



The Corporation of the City of Brampton

By-law

Number 23 - 2026

To Adopt Amendment Number OP2023- 020
to the Official Plan of the
City of Brampton Planning Area

The Council of the Corporation of the City of Brampton in accordance with the provisions of the Planning Act, R.S.O. 1990, c.P. 13, hereby ENACTS as follows:

1. Amendment Number OP2023- 020 to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this by-law.
2. This by-law comes into force upon approval by the Ontario Land Tribunal of *Brampton Plan* MTSA Land Use Plan Schedule 13m pursuant to the City's motion for approval filed December 19, 2025 (OLT Case No. OLT-24-000688).

Enacted and passed this 4th day of February, 2026.

Approved as to
form.

2026/01/30

Steven Ross

Patrick Brown, Mayor

Approved as to
content.

2026/01/30

HFZ

Genevieve Scharback, City Clerk

AMENDMENT NUMBER OP 2023 - 020
TO THE OFFICIAL PLAN OF THE
CITY OF BRAMPTON PLANNING AREA

AMENDMENT NUMBER OP 2023 - 020

TO THE OFFICIAL PLAN OF THE

CITY OF BRAMPTON PLANNING AREA

1.0 Purpose:

The purpose of this Official Plan Amendment (OPA) is to remove the Gateway Terminal Major Transit Station Area (MTSA) lands from the Hurontario-Main Secondary Plan Area 55 and create a new Secondary Plan (Hurontario-Main LRT Secondary Plan Area 11) to guide the development of complete-transit oriented communities centered around the Gateway Terminal MTSA and Steeles West Bus Rapid Transit. The Gateway Terminal MTSA, is subject to the land use designations shown on Schedule 13m HLRT-22 – Gateway Terminal MTSA Land Use Plan and the policies contained within Brampton Plan.

The Ray Lawson County Court MTSA, which is located along the Hurontario-Main LRT, will remain in Secondary Plan Area 55 until the Brampton Plan Ontario Land Tribunal appeals to the Ray Lawson County Court MTSA have been resolved. Once this has been completed, the Ray Lawson County Court MTSA and applicable policies will be added to the Hurontario-Main LRT Secondary Plan Area 11 by way of a City-initiated OPA.

Location:

The lands subject to this OPA are generally fronting both sides of Hurontario-Main Street from Charolais Boulevard to south of Ray Lawson Boulevard and comprise approximately 127 hectares (313 acres) of land.

2.0 Amendments and Policies Relevant Thereto:

2.1 The document known as the Official Plan (*Brampton Plan*) of the City of Brampton Planning Area is hereby amended:

- a) By amending Schedule 10, Secondary Plan Areas, by removing lands from the Hurontario-Main Corridor Secondary Plan Area 55 and adding them to the Brampton Flowertown Secondary Plan Area 6 as shown outlined on Schedule “A” to this amendment.
- b) By amending Schedule 10, Secondary Plan Areas, by removing lands from a portion of the Hurontario-Main Corridor Secondary Plan Area 55 and renaming them as the Hurontario-Main LRT Secondary Plan Area 11 as shown outlined on Schedule “A” to this amendment.
- c) By amending Schedule 10, Secondary Plan Areas, by removing lands from the Brampton Flowertown Secondary Plan Area 6 and adding them to the Hurontario – Main LRT Secondary Plan Area 11 boundaries as shown outlined on Schedule “A” to this amendment.

2.2 The document known as Brampton Flowertown Secondary Plan Area 6, is hereby further amended:

- a) By adding to “Brampton Flowertown Secondary Plan Area (Schedule 6)” the lands and associated land use designation as shown on Schedule “B” to this amendment.
- b) By removing on “Brampton Flowertown Secondary Plan Area 6 (Schedule 6)” the lands and associated land use designations as shown on Schedule “B” to this amendment and adding them to the Hurontario-Main LRT Secondary Plan Area 11.

2.3 The document known as the Hurontario-Main Corridor Secondary Plan Area 55, is hereby further amended:

- a) By removing on Schedule 55(a) the lands, associated land use designations, overlays and legend references for the Gateway Terminal MTSA as shown on Schedule “C” to this amendment.
- b) By deleting Appendix A – Character Area and Appendix F – Major Public Transit Facilities.
- c) By amending Appendices B, C, D, E and G to remove the Gateway Terminal MTSA and associated legend references.
- d) By deleting Section 5.2.2, Section 5.3.2, Section 4.0, Sections 5.6.1.1 i), iv), iv), v) and vi), Section 5.7 – Special Policy Areas, Section 5.9.2 i), Sections 5.9.3.1 i), ii) and viii), Section 5.11.2 i), 5.11.4 i) and ii) and Section 5.14 in their entirety.
- e) By deleting in Section 1.0 the text “*Charolais Boulevard*” and replacing it with “*Lancashire Lane*”.
- f) By deleting in Section 1.0, the following text in its entirety:

“This secondary plan covers the Brampton Gateway Character Area as defined in the Hurontario/Main Street Corridor Master Plan (October 2010) and shown on Appendix A.

