be developed or transition into <b>15-minute neighbourhoods</b> where most daily needs are met within an area that can be accessed in a 15-minute walk from home. <del>Neighbourhoods</del> <u>Neighbourhoods</u> have an important role to play in supporting context-sensitive growth based on their location in Brampton's <b>City Structure</b> . Some <b>Secondary Plans</b> will be updated to address growth and <b>intensification</b> in existing transit-supported <del>Neighbourhoods</del> <u>Neighbourhoods</u> that have a <b>Centres, Boulevards</b> and <b>Corridors</b> subject to consultation with the local community.  Important <b>community services and facilities</b> , amenities, jobs, local commercial uses, parks and other gathering	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
		<p>spaces will be centered around <del>Neighbourhood</del> <u>Neighbourhood Centres</u> to serve residents in the surrounding community and promote walkability. <del>Neighbourhood</del> <u>Neighbourhood Centres</u> will be identified within all lands designated as <del>Neighbourhoods</del> <u>Neighbourhoods</u> through <b>Secondary Plans</b> and <b>Precinct Plans</b> to create <b>15-minute neighbourhoods</b>, which will improve service proximity and promote healthy lifestyle while also promoting <b>sustainable</b> means of transportation such as pedestrian, cycling and transit use within the <del>neighbourhoods</del> <u>neighbourhoods</u>. <del>Neighbourhood</del> <u>Neighbourhood Centres</u> will also cluster cultural, community supportive and neighborhood supportive uses where possible into ‘hubs’ to promote <b>accessibility</b>, social equity and walkability.</p> <p>Unless otherwise identified, the policies of this section apply to those lands designated as <del>Neighbourhoods</del> <u>Neighbourhoods</u> on <b>Schedule 2</b>. Policies related to the Established Rural Estate Residential Area, as shown on <b>Schedule 12</b> are found in Chapter 4.</p>	
106.	2.2.7.1	<p>Is modified to read as follows:</p> <p>In 2051, Brampton’s <del>Neighbourhoods</del> <u>Neighbourhoods</u> will be unique places to live, work, learn, and play, connecting people with their neighbours, and fostering a sense of community safety and well-being. To achieve this, Brampton Plan will:</p> <p>a. <b>Support 15-Minute Neighbourhoods</b>. Guide the evolution of all <del>Neighbourhoods</del> <u>Neighbourhoods</u> towards <b>15-minute neighbourhoods</b> through appropriate permitted uses, built form, and intensity policies, [...]</p> <p>b. <b>Plan for Evolution</b>. Provide a framework for the function and change of <del>Neighbourhoods</del> <u>Neighbourhoods</u> over the life of Brampton Plan through appropriate <b>infill</b> and <b>intensification</b> policies.</p> <p>c. <b>Foster Liveability</b>. Ensure that <del>Neighbourhoods</del> <u>Neighbourhoods</u> remain central to the liveability and <b>affordability</b> in Brampton.</p>	Clarity and Consistency
107.	Pg. 2-72 Support 15-Minute Neighbourhoods	<p>Is modified to read as follows:</p> <p>[...]</p> <ul style="list-style-type: none"> <li>• <b>Diversity</b>, which refers to the diversity of <b>services</b> and amenities to meet needs locally, the diversity of <b>housing options</b>, and diversity of culture and socioeconomic backgrounds to build <del>Neighbourhoods</del></li> </ul>	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
		<p><u>Neighbourhoods</u>.</p> <ul style="list-style-type: none"> <li>• <b>Ubiquity</b>, which refers to the decentralization of some of the city’s functions and a focus on local amenity instead of city-wide provision. Each community within our <del>Neighbourhoods</del> <u>Neighbourhoods</u> has its own identity and should be planned in a way that serves the needs and desires of its residents.</li> </ul> <p>Together, the elements of the <b>15-minute neighbourhood</b> work to improve the quality of life in Brampton’s <del>neighbourhoods</del> <u>neighbourhoods</u> and help to achieve a more <b>sustainable</b>, healthier and liveable city.</p>	
108.	Pg. 2-73 Approach for Planning in Neighbourhoods	<p>Is modified to read as follows:</p> <p>In the traditional way of thinking, a <del>neighbourhood</del> <u>neighbourhood</u> is made up of homes, built side-by-side. As Brampton Plan emphasizes <b>intensification</b> and <b>infill</b> to accommodate growth this requires specific consideration for how areas across the city evolve based on their <del>neighbourhood</del> <u>neighbourhood</u>-specific needs. Brampton Plan sets out policies for both new and existing <del>Neighbourhoods</del> <u>Neighbourhoods</u> for context-sensitive <b>development</b>.</p> <p>Existing <del>Neighbourhoods</del> <u>Neighbourhoods</u> are areas of Brampton that are largely built out. New <del>Neighbourhoods</del> <u>Neighbourhoods</u> are areas where <b>development</b> is occurring and are predominantly greenfield areas, such as Heritage Heights. [...]</p> <p>The policies of this section address these existing and planned contexts that characterize Brampton’s <del>Neighbourhoods</del> <u>Neighbourhoods</u> designated on <b>Schedule 2</b>.</p>	Clarity and Consistency
109.	2.2.7.2	<p>Is modified to read as follows:</p> <p>[...] The Guidelines will address <b>intensification</b> and <b>infill</b> on <b>large lots</b> such as existing shopping plazas, and smaller lots within <del>Neighbourhoods</del> <u>Neighbourhoods</u>.</p>	Clarity and Consistency
110.	2.2.7.3	<p>Is modified to read as follows:</p> <p>Planning for <del>Neighbourhoods</del> <u>Neighbourhoods</u> within the <b>built-up area</b> and <b>designated greenfield areas</b> requires a comprehensive approach to plan urban land uses, streets, parks, <b>infrastructure, community services and facilities</b> to support <b>development</b> and build <b>complete communities</b>. To implement this objective, the <b>development</b> and <b>redevelopment</b> in <del>Neighbourhoods</del> <u>Neighbourhoods</u> will</p>	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
		<p>provide the following, where appropriate:</p> <p>a. <del>Neighbourhood</del> <u>Neighbourhood</u> supportive uses located within a <del>Neighbourhood</del> <u>Neighbourhood</u> Centre, or in accordance with <b>Table 6</b>; [...]</p> <p>f. Uses and building scales and designs that are compatible with surrounding <b>development</b> and provide an appropriate transition to existing <del>Neighbourhoods</del> <u>Neighbourhoods</u> in accordance with the Urban Design policies and <b>Table 4</b> of this Plan; [...]</p>	
111.	2.2.7.4	<p>Is modified to read as follows:</p> <p>Unless located within a <b>Centre, Boulevard</b> or <b>Corridor</b> overlay identified in <b>Schedule 1A, redevelopment</b> within Mature <del>Neighbourhoods</del> <u>Neighbourhoods</u> indicated on <b>Schedule 12</b>, will have additional consideration for the following:</p> <p>a. New detached dwellings, detached replacement dwellings or building additions to existing dwellings will be compatible with the general size, type and style of dwellings in the immediate <del>neighbourhood</del> <u>neighbourhood</u>.</p> <p>b. Massing, scale and height of the dwellings or building additions should be consistent with the host <del>neighbourhood</del> <u>neighbourhood</u>. [...]</p> <p>d. The separation of dwellings will be generally consistent with existing separation of dwellings in the <del>neighbourhood</del> <u>neighbourhood</u>.</p> <p>e. New dwellings or building additions should be generally consistent with the setbacks, orientation and building separation distances within the host <del>neighbourhood</del> <u>neighbourhood</u>. [...]</p> <p>g. where designated or listed heritage buildings are present in a mature <del>neighbourhood</del> <u>neighbourhood</u>, the integration of heritage building elements in the design of dwellings and building additions should be made to the greatest extent possible. [...]</p>	Clarity and Consistency
112.	Pg. 2-75 Permitted Uses	<p>Is modified to read as follows:</p> <p>Within <del>Neighbourhoods</del> <u>Neighbourhoods</u>, the range of permitted uses is connected to the planned or existing character of the street. Different streets in Brampton have competing forms and functions that create unique places</p>	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
		across the city. The policies in this section are intended to provide a land use framework for both new and existing <del>Neighbourhoods</del> <u>Neighbourhoods</u> which permit a range of uses that support <b>15-minute neighbourhoods</b> , while offering predictability in terms of the location of more intense residential building forms and non-residential uses.	
113.	2.2.7.5	Is modified to read as follows:  The range of permitted uses in <del>Neighbourhoods</del> <u>Neighbourhoods</u> is determined based on the street classification explained on <b>Table 6</b> in alignment with <b>Schedule 3C</b> that show the functional street classifications referenced.	Clarity and Consistency
114.	2.2.7.7	Is modified to read as follows:  Where the <del>Neighbourhood</del> <u>Neighbourhood</u> designation coincides with an overlay, the policies of the overlay will apply.	Clarity and Consistency
115.	2.2.7.8	Is modified to read as follows:  [...] This may include, any combination of compatible uses, including but not limited to live-work units, residential use, appropriately scaled commercial uses, personal and social service, local office, <del>daycares</del> <u>child care centres</u> , cafes, restaurants, or community uses on the ground floor. Mixed-use buildings may include purpose-designed buildings or converted buildings, and buildings with a mix of unit types.	Clarity and Consistency
116.	2.2.7.10	Is modified to read as follows:  Notwithstanding the policies of this section, similar designations not explicitly identified in this Plan, may be permitted within the <del>Neighbourhoods</del> <u>Neighbourhoods</u> designation on Schedule 2 as necessary and appropriate in the context of all other objectives and policies of this Plan, [...]	Clarity and Consistency
117.	2.2.7.12	Is modified to read as follows:  Where <b>development</b> is being considered on a lot that has frontage on two or more streets of different classifications but is not located at an intersection, such as in existing rear-lotted <del>neighbourhoods</del> <u>neighbourhoods</u> : [...]	Clarity and Consistency
118.	2.2.7.13	Is modified to read as follows:  <b>Secondary Plans</b> and <b>Precinct Plans</b> will provide more specific designations of lands within the <del>Neighbourhoods</del> <u>Neighbourhoods</u> designation.	Clarity and Consistency
119.	Table 6 –	Is modified to read as follows:	Clarity and Consistency



Mod. No.	Brampton OP Section No.	Modification	Justification
	Permitted Uses in Neighbourhoods – Collector G.	<b>G.</b> <del>Day</del> <u>Child</u> Care Centres	
120.	Table 6 – Permitted Uses in Neighbourhoods – Major and Minor Arterial (City and Region)	Is modified to read as follows:  <b>F.</b> <del>Day</del> <u>Child</u> Care Centres	Clarity and Consistency
121.	2.2.7.15	Is modified to read as follows:  <b>Supportive Housing</b> types are permitted within <del>Neighbourhoods</del> <u>Neighbourhoods</u> in accordance with the Housing and Social Matters policies of this Plan and in accordance with the heights prescribed in <b>Table 5</b> .	Clarity and Consistency
122.	2.2.7.16	Is modified to read as follows:  <b>Community services and facilities</b> include lands, buildings and structures, such as <b>recreation</b> centres, arenas, pools, libraries, <del>childcare</del> <u>child care centres</u> , schools, human <b>services</b> , public health, human <b>services</b> , community gardens, and cultural and employment <b>services</b> , used for the provision of programs and <b>services</b> provided or subsidized by the City or other public agencies, boards or commissions.	Clarity and Consistency
123.	2.2.7.17	Is modified to read as follows:  <b>Community services and facilities</b> are integral to supporting <del>Neighbourhoods</del> <u>Neighbourhoods</u> . <b>Community services and facilities</b> are permitted within <del>Neighbourhoods</del> <u>Neighbourhoods</u> in accordance with the Nurturing Strong and Connected Communities policies of this Plan.	Clarity and Consistency
124.	2.2.7.19	Is modified to read as follows:  Public parks and open spaces are permitted in <del>Neighbourhoods</del> <u>Neighbourhoods</u> in accordance with the Health and Wellness policies of this Plan.	Clarity and Consistency
125.	2.2.7.23	Is modified to read as follows:  Emergency facilities are permitted within <del>Neighbourhoods</del> <u>Neighbourhoods</u> in accordance with the Housing and Social Matters policies of this Plan.	Clarity and Consistency
126.	Pg. 2-79 Day Care Centres	Is modified to read as follows:  <b>Day</b> <u>Child</u> Care Centres	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
127.	2.2.7.24	Is modified to read as follows:  <del>Day</del> <u>Child</u> care centres will be permitted in all Mixed-Use and <del>Neighbourhood</del> <u>Neighbourhood</u> designations identified on <b>Schedule 2</b> .	Clarity and Consistency
128.	2.2.7.25	Is modified to read as follows:  <del>Day</del> <u>Child</u> care centres are encouraged to be located on new elementary school sites, subject to the consent of the School Boards, to promote share use and concentration of related land uses.	Clarity and Consistency
129.	2.2.7.26	Is modified to read as follows:  <del>Day</del> <u>Child</u> care centres are permitted within a place of worship or other place of public assembly, a place of employment, a community centre, an <b>apartment</b> building or a multiple housing project, subject to provincial licensing policies.	Clarity and Consistency
130.	2.2.7.27	Is modified to read as follows:  <del>Day</del> <u>Child</u> care centres will be designed to provide appropriate facilities for parking, pick-up and drop-off areas.	Clarity and Consistency
131.	2.2.7.29	Is modified to read as follows:  New drive-through facilities may be permitted in certain <del>Neighbourhood</del> <u>Neighbourhood</u> areas provided the drive-through facility is: [...]  d. Does not cause adverse impact or land use compatibility issues with adjacent <del>Neighbourhoods</del> <u>Neighbourhoods</u> .	Clarity and Consistency
132.	2.2.7.30	Is modified to read as follows:  Motor Vehicle Commercial uses will be discouraged as stand-alone uses and should be integrated as an <b>accessory use</b> to <del>Neighbourhood</del> <u>Neighbourhood</u> and Community Supportive Commercial Uses.	Clarity and Consistency
133.	2.2.7.33	Is modified to read as follows:  To encourage a mix of uses in <del>Neighbourhoods</del> <u>Neighbourhoods</u> , <b>home occupations</b> , including bed and breakfasts, may be permitted as an <b>accessory use</b> within a dwelling.	Clarity and Consistency
134.	2.2.7.35 f.	Is modified to read as follows:  Appropriate buffers between major highway <del>corridors</del> <u>corridors</u> and <b>sensitive land uses</b> will be considered to reduce health impacts from traffic emissions.	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
135.	2.2.7.36	<p>Is modified to read as follows:</p> <p>Predominantly ground-oriented dwelling forms will generally be directed to locations in <del>Neighbourhoods</del> <u>Neighbourhoods</u> outside of the Mixed-Use designation and <b>Corridors</b>. <b>Missing middle housing</b> typologies will be encouraged in <del>Neighbourhoods</del> <u>Neighbourhoods</u> and <b>Corridors</b> consistent with <b>Table 4</b> and the policies of this Plan.</p>	Clarity and Consistency
136.	2.2.7.37	<p>Is modified to read as follows:</p> <p>Rear lotting will be prohibited in new <del>Neighbourhoods</del> <u>Neighbourhoods</u>. New <del>Neighbourhoods</del> <u>Neighbourhoods</u> should be designed strategically to eliminate the need for noise walls. In existing <del>Neighbourhoods</del> <u>Neighbourhoods</u>, opportunities for access to the <b>Active Transportation</b> and Transit Networks should be explored.</p>	Clarity and Consistency
137.	Pg. 2-82 Plan for Evolution	<p>Is modified to read as follows:</p> <p>To ensure that <del>Neighbourhoods</del> <u>Neighbourhoods</u> continue to be desirable places to live for many generations, the revitalization, <b>redevelopment</b>, and gentle <b>intensification</b> of <del>Neighbourhoods</del> <u>Neighbourhoods</u> will be promoted over time for a natural evolution reflective of the context. The <b>City Structure</b> provides an opportunity to develop a diversity of housing types in all areas of the city. <del>Neighbourhoods</del> <u>Neighbourhoods</u> will be liveable and adaptable considering the needs of residents through all of life's phases.</p> <p>In Brampton, mobility connections and <b>services</b> to meet daily needs are unevenly distributed between communities, or between <b>Centres</b> and outer <del>neighbourhoods</del> <u>neighbourhoods</u>. [...]</p> <p>The policies of this section are intended to guide <b>residential intensification</b>, in Brampton's existing <del>Neighbourhoods</del> <u>Neighbourhoods</u>.</p>	Clarity and Consistency
138.	2.2.7.38	<p>Is modified to read as follows:</p> <p><b>Development</b> in <del>Neighbourhoods</del> <u>Neighbourhoods</u> will have regard for the existing physical character of each geographic <del>neighbourhood</del> <u>neighbourhood</u>, including in particular: [...]</p> <p>i. Continuation of special <b>landscape</b> or architectural styles, where appropriate that contribute to the unique physical character of the geographic <del>Neighbourhoods</del> <u>Neighbourhoods</u>; and, [...]</p>	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
139.	2.2.7.39	<p>Is modified to read as follows:</p> <p>In <del>Neighbourhoods</del> <u>Neighbourhoods</u>, <b>infill development</b> that varies from the local pattern in terms of lot size, configuration and/or orientation will be considered subject to satisfying the following: [...]</p>	Clarity and Consistency
140.	2.2.7.40	<p>Is modified to read as follows:</p> <p>Underutilized sites or sites within existing <del>Neighbourhoods</del> <u>Neighbourhoods</u> which were previously used for non-residential uses, including but not limited to: schools, golf courses, and places of worship, may convert to residential uses through the completion of an Area Plan, provided that: [...]</p> <p>e. Industrial and commercial sites, such as mall <b>redevelopment</b>, that are within a <del>Neighbourhood</del> <u>Neighbourhood</u> are not subject to this policy and must rely on the direction of the applicable Secondary-Level Plan; and,</p> <p>f. <b>Development</b> is evaluated against the new <del>Neighbourhoods</del> <u>Neighbourhoods</u> policies of this Plan.</p>	Clarity and Consistency
141.	Pg. 2-84 Established Apartment Neighbourhoods	<p>Is modified to read as follows:</p> <p>Brampton Plan recognizes many clusters of rental <b>apartment</b> and condominium buildings in Brampton’s <del>neighbourhoods</del> <u>neighbourhoods</u> designed as “towers in the park”. In these established <b>apartment</b> <del>Neighbourhoods</del> <u>Neighbourhoods</u>, improving walkability to transit, shops and <b>services</b>, improving amenities, accommodating sensitive <b>infill</b>, and promoting environmental <b>sustainability</b> are key considerations.</p> <p>While established <b>apartment</b> <del>Neighbourhoods</del> <u>Neighbourhoods</u> may not be located within <b>Strategic Growth Areas</b>, opportunities exist for new residential uses on underutilized sites, including new rental housing forms, and new public or private streets. This section sets out criteria to evaluate these situations.</p> <p>Notwithstanding the height and intensity policies of the relevant designations, the following policies will apply to Established <b>Apartment</b> <del>Neighbourhoods</del> <u>Neighbourhoods</u>:</p>	Clarity and Consistency
142.	2.2.7.42	<p>Is modified to read as follows:</p> <p>Established <b>Apartment</b> <del>Neighbourhoods</del> <u>Neighbourhoods</u> are made up of <b>apartment</b> buildings and parks, local institutions, cultural and recreational facilities, and small-</p>	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
		scale retail, service and office uses that serve the needs of area residents. All land uses provided in <b>Table 5</b> within <del>Neighbourhoods</del> <u>Neighbourhoods</u> are also permitted within established <b>Apartment</b> <del>Neighbourhoods</del> <u>Neighbourhoods</u> .	
143.	2.2.7.43	Is modified to read as follows:  Where an <b>Apartment</b> <del>Neighbourhood</del> <u>Neighbourhood</u> is within a <b>Centre</b> or <b>Boulevard</b> , the <b>Apartment</b> <del>Neighbourhood</del> <u>Neighbourhood</u> policies will apply until such time as a <b>Precinct Plan</b> , prepared in accordance with Brampton Plan, is approved by Council.	Clarity and Consistency
144.	2.2.7.44	Is modified to read as follows:  <b>Development</b> in established <b>Apartment</b> <del>Neighbourhoods</del> <u>Neighbourhoods</u> will contribute to the quality of life by:  a. Locating and massing new buildings to provide a transition between areas of different <b>development</b> intensity and scale through means such as providing setbacks from and/or a stepping down of heights towards lower-scale <del>Neighbourhoods</del> <u>Neighbourhoods</u> . [...]  c. Locating and massing new buildings, including appropriate separation distances, so as to adequately manage shadow impacts on properties in adjacent lower-scale <del>Neighbourhoods</del> <u>Neighbourhoods</u> . [...]	Clarity and Consistency
145.	2.2.7.45	Is modified to read as follows:  Although established <b>Apartment</b> <del>Neighbourhoods</del> <u>Neighbourhoods</u> may not be within <b>Strategic Growth Areas</b> , compatible <b>infill development</b> , and land uses in accordance with the policies of this section, may be permitted on a site that improves the existing site conditions subject to satisfying the following: [...]  b. The submission of a <b>Precinct Plan</b> in accordance with the <b>Apartment</b> <del>Neighbourhood</del> <u>Neighbourhood</u> and Implementation policies of this Plan. [...]	Clarity and Consistency
146.	2.2.7.46	Is modified to read as follows:  Context-sensitive revitalisation of established <b>Apartment</b> <del>Neighbourhoods</del> <u>Neighbourhoods</u> is supported through culturally relevant community hubs that strengthen social <b>infrastructure</b> within these communities.	Clarity and Consistency
147.	2.2.7.48	Is modified to read as follows:  Culturally relevant placemaking initiatives will be supported in established <b>Apartment</b> <del>Neighbourhoods</del> <u>Neighbourhoods</u>	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
		<p><u>Neighbourhoods</u>. These may include equity-centred community <b>development</b> initiatives and placemaking activities such as temporary markets, events and public art projects.</p>	
148.	2.2.7.49	<p>Is modified to read as follows:</p> <p>The physical integrity of buildings within established <b>Apartment <del>Neighbourhoods</del> <u>Neighbourhoods</u></b> should be maintained, where feasible.</p>	Clarity and Consistency
149.	2.2.7.50	<p>Is modified to read as follows:</p> <p>The transition towards decarbonisation and environmental resilience for established <b>Apartment <del>Neighbourhoods</del> <u>Neighbourhoods</u></b> is encouraged. The City will explore collaboration with other levels of government and organisations for home energy retrofit programs that support the City's goals and commitments towards <b>sustainability</b>, energy efficiency, and increased resilience to climate change.</p>	Clarity and Consistency
150.	2.2.7.51	<p>Is modified to read as follows:</p> <p>Building additions within an <b>Apartment <del>Neighbourhood</del> <u>Neighbourhood</u></b> are permitted provided the building addition meets the criteria of all applicable sections of the Brampton Plan.</p>	Clarity and Consistency
151.	Pg. 2-87 Foster Livability	<p>Is modified to read as follows:</p> <p>Residents of Brampton identify with the city through their street or block, <del>neighbourhood</del> <u>neighbourhood</u> or community. <del>Neighbourhoods</del> <u>Neighbourhoods</u> will provide a range of destinations and <b>services</b>, and act as places to gather. The co-location of <b>services</b> and amenities at key locations improves access and reduces the need for longer trips, providing a range of commercial uses that differ in scale depending on the <del>neighbourhood</del> <u>neighbourhood</u> or community they serve.</p> <p>The policies of this section are intended to provide form and intensity direction for uses which contribute to <del>Neighbourhood</del> <u>Neighbourhood</u> liveability and the achievement of <b>15-minute neighbourhoods</b>, such as <del>neighbourhood</del> <u>neighbourhood</u> supportive uses and large-scale commercial uses, as well as policies which support <del>Neighbourhood</del> <u>Neighbourhood</u> resilience.</p>	Clarity and Consistency
152.	Pg. 2-87 Neighbourhood Supportive Commercial Uses	<p>Is modified to read as follows:</p> <p><del>Neighbourhood</del> <u>Neighbourhood</u> supportive commercial uses, such as commercial, service and office uses, cultural and recreational facilities, contribute to the proximity,</p>	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
		<b>density</b> , and diversity elements of a <b>15-minute neighbourhood</b> and provide amenities for residents to access primarily as pedestrians or by bike or transit. [...]	
153.	2.2.7.52	Is modified to read as follows:  <del>Neighbourhood</del> <u>Neighbourhood</u> supportive commercial uses will be subject to the following criteria: [...]	Clarity and Consistency
154.	2.2.7.53	Is modified to read as follows:  <del>Neighbourhood</del> <u>Neighbourhood</u> supportive commercial uses such as, <del>neighbourhood</del> <u>neighbourhood</u> -oriented retail plazas may include but are not limited to retail uses, personal service, <del>daycares</del> <u>child care centres</u> , restaurants, pharmacies, grocers, small-scale recreational and will be permitted in accordance with <b>Table 6</b> , and designed in accordance with the <b>City-wide Urban Design Guidelines</b> .	Clarity and Consistency
155.	2.2.7.54	Is modified to read as follows:  <del>Neighbourhood</del> <u>Neighbourhood</u> supportive commercial uses will be directed to intersections with transit and, where possible, be designed to have direct access to the <b>Active Transportation Network</b> .	Clarity and Consistency
156.	2.2.7.55 d.	Is modified to read as follows:  Appropriate integration of the proposed use with adjacent uses and the host <del>neighbourhood</del> <u>neighbourhood</u> .	Clarity and Consistency
157.	Pg. 2-88 Places of Worship	Is modified to read as follows:  <b>Accessory uses</b> which are integral to the primary religious use include but are not limited to: classrooms for religious instructions, small-scale nursery or <del>daycare</del> <u>child care</u> facilities, assembly areas related to faith-based activities, kitchens and eating areas, fellowship halls, <b>recreation</b> facilities and administrative offices related to the place of worship, and one habitable living unit with up to 5 guest rooms. [...]  Auxiliary uses will include but not be limited to cemeteries, schools which offer an academic program in addition to religious instruction, <u>affordable housing</u> , <b>supportive housing</b> , and assembly areas which have a commercial function operated on a profit-making basis such as banquet halls. [...]	Clarity and Consistency  Regional Conformity
158.	2.2.7.56	Is modified to read as follows:  Places of Worship will only be permitted on lands designated Mixed-Use and <del>Neighbourhoods</del> <u>Neighbourhoods</u> on <b>Schedule 2</b> , except in lands shown as "Established Rural Estate Residential" on <b>Schedule 12</b> and	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
		set out in Chapter 4, and where it is expressly prohibited in the applicable <b>Secondary Plan</b> or <b>Precinct Plan</b>	
159.	2.2.7.56 a.	Is modified to read as follows:  Places of Worship will be properly integrated into the surrounding <del>neighbourhood</del> <u>neighbourhood</u> in a manner that will not adversely impact <b>adjacent land</b> uses. The size, height, massing and scale of the building will be compatible with the character of adjacent uses.	Clarity and Consistency
160.	2.2.7.56 c.	Is modified to read as follows:  Places of Worship that include a sensitive land use, such as residences, schools and <del>day child</del> <u>child</u> care centres, will not be permitted in areas where they are likely to experience an <b>adverse effect</b> from contaminant discharges generated by a <b>major facility</b> , or within the Lester B. Pearson International Airport (LBPIA) Operating Area or <b>Provincially Significant Employment Zones</b> .	Clarity and Consistency
161.	2.2.7.56 d.	Is modified to read as follows:  Applications for a Place of Worship submitted under the <i>Planning Act</i> will be subject to a planning review that takes into consideration the criteria set out in this section and other relevant policies of Brampton Plan and will demonstrate the ability to physically integrate the Place of Worship with the host <del>neighbourhood</del> <u>neighbourhood</u> in an appropriate manner, including but not limited to scale, access and parking. Exceptions to the criteria will only be accommodated if it can be clearly demonstrated to the satisfaction of the City that the built form and site characteristics of the proposed Place of Worship and the surrounding <del>neighbourhood</del> <u>neighbourhood</u> can support the use.	Clarity and Consistency
162.	2.2.7.61	Is modified to read as follows:  To prevent the displacement of disadvantaged populations from existing <del>Neighbourhoods</del> <u>Neighbourhoods</u> , the City will support the work of non-profit organizations purchasing land in gentrifying communities.	Clarity and Consistency
163.	2.2.7.62	Is modified to read as follows:  The City will continue to support initiatives that build community preparedness and resilience to climate change in all <del>Neighbourhoods</del> <u>Neighbourhoods</u> at the local scale, including the <b>Sustainable Neighbourhood</b> <u>Neighbourhood</u> Action Program (SNAP) and Nurturing <del>Neighbourhoods</del> <u>Neighbourhoods</u> program.	Clarity and Consistency
164.	2.2.7.63	Is modified to read as follows:	Clarity and Consistency



Mod. No.	Brampton OP Section No.	Modification	Justification
		[...] This will include a recognition of these streets' broader function as multimodal <del>corridors</del> <u>corridors</u> and as public space that unites and connects <del>Neighbourhoods</del> <u>Neighbourhoods</u> instead of dividing them, and will implement designs that maintain core functions, as well as provide <b>active transportation infrastructure</b> , for an edge that is calmer, designed for slower vehicular traffic, better integrated into the residential fabric of the adjacent <del>neighbourhoods</del> <u>neighbourhoods</u> .	
<b>2.2.8   Employment Areas</b>			
165.	Pg. 2-93	Is modified to read as follows:  [...] The Mixed-Use Employment designation is generally located on the periphery of <b>Employment Areas</b> and planned to evolve through the continued expansion of <b>Rapid Transit</b> and transit stations along <b>Corridors</b> . <b>Transit-supportive</b> densities within these areas can also provide a physical buffer between <b>Employment Areas</b> and <del>Neighbourhoods</del> <u>Neighbourhoods</u> .	Clarity and Consistency
166.	2.2.8.1 a.	Is modified to read as follows:  <b>Protect Employment Areas and Plan for Employment Growth.</b> Identify and preserve new and existing <del>employment</del> <u>Employment</u> lands for employment growth and <b>intensification</b> to 2051, ensure adverse impacts between employment and <b>sensitive land uses</b> are minimized to maintain land use compatibility.	Clarity and Consistency
167.	2.2.8.3	Is modified to read as follows:  Lands within the Employment designation will be protected and reserved for employment uses including manufacturing, warehousing, logistics, office, and <del>associated</del> <u>may permit</u> commercial, retail and <b>ancillary</b> uses <u>in accordance with the policies of this Plan</u> .	Regional Conformity
168.	2.2.8.4	Is modified to read as follows:  The Mixed-Use Employment designation may permit a broader range of employment uses on lands that provide a land use buffer, as well as transition between lands designated Mixed-Use, Employment, and <del>Neighbourhoods</del> <u>Neighbourhoods</u> , subject to further planning studies. <b>Development</b> in the Mixed-Use Employment designation will front onto and provide <u>a municipal</u> address on <b>Rapid Transit</b> <del>corridors</del> <u>corridors</u> to support and integrated land use and transit function of these <del>corridors</del> <u>corridors</u> . <del>The predominant use in the Mixed-Use Employment designation will be employment, with a focus on major office as the predominant use and may include ground floor commercial uses.</del>	Regional Conformity  Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
169.	Pg. 2-95 Permitted Employment Uses	Is modified to read as follows:  [...] These uses may impact other surrounding uses as a result of emissions, (such as odours, dust, smoke) heavy equipment movement, light, or noise, and therefore are required to be separated from <b>sensitive land uses</b> and subject to <del>mitigation measures</del> <u>land use compatibility studies in accordance with the policies of this Plan and Provincial plans and guidelines</u> . The <del>Employment Area</del> <u>Employment</u> designation is intrinsically linked to goods movement facilities and is directed to lands in proximity to <b>Major Goods Movement Facilities and Corridors</b> . [...]  <del>Part 2.3 Chapter 3</del> <u>Chapter 3</u> of Brampton Plan establishes detailed land use compatibility policies.	Regional Conformity  Clarity and Consistency
170.	2.2.8.5	Is modified to read as follows:  The following uses are permitted on lands designated <del>Employment Area</del> <u>Employment</u> on <b>Schedule 2</b> .  a. Heavy and light industrial uses, including but not limited to manufacturing, processing, warehousing, distribution, storage, transportation facilities, truck parking, offices, vehicle repair and services, <del>vehicle sales and service</del> , industrial trade schools, utilities, vertical agriculture and controlled environment agriculture, agri-food sector businesses, and <b>ancillary</b> <del>functions</del> <u>uses</u> .  b. <del>Commercial</del> <u>Ancillary commercial</u> uses, <u>in accordance with the policies of this Plan</u> , subject to appropriate screening, such as: outdoor storage areas, impound areas, storage, display or parking of heavy equipment, and uses that emit noise or vibration, create large volumes of regular truck traffic, and large structures such as domes or out-buildings with a negative visual impact <del>subject to the policies in this section</del> . [...]	Regional Conformity
171.	2.2.8.6	Is modified to read as follows:  The following additional uses are permitted, provided they are <b>ancillary</b> to the lands designated <del>Employment Areas</del> <u>Employment</u> in which they are located and do not hinder the planned function of the Employment designation: [...]  d. Small scale retail uses <del>that are ancillary to and on the same lot as the principal employment use</del>	Regional Conformity
172.	2.2.8.7	Is modified to read as follows:  <del>Ancillary uses may be permitted within the Employment Area designation, including appropriate locations for office,</del>	Regional Conformity

Mod. No.	Brampton OP Section No.	Modification	Justification
		<p><del>ancillary retail, service uses, and restaurant uses, which will be evaluated based on their potential impacts to ensure compatibility of uses within Employment Areas in accordance with the policies of this Plan and provincial plans and guidelines.</del> <u>Retail and commercial uses which are below Major Retail thresholds may be permitted in the Employment designation provided they are:</u></p> <p><u>a) located on the periphery of the Employment designation;</u></p> <p><u>b) provide a buffer to sensitive land uses to maintain land use compatibility in accordance with the policies of this Plan and provincial plans and guidelines; and</u></p> <p><u>c) are in close proximity to transit service.</u></p>	
173.	2.2.8.9	<p>Is modified to read as follows:</p> <p><b>Major facilities</b> will be directed to lands designated <del>Employment Area</del> <u>Employment</u> to avoid, or if avoidance is not possible, to minimize and mitigate any potential <b>adverse effects</b> from odour, noise, and other contaminants, minimize risk to public health and safety and to ensure the long-term operational and economic viability of <b>major facilities</b> in accordance with <u>the land use compatibility and applicable policies of this Plan, and</u> provincial guidelines, standards and procedures.</p>	Regional Conformity
174.	2.2.8.10	Is deleted in its entirety. Renumber subsequent policies.	Regional Conformity
175.	2.2.8.11	<p>Is modified to read as follows:</p> <p>Elementary and secondary schools and other <b>sensitive land uses</b> will not be permitted within the <del>Employment Areas</del> <u>Employment</u> designation, <del>unless permitted through a Major Transit Station Area study.</del></p>	Regional Conformity
176.	Pg. 2- 97 Permitted Mixed-Use Employment	<p>Is modified to read as follows:</p> <p>Lands designated Mixed-Use Employment on <b>Schedule 2</b> are characterized by a mix of employment uses that support predominantly <b>major office employment</b> uses, as well as population-serving uses <del>and may integrate sensitive uses subject to further planning studies.</del> [...]</p>	Regional Conformity
177.	2.2.8.14	<p>Is modified to read as follows:</p> <p>Where office uses are located within a <b>Major Transit Station Area</b> and are designated Mixed-Use Employment, <del>the appropriate amount of</del> existing office uses will be retained to support the creation of complete, walkable communities, supported by transit.</p>	Regional Conformity
178.	2.2.9.14 c.	Is deleted in its entirety. Renumber subsequent policies.	Regional Conformity

