

SECONDARY PLAN AREA 9

BRAMALEA MOBILITY HUB SECONDARY PLAN

December 2025

Bramalea Mobility Hub Secondary Plan Area 9

General

- i. Secondary plans form part of the Official Plan and are to be read in conjunction with all policies of the Official Plan, including interpretation and implementation provisions.
- ii. Where there is conflict or inconsistency between a provision in the current Official Plan and a provision in a secondary plan (whether directly in the text or included by reference) the current Official Plan shall prevail. When such a conflict is identified, efforts shall be made to revise the plans to correct the conflict.
- iii. Reference to any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.
- iv. The Council of the City of Brampton is responsible for interpreting any provision within the Official Plan and secondary plans.

Specific (Pertaining to Secondary Plan 9, The Bramalea Mobility Hub Secondary Plan)

The Bramalea Mobility Hub Secondary Plan consists of Chapter 9 of the document known as the 2006 City of Brampton Official Plan.

Chapter 9 is based on Official Plan Amendment OP2006-173 to the document known as the 2006 Official Plan, as adopted by City Council on September 25, 2019 (By-Law 229-2019).

The following amendments have also been incorporated:
PL 190557 (Order dated July 9, 2021 for 69 Bramalea)
OLT-22-002855 (Order dated February 15, 2024)
OP 2023-271 (May 14, 2025)

This document is provided for convenience only. For official reference, resource should be had to the original documents noted above.

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¹ This Table of Contents is provided for convenience only and is not to be considered an official part of Chapter 9, Part II of the Official Plan.

"1.0 PURPOSE

The purpose of this Chapter, together with Schedules SP9(A), SP9(B) and SP9(C) is to establish, in accordance with Section 5.4 of the Official Plan for the City of Brampton Planning Area and the Growth Plan for the Greater Golden Horseshoe, 2019, a refined planning framework to guide and manage appropriate development, redevelopment, and growth within the lands subject to the Bramalea Mobility Hub Secondary Plan.

This Secondary Plan sets out the planning framework with respect to a 106 hectares (261.7 acres) redevelopment area within approximately 800-metre radius from the Bramalea Road and Steeles Avenue intersection that also includes the Bramalea Road Office Node designated in the Official Plan.

This Chapter envisions the Secondary Plan as a transit-supportive hub that will be redeveloped over time with higher density mixed-uses, and will represent an urban gateway into the City of Brampton where:

- direct access to Highway Number 407, direct links to the Bramalea GO Station and the future Highway Number 407 Transitway as well as local transit routes contribute to a multi-modal rapid transit node of regional significance;
- a new urban place will be created with a distinct identity and role within the City of Brampton and the Region of Peel;
- opportunity will be provided for the redevelopment of higher order office and retail uses in highly visible and accessible locations within the Secondary Plan while minimizing the impact on existing industrial operations;
- recognition of the continuation and appropriate expansion of industrial uses within the Mixed Industrial Commercial designation will be provided.

This Chapter set outs an interim land use pattern, transportation network and related policies to achieve high quality, efficient and orderly urban development and redevelopment within the Bramalea Mobility Hub Secondary Plan, while a Master Plan is undertaken for the Mobility Hub, which will ultimately guide the appropriate land uses and distribution of density and built form for this area.

2.0 LOCATION

The subject lands comprised an area of approximately 106 hectares (261.78 acres), and are generally described as the lands straddling Bramalea Road and Steeles Avenue East, between the Don Doan Recreational Trail to the north, the CNR line right of way to the south, Spring Creek to the west, and extending approximately 600 metres east of Bramalea Road.

The lands are specifically identified on Schedules SP9(A), SP9(B) and SP9(C).

3.0 EFFECT OF THIS CHAPTER AND ITS RELATIONSHIP TO THE OFFICIAL PLAN

The Bramalea Mobility Hub Secondary Plan (Area 9) has the effect of replacing the Bramalea Road South Gateway Secondary Plan (Area 38), and portions of the Bramalea Secondary Plan (Area 3) and the Highway 410 and Steeles Secondary Plan (Area 5), as amended.

