Flow
Building our future, faster.

Central Brampton

Appendix F

Socio-Economic Environment

F1: City of Brampton 2040 Vision Area Plans

F2: Relevant Region, City and Town Official Plan Schedules

AECOM

Peel Region

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Building our future, faster.

Central Brampton

F1: City of Brampton 2040 Vision Area Plans

AECOM

Peel Region

Uptown Brampton

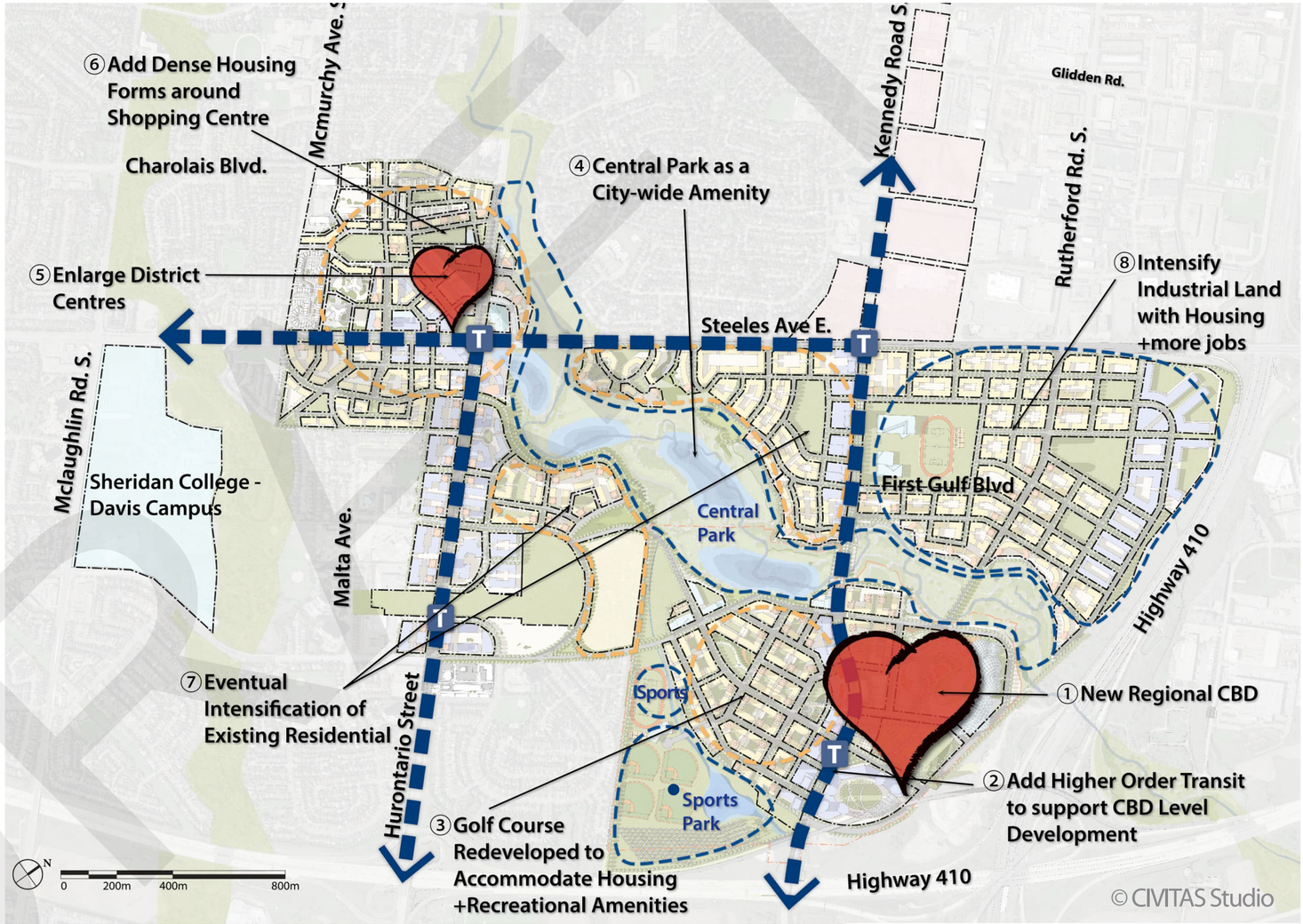
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Uptown Brampton

Big Moves

Through the charrette process and Staff/ consultant review, key catalyst **"big moves"** were identified and guided the place-making design process. The Big Moves are as follows:

1. Create a new **regional Central Business District** for Brampton.
2. Add a **LRT Transit Line** in order to support CBD level jobs, population and retail.
3. **Redevelop the city owned golf course** for housing, and recreational amenities.
4. Create a new **Central Park** as a city-wide open space amenity.
5. Establish **Shoppers World** as a significant District Centre, adding housing and jobs and increasing retail activity.
6. **Densify housing** in the neighbourhoods adjacent to the Shoppers World District Centre.
7. Allow for the **gradual intensification** in the **existing neighbourhoods** between the two centres.
8. **Intensify** the existing **NW industrial lands** to accommodate more jobs, as well as housing, achieving transit supportive densities and providing the redevelopment lands required to meet Uptown's growth targets.



Brampton Uptown - Big Moves

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Brampton Uptown Concept Plan

West Uptown

- High Street Retail/Office above
- Central Rapid Transit Station
- Residential Towers
- University/Movie Theatre
- Community Centre

Kennedy Corridor

- Residential: High Rise & Mid-Rise
- Office/Employment
- Local Retail

Northeast Uptown

- Residential: High Rise & Mid-Rise
- Office/Employment
- Local Retail

Regional Recreation

- District Energy Plant
- Solar Field
- Waste Management
- Heat Recovery System
- Retention Pond/Onsite Water Management
- Recreational Facilities

Uptown Central

- Regional Office/Employment Centre
- Research Development & Education
- Creative Manufacturing/ Live-Work
- Hotels
- Convention & Exhibition Centre
- Sports Arena
- Performing/Art Centre
- Retail High Street
- Residential: High Rise & Mid-Rise

LEGEND

Proposed

- Townhouse Apartment
- Mid-rise Apartment
- High-rise Apartment
- Hotel
- Office
- Civic/Institution
- Mixed Use
- Cultural Attraction
- Rapid Transit Station
- BRT Station

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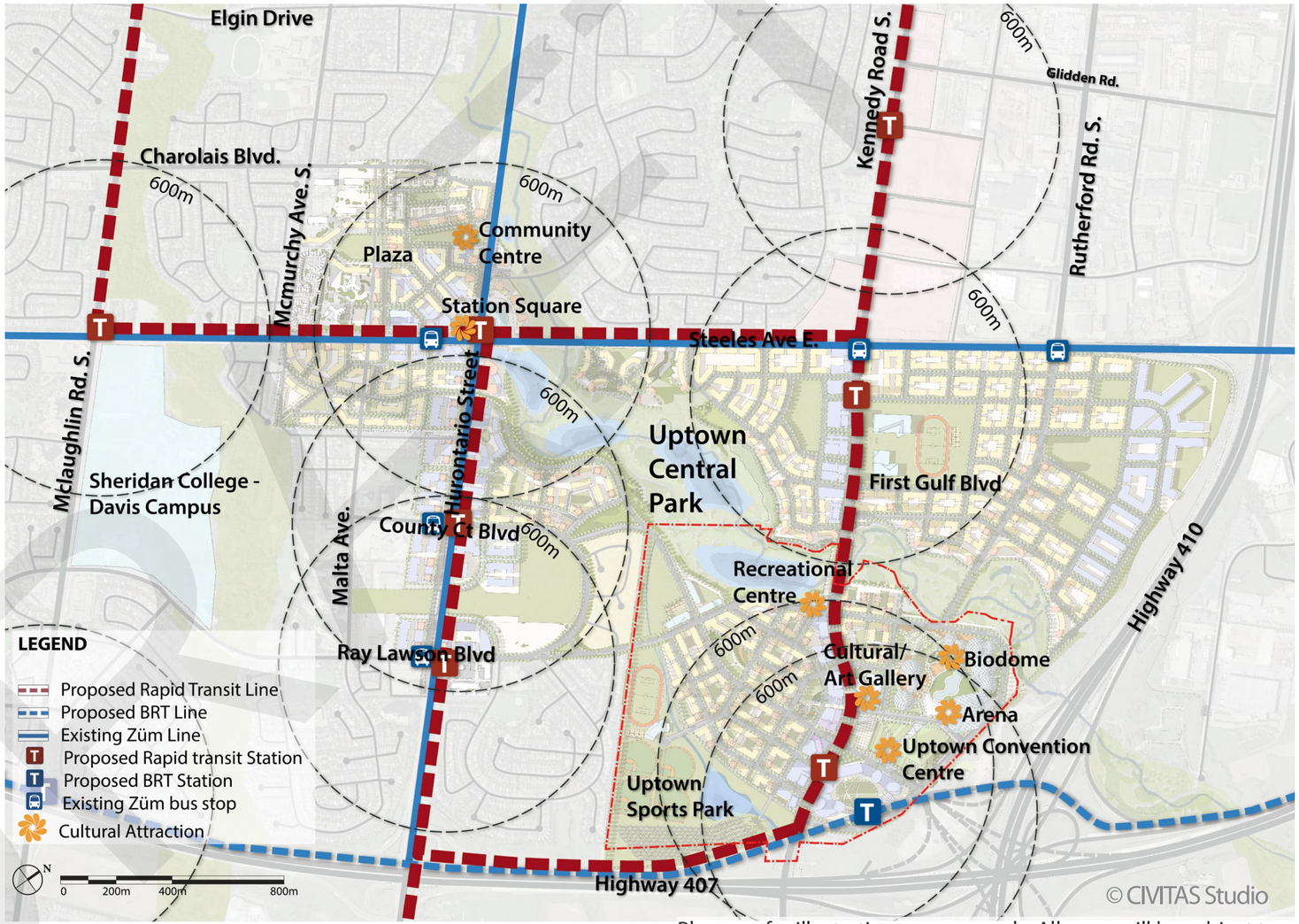
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Uptown Brampton

Mobility - Transit Strategy

- The development of an **LRT line** servicing **Central Uptown** (Powerade site) will be a key catalyst in attracting the residents and employers necessary, at the densities necessary, to create a Regional CBD.
- An **LRT** serving **West Uptown** (Shoppers World) to also serve as a catalyst to ensure the densification of this existing centre.
- **Intensify development** within a **5-10 minute walk** of proposed LRT stations and existing bus stops in order to;
  - Ensure the transit investment is supported by sustainable levels of population and jobs, and;
  - Capture the increase in land values that transit access will create.



Brampton Uptown - Transit Network

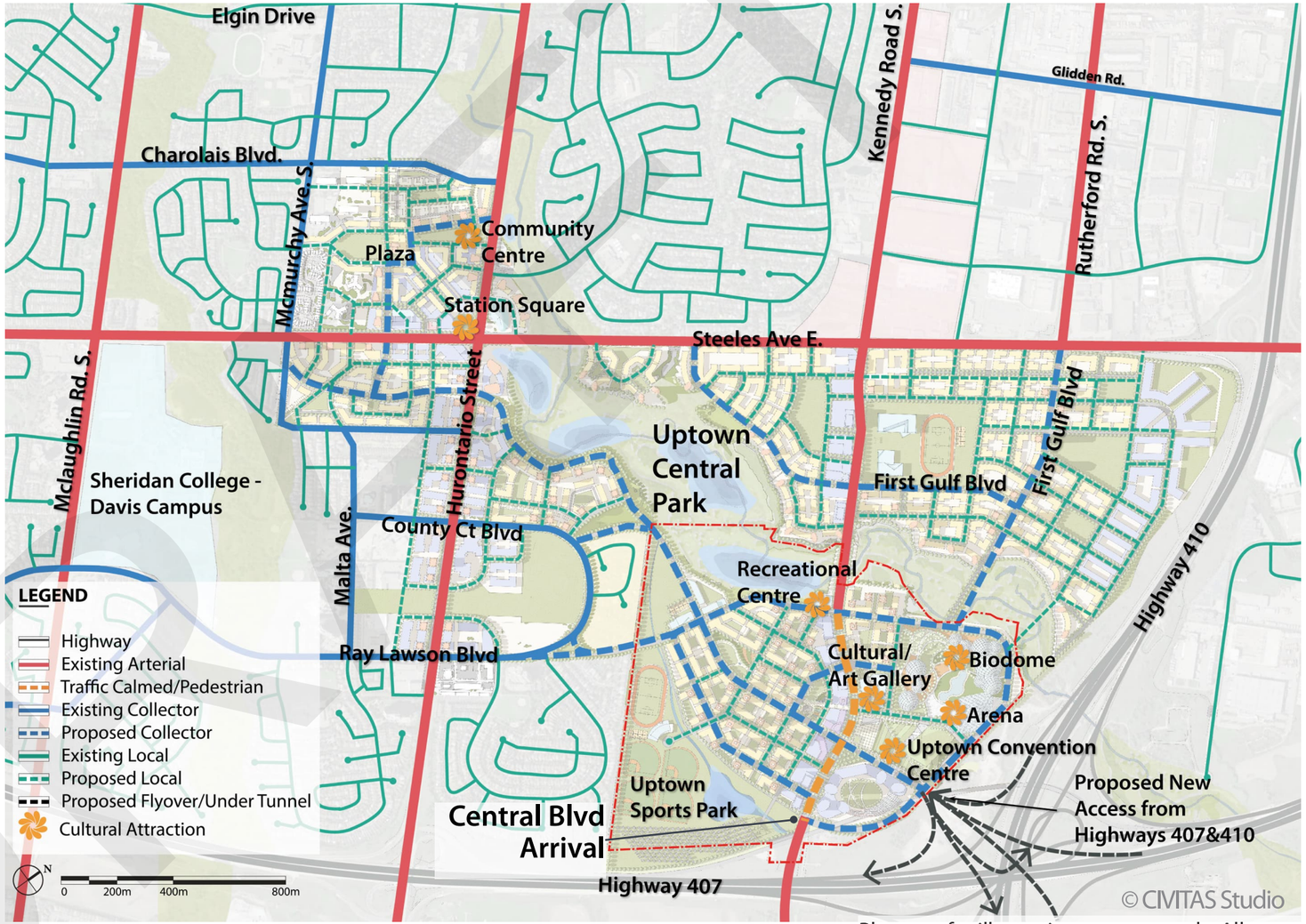
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Uptown Brampton

Mobility - Street Network

The Concept Plan is structured on a street network designed to achieve the following:

- **Site access and arrival sequence:** Create a central boulevard (Kennedy Boulevard) as the grand entry experience and the main shopping and business "High Street" for the community, providing a clear and legible access from Highway 407, Highway 410, and communities to the south;
- **Integration with surrounding communities:** Collector and local roads will link to the perimeter of Uptown, allowing for adequate access and a dispersed traffic network. Additional internal links are proposed between West and East Uptown linking these now unconnected areas and joining both into one well-connected regional growth centre.
- **Permeability and Connectivity:** A fine grain network of diverse street types to allow for maximum permeability and walkability.



Brampton Uptown - Streets Network

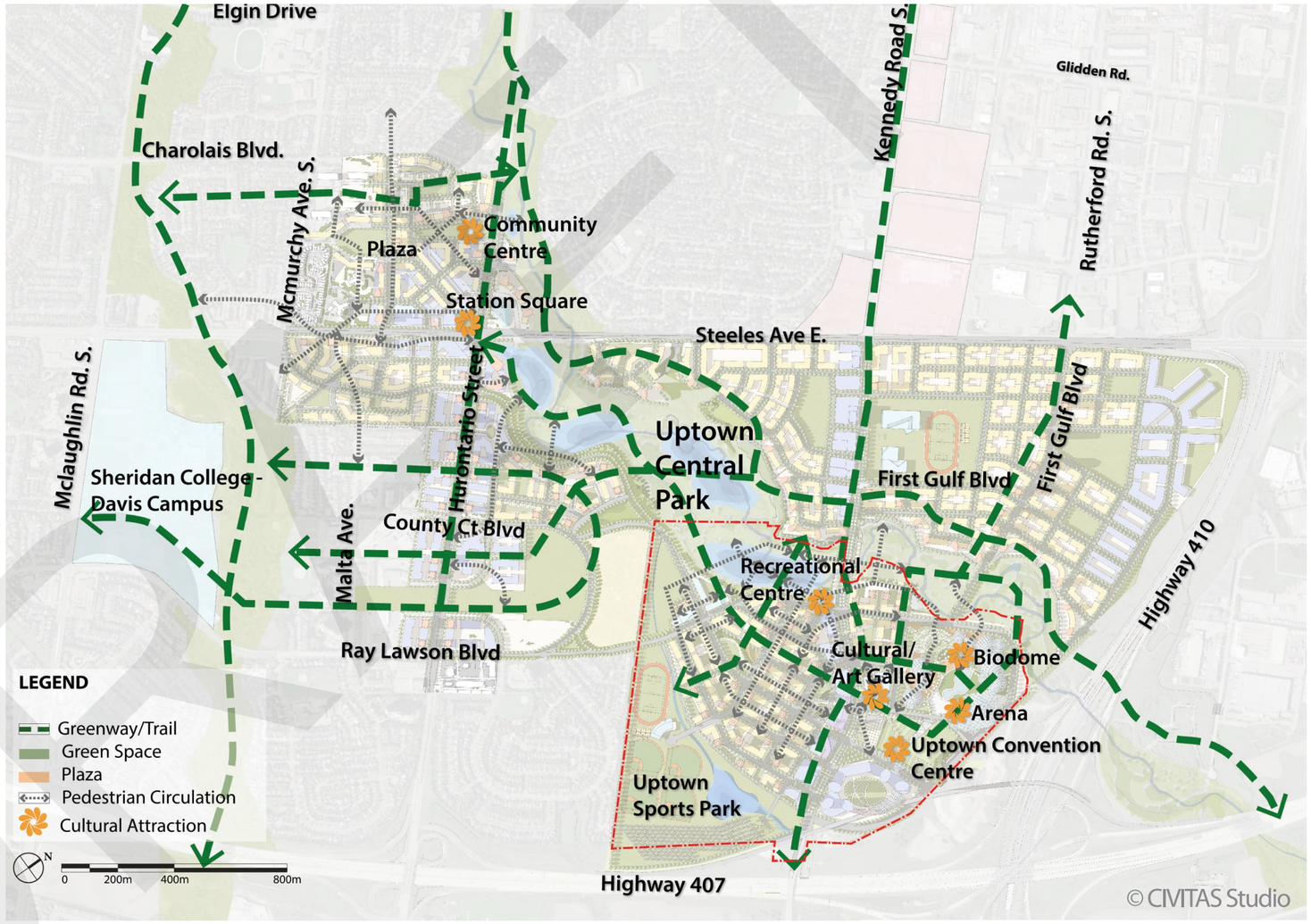
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Uptown Brampton

Open Space Strategy

The Open Space Structure respects and builds on Brampton's **existing natural features** and proposes a **variety of green spaces** to meet the recreational needs of the large concentration of residents and workers proposed for Uptown:

- **Uptown Central Park** - a major city-wide green space respecting/preserving the Etobicoke Creek Valley;
- **Uptown Sports Park** - retaining a portion of the golf course as a buffer to existing residential and also providing a major sports and recreation facility for Uptown's population;
- **Local Parks and Playgrounds** - located within a two minute walk of residents;
- **Greenway Links** - pedestrian/bike links leading to major amenities;
- **Urban Plaza** - an urban plaza/gathering space, in both Central and West Uptown;
- **Cultural Attractions** - major cultural attractions and amenities in Central Uptown benefiting the regional character and identity of the CBD.



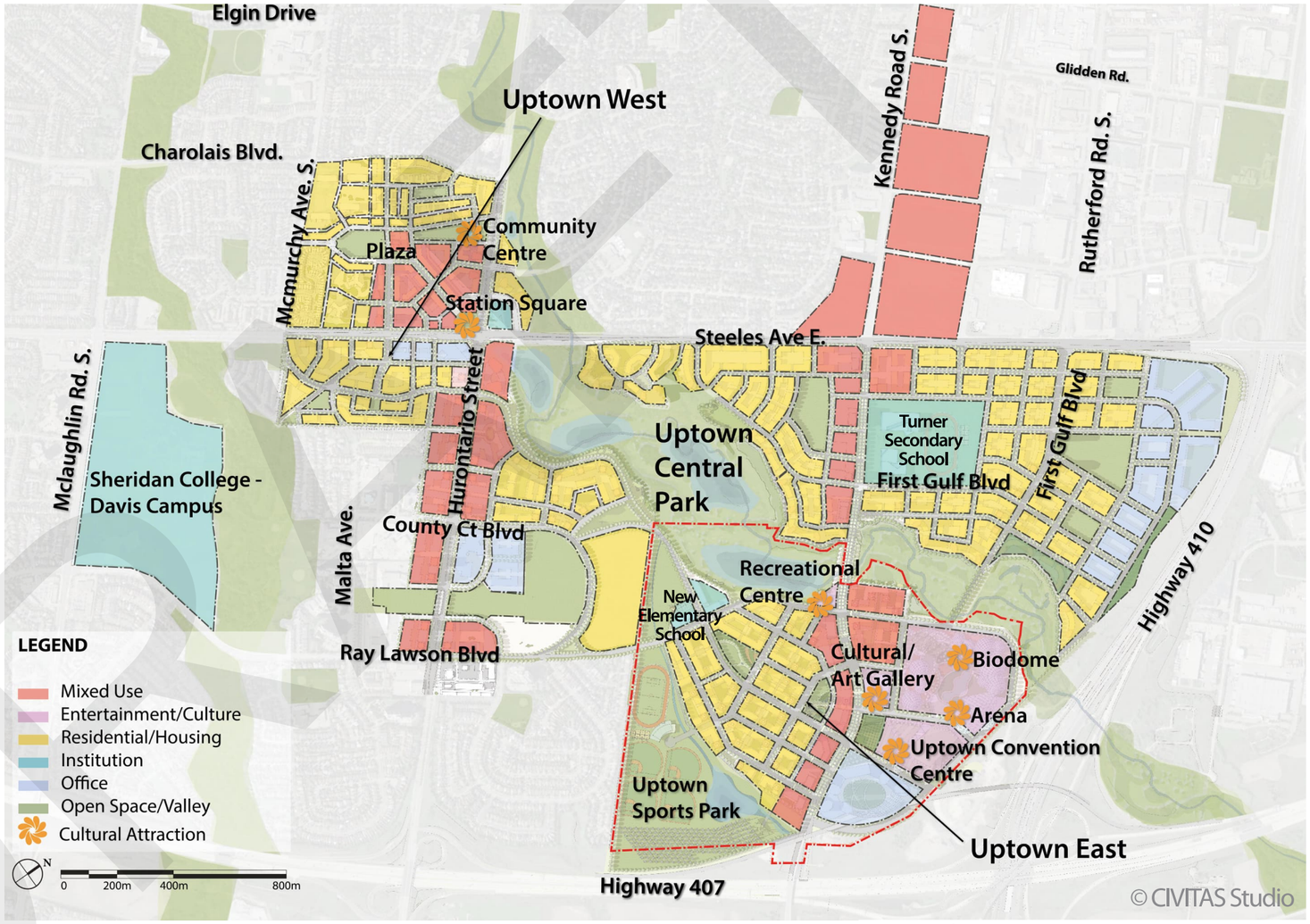
Brampton Uptown - Open Space & Greenways Network

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Uptown Brampton

Land Use Strategy

- Provide a residential housing mix that responds to the **expected demographic projections and targets** assigned to Uptown (see page 5):
- Create **two vibrant mixed use anchors** (Central and West Uptown) with an informed balance of retail, employment, and community amenities located at existing accessible locations, especially at transit access.
- Create a new **cultural and entertainment zone** as part of Central Uptown, to accommodate performing arts, a small sports arena, bio-dome attraction, an art gallery, and a convention centre, supporting Uptown's proposed role as a major regional destination.
- Concentrate mixed-use retail/employment/ housing areas along future transit routes (specifically the "Figure-8 Loop", see page 13)



Brampton Uptown - Land Use

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Uptown Brampton

Land Use Capacity

Population and job targets were assigned to Uptown as part of the City-Wide Framework process that distributed future growth (see page 5).