Mod. No.	Brampton OP Section No.	Modification	Justification
179.	2.2.9.14 d.	<p>Is modified to read as follows:</p> <p><del>Retail, restaurant and other service uses which are below the Major Retail threshold may be permitted in these areas to support the function of Employment Areas. Such uses will be located on the periphery of the Mixed-Use Employment designation, provide a buffer to sensitive land uses to maintain land use compatibility, and maintain adjacency to an arterial road.</del></p> <p><u>Commercial uses such as commercial recreation, hotels, convention centres, motels, and entertainment uses, and retail uses such as restaurants and other service uses which are below the Major Retail threshold may be permitted provided the uses:</u></p> <ul style="list-style-type: none"> <li><u>i. Are located in the periphery of the Employment Area;</u></li> <li><u>ii. Front onto and provide a municipal address on existing or planned Rapid Transit corridors to support the integrated land use and transit function of these corridors;</u></li> <li><u>iii. Are accommodated in a multi-storey mixed use office building; and</u></li> <li><u>iv. Provide a buffer to sensitive land uses to maintain land use compatibility in accordance with the policies of this Plan and Provincial plans and guidelines.</u></li> </ul>	Regional Conformity
180.	2.2.9.14 f.	<p>Is modified to read as follows:</p> <p>Service commercial uses will <del>generally</del> be located along the edge of the Mixed-Use Employment designation abutting <del>Neighbourhoods</del> <u>Neighbourhoods</u>.</p>	Clarity and Consistency
181.	2.2.8.15	<p>Is modified to read as follows:</p> <p><b>Development</b> will contribute to the creation of competitive, attractive, highly functional Employment and Mixed-Use <del>Employment Areas</del> <u>Employment areas</u> by: [...]</p> <p>f. <del>Mitigating</del> <u>Avoiding, and where avoidance is not possible, minimizing and mitigating</u> the potential <b>adverse effects</b> of noise, dust, vibration, air quality and/or odour on <b>major facilities</b> and/or other businesses <del>as determined by noise, vibration, air quality and/or odour studies in accordance with the policies of this Plan and provincial plans and guidelines, and:</del> [...]</p>	Regional Conformity
182.	2.2.8.16	<p><del>New major retail development that includes one or more stores totaling 3,000 square metres or more of retail gross floor area or 1,000 square metres for individual units may only be permitted in the Mixed-Use Employment</del></p>	Regional Conformity

Mod. No.	Brampton OP Section No.	Modification	Justification
		<p><del>designation through an amendment to this Plan and in accordance with the Region of Peel Official Plan if:</del></p> <p><del>a. The property is outside of a Centre or Boulevard;</del></p> <p><del>b. The property is on a lot that fronts onto a Major Street identified on Schedule 2; and,</del></p> <p><del>c. The following matters are addressed:</del></p> <p><del>.i The transportation demands and impacts generated by the development, particularly upon nearby Neighbourhoods and the Mixed-Use Employment designations, are reviewed and approved by the City, and necessary improvements and mitigation measures can be implemented;</del></p> <p><del>.ii It is demonstrated to the satisfaction of the City that the existing and planned function of the Mixed-Use Employment designation and any nearby Employment designation, including the movement of goods and employees, is not adversely affected;</del></p> <p><del>iii. It is demonstrated to the satisfaction of the City that the economic health and planned function of nearby retail shopping districts are not adversely affected;</del></p> <p><del>.iv New public and private streets, as deemed to be appropriate by the City, are provided to complement the area street network and provide improved pedestrian access and amenity; and,</del></p> <p><del>.v Retail buildings are clearly visible and directly accessible from the sidewalks of the public and private streets;</del></p> <p><del>vi. Urban and compact format; and,</del></p> <p><del>.vii Parking is integrated within and/or located behind or at the side of the building.</del></p> <p><u>No new major retail developments will be permitted, except where lawfully established on lands designated Mixed Use Employment at the time this Plan comes into effect.</u></p>	
183.	2.2.8.17	<p>Is modified to read as follows:</p> <p>Places of worship less than 3,000 square metres will be permitted on lands designated Mixed-Use Employment that are located within a 500-metre radius from a <del>Neighbourhoods</del> <u>Neighbourhood</u> designation.</p>	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
184.	Pg. 2-100 Relationship with Major Transit Station Areas	Is modified to read as follows:  Those lands within the Mixed-Use Employment designation <b>(Schedule 2)</b> that are also within <b>Major Transit Station Areas</b> , as shown on <b>Schedule 1A</b> , have the potential to support the integration of <b>Employment Areas</b> with non-employment uses to develop vibrant, mixed-use areas, and innovation hubs, <u>as identified in Schedules 13b-n</u> .	Regional Conformity
185.	2.2.8.18	Is modified to read as follows:  Within the Mixed-Use Employment ( <u>Office Mixed-Use</u> ) designation <u>in the Major Transit Station Area Policies section</u> , where a <u>City-initiated Major Transit Station Area Study</u> has been completed <del>and approved through an amendment to this Plan</del> , compatible <del>new</del> residential uses <del>that do not conflict with the main employment uses</del> may be permitted <del>without the need for a Municipal Comprehensive Review process</del> , subject to the relevant policies of this Plan and the Region of Peel Official Plan.	Regional Conformity
186.	2.2.8.19	Is modified to read as follows:  In accordance with the study requirements outlined in the Region of Peel Official Plan, City-initiated <b>Major Transit Station Area Studies</b> <del>will</del> <u>may</u> identify appropriate locations for retail, residential, commercial, and non-ancillary uses within the Mixed-Use Employment designation, <u>subject to Regional review and approval</u> . <del>in the applicable Secondary Plan, provided that:</del>  <del>a. An overall net increase of jobs planned within the Major Transit Station Area is achieved.</del>  <del>b. An employment land use designation is established to protect for major office uses, if appropriate.</del>  <del>c. The viability of the surrounding Employment designation is protected from introduced sensitive land uses and includes appropriate mitigation measures and setbacks.</del>  <del>d. Will strive to achieve a majority ratio of employment per hectare than population per hectare.</del>	Regional Conformity
187.	2.2.8.20	Is modified to read as follows:  Where <u>a City-initiated Major Transit Station Area Study identifies</u> <u>has identified</u> retail, residential, commercial, and non-ancillary uses within the Mixed-Use Employment ( <u>Office Mixed-Use</u> ) designation <u>in the Major Transit Station Area Policies section</u> , the following policies apply in support of creating <b>15-minute neighbourhoods</b> :	Regional Conformity

Mod. No.	Brampton OP Section No.	Modification	Justification
		<p>a. The types of permitted <del>services</del> <u>ancillary uses</u> are of a scale that serve the local <del>neighbourhood</del> <u>neighbourhood</u> and employees <del>working in designated Mixed-Use Employment</del> such as <del>grocery stores, civic uses, recreational, health and fitness uses and service</del> commercial uses including but not limited to convenience commercial, retail, <u>personal service, social services, child care</u>, office and restaurants.</p> <p>b. The permitted <del>services</del> <u>ancillary uses</u> described in subsection .a are encouraged to be located within the base of buildings or integrated within a building <del>containing permitted designated</del> Mixed-Employment (<u>Office Mixed-Use</u>) <del>uses</del>.</p>	
188.	2.2.8.25	<p>Is modified to read as follows:</p> <p>[...] On that basis, Brampton Plan does not permit the conversion of lands within <b>Employment Areas</b> <u>designated on Schedule E-4 of the Region of Peel Official Plan</u> to non-employment uses, such as <b>major retail</b>, residential, and other <b>sensitive land uses</b> not <b>ancillary</b> to the primary employment use, over the horizon of this plan, except in accordance with the Region of Peel Official Plan. If a conversion is supported through a <b>Municipal Comprehensive Review</b> process completed by the Region of Peel, the City will advocate for a percentage of these lands to be a mix of <b>affordable</b> or rental housing.</p>	Regional Conformity
189.	2.2.8.26	<p>Is modified to read as follows:</p> <p>The conversion of lands within <del>the a</del> <b>Employment Area</b> <u>designated on Schedule E-4 of the Region of Peel Official Plan</u> to non-employment uses may only be considered through a <b>Municipal Comprehensive Review</b> undertaken by the Region of Peel, that demonstrates: [...]</p> <p>e. There is existing or planned <b>infrastructure</b> and <del>public service facilities</del> <u>public service facilities</u> to accommodate the proposed conversion. [...]</p>	Regional Conformity
190.	2.2.8.27 i.	<p>Is modified to read as follows:</p> <p>Utilization of roofs for <del>urban agriculture</del> <u>urban agriculture</u>.</p>	Regional Conformity
191.	2.2.8.29 c.	<p>Is modified to read as follows:</p> <p>Leveraging Brampton’s strategic location along the Kitchener-Toronto Innovation <del>Corridor</del> <u>Corridor</u>.</p>	Clarity and Consistency
<b>2.2.9   Natural System</b>			
192.	Pg. 2-106 What is the	Is modified to read as follows:	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
	Natural System?	<p>[...]The Water Resource System is a component of the <b>Natural System</b>, recognizing its function in supporting both natural and hydrologic features and functions. These systems and features are linked by natural <del>corridors</del> <u>corridors</u>, functioning together to maintain biological and geological diversity, natural functions, viable populations of indigenous species and <b>ecosystems</b>. [...]</p> <p>Brampton is traversed by the numerous river and valley <del>corridors</del> <u>corridors</u> that connect the City to some of Ontario’s most <b>significant</b> environmental features, including the Niagara Escarpment, Oak Ridges Moraine and Lake Ontario, and Urban River Valleys of the Greenbelt Plan. These <b>watercourses</b> and valleys form the backbone of the City’s <b>Natural System</b>. Connected to these natural <del>corridors</del> <u>corridors</u> are woodlands, <b>wetlands</b>, <b>headwater drainage features</b> and hedgerows, as well as the City’s parklands, eco spaces, <b>green infrastructure</b>, and cultural heritage system. [...]</p>	
193.	2.2.9.30 b.	<p>Is modified to read as follows:</p> <p><b>Identify and Protect the Water Resource System.</b> Identify, protect, restore and enhance the water resource system, features and areas, and their linkages, including ground and <del>surface water features</del> <u>surface water features</u> and their hydrologic functions.</p>	Regional Conformity
194.	Pg. 2-108	<p>Is modified to read as follows:</p> <p>Brampton Plan defines our Natural Heritage System and includes policies to ensure its protection, enhancement, and restoration. Our Natural Heritage System provides ecological <b>services</b> and natural capital and will be supported by other green spaces including parkland, hydro <del>corridors</del> <u>corridors</u>, the <b>urban forest</b>, and the built environment.</p> <p>There is a wide range of features requiring protection within the Natural Heritage System. The Natural Heritage System includes the following features and areas, together with <del>corridors</del> <u>corridors</u>, Linkages and <b>Enhancement Areas</b> that connect these features: [...]</p> <ul style="list-style-type: none"> <li>Habitat of Endangered and <del>Threatened Species</del> <u>Threatened Species</u> [...]</li> </ul> <p>[...] The City is committed to ensuring the <b>conservation</b> of these natural features, functions and linkages through the application of environmental buffers, setbacks and linkages, the <del>securement</del> <u>securement</u>, restoration and enhancement</p>	<p>Clarity and Consistency</p> <p>Regional Conformity</p>



Mod. No.	Brampton OP Section No.	Modification	Justification
		of natural areas, and the management of non-native invasive species. [...]	
195.	New Policy 2.2.9.34	New policy added as 2.2.9.34. Renumber subsequent policies. New policy to read as follows:  <u>The City, in consultation with the conservation authorities and appropriate federal and provincial agencies, will explore the interpretation, protection, restoration, enhancement, proper management, and stewardship of the Natural Areas and Corridors and Potential Natural Areas and Corridors through Secondary Planning processes in accordance with the Region of Peel Official Plan policies.</u>	Regional Conformity
196.	2.2.9.49 f.	Is modified to read as follows:  A new single residential dwelling, if the need has been demonstrated and it has been established that there is no reasonable alternative, on an <del>existing lot of record</del> <u>existing lot of record</u> , after studies have been undertaken and approved by the City and appropriate agencies; and	Regional Conformity
197.	Pg. 2-114 Valleylands and Watercourse Corridors	Is modified to read as follows:  There are several main valley and <del>watercourse corridors</del> <u>corridors</u> traversing the city: the Credit River, Fletcher's Creek, Etobicoke Creek, Mimico Creek and Humber River, as well as Huttonville Creek, Mullet Creek and Levi Creek. These significant <del>valley and watercourse corridors</del> <u>corridors</u> provide a transition between the less defined <del>headwater</del> tributaries in the northern portions of the city to the well-defined valley <del>corridors</del> <u>corridors</u> in the southern portions of the city.	Clarity and Consistency
198.	2.2.9.54	Is modified to read as follows:  The refinement of <b>Valleylands and Watercourse Corridors</b> features will be determined in consultation with the Conservation Authorities and relevant agencies through a <b>subwatershed</b> study, <b>Environmental Implementation Report</b> , or other <b>natural system</b> study. Should further study refine the width of a <del>Valleyland or</del> <u>Valleylands and Watercourse Corridor</u> feature, the portion of land no longer associated with the natural feature, or its function will revert to the relevant adjacent designation without the need to amend this Plan	Clarity and Consistency
199.	2.2.9.57	Is modified to read as follows:  Vistas and window streets will be strategically located to provide strategic views onto <b>valleylands and watercourse corridors</b> providing a focus for <del>Neighbourhoods</del> <u>Neighbourhoods</u> and access to valleylands. They will be	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
		planned to promote continuity, enhance <b>accessibility</b> , connectivity to existing and future trails, visibility of the open space system, and provide opportunities for <b>passive recreation</b> .	
200.	2.2.9.64 b.	Is modified to read as follows:  Meeting one or more criteria for Core Woodland as defined in the Region of Peel’s Official Plan - Table 1 (Criteria and Thresholds for the Identification of Core, Natural Areas and <del>Corridors</del> <u>Corridors</u> (NAC) and Potential Natural Areas and <del>Corridors</del> <u>Corridors</u> (PNAC).	Clarity and Consistency
201.	Pg. 2-123 Habitat of Endangered and Threatened Species	Is modified to read as follows:  [...] Guidance for surveying and determining habitat of endangered and <del>Threatened Species</del> <u>threatened species</u> may be provided by the Ministry of the Environment, Conservation and Parks and Forestry. [...]	Regional Conformity
202.	2.2.9.86	Is modified to read as follows:  <b>Development and site alteration</b> in the habitat of endangered and <del>threatened species</del> <u>threatened species</u> and in the <b>habitat of aquatic species at risk</b> is not permitted except in accordance with provincial and federal requirements.	Regional Conformity
203.	Pg. 2-124 Enhancement Areas and Linkages	Is modified to read as follows:  [...] Linkages that can be defined between <b>significant</b> natural features and which can be restored and/or enhanced from natural <del>corridors</del> <u>corridors</u> are a vital element of <b>Natural System planning</b> . [...]  Brampton’s valley systems provide significant north-south <del>corridors</del> <u>corridors</u> that link regional <b>natural systems</b> such as the Greenbelt and Niagara Escarpment to Lake Ontario. It is an objective of Brampton Plan to establish these east-west linkages through the planning and <b>development</b> approvals process, while continuing to <b>protect</b> and enhance north-south <del>corridors</del> <u>corridors</u> .  <b>Schedule 6A</b> identifies areas of Enhancement and Linkages that include existing parks and open space and hydro <del>corridors</del> <u>corridors</u> . The City recognizes the important functions that these areas can have on the health and biodiversity of the <b>Natural System</b> .	Clarity and Consistency
204.	2.2.9.91	Is modified to read as follows:  The City will encourage the identification and establishment of linkages to connect natural heritage	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
		features, such naturalized <del>corridors</del> <u>corridors</u> , parks, and <b>stormwater</b> management <b>infrastructure</b> .	
205.	2.2.9.92	Is modified to read as follows:  The City will undertake management and restoration plans for identified Enhancement and Linkage areas to support <b>Natural System</b> features, functions, and linkages, and to improve the urban tree canopy to provide ecological <b>services</b> for the built environment of the <del>neighbourhood</del> <u>neighbourhood</u> and private properties.	Clarity and Consistency
206.	2.2.9.95	Is modified to read as follows:  The City will work with hydro <del>corridor</del> <u>corridor</u> owners, such as Hydro One Networks Inc. and TC Energy, to investigate restoration opportunities within utility rights-of-way.	Clarity and Consistency
207.	Pg. 2-125 Greenbelt and Natural Heritage System	Is modified to read as follows:  <b>Greenbelt Plan <u>Protected Countryside and Natural Heritage System</u></b>  [...]Within the City of Brampton, about 202 hectares of land adjacent to the Credit River Valley in Northwest Brampton are designated as <u>Rural Lands as shown on Schedule 2, Greenbelt Plan Protected Countryside including wetlands, significant woodlands and valleylands, areas of natural and scientific interest, fish habitat, endangered species habitat, and significant wildlife habitat</u> on Schedule 2 and identified as Natural Heritage System as shown on <b>Schedules 6A and 6B</b> . [...]  [...] Brampton Plan also recognizes that the Credit River, Etobicoke Creek and three tributaries of the West Humber River, identified as Urban River Valleys provide for publicly owned lands that form important river valley linkages and <del>corridors</del> <u>corridors</u> in an urban context between the Protected Countryside and Lake Ontario. [...]	Regional Conformity
208.	2.2.9.97 a.	Is modified to read as follows:  <del>Normal farm practices</del> <u>Normal farm practices</u> and a full range of <b>agricultural uses</b> , as well as agricultural-related and <b>on-farm diversified uses</b> , subject to the Natural Heritage System policies of the Greenbelt Plan;	Regional Conformity
209.	2.2.9.97 b.	<b>Single detached dwellings</b> on <del>existing lot of record</del> <u>existing lot of record</u> , provided they were <b>zoned</b> for such use as of December 16, 2004;	Regional Conformity
210.	2.2.9.97 i.	Extraction of <b>mineral aggregate resources</b> subject to Section 4.3.2 of the Greenbelt Plan and may require the completion of an <del>agricultural impact assessment</del>	Regional Conformity

Mod. No.	Brampton OP Section No.	Modification	Justification
		<u>Agricultural Impact Assessment.</u>	
211.	New Policy 2.2.9.97 h.	New policy added as 2.2.9.97 h. Renumber subsequent policies. New policy to read as follows:  <u>Require an application to establish or expand a major recreational use in the Greenbelt Plan Natural Heritage System be accompanied by a Vegetation Enhancement Plan, in accordance with the Greenbelt Plan.</u>	Regional Conformity
212.	2.2.9.99	Is modified to read as follows:  [...] Within the Natural Heritage System of the Greenbelt Plan, new <b>development</b> and <b>site alteration</b> shall demonstrate there will be no <b>negative impacts</b> on natural heritage features or <b>key hydrologic features</b> or their functions and that <del>connectivity</del> <u>connectivity</u> between key features located within 240 metres of each other will be maintained or, where possible, enhanced for the movement of plants and animals.	Regional Conformity
213.	2.2.9.106 c.	Is modified to read as follows:  Stewardship, <del>remediation</del> <u>remediation</u> , and appropriate park and trail initiatives that strive to enhance the ecological features and functions found within the Urban River Valley will be encouraged.	Regional Conformity
214.	New Policy 2.2.9.107	New policy added as 2.2.9.107. Renumber subsequent policies. New policy to read as follows:  <u>New development or site alteration on lands designated as Rural Lands on Schedule 2 are subject to the Brampton Plan Greenbelt Plan Protected Countryside and Natural Heritage System policies 2.2.9.96 to 2.2.9.106.</u>	Regional Conformity
215.	Pg. 2-130 Surface Water and Groundwater Resources	Is modified to read as follows:  <b>Groundwater</b> resources include <b>groundwater</b> recharge and discharge areas, water tables and <b>aquifers</b> . <del>surface water features</del> <u>Surface water features</u> include <b>watercourses</b> and <b>headwater drainage features</b> , including permanent and <b>intermittent streams, wetlands</b> , lakes, and their <b>littoral zones</b> , recharge/discharge areas, seepage areas, springs, and associated riparian zones. <b>Groundwater</b> and <del>surface water features</del> <u>surface water features</u> are key components in the functioning hydrological cycle. [...]	Regional Conformity
216.	2.2.9.112	Is modified to read as follows:  <b>Development</b> and <b>site alteration</b> will be restricted in or near sensitive <del>surface water features</del> <u>surface water features</u> and sensitive <b>groundwater</b> features such that	Regional Conformity

Mod. No.	Brampton OP Section No.	Modification	Justification
		these features and their related hydrologic functions will be protected, improved or restored. Avoidance, mitigative measures and/or alternative <b>development</b> approaches may be required in order to protect, improve or restore sensitive <del>surface water features</del> <u>surface water features</u> , sensitive <b>groundwater</b> features, and their hydrologic functions.	
217.	2.2.9.114	Is modified to read as follows:  A <del>Contaminant Management Plan</del> <u>Contaminant Management Plan</u> may be required as a condition of development approval for <b>development</b> proposed within highly <b>vulnerable areas</b> or <b>aquifers</b> that involves the manufacturing, handling and/or storage of bulk fuel or chemicals as activities prescribed under the <i>Clean Water Act</i> , as deemed necessary by the City in consultation with the Region.	Regional Conformity
218.	2.2.9.121 a.	Is modified to read as follows:  Identify <b>flood plains, hazardous lands, hazardous sites</b> <del>hazardous sites</del> <u>hazardous sites</u> , known hazards and lands that are regulated under the <i>Conservation Authorities Act</i> in accordance with relevant technical standards and guidelines;	Regional Conformity
219.	2.2.9.121 c.	Is modified to read as follows:  Regulate land uses within and adjacent to <b>flood plains, hazardous lands, hazardous sites</b> <del>hazardous sites</del> <u>hazardous sites</u> , hazards and lands that are regulated under the <i>Conservation Authorities Act</i> ; and,	Regional Conformity
220.	2.2.9.124	Is modified to read as follows:  <b>Development</b> will generally be directed to areas outside of <b>hazardous lands</b> adjacent to river, stream, valley <del>corridors</del> <u>corridors</u> and inland lake systems and <b>wetlands</b> which are impacted by <b>flooding hazards</b> and/or <b>erosion hazards</b> . [...]	Clarity and Consistency
221.	2.2.9.126 a.	Is modified to read as follows:  The uses are associated with hospitals, nursing homes, pre-school, school nurseries, <del>day child care</del> <u>centres</u> and schools, where there is a threat to the safe evacuation of the sick, the elderly, persons with disabilities or the young during an emergency as a result of flooding, failure of floodproofing measures, protection works, or erosion.	Clarity and Consistency
222.	2.2.9.153	Is modified to read as follows:  Restoration and enhancement opportunities will be identified as conditions of <b>development</b> and site plan approval and through the <b>conservation</b> , restoration, and	Regional Conformity

Mod. No.	Brampton OP Section No.	Modification	Justification
		land <del>securement</del> <u>securement</u> programs of public agencies and through private land stewardship.	
223.	2.2.9.157	Is modified to read as follows:  Civic <b>infrastructure</b> and hydro <del>corridors</del> <u>corridors</u> can provide a role in achieving ecological <b>services</b> that can support and improve the <b>Natural System and urban forest</b> . The City will work with relevant agencies to undertake natural heritage restoration and <b>urban forest</b> enhancement within the rights-of-way of gas and oil transmission pipelines and hydro <del>corridors</del> <u>corridors</u> .	Clarity and Consistency
224.	2.2.9.162	Is modified to read as follows:  <b>Infrastructure</b> projects will <b>protect</b> and establish viable wildlife <del>corridors</del> <u>corridors</u> and implement wildlife eco-passages into the design of roads and other linear <b>infrastructure</b> .	Clarity and Consistency
225.	2.2.9.186	Is modified to read as follows:  The City will require the use of native species plantings at municipal facilities and along transportation routes and hydro <del>corridors</del> <u>corridors</u> where feasible and appropriate	Clarity and Consistency
226.	Pg. 2-150 Public Ownership and Acquisition	Is modified to read as follows:  [...] This section guides the <del>securement</del> <u>securement</u> of land, which will typically occur through the development application process.	Regional Conformity
<b>Part 3.1   Nurturing Strong and Connected Communities</b>			
227.	Pg. 3-3 What Does it Mean?	Is modified to read as follows:  Brampton is a community of diverse <del>neighbourhoods</del> <u>neighbourhoods</u> that contribute to our community's character and our residents' quality of life. Nurturing Strong and Connected Communities means providing well-designed <del>neighbourhoods</del> <u>neighbourhoods</u> that are human scale, with a high-quality built-environment and vibrant <b>public realm</b> . These <del>neighbourhoods</del> <u>neighbourhoods</u> create distinct placemaking that reflect local culture, providing opportunities for locally serving <del>neighbourhood</del> <u>neighbourhood</u> amenities which support <b>15-minute neighbourhoods</b> , and provide community facilities at a neighbourhood-scale.	Clarity and Consistency
228.	3.1.1.8	Is modified to read as follows:  Design Priority Areas shall be established to promote and strengthen the identity and character of the city. These areas will be differentiated from the remainder of the City to recognize the different contexts they might represent across the <b>City Structure</b> including Urban <b>Centres</b> , Town	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
		<b>Centres, Corridors, <del>Neighbourhoods</del> <u>Neighbourhoods</u>, and Major Transit Station Areas</b> , in addition to major gateways/entry points into the City. [...]	
229.	3.1.1.9	Is modified to read as follows:  New <b>development</b> will not adversely impact view <del>corridors</del> <u>corridors</u> , or impact adjacent properties as a result of wind, emissions such as noise, vibration, dust, or smell, and traffic/parking. In addition, all new <b>development</b> will: [...]	Clarity and Consistency
230.	3.1.1.11	Is modified to read as follows:  The requirements to achieve <b>compatible development</b> will ensure appropriate transitions between existing buildings that abut development applications that propose taller buildings, as well as where areas of planned <b>intensification</b> about <del>Neighbourhoods</del> <u>Neighbourhoods</u> that predominantly accommodate Low-Rise and Low-Rise Plus buildings.	Clarity and Consistency
231.	3.1.1.14 h.	Is modified to read as follows:  Provide direction for city-wide, precinct, <del>neighbourhood</del> <u>neighbourhood</u> , and site-scale appropriate <b>development</b> :	Clarity and Consistency
232.	3.1.1.15 a.	Is modified to read as follows:  Incorporate and support natural heritage resources and the <b>urban forest, cultural heritage resources</b> , landmark buildings, streetscapes and parks and open spaces, as well as view <del>corridors</del> <u>corridors</u> , <del>public service facilities</del> <u>public service facilities</u> and community uses, and public art;	Clarity and Consistency  Regional Conformity
233.	3.1.1.16	Is modified to read as follows:  In new <del>Neighbourhoods</del> <u>Neighbourhoods</u> and on <b>large lots</b> , the design of the <b>public realm</b> will help define streets and blocks, buildings and structures and public space, to contribute to placemaking.	Clarity and consistency
234.	3.1.1.22 c.	Is modified to read as follows:  Achieve a street network that connects to adjacent streets and <del>neighbourhoods</del> <u>neighbourhoods</u> at regular intervals;	Clarity and Consistency
235.	3.1.1.22 e.	Is modified to read as follows:  Prioritize public transit and active forms of transportation, specifically at <del>public service facilities</del> <u>public service facilities</u> , community hubs, or other locations where the public may gather; and,	Regional Conformity
236.	3.1.1.27 a.	Is modified to read as follows:  Creating an aesthetically-pleasing, comfortable and protected environment to support the use and enjoyment of the <del>corridor</del> <u>corridor</u> ;	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
237.	Pg. 3-14	Is modified to read as follows:  <b>Edges</b> reveal, and in some cases conceal, the community’s image and the character of individual <del>neighbourhoods</del> <u>neighbourhoods</u> , as viewed from the adjacent arterial street. They play an important role in establishing appropriate interfaces with <b>adjacent land</b> uses that may or may not warrant exposure, depending on the circumstances.	Clarity and Consistency
238.	3.1.1.46	Is modified to read as follows:  To create visual interest and diversity in the built environment, a wide variety of architectural designs are encouraged. However, new buildings proposed within older, existing <del>Neighbourhoods</del> <u>Neighbourhoods</u> will be designed to complement the character of the area, including the distinguishing architectural/building attributes.	Clarity and Consistency
239.	3.1.1.47 a.	Is modified to read as follows:  Contribute to the creation of a <b>15-minute neighbourhood</b> including the creation or contribution to micro- <del>neighbourhoods</del> <u>neighbourhoods</u> at each city block, and providing a supportive and appropriate mix and diversity of uses;	Clarity and Consistency
240.	3.1.1.53 c.	Is modified to read as follows:  Locate in proximity to amenities such as parks, open space, schools, shopping, and other <del>public service facilities</del> <u>public service facilities</u> , <b>services</b> , and amenities.	Regional Conformity
<b>3.1.2   Complete Communities</b>			
241.		Is modified to read as follows:  [...] Healthy, walkable, <b>15-minute neighbourhoods</b> are compact, well-built, and well-connected places with a clustering of a diverse mix of land uses. This includes a range of <b>housing options</b> , densities, and levels of <b>affordability</b> , as well as shops, <b>services</b> , access to food, schools and local <del>childcare</del> <u>child care centres</u> , employment, greenspaces, parks, and pathways. [...]	Clarity and Consistency
242.	3.1.2.1 a.	Is modified to read as follows:  <del>Public service facilities</del> <u>Public service facilities</u> should be co-located in community hubs to offer <del>neighbourhood</del> <u>neighbourhood</u> residents a variety of <b>services</b> and to promote cost-effectiveness and convenient access. Where appropriate, provision of joint facilities, either with the school board, the City, a private developer, community	Regional Conformity



Mod. No.	Brampton OP Section No.	Modification	Justification
		<b>services</b> agency/organization, or any combination thereof, for community service purposes, is encouraged	
243.	3.1.2.1 b.	Is modified to read as follows:  Private facilities such as <del>day</del> <u>child</u> care centres, rentable space for community <b>services</b> organizations, and meeting rooms may be clustered with public recreational facilities such as libraries, arenas, gyms, pools and fitness facilities. These co-located facilities will be designed to be hubs for municipal <b>services</b> that are well integrated within the schools, <del>neighbourhoods</del> <u>neighbourhoods</u> , parks, and public spaces that they are adjacent to;	Clarity and Consistency
244.	3.1.2.1 c.	Is modified to read as follows:  Priority should be given to maintaining and adapting existing <del>public service facilities</del> <u>public service facilities</u> and spaces as community hubs to meet the needs of the community and optimize the long-term viability of public investments;	Regional Conformity
245.	3.1.2.1 e.	Is modified to read as follows:  Existing <del>public service facilities</del> <u>public service facilities</u> that are in or near <b>Centres</b> and <b>Boulevards</b> , and in <b>Major Transit Station Areas</b> will be the preferred location for community hubs;	Regional Conformity
246.	3.1.2.5 a.	Is modified to read as follows:  Improving and adding community facilities in existing <del>neighbourhoods</del> <u>neighbourhoods</u> that are underserved; and,	Clarity and Consistency
247.	Pg. 3-25 School Facilities	Is modified to read as follows:  In addition to their primary purpose as educational institutions, <b>school facilities</b> can provide community <b>infrastructure</b> and resources to a <del>neighbourhood</del> <u>neighbourhood</u> , such as licensed <del>childcare</del> <u>child care</u> facilities, indoor and outdoor recreational and cultural spaces, pathways, informal meeting places and greenspaces. As a hub of community life, safe, <b>sustainable</b> , and convenient access for residents of all ages and abilities is necessary	Clarity and Consistency
248.	3.1.2.10	Is modified to read as follows:  In <del>Neighbourhoods</del> <u>Neighbourhoods</u> , school facilities will enhance the provision of community facilities throughout the City. The City will continue to work with school boards for opportunities to increase community <b>accessibility</b> to school facilities. Shared use of municipal and/or school facilities, parks and open space, places of worship and	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
		lands for community purposes will be encouraged.	
249.	3.1.2.11	Is modified to read as follows:  School sites and <b>ancillary</b> uses are permitted within <del>Neighbourhoods</del> <u>Neighbourhoods</u> , and Mixed-Use designations of this Plan, provided that they are specifically designated for that purpose in the appropriate Secondary or Precinct Plan.	Clarity and Consistency
250.	3.2.2.1 e.	Is modified to read as follows:  Protection, restoration and enhancement of the <b>Natural System</b> and <b>urban forest</b> , and <del>ecosystem connectivity</del> <u>connectivity</u> ;	Regional Conformity
251.	3.2.2.1 h.	Is modified to read as follows:  <del>Urban agriculture</del> <u>Urban agriculture</u> and access to locally produced, healthy foods;	Regional Conformity
<b>3.2.3   Energy, Efficiency, and Emissions</b>			
252.	3.2.3.2	Is modified to read as follows:  The City will collaborate with the Region to undertake community energy and greenhouse gas emissions reduction planning in accordance with provincial guidance, <u>including developing energy use and greenhouse gas inventories for local community emissions, establishing emission reduction targets, objectives or scenarios, and recommending strategies and actions to reduce emissions and promote low carbon energy alternatives.</u>	Regional Conformity
253.	New Policy 3.2.3.15	New policy added as 3.2.3.15. Renumber subsequent policies. New policy to read as follows:  <u>The City will work with developers and contractors to incorporate materials from waste diversion programs into construction projects where practical.</u>	Regional Conformity
254.	Pg. 3-41 Circular Economy	Is modified to read as follows:  As the Region of Peel is responsible for waste management in Brampton, the City supports the Region in creating <del>resource recovery</del> <u>resource recovery</u> programs and providing the resource recovery facilities for materials that cannot be reused or recycled so that the energy can be recovered through an energy recovery process. Waste and materials management has a significant role to play in reducing GHG emissions in several ways, including landfill gas capture, recycling, and <del>organic waste</del> <u>organic waste</u> diversion	Regional Conformity
255.	3.2.3.25	Is modified to read as follows:  The City will continue to encourage the initiation of	Regional Conformity