Lands subject to Secondary Plan Number 9 shall be developed in accordance with the policies of this Chapter (Chapter 9 of Part II) and with Schedules SP9(A), SP9(B) and SP9(C) attached thereto, and also in accordance with all other relevant policies and schedules of the City of Brampton Official Plan.

Accordingly, this Bramalea Mobility Hub Secondary Plan should not be interpreted as a free standing Official Plan document. The policies herein are designed to supplement those of the Official Plan, not to replace or repeat them. An accurate understanding of all the policies pertaining to Secondary Plan Area 9 can only be achieved by reading the overall Official Plan together with Chapter 9.

4.0 GENERAL OBJECTIVES AND CRITERIA

In addition to the planning framework and principles included in Part I, the following general objectives/criteria constitute the basis for the formulation of the Bramalea Mobility Hub Secondary Plan:

- The Bramalea GO station and surrounding area is designated as a Gateway Mobility Hub in the Official Plan and Metrolinx Regional Transportation Plan (RTP) due to existing and planned level of regional rapid transit service. Mobility Hubs are planned to accommodate a concentration of higher density mixed uses and have a built form and streetscape that are pedestrian friendly and support building a compact and transit supportive node.
- The boundaries of the Bramalea Mobility Hub Secondary Plan have been identified as an approximate 800 metres radius from the Bramalea/Steeles intersection in accordance with Metrolinx guidelines for Mobility Hubs. However, the boundaries may be further refined following the completion of the Region of Peel's Major Transit Station Areas (MTSA) study and the Bramalea Mobility Hub Master Plan.
- The Bramalea Mobility Hub Secondary Plan will facilitate the creation of an urban gateway hub centred at the intersection of Bramalea Road and Steeles Avenue East, based on an interim policy framework for the future redevelopment of the existing employment area.
- Redevelopment of existing industrial uses shall reflect the gateway character of the area. Building siting, architectural design and massing shall address the streets and support a pedestrian environment.

- Redevelopment in the secondary plan area shall establish a public realm including a pedestrian-scaled, vibrant streetscape and a built form that is attractive and has a superior standard of design and architecture.
- The Bramalea Mobility Hub Land Use Study prepared by Perkins + Will, dated January 2019 concludes that, over the medium and long-term, existing older, industrial/commercial uses in the area will transition to higher order mixed uses in accordance with Provincial direction.
- The Bramalea Mobility Hub area will be subject to future Master Planning, which will guide the ultimate land uses, distribution of density and built form, in addition to developing a street network that optimizes access to and from the GO station, providing improved pedestrian connectivity and a high quality design of the built form and streetscape. In the interim, the following objectives of the former Bramalea Road South Gateway Redevelopment Area Secondary Plan Area 38 will continue to apply:
 - promote redevelopment and improvement of the subject lands through the Office and Mixed Use designations that combine offices with an appropriate range of street-related business uses;
 - recognition and protection of the continuation and appropriate expansion of existing and future industrial operations within the Mixed Industrial Commercial designation;
 - promotion of the highest intensities at the intersection of Bramalea Road and Steeles Avenue, with decreasing coverages and heights further away from the intersection towards the established low density residential community to the north of the secondary plan area and towards the surrounding industrial lands;
 - sensitivity to a wide range of land use considerations to ensure that redevelopment occurs in an orderly and efficient manner;
 - requirement that major redevelopment project studies identify and address those traffic and transportation-related matters that may impact the ability of existing industrial users to continue or expand their operations in a safe and efficient manner;
 - enhancement of the overall traffic capacity of the transportation system by improving the efficiency of the existing local road network in conjunction with the construction of new links and improvements within the secondary plan area;
 - promotion of the use of public transit in conjunction with land use policies that will provide the support and ridership for an enhanced transit system; and,
 - encouragement of a traffic circulation system that enhances personal mobility,

travel choices, transit access and service throughout the secondary plan area and the lands adjacent thereto.

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- Notwithstanding the interim objectives listed above and the future Municipal Comprehensive Review process, high density residential and retail uses for the property municipally known as 69 Bramalea Road are already permitted by OPA 133, which is now in effect. The mixed-use apartment building that is permitted by OPA 133 will be implemented through further amendments to this Secondary Plan, which may include amendments to the text, policy and/or schedules of this Plan. The implementation of the mixed-use apartment building that is permitted by OPA 133 may occur prior to any further master planning process, including the MTSA process, or municipal comprehensive review for this area.