The capacity of the Uptown Concept Plan was estimated using both 3D computer massing models and estimates of units/ha based on typical housing densities per development type (high-rise, mid-rise apartment or townhouses).

The plan is conceptual at this stage and these figures are estimates only. Actual outcomes may vary depending on future planning and development decisions and market conditions.

The following assumptions on unit size, person per unit and jobs per sm were used:

Assumptions used in calculating units and population per sm of GFA (Source: Brampton City/Peel Region documents - see p4):

	Average Unit size	Average Persons per Unit
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Assumption used in calculating jobs per sm GFA (Source: CIVITAS experience)

Office: 5 employees per 1000 sf
Retail : 3 employees per 1000 sf
Other: Tourism, Convention, Education - Typical Staff for similar sized uses.

Existing

Units	Population	Jobs
3,000	8,000	unknown

2040 Capacity Estimate

Typology	GFA (sf)	Units	Population	Jobs
Residential	25 million	30,000	80,000	
Retail	2 million			6,000
Office	9 million			45,000
Other	2 million			3,000
TOTAL	**39 million**	**30,000**	**80,000**	**54,000**
			Jobs per Unit	**1.8**

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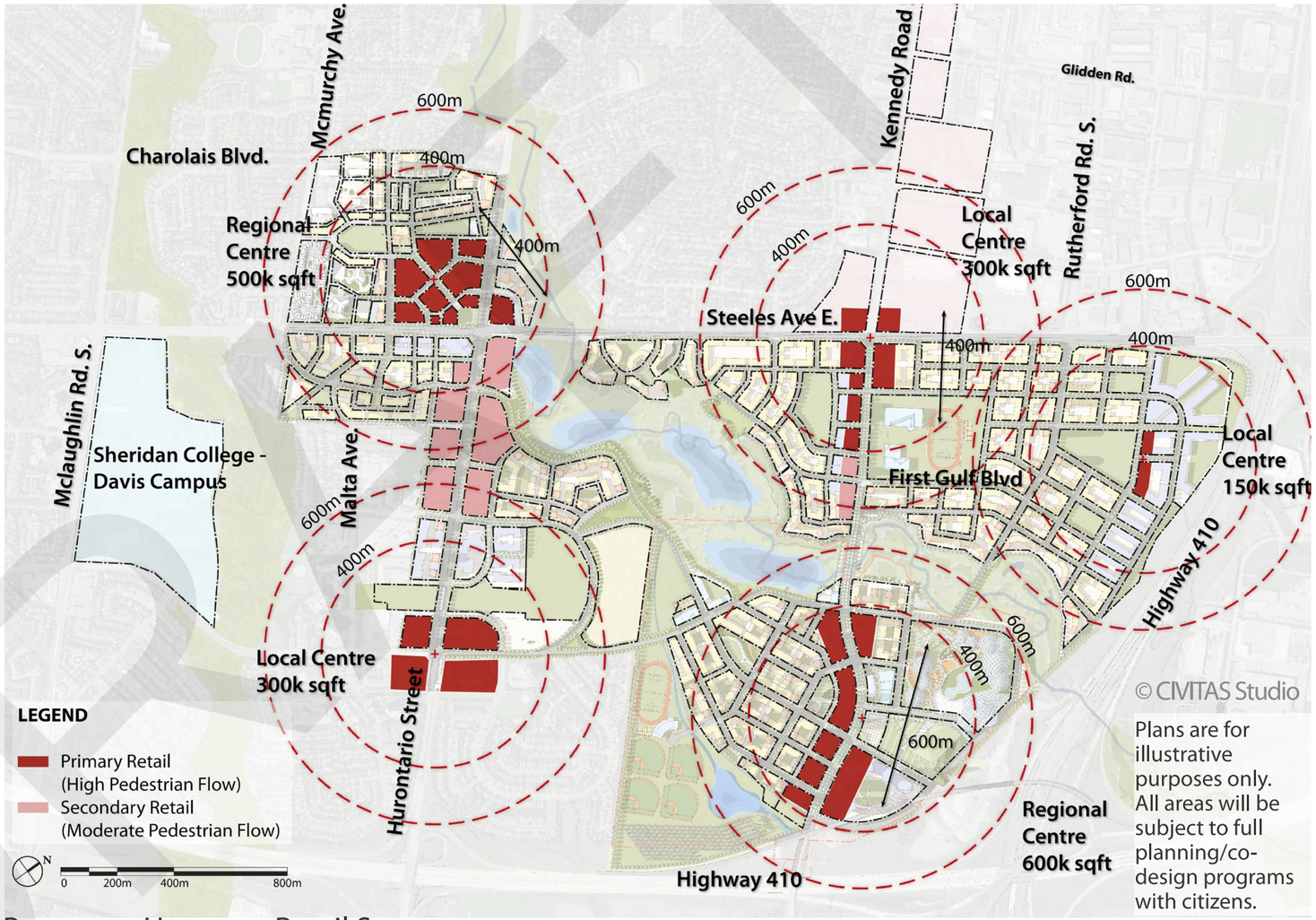
Uptown Brampton

Retail Strategy

The Concept Plan considered the distribution and amount of retail. The GFA suggested are minimums needed to create a critical mass for certain types of centres, regional, district, and neighbourhood, as defined by the Brampton Official Plan. The concept assumes retail is integrated into a mix of uses, including housing, employment, and amenities.

The Concept plan suggests a **hierarchy of retail centres**, spaced at 5-10 minute walk distances;

- **Two Regional Centres** located at regional road and transit routes with the capacity to grow to the size and scale of a regional retail centre - typically a minimum of 500,000 sf. Regional Centres depict **500,000 to 600,000 square feet of retail GFA** each, centred on a **400m/5-minute walk high street;**
- **Three Local Centres** are spaced to provide local retail services to most of the population within a 10 minute walk. The Local Centres depict **150,000 to 300,000 square feet GFA,** creating enough critical mass to support a small supermarket and local shops;
- **Secondary retail** is proposed along designated major arterials. This would allow space for needed retail and commercial services of a lower order and value that serve the community but do not require nor generate heavy levels of pedestrian flows such as; furniture/appliance showrooms, building supplies, office supplies, personal services.



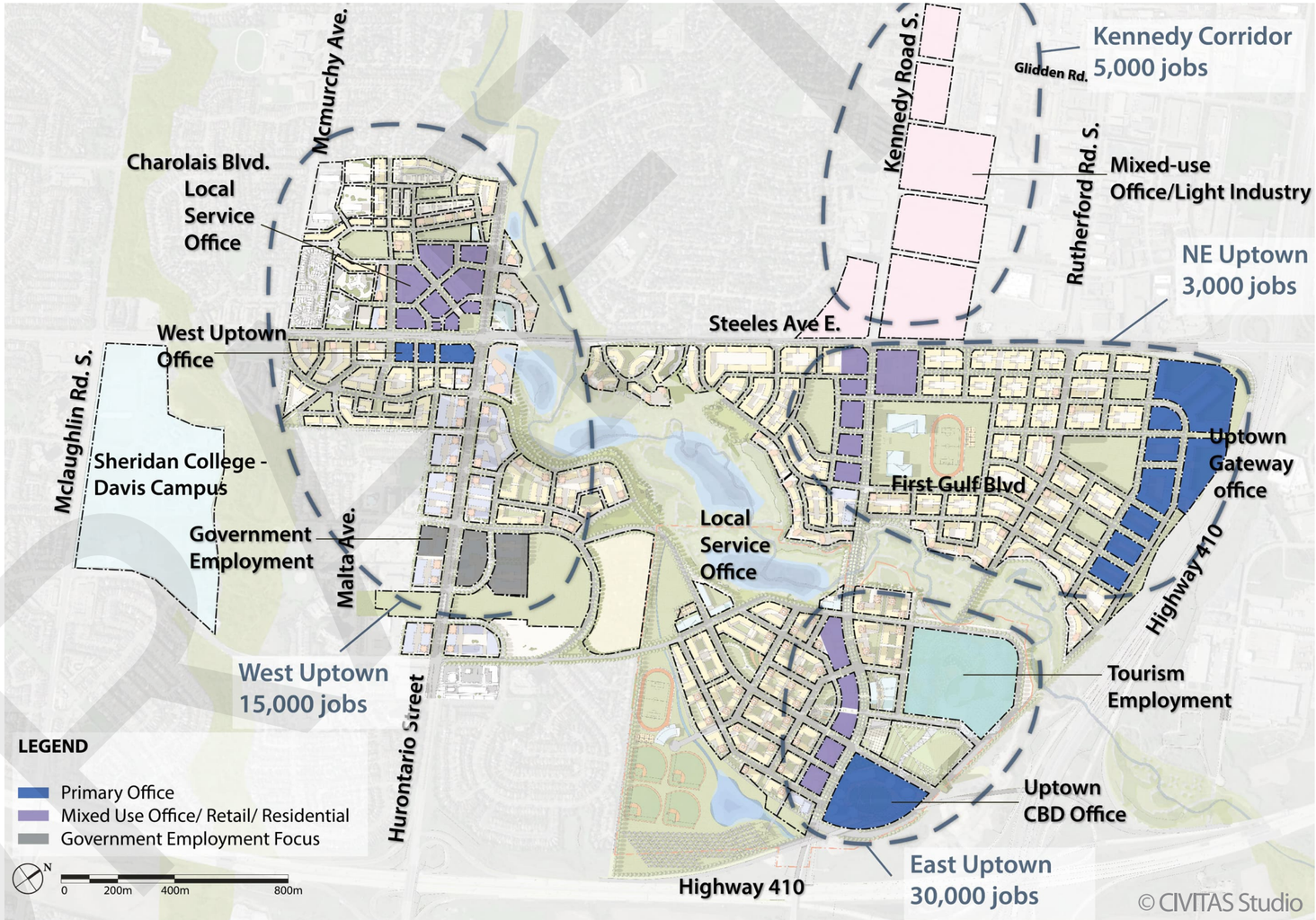
Brampton Uptown - Retail Strategy

- **Total Retail Capacity,** as depicted on the plan, is estimated at approximately **1.8 to 2.0 million square feet,** falling within, and possibly exceeding, the range of retail for a Regional Centre (300k-1.2 million sf) as defined in the Brampton OP.
- **Retail targets should be confirmed with a city-wide retail market study**

Uptown Brampton

Office/Employment Strategy

- Provide **adequate employment space** to respond to **expected employment projections** and maintain the target **1 to 1.3 jobs to household ratio** assigned to Uptown;
- **Concentrate jobs around transit** to create balanced and vibrant Regional and Local Centres;
- Create **purpose-only office blocks** to attract major tenants:
  - **Central Uptown Gateway:** major office towers (50 storeys)
  - **Steeles Avenue Gateway:** mid rise highway oriented office sites.
- **Total employment estimates:** as depicted on the plan, is estimated at approximately **54,000 jobs,** meeting the job target assigned to Uptown in the City-Wide Framework process (see page 5).



Brampton Uptown - Office/Employment

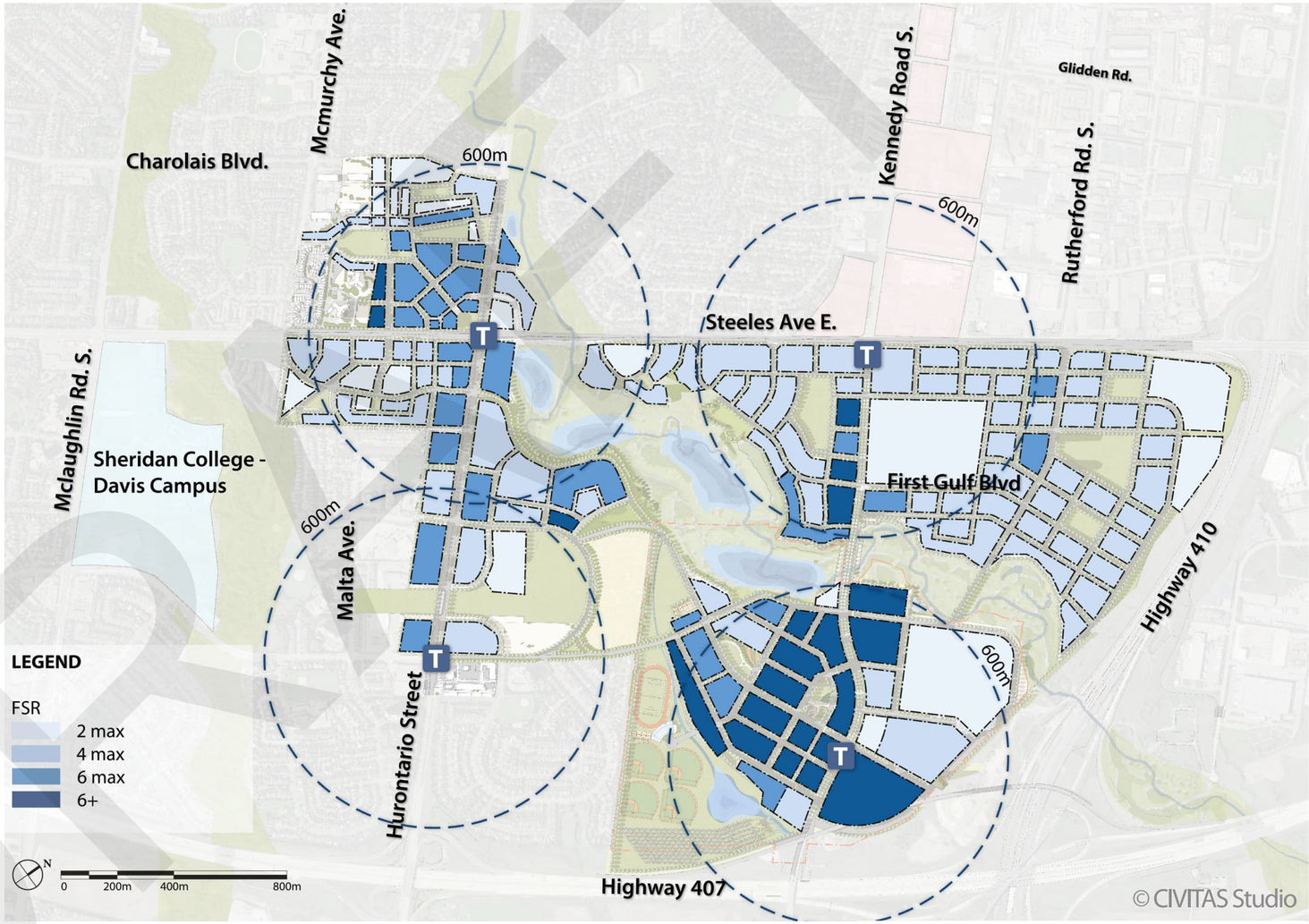
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Assumption used in calculating jobs per sm GFA
(Source: CIVITAS experience)
Office: 5 employees per 100 sm
Retail : 3 employees per 100 sm
Other: Tourism, Convention, Education - Typical Staff for similar sized uses.

Uptown Brampton

Density Strategy

- Maintain **transit supportive densities** within a 5-10 minute walk of transit stops, allowing the population and jobs needed to support the transit investments,.
- Allow for densities that will **accommodate the housing and employment targets** assigned to Uptown.
- Allow for a **variety of densities** to accommodate a mix of housing choices.
- Create a **density transect** decreasing densities/heights from major centres and corridors down to existing communities.



Brampton Uptown - Density

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Uptown Brampton

Building Heights/Massing Strategy

- Create a **major regional CBD landmark gateway** at the intersection between the two freeways and on the proposed transit line, up to 60 storeys;
- Create a **high density residential neighbourhood** within East Uptown - tower on podium, up to 35 storeys;
- **West Uptown** as a **secondary landmark** centre, up to 35 storeys;
- Allow for **high-rise buildings** along the **edge of Central Park** and **along major arterials**, where located away from existing single family neighbourhoods,15-25 storeys.

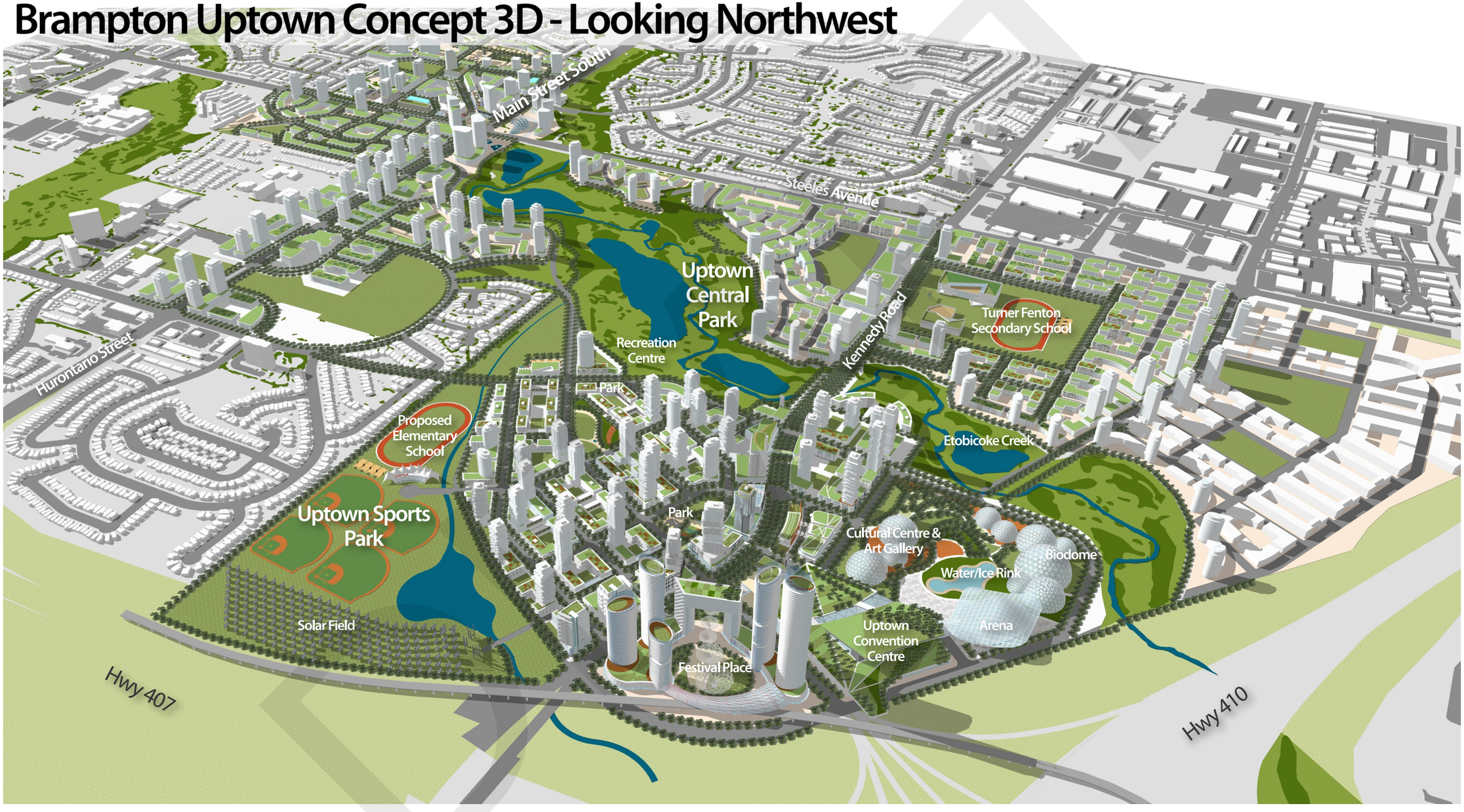


Brampton Uptown - Building Heights

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Uptown Brampton

Brampton Uptown Concept 3D - Looking Northwest



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Uptown Brampton

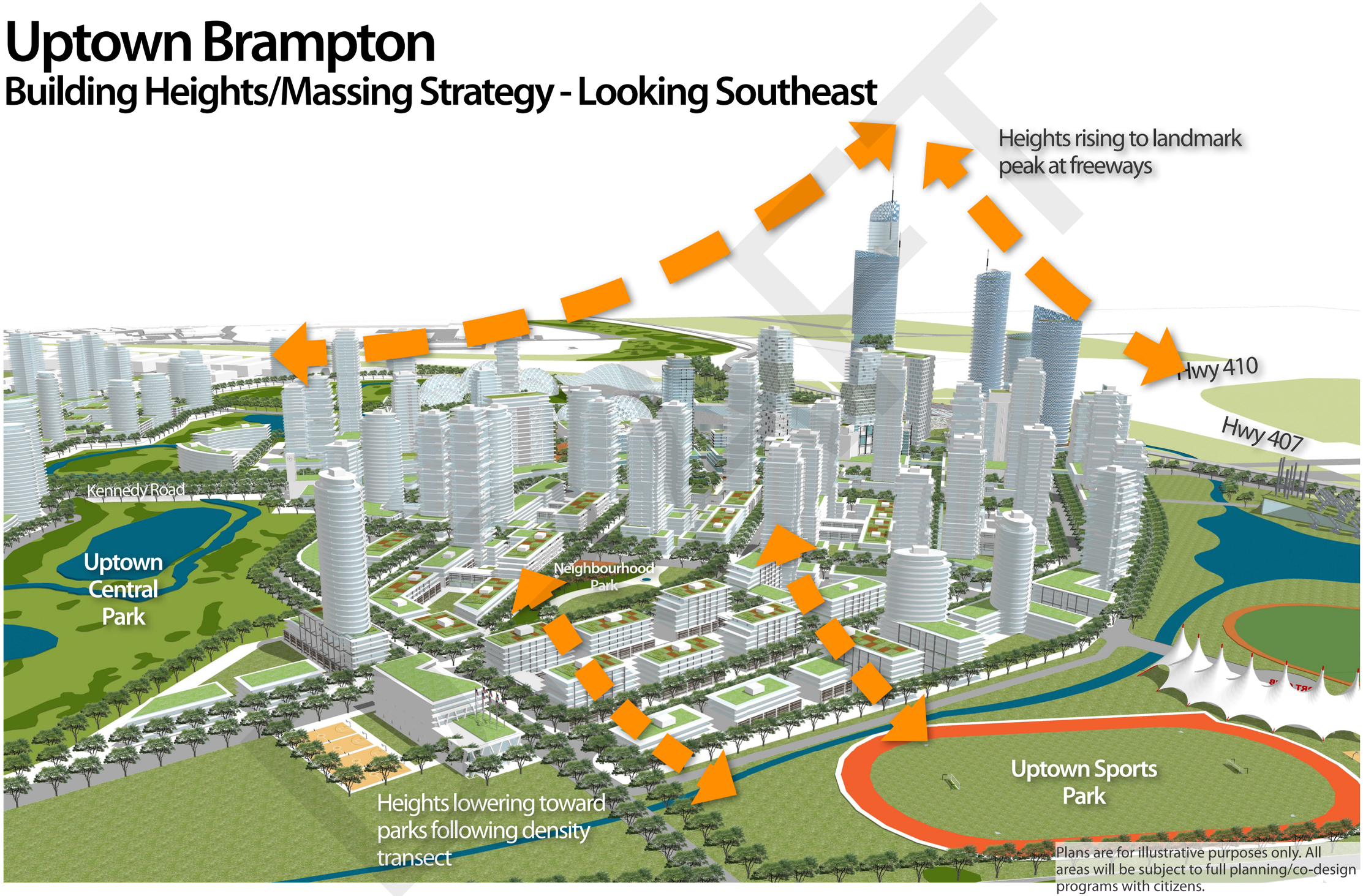
Building Heights/Massing Strategy - Looking Southwest