Mod. No.	Brampton OP Section No.	Modification	Justification
		<del>resource recovery</del> <u>resource recovery</u> programs and support the <b>development</b> of <del>resource recovery</del> <u>resource recovery</u> facilities through the land use planning and approvals process.	
256.	3.2.3.26	Is modified to read as follows:  The City will work with the other levels of government and the private sector to ensure new <b>development</b> includes systems that allow for the sorting of solid waste at the unit level, building level and in every <del>neighbourhood</del> <u>neighbourhood</u> including for recyclables, organic material, and residual garbage.	Clarity and Consistency
<b>3.2.4   Climate Ready Communities</b>			
257.	3.2.4.7	Is modified to read as follows:  The City will commit to and prioritize the <b>equitable</b> allocation and <del>neighbourhood</del> <u>neighbourhood</u> distribution of <b>services</b> , facilities, programs, and amenities for all which address access barriers (financial, physical, and perceived) for members of the community.	Clarity and Consistency
258.	3.2.4.10	Is modified to read as follows:  <b>Infrastructure</b> and <del>public service facilities</del> <u>public service facilities</u> will be strategically located to support the effective and efficient delivery of emergency management <b>services</b> , and to ensure the protection of public health and safety.	Regional Conformity
<b>3.2.5   Green Infrastructure</b>			
259.	Pg. 3-45 Green Infrastructure	Is modified to read as follows:  [...] <b>Green infrastructure</b> helps absorb, delay, and treat <b>stormwater</b> , mitigate flooding, shelter communities from extreme weather and climates, and filter pollutants. It also creates oxygen, sequesters carbon, and improves <b>ecosystem</b> <del>connectivity</del> <u>connectivity</u> and <b>wildlife habitat</b> . [...]	Regional Conformity
260.	3.2.5.3	Is modified to read as follows:  The design of <b>green infrastructure</b> that serves multiple purposes, such as creating <b>ecosystem</b> <del>connectivity</del> <u>connectivity</u> and biodiversity, reducing heat island effect, improving water and air quality, reducing <b>stormwater</b> runoff, recharging <b>groundwater</b> and providing a community amenity, will be encouraged.	Regional Conformity
261.	3.2.5.6	Is modified to read as follows:  The use of <b>green infrastructure</b> will be encouraged to improve <b>ecosystem</b> <del>connectivity</del> <u>connectivity</u> , provide habitat, and improve biodiversity through approaches such	Regional Conformity

Mod. No.	Brampton OP Section No.	Modification	Justification
		as green roofs, <del>urban forest</del> enhancements, <del>urban agriculture</del> <u>urban agriculture</u> , rain gardens, pollinator gardens, meadows, naturalized front and backyards.	
262.	3.2.5.14 a.	Is modified to read as follows:  The mature tree canopy in existing <del>neighbourhoods</del> <u>neighbourhoods</u> , especially Downtown Brampton, should be protected and prioritized over replacement plants and compensation, to the extent practical, to assist in maintaining the character of an area and benefit from the ecological <b>services</b> they provide. Where <b>development</b> or <b>redevelopment</b> is proposed, healthy trees should be protected and provided appropriate tree protection zones and build setbacks to ensure their long-term health;	Clarity and Consistency
263.	3.2.5.21	Is modified to read as follows:  <b>Development</b> on or adjacent to lands affected by <u>human-made hazards, such as but not limited to</u> mine hazards, oil, gas and salt hazards, former mineral mining operations or petroleum resource operations may be permitted only if rehabilitation measures to address and mitigate known or suspected hazards are underway or have been completed.	Regional Conformity
264.	3.2.5.23	Is modified to read as follows:  When contamination is identified in a proposed <b>development</b> property, the contaminants are to be fully delineated and a remedial action plan and/or a risk assessment/risk management plan to address the contamination will be submitted to the City. <u>Proponents of development are required to ensure that contaminated sites will be cleaned up as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effect, in accordance with provincial standards and/or guidelines.</u> A building permit may be issued on a phased basis to allow for the implementation of the plans concurrent with the required demolition and earth work.	Regional Conformity
<b>3.2.6   Civic Infrastructure</b>			
265.	New Policy 3.2.6.10	New policy added as 3.2.6.10. Renumber subsequent policies. New policy to read as follows:  <u>Prohibit the construction or expansion of partial services unless in accordance with the Region of Peel Official Plan.</u>	Regional Conformity
266.	3.2.6.18	Is modified to read as follows:  The City is responsible for the installation and maintenance of storm sewers, <b>stormwater</b> management facilities and related <b>infrastructure</b> . The service objectives and the design, installation and maintenance of the <b>stormwater</b>	Regional Conformity

Mod. No.	Brampton OP Section No.	Modification	Justification
		management system will be based on a hierarchy of wet weather practises, from source controls, <u>conveyance controls</u> , and to end of pipe solutions.	
267.	New Policy 3.2.6.21	<p>New policy added as 3.2.6.21. Renumber subsequent policies. New policy to read as follows:</p> <p><u>Where the Regional road stormwater system is identified as the only feasible outlet for any development, the Functional Servicing Report must assess drainage from regional roads Right-of-Way and all external areas with current and future discharge to the Region's stormwater system, all the way to the Outlet. The study must fully assess the cumulative impact of current and future drainage, assuming full development of all areas, from a quantity, quality, erosion control perspective, as well as long term impact to operation and maintenance of Region's infrastructure, for all Region's storm infrastructure up to and including the Region's Storm Outlet, and propose mitigation measures, to the satisfaction of the Region.</u></p>	Regional Conformity
268.	3.2.6.21	<p>Is modified to read as follows:</p> <p>To ensure the health of the <b>watersheds</b> and <b>subwatersheds</b> within Brampton and in downstream municipalities, <b>stormwater</b> management is required for all new <b>development</b> areas and <b>infill</b> and <b>redevelopment</b> projects to control, <u>as per provincial requirements</u>, both the <b>quality and quantity</b> of <b>stormwater</b> runoff based on a hierarchy of wet weather practices, including at source, conveyance, and end of pipe solutions</p>	Regional Conformity
269.	3.2.6.24	<p>Is modified to read as follows:</p> <p><u>In providing stormwater services to local communities, the City will develop and implement programs that will address the following:</u></p> <p>a. The City will assess alternatives for <b>stormwater</b> quantity control (e.g., conveyance capacity in minor/major system), <b>flood</b> control (e.g., rate control), water quality control (e.g., 80% Total Suspended Solids control or control of 90<sup>th</sup> percentile event), water balance, and erosion control and <b>Sustainable Management</b> <del>Practices with regards to the following:</del></p> <p>b. Location of <b>stormwater</b> management facilities with a preference for at source controls, <b>low impact development</b> concepts and <b>green infrastructure</b> where feasible and compatible with planning and engineering objectives <u>with consideration for eliminating as much as possible direct discharge into Region-owned stormwater systems; [...]</u></p> <p>d. Minimize the number of <b>ponds</b> in any <b>subwatershed</b> area, without compromising the ability to provide quantity</p>	Regional Conformity

Mod. No.	Brampton OP Section No.	Modification	Justification
		and <b>flood</b> control, <u>and without increasing direct connections to regional roads</u> ; and, [...]	
270.	3.2.6.25	Is modified to read as follows:  The City will ensure that <b>stormwater</b> drainage <u>requirements</u> from road and highway <b>infrastructure</b> under the jurisdiction of other road authorities will be <del>considered</del> <u>implemented</u> and comprehensively managed during the <b>development</b> of <b>stormwater</b> management plans <u>Master Environmental Servicing Plans, and Stormwater Master Plans</u> for new <b>development or redevelopment</b> .	Regional Conformity
271.	New Policy 3.2.6.27	New policy added as 3.2.6.27. Renumber subsequent policies. New policy to read as follows:  <u>The City shall undertake any reasonable action to ensure that any amendments to the stormwater servicing strategy defined by corresponding <b>Secondary Plan/Tertiary Plan/MESP, consolidates drainage upstream of regional roads and minimizes new outlets to regional roads.</b></u>	Regional Conformity
272.	3.2.6.27	Is modified to read as follows:  Large-scale <b>development</b> will be supported by a comprehensive <b>stormwater</b> management plan, <u>approved by and in accordance with all applicable approval authority requirements</u> , that: [...]	Regional Conformity
273.	3.2.6.31	Is modified to read as follows:  Where reasonably feasible and appropriate, <b>stormwater management ponds</b> should be situated adjacent to valley and <b>watercourse</b> <del>corridors</del> <u>corridors</u> , and open space areas rather than in separate, single purpose blocks.	Clarity and Consistency
274.	New Policy 3.2.6.32	New policy added as 3.2.6.32. Renumber subsequent policies. New policy to read as follows:  <u>The City shall implement appropriate policies and programs that reduce <b>effective impervious cover</b> in existing urban areas to restore aquatic ecosystem health in the <b>Water Resource System</b>.</u>	Regional Conformity
275.	3.2.6.34	Is modified to read as follows:  <b>Stormwater</b> management facilities will be designed as major <b>landscaped</b> features based on the City of Brampton's Storm Water Management Planting Guidelines and as integral components of the City's open space system. The street pattern will ensure significant frontages of the storm water management facilities on adjacent streets to promote views and reinforce their focal nature within the community. Similarly, the City will ensure that the size and	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
		positioning of the facility does not impede convenient mobility throughout the <del>neighbourhood</del> <u>neighbourhood</u> .	
276.	New Policy 3.2.6.41	New policy added as 3.2.6.41. Renumber subsequent policies. New policy to read as follows:  <u>Provide for the phased release of lands protected for the Northwest GTA Transmission Corridor as required for construction of the transmission infrastructure.</u>	Regional Conformity
277.	New Policy 3.2.6.43	New policy added as 3.2.6.43. Renumber subsequent policies. New policy to read as follows:  <u>Coordinate growth-related infrastructure with long-term broadband communication Public Sector Network improvements.</u>	Regional Conformity
278.	New Policy 3.2.6.45	New policy added as 3.2.6.45. Renumber subsequent policies. New policy to read as follows:  <u>Plan and protect for a future Northwest GTA Transmission Corridor and rights-of-way for electricity generation facilities and transmission systems to meet current and projected needs and prohibit <b>development</b> in such <b>planned corridors</b> for the purpose(s) for which it was identified or actively being planned.</u>	Provincial Modification  Regional Conformity
279.	Pg.3-63 Resource Recovery	Is modified to read as follows:  [...] Reduction, reuse, recycling and <del>resource recovery</del> <u>resource recovery</u> of waste will continue to be promoted as an integral component of the City's <b>sustainable</b> integrated waste management strategy.	Regional Conformity
280.	3.2.6.56	Is modified to read as follows:  For the closed landfill and other former waste disposal sites which are or potentially contaminated, rehabilitation and <del>remediation</del> <u>remediation</u> is required to help ensure a clean and healthy environment. [...]	Regional Conformity
281.	3.2.6.57 e.	Is modified to read as follows:  The provision of an adequate <b>transportation system</b> , which directs truck traffic away from residential <del>neighbourhoods</del> <u>neighbourhoods</u> ; and,	Clarity and Consistency
282.	3.2.6.59	Is modified to read as follows:  The City will continue to encourage the initiation of <del>resource recovery</del> <u>resource recovery</u> programs and support the <b>development</b> of <del>resource recovery</del> <u>resource recovery</u> facilities through the land use planning and approvals process that are consistent with the financial means of the service and available markets for recovered resources.	Regional Conformity

Mod. No.	Brampton OP Section No.	Modification	Justification
283.	3.2.6.60	Is modified to read as follows:  New <b>development</b> will be required to provide <b>infrastructure</b> to facilitate participation in waste diversion programs and convenient source separation of blue box, food <u>waste</u> and organic waste, and other divertible materials.	Clarity and Consistency
<b>Part 3.3   Housing and Social Matters</b>			
284.	Pg. 3-66 What does it mean?	Is modified to read as follows:  Housing is a fundamental and universal human right (Universal Declaration of Human Rights: Article 25(1)). Everyone needs and deserves a safe, adequate and suitable home that is <b>affordable</b> to them. However, many <b>households</b> in Brampton are experiencing significant challenges in finding suitable housing. These include <u>diverse populations such as</u> persons living alone, lone parents, recent immigrants, at-risk youth, seniors, and families with children. [...]	Regional Conformity  Clarity and Consistency
285.	Pg. 3-66 Working with the Service Manager	Is modified to read as follows:  The City works with the <del>Service Manager</del> <u>Service Manager</u> for Housing, who is responsible for developing and implementing housing directions and strategic initiatives under their Housing and Homelessness Plan. The <del>Service Manager</del> <u>Service Manager</u> creates <b>non-market housing</b> , including shelters and <b>supportive housing</b> , working with all levels of government including the City of Brampton, as well as other private and non-profit developers to secure new <b>affordable</b> rental housing units and shelter beds to meet community needs.	Regional Conformity  Clarity and Consistency
286.	Pg. 3-67 What does it mean?	Is modified to read as follows:  [...] Housing is a key social determinant of health, as is food security. The City must work in partnership with other levels of government to implement regional agri-food strategies to sustain and enhance the <b>Agricultural System</b> , including the maintenance and improvement of the <b>agri-food network</b> . This includes supporting access to healthy, local and <b>affordable</b> food, and promoting <del>urban agriculture</del> <u>urban agriculture</u> and the agri-food and Agri-Product businesses across the City. [...]	Regional Conformity
<b>3.3.1   Housing Supply and Diversity</b>			
287.	Pg. 3-68 Housing Supply and Diversity	Is modified to read as follows:  [...] Most of Brampton’s residential zoning is restricted to single detached homes. Expanding Brampton’s <b>housing options</b> means allowing a variety of housing types and arrangements more broadly. Modest <b>intensification</b>	Clarity and Consistency



Mod. No.	Brampton OP Section No.	Modification	Justification
		including neighbourhood-level <b>infill</b> , additions, and expansions) is strategically permitted within <del>Neighbourhoods</del> <u>Neighbourhoods</u> .	
288.	Pg. 3-71 Housing Supply and Diversity	Is modified to read as follows:  [...] Brampton’s housing supply must reflect the needs of Brampton residents, <u>including diverse populations</u> , and align with the housing targets identified in this Plan. This section considers key factors that will support a diverse housing supply	Regional Conformity  Clarity and Consistency
289.	3.3.1.13	Is modified to read as follows:  <b>Multiplexes</b> and Low-Rise <b>apartments</b> will be encouraged within 400 metres from <b>Support Corridor</b> transit routes and 800 metres from the <b>Rapid Transit</b> Network shown on <b>Schedule 3B</b> . This will enable appropriate transit service improvements to be implemented by the City along higher-frequency <del>corridors</del> <u>corridors</u> .	Clarity and Consistency
290.	3.3.1.14	Is modified to read as follows:  The Zoning By-law will enable four <b>dwelling units</b> as-of-right on residential lots along transit <del>corridors</del> <u>corridors</u> identified as <b>Rapid Transit</b> and <b>Support Corridors</b> on <b>Schedule 3B</b> and explore further opportunities to expand permissions within a walkshed of these locations to support gentle <b>intensification</b> through <b>missing middle housing</b> typologies.	Clarity and Consistency
291.	3.3.1.18 a.	Is modified to read as follows:  Review and revise existing policies, programs, and regulations to remove barriers and support innovative, energy efficient, and creative <b>housing options</b> , such as multi-generational housing that supports large family structures, single room occupancy, <b>shared housing</b> , co-housing, cooperative-housing and 2+ bedroom <b>apartment</b> units for <del>families</del> <u>households including diverse populations</u> ; and,	Regional Conformity  Clarity and Consistency
292.	New Policy 3.3.1.21	New policy added as 3.3.1.21. Renumber subsequent policies. New policy to read as follows:  <u>Update housing affordability thresholds for low- and moderate-income households, as required, in accordance with provincial policy.</u>	Regional Conformity
293.	Pg. 3-74 What is Affordable Housing?	Is modified to read as follows:  In Canada, “ <b>affordable housing</b> ” is that which costs less than 30 per cent of a <b>household’s</b> before-tax income. A common <del>misunderstanding</del> <u>misconception</u> of “ <b>affordable housing</b> ” is as a reference to rental housing that is	Regional Conformity  Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
		subsidized by the government. [...]	
294.	3.3.1.29	Is modified to read as follows:  The City will encourage the provision of rental housing in appropriate applications where conversion of <del>employment</del> <u>Employment</u> lands is supported, through the <b>redevelopment</b> of large <b>development sites</b> , and within the residential component of <b>development</b> within the Mixed-Use designation.	Clarity and Consistency
295.	Pg. 3-76 Multi-Tenant Shared Housing	Is modified to read as follows:  Multi-tenant housing includes <b>lodging homes</b> in low-density residential forms and <b>single room occupancy housing</b> in mid- to high-rise forms. Multi-tenant houses provide single-room accommodation to <del>diverse tenants including</del> <u>diverse populations</u> , <del>seniors, new immigrants, and single family households.</del>	Regional Conformity  Clarity and Consistency
296.	3.3.1.30	Is modified to read as follows:  The City will aim to preserve and expand the supply of <b>affordable</b> housing available to single persons (including <u>diverse populations</u> students, seniors, newcomers, etc.) by exploring the provision of new multi-tenant houses.	Regional Conformity  Clarity and Consistency
297.	3.3.1.32	Is modified to read as follows:  Multi-tenant housing is encouraged within 400 metres from <b>Support Corridor</b> transit routes and 800 metres from the <b>Rapid Transit</b> Network shown on <b>Schedule 3</b> , enabling appropriate transit service improvements to be implemented along higher-frequency <del>corridors</del> <u>corridors</u> .	Clarity and Consistency
298.	3.3.1.34	Is modified to read as follows:  The City may require a certain proportion of new units created by licensing of <b>lodging homes</b> to be maintained as <b>affordable</b> units and will develop or support <b>development</b> of partnership arrangements with colleges, faith organisations and social non-profits to ensure <b>affordability</b> and placement of <u>diverse populations</u> <del>students, newcomers and other singles</del> in the <b>affordable</b> units.	Regional Conformity  Clarity and Consistency
299.	Pg. 3-77 Single Room Occupancy Housing (SROs)	Is modified to read as follows:  [...] Brampton will continue to explore collaborative solutions with educational institutions, developers, and other partners to deliver <b>affordable</b> housing for <u>diverse populations such as</u> singles, students, seniors, and others. [...]	Regional Conformity  Clarity and Consistency
300.	3.3.1.41	Is modified to read as follows:  <b>Supportive housing</b> residences will generally conform in	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
		size, height and general appearance with other dwellings in the host <del>neighbourhood</del> <u>neighbourhood</u> .	
301.	3.3.1.43 b.	Is modified to read as follows:  Appropriate integration of the proposed use with adjacent uses and the host <del>neighbourhood</del> <u>neighbourhood</u> .	Clarity and Consistency
302.	3.3.1.43 d.	Is modified to read as follows:  Locating away from <b>hazardous lands</b> or <del>hazardous sites</del> <u>hazardous sites</u> ; and,	Regional Conformity
303.	3.3.1.44	Is modified to read as follows:  The City will permit <b>residential care homes</b> for more than 10 persons located in any area designated or on a Major <b>Institutional</b> site within the Mixed-Use designation on <b>Schedule 2</b> and in the applicable <b>Secondary Plan</b> , subject to the policies of this Plan. No <b>residential care homes</b> will be permitted to locate in <b>hazardous lands</b> or <del>hazardous sites</del> <u>hazardous sites</u> .	Regional Conformity
304.	3.3.1.45 f.	Is modified to read as follows:  Appropriate integration of the proposed use with adjacent uses and the host <del>neighbourhood</del> <u>neighbourhood</u> ;	Clarity and Consistency
305.	3.3.1.45 h.	Is modified to read as follows:  Locating away from <b>hazardous lands</b> or <del>hazardous sites</del> <u>hazardous sites</u> ; and,	Regional Conformity
306.	Pg. 3-80 Additional Residential Units	Is modified to read as follows:  The City supports the creation of housing forms that broaden the range of housing typologies and provide gentle <b>intensification</b> in <del>Neighbourhoods</del> <u>Neighbourhoods</u> to better utilize <b>infrastructure</b> and <b>services</b> . [...]	Clarity and Consistency
307.	3.3.1.59	Is modified to read as follows:  The City will support the Peel Housing Corporation and the <del>Service Manager</del> <u>Service Manager</u> for housing in the provision of housing. No amendment to this Plan or to the City's Zoning By-law will be required to undertake on lands owned by the Peel Housing Corporation, <del>Service Manager</del> <u>Service Manager</u> , or any successor agency on a temporary or permanent basis.	Regional Conformity  Clarity and Consistency
308.	3.3.1.60	Is modified to read as follows:  In each phase of <b>development</b> , beginning with the earliest phase, applicants must demonstrate a contribution towards <b>affordable</b> housing targets in this Plan or <b>Secondary Plan</b> , including <b>affordable</b> rental housing. This may take the form of a contribution of land or units to the	Regional Conformity  Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
		<p><del>Service Manager</del> <u>Service Manager</u> and/or <b>non-profit housing</b> provider to be used for <b>affordable</b> housing. Lands as a contribution will be fully serviced and gratuitously conveyed to the <del>Service Manager</del> <u>Service Manager</u>, free and clear of all encumbrances, to the satisfaction of the <del>Service Manager</del> <u>Service Manager</u>, or where agreed, made available to a <b>non-profit housing</b> provider. [...]</p>	
<b>3.3.2   Food Security</b>			
309.	Pg. 3-84 Food Security	<p>Is modified to read as follows:</p> <p>[...] Community gardens, <del>urban agriculture</del> <u>urban agriculture</u>, and farmers markets provide residents with increased access to healthy, local food, leisure and educational opportunities, and support with <b>sustainable</b> food practices. Brampton Plan acknowledges the benefits of local food and <del>urban agriculture</del> <u>urban agriculture</u> and celebrates opportunities to improve access to local food. [...]</p>	Regional Conformity
<b>3.4.1   Increasing Connectivity</b>			
310.	3.4.1.4	<p>Is modified to read as follows:</p> <p>The City will, on a regular basis, monitor the efficiency and effectiveness of all major elements of the <b>transportation system</b> including roads, local and regional transit <b>services</b>, <b>commuter rail</b> system, <u>inter-regional and cross boundary road linkages</u>, pathways system and parking.</p>	Regional Conformity
311.	3.4.1.15	<p>Is modified to read as follows:</p> <p>Considerations for goods movement and truck routes in select <del>corridors</del> <u>corridors</u> will be planned in accordance with the Goods Movement policies of this section.</p>	Clarity and Consistency
312.	New Policy 3.4.1.16 b.	<p>New policy added as 3.4.1.16 b. Renumber subsequent policies. New policy to read as follows:</p> <p><u>The City will work with the Province, and 407 ETR and other levels of government to identify opportunities for new or improved highway interchanges.</u></p>	Regional Conformity
313.	New Policy 3.4.1.17	<p>New policy added as 3.4.1.17 Renumber subsequent policies. New policy to read as follows:</p> <p><u>The City will implement official plan amendments or zoning by-laws that provide corridor protection to ensure that development applications will not predetermine or preclude the planning and development of the GTA West Transportation Corridor.</u></p>	Provincial Modification  Regional Conformity
314.	New Policy 3.4.1.18	<p>New policy added as 3.4.1.18 Renumber subsequent policies. New policy to read as follows:</p> <p><u>The City will ensure the phased release of lands that are</u></p>	Provincial Modification  Regional Conformity

Mod. No.	Brampton OP Section No.	Modification	Justification
		<u>appropriate to the GTA West Transportation Corridor Environmental Assessment process be made, in consultation with the Ministry of Transportation.</u>	
315.	3.4.1.20	Is modified to read as follows:  The City will work with other levels of government and industry stakeholders to develop and support a comprehensive, integrated, and effective multimodal goods movement system <u>building on the Region of Peel Official Plan and Provincial plans</u> for the safe movement of goods by road, rail, and/or air.	Regional Conformity
316.	New Policy 3.4.1.21	New policy added as 3.4.1.21 Renumber subsequent policies. New policy to read as follows:  <u>The City will protect goods movement corridors in accordance with Region of Peel Official Plan policies.</u>	Regional Conformity
317.	3.4.1.21	Is modified to read as follows:  The City will provide for the establishment of priority routes for goods movement, facilitating the movement of goods into and out of <del>employment areas</del> <u>Employment Areas</u> and connecting to the provincial network. To this end, the City will, as needed, review the Traffic By-law that restricts heavy truck movement on select City streets.	Clarity and Consistency
<b>3.4.2   Sustainable Mobility</b>			
318.	3.4.2.2	Is modified to read as follows:  The <b>Active Transportation Network</b> will be incorporated into the design of new <del>Neighbourhoods</del> <u>Neighbourhoods</u> and enhanced in existing <del>Neighbourhoods</del> <u>Neighbourhoods</u> to ensure connections to the Transit and <b>Streets Networks</b> .	Clarity and Consistency
319.	3.4.2.8	Is modified to read as follows:  In new <del>Neighbourhoods</del> <u>Neighbourhoods</u> , or <b>redevelopment</b> where sidewalks are required, sidewalks will generally be required on both sides of all streets. In instances such as the following, a sidewalk may only be required on one side of the street:	Clarity and Consistency
320.	3.4.2.11	Is modified to read as follows:  Trails are to be designed to promote <b>active transportation</b> by reducing the walking distance from <b>dwelling units</b> to transit, parks, schools and neighbourhood-supportive uses; and between <del>Neighbourhoods</del> <u>Neighbourhoods</u> , particularly when it is not feasible or appropriate to provide sufficient connections along a street.	Clarity and Consistency
321.	3.4.2.12	Is modified to read as follows:	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
		Mid-block connections, particularly in <del>neighbourhoods</del> <u>neighbourhoods</u> characterized by cul-de-sacs and indirect walking routes, will be encouraged through <b>redevelopment</b> and public works and designed in accordance with Ontario Traffic Manual (OTM) Book 15 requirements	
322.	3.4.2.16	Is modified to read as follows:  The implementation of the Brampton Trail Loop and key east-west <del>corridors</del> <u>corridors</u> will be prioritized as part of the Priority <b>Cycling Network</b> . The Brampton Trail Loop provides trail connectivity and <b>accessibility</b> improvements between the Etobicoke Creek, Chinguacousy Recreational Trail and Esker Lake Recreational Trail, and connects to Downtown and other community amenities and the Natural Heritage System.	Clarity and Consistency
323.	Pg. 3-98 Regional Rail and Bus	Is modified to read as follows:  [...]. GO Train service is complemented by regional GO Bus connections which provide connections to neighbouring municipalities and between major stations within Brampton. VIA Rail service is provided along the <del>corridor</del> <u>corridor</u> , linking the city to the broader province.	Clarity and Consistency
324.	3.4.2.24	Is modified to read as follows:  The City will advocate for the timely electrification of the Kitchener GO <del>corridor</del> <u>corridor</u> to Bramalea GO Station and for the future electrification of the section of this <del>corridor</del> <u>corridor</u> west of this station.	Clarity and Consistency
325.	Pg. 3-99 High Order Transit	Is modified to read as follows:  <b>Higher order transit</b> is expected to be delivered through the Hurontario Light Rail Transit (LRT) system, Queen Street <b>Bus Rapid Transit</b> (QSBRT) line, and in the long-term service on Primary and Secondary <u>Urban Boulevards</u> , identified on <b>Schedule 3B</b> .	Regional Conformity  Clarity and Consistency
326.	3.4.2.27	Is modified to read as follows:  The City, together with the Province and municipal partners, will study the feasibility of implementing <b>higher order transit</b> in dedicated rights-of-way on all Primary and Secondary <b>Urban Boulevards</b> identified on <b>Schedule 1A</b> , <u>and as identified in the Growth Plan for the Greater Golden Horseshoe, the GGH Transportation Plan and the Metrolinx Regional Transportation Plan</u> .	Regional Conformity
327.	3.4.2.29	Is modified to read as follows:  The City will plan for the extension of existing Züm routes and the addition of new routes and, together with the Province and municipal partners, will study the feasibility of	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
		implementing <b>frequent transit</b> routes on select <del>corridors</del> <u>corridors</u> .	
328.	Pg. 3-100 Local Transit	Is modified to read as follows:  [...] Some <b>local transit routes</b> , specifically <b>Support Corridors</b> are shown on <b>Schedule 3B</b> and are envisaged to operate throughout <del>Neighbourhoods</del> <u>Neighbourhoods</u> and <b>Employment Areas</b> . With short walks to stops, local transit is used for trips within each community or to connection to the <b>Rapid Transit</b> Network.	Clarity and Consistency
329.	3.4.2.31 b.	Is modified to read as follows:  Route re-alignment to meet the needs of evolving <del>Neighbourhoods</del> <u>Neighbourhoods</u> ;	Clarity and Consistency
330.	Pg. 3-101 Micromobility and Emerging Technologies	Is modified to read as follows:  [...] Micromobility and emerging technologies include <del>intelligent</del> <u>Intelligent</u> <b>transportation systems</b> , automated vehicles, shared mobility (including scooters, bikes, and cars), digital and connected mobility, electric vehicles, and urban air mobility.	Regional Conformity
331.	Pg. 3-101 Transportation Demand Management	Is modified to read as follows:  <b>Transportation Demand Management (TDM)</b> strategies are aimed at improving the efficiency of the <b>Mobility Framework</b> by promoting <b>sustainable</b> modes and endeavouring to alter travel mode choice, frequency of travel, and time of travel to reduce per capita vehicle trips taken. <del>By formulating programs to promote the use of sustainable modes like public transit, ridesharing, cycling and walking, TDM techniques and policies provide opportunities to address the challenges of managing congestion, enhancing air quality, reducing GHG emissions, and protecting natural heritage by focusing on moving people rather than moving vehicles, especially single-occupancy vehicles (SOVs).</del>	Regional Conformity
332.	3.4.2.40 d.	Is modified to read as follows:  Identify programs related to carpooling, unbundled parking, shared parking, <u>preferential parking</u> , car share, <del>preferential parking</del> , transit pass incentives, <del>cycling incentives</del> , provision of shuttles, <u>and walking programs and cycling, and other programs and incentives (including walk and bike to school programs)</u> .	Regional Conformity
333.	New Policy 3.4.2.41	New policy added as 3.4.2.41 Renummer subsequent policies. New policy to read as follows:  <u>The City will formulate programs to promote the use of sustainable modes like public transit, ridesharing, cycling</u>	Regional Conformity

Mod. No.	Brampton OP Section No.	Modification	Justification
		<u>and walking, TDM techniques and policies provide opportunities to address the challenges of managing congestion, enhancing air quality, reducing GHG emissions, and protecting natural heritage.</u>	
334.	3.4.2.41	Is modified to read as follows:  Planning and development applications within <del>Strategic Growth Areas of the city such as</del> <b>Centres, Boulevards, Corridors, and Major Transit Station Areas</b> will be required to achieve a minimum score based on the submission of a TDM assessment. This requirement may be extended to other areas in the future as they achieve higher densities.	Regional Conformity  Clarity and Consistency
335.	3.4.2.44	Is modified to read as follows:  The City will support the creation of <b>transportation demand management</b> associations (TMAs) and will work with other levels of government and other jurisdictions to implement, <u>monitor and evaluate</u> TDM programs.	Regional Conformity
336.	3.4.2.58	Is modified to read as follows:  In <del>neighbourhoods</del> <u>neighbourhoods</u> with parking capacity constraints, the City will consider the implementation of a paid residential parking permit program based on a phased approach including a feasibility study, a pilot program, and program expansion.	Clarity and Consistency
<b>3.4.3   Complete Streets</b>			
337.	3.2.3.6 a.	Is modified to read as follows:  Prioritize enhancements to the <b>Active Transportation Network</b> and transit <b>services</b> in <del>neighbourhoods</del> <u>neighbourhoods</u> where car ownership is lower and where there is a higher proportion of lower-income residents;	Clarity and Consistency
338.	3.2.3.6 b.	Is modified to read as follows:  Prioritize implementing techniques and technologies in support of the <b>Vision Zero</b> Framework in <del>neighbourhoods</del> <u>neighbourhoods</u> where car ownership is lower and where there is a higher proportion of lower-income residents;	Clarity and Consistency
339.	3.2.3.6 d.	Is modified to read as follows:  Work to improve mobility options for vulnerable residents and families and in <del>neighbourhoods</del> <u>neighbourhoods</u> where there are large numbers of residents who may face transportation-related barriers to social and economic participation.	Clarity and Consistency
340.	3.4.3.9 j.	Is modified to read as follows:  Supporting the increased use of existing rail <del>corridors</del> <u>corridors</u> within the city for <b>Regional Rail</b> service;	Clarity and Consistency