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- Notwithstanding the interim objectives listed above, in accordance with the Municipal Comprehensive Review undertaken by the Region of Peel and approved by the Province in November 2022, non-employment uses in the form of mixed use apartment buildings shall be permitted on the property municipally known as 75 Bramalea Road, which will be implemented through further amendments to this Secondary Plan, which may include amendments to the text, policy and/or schedules of this Plan. The implementation of non-employment uses on 75 Bramalea Road may occur prior to or as part of any further master planning process for the MTSA process.

5.0 LAND USE PRINCIPLES

As a result of the Bramalea Mobility Hub Land Use Study completed by a consulting team lead by Perkins + Will (January 2019), the boundaries of the Bramalea Road South Gateway Secondary Plan Area 38 have been expanded to include lands within an approximate 800m radius from the Steeles/Bramalea intersection in accordance with Metrolinx Guidelines for mobility hubs. The Bramalea Road South Gateway Secondary Plan Area 38 has been replaced by the new Bramalea Mobility Hub Secondary Plan Area 9. Policies of the Bramalea Road South Gateway Secondary Plan have been carried forward to this new secondary plan on an interim basis while the Region of Peel completes the Major Transit Station Areas (MTSA) Study (undertaken as part of the Peel 2041 Official Plan Review), and the City initiates a comprehensive Master Plan study for the Mobility Hub area, in accordance with Section 3.2.5.1.5 of Brampton's Official Plan. The boundaries of the Bramalea Mobility Hub Secondary Plan may be further refined as a result of these two studies.

The Bramalea Mobility Hub Secondary Plan continues to promote higher density Office and Mixed Use development along the Bramalea Road and Steeles Avenue frontages, together with accessory convenience and service commercial space to serve the surrounding employment base and residential community of Avondale/Southgate. Currently, the Plan sets out detailed coverages and building heights within the designations to minimize impacts on the established low density residential community to the north and the existing industrial operators within the secondary plan.

Those coverages and building heights may be revised as a result of the recommendations arising from the MTSA study, a comprehensive Master Plan for the Mobility Hub, or the consideration of a future development application to implement OPA 133, which may include, amongst other amendments, amendments to the Floor Space Index (FSI) shown in Schedule 9(c) as it relates only to 69 Bramalea Road. The Floor Space Index (FSI) shown in Schedule 9(c) may also be revised as a result of the recommendations arising from the MTSA study, or a future private development application, as it relates to 75 Bramalea Road.

To ensure the future redevelopment of the area and to protect existing industrial operations within the secondary plan or on adjacent lands, the introduction of uses that would be incompatible with such existing industries, including heavy industrial operations will be restricted.

The Mixed Industrial Commercial designation is established to provide for activities that may combine industrial processes with commercial uses. A limited range and amount of retail, service and office uses are permitted by this designation.

5.1 Employment

5.1.1 General Requirements

5.1.1.1 Development within any of the employment designations identified on Schedule SP9(A) shall conform with the urban design guidelines referenced in Section 6.1 of this Plan.

5.1.1.2 The land area dedicated for road widenings and new road links required as a condition of development approval shall be included in the calculation of permissible gross floor area based on transfer of density from such road or road widening to the remaining property assuming the application of the adjacent designations to such road segments for density calculation purposes.

5.1.1.3 To evaluate the merits of a development proposal, the City may require the submission of a tertiary plan to demonstrate how a number of abutting properties can be comprehensively redeveloped.

5.1.1.4 Prior to approval of development applications within the secondary plan, provisions shall be made to ensure that there is adequate capacity in the transportation network, and sufficient water, sewer and storm drainage facilities to serve the proposed development.

5.1.1.5 Surface parking for buildings within the Office and Mixed-Use (Office/Retail) designations will be discouraged but, if provided, shall generally be located behind or beside buildings, where the side edge of the building does not

front a street. Large surface parking areas should be divided into smaller well-defined areas surrounded by landscape treatment.

5.1.1.6 Transportation Demand Management (TDM) measures such as unbundled parking, shared parking, priority parking for car-sharing and reduction of parking requirement for employer supported transit passes will be encouraged.