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Uptown Brampton

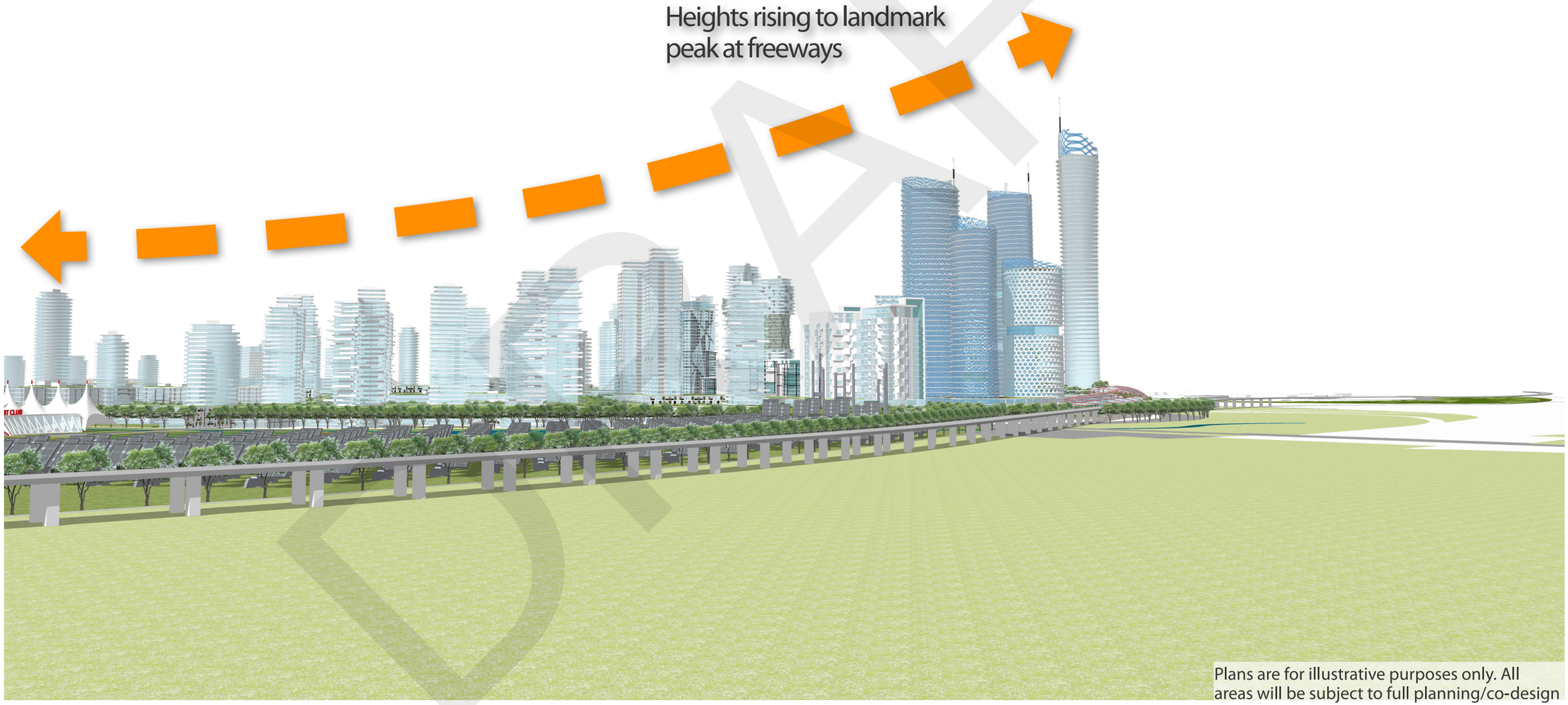
Building Heights/Massing Strategy - Looking Southeast



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Uptown Brampton

Building Heights/Massing Strategy - Looking Northeast from Highway 407



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Downtown Brampton

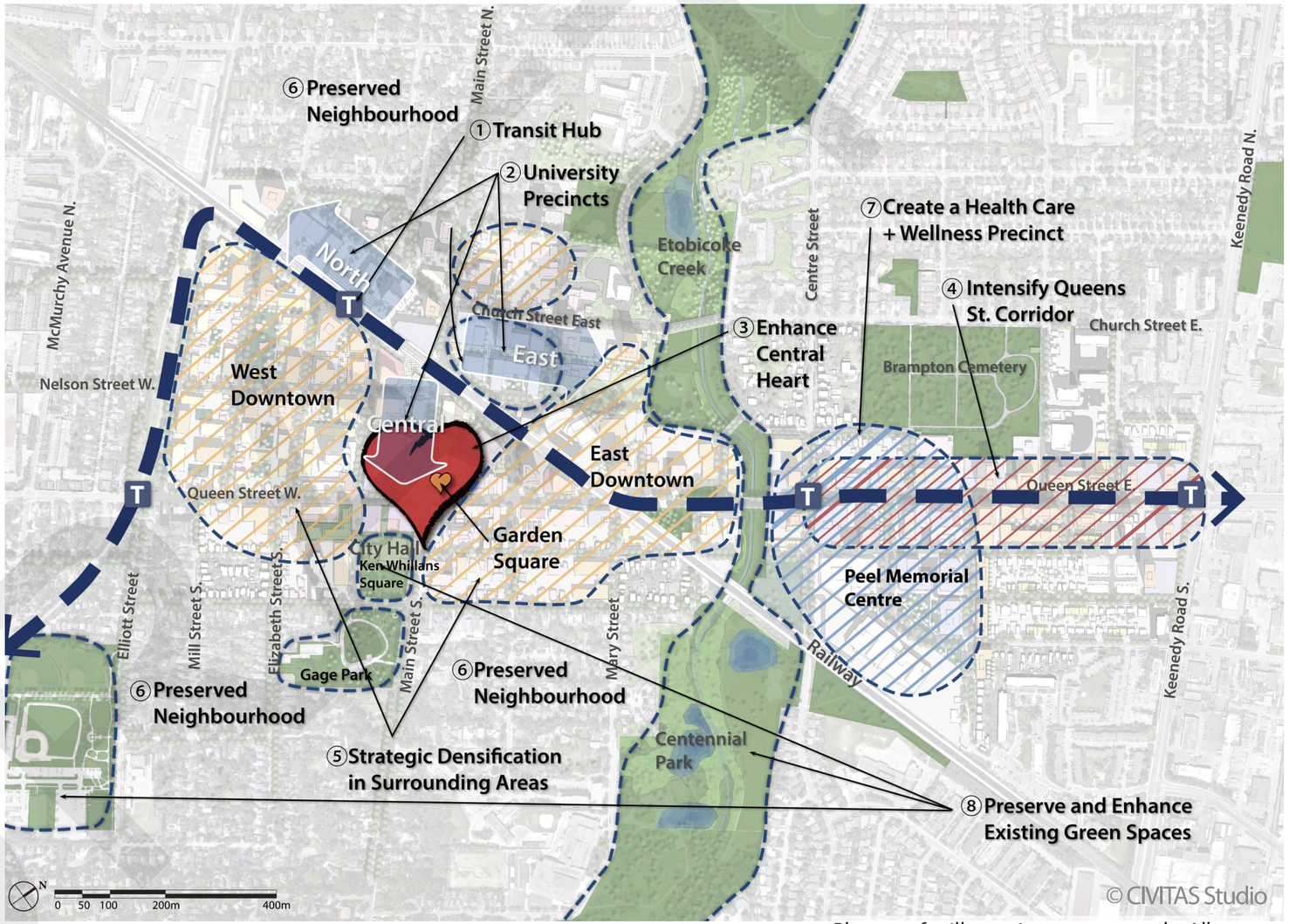
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Downtown Brampton

Big Moves

Through the charrette process and Staff/ consultant review, key catalyst **"big moves"** were identified and guided the place-making design process. The Big Moves are as follows:

1. Create an **Anchor Mobility Hub** at the GO transit station, as a catalyst to growth.
2. Create a **"University District"** to attract post-secondary uses. Allow for growth/expansion of the university in a few directions, to enhance and revitalize Downtown's Central Heart.
3. Intensify the **Queen Street Corridor (Queen's Boulevard)**;
4. **Strategic densification** in east and west downtown neighbourhoods;
5. **Preserve** surrounding **historic residential** neighbourhoods;
6. Create a **Health Care and Wellness Precinct** surrounding Peel Memorial Centre, and;
7. Preserve and enhance **existing green spaces.**

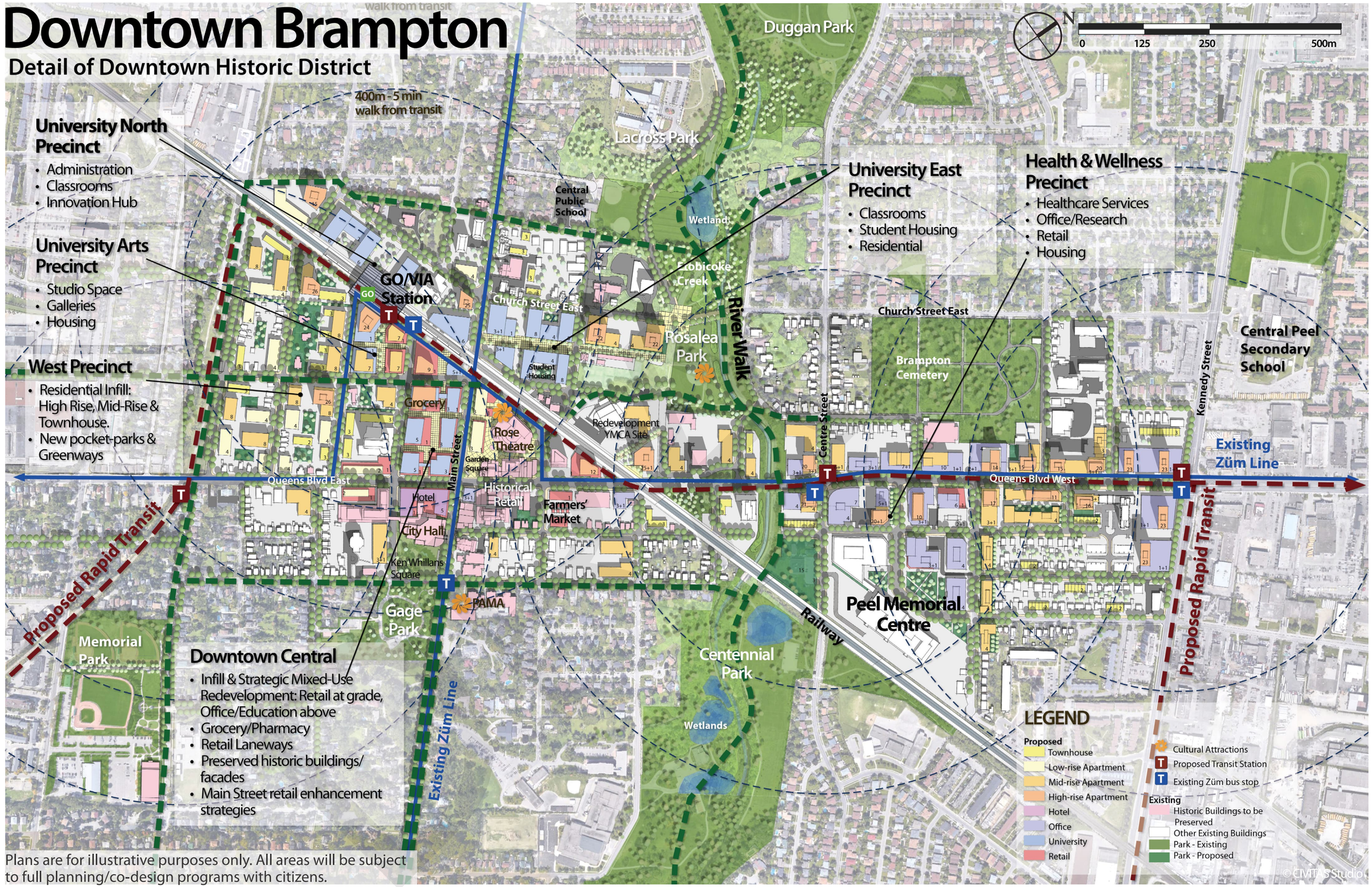


Brampton Downtown - Big Moves

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Downtown Brampton

Detail of Downtown Historic District

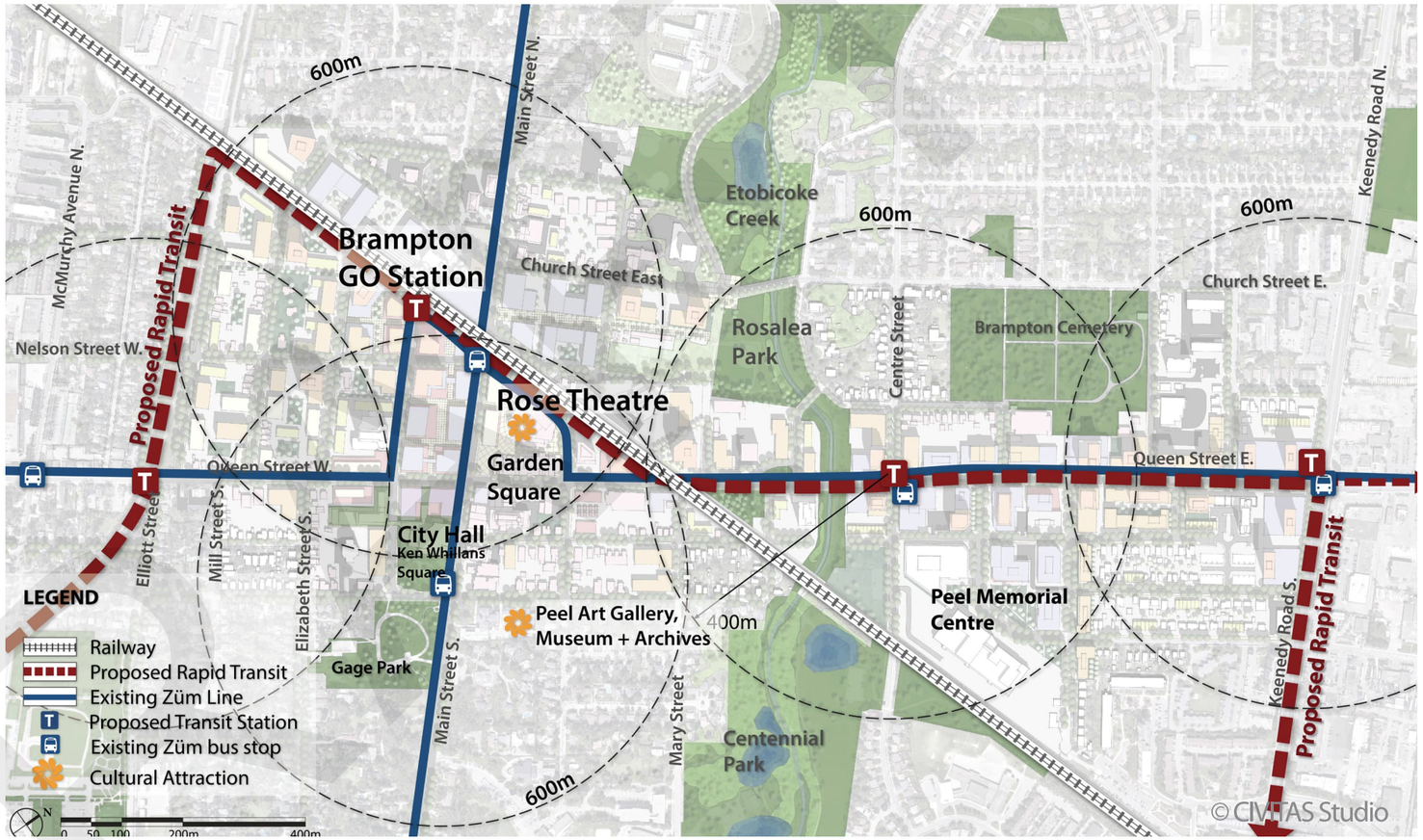


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Downtown Brampton

Mobility - Transit Strategy

- Proposes an **Anchor Mobility Hub** at the **Brampton GO Station** for GO Train, LRT, BRT, and local buses;
- Proposes an **LRT Line along Queen Street East** and the **rail corridor.** Space stations at 1200 metre intervals allowing 600m, 5-7 minute walk spacing;



Brampton Downtown - Transit Network

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Downtown Brampton

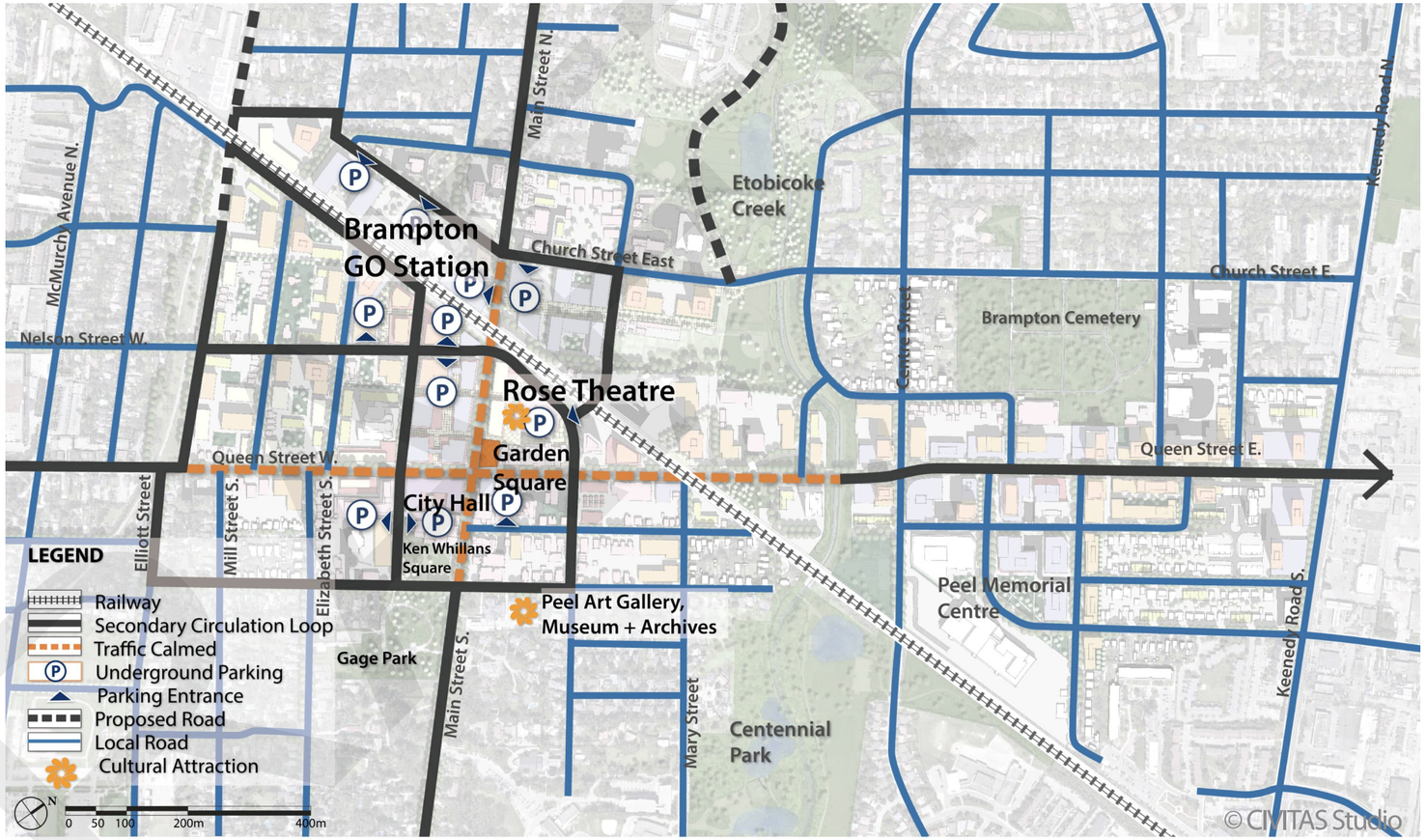
Mobility - Street Network

- The Mobility Concept builds on the **existing fine grained street network** of Downtown. A **hierarchy of street types was developed** as a result of the charrette process.

    - **Traffic Calmed and Pedestrian Friendly Shopping Streets;** sections of Queens Boulevard and Main Street to be designed as traffic-calmed pedestrian friendly retail High Streets;

    - **Secondary Traffic Circulation Loops;** a series of "loop" collector streets to allow for access to car parks, and to service as an alternative circulation loop around the High Streets during busy times.