Mod. No.	Brampton OP Section No.	Modification	Justification
341.	3.4.3.10	Is modified to read as follows:  New <b>development</b> on lands adjacent to the existing or planned Transit Network and facilities is required to be compatible with, and supportive of, the long-term purposes of the <del>corridors</del> <u>corridors</u> and facilities and be designed to avoid, mitigate or minimize <b>negative impacts</b> on and from the transportation <del>corridors</del> <u>corridors</u> and facilities.	Clarity and Consistency
342.	3.4.3.11	Is modified to read as follows:  The City will plan, design and construct all transportation facilities under its jurisdiction so as to minimize the effects of noise, vibration and fumes on existing and future residential <del>neighbourhoods</del> <u>neighbourhoods</u> and will encourage other authorities and senior governments to do likewise with regard to the transportation facilities under their respective jurisdictions.	Clarity and Consistency
<b>Part 3.5   Health and Wellness</b>			
343.	Pg. 3-113 What Does it Mean?	Is modified to read as follows:  [...] A healthy and complete community includes walkable <del>neighbourhoods</del> <u>neighbourhoods</u> with access to <b>services</b> , amenities, employment, recreation, green space, trees and natural areas, social connection, and public transit. [...]  Our parks and open spaces provide a contrast from the built environment. They also provide important <del>neighbourhood</del> <u>neighbourhood</u> and inter- <del>neighbourhood</del> <u>neighbourhood</u> pathway connections, facilitating active ways to move around and navigate our city, in support of the Mobility and Connectivity policies of Brampton Plan. Our parks and open spaces are an integral component of the established communities in Brampton. [...]	Clarity and Consistency
<b>3.5.1   Parks and Open Space</b>			
344.	3.5.1.1 a.	Is modified to read as follows:  Distributing parks of different types throughout the city ensuring that all <del>neighbourhoods</del> <u>neighbourhoods</u> are well served with a variety of parks and open space opportunities;	Clarity and Consistency
345.	3.5.1.21 e.	Is modified to read as follows:  Where <del>public service facilities</del> <u>public service facilities</u> and/or institutions are located adjacent to current or future Eco Spaces, the City will explore partnerships and integration opportunities to create beneficial partnerships with schools, hospitals, wellness centres, community centres, and <b>retirement homes</b> .	Regional Conformity
346.	Pg. 3-124	Is modified to read as follows:	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
	Green Boulevards	<b>Greenway Boulevards</b> provide north-south and east-west connections to expand natural features. They use streetscapes to build naturalized <del>corridors</del> <u>corridors</u> within the built fabric, connecting Eco Spaces and supporting climate <b>adaptation</b> .	
347.	3.5.1.25 g.	Is modified to read as follows:  Contain <b>infrastructure</b> to enable programming of the space such as <del>urban agriculture</del> <u>urban agriculture</u> , formal gardens, display greenhouses, animal farms, splash pads and skating rinks;	Regional Conformity
348.	Pg. 3-127 Neighbourhood Parks	Is modified to read as follows:  <del>Neighbourhood</del> <u>Neighbourhood</u> <b>Parks</b> generally represent the smallest park type, servicing the needs of the immediate or local <del>neighbourhood</del> <u>neighbourhood</u> . The scale, size and appeal of <del>Neighbourhood</del> <u>Neighbourhood</u> <b>Parks</b> provide opportunities for less organized and unstructured, passive leisure and social activities. They are also important places that support and enhance the connectivity of parkland and other open spaces.	Clarity and Consistency
349.	Pg. 3-127 Neighbourhood Parks	<del>Neighbourhood</del> <u>Neighbourhood</u> <b>Parks</b> serve 4,000 to 5,000 people within a 0.4 km radius or a 5-minute walk. They are generally in the range of 0.8 to 1.2 hectares. Our <del>Neighbourhood</del> <u>Neighbourhood</u> <b>Parks</b> are intended to provide for opportunities and experiences for outdoor active and <b>passive recreation</b> such as playgrounds, shade structures, multi-purpose courts, seating areas, walkways, lighting, open active area, landscaping, floral displays, and buffer areas	Clarity and Consistency
350.	3.5.1.32	Is modified to read as follows:  <del>Neighbourhood</del> <u>Neighbourhood</u> <b>Parks</b> , as shown on <b>Schedule 7</b> , will:  a. Be preferably located at the intersection of two streets and when a <del>Neighbourhood</del> <u>Neighbourhood</u> <b>Park</b> is associated with a school, the school block and school building should dominate the intersection of the two streets; [...]  c. Be planned and designed to be focal points for <del>neighbourhoods</del> <u>neighbourhoods</u> generally with at least two street frontages and have residential <b>development</b> fronting or flanking onto the <del>Neighbourhood</del> <u>Neighbourhood</u> <b>Park</b> where practical to create visually attractive edges; [...]	Clarity and Consistency
351.	3.5.1.33	Is modified to read as follows:	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
		<p>In addition to the <del>Neighbourhood</del> <u>Neighbourhood</u> Park policies described above, there may be other <del>Neighbourhood</del> <u>Neighbourhood</u> Parks that would be identified during the Secondary-Level Planning process. They may not meet all of the criteria described in this section. This flexibility enables the City to monitor the characteristics of the <b>development</b> and ensure that all areas are serviced with recreational open space.</p>	
352.	3.5.1.34	<p>Is modified to read as follows:</p> <p><del>Neighbourhood</del> <u>Neighbourhood</u> Park blocks less than 0.5 hectares will only be permitted in special situations including <del>neighbourhood</del> <u>neighbourhood</u> inconvenience, absence of activity opportunities or where there is a distinct shortage of open space alternatives or requirement for meeting certain urban design or community building objectives. In these circumstances, the City may seek to provide alternative provision models provided that all other provision standards can be achieved.</p>	Clarity and Consistency
353.	Pg. 3-128 Urban Parks	<p>Is modified to read as follows:</p> <p>[...] Urban Parks are not identified on any schedule. Primarily defined at its edges by streets and/or civic buildings, Urban Parks are pedestrian-friendly spaces that accommodate socializing in dense urban areas. They are an important element of our urban fabric as significant population growth occurs through <b>intensification</b> of the <b>built-up area</b>, supplementing the <b>recreation</b> needs of our high-density <del>neighbourhoods</del> <u>neighbourhoods</u>. [...]</p>	Clarity and Consistency
354.	3.5.1.35	<p>Is modified to read as follows:</p> <p>The City will plan for a sufficient Urban Park system that is consistent with the planned <b>intensification</b> of the City's <del>Strategic Growth Areas including Centres, Boulevards, Major Transit Station Areas</del> and <b>Corridors</b>.</p>	Clarity and Consistency Brampton Modification
355.	3.5.1.40	<p>Is modified to read as follows:</p> <p>In new and existing <del>Neighbourhoods</del> <u>Neighbourhoods</u>, linear connectors will enhance walking, and other <b>active transportation networks</b> and expand the <b>public realm</b> network. Wherever possible, the creation of a continuous linked open space system utilizing linear connectors, in addition to more traditional block-shaped parks, will be achieved by linking parks and public spaces in new subdivisions, establishing linkages through acquisition as opportunities arise, and pursuing the potential use of hydro corridors, abandoned or unused rights-of-way railway lines through agreements as opportunities emerge.</p>	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
<b>3.5.2   Public Health and Well-being</b>			
356.	Pg. 3-133 Public Health and Well-being	Is modified to read as follows:  [...] They also work to manage risk associated with heavy industry, railways <del>corridors</del> <u>corridors</u> , and other sources of noise and vibration through the provision of adequate buffers, separation distances, and effective transition zones.	Clarity and Consistency
357.	3.5.2.5	Is modified to read as follows:  In accordance with the Mobility and Connectivity policies of this Plan, new <b>development, infill development</b> , and new public works will be designed to enhance the pedestrian and cyclist experience. The City will provide <b>infrastructure</b> such as sidewalks, bicycle lanes and pathways, to locate amenities within <del>neighbourhoods</del> <u>neighbourhoods</u> so that they are accessible, and to achieve levels of <b>density</b> and connectivity that minimize travel distances between destinations.	Clarity and Consistency
358.	3.5.2.6	Is modified to read as follows:  In accordance with the <b>Sustainability</b> and Climate Change policies of this Plan, the City will encourage the establishment of <b>sustainable</b> , resilient, and <b>healthy communities</b> through implementation of the <b>Sustainable New Communities Program</b> , including <b>Sustainability Metrics</b> and <b>Sustainability Score Thresholds</b> and the <b>Sustainable</b> Community Development Guidelines, that supports the policies listed in this section. <u>The results of the Sustainable New Communities Program shall be reported to local municipal council in consultation with the Region.</u>	Regional Conformity
359.	3.5.2.7 f.	Is modified to read as follows:  Provision of pedestrian and cycling connections between <del>neighbourhoods</del> <u>neighbourhoods</u> and across barriers will be designed for passive supervision and wayfinding, where possible.	Clarity and Consistency
360.	Pg. 3-135 What are sensitive land uses?	Is modified to read as follows:  [...] <b>Sensitive land uses</b> may be a part of the natural or built environment. Examples may include, but are not limited to residences, <del>day</del> <u>child</u> care centres, and educational and health facilities.	Clarity and Consistency
361.	3.5.2.10	Is modified to read as follows:  <b>Major facilities</b> and <b>sensitive land uses</b> will be <del>planned and developed</del> <u>appropriately designed, buffered and/or separated from each other</u> to avoid, or if avoidance is not	Regional Conformity

Mod. No.	Brampton OP Section No.	Modification	Justification
		possible, to minimize and mitigate any potential <b>adverse effects</b> from odour, noise, and other contaminants, minimize risk to public health and safety and to ensure the long-term operational and economic viability of <b>major facilities</b> in accordance with provincial guidelines, standards and procedures.	
362.	3.5.2.17	Is modified to read as follows:  New <b>development</b> will have regard for all <del>current</del> -policies and guidelines of the Ministry of the Environment, Conservation and Parks, Ministry of Municipal Affairs and Housing, the Region of Peel, the City of Brampton and railway operators relating to noise or vibration.	Clarity and Consistency
<b>3.6.1   Economic Development</b>			
363.	3.6.1.6	Is modified to read as follows:  The City will work with adjacent municipalities to support and enhance the <b>Agricultural System</b> and <b>agri-food network</b> through <b>food systems</b> planning, agri-food strategies and policy initiatives <u>and ensure a transportation system which can safely accommodate the movement of agricultural vehicles and equipment, where appropriate.</u>	Regional Conformity
364.	3.6.1.15	Is modified to read as follows:  The <del>remediation</del> <u>remediation</u> , <b>development, redevelopment</b> and adaptive reuse or <b>infill</b> of contaminated lands, brownfield and greyfield sites will be encouraged to support <b>intensification</b> in accordance with the Human-Made Hazards policies of this Plan.	Regional Conformity
<b>3.6.3   Cultural Heritage</b>			
365.	Pg. 3-147 Cultural Heritage	Is modified to read as follows:  [...] Cultural heritage is more than just buildings and monuments and includes a diversity of tangible and intangible resources such as structures, sites, natural environments, trees, scenic roadways, districts, streetscapes, <del>corridors</del> <u>corridors</u> , artifacts and traditions that have historical, architectural, archaeological, cultural and contextual values, significance, or interest.	Clarity and Consistency
366.	3.6.3.2	Is modified to read as follows:  The City will prepare a comprehensive <del>Cultural Heritage Master Plan</del> <u>Cultural Heritage Master Plan</u> to provide a basis for the establishment of additional Brampton Plan policies, guidelines or initiatives for the <b>conservation of cultural heritage resources</b>	Regional Conformity
367.	Pg. 3-161 Areas with Cultural	Is modified to read as follows:  [...] It most closely approximates the feeling of a	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
	Heritage Character	community or <del>neighbourhood</del> <u>neighbourhood</u> and is understood as mixed use areas with localized characteristics. The following policies encourage <b>conservation</b> Areas with Cultural Heritage Character.	
368.	Pg. 3-161 What is a Character Area?	Is modified to read as follows:  A Character Area is a heritage-based idea but addresses a broader understanding of the integrated nature and unique history of different <del>neighbourhoods</del> <u>neighbourhoods</u> . Examples include various <del>neighbourhoods</del> <u>neighbourhoods</u> in Downtown Brampton, Huttonville, Bramalea, Wildfield and Marysfield, among others.	Clarity and Consistency
<b>Chapter 4   Site and Area Specific Policies</b>			
369.	Pg. 4-1 Site and Area Specific Policies	Is modified to read as follows:  There are also <del>Corridor</del> <u>Corridor</u> Protection Areas for which the determination of the location and precise characteristics of a major transportation <del>corridor</del> <u>corridor</u> or of the associated and connecting arterial road network is dependent on the completion of additional transportation studies. In these instances, the site-specific policies provide guidance on land use planning and timing of <b>development</b> approvals. These areas are shown as <del>Corridor</del> <u>Corridor</u> Protection Areas on <b>Schedule 12</b> and the site-specific policies for these areas will take precedent over other Brampton Plan policies.	Clarity and Consistency
370.	Pg. 4-1 Lester B. Pearson International Airport Operating Area – b)	Is modified to read as follows:  <b>Development</b> , infilling and <b>redevelopment</b> for certain noise sensitive residential and community service land uses (including accessory to a permitted use), such as <del>day</del> <u>child</u> care <del>centers</del> <u>centres</u> , nursing homes, schools, and hospitals will not be permitted within the Lester B. Pearson International Airport (LBPIA) Operating Area, as identified on <b>Schedule 12</b> , and in accordance with the Aircraft Noise Policies of this section.	Clarity and Consistency
371.	Pg. 4-2 Aircraft Noise Policies – f)	Is modified to read as follows:  For <b>development</b> applications in and outside the LBPIA Operating Area affected by an N.E.F./N.E.P. of 25 or greater for residences, <del>day</del> <u>child</u> care <del>centers</del> <u>centres</u> , public and private schools, places of worship, hospitals or nursing homes and if otherwise permitted by this Plan; [...]	Clarity and Consistency
372.	Pg. 4-3 Aircraft Noise Policies – i)	Is modified to read as follows:  Places of worship that include a <b>sensitive land use</b> , as defined by Provincial policies (such as residences and <del>day</del> <u>child</u> care centres), will not be permitted in areas where they are likely to experience an adverse effect from	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
		contaminant discharges generated by a major facility, or within the LBPIA Operating Area.	
373.	Pg. 4-3 Established Rural Estate Residential Area	<p>Is modified to read as follows:</p> <p>In Brampton, there are established rural estate residential areas that have defining characteristics that distinguish them from other <del>Neighbourhoods</del> <u>Neighbourhoods</u> in the City. [...]</p> <p>Notwithstanding the <del>Neighbourhood</del> <u>Neighbourhood</u> policies outlined in Chapter 2 of this Plan, the following policies apply to the established rural estate residential areas as delineated on <b>Schedule 12</b>.</p>	Clarity and Consistency
374.	Pg. 4-4 Established Rural Estate Residential Area – c) ii)	<p>Is modified to read as follows:</p> <p>That the <b>development</b> must be sensitive to the scale and character of the established rural estate residential <del>neighbourhood</del> <u>neighbourhood</u>; and,</p>	Clarity and Consistency
375.	Pg. 4-4 Established Rural Estate Residential Area – d)	<p>Is modified to read as follows:</p> <p>New single detached dwellings or building additions within the established rural estate residential area will respect and complement the rural-like characteristics of the surrounding <del>neighbourhood</del> <u>neighbourhood</u>.</p>	Clarity and Consistency
376.	Pg. 4-5 Established Rural Estate Residential Area – e)	<p>Is modified to read as follows:</p> <p>[...] New <b>development</b> and <b>redevelopment</b> within the Marysfield Neighbourhood will respect and reinforce the existing public and private realm characteristics of the <del>neighbourhood</del> <u>neighbourhood</u>, including the scale, height, massing, setbacks, building orientation and building separation distances of dwellings; and the landscape open space characteristics of lots.</p>	Clarity and Consistency
377.	Pg. 4-5 Corridor Protection Areas	<p>Is modified to read as follows:</p> <p>The <del>Corridor</del> <u>Corridor</u> Protection Area shown on <b>Schedule 12</b> identifies areas for which the determination of the precise location and characteristics of higher order transportation facilities is dependent on the completion of additional transportation studies. The policies in this section provide guidance on the land use planning and the timing of <b>development</b> approvals for <del>Corridor</del> <u>Corridor</u> Protection Areas.</p> <p>There are three <del>Corridor</del> <u>Corridor</u> Protection Areas in Brampton Plan. Two of them pertain to the North-South <del>Corridor</del> <u>Corridor</u> Protection Areas that is located in both the Heritage Heights <b>Secondary Plan</b> and Bram West <b>Transit-supportive and</b> the third one pertains to the</p>	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
		Highway 427 and Arterial Network <del>Corridor</del> <u>Corridor</u> Protection Area located in the Highway 427 Industrial <b>Secondary Plan</b> .	
378.	Pg. 4-5 North-South Corridor Protection Areas (Heritage Heights and Bram West Secondary Plans)	Is modified to read as follows:  Based on Provincial analysis on the need for a north-south transportation facility, a <del>Corridor</del> <u>Corridor</u> Protection Area is identified in west Brampton and southeast Halton, as shown on Schedule 12 to <b>protect</b> from future <b>development</b> until the appropriate time when the <del>Corridor</del> <u>Corridor</u> Protection Area can be removed.	Clarity and Consistency
379.	a) Corridor Protection Area – Heritage Heights Secondary Plan - i)	Is modified to read as follows:  Consent to sever, minor variance, subdivision, site plan and zoning applications and applications for approval of mineral aggregate operations within the <del>Corridor</del> <u>Corridor</u> Protection Area coincident with the Heritage Heights <b>Secondary Plan</b> will not be approved if it is determined that the <b>development</b> proposal may unduly restrict planning or construction of the north-south transportation facility as contemplated by this Section.	Clarity and Consistency
380.	b) Corridor Protection Area – Bram West Secondary Plan - i)	Is modified to read as follows:  Until such time as the <del>Corridor</del> <u>Corridor</u> Protection Area is removed, no new <b>development</b> is permitted within the Bram West <b>Secondary Plan</b> <del>Corridor</del> <u>Corridor</u> Protection Area as identified on <b>Schedule 12</b> .	Clarity and Consistency
381.	b) Corridor Protection Area – Bram West Secondary Plan - iii)	Is modified to read as follows:  The Bram West <b>Secondary Plan</b> <del>Corridor</del> <u>Corridor</u> Protection Area identified on Schedule 12 illustrates the approximate location of a <b>higher order transit</b> <del>corridor</del> <u>corridor</u> that connects Highway 407 south of Steeles Avenue. The precise location and width of the required <del>corridor</del> <u>corridor</u> , whether for a major arterial or for a component of a major highway transportation facility, remains dependent on the completion of the studies referenced below.	Clarity and Consistency
382.	b) Corridor Protection Area – Bram West Secondary Plan - v)	Is modified to read as follows:  The Bram West <b>Secondary Plan</b> <del>Corridor</del> <u>Corridor</u> Protection Area identified on Schedule 12 illustrates the approximate location of a <b>higher order transit</b> <del>corridor</del> <u>corridor</u> that connects Highway 407 south of Steeles Avenue. The precise location and width of the required <del>corridor</del> <u>corridor</u> , whether for a major arterial or for a component of a major highway transportation facility, remains dependent on the completion of the studies	Clarity and Consistency



Mod. No.	Brampton OP Section No.	Modification	Justification
		referenced below.	
383.	b) Corridor Protection Area – Bram West Secondary Plan - vi)	<p>Is modified to read as follows:</p> <p>Prior to any <b>development</b> within this <del>Corridor</del> <u>Corridor</u> Protection Area or any abutting area (including <b>Secondary Plan</b> Areas 51 and 52), but excluding the lands east of <b>Heritage Road</b> in the Bram West <b>Secondary Plan</b>, the City must be satisfied that the alignment, Environmental Assessment, property and capital budgeting for a “North South Transportation <del>Corridor</del> <u>Corridor</u>” has been completed and approved.</p>	Clarity and Consistency
384.	c) Highway 427 and Arterial Network Corridor Protection Area – i)	<p>Is modified to read as follows:</p> <p>The <del>Corridor</del> <u>Corridor</u> Protection Area on <b>Schedule 12</b> located in the northeast corner of Brampton, east of Clarkway Drive, indicates an area that is protected for the accommodation of the arterial road network and higher order transportation facilities required within this area.</p>	Clarity and Consistency
385.	c) Highway 427 and Arterial Network Corridor Protection Area – ii)	<p>Is modified to read as follows:</p> <p>The network requirements within this <del>Corridor</del> <u>Corridor</u> Protection Area will be primarily determined by the Highway 50/Highway 427 Area Arterial Network Study and will be reflected accordingly on <b>Schedule 12</b> by of an amendment to this Plan.</p>	Clarity and Consistency
386.	Pg. 4-7 Mississauga Road Corridor (Bram West)	<p>Is modified to read as follows:</p> <p>The Mississauga Road <del>Corridor</del> <u>Corridor</u> Office <b>Centre</b> in the Bram West <b>Secondary Plan</b>, with access and visibility to Highway 407, has the locational and public <b>infrastructure</b> attributes to attract significant <b>major office development</b> including corporate head offices, and high performance employment uses such as research and development facilities. [...] Recognition of the unique character of the Bram West Mississauga Road <del>Corridor</del> <u>Corridor</u> will be developed and reinforced as an area where <b>major office</b> activity will be focused to support the economic development goals of this Plan.</p> <p>The primary function of the Mississauga Road <del>Corridor</del> <u>Corridor</u> Office <b>Centre</b> will be protected and enhanced by:</p>	Clarity and Consistency
387.	Mississauga Road Corridor (Bram West) – a)	<p>Is modified to read as follows:</p> <p><del>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</del>  <u>Supporting major office development and limiting the</u></p>	Brampton Modification

Mod. No.	Brampton OP Section No.	Modification	Justification
		<u>range of employment uses by permitting the following uses: [...]</u>	
388.	Mississauga Road Corridor (Bram West) – a) ii)	Is modified to read as follows:  <u>Prestige industrial with no outside storage, including light</u> and clean advanced manufacturing that emphasizes <b>green infrastructure</b> , assembly, innovation and technology	Brampton Modification
389.	Mississauga Road Corridor (Bram West) – a) v)	Is modified to read as follows:  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 <u>Employment</u> and Office Centre designations are maintained.	Regional Conformity
390.	Mississauga Road Corridor (Bram West) – b)	Is modified to read as follows:  Not permitting non-employment uses, <u>within the HUB-3 Steeles at Mississauga Major Transit Station Area</u> , such as major retail, residential, and other <b>sensitive land uses</b> not <b>ancillary</b> to the primary employment use, unless identified <del>through an amendment to the Secondary Plan</del> through a <u>City-initiated Major Transit Station Area</u> study in accordance with the policies of this Plan <u>and Region of Peel Official Plan</u> ;	Regional Conformity
391.	2. Special Land Use Policy Area 2: Queen Street East and Palleschi Drive – b)	Is modified to read as follows:  Lands designated <del>Neighbourhoods</del> <u>Neighbourhoods</u> within Special Land Use Policy Area 2 will be developed for a range of medium/high and medium <b>density</b> residential uses	Clarity and Consistency
392.	Pg. 4-10 3. Special Land Use Policy Area 3: North-east Corner of Queen Street East and The Gore Road	Is modified to read as follows:  To ensure that employment targets are achieved for the subject lands, provisions will be included in the implementing <b>Secondary Plan</b> Amendment and Zoning By-law for Special Land Use Policy Area 3 to ensure that higher order, higher <b>density</b> employment uses will be located within the Mixed-Use Employment ( <u>Office Mixed Use</u> ) designation.	Clarity and Consistency
393.	Special Land Use Policy Area 3: North-east Corner of Queen Street East and The Gore Road – a)	Is modified to read as follows:  Provided that they do not restrict the <b>development</b> of the primary office function, complementary commercial and business support uses will be permitted within the Mixed-Use Employment ( <u>Office Mixed Use</u> ) designation but may be restricted to a maximum percentage of floor space within the office buildings in accordance with the provisions of the implementing Zoning By-law.	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
394.	Special Land Use Policy Area 3: North-east Corner of Queen Street East and The Gore Road – d)	Is modified to read as follows:  A high-density mixed-use block will be located fronting The Gore Road and north of the Mixed-Use Employment ( <u>Office Mixed Use</u> ) designation, to form a transition between the employment uses along Queen Street East, and residential uses to the north and east. [...]	Clarity and Consistency
395.	5. Special Land Use Policy Area 5: Lands located at west side of Kennedy Road South between Steeles Avenue East and Highway 407 – Part Lot 14, Con. 1 E.H.S – a)	Is modified to read as follows:  The 1.34 hectare (3.31 acre) property known as Part of Lot 14, Concession 1, E.H.S., as shown on <b>Schedule 12</b> to this Plan, is designated <del>Neighbourhood</del> <u>Neighbourhood</u> and will be developed for <b>townhouse</b> and single detached dwellings subject to the following.	Clarity and Consistency
396.	6. Special Land Use Policy Area 6: Southwest Corner of Airport Road and Bovaird Drive – a)	Is modified to read as follows:  Notwithstanding the <del>Neighbourhood</del> <u>Neighbourhood</u> designation on <b>Schedule 2</b> , residential uses will not be permitted on the land located at the southwest corner of Airport Road and Bovaird Drive without an amendment to this Plan.	Clarity and Consistency
397.	Pg 4-13 Major Transit Station Areas	Is modified to read as follows:  [...] Until such time as <b>Secondary Plan</b> and/or <b>Precinct Plan</b> policies are implemented for each <del>Primary</del> <b>Major Transit Station Areas</b> , the <b>Major Transit Station Area</b> policies in Chapters 2 and 4 of this Plan take precedent over any land use and minimum density existing <b>Secondary Plan</b> policies, except in cases where a property is located in a Provincial <b>Special Policy Area</b> , the applicable <b>Special Policy Area</b> policies shall continue to apply.	Brampton Modification
398.	Pg 4-13 Land Uses	Is modified to read as follows:  In addition to the land use designations shown on <b>Schedule 2</b> of this Plan, the authorized use of land within each Primary <b>Major Transit Station Area</b> shall be in accordance with the land use designations on <b>Schedules 13AB-13N</b> and will be read in conjunction with all relevant policies contained in this Plan. The following site-specific policies will also apply to lands located within Primary <b>Major Transit Station Areas</b> :	Regional Conformity
399.	Pg. 4-13 Mixed-Use (Low-Rise, Low-	Is modified to read as follows:  In accordance with <b>Table 5 - Summary of Building</b>	Clarity and Consistency  Regional Conformity

Mod. No.	Brampton OP Section No.	Modification	Justification
	Rise Plus, Mid-Rise and High-Rise)	<b>Typologies by Designation and Overlay</b> of this Plan, additional planning studies may identify appropriate locations for Low-Rise Plus, Mid-Rise and High-Rise within the <del>Mixed-Use</del> <u>Mixed-Use</u> designation shown on <b>Schedule 2</b> . Through the MTSA Study, appropriate locations for Low-Rise Plus, Mid-Rise and High-Rise in the <del>Mixed-Use</del> <u>Mixed-Use</u> designations and the Overlay identified on <b>Table 5</b> have been determined and are shown on <b>Schedules 13AB-13N</b> .	
400.	Mixed-Use (Low-Rise, Low-Rise Plus, Mid-Rise and High-Rise) – a)	Is modified to read as follows:  The Mixed-Use (Low Rise, Low Rise Plus, Mid-Rise and High-Rise) land use designations on <b>Schedules 13AB-13N</b> shall be developed in accordance with the Mixed-Use policies found in both Chapter 2 and the site-area <b>Major Transit Station Areas</b> policies found in Chapter 4 of this Plan.	Regional Conformity
401.	Mixed-Use (Low-Rise, Low-Rise Plus, Mid-Rise and High-Rise) – d)	Is modified to read as follows:  The following uses are not permitted on lands designated Mixed-Use on <b>Schedules 13AB-13N</b> as they would adversely impact the ability to meet the minimum density prescribed on <b>Table 3</b> , and the achievement of the city’s <b>Major Transit Starion Area</b> objectives: [...]	Regional Conformity
402.	Pg. 4-15 Mixed-Use Employment (Office Mixed-use)	Is modified to read as follows:  The Mixed-Use Employment (Office Mixed-Use) designation <u>only applies for lands identified as such within a Major Transit Station Area and</u> shall be planned to achieve the minimum population and employment growth targets in accordance with the policies of this Plan and the applicable <b>Secondary Plan</b> .	Regional Conformity
403.	Mixed-Use Employment (Office Mixed-use) – a)	Is modified to read as follows:  Lands designated Mixed-Use Employment (Office Mixed-Use) on <b>Schedules 13AB-13N</b> shall permit primarily <b>Major Office</b> , advanced manufacturing, aerospace, innovation and technology, health and life sciences, med-tech, lab space/wet labs, research facilities, health information and communication technologies, post secondary education, testing and medical laboratories, drug and pharmaceuticals, hotels, conference/convention centres, health care and local government.	Regional Conformity
404.	Mixed-Use Employment (Office Mixed-use) – b)	Is modified to read as follows:  <del>Secondary</del> <u>Ancillary</u> uses, such as Major Office Employment, retail, commercial, restaurants, personal service, social services and <del>day child</del> care centres, are also permitted, provided their function will not restrict the <b>development</b> of the primary use. <del>Secondary</del> <u>Ancillary uses</u>	Regional Conformity  Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
		shall be integrated within the primary use building and are not permitted to be developed as a stand alone building	
405.	Mixed-Use Employment (Office Mixed-use) – c)	<p>Is modified to read as follows:</p> <p>Lands designated <del>Mixed-Use Employment</del> <u>Mixed-Use Employment</u> (Office Mixed-Use) may also permit <b>sensitive land uses</b>, including mid-rise/ high-rise residential uses and <del>day</del> <u>child</u> care centres without an amendment to this Plan, subject to satisfying the following criteria:</p> <p>i) can be appropriately designed, buffered and/or separated from existing <del>Employment Areas</del> <u>Employment Areas</u>;</p> <p>ii) is not impacted by adverse effects from air, vibration, noise, dust, odour and other fugitive emissions arising from adjacent <del>Employment Areas</del> <u>Employment Areas</u> or it can be demonstrated that appropriate mitigation measures can be implemented; [...]</p> <p>iv) permits <del>Employment Areas</del> <u>Employment Areas</u> to operate and expand for their intended purpose; [...]</p>	Clarity and Consistency
406.	Mixed-Use Employment (Office Mixed-use) – d)	<p>Is modified to read as follows:</p> <p>Subject to satisfying the criteria noted in subsection c), residential uses may be permitted in a stand-alone building, provided that an appropriate amount of gross floor area dedicated to the primary use is located elsewhere on the same site <del>or as may be deemed appropriate</del>.</p>	Regional Conformity
407.	Mixed-Use Employment (Office Mixed-use) – e)	Is deleted in its entirety. Renumber subsequent policies.	Regional Conformity
408.	Institutional (Educational Facilities) – a)	<p>Is modified to read as follows:</p> <p>Educational facilities are permitted to be located within any Mixed-Use, Mixed-Use Employment (Office Mixed-Use) and Neighbourhood land use designations shown on <b>Schedules 13AB-13N</b>.</p>	Regional Conformity
409.	Institutional (Educational Facilities) – b)	<p>Is modified to read as follows:</p> <p>[...]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 <del>childcare</del> <u>child care</u> facilities.</p>	Clarity and Consistency
410.	Employment (Prestige Industrial) – a)	<p>Is modified to read as follows:</p> <p>Lands designated Employment (Prestige Industrial) on</p>	<p>Regional Conformity</p> <p>Clarity and Consistency</p>

Mod. No.	Brampton OP Section No.	Modification	Justification
		<p><b>Schedules 13<del>AB</del>-13N</b> permit light industrial and ancillary commercial uses. Lands within this designation are generally located on the periphery of <del>employment areas</del> <u>Employment Areas</u>, are compatible with <b>sensitive land uses</b> and serve as a buffer between traditional heavy industrial uses and sensitive uses.</p>	
411.	Employment (Prestige Industrial) – f)	<p>Is modified to read as follows:</p> <p>Outside storage, including truck and trailer parking are only permitted as <del>an accessory</del> <u>ancillary</u> to a permitted prestige industrial use, and shall not directly abut any arterial or collector road, or any lands designated for residential or mixed-use purposes.</p>	Regional Conformity
412.	Pg. 4-17 Height Transition	<p>Is modified to read as follows:</p> <p>[...] Height Transition Areas are shown as an overlay on <b>Schedules 13<del>AB</del>-13N</b> adjacent to low rise buildings or designated cultural heritage resources.</p>	Regional Conformity
413.	Height Transition – b)	<p>Is modified to read as follows:</p> <p>An appropriate transition in scale to both stable residential neighbourhoods and cultural heritage resources shall be provided on all properties subject to a Height Transition Area overlay shown on <b>Schedules 13<del>AB</del>-13N</b>. The appropriate height transition measures will be determined through the planning application process.</p>	Regional Conformity
414.	Pg. 4-8 Landscape Buffer	<p>Is modified to read as follows:</p> <p>Landscape Buffers shown on <b>Schedules 13<del>AB</del>-13N</b> are intended to function as a "transitional space" that physically separates existing low-rise areas from areas that are intended to redevelop for high-rise purposes.</p>	Regional Conformity
415.	Transportation Network – b)	<p>Is modified to read as follows:</p> <p>The Proposed Public or Private Street Network is shown conceptually on <b>Schedules 13<del>AB</del>-13N</b>. [...]</p>	Regional Conformity
416.	Potential Midblock Connections – a)	<p>Is modified to read as follows:</p> <p>The transportation network should be supported by the Potential Mid-block Connections shown on <b>Schedules 13<del>AB</del>-13N</b>.</p>	Regional Conformity
417.	Potential Midblock Connections – d)	<p>Is modified to read as follows:</p> <p>Subject to the approval of the assessment noted in subsection c), changes to the location of a Potential Mid-block Connection or the deletion of a Potential Mid-block Connection shown on <b>Schedules 13<del>AB</del>-13N</b>, will not require an amendment to this Plan provided that its general intent and purpose is maintained.</p>	Regional Conformity

Mod. No.	Brampton OP Section No.	Modification	Justification
418.	Flood Plain and Special Policy Areas – a)	<p>Is modified to read as follows:</p> <p>Notwithstanding the land use designations shown on <b>Schedule 2</b> and <b>Schedules 13<del>AB</del>-13N</b>, any new development within a <b>Special Policy Area</b> and/or a Regulatory <b>Flood Plain</b>, which is subject to flooding and erosion hazards, will need to be consistent with the Provincial Policy Statement and would only be permitted on the basis of appropriate technical studies demonstrating that <b>development</b> of the lands would not result in any unacceptable increased risk of <b>natural hazards</b> to [...]</p>	Regional Conformity
419.	Flood Plain and Special Policy Areas – c)	<p>Is modified to read as follows:</p> <p>Where required studies have demonstrated that development would not result in any unacceptable risk to public health/safety or property damage, and not create any new or aggravate existing hazards, a holding provision may be placed on lands within a regulatory flood plain or within hazardous lands, where the ultimate desired use of the lands, as designated on <b>Schedules 13<del>AB</del>-13N</b>, cannot proceed until such time as the conditions set out in this Plan, the required study or in an implementing by-law, are satisfied.</p>	Regional Conformity
420.	Flood Plain and Special Policy Areas – f)	<p>Is modified to read as follows:</p> <p>The underlying land use designations shown on <b>Schedules 13<del>AB</del>-13N</b> will not apply to lands within a <b>Special Policy Area</b> until such time that the Province approves any modifications to the existing <b>Special Policy Area</b>.</p>	Regional Conformity
421.	Other Uses – a)	<p>Is modified to read as follows:</p> <p>The Proposed Neighbourhood Park and Potential Community Hub land use designations are depicted on <b>Schedules 13<del>AB</del>-13N</b>. The size, configuration, function and location of these land use designations may be determined through future <b>Secondary Plan/Precinct Planning</b> and may be based on future needs identified by either the city or in conjunction with the processing of a <b>development</b> application.</p>	Regional Conformity
422.	Other Uses – b)	<p>Is modified to read as follows:</p> <p>The following transit station uses may be permitted on any land use designation shown on <b>Schedules 13<del>AB</del>-13N</b>: [...]</p>	Regional Conformity
423.	Cultural Heritage – a)	<p>Is modified to read as follows:</p> <p>Notwithstanding the land use designations shown on <b>Schedules 13<del>AB</del>-13N</b>, for any <b>development</b> proposed on properties that are determined to have cultural heritage value or interest, whether listed or designated under the</p>	Regional Conformity

Mod. No.	Brampton OP Section No.	Modification	Justification
		<i>Ontario Heritage Act, [...]</i>	
424.	Building Height – a)	Is modified to read as follows:  <del>The maximum building heights identified in Table 4 – Building Typologies of this Plan do not apply to any lands within a Primary Major Transit Station Area</del> <u>Maximum heights as identified in Table 4 – Building Typologies do not apply to any lands within a Primary Major Transit Station Area until such time as City-initiated amendments are adopted through the Major Transit Station Area Study, prescribing suitable maximum building heights, including opportunities for unlimited height for lands adjacent to the transit station or stop, and within the Queen Street and Highway 410 intersections, as appropriate.</u>	Brampton Modification
425.	Pg. 4-23 Minimum Density	Is modified to read as follows:  <del>Minimum</del> Density	Brampton Modification
426.	Pg. 4-24 Minimum Density – c)	Is deleted in its entirety. Renumber subsequent policies.	Regional Conformity
427.	New Policy Minimum Density – f)	New policy added under Minimum Density as f. Renumber subsequent policies. New policy to read as follows:  <u>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.</u>	Brampton Modification
428.	Pg. 4-24 Transition Policies	Is modified to read as follows:  [...] Uses existing in the zoning by-law are permitted to continue, however, they are ultimately intended to be redeveloped in conformity with the land use designations shown on <b>Schedules 13<del>AB</del>-13N</b> .	Regional Conformity
429.	Transition Policies – a)	Is modified to read as follows:  The redevelopment of existing low-rise uses in accordance with the land use designations shown on <b>Schedules 13<del>AB</del>-13N</b> may occur gradually over the long-term. Notwithstanding the land use designations and the minimum floor space index in <b>Table A</b> , new buildings, building additions, and/or alterations may be permitted, where it can be demonstrated that it does not preclude the desirable planned redevelopment of the <b>Major Transit Station Area</b> , including the consideration to improve multi-modal access and connectivity through-out the <del>Major Transit Station Area</del> <u>Major Transit Station Area</u> .	Regional Conformity