The Brampton Gateway Character Area includes several sites currently developed for single-storey, auto-oriented uses that have the potential to redevelop for Mixed-Use, compact and vibrant transit-oriented development. These lands are located within the Etobicoke Creek watershed and Fletcher’s Creek watershed, which fall under the jurisdiction of the Toronto and Region Conservation Authority and Credit Valley Conservation, respectively.

In partnership with the Toronto and Region Conservation Authority, Brampton is transforming the Elgin Woods Park in the Etobicoke Creek valley corridor, on the west side of Hurontario Street and south of Elgin Drive, into a community forest. The Elgin Woods Park will serve as a recreational destination and a naturalized area and contribute to a robust and diversified community forest within the Secondary Plan Area.”

- g) By deleting in Section 2.0 the first paragraph in its entirety and replacing it with the following:

“The subject lands comprise an area of approximately 73 hectares (180 acres) generally fronting both sides of Hurontario/Main Street from Lancashire Lane to south of Ray Lawson Boulevard and are generally described as being Part of Lots 13 and 14 Concession 1 WHS and Part of Lots 13 and 14 Concession 1 EHS.”

- h) By adding as the first paragraph to Section 4.1 the following:

“This Chapter sets out interim land uses and related policies to achieve high quality, efficient and orderly urban development and redevelopment within the Hurontario-Main Corridor Secondary Plan, while the Ray Lawson MTSA Land Use Schedule in Brampton Plan is updated to reflect changes to the employment policies. Once adopted in Brampton Plan, the Ray Lawson MTSA will be added to the Hurontario – Main LRT Secondary Plan Area 11 and will ultimately guide the appropriate land uses and distribution of density and built form for this area.”

- i) By deleting the second paragraph in Section 4.1 and replacing with the following:

“The interim policies within this Chapter refer to the planning framework and principles included in Part 1 – The General Plan of the 2006 Official Plan. Following approval of the Ray Lawson County Court MTSA Land Use Plan (Schedule 13I) and updated Employment policies in Brampton Plan, Chapter 55, will be deleted in its entirety. The Ray Lawson County Court

MTSA policies will be added to Chapter 11 – Hurontario-Main LRT Secondary Plan.”

- j) By deleting from Section 4.1 the text “*Brampton Gateway Character Area (see Appendix A)*” and any references to “*Character Area*” and replacing it with “*Secondary Plan Area*”.
- k) By deleting from Section 4.1 the following text in the second last paragraph:

“A transit terminal that connects the Hurontario/Main Street transit service to various other lines including the Züm BRT system and other transit services has been established in close proximity to the Hurontario Street and Steeles Avenue West intersection which is designated as a Gateway Mobility Hub in the Metrolinx Regional Transportation Plan and the Official Plan.”
- l) By deleting from Section 5.1 the text “*within the Character Area*” from the fourth paragraph.
- m) By deleting from Section 5.1.1 the text “*Steeles Avenue*” from the first paragraph.
- n) By replacing in Section 5.1.2 the text “*Appendix B*” with “*Appendix A*” in the second paragraph.
- o) By deleting from Section 5.1.2 the following in paragraph four:

“An additional height restriction for podiums will be required in order to create a more suitable human-scale streetscape along Hurontario/Main Street and Steeles Avenue.”
- p) By replacing in Section 5.1.2 the text “*Appendix D*” with “*Appendix C*” in the last paragraph.
- q) By deleting from Section 5.2.4 the following in paragraph one:

“as well as to the undeveloped lands on the south side of the proposed extension of Malta Avenue to Steeles Avenue”
- r) By deleting from Section 5.3 the following in paragraph one:

“together with the Regional Commercial designation that applies to the Shoppers World site”
- s) By deleting from Section 5.3.1 v) the following:

“Lands adjacent to the transit stop at the Steeles Avenue/Hurontario Street intersection and within the Gateway Mobility Hub represent areas of higher densities and greater pedestrian activity and shall require retail uses to develop with street frontage at ground level as shown on Appendix B. Lands south of Steeles Avenue West fronting Hurontario Street shall require retail, commercial, office or institutional uses to develop with street frontage at ground level as shown on Appendix B.”
- t) By deleting from Section 5.3.1 v) the following:

“and Main Street South, north of Bartley Bull Parkway”
- u) By replacing in Section 5.3.1 v) the text “*Appendix B*” with “*Appendix A*”.
- v) By deleting from Section 5.3.1 vi) the following:

“a minimum continuous street wall of 95% for most of the frontage on either side of Hurontario Street and Steeles Avenue will generally be in accordance with Appendix C”
- w) By replacing in Section 5.3.1 vi) the text “*Appendix C*” with “*Appendix B*”.