    - **Tertiary Local Residential Streets**



Brampton Downtown - Streets Network

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Downtown Brampton

Open Space Strategy

- A downtown open space strategy that **enhances and connects existing open spaces and natural features** within the historic centre:
- **Major trail along Etobicoke Creek** linking Centennial Park, Rosalea Park, and Duggan Park;
- **Greenways** - select streets as greenway routes linking key major parks, that include bike paths and enhanced planting;
- **Pocket parks** - small pocket parks locating within redeveloped and densified blocks. These may be either public parks or semi-private open spaces open to residents and public.
- **Downtown Laneway District** - allowing for narrow pedestrian lanes.



Brampton Downtown - Open Space & Greenways Network

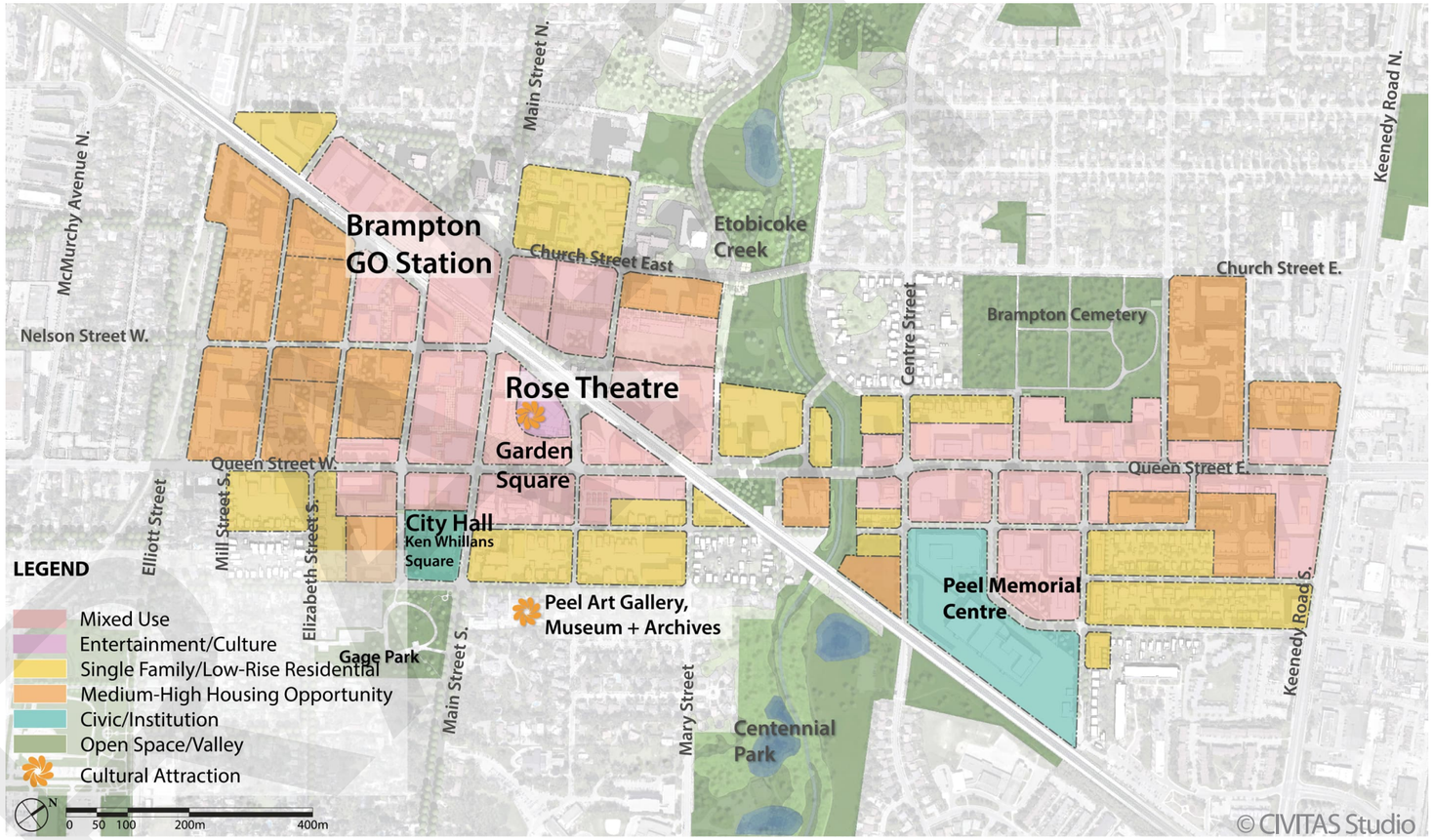
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Downtown Brampton

Land Use Strategy

- Maintain **historic land use patterns, strategically enhancing**, and **densifying** to **accommodate growth**;
- **Mixed-use** concentrated in Downtown heart, Transit Hub, and along Queen Street corridor;
- **Medium-High Density Residential Infill** - in adjoining residential blocks, and;
- **Single Family/Low-rise Infill** - in transition areas between the downtown and existing neighbourhoods to be preserved.



Brampton Downtown - Land Use

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Downtown Brampton

Land Use Capacity

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Assumption used in calculating jobs per sm GFA (Source: CIVITAS experience)

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Retail : 3 employees per 1000 sf
University/Health Care: Typical Staff for similar sized institutes

Existing

Units	Population	Jobs
2,000	7,000	4,000

2040 Capacity Estimate

Typology	GFA (sf)	Units	Population	Jobs
Residential	16 million	18,000	48,000	
Retail	1 million			3,000
Office	3 million			16,000
University + Other	2 million			3,000
Sub-Total New Growth		**18,000**	**48,000**	**22,000**
Total 2040 Capacity	**22 million**	**20,000**	**55,000**	**26,000**
			Jobs per Unit	**1.3**

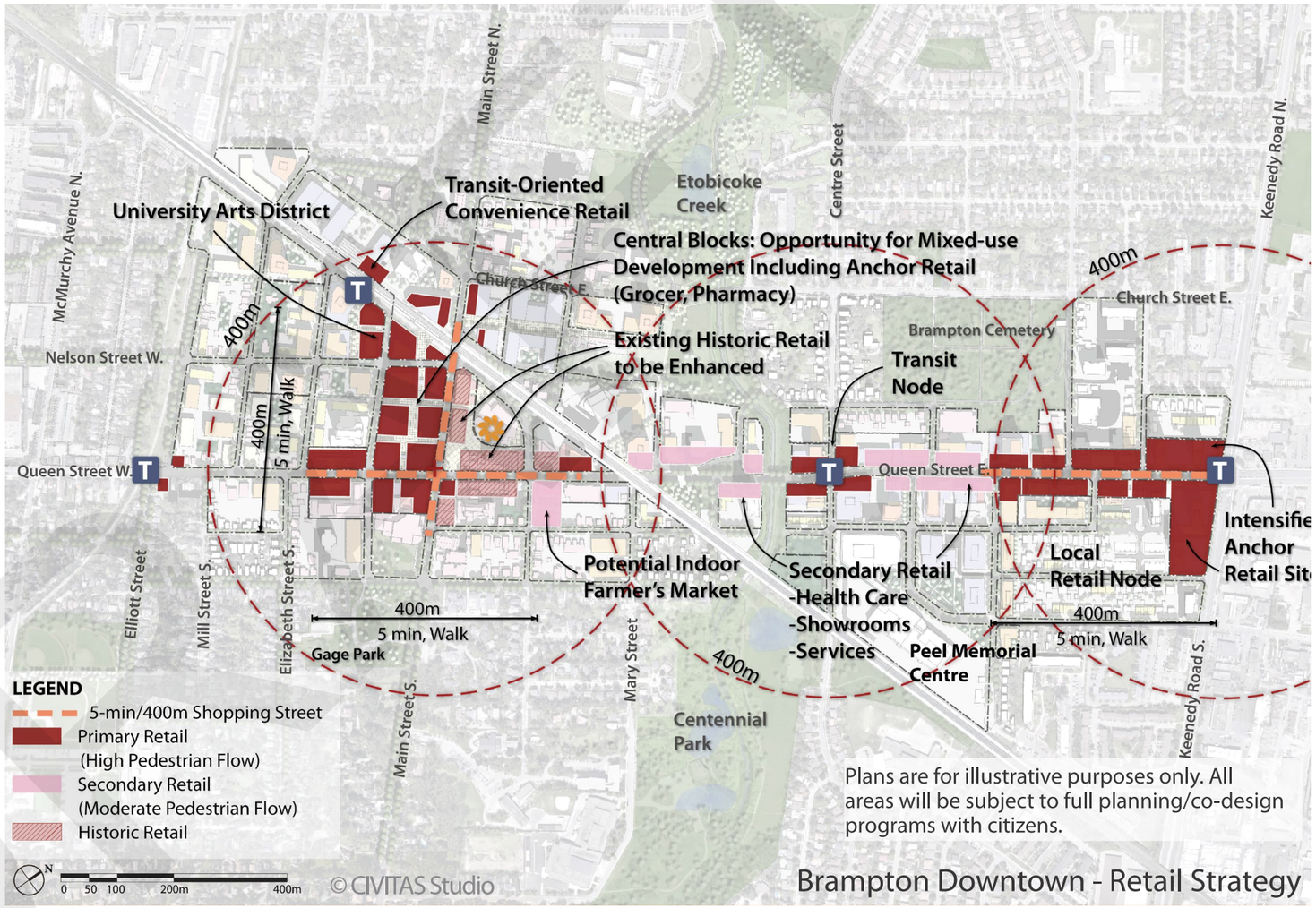
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Downtown Brampton

Retail Strategy

Organizing retail development in an informed way is key to creating a vibrant downtown with active streets. The downtown retail strategy suggests a few key moves:

- **Concentrate retail at three key walkable areas:** Historic Downtown (Regional Node), Queen Street/Kennedy (Local Node), and at Queen Street/Centre Street (Local Transit Node);
- **Centre retail nodes** on 400 metre / 5 minute walk long **High Streets;**
- **Allow for retail growth** within these nodes in order to meet future local and regional retail demand
- **Historic Downtown:**
  1. **Restore /enhance existing historic retail** on Main Street and Queen Street, east of Main;
  2. Allow for careful **redevelopment of the central blocks,** as mixed-use, allowing for key anchors (supermarket, pharmacy) to serve the future local population, while preserving historic buildings or facades facing Main and Queen Streets;
  3. Allow for a **fine-grain "lane district"** to allow for more retail frontage within the 400 metre radius.
  4. Encourage arts related retail, galleries and venues in the **University Arts District**
- **Major arterials**, between the high streets, to allow for secondary service retail and commercial services of a lower order and value that serve the community but do not require nor generate heavy levels of pedestrian flows such as; furniture/appliance showrooms, building supplies, office supplies, personal services.
- **Total Retail Capacity,** as depicted on the plan, is estimated at approximately **1.0 million square feet,** falling within the range of retail for a Regional Centre (300k-1.2 million sf) as defined in the Brampton OP.



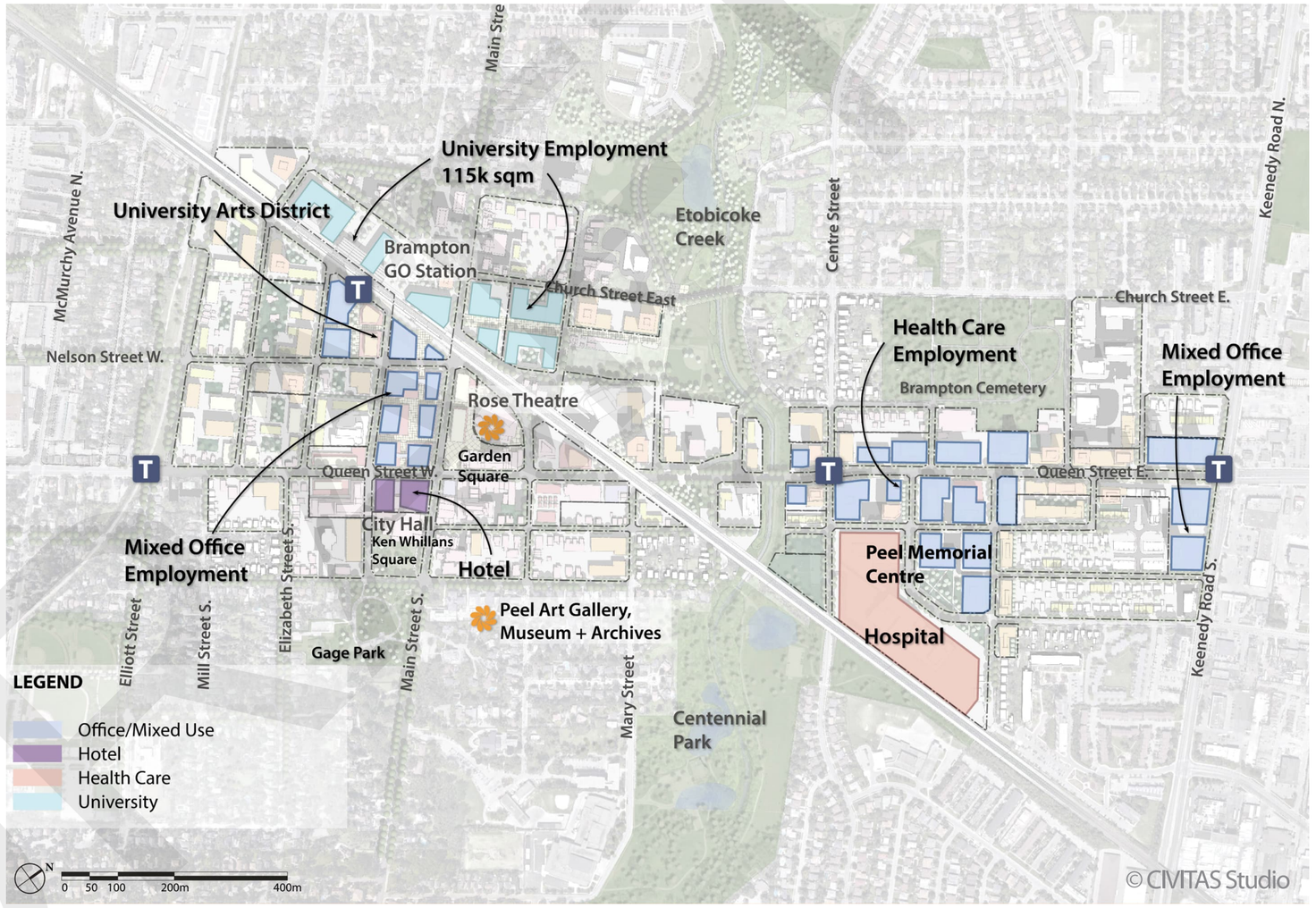
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Brampton Downtown - Retail Strategy

Downtown Brampton

Office/Employment Strategy

- Provide **adequate employment space** to respond to expected employment projections and maintain the targeted **1:3 to 1 jobs to household target** for the Downtown area;
- **Concentrate jobs around transit** to create balanced and vibrant centres;
- The plan proposes attracting specific types of employment to certain areas of the Downtown:
    1. **General Mixed Use** office at Downtown and at Queens/Kennedy Node;
    2. **Health Care** oriented employment near the hospital;
    3. **University/Higher Education** north of the railway, but also within the Central Downtown area, and;
    4. **Arts** related works space, galleries, and venues in the University Arts Precinct
    5. **Tourism** in the form of a hotel near the heart of the Historic Downtown.
- **Total employment estimate:** as depicted on the plan, is estimated at approximately **26,000 jobs,** meeting the job target assigned to Downtown in the City-Wide Framework process (see page 5).



Brampton Downtown - Office/Employment Strategy

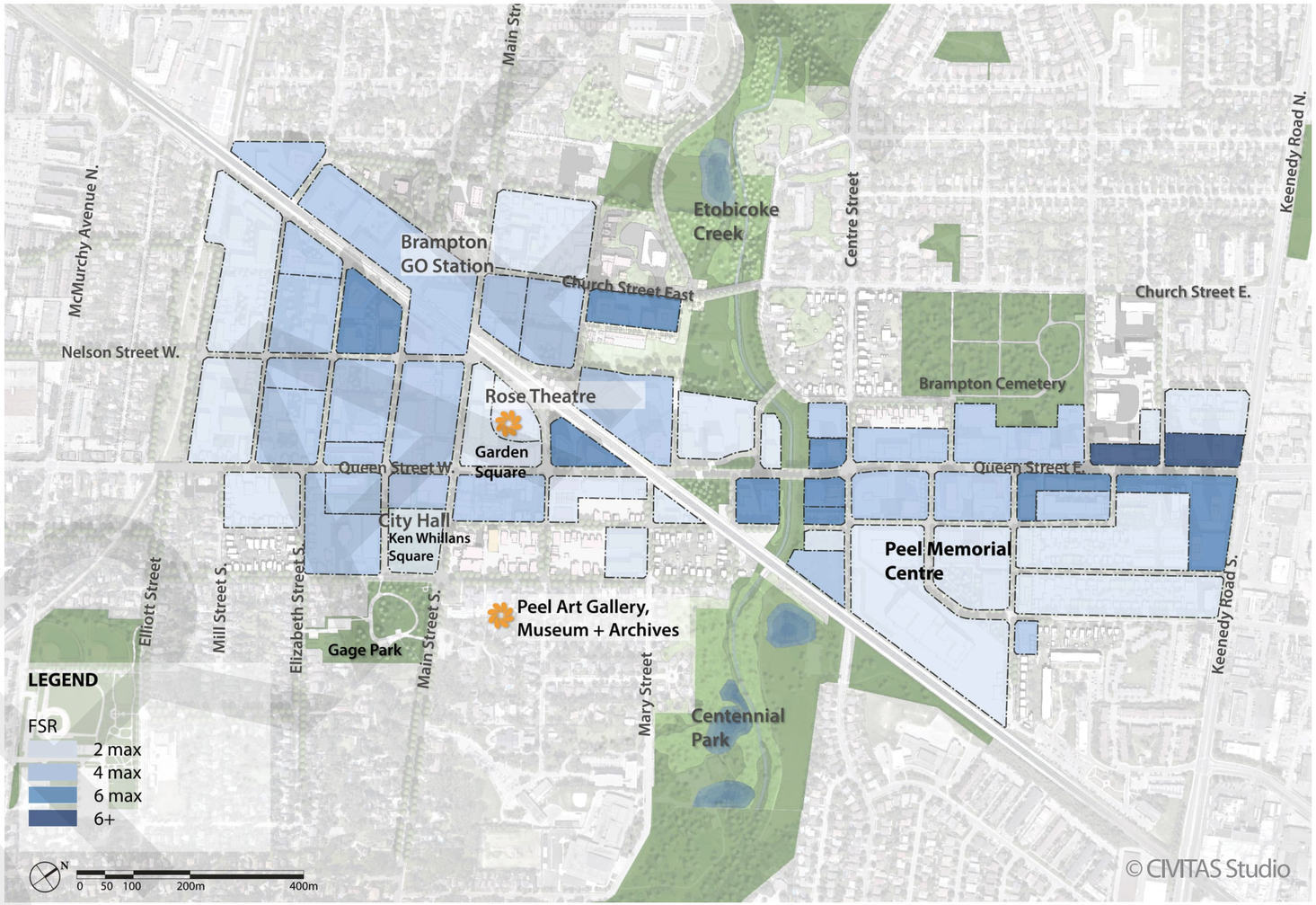
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Downtown Brampton

Density Strategy

- **Concentrate density around transit stops,** within the **historic centre** and along the **Queen's Boulevard,** and;
- Allow for the **infill/densification** of areas adjacent to the Downtown core, while creating a **density transect** to surrounding historic single family neighbourhoods.



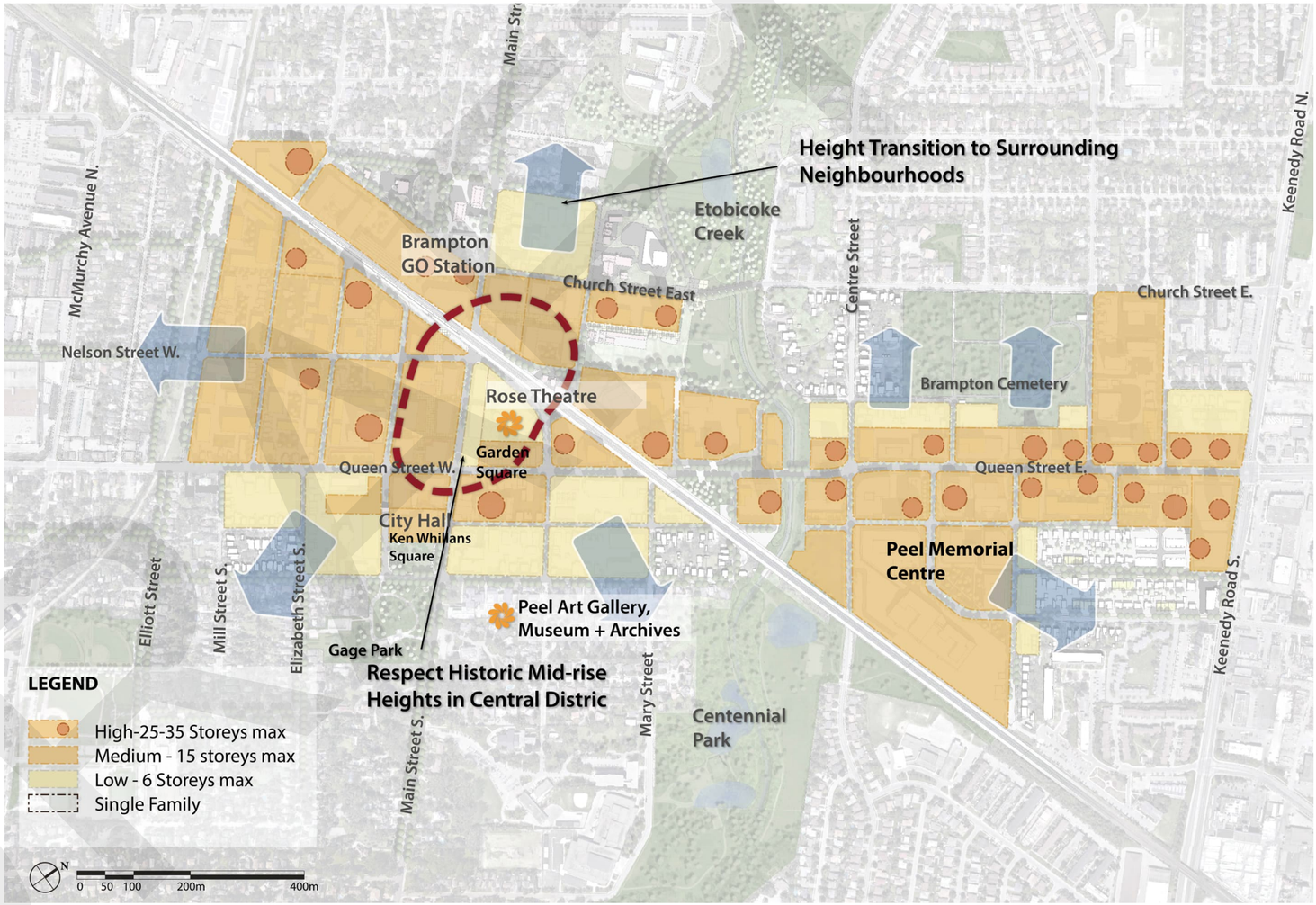
Brampton Downtown - Residential/Density Strategy

Plans are for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

Downtown Brampton

Building Heights/Massing Strategy

- Respect the **low-mid rise character** of the **historic central district** of the Downtown.
- Provide for a **height transition** between higher buildings and surrounding single family neighbourhoods, and;
- **Allow taller towers** in order to increase the number of Downtown residents, but **space the towers** to allow for views and solar access to streets and buildings below.