Mod. No.	Brampton OP Section No.	Modification	Justification
430.	Transition Policies – b)	Is modified to read as follows:  New drive-through facilities, or an expansion to an existing drive-through facility are not permitted in any land use designation shown on <b>Schedules 13<del>AB</del>-13N</b> as they would adversely impact the ability to meet the minimum density prescribed on <b>Table 3</b> and the achievement of the City's <b>Major Transit Station Area</b> objectives.	Regional Conformity
431.	Transition Policies – c)	Is modified to read as follows:  Existing surface parking lots are encouraged to redevelop in accordance with the land use designations shown on <b>Schedules 13<del>AB</del>-13N</b> .	Regional Conformity
432.	New Policy Transition Policies – d)	New policy added as d) Renumber subsequent policies. New policy to read as follows:  <u>Exploring opportunities to improve connectivity and multi-modal access on lands within Major Transit Station Areas with limited redevelopment potential is encouraged.</u>	Regional Conformity
433.	Pg. 4-25 Land Use Compatibility	Is modified to read as follows:  <b>Sensitive land uses</b> shown on <b>Schedules 13<del>AB</del>-13N</b> need to be planned, phased and developed to preclude any potential adverse effects from noise, vibration, odour, dust and other contaminants, and to ensure the long term viability of employment uses. Where potential adverse effects are unavoidable, mitigation measures, <del>based on applicable</del> <u>in accordance with the Land Use Compatibility policies of this Plan, Provincial and Regional policies,</u> guidelines, standards and procedures, shall be implemented to minimize any risk to public health and safety.	Regional Conformity
434.	Land use Compatibility – a) to c)	Land use Compatibility – a) to c) are deleted.	Regional Conformity
<b>5.1   Measurement</b>			
435.	5.1.1	Is modified to read as follows:  The GMP will include a Council-endorsed Strategy and actions to guide planning and integrate decision-making regarding: <u>priority</u> locations for accommodating growth and <b>development</b> ; <u>efficient</u> use of existing <b>infrastructure</b> ; <u>unit mix and housing targets; a range of employment types; prolonging agricultural uses as long as practical</u> ; new growth-related <b>infrastructure</b> ; <b>community services and facilities</b> ; mobility such as streets, transit, and <b>active transportation</b> ; current and future financial considerations; and the <b>development of complete communities</b> .	Regional Conformity
436.	5.1.3 e.	Is modified to read as follows:	Regional Conformity

Mod. No.	Brampton OP Section No.	Modification	Justification
		Coordinate the <u>efficient</u> provision of Civic <b>Infrastructure</b> and community facilities;	
<b>5.5   Secondary-Level Plans</b>			
437.	Pg. 5-11 Secondary Plans	Is modified to read as follows:  <b>Secondary Plans</b> establish local <b>development</b> policies to guide growth and change in defined areas of the City, such as new <del>neighbourhoods</del> <u>neighbourhoods</u> and Strategic Growth Areas, and are adopted as amendments to this Plan. <b>Secondary Plans</b> may be prepared for established, partially developed, or undeveloped areas in order to conform to an overall community <b>development</b> concept and approved planning policies.	Clarity and Consistency
438.	5.5.3	Is deleted in its entirety. Renumber subsequent policies.	Regional Conformity
439.	5.5.11	Is modified to read as follows:  Background studies required for any <b>Secondary Plan</b> , <u>including a <b>Secondary Plan amendment</b></u> , will align with the scope, land area, and intent of the <b>Secondary Plan</b> , and the City may identify the need to undertake additional studies. Background studies will address matters such as: [...]  j. A <b>growth management</b> staging and sequencing strategy, which will conform to <b>infrastructure</b> plans of the City, <u>Region</u> or other levels of government; [...]  q. An <del>Agricultural Impact Assessment</del> <u>Agricultural Impact Assessment</u> for lands abutting or adjacent to agricultural areas; [...]	Regional Conformity
440.	5.5.14	Is modified to read as follows:  A <b>Secondary Plan</b> will consist of policies and schedules that provide more specific direction than that offered by the policies of Brampton Plan. A new or updated <b>Secondary Plan</b> , <u>including a <b>Secondary Plan amendment</b></u> , will include policies, illustrations and schedules for such matters as:  For predominantly <del>Community Areas</del> <u>Community Areas</u> : [...]	Regional Conformity  Clarity and Consistency
441.	5.5.15	Is modified to read as follows:  <b>Secondary Plans</b> within the <b>Built-Up Area</b> will include more detailed identification of and guidance with regard to evolving and transitioning areas, particularly within existing <del>Neighbourhoods</del> <u>Neighbourhoods</u> where more flexibility is desired with respect to <b>infill</b> .	Clarity and Consistency
442.	Pg. 5-18 Precinct Plans	Is modified to read as follows:	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
		<ul style="list-style-type: none"> <li>the location, configuration character, size and urban form of parks, institutional, commercial, and industrial sites and layout/function of open space <del>corridors</del> <u>corridors</u>, valley lands, woodlands and other natural features and functions, including storm water management</li> </ul>	
443.	5.5.18 c.	<p>Is modified to read as follows:</p> <p>Where applicable, establish and provide direction for <del>Neighbourhood</del> <u>Neighbourhood</u> <b>Centres</b> to support the objective of creating <b>15-minute neighbourhoods</b> and <b>complete communities</b>, in accordance with the policies of Part 2.2;</p>	Clarity and Consistency
444.	New Policy 5.5.23 j.	<p>New policy added as 5.5.23 j. New policy to read as follows:</p> <p><u>A Housing Analysis or a Housing Assessment Report;</u></p>	Regional Conformity
445.	New Policy 5.5.23 k.	<p>New policy added as 5.5.23 k. New policy to read as follows:</p> <p><u>A Health Assessment / Health Impact Study;</u></p>	Regional Conformity
446.	New Policy 5.5.23 l.	<p>New policy added as 5.5.23 l. New policy to read as follows:</p> <p><u>A Cultural Heritage Evaluation Report;</u></p>	Regional Conformity
447.	New Policy 5.5.23 m.	<p>New policy added as 5.5.23 m. New policy to read as follows:</p> <p><u>A Financial Impact Study; and</u></p>	Regional Conformity
448.	New Policy 5.5.23 n.	<p>New policy added as 5.5.23 n. New policy to read as follows:</p> <p><u>An Alternative and Renewable Energy Systems Feasibility Study.</u></p>	Regional Conformity
449.	5.5.24 g.	<p>Is modified to read as follows:</p> <p>The <b>Active Transportation Networks</b> that provide safe, comfortable travel and continuous linkages to adjacent <del>neighbourhoods</del> <u>neighbourhoods</u>, <b>major trip generators</b>, and transit stations;</p>	Clarity and Consistency
450.	5.5.24 v. & w.	<p>Is modified to read as follows:</p> <p>v. The provision of housing that meets the needs of diverse <b>households</b>, including a range and mix of options, densities and <b>affordability</b> levels in conjunction with a Housing Assessment; <del>;</del> <u>and</u></p> <p><u>w. Financial sustainability.</u></p>	Clarity and Consistency

**5.7 | Major Transit Station Area Studies**

Mod. No.	Brampton OP Section No.	Modification	Justification
451.	5.7.1	<p>Is modified to read as follows:</p> <p>The City will undertake a detailed comprehensive planning study for each designated <del>Primary</del> <b>Major Transit Station Area</b> shown on <b>Schedule 1B</b>. The recommendations for each <del>Primary</del> <b>Major Transit Station Area</b> will be implemented through amendments to the applicable Secondary-Level Plan, and will generally address: [...]</p> <p>g. Protection of lands that may be required for future enhancement or expansion of transit <b>infrastructure</b> in collaboration with <u>municipalities and</u> municipal and provincial transit authorities; [...]</p> <p>h. Land use compatibility and the separation or <b>mitigation</b> of <b>sensitive land uses</b> in accordance with provincial guidelines, standards and procedures, <u>which will include an assessment of the need for proposed sensitive land uses and alternative locations in the city;</u> [...]</p> <p>i. Protection and <b>mitigation</b> against natural and human-made hazards in accordance with the policies of this Plan <u>and the Region of Peel Official Plan,</u> <del>which will include an assessment of the need for proposed sensitive land uses and alternative locations in the city;</del> [...]</p> <p>o. A phasing plan or strategy, in conformity with functional master plans to ensure Civic <b>Infrastructure</b> and <b>services</b> are delivered in a manner that supports <b>complete communities</b>, including open space, <del>and</del> <u>accessible public amenities, and active transportation infrastructure;</u> [...]</p>	Regional Conformity
452.	Pg. 5-26 Implementation	<p>Is modified to read as follows:</p> <p>The planning, coordination and delivery of <b>infrastructure</b> at all scales will address the <b>development of complete communities</b>. It is important that new residential <b>development</b> in each <del>Primary</del> <b>Major Transit Station Area</b> provides a full range of <b>public realm</b> improvements, community amenities and the required <b>infrastructure</b> to service new population.</p>	Brampton Modification
453.	5.7.2	<p>Is modified to read as follows:</p> <p>To ensure that growth takes place in a coordinated and fiscally responsible manner, a Growth Management Strategy is required to be submitted by the applicant for development applications that contain a residential component, and for <b>Precinct Plans</b> submitted within a <del>Primary</del> <u>Primary or Secondary</u> <b>Major Transit Station Area</b>. [...]</p>	Brampton Modification

Mod. No.	Brampton OP Section No.	Modification	Justification
454.	5.7.6	Is modified to read as follows:  Initial phases of <b>development</b> within a <del>Primary</del> <u>Primary or Secondary</u> <b>Major Transit Station Area</b> will not preclude the overall achievement of a compact, pedestrian-oriented and <b>transit-supportive</b> urban form including the future transportation network.	Brampton Modification
455.	5.7.7	Is modified to read as follows:  For phased development proposals that have frontage along a high order transit <del>corridor</del> <u>corridor</u> , the first phase of <b>development</b> is encouraged to include the lands fronting the high order transit <del>corridor</del> <u>corridor</u> in order to create a safe, pedestrian-friendly environment and to provide the necessary multi-modal access connections to the station or stop	Clarity and Consistency
456.	5.7.8	Is modified to read as follows:  Land use compatibility considerations may influence the ability for residential and other <b>sensitive land uses</b> from being introduced within some <del>Primary</del> <b>Major Transit Station Areas</b> . All <b>development</b> will have regard for existing industrial areas in the vicinity, and the <b>development of sensitive land uses</b> will be mitigated from an air and noise quality perspective and/or phased accordingly to ensure land use compatibility can be maintained as the mixed use areas transition over time in accordance with requirements of the Provincial Policy Statement and provincial guidelines, standards and procedures.	Brampton Modification
457.	5.7.10	Is modified to read as follows:  The City and/or Region of Peel may <del>require applicants to enter into a</del> <u>utilize</u> front-ending agreements, <u>financial agreements, development agreements</u> , or other measures as appropriate <del>to ensure that may support</del> the timely delivery of <b>infrastructure</b> and the equitable distribution of hard and soft <b>infrastructure</b> for <b>developments</b> located within a <b>Primary Major Transit Station Area</b> .	Regional Conformity
<b>5.10   Inclusionary Zoning</b>			
458.	Pg. 5-31 Inclusionary Zoning	Is modified to read as follows:  Policies for <b>inclusionary zoning</b> are required to ensure the provision of <b>affordable</b> housing keeps pace with the growth of new market housing, supporting <del>Neighbourhoods</del> <u>Neighbourhoods</u> across Brampton to provide housing options for a full range of incomes and <b>household</b> sizes.	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
<b>5.12   Planning and Development Controls</b>			
459.	5.12.27 b.	Is modified to read as follows:  The dedication of any streets, street widenings, and reserves as may be required by the City <u>or the Region of Peel</u> ;	Regional Conformity
<b>5.16   Municipal By-laws</b>			
460.	Pg. 5-54 Demolition Control	Is modified to read as follows:  Demolition Control allows the City to maintain the <b>integrity</b> of <del>Neighbourhoods</del> <u>Neighbourhoods</u> , prevent the premature loss of housing stock, avoid the creation of vacant parcels of land, and retain existing dwelling units until new uses have been considered and <b>redevelopment</b> plans have been approved.	Clarity and Consistency
<b>5.17   Parkland Dedication</b>			
461.	5.17.1 a.	Is modified to read as follows:  For residential purposes in existing <del>neighbourhoods</del> <u>neighbourhoods</u> and the <b>Designated Greenfield Area</b> , the City will apply a parkland dedication rate of 5% of the land area, or the alternative rate as set out in the <i>Planning Act</i> for land conveyance, whichever generates the greater parkland dedication to the City. In lieu of the conveyance of land, the City may require a payment-in-lieu of a land dedication equivalent to the value of 5% of the land area, or the alternative rate as set out in the <i>Planning Act</i> for cash in lieu payments	Clarity and Consistency
<b>5.18   Glossary</b>			
462.	New Glossary Definition – Agricultural Impact Assessment	New glossary definition to read as follows:  <u>Agricultural Impact Assessment means a study, prepared in accordance with provincial and municipal guidelines, that evaluates the potential impacts of non-agricultural development on agricultural operations and the Agricultural System and recommends ways to avoid or, if avoidance is not possible, minimize and mitigate adverse impacts.</u>	Regional Conformity
463.	City-Wide Growth Management Framework	<b>City-Wide Growth Management Framework</b> means the City’s growth management framework that is the basis for all planning and development in the City of Brampton and implements the policy frameworks on where and how to grow as set out in the Region of Peel Official Plan, the Provincial Policy Statement (PPS), and A Place to Grow: Growth Plan for the Greater Golden Horseshoe. <u>The City-Wide Growth Management Framework is comprised of Centres, Boulevards, Corridors, Major Transit Station Areas, Neighbourhoods, Employment Areas, and the Natural</u>	Clarity and Consistency

Mod. No.	Brampton OP Section No.	Modification	Justification
		<u>Heritage System.</u>	
464.	New Glossary Definition – Connectivity	New glossary definition to read as follows:  <u>Connectivity means the degree to which natural heritage features or hydrologic features are connected to one another by links such as plant and animal movement corridors, hydrologic and nutrient cycling, genetic transfer and energy flow through food webs.</u>	Regional Conformity
465.	New Glossary Definition – Contaminant Management Plan	New glossary definition to read as follows:  <u>Contaminant Management Plan means a report that demonstrates how development proposals, involving the manufacturing, handling and storage of bulk fuels, chemicals or contaminants (significant threats prescribed under the Clean Water Act) will implement safety measures in order to help prevent contamination of ground water or surface water supplies. The contaminant management plan must include a list of all chemicals used on the subject lands and within any structures and demonstrate how the risk of release to the environment will be mitigated and managed.</u>	Regional Conformity
466.	Community Services and Facilities	Is modified to read as follows:  <b>Community Services and Facilities</b> includes lands, buildings, structures for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions, such as recreation, libraries, <del>childcare</del> <u>child care centres</u> , schools, public health, human services, cultural services and employment services.	Clarity and Consistency
467.	Complete Communities	Is modified to read as follows:  <b>Complete Communities</b> means <del>the meeting of</del> <u>places which meet</u> people’s needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community infrastructure including affordable housing, schools, recreation and open space for people of all ages and abilities. Convenient access to most necessities and services such as public transportation and options for safe, non-motorized travel is also provided.	Regional Conformity
468.	New Glossary Definition – Community Area	New glossary definition to read as follows:  <u>Community Areas means areas that offer a mix of residential, commercial, and residential-serving institutional uses where people live, shop, work, and play with the amenities needed for day-to-day living within a 15-minute walk or bicycle ride from their home.</u>	Clarity and Consistency
469.	New Glossary Definition –	New glossary definition to read as follows:	Regional Conformity

Mod. No.	Brampton OP Section No.	Modification	Justification
	Cultural Heritage Master Plan	<u>Cultural Heritage Master Plan</u> means a strategy, plan or document that provides policies, including but not limited to, encouraging and supporting cultural heritage conservation, identifying cultural heritage resources, built heritage and cultural heritage landscapes, areas of potential for archaeological resources, and implementation measures for the protection and conservation of cultural heritage resources, including education and outreach.	
470.	New Glossary Definition – Cultural Savannah	New glossary definition to read as follows:  <u>Cultural Savannah</u> means a treed vegetation community originating from, or maintained by, anthropogenic influences and culturally based disturbances; often containing a large proportion of non-native species and having 25 to 35 percent cover of coniferous or deciduous trees. Cultural savannahs may be second or third growth woodlands that occur on land where the forest was completely or partially removed at various points in time. These woodlands vary in composition and quality depending on the length of time that the forest has been re-establishing, the nature and duration of the land use while it was cleared, and the underlying environmental characteristics such as soil type, moisture, exposure and seed bank, all of which influence natural succession processes and species composition.	Regional Conformity
471.	Cultural Woodland	Is modified to read as follows:  <del>Cultural Woodland means having a tree crown cover of at least 35-60%, and a large portion of potentially non-native species.</del> <u>means a treed vegetation community originating from, or maintained by, anthropogenic influences and culturally based disturbances; often containing a large proportion of non-native species and having 35 to 60 percent cover of coniferous or deciduous trees. Cultural woodlands may be second or third growth woodlands that occur on land where the forest was completely or partially removed at various points in time. These woodlands vary in composition and quality depending on the length of time that the forest has been re-establishing, the nature and duration of the land use while it was cleared, and the underlying environmental characteristics such as soil type, moisture, exposure and seed bank all of which influence natural succession processes and species composition.</u>	Regional Conformity
472.	New Glossary Definition – Diverse Populations	New glossary definition to read as follows:  <u>Diverse Populations</u> means distinct groups within Brampton's population that may face additional barriers in	Regional Conformity



Mod. No.	Brampton OP Section No.	Modification	Justification
		<p><u>securing safe and affordable housing. These groups can include but are not limited to students, seniors, newcomers, veterans, children, youth, Indigenous, 2SLGBTQ+, persons with disabilities, and individuals of different cultural and racial backgrounds.</u></p>	
473.	New Glossary Definition – Effective Impervious Cover	<p>New glossary definition to read as follows:</p> <p><u>Effective Impervious Cover</u> represents a portion of the <u>total impervious area</u> that sheds stormwater directly into a <u>water body or a storm drain system without being treated (e.g., by low impact development, green infrastructure, filtration, sedimentation, or other conventional techniques).</u></p>	Clarity and Consistency
474.	New Glossary Definition – Existing lot of record	<p>New glossary definition to read as follows:</p> <p><u>Existing lot of record</u> means a lot held under distinct and separate ownership from all abutting lots as shown by a <u>registered conveyance in the records of the Land Registry office on May 23, 2014.</u></p>	Regional Conformity
475.	Hazardous Lands	<p>Is modified to read as follows:</p> <p><del>Hazardous Lands means property or lands that could be unsafe for development due to naturally occurring processes. Along the shorelines of the Great Lakes – St. Lawrence River System, this means the land, including that covered by water, between the international boundary, where applicable, and the furthest landward limit of the flooding hazard, erosion hazard or dynamic beach hazard limits. Along the shorelines of large inland lakes, this means the land, including that covered by water, between a defined offshore distance or depth and the furthest landward limit of the flooding hazard, erosion hazard or dynamic beach hazard limits. Along river, stream and small inland lake systems, this means the land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits.</del> <u>means an area in a water course's flood plain, on steep slopes or along shorelines that presents a danger to human life and property.</u></p>	Regional Conformity
476.	New Glossary Definition – Hazardous Sites	<p>New glossary definition to read as follows:</p> <p><u>Hazardous sites</u> means <u>property or lands that could be unsafe for development and site alteration due to naturally occurring hazards. These may include unstable soils (sensitive marine clays, organic soils) or unstable bedrock</u></p>	Regional Conformity

Mod. No.	Brampton OP Section No.	Modification	Justification
		<u>(karst topography).</u>	
477.	New Glossary Definition – Intelligent Transportation Systems (ITS)	New glossary definition to read as follows:  <u>Intelligent Transportation Systems (ITS) combine different information and communications technologies and advanced data analytics to help make the transportation system safer and more efficient.</u>	Regional Conformity
478.	Indigenous Peoples	Is modified to read as follows:  <del>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.</del>  <u>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.</u>	Brampton Modification
479.	Intensification	Is modified to read as follows:  <b>Intensification</b> means developing an area <u>or property</u> at a higher density than currently exists through development <u>of vacant and/or underutilized lots within previously developed areas</u> , redevelopment <u>(including the reuse of brownfield sites)</u> , and infill and expansion or conversion of existing buildings.	Regional Conformity
480.	Life Science Areas of Natural and Scientific Interest (ANSIs)	Is modified to read as follows:  <b>Life Science Areas of Natural and Scientific Interest (ANSIs)</b> an area that has been identified as having life science values related to protection, scientific study, or education; and further identified by the Ministry of Natural Resources and Forestry using evaluation procedures established by that Ministry, as amended from time to time.  <ul style="list-style-type: none"> <li>• <u>Life Science Areas of Natural and Scientific Interest are those areas identified by the Ministry of Natural Resources and Forestry for their high-quality representation of important provincial biotic attributes.</u></li> <li>• <u>Earth Science Areas of Natural and Scientific Interest are those areas identified by the Ministry of Natural Resources for their high-quality representation of important provincial geological attributes.</u></li> </ul>	Regional Conformity

Mod. No.	Brampton OP Section No.	Modification	Justification
481.	New Glossary Definition – Linkages	<p>New glossary definition to read as follows:</p> <p><u>Linkages means an area providing connectivity to support a range of community and ecosystem processes and enable plants and animals to move between natural heritage features and areas over multiple generations. Linkages can include aquatic, riparian and terrestrial corridors that provide pathways for plants and animals to move or support functional processes between natural heritage features and areas, surface water features and ground water features. The location, width, length, structure and function of linkages should be determined in accordance with a natural heritage evaluation, hydrologic evaluation, environmental impact study or natural heritage system study. (Adapted from MNR Natural Heritage Reference Manual, Second Edition)</u></p>	Regional Conformity
482.	Local Institutional	<p>Is modified to read as follows:</p> <p><b>Local Institutional</b> can include schools and small places of worship that serve a local population. Local institutions include community services and facilities, such as <del>daycares</del> <u>child care centres</u>, libraries and recreation facilities.</p>	Clarity and Consistency
483.	Major Transit Station Area	<p>Is modified to read as follows:</p> <p><b>Major Transit Station Area</b> 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. <u>Major Transit Station Areas are either Protected or Planned through the Region of Peel Official Plan and reflect one of the following station classifications:</u></p> <p><u>“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>.</u></p> <p><u>“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 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</u></p>	<p>Brampton Modification</p> <p>Clarity and Consistency</p>

Mod. No.	Brampton OP Section No.	Modification	Justification
		<p><u>accordance with subsection 16(16) of the <i>Planning Act</i>.</u></p> <p><u>“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>.</u></p>	
484.	Major Transit Station Area (Planned)	Glossary term is deleted in its entirety.	Brampton Modification Clarity and Consistency
485.	Major Transit Station Area (Primary)	Glossary definition is deleted in its entirety.	Brampton Modification Clarity and Consistency
486.	Major Transit Station Area (Secondary)	Glossary definition is deleted in its entirety.	Brampton Modification Clarity and Consistency
487.	Natural Hazards	<p>Is modified to read as follows:</p> <p><b>Natural Hazards</b> means hazards due to flooding, erosion, dynamic beaches, <u>the presence of hazardous forest types for wildland fire</u> and unstable slopes, soils and bedrock that may pose a danger to public safety or public health or result in property damage.</p>	Regional Conformity
488.	Neighbourhoods	Glossary definition is deleted in its entirety.	Clarity and Consistency
489.	New Glossary Definition – Normal Farm Practice	<p>New glossary definition to read as follows:</p> <p><u><b>Normal Farm Practice</b> means a practice, as defined in the Farming and Food Production Protection Act, that is conducted in a manner consistent with proper and acceptable customs and standards as established and followed by similar agricultural operations under similar circumstances; or makes use of innovative technology in a manner consistent with proper advanced farm management practices. Normal farm practices shall be consistent with the Nutrient Management Act and regulations made under that Act.</u></p>	Regional Conformity
490.	New Glossary Definition – Organic Waste	<p>New glossary definition to read as follows:</p> <p><u><b>Organic Waste</b> means inedible parts of plants and animals, as well as other organic material that may be processed</u></p>	Regional Conformity

Mod. No.	Brampton OP Section No.	Modification	Justification
		<p><u>along with food waste. Examples of organic waste can include but are not limited to leaf and yard waste, compostable products and packaging, soiled paper, diapers and pet waste.</u></p>	
491.	New Glossary Definition – Public Service Facilities	<p>New glossary definition to read as follows:</p> <p><u><b>Public Service Facilities</b> mean lands, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, long-term care services, and cultural services. Public service facilities do not include infrastructure.</u></p>	Regional Conformity
492.	Redevelopment	<p>Is modified to read as follows:</p> <p><b>Redevelopment</b> means the creation of new units, uses or lots on previously developed land in existing communities, including brownfield sites. <u>Redevelopment includes infill, accessory apartments, and rooming houses.</u></p>	Regional Conformity
493.	New Glossary Definition – Remediation	<p>New glossary definition to read as follows:</p> <p><u><b>Remediation</b> - means corrective action taken to clean-up or remedy a spill, an uncontrolled discharge of a contaminant, or a breach in a facility or its operations, in order to minimize the consequent threat to public health and the environment.</u></p>	Regional Conformity
494.	New Glossary Definition – Resource Recovery	<p>New glossary definition to read as follows:</p> <p><u><b>Resource Recovery</b> means the extraction of useful materials or other resources from things that might otherwise be waste, including through reuse, recycling, reintegration, regeneration or other activities. This includes the collection, handling, and processing of food and organic waste for beneficial uses. Although energy from waste and alternative fuels are permitted as waste management options, these methods are not considered resource recovery. The recovery of nutrients, such as digestate from anaerobic digestion, is considered resource recovery.</u></p>	Regional Conformity
495.	New Glossary Definition – Rural Lands	<p>New glossary definition to read as follows:</p> <p><u><b>Rural Lands</b> mean lands which are located outside settlement areas and which are outside Prime Agricultural Areas.</u></p>	Regional Conformity
496.	New Glossary Definition – Securement	<p>New glossary definition to read as follows:</p> <p><u><b>Securement</b> means the protection of natural heritage features and areas through a range of tools including, but not limited to, planning policy, stewardship, monitoring and land acquisition.</u></p>	Regional Conformity

Mod. No.	Brampton OP Section No.	Modification	Justification
497.	New Glossary Definition – Service Manager	New glossary definition to read as follows:  <u>Service Manager means, in southern Ontario, an upper-tier or single-tier municipality that plans, manages, and funds the delivery of human services, such as employment and income supports, housing services, and early years and child care services. The Service Manager in the city of Brampton is Peel Region.</u>	Regional Conformity  Clarity and Consistency
498.	Settlement Areas	Is modified to read as follows:  <b>Settlement Areas</b> means urban areas and rural settlements within municipalities (such as cities, towns, villages and hamlets) that are:  a) built up areas where development is concentrated, and which have a mix of land uses; and,  b) lands which have been designated in an official plan for development <del>in accordance with the policies of this Plan</del> <u>provided for in Section 1.1.2 of the Provincial Policy Statement</u> . Where there are no lands that have been designated for development <u>within settlement areas but outside of delineated built-up areas</u> , the settlement area may be no larger than the area where development is concentrated.	Regional Conformity
499.	Supportive Housing	<del><b>Supportive Housing</b> means non-profit housing for people who need support to live independently (e.g., the frail elderly, people with mental health problems, addictions or developmental disabilities). Administration and funding of supportive housing providers were not downloaded to the municipal service managers in 2001; the responsibilities were transferred to the provincial ministry that funded the support services, either the Ontario Ministry of Health and Long-Term Care or the Ontario Ministry of Community and Social Services. A supportive housing residence is not permitted in a dwelling that contains additional residential unit(s).</del>  <u>means non-profit housing for people who need support to live independently (such as, but not limited to, high risk seniors, persons with mental health related needs, mental illness and/or substance use issues, persons with physical disabilities, persons with developmental disabilities, persons who have a history of homeless or are at risk of homeless, youth at risk, etc.)</u>	Regional Conformity
500.	New Glossary Definition – Surface Water	New glossary definition to read as follows:  <b>Surface Water Features</b> include lakes, woodland ponds,	Regional Conformity

Mod. No.	Brampton OP Section No.	Modification	Justification
	Features	<u>watercourses, springs, seeps, and reservoirs that provide ecological functions. Surface water features do not include small surface water features such as farm ponds, stormwater management ponds and ditches that have limited ecological function.</u>	
501.	New Glossary Definition – Sustainable Development	New glossary definition to read as follows:  <u>Sustainable Development means the integration of environmental, social, economic and cultural considerations in decision-making. Applying this framework to policy formulation and analysis favours an integrated approach in which these elements are brought together as a forethought in planning and decision making.</u>	Regional Conformity
502.	New Glossary Definition – Threatened Species	New glossary definition to read as follows:  <u>Threatened Species means species that are classified as “Threatened Species” on the Species at Risk in Ontario List, as updated and amended from time to time.</u>	Regional Conformity
503.	New Glossary Definition – Total Impervious Area	New glossary definition to read as follows:  <u>Total Impervious Area is a measure of all the hard impermeable surfaces that prevent precipitation from penetrating the ground</u>	Clarity and Consistency
504.	New Glossary Definition – Urban Agriculture	New glossary definition to read as follows:  <u>Urban Agriculture means the growing of crops, including nursery, biomass, and horticultural crops, within an urban or rural settlement area. It includes urban farms, community gardens, rooftop gardens and gardens on private lots and may include supporting structures such as hoopouses, raised beds, and cold-frames to improve production. Urban agriculture may include aquaculture and the raising of livestock or insects.</u>	Regional Conformity
505.	Urban Forest	Is modified to read as follows:  <del>Urban Forest means the mix of the remnants of native forest cover and planted trees and vegetation on all private and public lands in and around the built-up areas.</del> <u>means all trees in urban areas, as well as the soils that sustain them, located on public and private property. The urban forest includes trees in natural areas as well as trees in more manicured settings such as parks, yards and boulevards.</u>	Regional Conformity
506.	New Glossary Definition – Waste	New glossary definition to read as follows:  <u>Waste means anything discarded for collection from any source and litter.</u>	Regional Conformity
<b>Schedules</b>			
507.	Schedule 1A –	Modified to add ‘Regional Urban Boundary’ to the	Regional Conformity

Mod. No.	Brampton OP Section No.	Modification	Justification
	City Structure	'Provincial Greenbelt Area' as shown in Attachment #1 - Schedule 1A   City Structure.	
508.	Schedule 1A – City Structure	Modified to remove 'Corridors' overlay as shown in Attachment #1 - Schedule 1A   City Structure.	Clarity and Consistency
509.	Schedule 1A – City Structure	Modified to remove 'Secondary Urban Boulevards' overlay and replace with 'Planned Corridors' overlay as shown in Attachment #1 - Schedule 1A   City Structure.	Provincial Modification
510.	Schedule 1A – City Structure	Modified to remove from 'Community Areas' overlay and add 'Employment Areas' overlay to lands shown in Attachments #2a – d - Schedule 1A   City Structure.	Regional Conformity
511.	Schedule 1A – City Structure	Modified to add 'Parkway Belt West' base map feature to lands shown in Attachment #3 - Schedule 1A   City Structure	Regional Conformity Clarity and Consistency
512.	Schedule 1A – City Structure	Modified to remove 'Provincial Highways/Goods Movement Corridor' base map feature and add 'Natural Heritage System' designation or 'Employment Area' designation to lands shown in Attachment #4 - Schedule 1A   City Structure.	Provincial Modification
513.	Schedule 2 – Designations	Modified to add 'Provincial Highways/Goods Movement Corridor' to 'Base Map Features' legend. Remove 'Provincial Highways/Goods Movement Corridor' and add 'Natural Heritage System' designation or 'Employment' designation to lands shown in Attachment #5 - Schedule 2   Designations.	Provincial Modification
514.	Schedule 2 – Designations	Modified to add 'Rural Land' designation to legend, remove 'Neighbourhood' designation within the 'Provincial Greenbelt Area' and add 'Rural Land' designation as shown in Attachment #6 - Schedule 2   Designations.	Regional Conformity
515.	Schedule 2 – Designations	Modified to add 'Northwest Brampton Development Area' to lands shown in Attachment #7 - Schedule 2   Designations.	Regional Conformity
516.	Schedule 2 – Designations	Modified to remove existing designations and replace with 'Employment' designation or 'Mixed Use Employment' designation to lands shown in Attachments #8a–e - Schedule 2   Designations.	Regional Conformity
517.	Schedule 3B – Transit Network to 2051	Modified legend classification to 'Potential Future Rapid Transit ( <u>BRT/LRT or Priority Bus</u> <del>es</del> /Züm) (Subject to further study)'. Modified the following as shown in Attachment #9 - Schedule 3B   Transit Network to 2051: <ul style="list-style-type: none"> <li>• Add modified 'Potential Future Rapid Transit (BRT/LRT or Priority Bus/Züm)' classification.</li> <li>• Remove 'Priority Bus or Züm' classification. Add 'Support Corridor' classification and modified 'Potential Future Rapid Transit (BRT/LRT or Priority Bus/Züm)' classification.</li> <li>• Remove 'Higher Order Transit (BRT or LRT)' classification. Add 'Support Corridor' classification and modified 'Potential Future Rapid Transit (BRT/LRT or</li> </ul>	Regional Conformity