- x) By replacing in Section 5.3.1 vii) and viii) the text “Appendix D” with “Appendix C”.
 - y) By deleting in Section 5.6.1.1 the following in paragraph one:

“as well as a future Neighbourhood Park designated about 200 metres southwest of Steeles Avenue and Hurontario Street”.
 - z) By deleting in Section 5.9.2 the first paragraph and replacing it with the following:

“The major public transit facilities within the Secondary Plan Area includes the LRT transit corridor along Hurontario/Main Street, along with the associated higher-order transit stops. A protected Major Transit Station Areas is located at the intersection of Hurontario/Main Street and Ray Lawson/County Court Boulevard.”
 - aa) By deleting in Section 5.9.2 iii) a) the text “and Steeles Avenue”.
 - bb) By deleting in Section 5.11.1 iii) the text “followed by the Primary Corridor designation on Steeles Avenue.”
 - cc) By changing in Section 5.11.1 iv) the text “Appendix E” with “Appendix D”.
 - dd) By changing in Section 5.11.1 vi) a. the text “Appendices B, C and D” with “Appendices A, B and C”.
- 2.4 By adding to Part 2, the following text, Schedule 11(a) and Appendices A1, B1, C1 and D as ‘Chapter 11: Hurontario-Main LRT Secondary Plan Area 11’:

“EXPLANATORY NOTE

Hurontario-Main LRT Secondary Plan Area 11

General (pertaining to all Secondary Plan office consolidations)

- i. Secondary Plans form Part 2 of the Official Plan (known as *Brampton Plan*) and are to be read in conjunction with all policies of *Brampton Plan*, including interpretation and implementation provisions.
- ii. Where there is conflict or inconsistency between a provision in *Brampton Plan* and a provision in the Secondary Plan (whether directly in the text or included by reference), the more restrictive shall apply. When such a conflict is identified, efforts shall be made to revise the plans to correct the conflict.
- iii. The Council of the City of Brampton is responsible for interpreting any provision within *Brampton Plan* and Secondary Plans.

Specific (Pertaining to Secondary Plan 11, Hurontario-Main LRT Secondary Plan)

The Hurontario-Main LRT Secondary Plan forms Part 2 of the document known as the 2023 City of Brampton Official Plan (*Brampton Plan*) and is added through Official Plan Amendment OP2023- , as adopted by City Council on .

The following Official Plan Amendments as approved by Council have also been incorporated:

Nil

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

Effect of this Secondary Plan and its Relationship to Brampton Plan

Lands subject to Secondary Plan Area 11, outlined on Schedule SP11(a), shall be developed in accordance with the policies of this Secondary Plan and with Schedule SP11(a) attached thereto, and also in accordance with all other relevant policies and schedules of *Brampton Plan*, including Schedule 13m – HLRT-22 Gateway Terminal MTSA Land Use Plan.

Accordingly, this Hurontario-Main LRT Secondary Plan should not be interpreted as a free-standing Official Plan document. The policies herein are designed to supplement those of *Brampton Plan*, not to replace or repeat them. An accurate understanding of all the policies pertaining to Secondary Plan Area 11 can only be achieved by reading the overall *Brampton Plan* together with this Secondary Plan.

1.0 Introduction and Location

1.1 Introduction

This Secondary Plan sets out a planning framework and serves as a blueprint for future growth and development for the Gateway Terminal Major Transit Station Areas (MTSA) located along the Hurontario-Main Light Rail Transit (LRT) and the Steeles West Bus Rapid Transit (BRT) corridor in accordance with Schedule 13m – HLRT-22 Gateway Terminal MTSA Land Use Plan in *Brampton Plan*. This Plan includes a vision, objectives, and policies on the Secondary Plan Area’s intended urban structure, land use, public realm, built form, mobility, public service facilities and sustainability, to support the development of complete transit-oriented communities.

The Secondary Plan is organized into eleven (11) sections:

- Section 1.0: Introduction and Location
- Section 2.0: Vision and Planning Principles
- Section 3.0: Population and Jobs
- Section 4.0: Land Use
- Section 5.0: Built Form, Height and Density
- Section 6.0: Public Realm
- Section 7.0: Mobility and Transportation
- Section 8.0: Community Services and Public Service Facilities
- Section 9.0: Servicing and Stormwater
- Section 10.0: Healthy Communities and Sustainability
- Section 11.0: Implementation and Monitoring
- Schedule 11(a): Secondary Plan Boundary
- Appendix A1: *Brampton Plan* Schedule 13m – Brampton Major Transit Station Areas – HLRT-22 Gateway Terminal MTSA Land Use Plan
- Appendix B1: Gateway Terminal MTSA Potential Height and Density Distribution
- Appendix C1: Gateway Terminal MTSA Potential Demonstration Plan
- Appendix D: Street Cross Section

1.2 Location

The Secondary Plan comprises an area of about 54 hectares (133 acres) generally fronting both sides of Hurontario/Main Street South from Lancashire Lane in the south to Charolais Boulevard in the north.

The boundaries of the Secondary Plan are identified on Schedule SP11(a).

2.0 Vision and Planning Principles

2.1 Vision

A high concentration of growth and intensification is planned along the Hurontario-Main corridor. The Gateway Terminal MTSA will be built around the higher-order rapid light rail transit (LRT) station and the Steeles West Bus Rapid Transit (BRT) located at the intersection of Hurontario-Main Street and Steeles Avenue West. The MTSA will evolve into vibrant transit-supportive complete communities, functioning both as an origin and destination for residents, employees and visitors. A mix of uses will provide walkable neighbourhoods and will support a transit system that is well utilized throughout the day. Multi-modal streets will facilitate connectivity

between transit stations, major trip generators and the surrounding communities. The focus will be on creating accessible places that foster a high-quality public realm and identity for the corridor.