Brampton Downtown -Building Heights/Massing Strategy

Plans are for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

Downtown Brampton

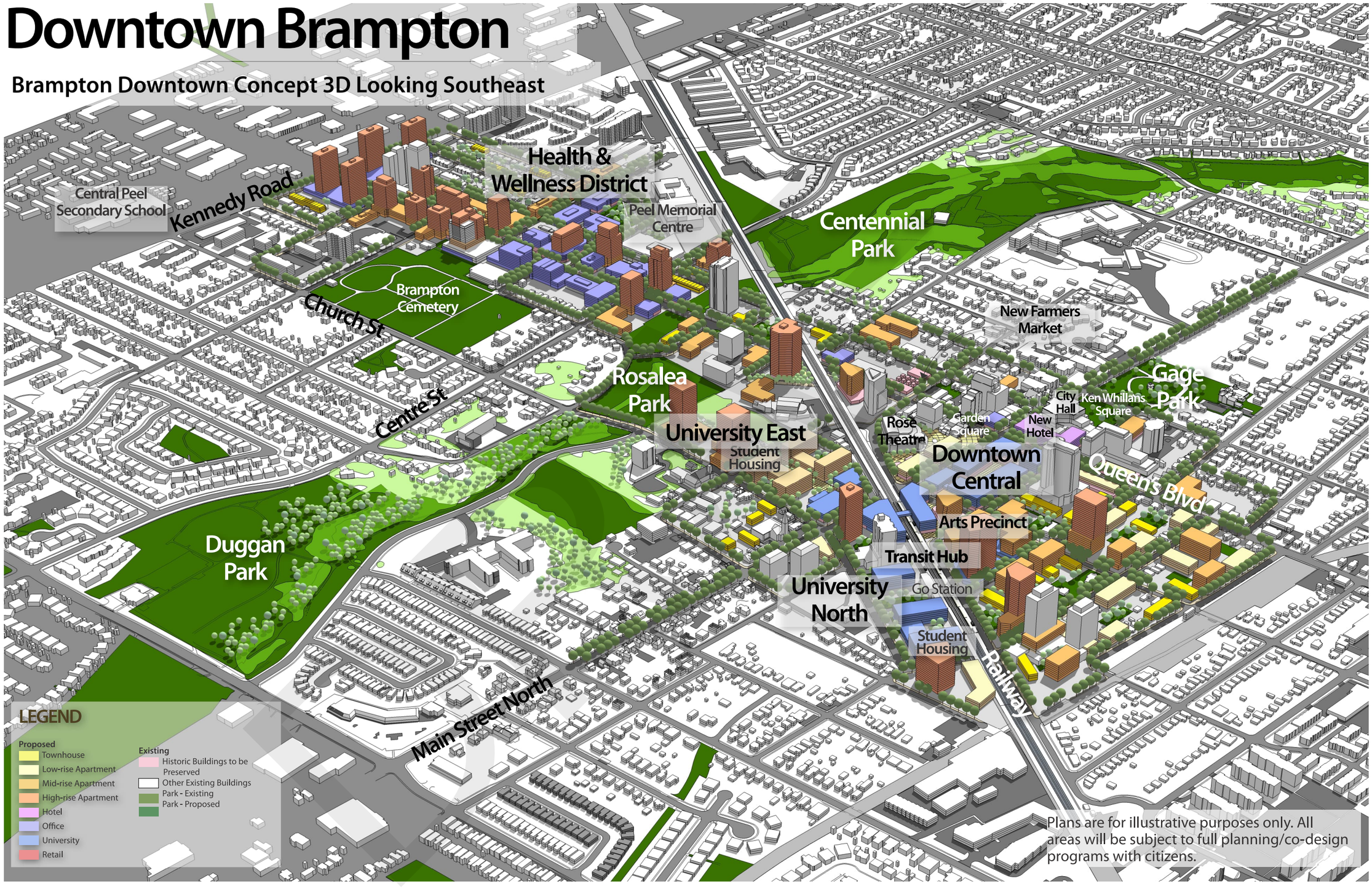
Brampton Downtown Concept 3D Looking Northeast



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Downtown Brampton

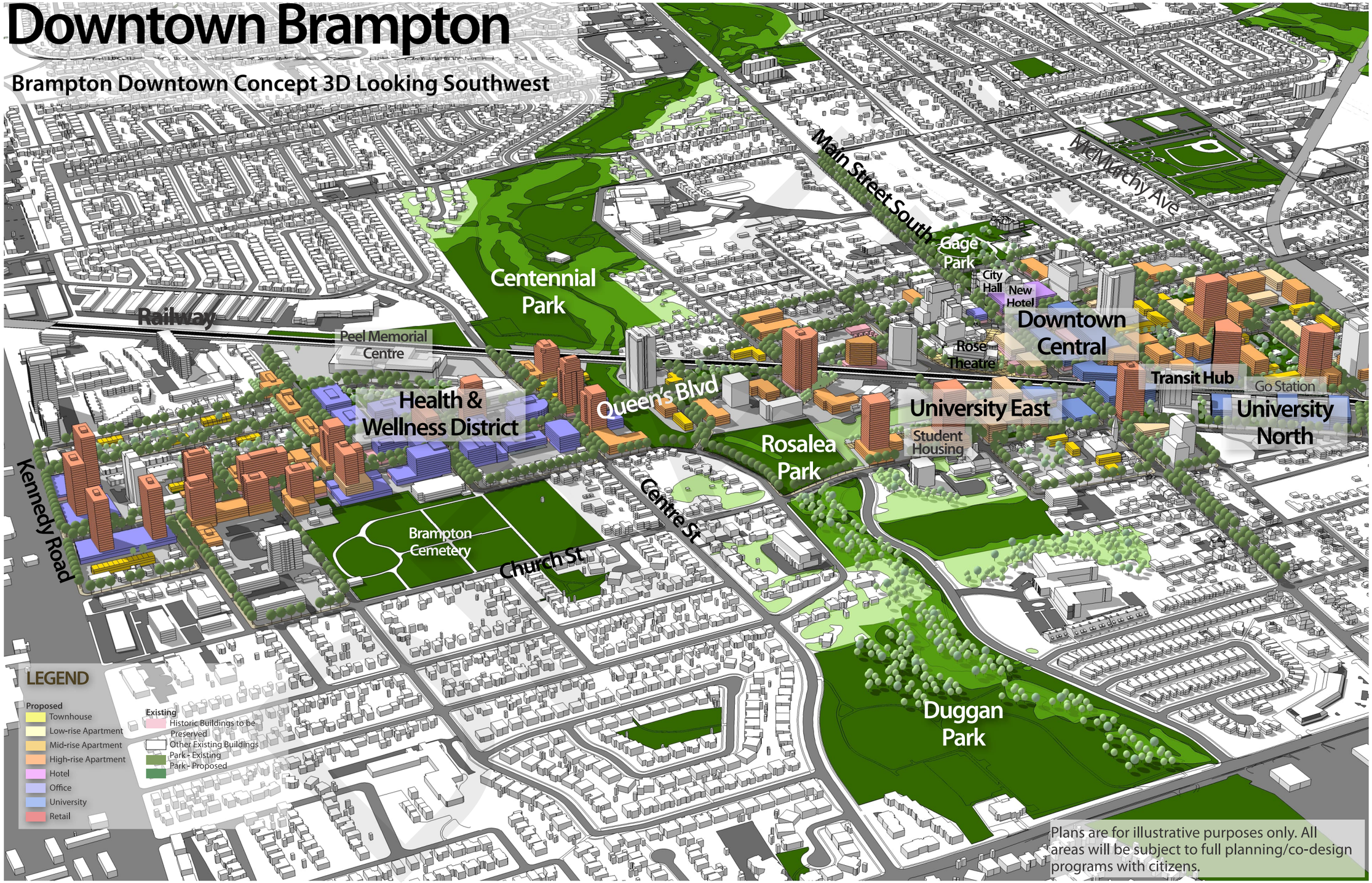
Brampton Downtown Concept 3D Looking Southeast



Plans are for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

Downtown Brampton

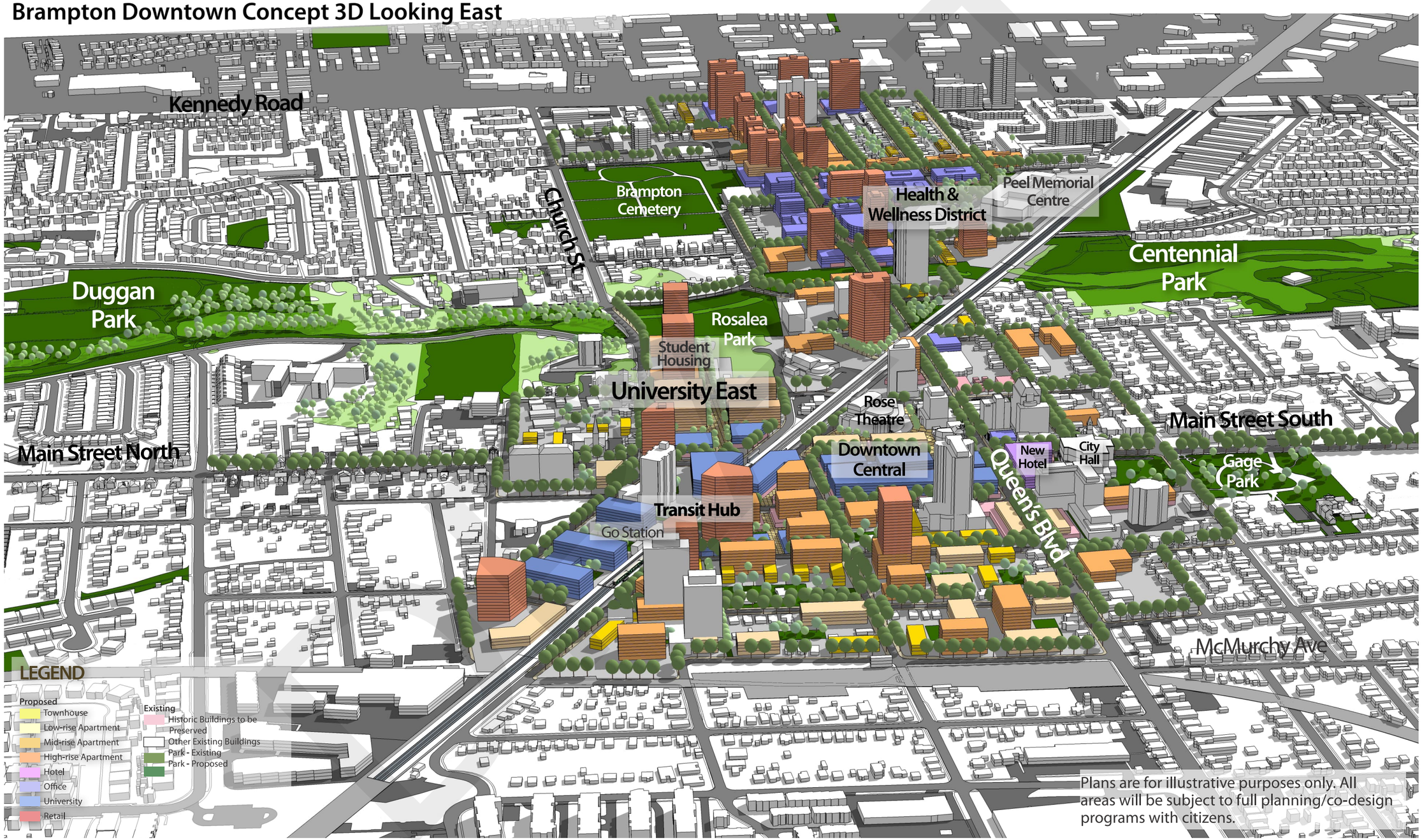
Brampton Downtown Concept 3D Looking Southwest



Plans are for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

Downtown Brampton

Brampton Downtown Concept 3D Looking East



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Neighbourhood Infill

Complete Neighbourhood Concept

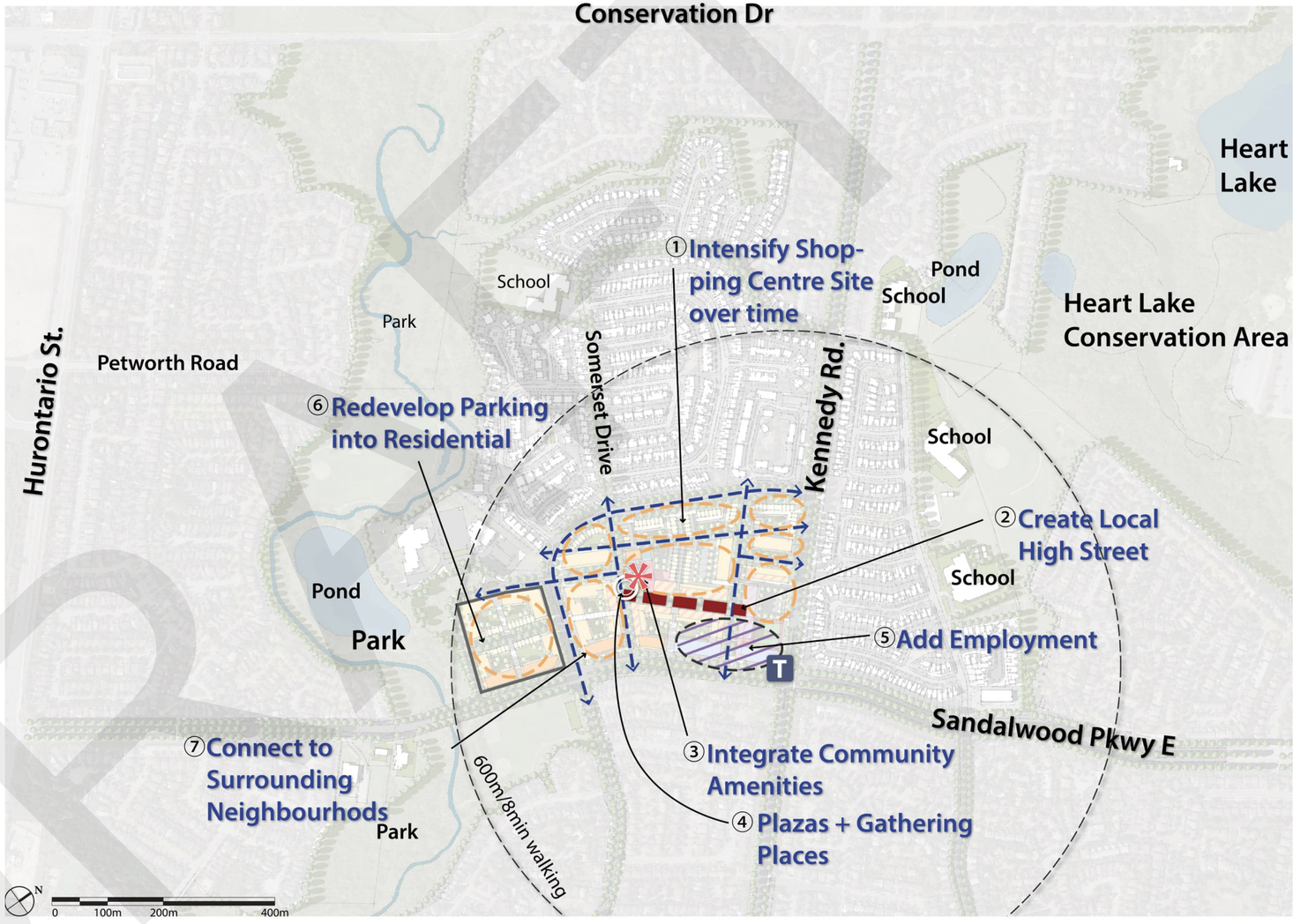


Plans are for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

Neighbourhood Infill

Big Moves

1. **Intensify the existing shopping centre** over time, redeveloping the parking lots with mixed-use residential/retail development.
2. Create a local **High Street** as a neighbourhood shopping and gathering place.
3. **Integrate community amenities** into the High Street; library, community centre, health care.
4. Include small **plazas, parks, and gathering places.**
5. Add places for **employment.**
6. Redevelop surrounding parking with **low to medium scale residential.**
7. **Connect to surrounding neighbourhoods** with streets and pedestrian routes.



Neighbourhood Infill - Big Moves

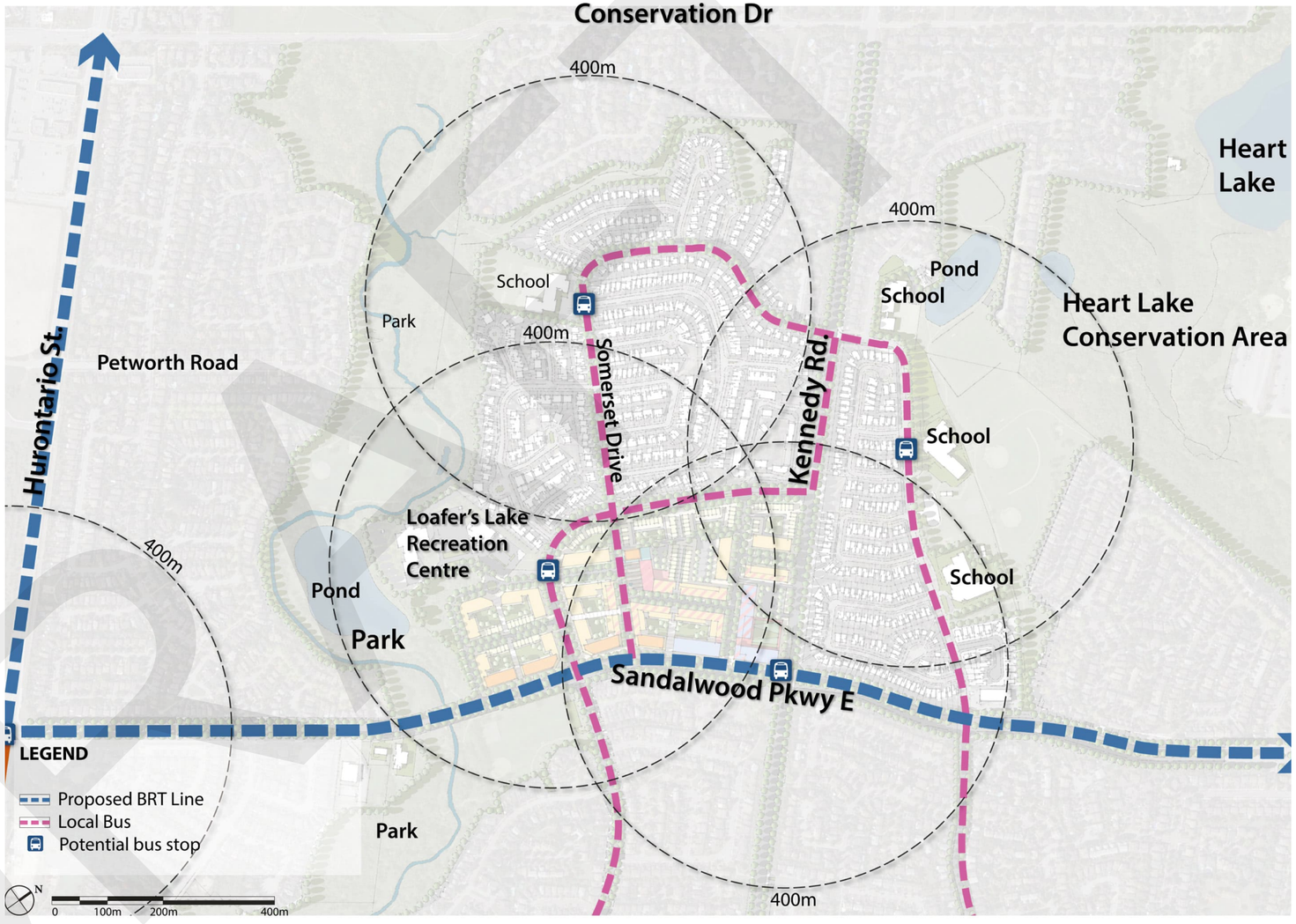
Plans are for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

DRAFT

Neighbourhood Infill

Mobility - Transit Strategy

- **BRT stop** located in the gateway to the infill site to ensure the site remains within a 10 minute walk of transit.
- Supporting **local bus loops** to connect surrounding neighbourhoods to the Infill Site.