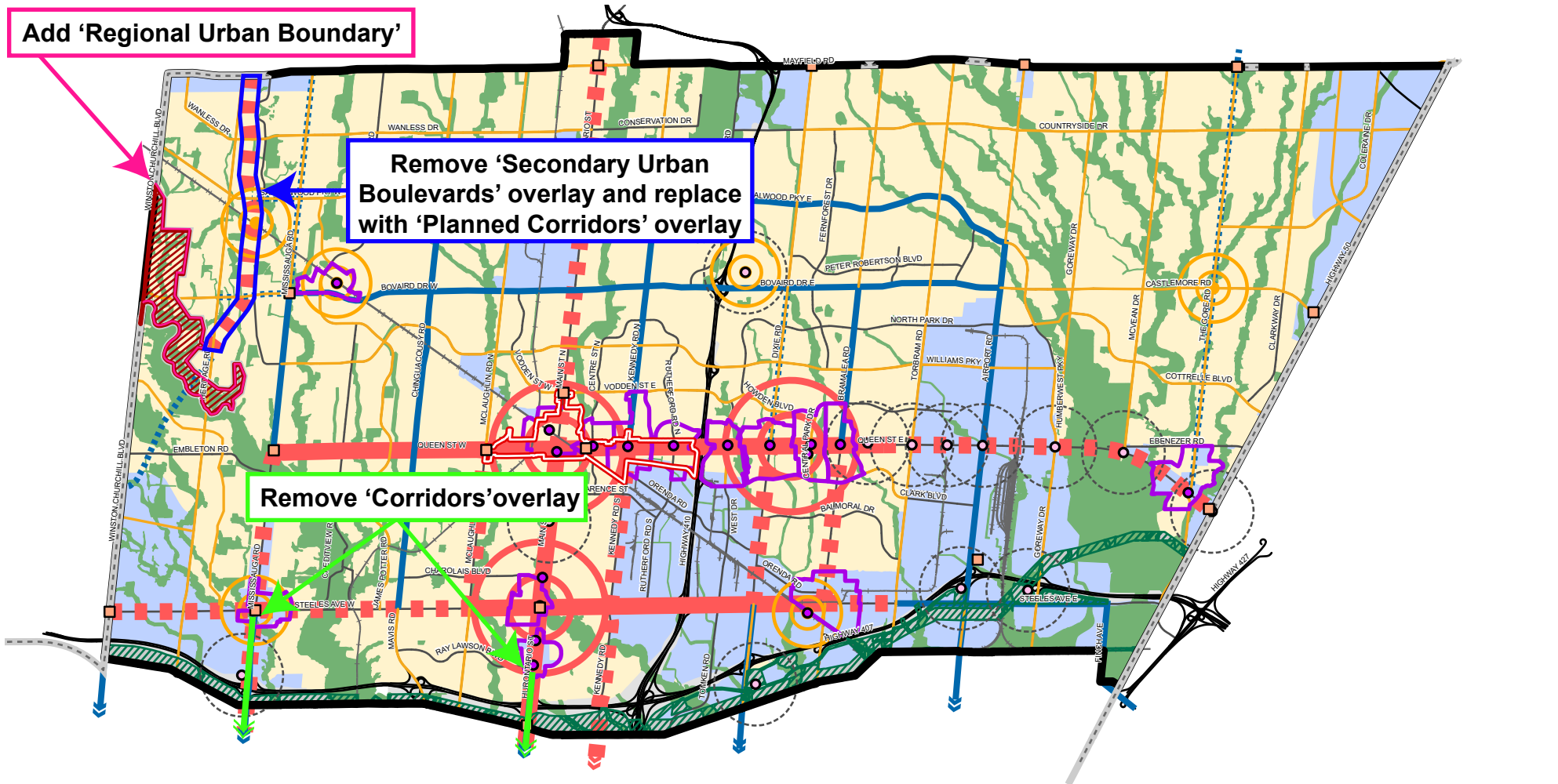
Mod. No.	Brampton OP Section No.	Modification	Justification
		Priority Bus/Züm)' classification. <ul style="list-style-type: none"> <li>Remove 'Higher Order Transit (BRT or LRT)' classification. Add 'Priority Bus or Züm' classification and modified 'Potential Future Rapid Transit (BRT/LRT or Priority Bus/Züm)' classification.</li> </ul>	
518.	Schedule 3C – Streets Network	Modified legend to add 'Future Major Arterial (Regional)' classification. Modified the following streets as shown in Attachment #10 - Schedule 3C   Streets Network: <ul style="list-style-type: none"> <li>Remove from 'Major Arterial (City)' classification and add to 'Major Arterial (Regional)' classification.</li> <li>Add 'Future Major Arterial (Regional)' classification to highlighted streets.</li> <li>Add to 'Major Arterial (Regional)' classification.</li> </ul>	Regional Conformity  Clarity and Consistency
519.	Schedule 3C – Streets Network	Modified to add 'TO 2051' to schedule title and 'Future Major Arterial (City)' classification to legend and streets as shown on Attachment #11 - Schedule 3C   Streets Network.	Clarity and Consistency
520.	Schedule 3C – Streets Network	Modified to add 'Future Minor Arterial' classification to legend and 'Future Minor Arterial' streets as shown in Attachment #12 - Schedule 3C   Streets Network.  Modified to add 'Future Local' classification to legend and add 'Future Local' streets as shown in Attachment #12 - Schedule 3C   Streets Network.	Clarity and Consistency
521.	Schedule 3C – Streets Network	Modified to add 'Future Minor Arterial' classification to legend and add 'Future Minor Arterial' streets as shown in Attachment #13 - Schedule 3C   Streets Network.	Clarity and Consistency
522.	Schedule 5 – Provincial Plans & Policy Areas	Modified to add 'Parkway Belt West' to lands shown in Attachment #14 - Schedule 5   Provincial Plans & Policy Areas.	Regional Conformity  Clarity and Consistency
523.	Schedule 10 – Secondary Plan Areas	Modified to add lands to 'Highway 410 And Steeles' Secondary Plan as shown in Attachment #15 - Schedule 10   Secondary Plan Areas.	Provincial Modification
524.	Schedule 13a – KIT-2 Bramalea GO Land Use Plan	Delete 'Schedule 13a   KIT-2 Bramalea GO Land Use Plan'	Regional Conformity
525.	Schedule 13c – KIT-4 Mount Pleasant Go Land Use	Remove 'Neighbourhood (Low-rise Residential)' designation and add 'Neighbourhood (Mid-rise Residential)' to lands shown in Attachment #16 - Schedule 13c   KIT-4 Mount Pleasant Go Land Use	Brampton Modification
526.	Schedule 13n – Steeles at Mississauga Land Use Plan	Delete Schedule and replace with Attachment #17 - Schedule 13n – Steeles at Mississauga Land Use Plan	Brampton Modification

# Attachment #1 - Schedule 1A | City Structure

Add 'Regional Urban Boundary'

Remove 'Secondary Urban Boulevards' overlay and replace with 'Planned Corridors' overlay

Remove 'Corridors' overlay



**Overlays**

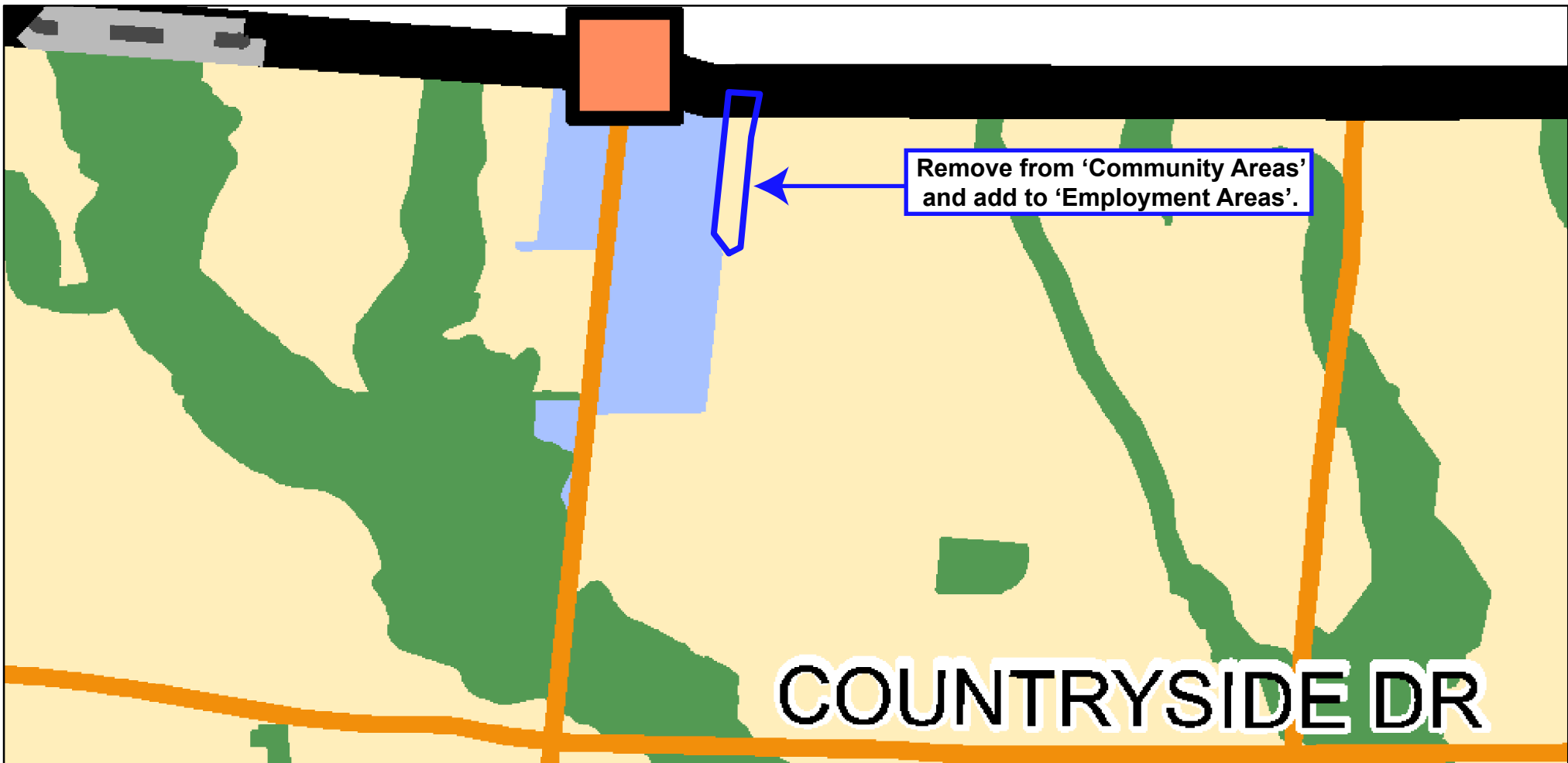
- Employment Areas
- Community Areas
- Natural Heritage System
- Regional Urban Boundary
- Urban Centres
- Town Centres
- Primary Urban Boulevards
- Secondary Urban Boulevards
- Corridors
- Planned Corridors
- Support Corridor
- Transit Station
- Planned Major Transit Station
- Primary Major Transit Station Areas

**Base Map Features**

- Greenbelt Plan - Protected Countryside Area
- Urban Growth Centre
- Gateways
- Railway
- Provincial Highways / Goods Movement Corridors
- Major Streets
- Parkway Belt West



# Attachment #2a - Schedule 1A | City Structure



- Employment Areas
- Community Areas
- Natural Heritage System
- Regional Urban Boundary

**Overlays**

- Urban Centres
- Town Centres
- Primary Urban Boulevards
- Secondary Urban Boulevards

- Corridors
- Planned Corridors
- Support Corridor

- Transit Station
- Planned Major Transit Station
- Primary Major Transit Station Areas

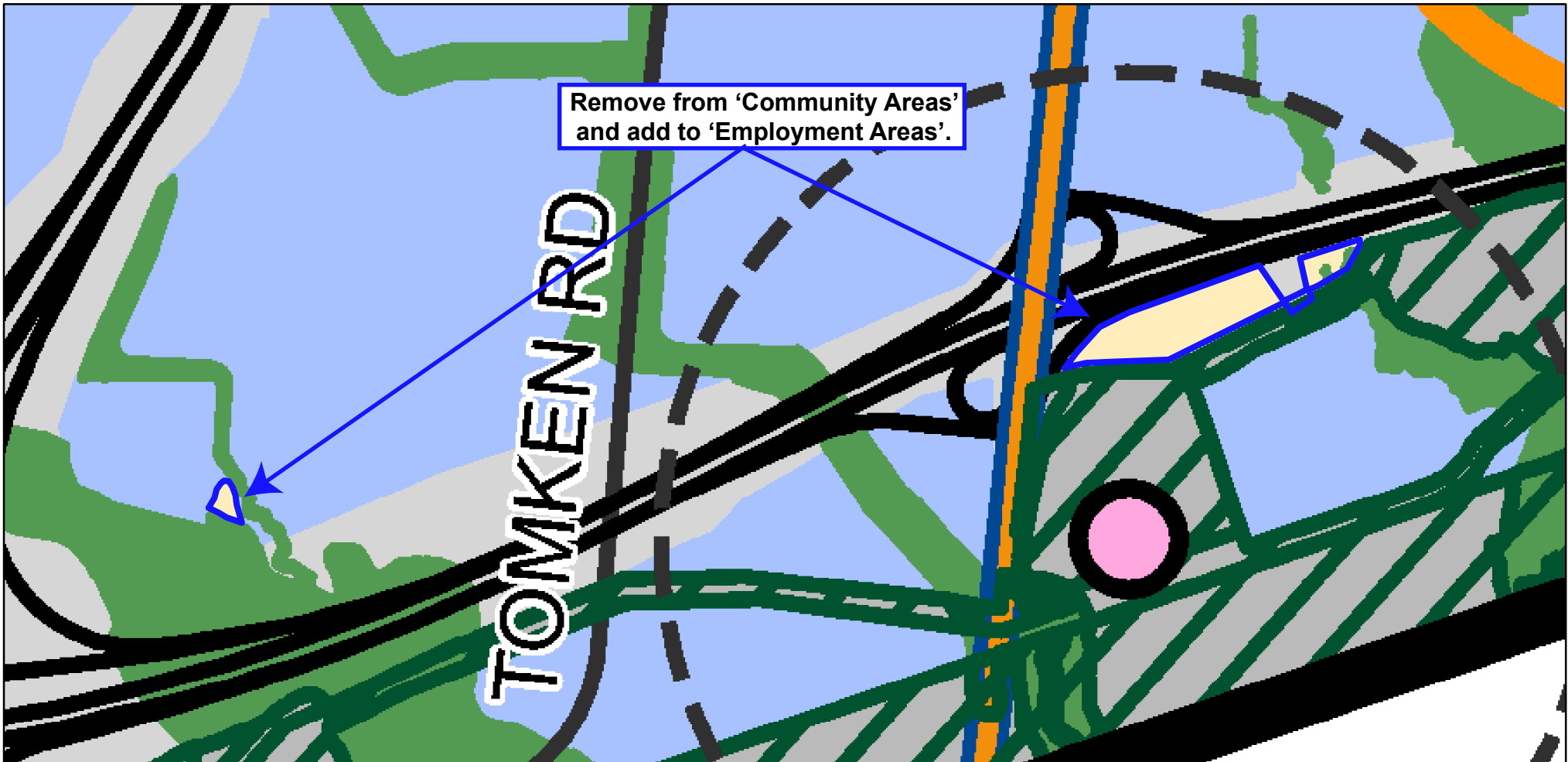
- Greenbelt Plan - Protected Countryside Area
- Urban Growth Centre
- Gateways

**Base Map Features**

- Railway
- Provincial Highways / Goods Movement Corridors
- Major Streets
- Parkway Belt West



# Attachment #2b - Schedule 1A | City Structure

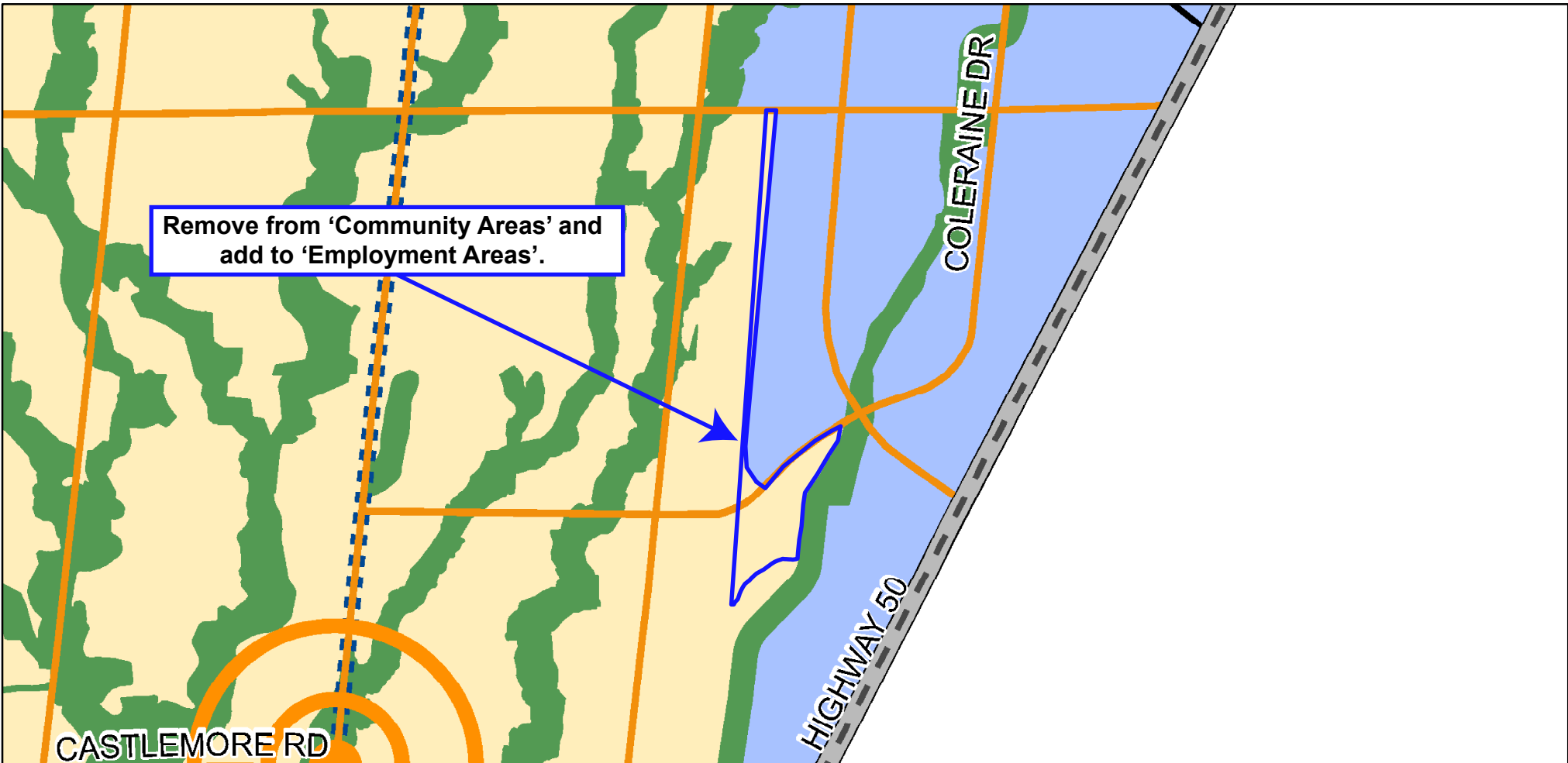


- Overlays**
- Employment Areas
  - Community Areas
  - Natural Heritage System
  - Regional Urban Boundary
  - Urban Centres
  - Town Centres
  - Primary Urban Boulevards
  - Secondary Urban Boulevards
  - Corridors
  - Planned Corridors
  - Support Corridor
  - Transit Station
  - Planned Major Transit Station
  - Primary Major Transit Station Areas

- Base Map Features**
- Greenbelt Plan - Protected Countryside Area
  - Urban Growth Centre
  - Gateways
  - Railway
  - Provincial Highways / Goods Movement Corridors
  - Major Streets
  - Parkway Belt West



# Attachment #2c - Schedule 1A | City Structure

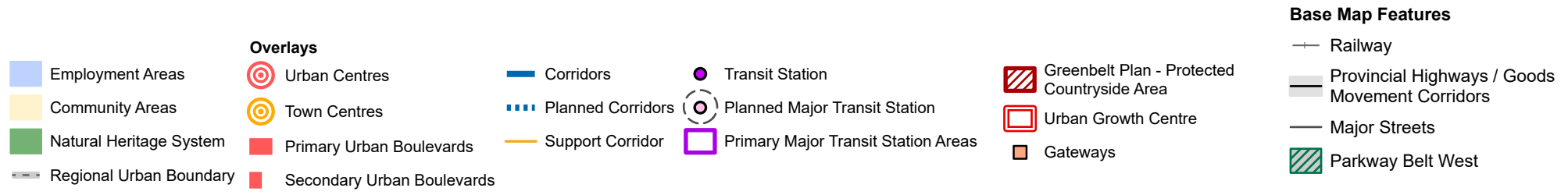
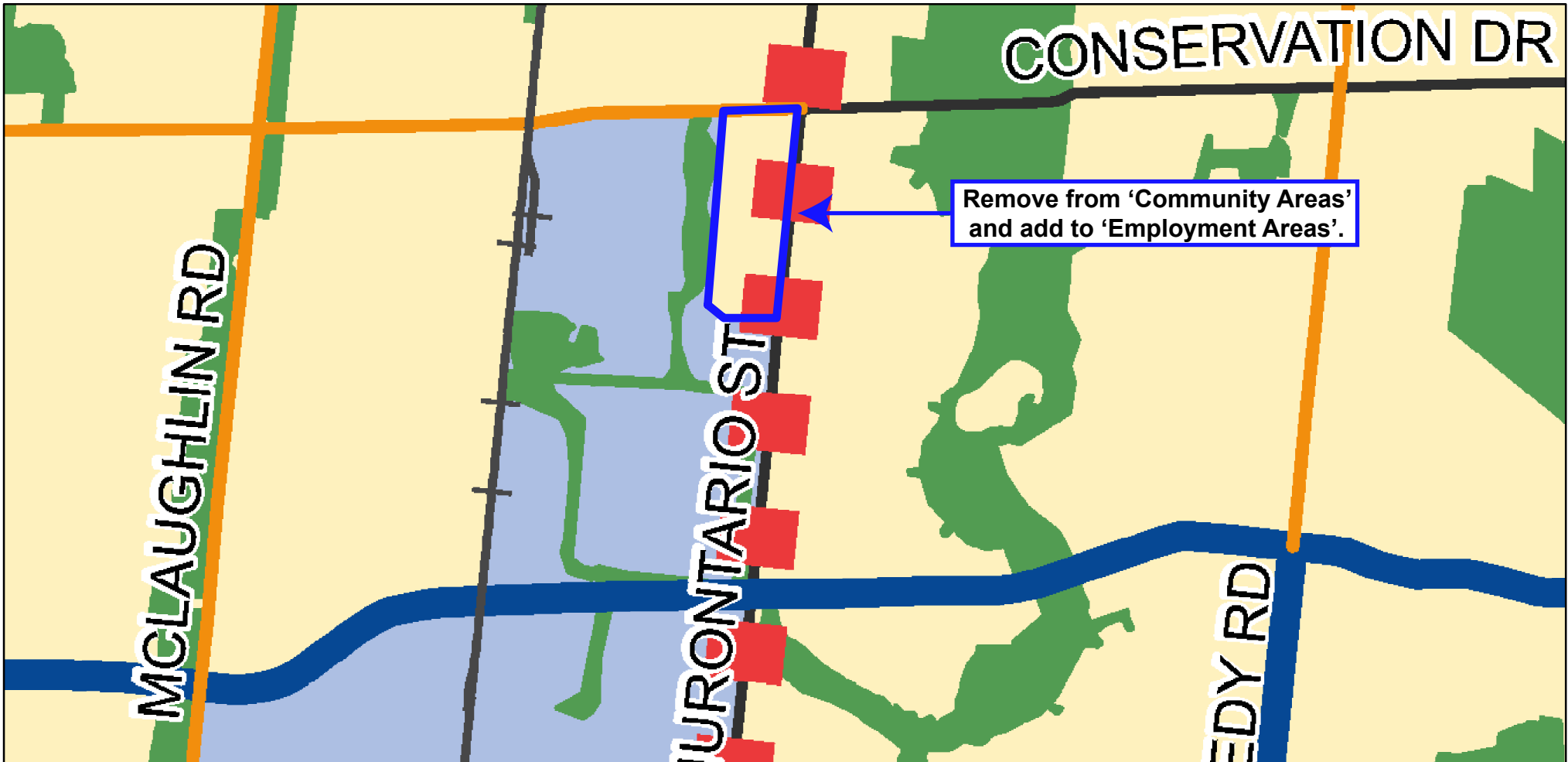


- |                         |                            |                   |                                     |
|-------------------------|----------------------------|-------------------|-------------------------------------|
| Employment Areas        | <b>Overlays</b>            | Corridors         | Transit Station                     |
| Community Areas         | Urban Centres              | Planned Corridors | Planned Major Transit Station       |
| Natural Heritage System | Town Centres               | Support Corridor  | Primary Major Transit Station Areas |
| Regional Urban Boundary | Primary Urban Boulevards   |                   |                                     |
|                         | Secondary Urban Boulevards |                   |                                     |

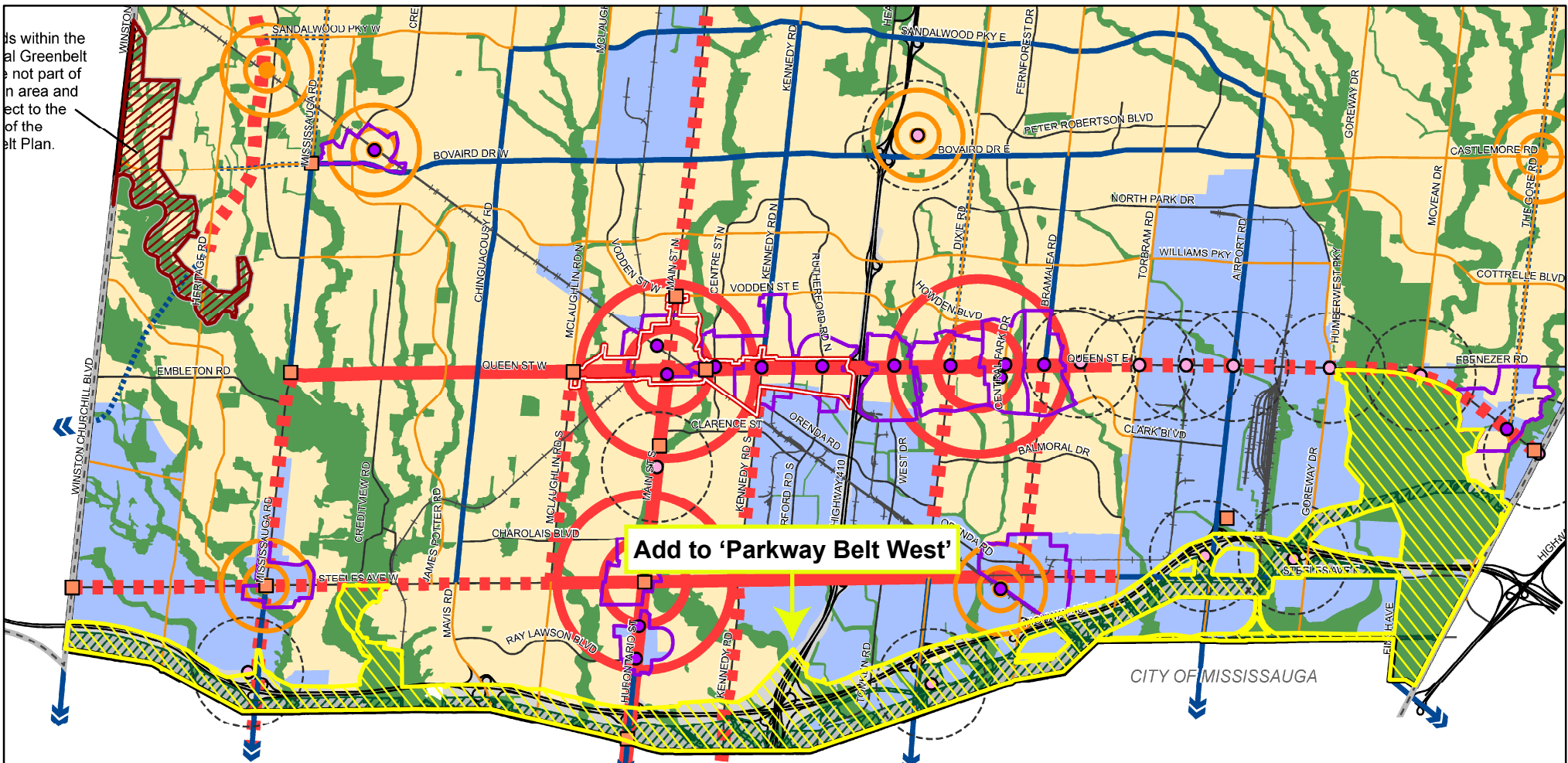
- Base Map Features**
- Railway
  - Provincial Highways / Goods Movement Corridors
  - Major Streets
  - Parkway Belt West
  - Greenbelt Plan - Protected Countryside Area
  - Urban Growth Centre
  - Gateways



# Attachment #2d - Schedule 1A | City Structure



# Attachment #3 - Schedule 1A | City Structure



**Add to 'Parkway Belt West'**

- Employment Areas
- Community Areas
- Natural Heritage System
- Regional Urban Boundary

- Overlays**
- Urban Centres
  - Town Centres
  - Primary Urban Boulevards
  - Secondary Urban Boulevards

- Corridors
- Planned Corridors
- Support Corridor

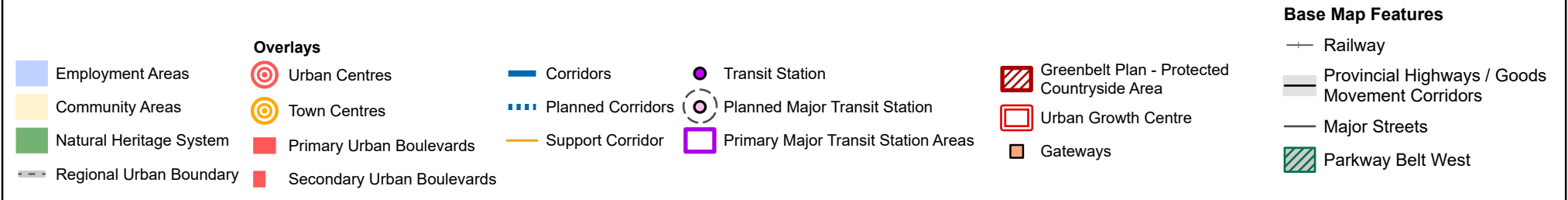
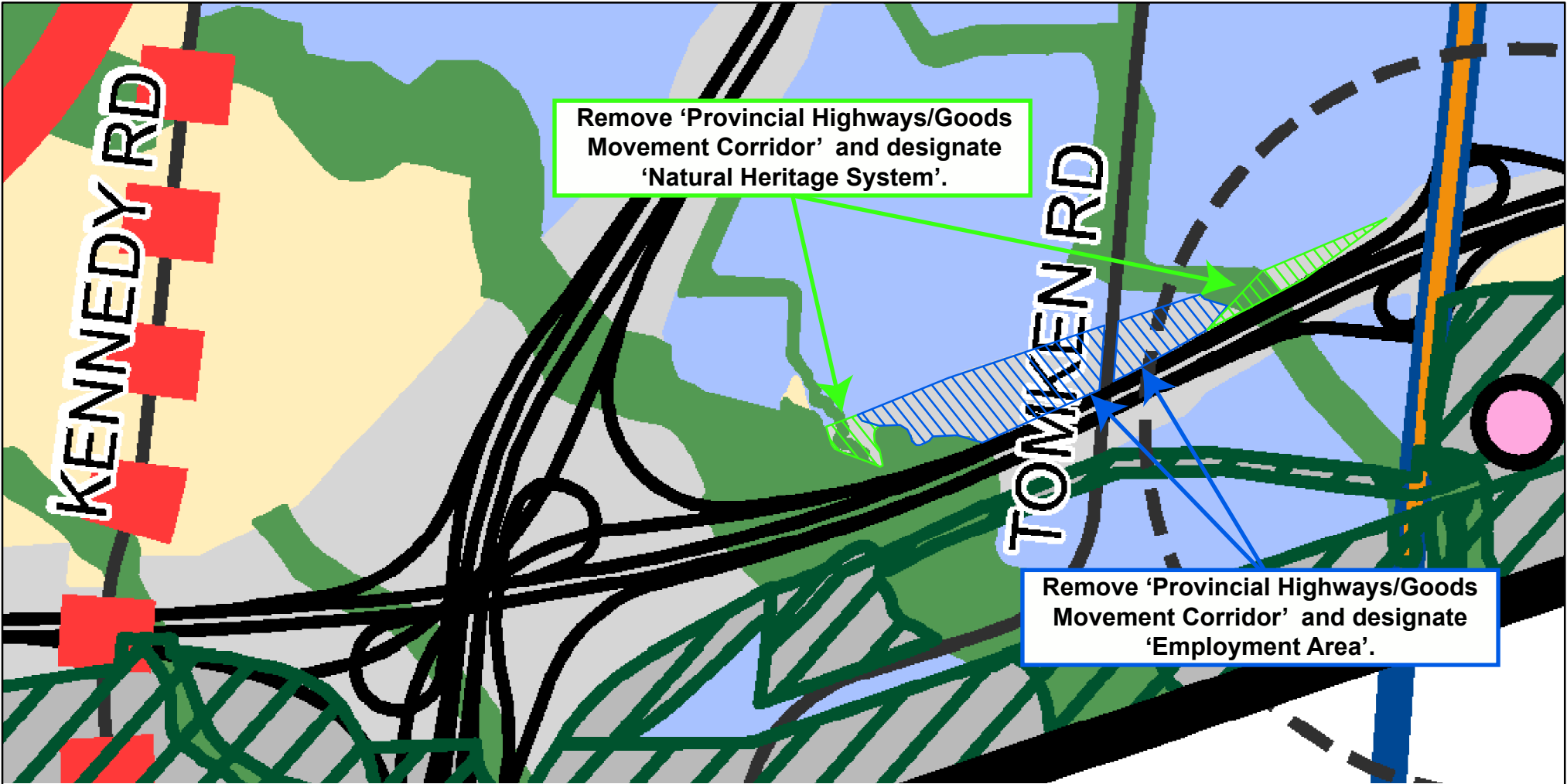
- Transit Station
- Planned Major Transit Station
- Primary Major Transit Station Areas

- Greenbelt Plan - Protected Countryside Area
- Urban Growth Centre
- Gateways

- Base Map Features**
- Railway
  - Provincial Highways / Goods Movement Corridors
  - Major Streets
  - Parkway Belt West