2.2 Planning Principles

In addition to the MTSA planning framework and principles included in *Brampton Plan*, the following general objectives constitute the basis for the formulation of the Hurontario-Main LRT Secondary Plan and should be used to guide planning decisions. Development within the Secondary Plan Area will aim to:

- a) Achieve an appropriate mix of land uses, including office, retail, commercial, residential and institutional uses that support the higher-order transit along the Hurontario-Main LRT corridor and the Steeles West BRT;
- b) Contribute to the creation of complete communities by providing a full range and mix of housing options, unit sizes and tenure, including affordable housing that provides convenient access to services and amenities to meet the daily needs of people of all ages and abilities;
- c) Promote an appropriate scale of residential and employment growth around transit stations, ensuring alignment with infrastructure capacity and supports a high-quality urban environment;
- d) Provide a variety of built forms to create areas of different character;
- e) Create a multi-modal transportation network with safe and seamless mobility;
- f) Create a well-connected street network;
- g) Provide safe, direct and welcoming pedestrian connections to and from transit stations, services and amenities;
- h) Ensure development is provided in a compact urban form;
- i) Provide a pedestrian-friendly public realm to support the evolution of the area into an urban place with activity at street level;
- j) Support the provision of all forms of affordable and assisted housing;
- k) Achieve a sensitive transition to the existing and planned built form of adjacent Neighbourhood designations to minimize impacts;
- l) Ensure the necessities and services for daily living to support complete communities are provided in tandem with growth; and
- m) Implement low carbon, sustainable and climate change resiliency plans, infrastructure, technologies, and design approaches.

3.0 Population and Jobs

In accordance with the Provincial Planning Statement (PPS), 2024, the Gateway Terminal MTSA is planned to achieve a minimum gross density of 160 residents and jobs combined per hectare by 2051.

- a) The minimum density target will not be applied on a site-specific basis and will only be applied cumulatively for all lands within the MTSA boundary. As part of any development application, the applicant shall demonstrate how the proposal contributes to meeting the applicable minimum density target.
- b) The overall mix of residents and jobs will be achieved over the long-term and shall be monitored at intervals not less frequently than every 5 years. Monitoring is intended to assess progress toward achieving the general target proportion of

residents and jobs. If there are significant deficits or deviations from these targets, a strategy may be developed to address them.

4.0 Land Use

The predominant use of land within the Secondary Plan area shall be mixed-use, transit-oriented development. The permitted uses include a broad range and mix of residential, office and institutional uses in a well-integrated, compact urban form where people can access a range of services within proximity of their home or place of employment.

4.1 *Brampton Plan* –Gateway Terminal MTSA Land Use Plan (Schedule 13m)

The Secondary Plan lands apply solely to the Gateway Terminal MTSA. Schedule 13m HLRT-22 Gateway Terminal MTSA Land Use Plan is provided in Appendix A1 to this Plan for reference.

The policies that apply to the land use designations shown on Schedule 13m are found in Chapters 2 and 4 of *Brampton Plan*. In addition to these policies, the following policies shall also apply to all land use designations within the boundaries of the Gateway Terminal MTSA:

- a) Automobile sales and automobile related uses that existed on the day of the Secondary Plan adoption are permitted to continue, including automobile service stations and drive-through facilities. The expansion and the development of new automobile sales, automobile related uses, automobile service stations and drive-through facilities are prohibited within any land use designation.
- b) The full extent of maximum development permissions stated within each land use designation may not be achievable on every site, due to site-specific factors including, but not limited to, minimum lot area requirements, design principles, compatibility and transition to adjacent development, transportation, stormwater management, cultural and natural heritage resources, land use compatibility and/or infrastructure capacity.
- c) For lands designated “Mixed-Use (High-Rise Mixed Use)” on Schedule 13m at key intersections on Steeles Avenue West and/or Hurontario-Main Street, the Zoning By-law will include a minimum percentage of at-grade non-residential uses to promote an animated, pedestrian-active frontage and the development of complete communities.
- d) Any development or site alterations within or adjacent to the designated ‘Natural System’ shall be consistent with Section 5.2 – Natural Hazards of the Provincial Planning Statement, 2024 and the MTSA Floodplain and Special Policy Areas policies in Chapter 4 of *Brampton Plan*.

5.0 Built Form, Height and Density

Within the Secondary Plan area, buildings will be designed to be transit-supportive and pedestrian-friendly to create a desirable urban environment. The distribution and hierarchy of height and density is important to create a well-balanced community and to activate public spaces.

- a) The greatest heights, scale and intensity will generally be within the Uptown Urban Centre, adjacent to rapid transit stations, and along the Steeles Avenue and Hurontario/Main Street frontage. An example of the potential range and distribution of building heights and densities are illustrated on Appendix B1.
- b) The scale of development will respond appropriately to its planned context, its relationship to adjacent and nearby lower-scale areas, access to supporting infrastructure, and its relationship to the public realm. Not all lands within the Gateway Terminal MTSA are intended to be developed at high-rise densities.
- c) Mid and high-rise buildings shall have consideration for the building design principles outlined in *Brampton’s Urban Design Guidelines*, including minimum lot area, tower separation, overlook, relative height, floor plate area, building length, tower placement, orientation and building proportion, among others.