Neighbourhood Infill - Transit Strategy

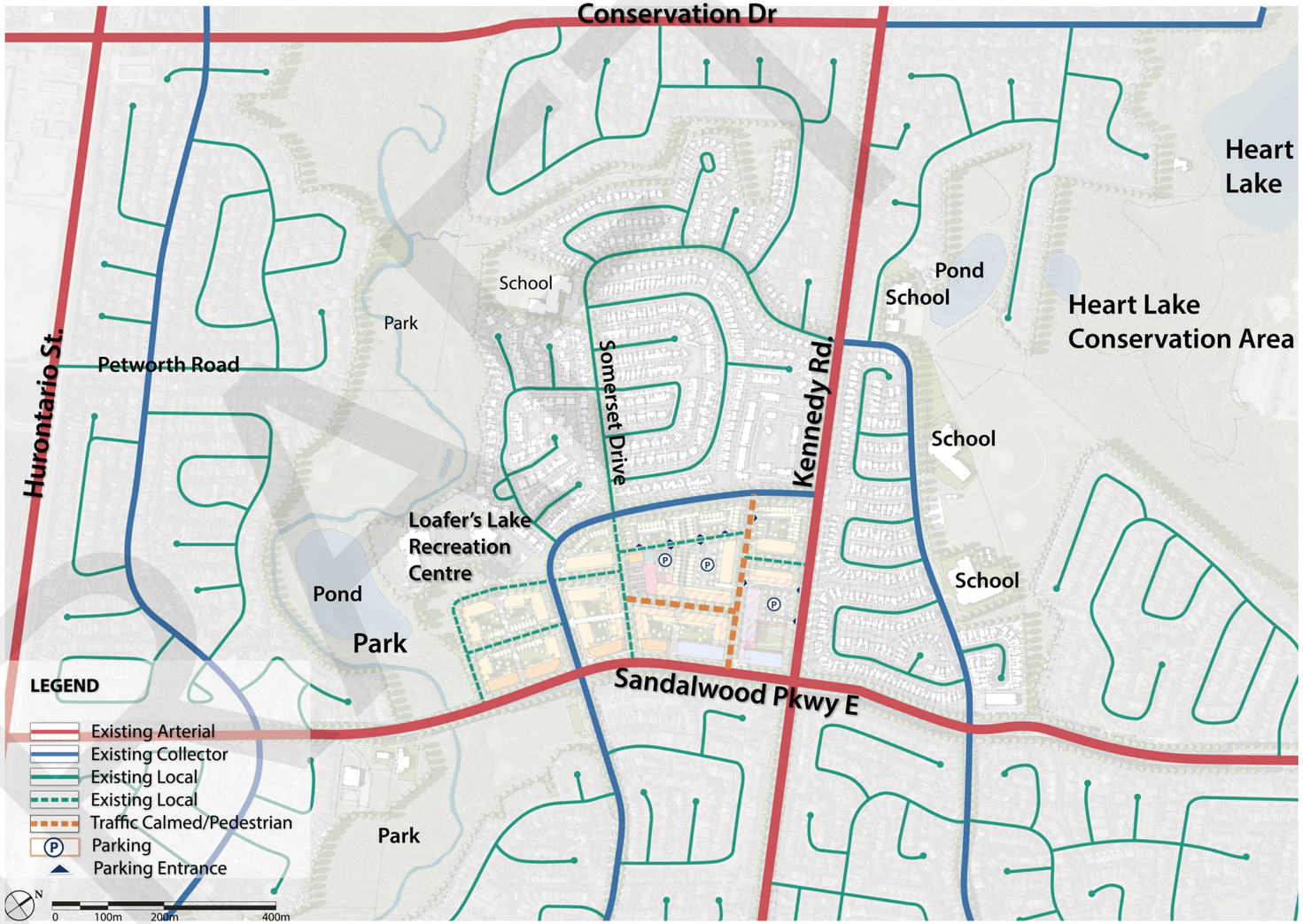
Plans are for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

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Neighbourhood Infill

Mobility - Street Network

- Redevelop the Infill Site with a **legible, fine grain network of streets/paths** to distribute traffic and maximize pedestrian permeability.
- Ensure streets and paths are **well connected** to the **surrounding existing neighbourhoods**



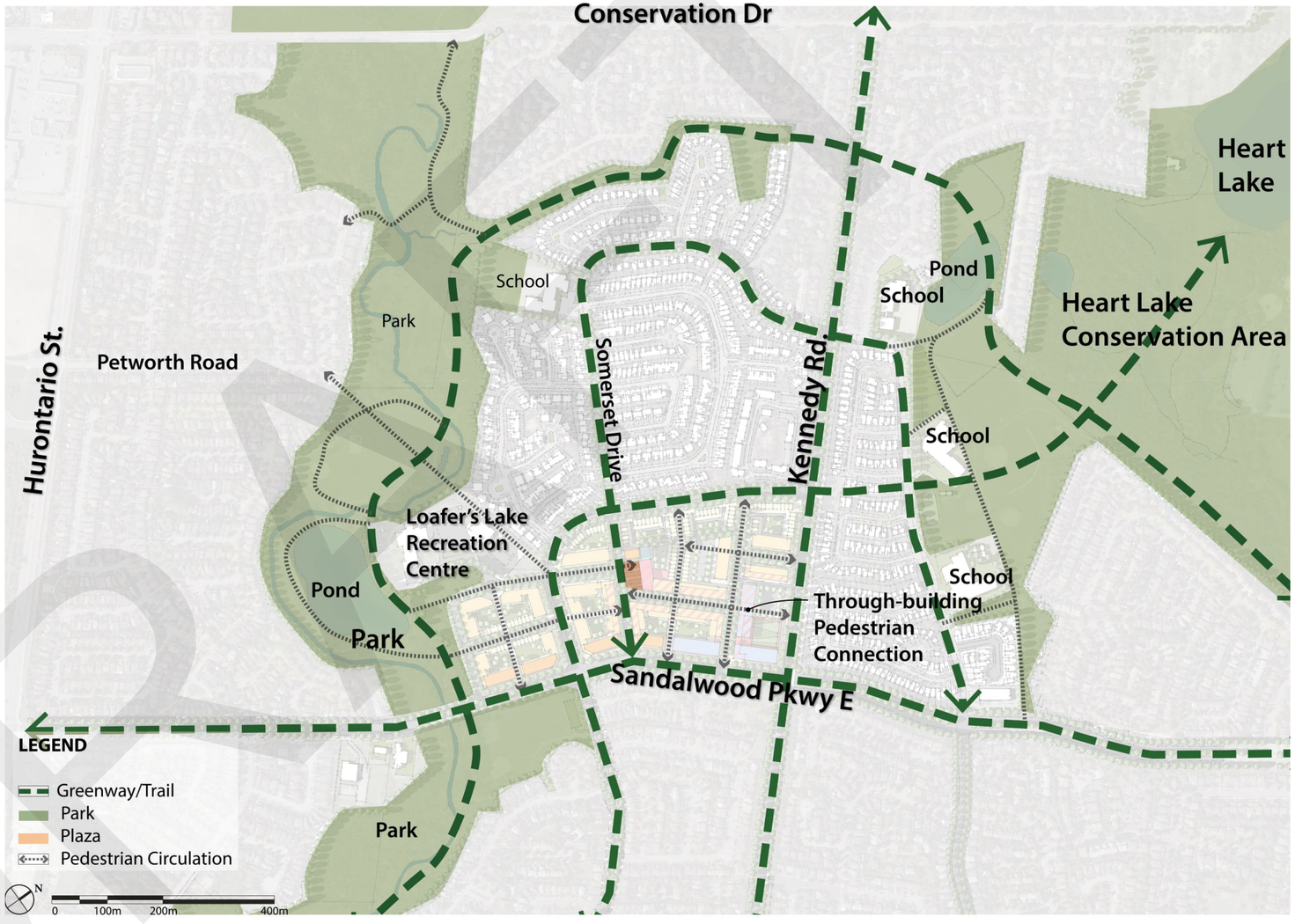
Neighbourhood Infill - Street Network

Plans are for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

Neighbourhood Infill

Open Space Strategy

- **Greenway Links** - pedestrian/bike links connecting to the Infill Site with surrounding parks and residential areas.
- **High Street and Plaza** as an urban gathering place, within the Infill Site.
- A network of **pedestrian paths** through the Infill Site.
- **Pocket parks** within apartment/townhouse clusters.



Neighbourhood Infill - Open Space Strategy

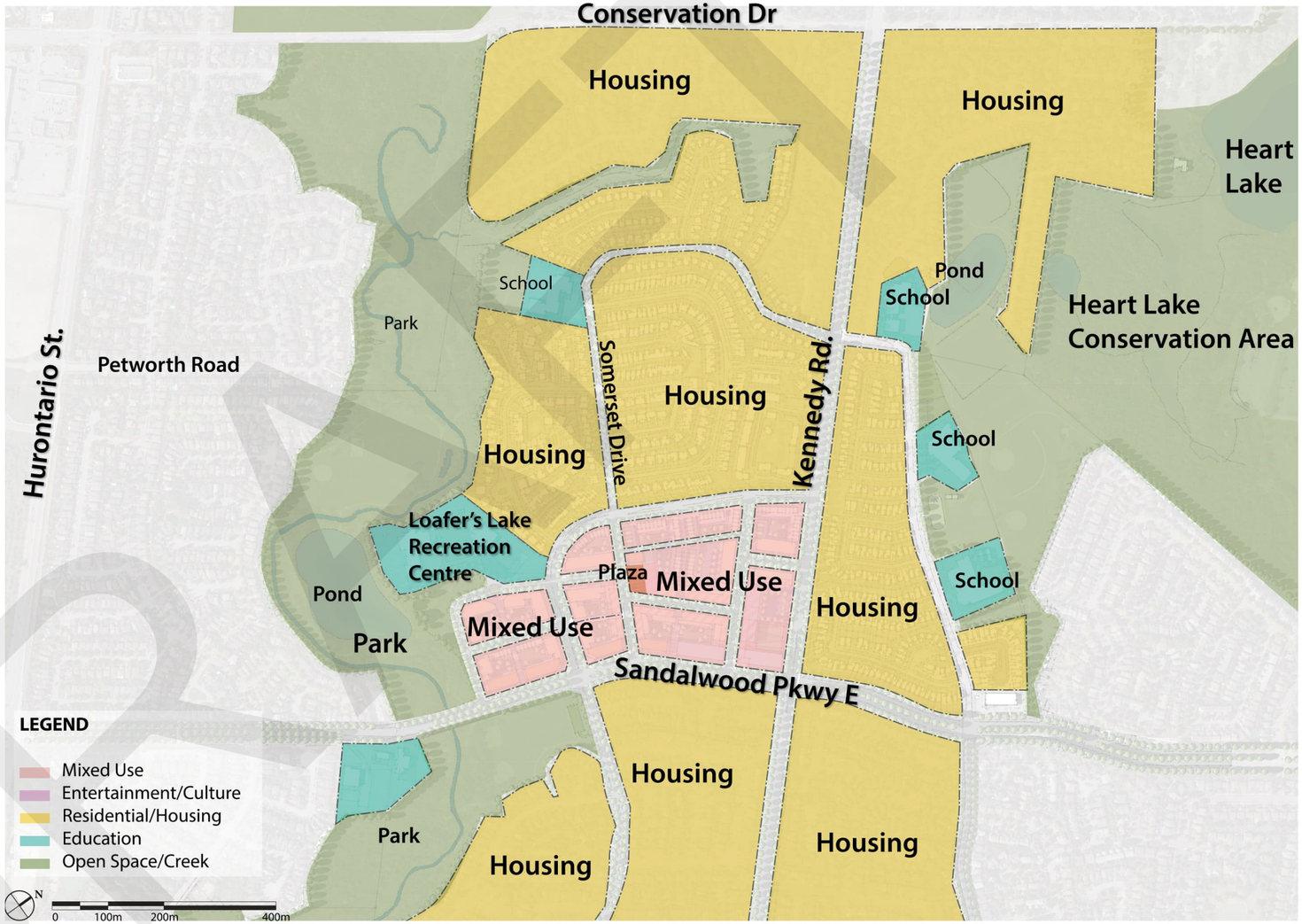
Plans are for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

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Neighbourhood Infill

Land Use Strategy

- Infill Site as a **mixed-use area**, that can accommodate the new **retail and employment demand,** as well as **infill residential growth.**
- Allow **public services and amenities** within the mixed-use nodes. These may include; a small community centre, an event place, a seniors centre, a day-care, and/or a health clinic.



Neighbourhood Infill - Land Use Strategy

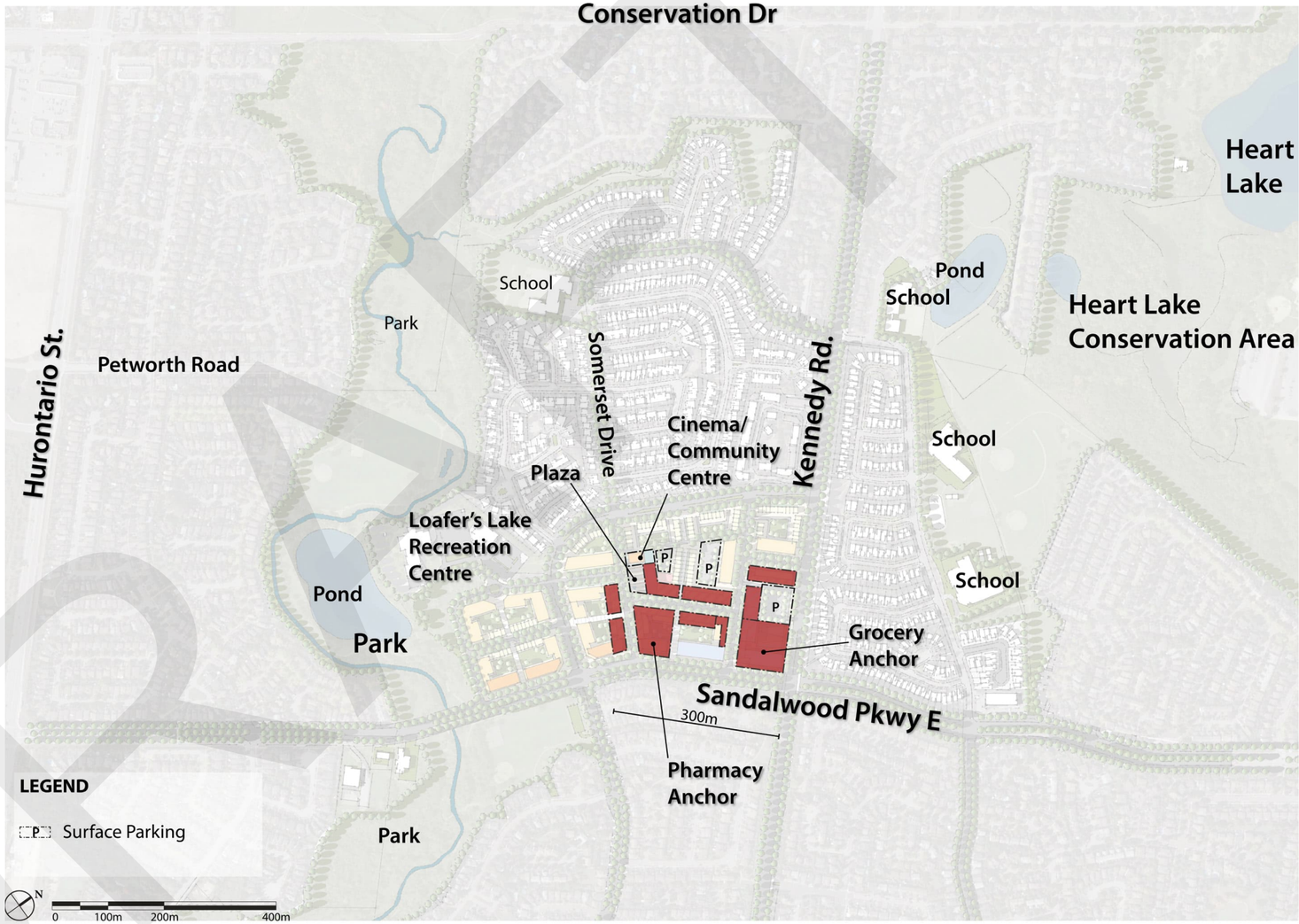
Plans are for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

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Neighbourhood Infill

Retail Strategy

- **Concentrate** retail into a **5 minute/400-meter High Street.**
- Ensure space for **grocer and pharmacy** as anchors, plus **local convenience shops.**
- **Retain surface parking adjacent to the High Street** as an interim solution, but design the centre to allow for **staged redevelopment of surface parking** in the future.
- **Total Retail Capacity,** as depicted on the plan, falls within the range of retail for a Neighbourhood Centre (15k-80k sf) as defined in the Brampton OP.



Neighbourhood Infill - Retail Strategy

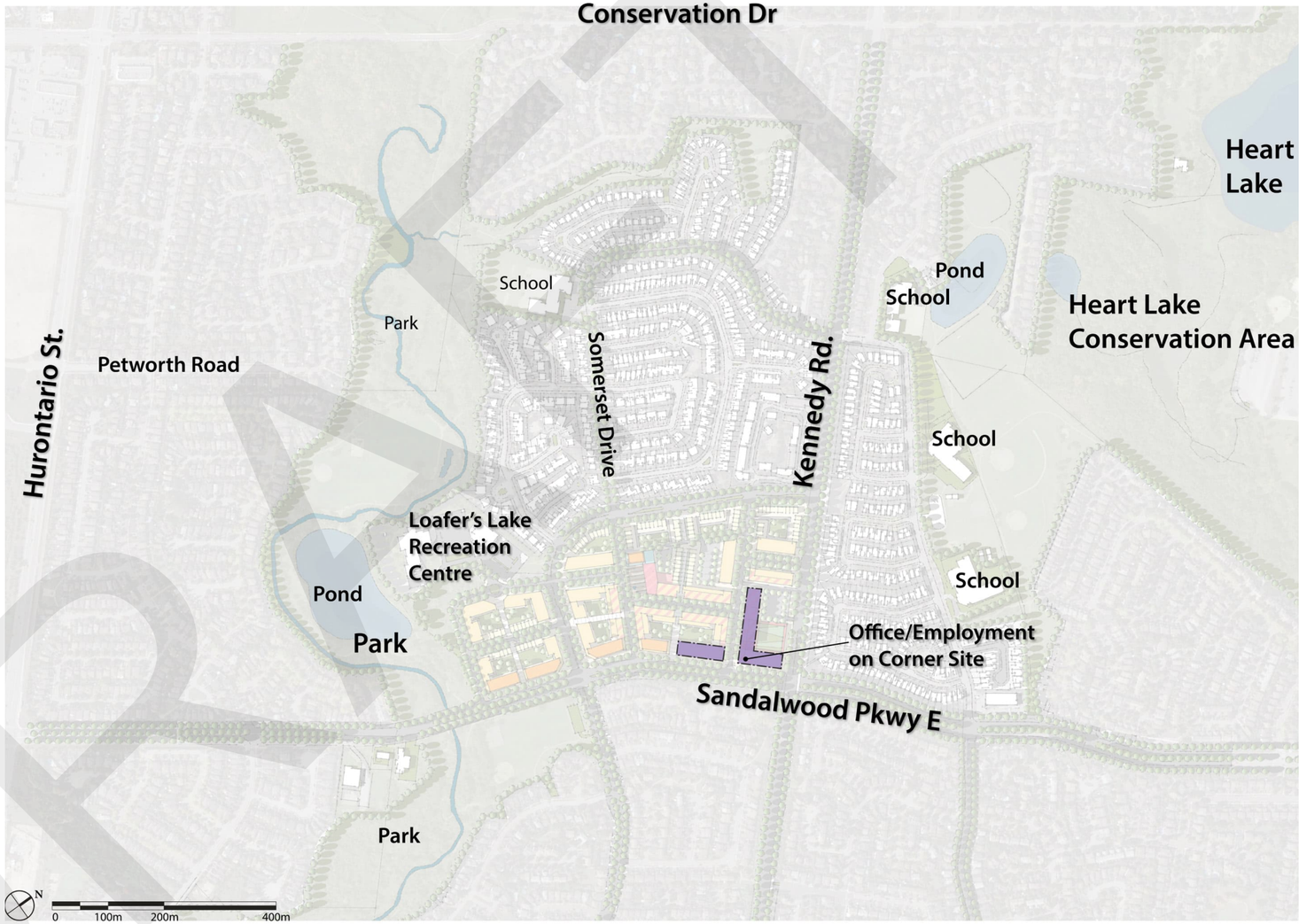
Plans are for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

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Neighbourhood Infill

Office/Employment Strategy

- Provide for some **employment space**, perhaps 300-1000 jobs, in order to;
  - Create a day and evening place,
  - Provide for jobs closer to people's homes
  - And attain future 2030 job targets as assigned to neighbourhood Infill sites (see page 5)
- **Concentrate offices along arterials and transit routes** for easy access.



Neighbourhood Infill - Office/Employment Strategy

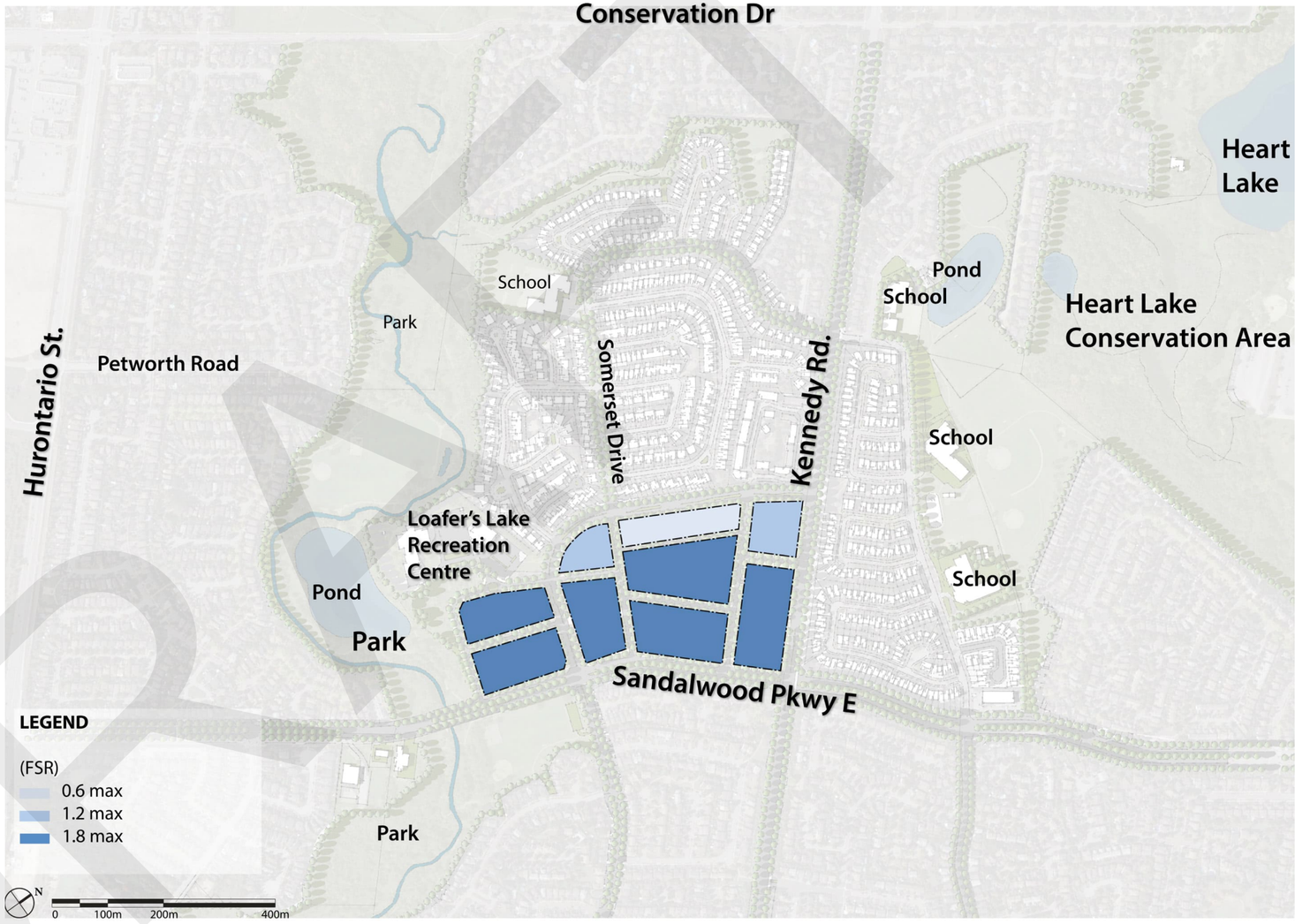
Plans are for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

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Neighbourhood Infill

Residential & Density Strategy

- **Intensify densities** throughout the Infill Site in order to allow for low to mid rise development in the range of 1.5 to 2.0 FAR; and,
- Provide for a **appropriate transition of density** with any adjacent low density neighbourhoods (0.6 to 1.2 FSR).