5.1.1.7 Notwithstanding policies 5.1.2.1, 5.1.3.1, and 5.1.4.2 of this Chapter, for lands that are designated Office, Mixed-Use (Office/Retail), or Mixed Industrial Commercial on Schedule SP9(A) and are in proximity to existing and future industrial operations, the range of uses permitted on such lands may be limited on a temporary or permanent basis to those that do not cause existing industrial operations to become non-compliant with the provisions of the *Environmental Protection Act* and related guidelines, unless the proponent of a use that will cause such non-compliance bears the cost of the mitigation measures necessary to avoid such non-compliance.

5.1.1.8 The costs that would be incurred by an existing industry to implement any off-site mitigation measures as required by the Ministry of the Environment, Conservation and Parks to permit redevelopment within the Bramalea Mobility Hub Secondary Plan shall be borne by the proponent of the redevelopment, and shall be required as a condition of development approval.

5.1.1.9 Outdoor amenity areas typically associated with restaurants and hotel/motels shall be restricted from locating adjacent to lands designated industrial that are situated outside the Bramalea Mobility Hub Secondary Plan.

5.1.2 Office

5.1.2.1 The principal permitted uses within the Office designation include business, and professional or administrative office buildings. In addition to the principal uses stated above, restaurants and business support activities shall be permitted provided that the floor area devoted to these accessory uses does not exceed 15 percent of the total gross floor area of the principal permitted uses.

5.1.2.2 Lands designated Office on Schedule SP9(C) shall be permitted to develop to a maximum density of 3.0 Floor Space Index (FSI) and a maximum building height of 12 storeys (36.0 metres) at the immediate four corners of the intersection of Steeles Avenue and Bramalea Road, whereas the remaining portion of the Office designation on the lands north of the CNR line right-of-way west of Bramalea Road shall be permitted to develop to a maximum density of 0.6 FSI.

5.1.3 Mixed-Use (Office & Retail)

5.1.3.1 The principal permitted uses within the Mixed-Use designation include business, professional or administrative office buildings, hotels and motels. In addition to the principal uses stated above, convenience and personal service retailing, restaurants, recreational, institutional, and business support activities shall be permitted provided that the floor area devoted to these accessory uses does not exceed 15 percent of the total gross floor area of the principal permitted uses.

5.1.3.2 Offices and hotel/motel uses fronting Bramalea Road between the northerly limit of the secondary plan and Orenda Road shall be permitted to develop to a maximum density of 0.6 FSI as indicated on Schedule SP9(C) and to a maximum building height of 8 storeys (24 metres).

5.1.3.3 Offices and hotel/motel uses shall be permitted to develop to a maximum density of 1.5 FSI and a maximum building height of 8 storeys (24 metres) within the Mixed-Use (Office and Retail) designation on both sides of Bramalea Road and south of Orenda Road and its extension east of Bramalea Road, as well as on the south side of Steeles Avenue west of Bramalea Road.

5.1.3.4 The lands municipally known as 100 East Drive and 106 East Drive shall be permitted to develop to a maximum density of 0.6 FSI. A maximum building height of six storeys shall be permitted fronting the north side of East Drive. Notwithstanding the policies of the Mixed-Use (Office and Retail) designation, 100 East Drive and 106 East Drive shall continue to be used for the full range of uses permitted by the existing zoning by-law.

5.1.4 Mixed Industrial Commercial

5.1.4.1 The industrial uses permitted by the Mixed Industrial Commercial designation shall include such activities as warehousing, manufacturing, processing, repair and servicing, the storage of goods and products, as well as offices ancillary to an industrial use.

5.1.4.2 The commercial uses permitted within the Mixed Industrial Commercial designation shall include a limited range and amount of convenience retail, service commercial and office uses, including sports and recreational facilities, event catering facilities, business facilities, automobile service stations and repair facilities, motels, local serving restaurants, computer-related services, architectural, engineering and other scientific and technical services, and other direct business-related services in an industrial mall that also accommodates industrial uses.