- d) Building heights and densities beyond those prescribed in the Zoning By-law may be considered through a development application that satisfies all the following criteria:
- i. the overall intent, goals, objectives, and policies of the MTSA and *Brampton Plan* are achieved;
 - ii. the developable site area is appropriate to accommodate the proposed additional height and density;
 - iii. the type and scale of the development is appropriate and compatible with the surrounding context, land uses, and planned character of the area;
 - iv. the proposed height provides for an appropriate transition to adjacent land uses and buildings, including a built-form design that minimizes visual impact, overall massing, shadow, and overlook;
 - v. servicing infrastructure capacity such as water, stormwater and wastewater, transit, street network, and parks and community services, are sufficient to support the development;
 - vi. development is phased in accordance with the timing and delivery of transportation, engineering services such as water, stormwater and wastewater, and transit infrastructure, in terms of, but not limited to, network distribution, connections, capacity, and frequency of service; and
 - vii. the development achieves a Sustainability Score that falls within the Gold Sustainability Score Threshold.
- e) It will be the responsibility of proponents of development applications to comply with Airport related height restrictions, including those of Greater Toronto Airports Authority, NAV CANADA and Transport Canada. As a result of any regulations by these agencies, the maximum building heights illustrated on the MTSA Potential Height and Density Distribution Appendix and in the Zoning By-law may not be achievable.
- f) Any new construction shall be compatible with the requirements of the Airport, including height limitations, navigational aids, visibility and communications.

6.0. Public Realm

The successful transformation of the Hurontario-Main LRT Secondary Plan Area into a transit-oriented community will require the provision of a high-quality public realm that supports safe, comfortable, and connected pedestrian movement and fosters vibrant, people-oriented places.

The public realm includes all public and private spaces where the public has access, including streets, sidewalks, pedestrian connections, public parks, open spaces and natural areas, urban parks and publicly accessible lands and buildings. The planned network of parks and open spaces will play a critical role in ensuring the development of a healthy, inclusive and attractive place to live, work and visit.

Public realm guidance is provided in Brampton Plan, Urban Design Guidelines and on the MTSA Potential Demonstration Plan included as Appendix C1 to this Plan.

- a) New development shall provide public realm improvements that include safe, direct and universally accessible active transportation connections from transit stations for all users. Improvements may include, but are not limited to, wayfinding solutions, new pathways, and weather protected links.
- b) The public realm shall be a defining element contributing to the sense of place reflecting the importance of the Hurontario-Main corridor as a hub of activity.

6.1 Parks and Open Space System

Parks and open spaces are fundamental to a walkable, healthy and complete community. Development will contribute to a system of high-quality, well-connected parks and open spaces in the Secondary Plan Area, which will support the creation of sustainable, livable and resilient communities.

- a) The location of Neighbourhood Parks and the open space system are shown on Schedule 13m. Minor modifications to the location of a Neighbourhood Park shown on Schedule 13m may be permitted without an amendment to *Brampton Plan* provided that such modifications meet the intent of *Brampton Plan* and this Plan.
- b) The conceptual location of Urban Parks is shown on the MTSA Potential Demonstration Plan included as Appendix C1 to this Plan. Development proposals are encouraged to include Urban Parks generally in the locations illustrated on the MTSA Potential Demonstration Plan.

7.0 Mobility and Transportation

A balanced approach to transportation and land uses that leverage investment in transit and enhancements in the pedestrian and cycling environment are promoted to provide a range of travel choices and to encourage more sustainable travel behaviours. The Hurontario-Main corridor accommodates high-order transit and development is encouraged to complement the transit function of the corridor by supporting safe and intuitive access to LRT stops.

7.1 Street Network

- a) Development shall support the vision of creating a fine-grained block pattern that allows for greater permeability, movement and connectivity at ground throughout the entire Secondary Plan area. Development proposals shall contribute to the creation of a connected street network as generally illustrated on Schedule 13m, and on the MTSA Potential Demonstration Plan in Appendix C1 to this Plan.
- b) In areas adjacent to LRT stations, development proposals shall provide street and block patterns that include clear, direct and comfortable access for pedestrians and cyclists.
- c) Development proposals are encouraged to be located on public streets or roads, unless it can be satisfactorily demonstrated to the City that a private street is equally desirable from a functionality perspective, servicing, community safety, efficiency, neighborhood connectivity, supports active transportation and provides public accessibility to transit stations/stops.
- d) Any public right-of-way identified through the development application process shall be protected and secured through the submission of a Draft Plan of Subdivision Application.
- e) All new public local streets will be developed in accordance with Brampton's Complete Street Guidelines and shall accommodate sidewalks on both sides; bicycle facilities; vehicle travel lanes; and low impact development (LID) stormwater management facilities, such as bio-swales, where appropriate. An example of a 25.2 metre right-of-way cross section implementing these measures is found in Appendix D to this plan.
- f) Future streets in proximity to LRT or BRT stations may require special rights-of-way widths, functional considerations, and facility requirements to accommodate transit infrastructure and connections, including pick-up and drop-off areas. Final street design in these locations will be determined through the submission of a Transportation Impact Study to be approved by the City, in conjunction with Metrolinx.