Neighbourhood Infill - Residential&Density Strategy

Plans are for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

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Flow
Building our future, faster.

Central Brampton

F2: Relevant Region, City and Town Official Plan Schedules

AECOM

Peel Region

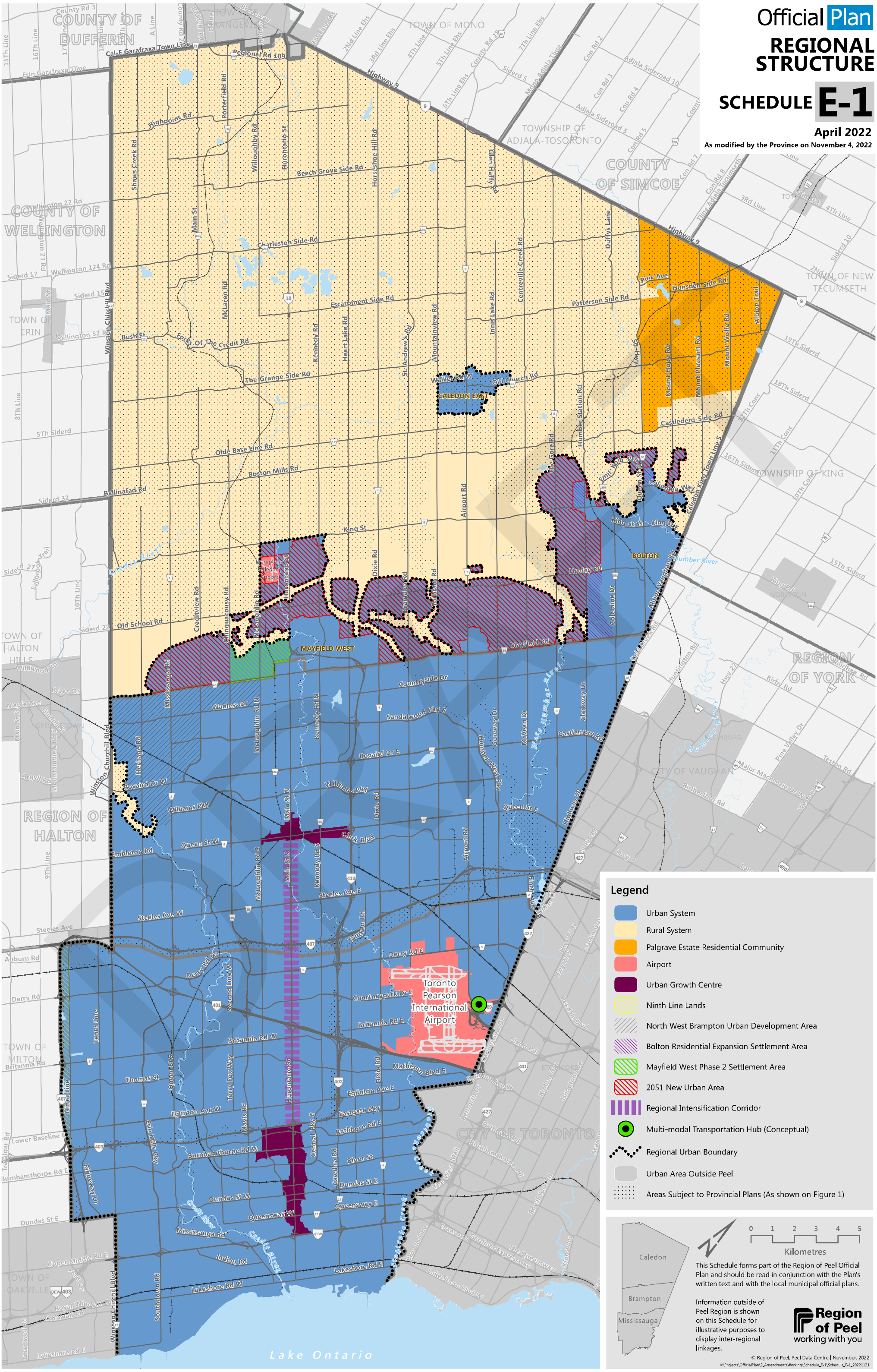
Official Plan

REGIONAL STRUCTURE

SCHEDULE E-1

April 2022

As modified by the Province on November 4, 2022



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Region of Peel
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Official Plan

STRATEGIC GROWTH AREAS

SCHEDULE E-2

April 2022

As modified by the Province on November 4, 2022

Legend

Strategic Growth Area

- Urban Growth Centre
- Primary or Secondary Major Transit Station Area
- Planned Major Transit Station Area
- Regional Intensification Corridor
- Local Intensification Corridor
- Nodes/Centres

Other

- Urban System
- Agricultural Land Base
- Greenbelt Area in Peel
- Regional Urban Boundary



0 1 2 3 4 5

Kilometres

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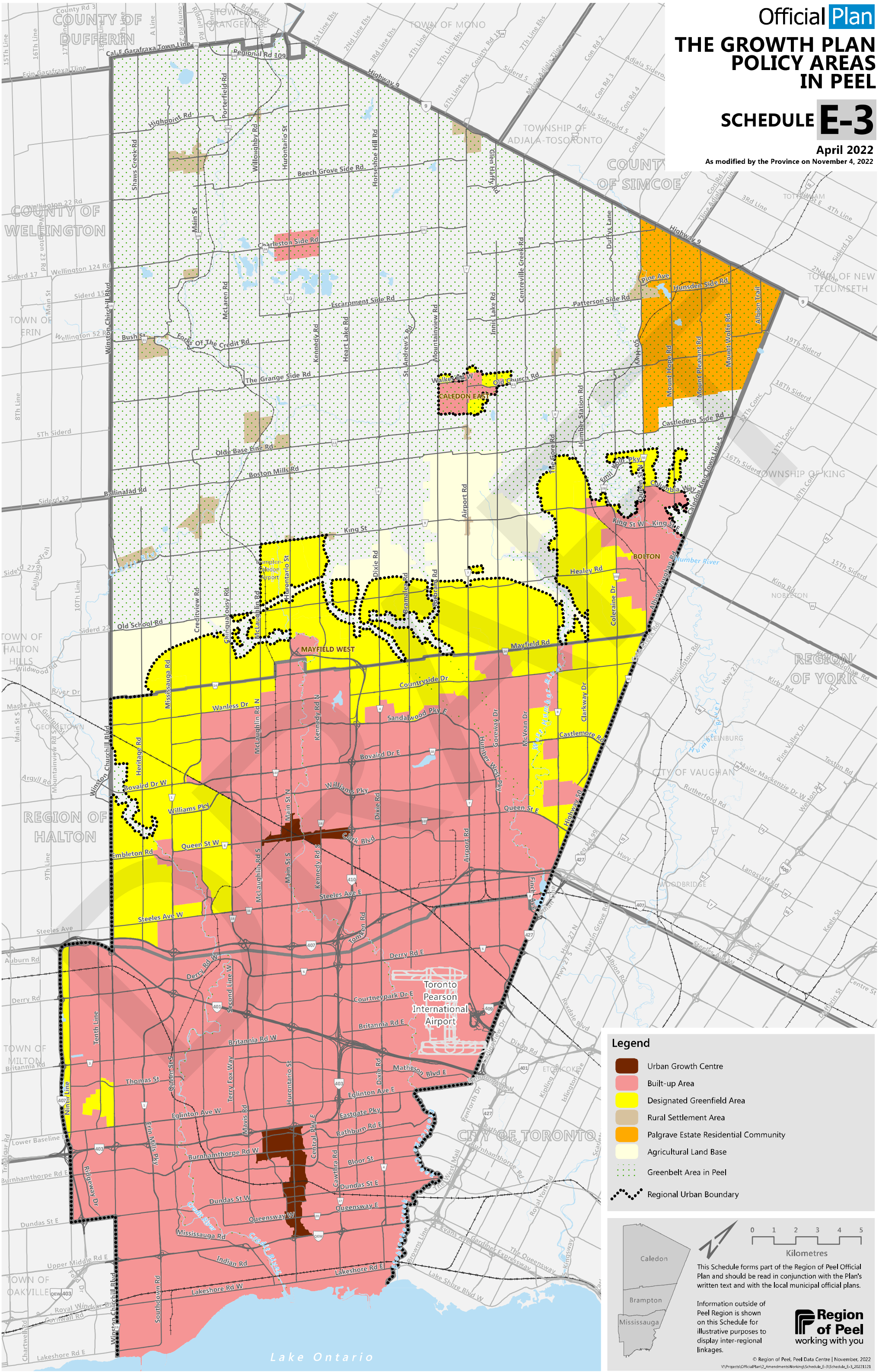
Official Plan

THE GROWTH PLAN POLICY AREAS IN PEEL

SCHEDULE E-3

April 2022

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Official Plan

EMPLOYMENT AREAS

SCHEDULE E-4

April 2022

As modified by the Province on November 4, 2022

Legend

- Employment Area
- Future Strategic Employment Area
- Campbell's Cross Transition Area
- Urban Growth Centre
- Major Transit Station Areas Subject to a Flexible Employment Policy in the Regional Official Plan
- Regional Urban Boundary

Caledon

Brampton

Mississauga

0 1 2 3 4 5

Kilometres

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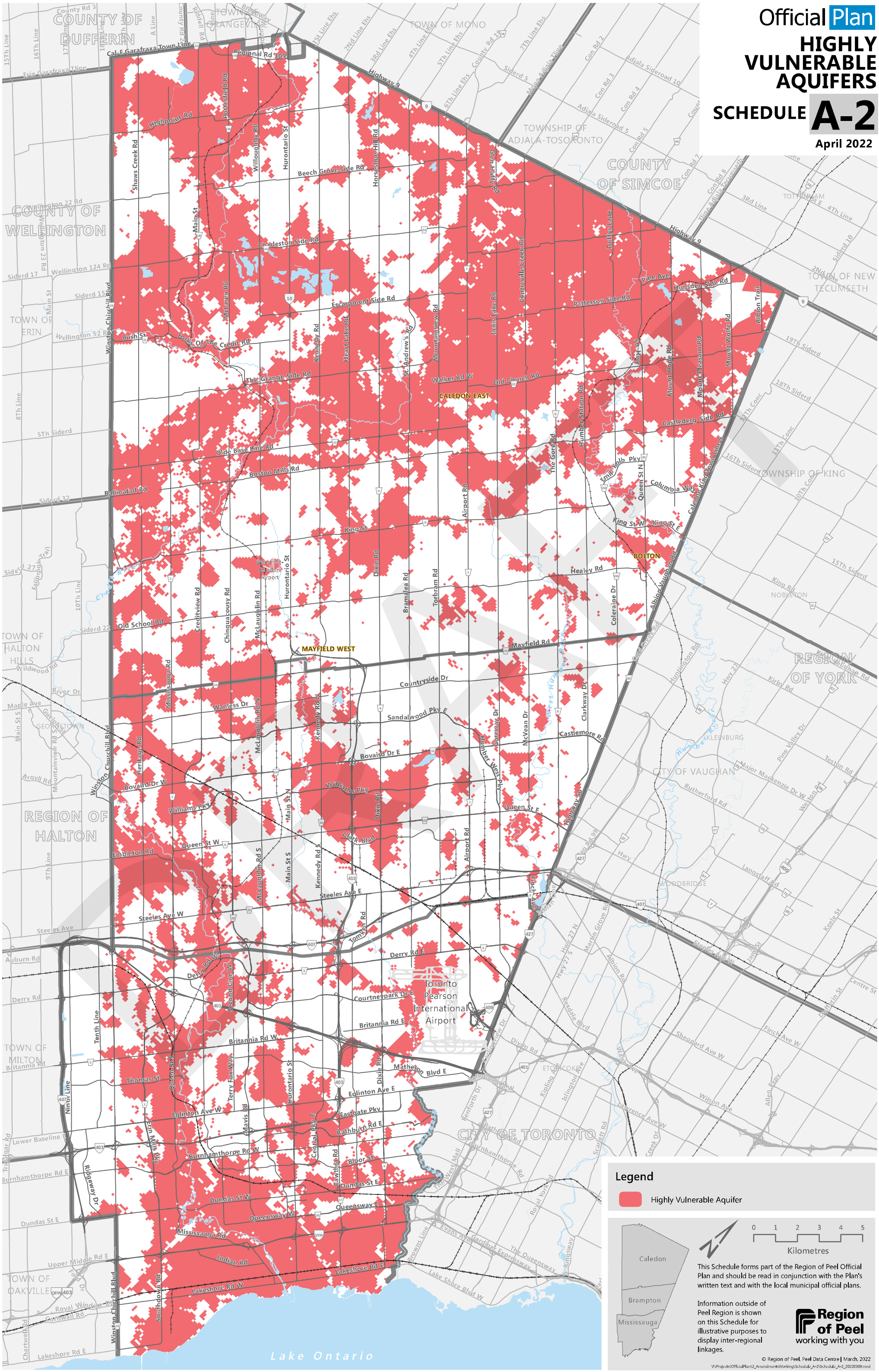
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Official Plan

HIGHLY VULNERABLE AQUIFERS

SCHEDULE A-2

April 2022

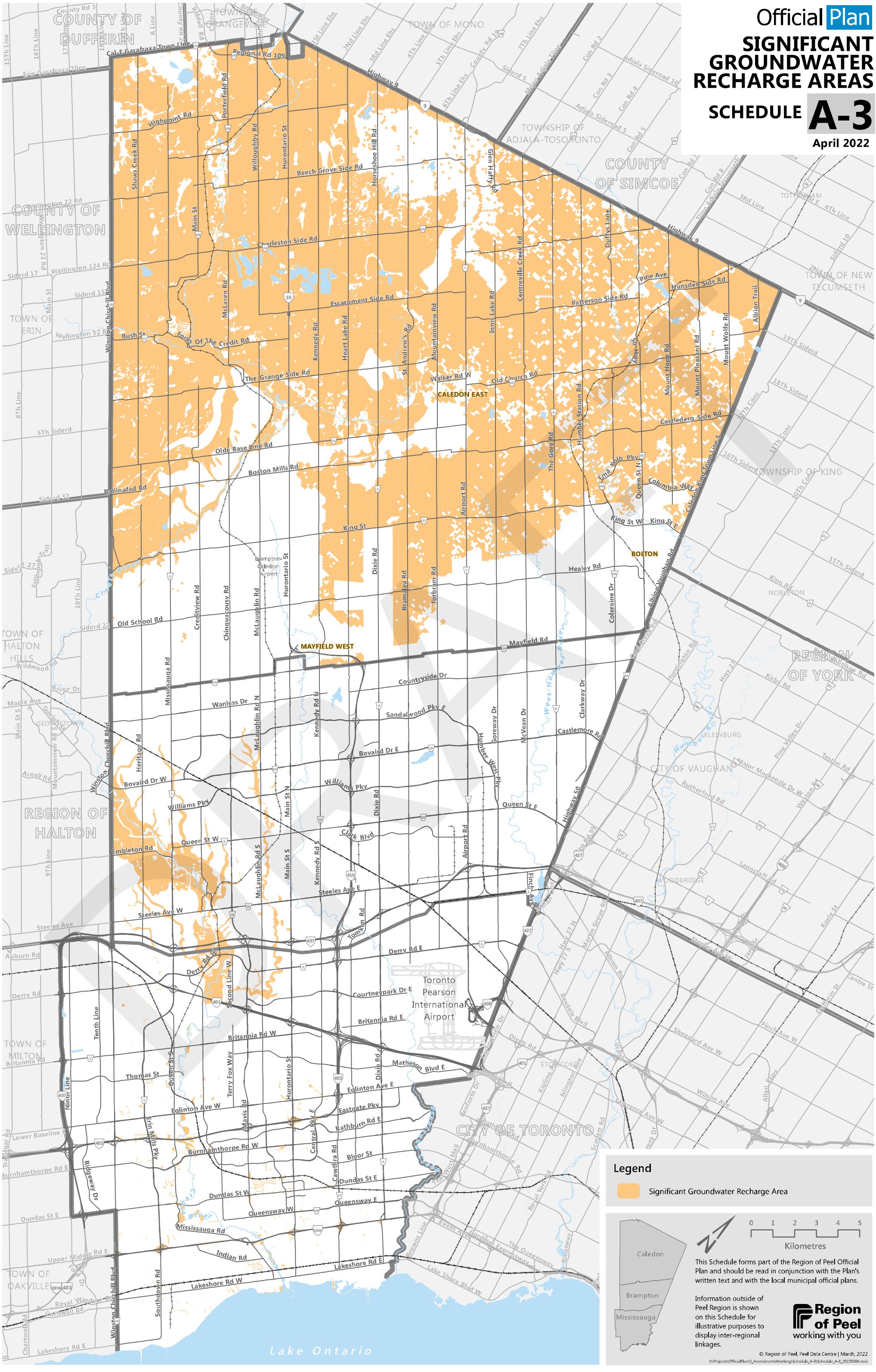

COUNTY OF DUFFERIN
COUNTY OF WELLINGTON
COUNTY OF SIMCOE
REGION OF HALTON
REGION OF PEEL
REGION OF YORK
TOWN OF ORANGEVILLE
TOWN OF MONO
TOWNSHIP OF ADJALA-TOSORONTO
TOWN OF ERIN
TOWN OF HALTON HILLS
TOWN OF MILTON
TOWN OF OAKVILLE
TOWN OF NEW TECUMSETH
TOWNSHIP OF KING
CITY OF TORONTO
CITY OF VAUGHAN
CALEDON EAST
BOLTON
MAYFIELD WEST
NOBLETON
WOODBRIDGE
KLEINBURG
ETOBICOKE
GEORGETOWN
Toronto Pearson International Airport
Brampton-Caledon Airport
Lake Ontario
Cal-E Garafraxa Town Line
Regional Rd 109
Highway 9
Highpoint Rd
Porterfield Rd
Willoughby Rd
Hurontario St
Beech Grove Side Rd
Horseshoe Hill Rd
Glen Haffy Rd
Shaws Creek Rd
Main St
Charleston Side Rd
Wellington 22 Rd
Wellington 124 Rd
Wellington 23 Rd
Sideroad 17
Sideroad 15
Winston Churchill Blvd
McLaren Rd
Escarpment Side Rd
Bush St
Forks Of The Credit Rd
Kennedy Rd
Heart Lake Rd
St Andrew's Rd
Mountainview Rd
Innis Lake Rd
Centreville Creek Rd
Duffys Lane
Pine Ave
Hunsden Side Rd
Patterson Side Rd
Albion Trail
The Grange Side Rd
Walker Rd W
Old Church Rd
Mount Hope Rd
Mount Pleasant Rd
Mount Wolfe Rd
Castlederg Side Rd
Olde Base Line Rd
Boston Mills Rd
Ballinafad Rd
Sideroad 32
King St
King St W
King St E
Airport Rd
The Gore Rd
Humber Station Rd
Emil Kolb Pky
Queen St N
Columbia Way
Caledon King Town Line S
Albion Vaughan Rd
Healey Rd
Dixie Rd
Bramalea Rd
Torbram Rd
Coleraine Dr
Old School Rd
Sideroad 27
Sideroad 22
Creditview Rd
Chinguacousy Rd
McLaughlin Rd
Mayfield Rd
Countryside Dr
Wanless Dr
Sandalwood Pky E
Castlemore Rd
Bovaird Dr E
Bovaird Dr W
Heritage Rd
Mississauga Rd
Williams Pky
Queen St E
Queen St W
Clark Blvd
Embleton Rd
Steeles Ave E
Steeles Ave W
Steeles Ave
Derry Rd E
Derry Rd W
Courtneypark Dr E
Britannia Rd E
Britannia Rd W
Tomken Rd
Second Line W
Tenth Line
Ninth Line
Eglington Ave E
Eglington Ave W
Matheson Blvd E
Eastgate Pky
Rathburn Rd E
Burnhamthorpe Rd W
Burnhamthorpe Rd E
Dundas St E
Dundas St W
Queensway E
Queensway W
Lakeshore Rd E
Lakeshore Rd W
Indian Rd
Upper Middle Rd E
Lower Baseline
Terry Fox Way
Erin Mills Pky
Ridgeway Dr
Southdown Rd
Central Pky E
Cawthra Rd
Mavis Rd
Hurontario St
Dixie Rd
Kennedy Rd S
Kennedy Rd N
Main St S
Main St N
McLaughlin Rd S
McLaughlin Rd N
Airport Rd
Torbram Rd
Tomken Rd
Derry Rd
Steeles Ave
Finch Ave W
Sheppard Ave W
Wilson Ave
Lawrence Ave W
Eglinton Ave
Dixon Rd
Rexdale Blvd
Albion Rd
Islington Ave
Kipling Ave
Renforth Dr
Scarlett Rd
Rathburn Rd
Burnhamthorpe Rd
The West Mall
Royal York Rd
Evans Ave
Gardiner Expressway
The Queensway
Lake Shore Blvd W
Browns Line
Hwy 27 N
Hwy 27 S
Martin Grove Rd
Keele St
Jane St
Dufferin St
Centre St
Pine Valley Dr
Teston Rd
Major Mackenzie Dr W
Rutherford Rd
Weston Rd
Langstaff Rd
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Hwy 410
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Hwy 400
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Con Rd 4
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Con Rd 8
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Adjala Sideroad 5
Sideroad 5
Sideroad 10
3rd Line
4th Line
2nd Line
Tecumseth Line
Adjala Tecumseth Line
Mono Adjala Line
1st Line Ehs
2nd Line Ehs
3rd Line Ehs
4th Line Ehs
5th Line Ehs
6th Line Ehs
7th Line Ehs
County Rd 10
County Rd 18
County Rd 3
County Rd 21
A Line
15th Line
16th Line
17th Line
18th Line
19th Line
8th Line
9th Line
10th Line
5th Sideroad
18th Sideroad
19th Sideroad
16th Sideroad
11th Conc
10th Conc
12th Conc
Erin Garafraxa Tline
Wellington 52 Rd
Wellington 124 Rd
Wellington 22 Rd
Wellington 23 Rd
Bush St
Argyll Rd
Wildwood Rd
River Dr
Maple Ave
Auburn Rd
Derry Rd
Tremaine Rd
Trafalgar Rd
Lower Baseline
Cornwall Rd
Royal Windsor Dr
Chartwell Rd
Ford Dr
Falbrook Trail
Creditview Rd
Guelph Line
Mountainview Rd S
Main St S
Main St
Winston Churchill Blvd
Ninth Line
Tenth Line
Second Line W
Terry Fox Way
Ridgeway Dr
Erin Mills Pky
Southdown Rd
Mississauga Rd
Indian Rd
Lakeshore Rd E
Lakeshore Rd W
Dundas St E
Dundas St W
Queensway E
Queensway W
Burnhamthorpe Rd E
Burnhamthorpe Rd W
Lower Baseline
Britannia Rd
Thomas St
Eglinton Ave W
Eglinton Ave E
Matheson Blvd E
Derry Rd E
Derry Rd W
Steeles Ave W
Steeles Ave
Embleton Rd
Queen St W
Queen St E
Williams Pky
Bovaird Dr W
Bovaird Dr E
Wanless Dr
Countryside Dr
Mayfield Rd
Old School Rd
Sideroad 27
Sideroad 22
Sideroad 32
Ballinafad Rd
Boston Mills Rd
Olde Base Line Rd
The Grange Side Rd
Escarpment Side Rd
Charleston Side Rd
Beech Grove Side Rd
Highpoint Rd
Cal-E Garafraxa Town Line
Erin Garafraxa Tline
Broadway
Riddell Rd
Porterfield Rd
Willoughby Rd
Hurontario St
Horseshoe Hill Rd
Glen Haffy Rd
Shaws Creek Rd
Main St
Winston Churchill Blvd
McLaren Rd
Kennedy Rd
Heart Lake Rd
St Andrew's Rd
Mountainview Rd
Innis Lake Rd
Centreville Creek Rd
Duffys Lane
Pine Ave
Hunsden Side Rd
Patterson Side Rd
Albion Trail
Mount Hope Rd
Mount Pleasant Rd
Mount Wolfe Rd
Castlederg Side Rd
Emil Kolb Pky
Queen St N
Columbia Way
Caledon King Town Line S
Albion Vaughan Rd
Healey Rd
Dixie Rd
Bramalea Rd
Torbram Rd
Coleraine Dr
Airport Rd
The Gore Rd
King St
King St W
King St E
Old School Rd
Creditview Rd
Chinguacousy Rd
McLaughlin Rd
Mayfield Rd
Countryside Dr
Wanless Dr
Sandalwood Pky E
Castlemore Rd
Bovaird Dr E
Bovaird Dr W
Heritage Rd
Mississauga Rd
Williams Pky
Queen St E
Queen St W
Clark Blvd
Embleton Rd
Steeles Ave E
Steeles Ave W
Steeles Ave
Derry Rd E
Derry Rd W
Courtneypark Dr E
Britannia Rd E
Britannia Rd W
Tomken Rd
Second Line W
Tenth Line
Ninth Line
Eglinton Ave E
Eglinton