- 5.1.4.3 The Mixed Industrial Commercial designation shown on Schedule SP9(A) shall be subject to a maximum overall density of 0.5 FSI as indicated on Schedule SP9(C).
- 5.1.4.4 Redevelopment in the secondary plan area shall have a high standard of urban design and site planning to reinforce the creation of a sustainable, attractive, safe and pedestrian-oriented environment.
- 5.1.4.5 Development of Mixed Industrial Commercial areas shall be subject to the following:
- (i) common access arrangements and linked parking areas may be required to serve the redevelopment of a abutting properties;
 - (ii) parking shall be provided, where feasible, in areas away from visually prominent locations to enhance streetscape character design;
 - (iii) where parking is provided in the front yard, or abutting a major arterial road, landscaping shall be required to provide adequate screening and improve the visual quality of the area;
 - (iv) outside storage, including truck trailer parking, shall not be permitted as a primary use. Outside storage areas associated with a permitted use shall not directly abut arterial roads and be appropriately set back and screened in accordance with the requirements of the zoning by-law, and;
 - (v) service and loading areas shall be located on the least visually obtrusive side of the building, incorporated into building designs, or effectively screened from view through the use of appropriate fencing or landscaping.

5.2 Special Site Area 1

The lands designated High Density Residential in Special Site Area 1 located at 64 and 70 Bramalea Road shall permit residential apartments and ancillary retail uses, and shall be subject to the following policies:

- 5.2.1 A maximum of 612 apartment dwelling units shall be permitted, at a maximum density of 342 units per net residential hectare.
- 5.2.2 The maximum building height shall be 20 storeys.
- 5.2.3 Only in conjunction with a residential apartment building, the maximum gross commercial floor area of any ancillary retail use shall be 750 square metres.

5.2.4 The lands shall be permitted to develop to a maximum density of 2.73 FSI. A maximum of 3.0 FSI may be permitted on the subject lands, without a need to amend this plan provided that:

- (i) The northerly apartment dwelling maintains a maximum building height of 14 storeys and that the setbacks to the northerly side yard are maintained in accordance with the zoning by-law;
- (ii) Appropriate densities and heights are based on a consideration of the physical integration into the existing/emerging neighbourhood with respect to built form, and transition to the surrounding area;
- (iii) It can be demonstrated that safe pedestrian linkages can be provided in this area including minimizing the walking distance to the Bramalea GO station; and,
- (iv) Additional parking spaces can be provided to support any new development. However, it is recognized that planned transportation-related improvements within the area may reduce parking demand. In this instance, a reduced parking requirement may be considered where a detailed parking demand analysis for the specific development, is undertaken by a qualified traffic engineer to the satisfaction of the City.

5.3 Special Site Area 2

In addition to uses permitted as part of the Mixed-Use (Office and Retail) designation, Special Site Area 2 may also be developed with a gas bar/service station and a retail establishment.

5.4 Special Site Area 3

5.4.1 Lands located at 75 Bramalea Road, within Special Policy Area 3 will be developed for non-employment uses in the form of mixed use apartment buildings subject to an amendment to the Secondary Plan and Zoning By-law.

5.4.2 The Official Plan Amendment and Zoning By-law Amendment shall consider:

- (i) Appropriate uses, densities and heights based on a consideration of the physical integration into the existing neighbourhoods to the north, existing apartment buildings to the west, and the emerging transit-oriented neighbourhood with respect to built form, access, and transition to nearby low density residential areas;
- (ii) A reduced parking requirement where a detailed parking demand analysis for the specific development is undertaken by a qualified traffic engineer to the satisfaction of the City.

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5.4.3 As part of any Zoning By-law Amendment application, a Compatibility/Mitigation Study shall be submitted to identify potential land use compatibility issues and

mitigation options between sensitive land uses and employment uses related to noise, odour, and/or vibration.

5.5 Special Site Area 4

5.5.1 The lands designated High Density Residential in Special Site Area 4 located at the northeast corner of Bramalea Road and East Drive shall permit mixed-use apartment buildings that include retail, office, and residential uses, and shall be subject to the following policies:

- (i) Retail uses shall be encouraged on the ground floor and the minimum Gross Floor Area for Non-Residential uses shall be 500 square metres;
- (ii) The lands shall be permitted to develop to a maximum density of 5.0 FSI;
- (iii) Appropriate densities and heights are based on a consideration of the physical integration into the existing/emerging neighbourhood with respect to built form, transition to the surrounding area, and any requirements as set out by the Greater Toronto Airport Authority (GTAA); and
- (iv) That safe pedestrian linkages shall be encouraged in this area, including minimizing the walking distance to the Bramalea GO station.