7.2 Active Transportation Network

Facilitating a system of lively, safe, enjoyable and convenient pedestrian and cycling network that links key destinations and major trip generators, within the Hurontario-Main LRT Corridor and the Steeles West BRT is an important aspect of transit-oriented development. Streets must be viewed as part of a larger network of a linked system.

- a) Development shall support a pedestrian-scaled network of connected local streets,

sidewalks and bicycle lanes linking neighbourhoods, parks, transit stops, services and other major trip generators.

- b) Continuous sidewalks shall be provided to prioritize pedestrians and cyclists overturning motor vehicles by extending sidewalks at the same elevation, creating an uninterrupted path for active travelers. Where continuous sidewalks or raised crosswalks are utilized, tactile indicators or other devices should be implemented to help ensure that visually impaired users are able to discern different travel spaces.
- c) Cycling facilities and amenities, such as bicycle parking and lock-up areas are encouraged to be provided at all public destinations within MTSAs, including, but not limited to, transit stations, parks, schools, community centres, cultural facilities, other public institutions and retail uses.

7.3 Metrolinx

- a) Any adjacent development within 60m of a Metrolinx Light Rail Transit shall require a Technical Review to be conducted by Metrolinx or its Technical Advisor in accordance with Metrolinx's policies, standards and protocols. The owner/applicant is responsible for all costs and submission of plans, reports and other materials required to support the Technical Review. The Technical Review must be fully completed prior to the issuance of a Work Permit by Metrolinx.

8.0 Community Services and Public Service Facilities

The adequate provision of community services and public service facilities will play an important role in the creation of complete communities. Community infrastructure such as schools, libraries, daycare, and recreation facilities is essential to creating a healthy and complete urban community. In the Gateway Terminal MTSA, a multi-service community hub will be a focal point for the Secondary Plan area with convenient access for residents and employees within the City and across the Region.

- a) Community services and public service facilities are permitted within any land use designation shown on Schedule 13m.
- b) Community Hubs should be planned and designed to:
 - i. be conveniently located where they can fulfil an important role as anchor points or landmarks in the community;
 - ii. function as major trip generators and be prioritized near existing or planned rapid transit to increase accessibility to people and employees;
 - iii. act as joint facilities, either with school boards, the City, a private developer, community services agency/organization, or any combination thereof, for community service purposes; and
 - iv. be connected to the transit and active transportation network.
- c) Community services and public service facilities will be secured through the appropriate development approval process and agreements, which will outline the anticipated timing and phasing of community services and facilities to ensure its timely provision to support development.

9.0 Servicing and Stormwater

A significant amount of population growth is anticipated in the Hurontario-Main LRT Secondary Plan Area. Ensuring there is sufficient municipal servicing capacity to accommodate the projected growth is essential for city-building. Servicing infrastructure includes sanitary sewers, storm sewers and the water distribution system. Intensification will be supported by the timely provision of new infrastructure and/or upgraded investment in new infrastructure both within and outside the Secondary Plan Area, in coordination with service and infrastructure providers and plans.

As redevelopment occurs along the Hurontario-Main LRT corridor, it will be planned as a resilient complete community that reduces environmental impacts by combining sustainable planning, servicing, building, design, and low impact development (LID) practices with a

commitment to a more mixed-use, transit-supportive environment by implementing the goals and actions of Brampton's Community Energy and Emissions Reduction Plan (CEERP).

- a) A Functional Servicing Report (FSR) shall be submitted in conjunction with a development application in accordance with the City's and Infrastructure Provider's Terms of Reference. The FSR shall expand on the findings of the MTSA Master Servicing Report prepared by ARUP dated March 2025.
- b) If a development proposal includes lands to be dedicated for a public street, the exact retention swale dimensions of the complete street right-of-way should be calculated as part of the FSR that is submitted in conjunction with a development application to ensure that the development does not create and/or increase risk of flooding.
- c) Development shall have adequate regard for sustainable water conservation technologies and low impact development (LID) measures for stormwater volume control.