Official Plan

SIGNIFICANT GROUNDWATER RECHARGE AREAS

SCHEDULE A-3

April 2022



Legend

Significant Groundwater Recharge Area

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Official Plan
INTAKE PROTECTION ZONES
SCHEDULE A-6
April 2022

Lorne Park Intake

Arthur P. Kennedy Intake

R.L. Clark Intake

Legend

- Water Treatment Plant Intake

Intake Protection Zones

- IPZ1
- IPZ2
- IPZ3

Caledon

Brampton

Mississauga

0 500 1,000 1,500 2,000 2,500

Metres

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Official Plan
GREENLANDS SYSTEM
SCHEDULE C-1
April 2022

Legend

Greenlands System Overlay*

* Includes all Provincial Natural Heritage System designations and overlays, Core Areas of the Greenlands System, Natural Areas and Corridors and Potential Natural Areas and Corridors

Caledon
Brampton
Mississauga

0 1 2 3 4 5
Kilometres

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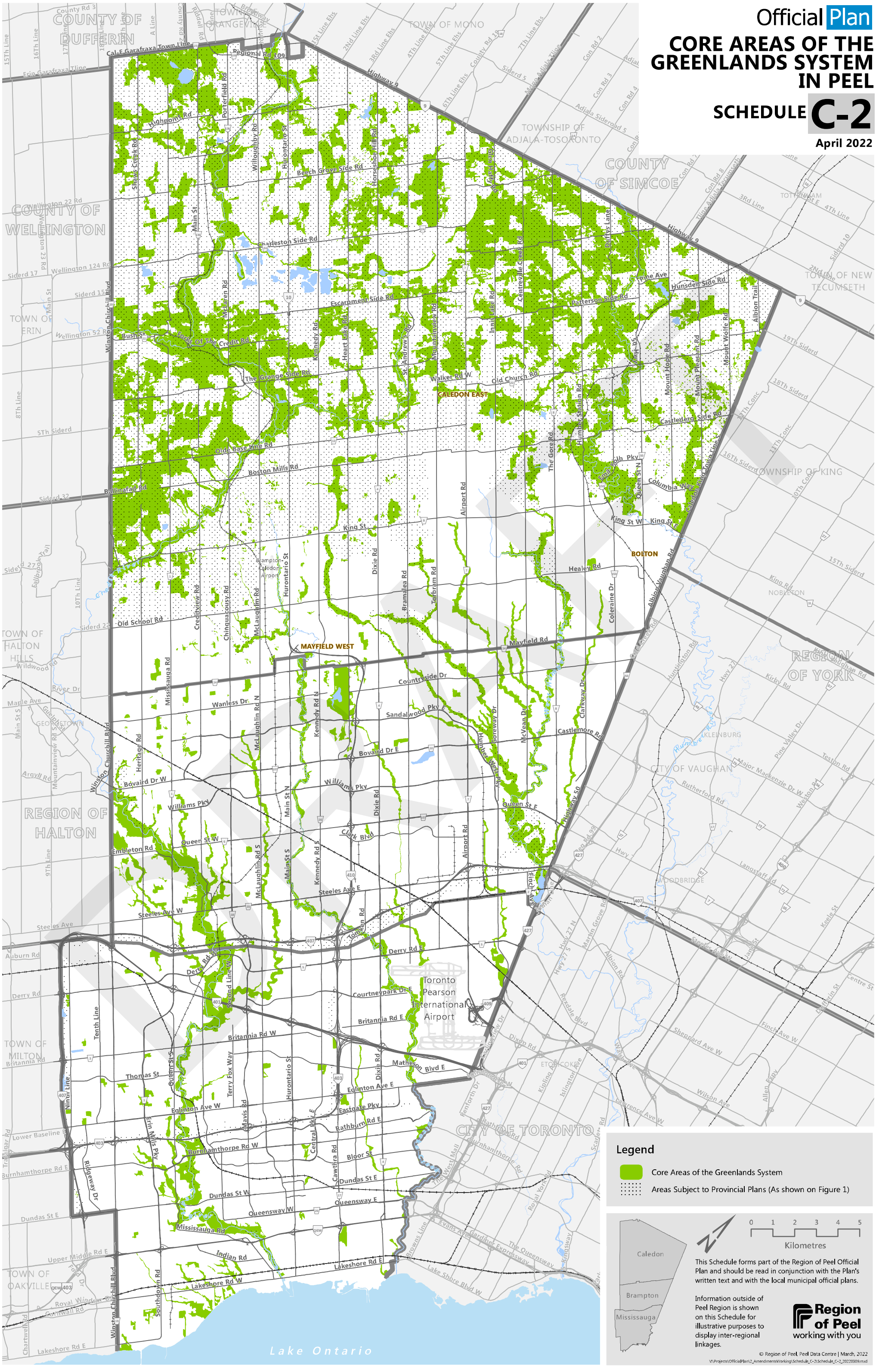
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Official Plan

CORE AREAS OF THE GREENLANDS SYSTEM IN PEEL

SCHEDULE C-2

April 2022



Legend

- Core Areas of the Greenlands System
- Areas Subject to Provincial Plans (As shown on Figure 1)

0 1 2 3 4 5

Kilometres

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The ‘Planned Corridors’ overlay identified in the northwestern portion of Brampton reflects the boundaries and alignments of the Highway 413 Focused Analysis Area and the Northwest GTA Transmission Corridor Narrowed Area of Interest.

Streets Network subject to further refinement through Precinct Planning

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

TOWN OF HALTON HILLS

TOWN OF CALEDON

CITY OF VAUGHAN

CITY OF TORONTO

CITY OF MISSISSAUGA

MAYFIELD RD
WANLESS DR
CONSERVATION DR
COUNTRYSIDE DR
WINSTON CHURCHILL BLVD
CREDITVIEW RD
MCLAUGHLIN RD
HURONTARIO ST
HEART LAKE RD
KENNEDY RD
FERNFOREST DR
COLERAINE DR
SANDALWOOD PKY W
SANDALWOOD PKY E
WILLIAMS PKY
MISSISSAUGA RD
BOVAIRD DR W
BOVAIRD DR E
PETER ROBERTSON BLVD
GOREWAY DR
CASTLEMORE RD
NORTH PARK DR
MCVEAN DR
THE GORE RD
CLARKWAY DR
HIGHWAY 50
HERITAGE RD
CHINGUACOUSY RD
MCLAUGHLIN RD N
VODDEN ST W
MAIN ST N
CENTRE ST N
KENNEDY RD N
RUTHERFORD RD N
VODDEN ST E
DIXIE RD
BRAMALEA RD
TORBRAM RD
AIRPORT RD
WILLIAMS PKY
HOWDEN BLVD
HUMBERWEST PKY
COTTRELLE BLVD
EBENEZER RD
EMBLETON RD
QUEEN ST W
QUEEN ST E
CENTRAL PARK DR
CLARENCE ST
ORENDA RD
CLARK BLVD
BALMORAL DR
WEST DR
GOREWAY DR
CHAROLAIS BLVD
MAIN ST S
KENNEDY RD S
RUTHERFORD RD S
HIGHWAY 410
ORENDA RD
HIGHWAY 427
STEELES AVE W
STEELES AVE E
JAMES POTTER RD
MAVIS RD
RAY LAWSON BLVD
HURONTARIO ST
KENNEDY RD
TOMKEN RD
HIGHWAY 407
FINCH AVE

Overlays

- Urban Centres
- Town Centres
- Primary Urban Boulevards
- Planned Corridors

- Corridors
- Planned Corridors
- Support Corridor

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

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

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

Base Map Features

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

N

1:70000

0 0.5 1 2 3 4 Kilometres

Date: June 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, other schedules and secondary plans. The boundaries and alignments of designations and overlays on this schedule are approximate and are not intended to be scaled.

SCHEDULE 1A | CITY STRUCTURE

BRAMPTON

Streets Network subject to further refinement through Precinct Planning

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

TOWN OF HALTON HILLS

TOWN OF CALEDON

CITY OF VAUGHAN

CITY OF TORONTO

CITY OF MISSISSAUGA

MAYFIELD RD
WANLESS DR
CONSERVATION DR
COUNTRYSIDE DR
COLERAINE DR
WINSTON CHURCHILL BLVD
SANDALWOOD PKY W
SANDALWOOD PKY E
WILLIAMS PKY
MISSISSAUGA RD
CREDITVIEW RD
MCLAUGHLIN RD
HURONTARIO ST
KENNEDY RD
HEART LAKE RD
FERNFOREST DR
GOREWAY DR
HIGHWAY 50
PETER ROBERTSON BLVD
BOVAIRD DR W
BOVAIRD DR E
CASTLEMORE RD
NORTH PARK DR
MCVEAN DR
THE GORE RD
CLARKWAY DR
HERITAGE RD
CHINGUACOUSY RD
MCLAUGHLIN RD N
VODDEN ST W
MAIN ST N
CENTRE ST N
KENNEDY RD N
RUTHERFORD RD N
VODDEN ST E
DIXIE RD
BRAMALEA RD
TORBRAM RD
AIRPORT RD
WILLIAMS PKY
HOWDEN BLVD
HOMBERWEST PKY
COTTRELLE BLVD
EMBLETON RD
QUEEN ST W
QUEEN ST E
EBENEZER RD
CENTRAL PARK DR
CLARENCE ST
ORENDA RD
CLARK BLVD
BALMORAL DR
WEST DR
HIGHWAY 410
CREDITVIEW RD
JAMES POTTER RD
MCLAUGHLIN RD S
MAIN ST S
KENNEDY RD S
RUTHERFORD RD S
CHAROLAIS BLVD
STEELES AVE W
STEELES AVE E
MAVIS RD
RAY LAWSON BLVD
HURONTARIO ST
KENNEDY RD
TOMKEN RD
HIGHWAY 407
FINCH AVE
HIGHWAY 427

1:70000
0 0.5 1 2 3 4 Kilometres

N

Designations
- Mixed Use
- Neighbourhoods
- Employment
- Mixed-Use Employment
- Rural Land
- 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
- Provincial Highways / Goods Movement Corridor
- Major Streets

Date: June 2024
Planning, Building and Growth Management
Brampton Plan

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SCHEDULE 2 | DESIGNATIONS

BRAMPTON

Schedule A

TOWN OF CALEDON LAND USE PLAN

The Town of Orangeville has undertaken studies, which have not been supported by the Region of Peel and the Town of Caledon, relating to the possibility of an expansion of the Orangeville settlement area into its neighbouring municipalities, including the Town of Caledon

- General Agricultural Area
- Prime Agricultural Area
- Rural Lands
- Extractive Industrial Area
- Waste Management Area
- Open Space Policy Area
- Environmental Policy Area
- Estate Residential Area
- Rural Economic Development Area
- Retirement Community Area
- Settlement Area
- Mayfield West Study Area Boundary
- Boundary of Greenbelt Plan Area
- Oak Ridges Moraine Conservation Plan Area
- Niagara Escarpment Plan Area

- Provincial Road
- Regional Road
- Local Road
- Railway
- Caledon Trailway

Base Data Source: Town of Caledon

0 0.5 1 2 3 4 5 km

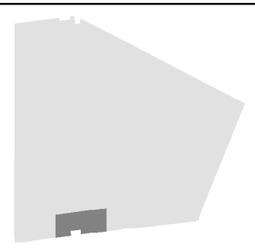
Refer to OPA #150
Refer to Explanatory Notes of the Official Plan
Refer to OPA #161/124
Refer to OPA #122
Refer to OPA #241
Refer to OPA #156
See Section 5.2.3.2
See Section 5.2.3.7
Refer to OPA #163
Refer to OPA #133
See Section 3.2.4.16
For details of this area refer to the Caledon Village Land Use Plan Schedule "E"
Refer to OPA #210
Refer to OPA #171
Refer to OPA #98
Reddington Retirement Community
For details of this area refer to the applicable Palgrave Estate Residential Community Schedules "G, H, & I"
Refer to OPA #217
Bolton Golf Course Estate Residential
For details of this area refer to the Caledon East Land Use Plan Schedule "D"
Refer to OPA #234
Refer to OPA #195
Refer to OPA #65
For details of this area refer to Inglewood & Area Land Use Plan Schedule "M"
For details of this area refer to Sandhill Secondary Plan Schedule "T"
Refer to OPA #227
Terra Cotta Special Residential Area
For details of this area refer to Victoria Business Park Land Use Plan Schedule "R"
See Section 5.1.3.1.5
Refer to OPA #148
Refer to OPA #2
For details of this area refer to Tullamore Secondary Plan Schedule "N"
For details of this area refer to Bolton Land Use Plan Schedule "C"
Refer to OPA #101 and OPA #232
For details of this area refer to Schedule B-2 Mayfield West Phase 2 Secondary Plan Land Use Plan
For details of this area refer to Mayfield West Land Use Plan Schedule "B"

March 2024 Office Consolidation

Schedule B
MAYFIELD WEST LAND USE PLAN

TOWN OF CALEDON

- Prime Agricultural Area
- Residential Area
- Residential Policy Area
- Environmental Policy Area
- Open Space Policy Area
- General Commercial
- Institutional
- Mixed High/Medium Density Residential
- Special Policy Area
- Prestige Industrial
- General Industrial
- Highway Right-of-Way
- Village Centre Area
- Settlement Boundary 2031
- Mayfield West Study Area
- Boundary of Greenbelt Plan Area
- Greenway Corridor
- Lot and Concession Lines
- Elementary School
- Gateway Feature
- Potential Future Interchange
- Conceptual Road Network
- Provincial Road
- Regional Road
- Local Road
- Railway



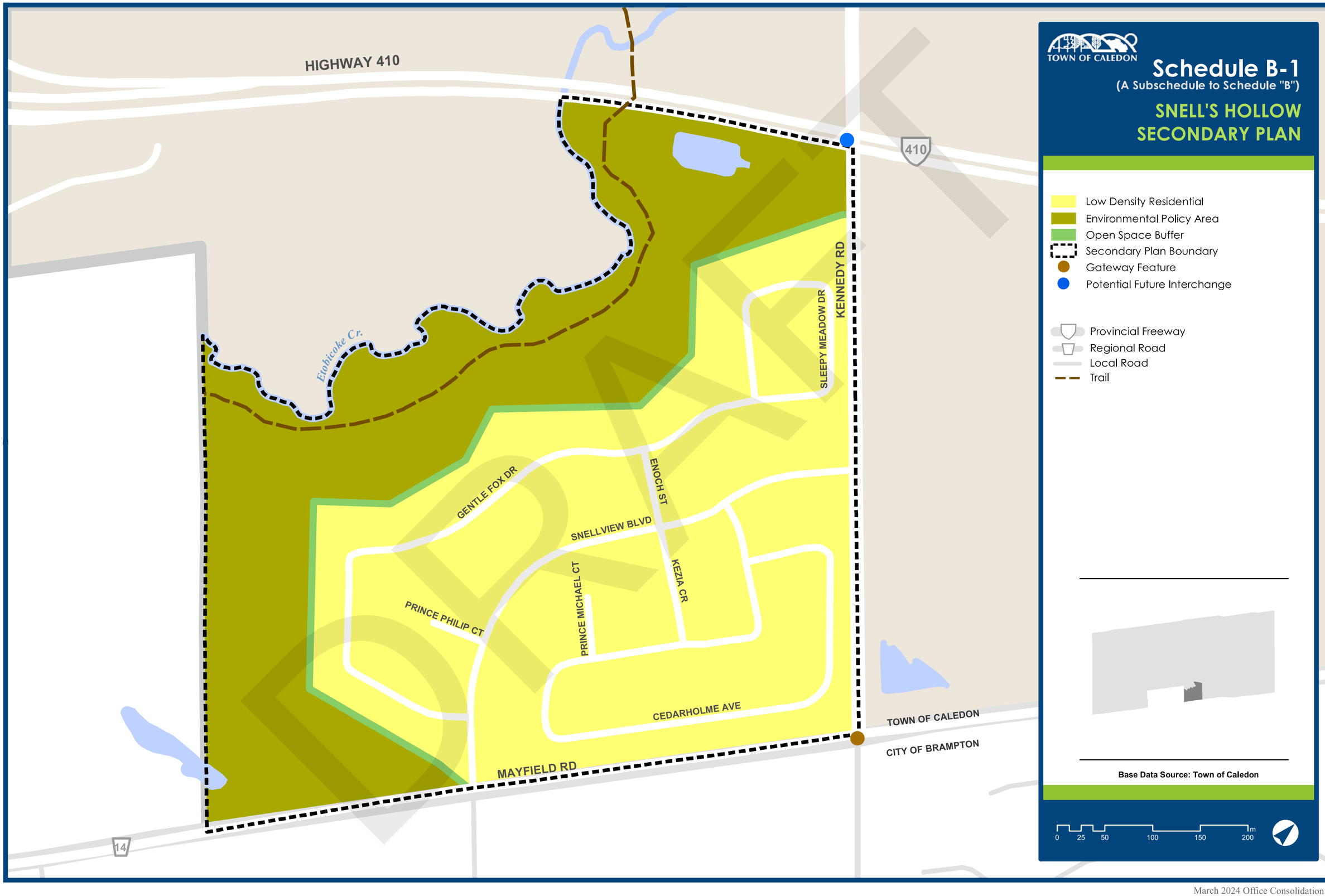
Base Data Source: Town of Caledon

0 0.5 1 2 3 4 5 km

CHINGUACOUSY RD
MCLAUGHLIN RD
HURONTARIO ST
KENNEDY RD
HEART LAKE RD
DIXIE RD
OLD SCHOOL RD
MAYFIELD RD
OBRY
Etobicoke Cr.
CON 1 WHS
CON 2 WHS
CON 1 EHS
CON 2 EHS
CON 3 EHS
LOT 22
LOT 21
LOT 20
LOT 19
LOT 18
10
4
410
14
A
B
TOWN OF CALEDON
CITY OF BRAMPTON

For details of this area refer to Schedule B-2
"Mayfield West Phase 2 Secondary Plan Land Use Plan"

For details of this area refer to Schedule B-1
"Snell's Hollow Secondary Plan Area - Land Use Plan"


HIGHWAY 410
410
Etobicoke Cr.
KENNEDY RD
SLEEPY MEADOW DR
ENOCH ST
GENTLE FOX DR
SNELLVIEW BLVD
KEZIA CR
PRINCE MICHAEL CT
PRINCE PHILIP CT
CEDARHOLME AVE
MAYFIELD RD
TOWN OF CALEDON
CITY OF BRAMPTON
14
TOWN OF CALEDON
Schedule B-1
(A Subschedule to Schedule "B")
SNELL'S HOLLOW SECONDARY PLAN
Low Density Residential
Environmental Policy Area
Open Space Buffer
Secondary Plan Boundary
Gateway Feature
Potential Future Interchange
Provincial Freeway
Regional Road
Local Road
Trail
Base Data Source: Town of Caledon
0 25 50 100 150 200 m

TOWN OF CALEDON

Schedule B-2

(A Subschedule to Schedule "B")

MAYFIELD WEST PHASE 2 SECONDARY PLAN: LAND USE PLAN

MCLAUGHLIN RD

CHINGUACOUSY RD

MAYFIELD RD

410

14

14

- Prime Agricultural Area
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Mixed Use
- Prestige Industrial
- General Commercial
- Live-Work Units
- Institutional
- Open Space Policy Area
- Environmental Policy Area
- Transit Hub
- Boundary of Greenbelt Plan Area
- Stormwater Pond Facility
- Settlement Boundary 2031
- Municipal Boundary
- Greenway Corridor
- Watercourse
- Future Recreation Facility
- Elementary School
- Secondary School
- Brampton Christian School
- Immanuel Christian Reformed Church
- Highway Right-of-Way
- Railroad Right-of-Way
- Conceptual Road Network
- Provincial Road
- Regional Road
- Local Road
- Railway

Base Data Source: Town of Caledon

0 0.125 0.25 0.5 km

March 2024 Office Consolidation