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6.0 OTHER POLICIES

6.1 Urban Design

6.1.1 All development within the Secondary Plan Area shall be in accordance with the Urban Design section of the Official Plan and the City's Development Design Guidelines in order to ensure a superior physical and natural environment. All development applications will be subject to the City's Sustainable Community Development Guidelines (SCDGs).

6.1.2 Redevelopment within the Office and Mixed Use (Office-Retail) designation shall address principles of sustainability including but not limited to providing pedestrian orientation, human scale streetscape, mix of uses, transit supportive densities and designs, accessibility, enhanced public realm, increasing and contributing to a robust and diversified urban forest canopy on private and public lands, and water and energy conservation. Green Development and Low Impact Development (LID) will be encouraged.

6.1.3 Density and Massing

- (i) Through the site plan approval process, the proponent of a development that is at a density that is significantly less than the maximum permitted density may be requested to locate that development in a manner that allows for future

higher density development to occur on the site. A tertiary plan may be required to demonstrate that the intent of this Plan and the design policies set out in this Chapter can be satisfied in the future.

6.1.4 Streets and Streetscape

- (i) Streets and streetscapes shall be designed and landscaped to function as a significant part of the public realm and be oriented to pedestrian use;
- (ii) The massing and conceptual design of individual buildings should further reinforce the required high quality image of the Secondary Plan area; and,
- (iii) Buildings in the Office and Mixed Use designations shall provide a vibrant streetscape and a built form that is attractive and has a superior standard of design and architecture.

6.2 Airport Height Limitations

6.2.1 Height restrictions pertaining to the Lester B. Pearson International Airport Zoning Regulations (AZR) from Transport Canada shall apply to development within the Secondary Plan area.

6.2.2 For the lands south of Steeles Avenue to the northerly limit of the CNR line right-of-way, the development proponent shall agree to an indemnification agreement that absolves Her Majesty from any responsibility resulting from construction of buildings. The maximum building height shall be 235 metres above sea level (including antennas, poles, satellite dishes, etc). This exemption shall only apply to the height restrictions of the outer surface (Section 4 of the AZR) and that all other existing and future restrictions shall still apply.

7.0 TRANSPORTATION NETWORK

7.1 General Provisions

7.1.1 The general intent of this Chapter is to ensure the development and maintenance of an efficient transportation network that will:

- (i) maximize accessibility to and within the Secondary Plan area;
- (ii) provide for efficient vehicular circulation and reduced traffic conflicts;
- (iii) accommodate the scope of development prescribed by the Secondary Plan, commensurate with the capacity of the road network;
- (iv) provide for a bicycle path as shown by Schedule SP9(B) within the Steeles Avenue road right-of-way. Bicycle paths will be required as a condition of development approval;

(v) promote the use of public transit in conjunction with land use policies that will provide the support and ridership for an enhanced transit system; and,

(vi) encourage the provision/retention of adequate and safe rail facilities.

7.1.2 This Plan recognizes the limitations of the City to control all short term traffic impacts as the required transportation infrastructure may not be implementable prior to the time of development approval.

7.2 Road Network

7.2.1 The overall road network for the Bramalea Mobility Hub Secondary Plan is shown on Schedule SP9(B). Collector roads considered to be essential for the development objectives of this Plan are identified schematically on Schedule SP9(B). Where large size blocks are contemplated for development, access between properties at strategic locations to facilitate a local road network shall be considered at the development approval stage. As a condition of development approval, landowners may be required to enter agreements that among other matters shall determine ultimate access and shared parking arrangements.

7.2.2 Appropriate road widenings in accordance with Schedule "B1" (City Road Right-of-Way Widths) of the Brampton Official Plan, necessary to achieve the right-of-way requirement, shall be conveyed to the road authority having jurisdiction as a condition of development approval. Additional right-of-way dedications may be required at main intersections for the construction of turning lanes, bus bays and utilities in accordance with the policies of the Official Plan.