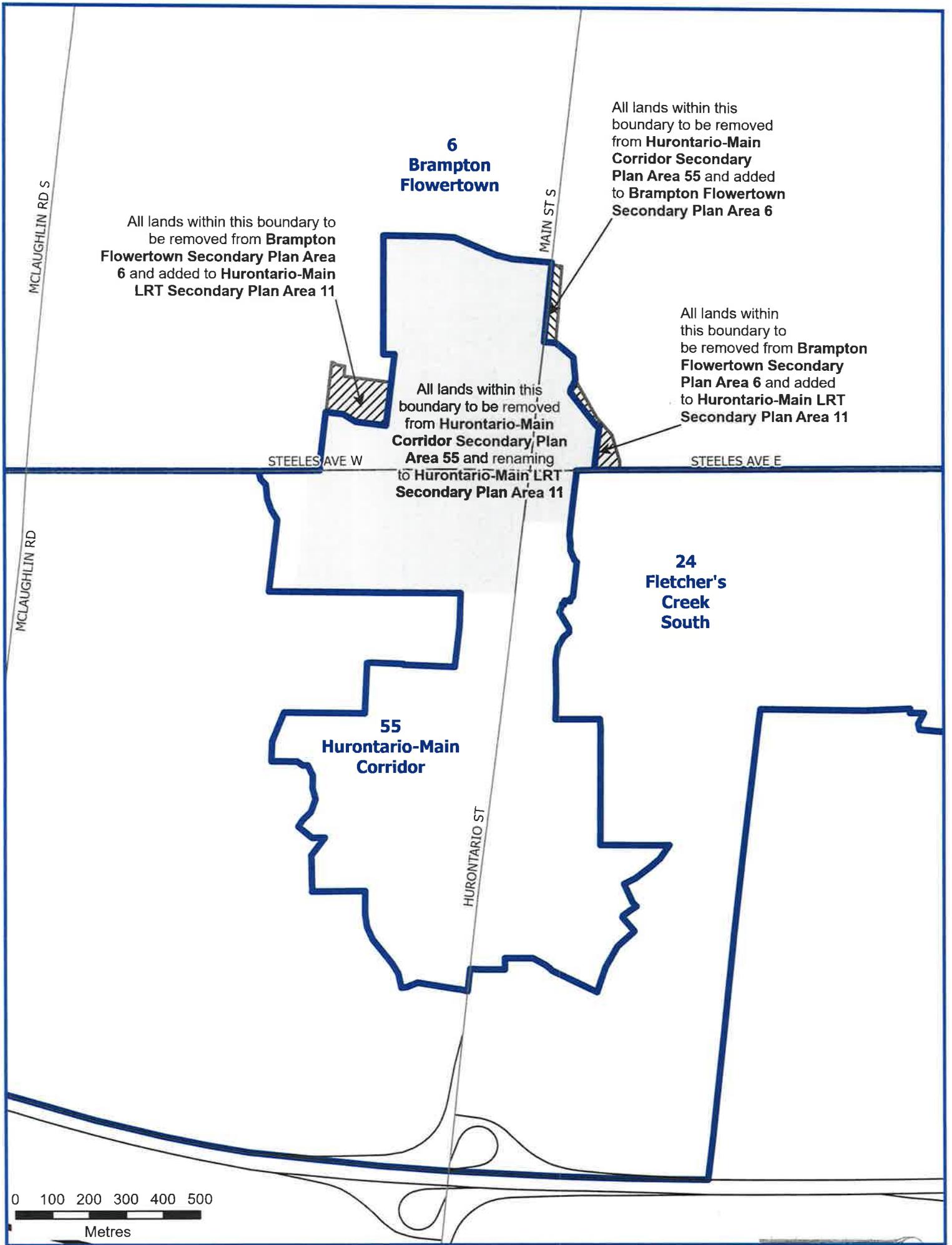
10.0 Healthy Communities and Sustainability

- a) Development shall implement the applicable recommendations of the Region of Peel's Healthy Development Framework.
- b) Buildings are encouraged to include universal accessibility and design features and unit types (e.g. rough-ins, size, or configuration) that respond to community needs to support age-friendly healthy built environments, multi-generational households, and core housing needs.
- c) Area Plans, Draft Plan of Subdivision and Site Plan Applications shall achieve a minimum Sustainability Score that falls within the Silver Sustainability Score Threshold.
- d) Development proposals are encouraged to implement the recommendations of the City of Brampton Community Energy and Emissions Reduction Plan (CEERP), and support the achievement of low/zero carbon energy using district energy systems, renewable and alternative energy, sustainable building measures, and other innovative approaches.
- e) Infrastructure to support vehicle and transit electrification, such as electric vehicle (EV) ready parking, is encouraged.