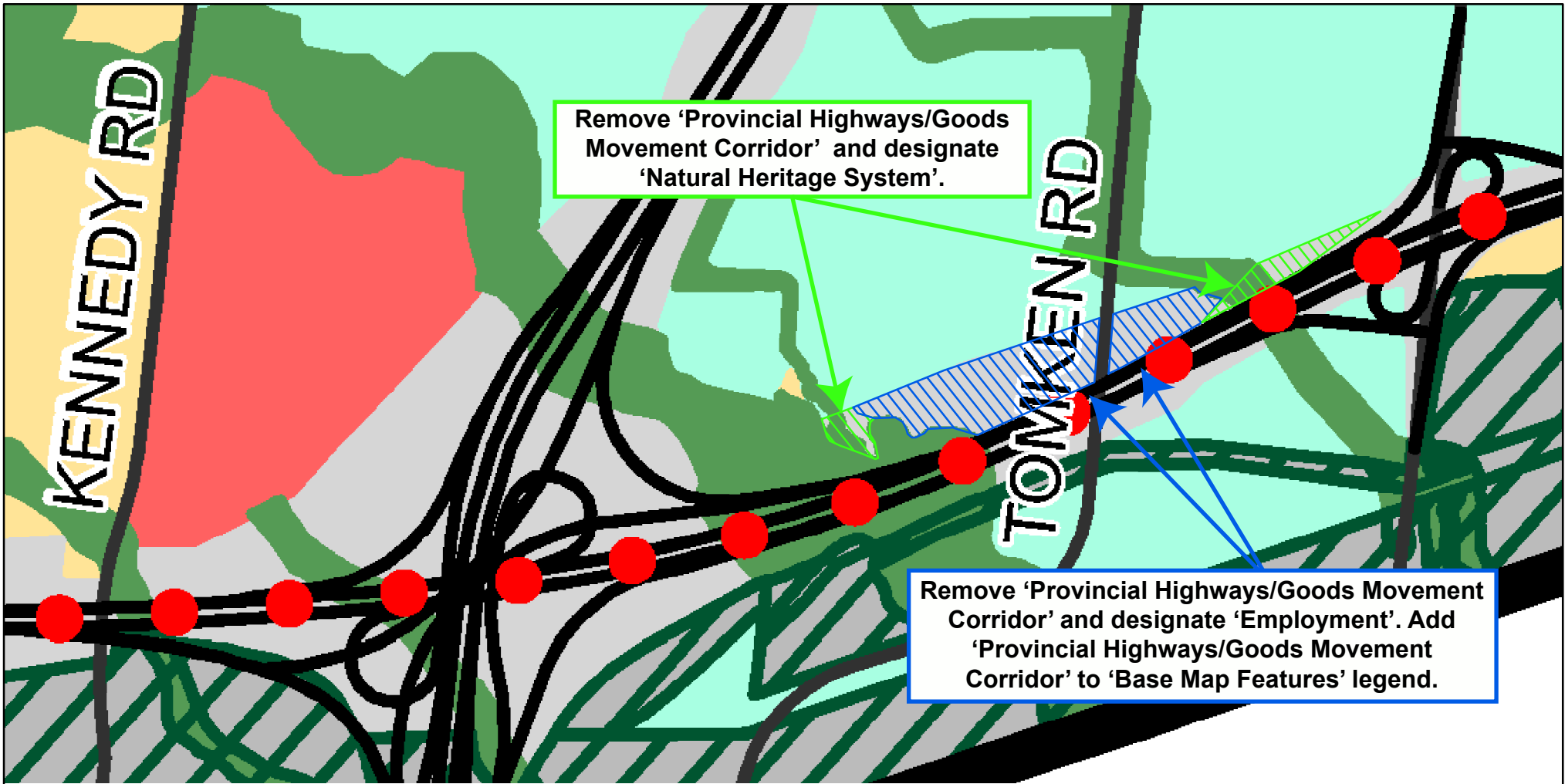


# Attachment #4 - Schedule 1A | City Structure





# Attachment #5 - Schedule 2 | Designations



### Designations

- Mixed Use
- Neighbourhoods
- Employment
- Mixed-Use Employment

- Natural Heritage System
- Parkway Belt West

### Overlays

- Lester B. Pearson International Airport (LBPIA) Operating Area
- Greenbelt Plan
- TransCanada Pipeline

- Heritage Heights Secondary Plan Area
- North West Brampton Development Area

### Base Map Features

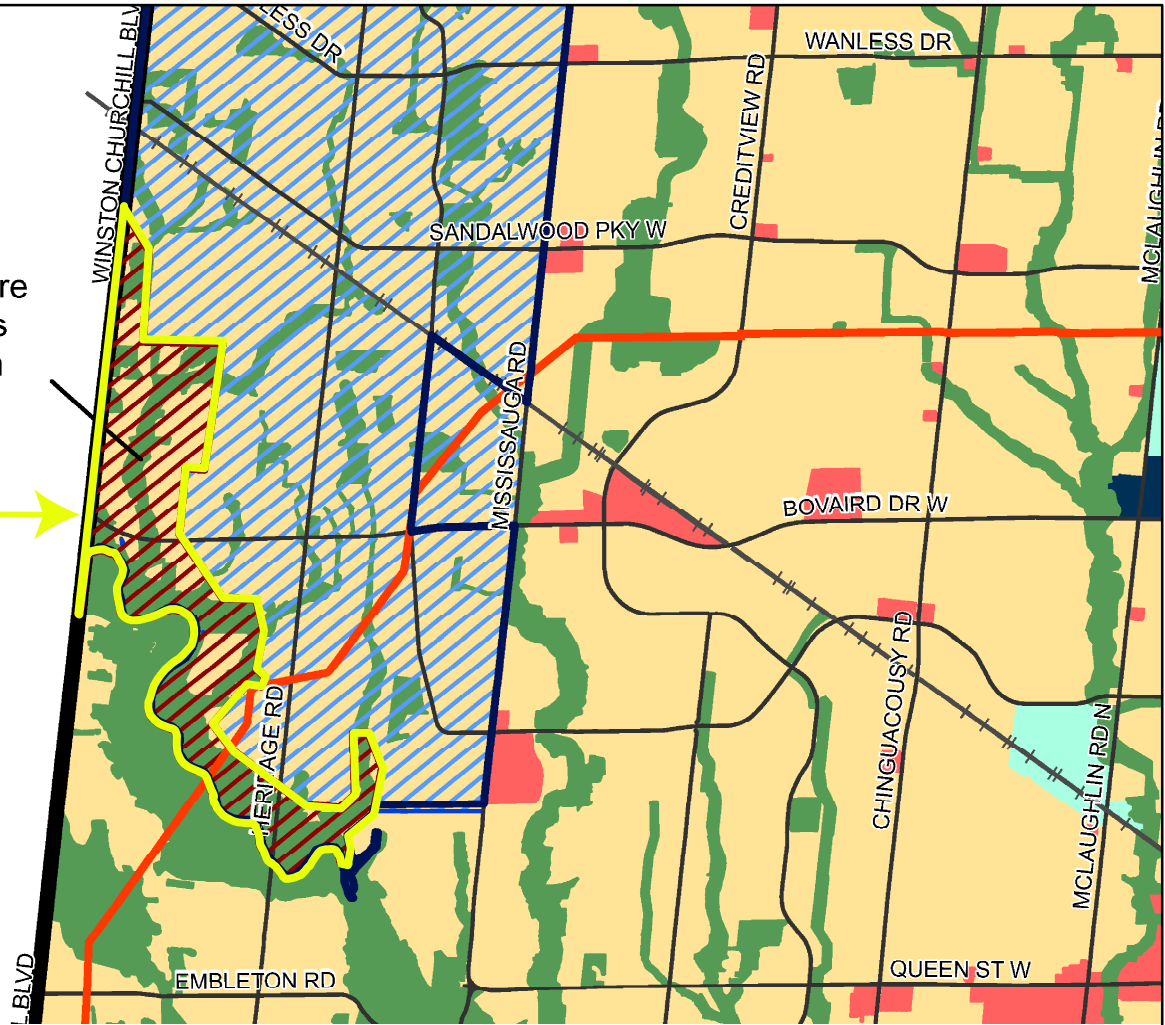
- Railway
- Highway
- Major Streets



# Attachment #6 - Schedule 2 | Designations

Any lands within the Provincial Greenbelt Area are not part of the urban area and are subject to the policies of the Greenbelt Plan

**Remove 'Neighbourhood' designation and designate as 'Rural Land'. Add 'Rural Land' designation to legend.**



**Designations**

- Mixed Use
- Neighbourhoods
- Employment
- Mixed-Use Employment

- Natural Heritage System
- Parkway Belt West

**Overlays**

- Lester B. Pearson International Airport (LBPIA) Operating Area
- Greenbelt Plan
- TransCanada Pipeline

- Heritage Heights Secondary Plan Area
- North West Brampton Development Area

**Base Map Features**

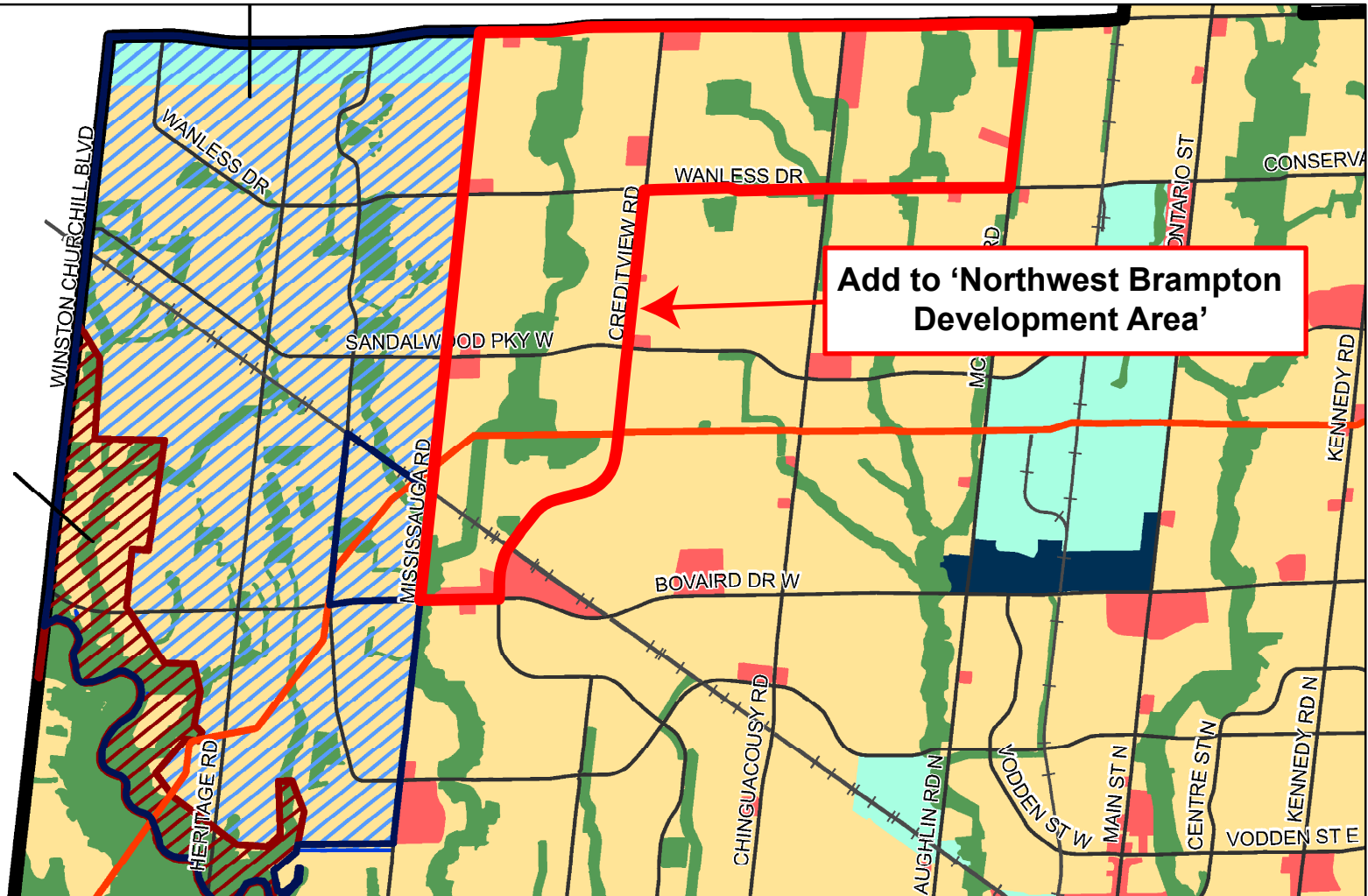
- Railway
- Highway
- Major Streets



# Attachment #7 - Schedule 2 | Designations

TOWN OF HALTON HILLS

Any lands within the Provincial Greenbelt Area are not part of the urban area and are subject to the policies of the Greenbelt Plan



**Add to 'Northwest Brampton Development Area'**

**Designations**

- Mixed Use
- Neighbourhoods
- Employment
- Mixed-Use Employment

- Natural Heritage System
- Parkway Belt West

**Overlays**

- Lester B. Pearson International Airport (LBPIA) Operating Area
- Greenbelt Plan
- TransCanada Pipeline

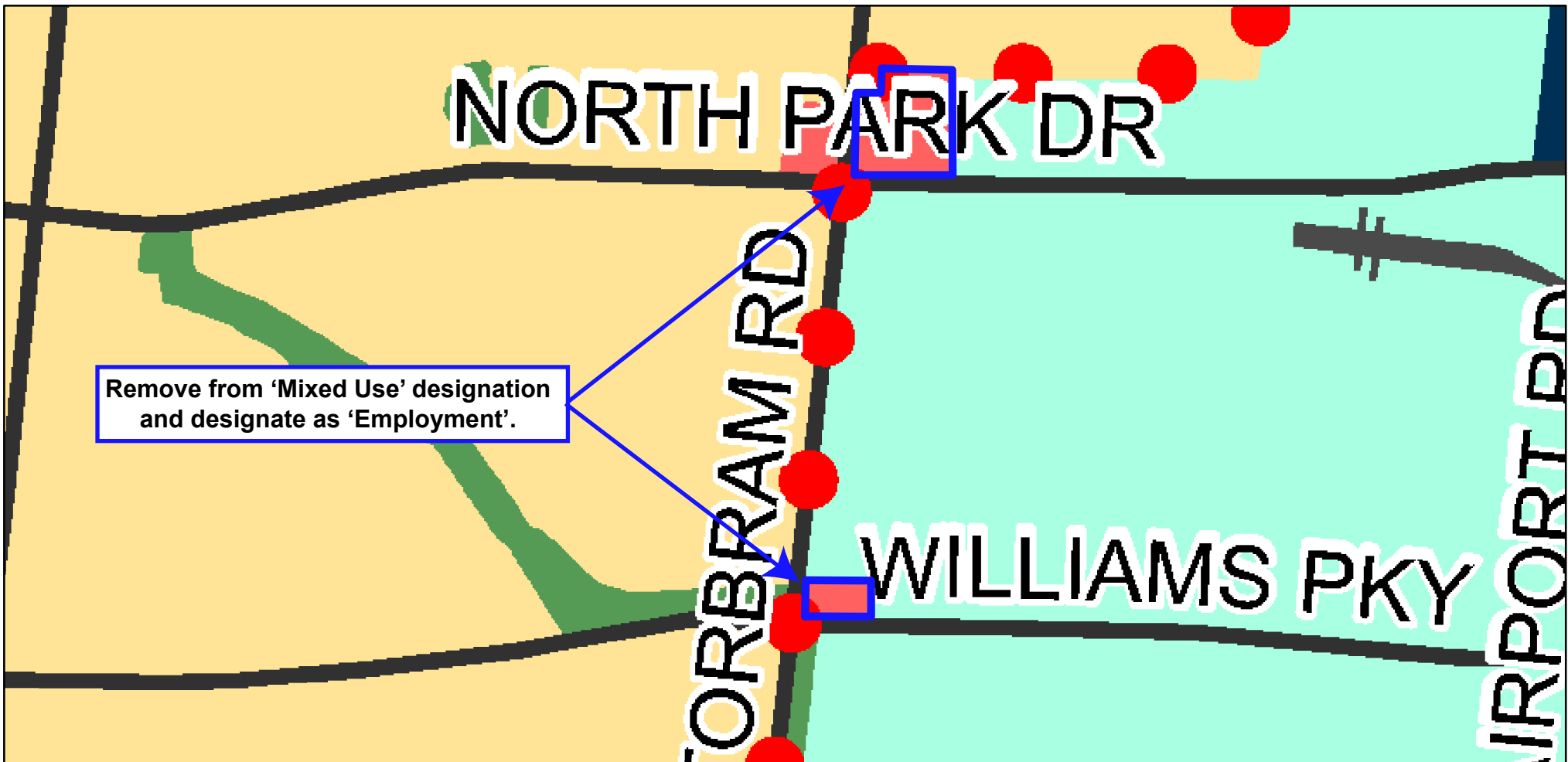
- Heritage Heights Secondary Plan Area
- North West Brampton Development Area

**Base Map Features**

- Railway
- Highway
- Major Streets



# Attachment #8a - Schedule 2 | Designations



### Designations

- Mixed Use
- Neighbourhoods
- Employment
- Mixed-Use Employment

- Natural Heritage System
- Parkway Belt West

### Overlays

- Lester B. Pearson International Airport (LBPIA) Operating Area
- Greenbelt Plan
- TransCanada Pipeline

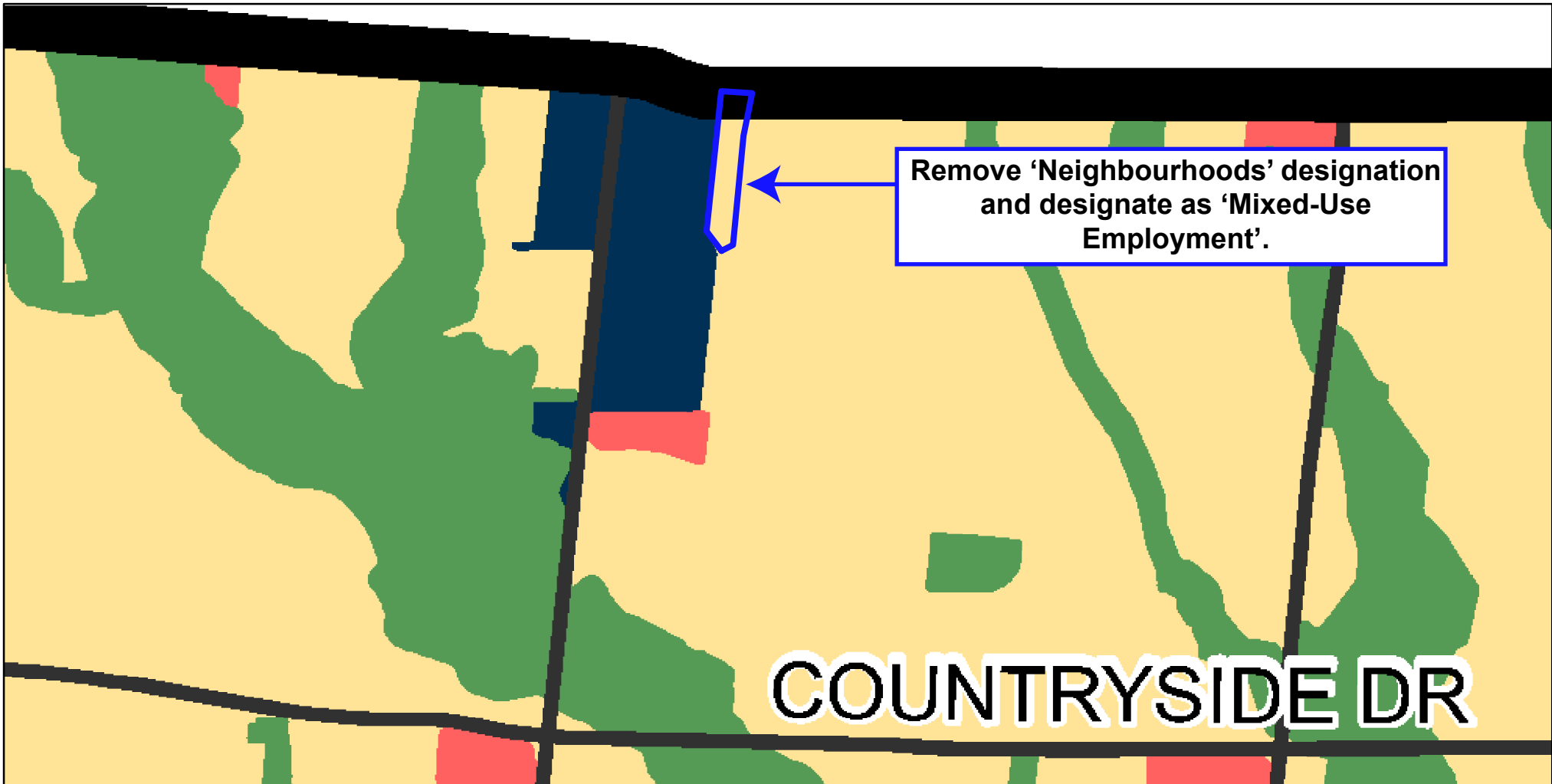
- Heritage Heights Secondary Plan Area
- North West Brampton Development Area

### Base Map Features

- Railway
- Highway
- Major Streets



# Attachment #8b - Schedule 2 | Designations



### Designations

- Mixed Use
- Neighbourhoods
- Employment
- Mixed-Use Employment

- Natural Heritage System
- Parkway Belt West

### Overlays

- Lester B. Pearson International Airport (LBPIA) Operating Area
- Greenbelt Plan
- TransCanada Pipeline

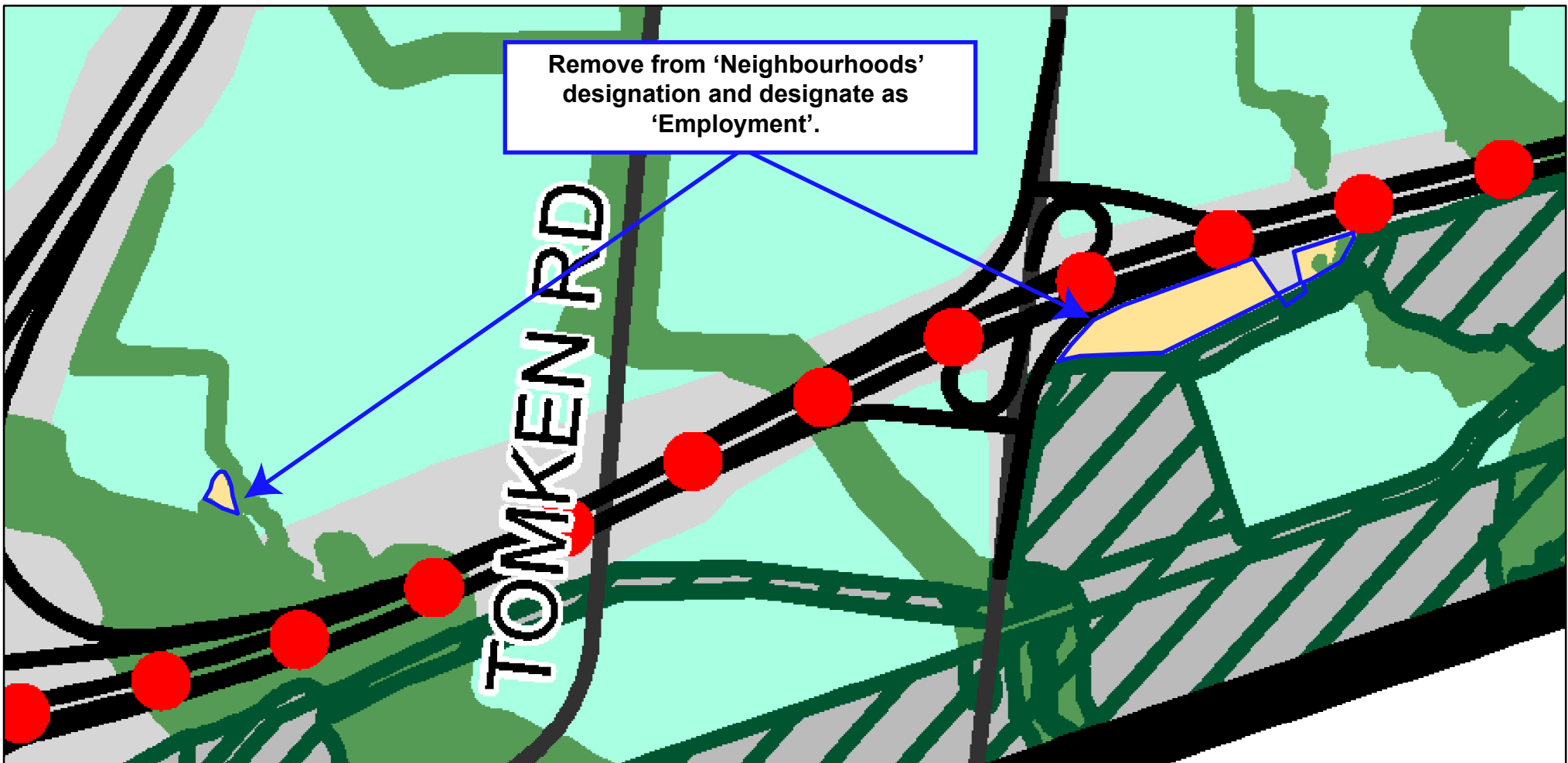
- Heritage Heights Secondary Plan Area
- North West Brampton Development Area

### Base Map Features

- Railway
- Highway
- Major Streets



# Attachment #8c - Schedule 2 | Designations



**Designations**

- Mixed Use
- Neighbourhoods
- Employment
- Mixed-Use Employment

- Natural Heritage System
- Parkway Belt West

**Overlays**

- Lester B. Pearson International Airport (LBPIA) Operating Area
- Greenbelt Plan
- TransCanada Pipeline

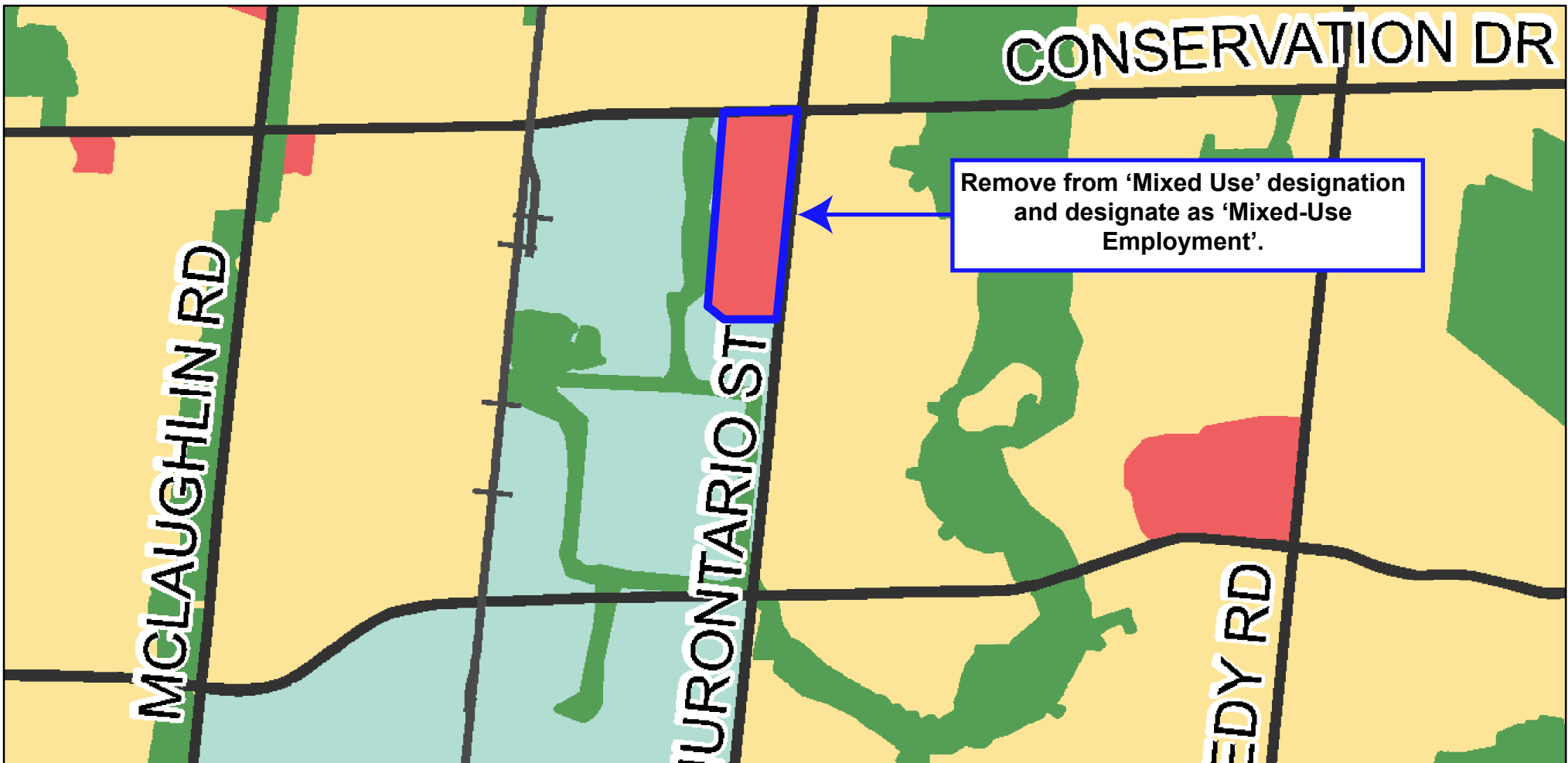
- Heritage Heights Secondary Plan Area
- North West Brampton Development Area

**Base Map Features**

- Railway
- Highway
- Major Streets



# Attachment #8d - Schedule 2 | Designations



**Designations**

- Mixed Use
- Neighbourhoods
- Employment
- Mixed-Use Employment

- Natural Heritage System
- Parkway Belt West

**Overlays**

- Lester B. Pearson International Airport (LBPIA) Operating Area
- Greenbelt Plan
- TransCanada Pipeline

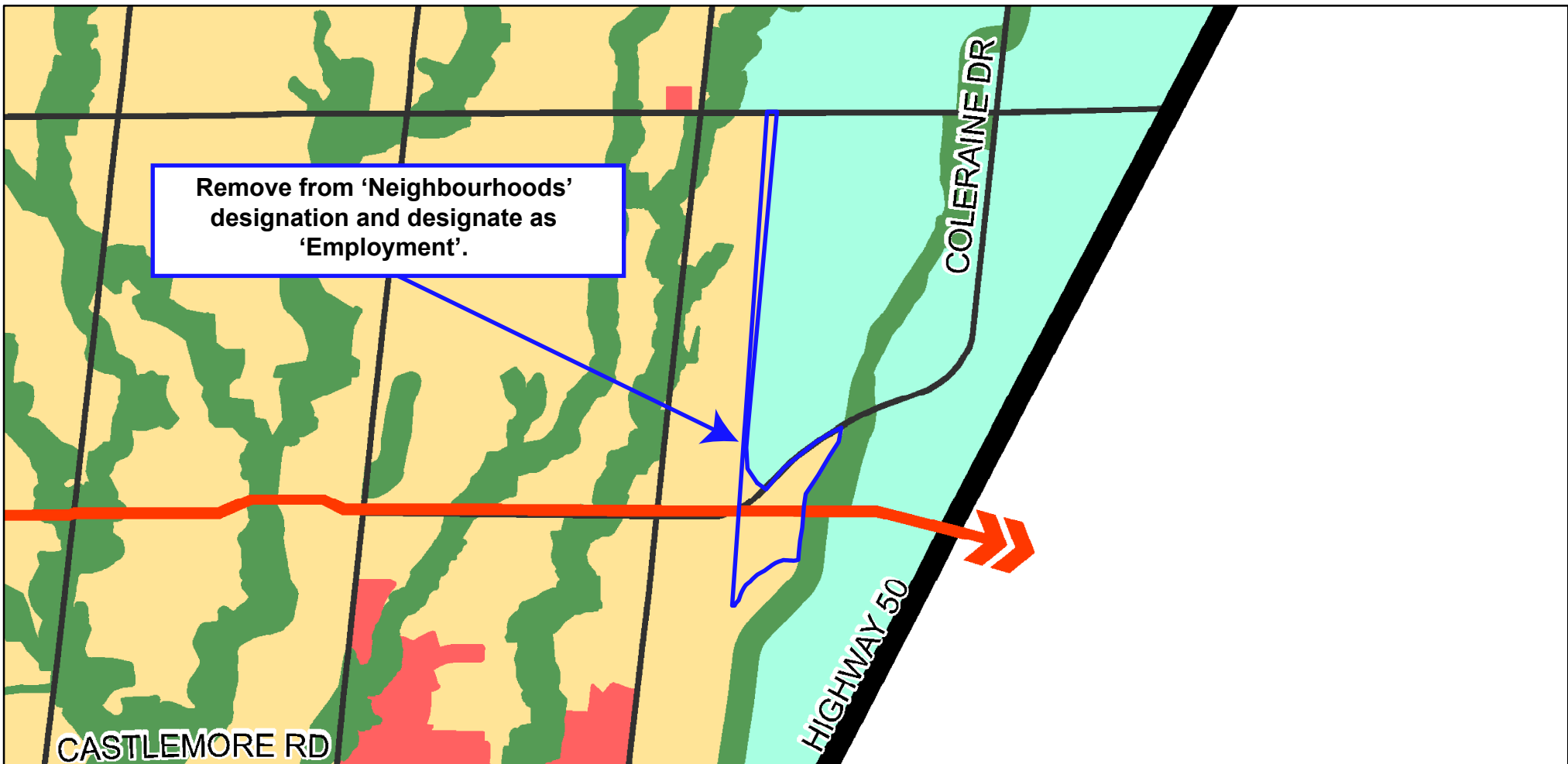
- Heritage Heights Secondary Plan Area
- North West Brampton Development Area

**Base Map Features**

- Railway
- Highway
- Major Streets



# Attachment #8e - Schedule 2 | Designations



**Designations**

- Mixed Use
- Neighbourhoods
- Employment
- Mixed-Use Employment

- Natural Heritage System
- Parkway Belt West

**Overlays**

- Lester B. Pearson International Airport (LBPIA) Operating Area
- Greenbelt Plan
- TransCanada Pipeline