7.2.3 The road alignments delineated on Schedule SP9(B) are intended to develop and function in accordance with the guidelines and classifications outlined under the Transportation policies of Section 4.5 of the Official Plan.

7.2.4 Ultimate redevelopment of the Secondary Plan Area may require the following major additions, road improvements and extensions to the road network and shall be subject to the policies referenced in Section 7.2.5 of this Chapter:

(i) the extension of Victoria Crescent southward to Orenda Road connecting to a full moves intersection with Steeles Avenue at the location of the most westerly entrance to the Bramalea GO Transit Station on Steeles Avenue;

(ii) the extension of Orenda Road eastward then southward to a full moves intersection with Steeles Avenue at the eastern edge of the Secondary Plan area;

(iii) the widening of Bramalea Road from Steeles Avenue to Avondale/Dearboume Avenue from four to six lanes; and,

(iv) the widening of Orenda Road west of Bramalea Road within the Secondary Plan Area from two to four lanes.

Additional extensions to the road network and road improvements may be required to be identified as part of the MTSA study and Master Plan for the Mobility Hub Area.

7.2.5 Various transportation facilities and new road links proposed and designated in this Plan may be subject to the Environmental Assessment Act.

7.2.6 The land acquired for road widenings and new road links as a condition of development approval shall be included in the calculation of permissible gross floor area, using the general methodology set out in policy 5.1.1.2 of this Chapter.

7.3 Public Transit

7.3.1 The Transit Network for the Bramalea Mobility Hub Secondary Plan is shown on Schedule SP 9(B). This transit network includes a Conceptual Rapid Transit Alignment and a High Occupancy Vehicle/Reserved Bus Lanes (HOV/RBL) lanes on Steeles Avenue.

7.3.2 The transit network elements delineated on Schedule SP 9(B) are intended to develop and function in accordance with the transportation policies of Part I, Section 4.5.4 of the Official Plan.

7.3.3 The City shall attempt to promote increased transit usage in the Secondary Plan Area from the current modal share of 10% to the ultimate target of 30% by enhancing transit service and supporting growth of inter-regional transit service.

7.3.4 The City shall actively support the provision of two-way all day service on the GO Transit line from Toronto to Georgetown with the intent of improving inter-regional transit accessibility.

7.3.5 The City shall ensure the protection of an adequate right-of-way along Steeles Avenue within the Secondary Plan Area for High Occupancy Vehicle Lanes (HOV)/Reserved Bus Lanes (RBL).

7.3.6 The City shall, in conjunction with the Ministry of Transportation and Metrolinx study the feasibility of alternative locations and accesses to the Bramalea GO Station, in view of the proposed Highway 407 Transitway and Bramalea Mobility Hub Master Plan.

7.4 Bicycle Lanes

7.4.1 An east-west bicycle route along Steeles Avenue has been designated on Schedule SP9(B). This bicycle route shall be located adjacent to the High Occupancy Vehicle (HOV) lane as an off-road facility.

7.5 Railway Corridors

7.5.1 All proponents of development may be required to undertake noise and vibration studies, to the satisfaction of the City of Brampton and the Ministry of the Environment and Energy in consultation with the appropriate railway, and shall undertake appropriate measures to mitigate any adverse noise and vibration that has been identified.

7.5.2 Development adjacent to railways shall ensure that appropriate safety measures such as setbacks, berms and security fencing are provided, to the satisfaction of the City in consultation with the appropriate railway authority.

8.0 WATER SERVICING AND SANITARY SEWER

8.1 The Bramalea Mobility Hub Secondary Plan is served by the Etobicoke Creek Central Branch existing major sanitary trunk sewer. New development within the Secondary Plan Area shall be subject to the capacity of existing piped municipal sanitary sewers and any necessary capacity enhancement.

8.2 New development within the Bramalea Mobility Hub Secondary Plan shall be subject to the capacity of existing municipal water supply and any necessary capacity reinforcements.

9.0 IMPLEMENTATION

9.1 The provisions of Section 5.0 of the Official Plan shall apply to the implementation and interpretation of this Chapter.”