- Heritage Heights Secondary Plan Area
- North West Brampton Development Area

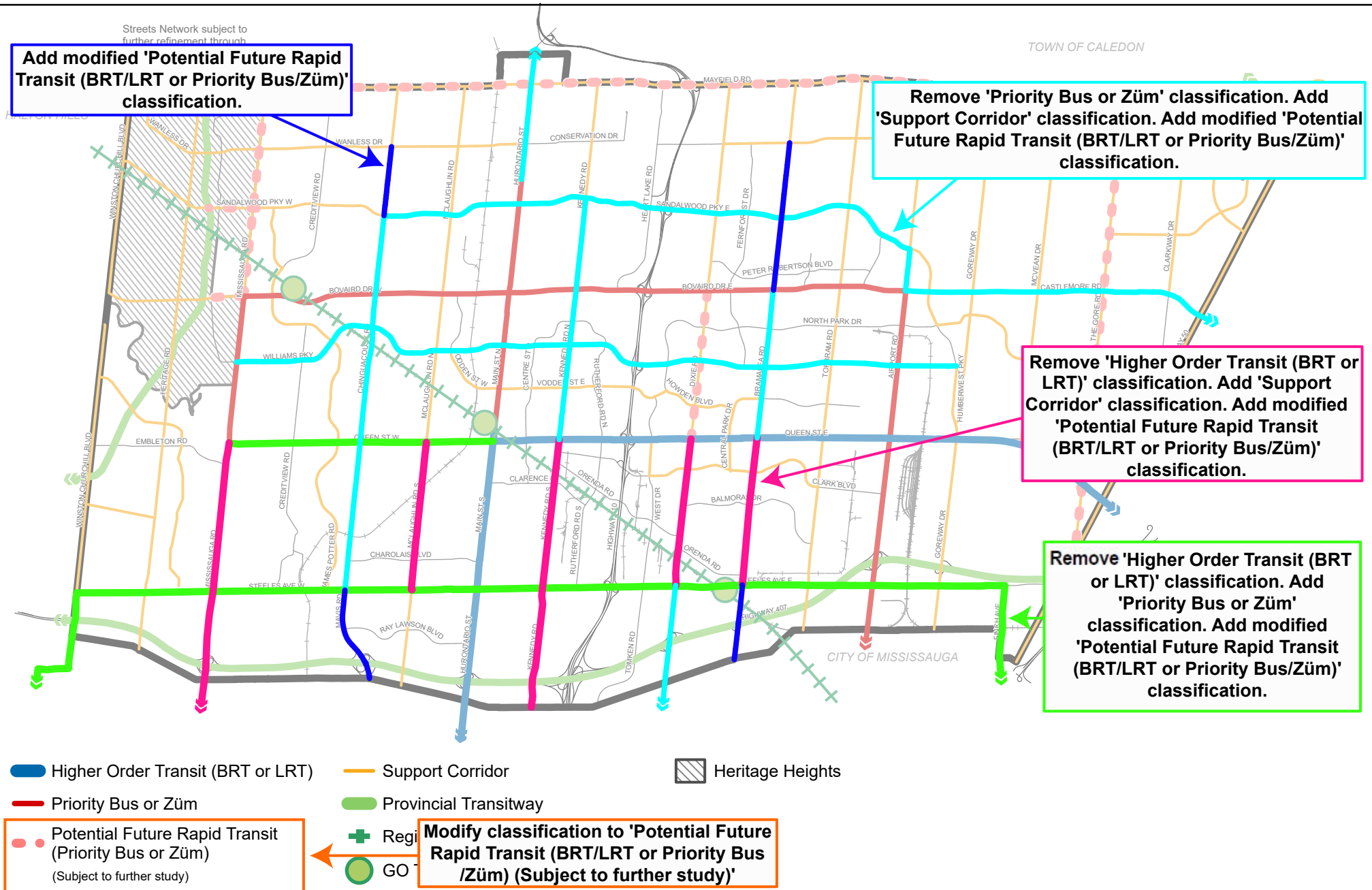
**Base Map Features**

- Railway
- Highway
- Major Streets

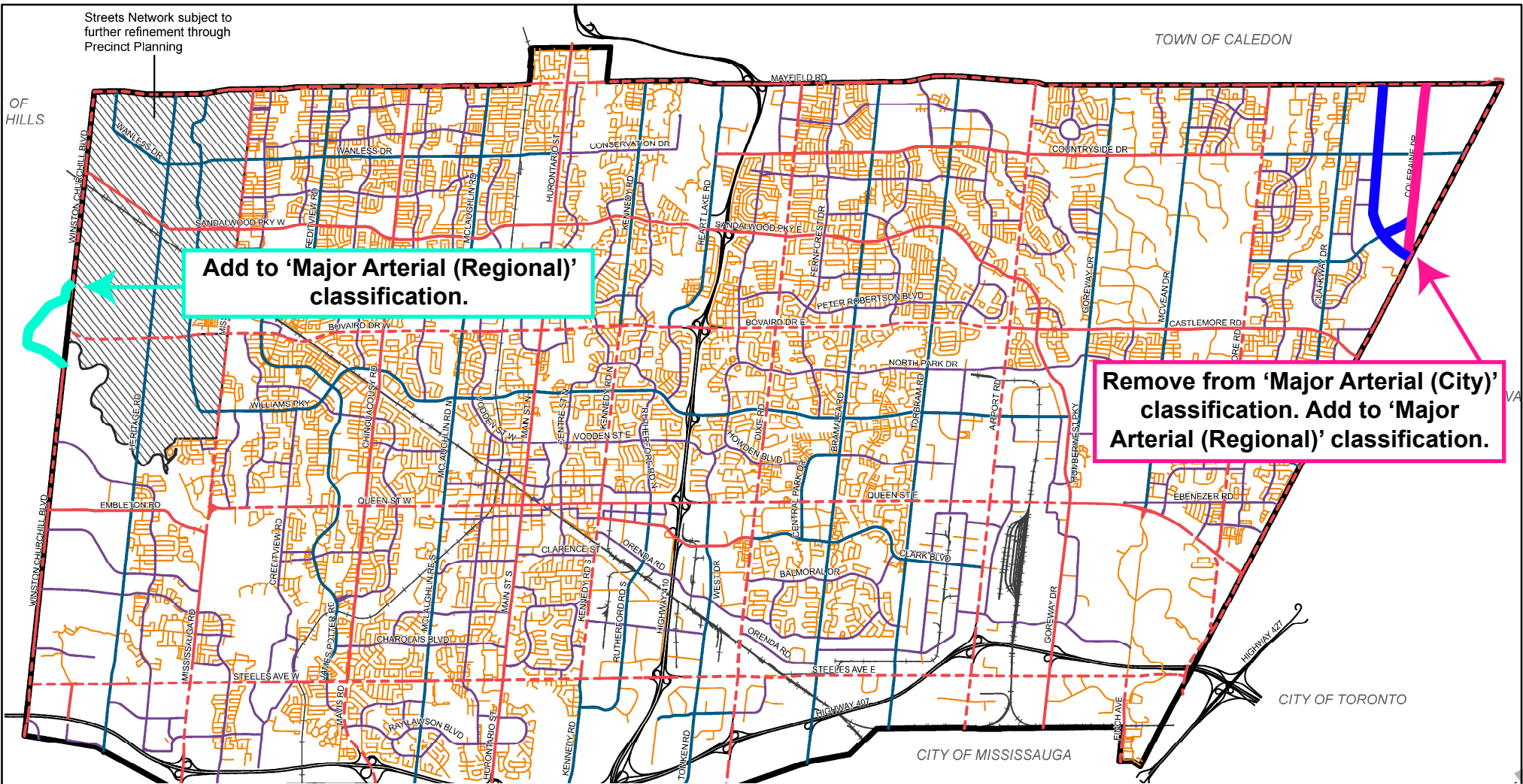




# Attachments #9 - Schedule 3B | Transit Network to 2051



# Attachment #10 - Schedule 3C | Streets Network

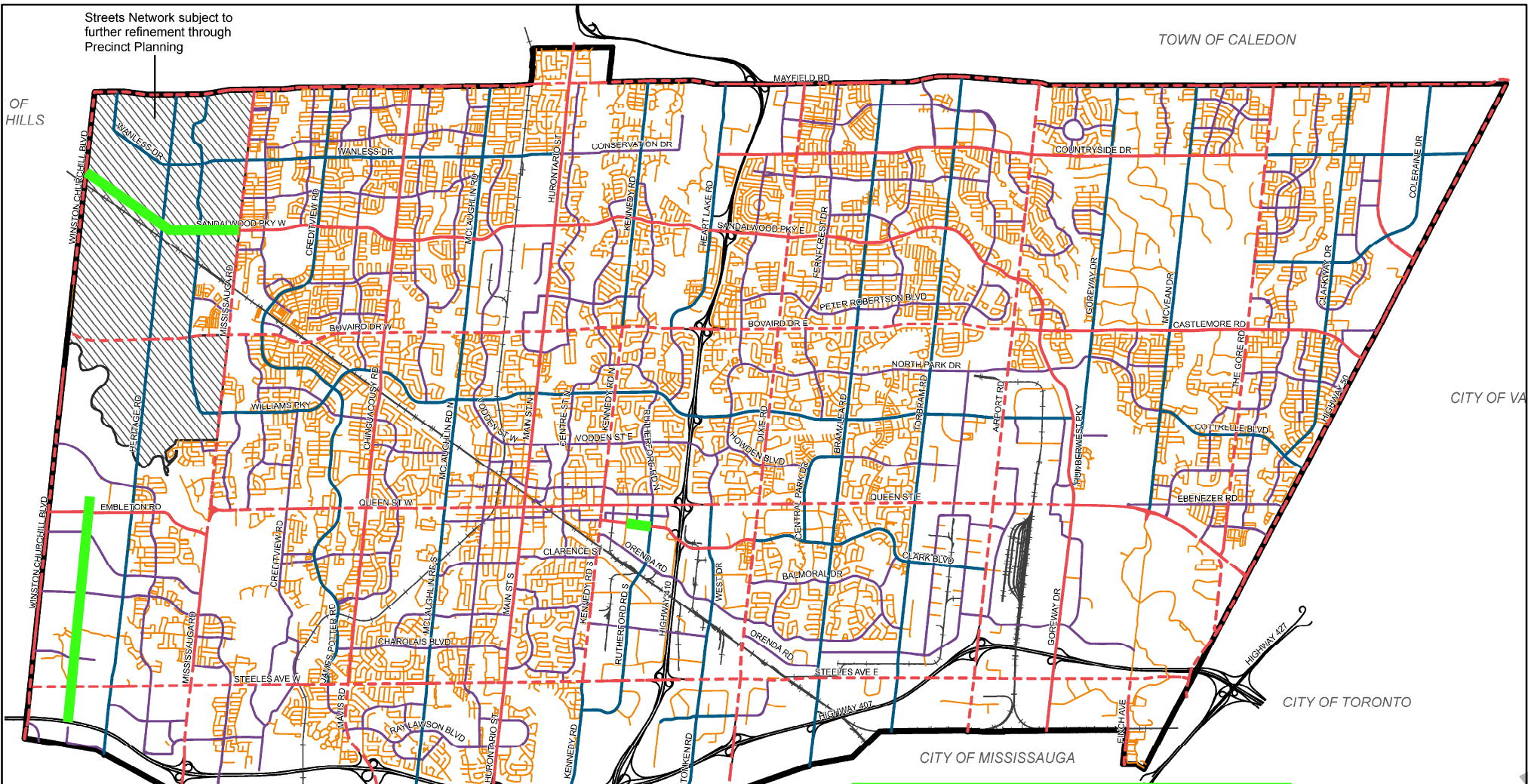


### Functional Street Classification

- Major Arterial (City)
- - - Major Arterial (Regional)
- Minor Arterial
- Collector
- Local
- Heritage Heights
- Future Major Arterial (Regional)



# Attachment #11 - Schedule 3C | Streets Network



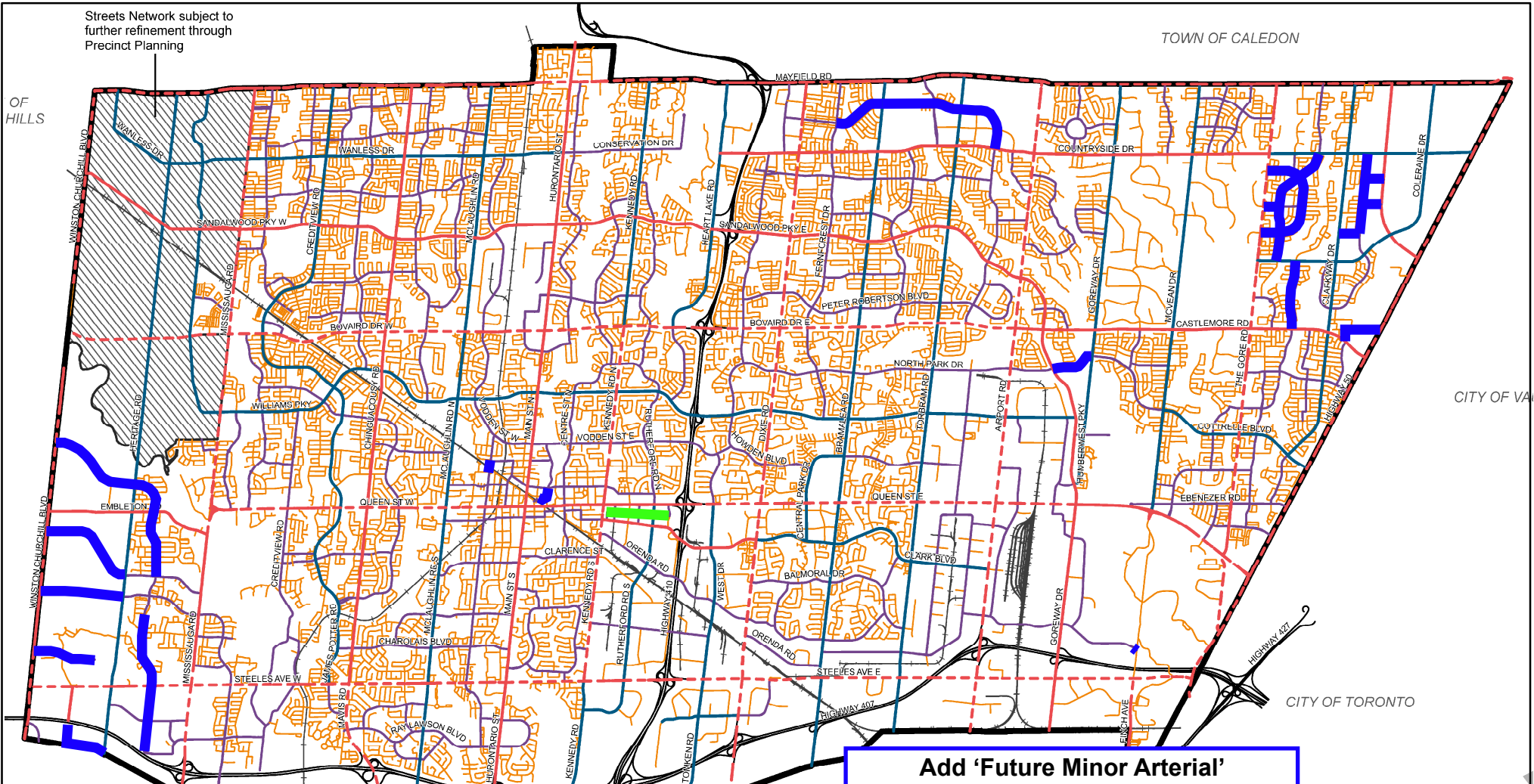
**Functional Street Classification**

- Major Arterial (City)
- - - Major Arterial (Regional)
- Minor Arterial
- Collector
- Local
- Heritage Heights
- Future Major Arterial (City)

**Add 'Future Major Arterial (City)' classification to legend. Add 'Future Major Arterial (City)' classification to highlighted streets.**

**Add 'TO 2051' to schedule title**

# Attachment #12 - Schedule 3C | Streets Network



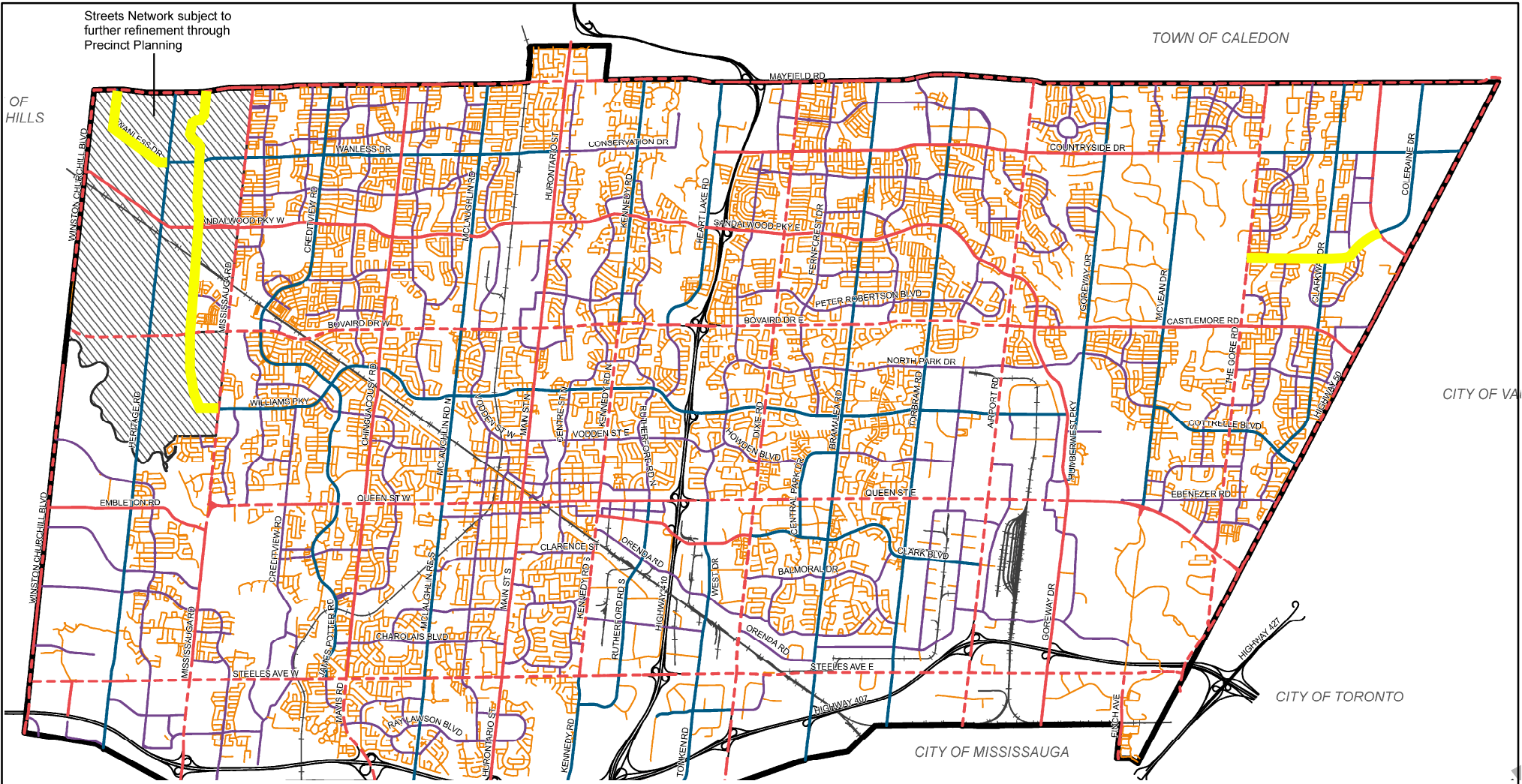
**Functional Street Classification**

- Major Arterial (City)
- - - Major Arterial (Regional)
- Minor Arterial
- Collector
- Local
- Heritage Heights
- **Future Minor Arterial**
- **Future Local**

**Add 'Future Minor Arterial' classification to legend. Add 'Future Minor Arterial' to highlighted streets.**

**Add 'Future Local' classification to legend. Add 'Future Local' to highlighted streets.**

# Attachment #13 - Schedule 3C | Streets Network

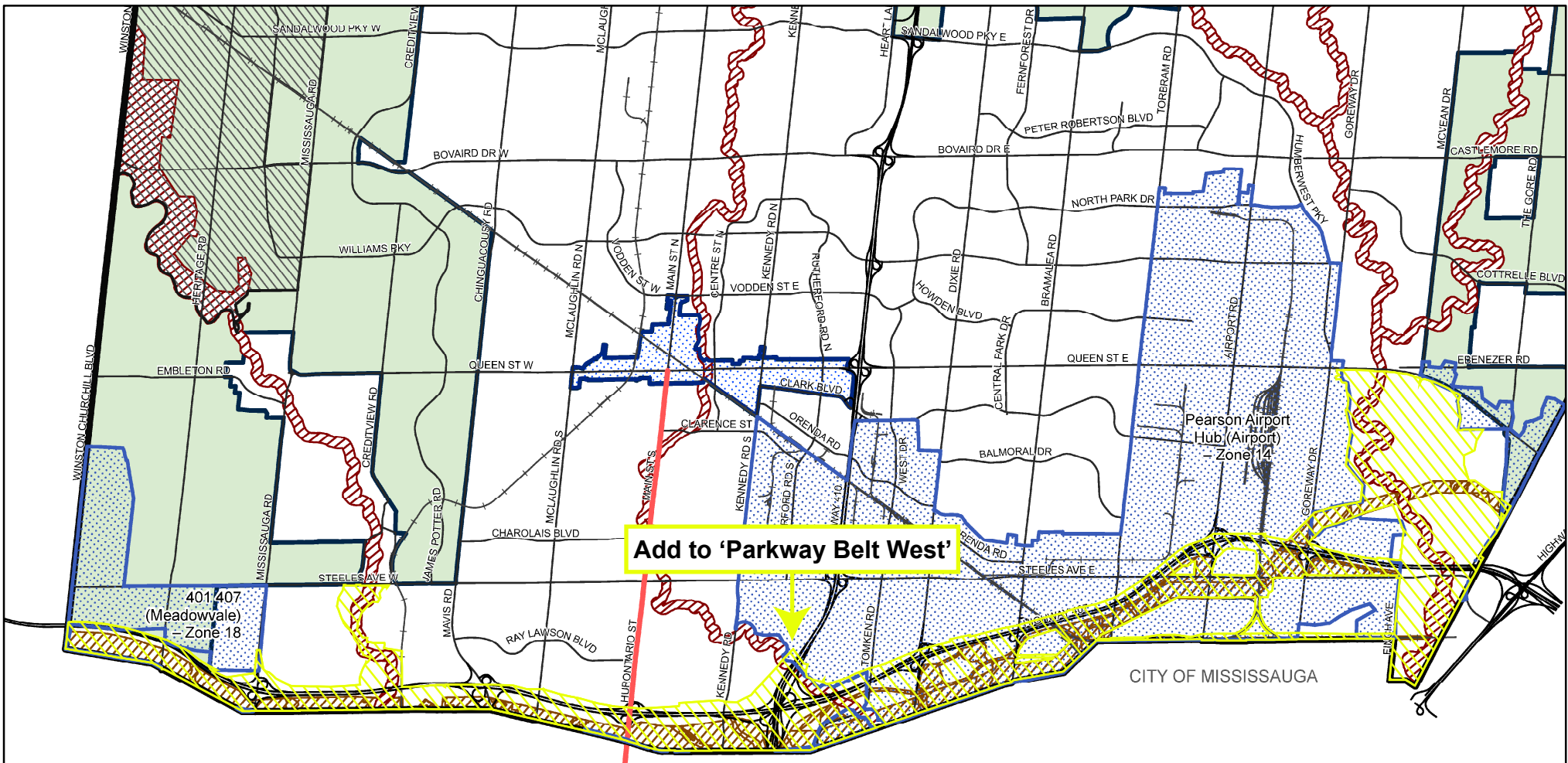


**Functional Street Classification**

- Major Arterial (City)
- - - Major Arterial (Regional)
- Minor Arterial
- Collector
- Local
- Heritage Heights
- Future Minor Arterial

**Add 'Future Minor Arterial' classification to legend. Add 'Future Minor Arterial' to highlighted streets.**

# Attachment #14 - Schedule 5 | Provincial Plans & Policy Areas



Add to 'Parkway Belt West'

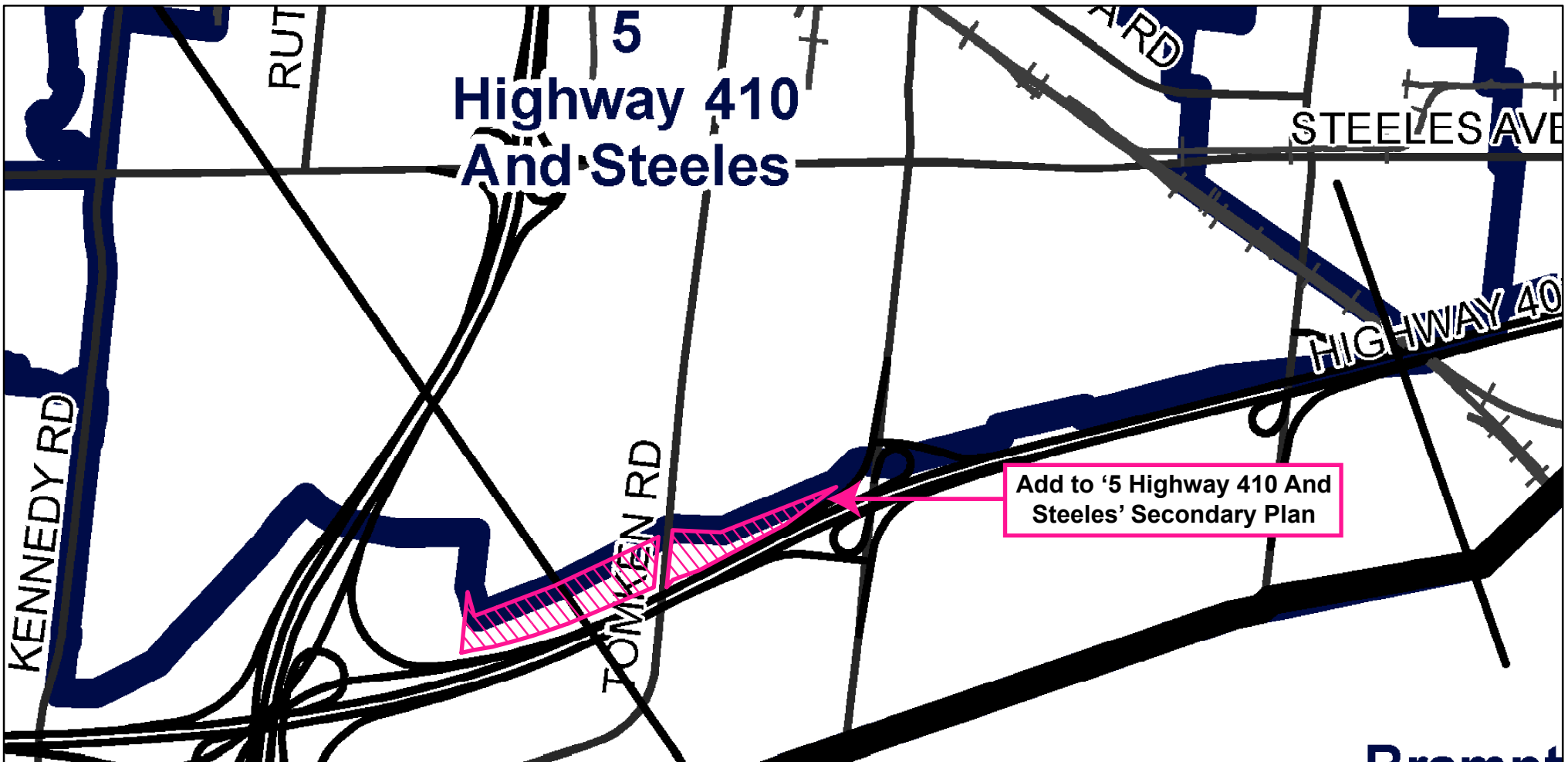
- Downtown Brampton Urban Growth Centre
- Built-up Area
- Designated Greenfield Area
- Provincially Significant Employment Zones (PSEZ)


- Heritage Heights
- Parkway Belt West Plan
- Greenbelt Plan
- Regional Intensification Corridor

- Base Map Features**
- Railway
  - Highway
  - Major Streets






# Attachment #15 - Schedule 10 | Secondary Plan Areas

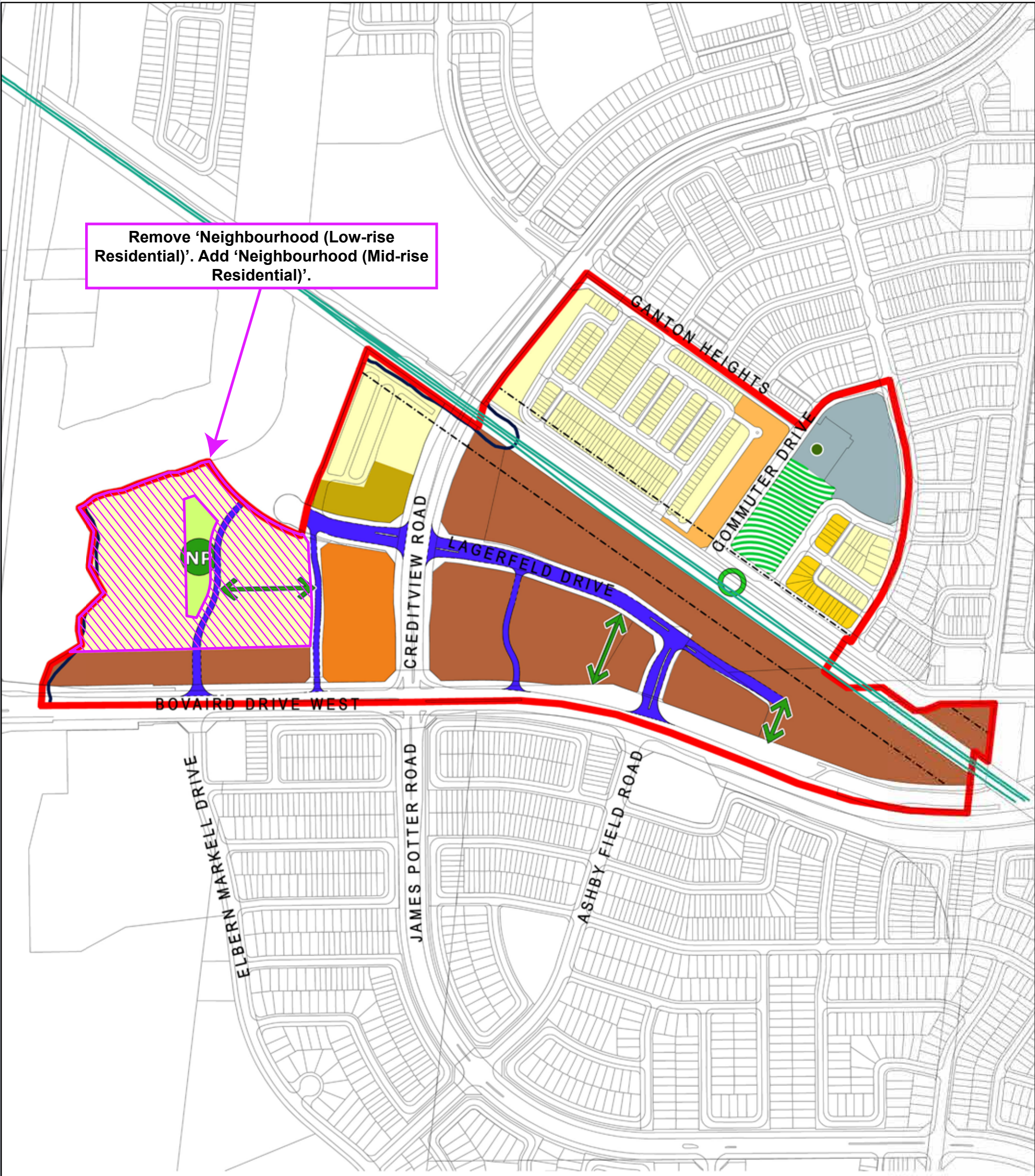


 Secondary Plan

**Base Map Features**

-  Railway
-  Highway
-  Major Streets





Remove 'Neighbourhood (Low-rise Residential)'. Add 'Neighbourhood (Mid-rise Residential)'.

- 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

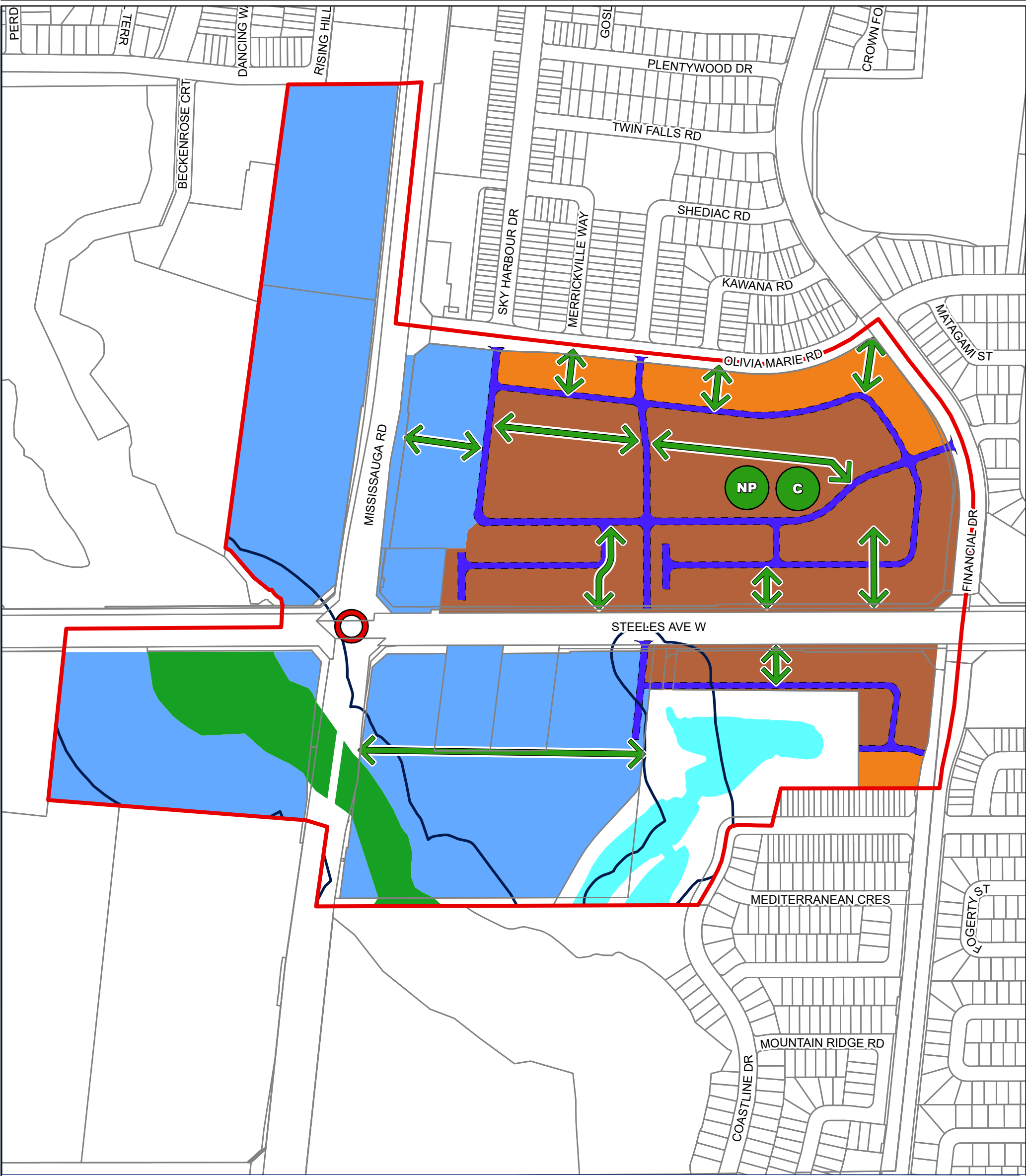


NOTE: THE LEGAL BASIS FOR DELINEATING CONSERVATION AUTHORITY REGULATED AREAS IS DEFINED IN THE TEXT OF THE RESPECTIVE REGULATIONS ISSUED IN ACCORDANCE WITH SECTION 28 OF THE CONSERVATION AUTHORITIES ACT. THE INFORMATION IDENTIFYING REGULATED AREAS SHOWN ON THIS SCHEDULE, INCLUDING THE LIMITS OF REGULATED 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.



# Attachment #17 Schedule 13n – Steeles at Mississauga Land Use Plan



- MIXED-USE (MID-RISE MIXED-USE)
- MIXED-USE (HIGH-RISE MIXED-USE)
- MIXED-USE EMPLOYMENT (OFFICE MIXED-USE)
- NATURAL SYSTEM
- NP PROPOSED NEIGHBOURHOOD PARK
- C POTENTIAL COMMUNITY HUB

- PROPOSED PUBLIC OR PRIVATE STREET NETWORK
- POTENTIAL MID-BLOCK CONNECTION
- STORMWATER MANAGEMENT POND
- CVC REGULATION LIMIT
- MTSA BOUNDARY
- MTSA STATION



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: April 2024  
 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.