11.0 Implementation and Monitoring

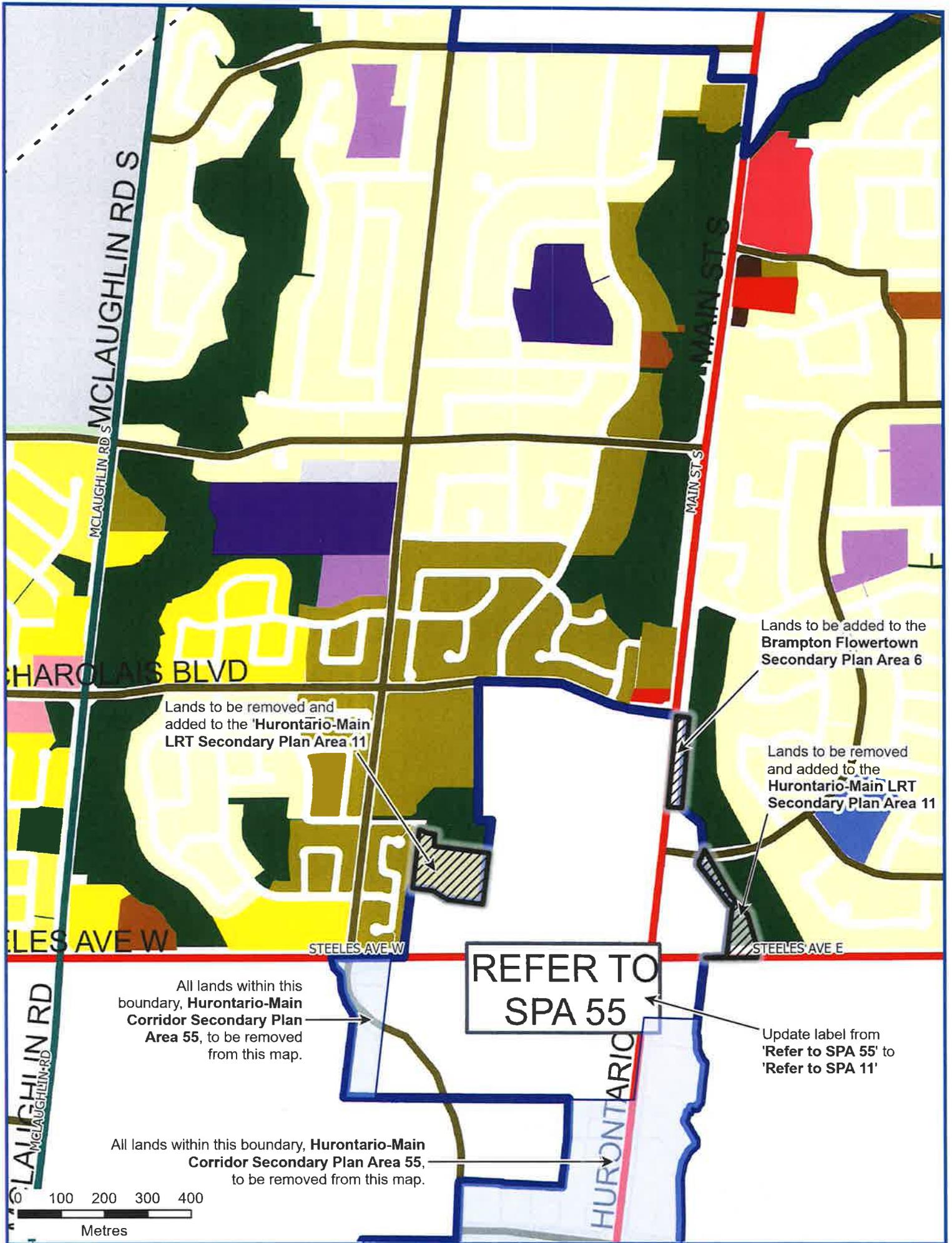
- a) Through the development review process, development proponents shall collaborate with the City and applicable external agencies to address public service facility needs such as but not limited to licensed childcare or early years centres, parks, recreation centres, fire and emergency services, higher-order transit infrastructure, active transportation networks and schools related to growth in the Secondary Plan area.
- b) The timing and progression of development will be phased in coordination with service and infrastructure providers and plans, and subject to the availability of required infrastructure, including transportation, transit, regional sewage and water, parkland and public service facilities, and if applicable, the delivery of office, institutional and business uses in accordance with the policies of this Plan.
- c) The City will monitor the level of development within MTSA's every 5 years to ensure the minimum density targets of this Secondary Plan are being met.
- d) The City may, in conjunction with the development application process, monitor the level of development against:
 - i. the delivery of higher-order transit;
 - ii. the ratio of jobs to residents;
 - iii. the provision of servicing infrastructure and,

- iv. the identification and need for public service facilities, as applicable.”



EXTRACT FROM 2023 Official Plan Schedule 10 Secondary Plan Areas

- | | | |
|--|--|---|
| <ul style="list-style-type: none"> Hurontario-Main LRT Secondary Plan Area 11 Lands to be removed and added to Hurontario-Main LRT Secondary Plan Area 11 Lands to be removed and added to Brampton Flowertown Secondary Plan Area 6 | <p><u>Road Classification</u></p> <ul style="list-style-type: none"> Highway Arterial Road Railway | <ul style="list-style-type: none"> City Boundary Secondary Plan |
|--|--|---|



Lands to be removed and added to the 'Hurontario-Main LRT Secondary Plan Area 11'

Lands to be added to the Brampton Flowertown Secondary Plan Area 6

Lands to be removed and added to the Hurontario-Main LRT Secondary Plan Area 11

All lands within this boundary, Hurontario-Main Corridor Secondary Plan Area 55, to be removed from this map.

REFER TO SPA 55

Update label from 'Refer to SPA 55' to 'Refer to SPA 11'

All lands within this boundary, Hurontario-Main Corridor Secondary Plan Area 55, to be removed from this map.

EXTRACT FROM Brampton Flowertown Secondary Plan Area 6 Schedule 6

Subject Lands

Hurontario-Main Corridor Secondary Plan Area 55 lands to be removed from this map

COMMERCIAL

- NEIGHBOURHOOD RETAIL
- DISTRICT RETAIL
- CONVENIENCE RETAIL
- HIGHWAY COMMERCIAL
- SERVICE COMMERCIAL
- HIGHWAY AND SERVICE COMMERCIAL

RESIDENTIAL

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- MEDIUM/HIGH DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL

INSTITUTIONAL

- ELEMENTARY SCHOOL
- MIDDLE SCHOOL
- SECONDARY SCHOOL
- GENERAL EMPLOYMENT 1
- PLACE OF WORSHIP
- INSTITUTIONAL

OPEN SPACE

- NATURAL HERITAGE SYSTEM
- RECREATION OPEN SPACE
- CEMETERY

ROADS

- COLLECTOR ROAD
- MINOR ARTERIAL ROAD
- MAJOR ARTERIAL ROAD
- PROVINCIAL HIGHWAY

UTILITY

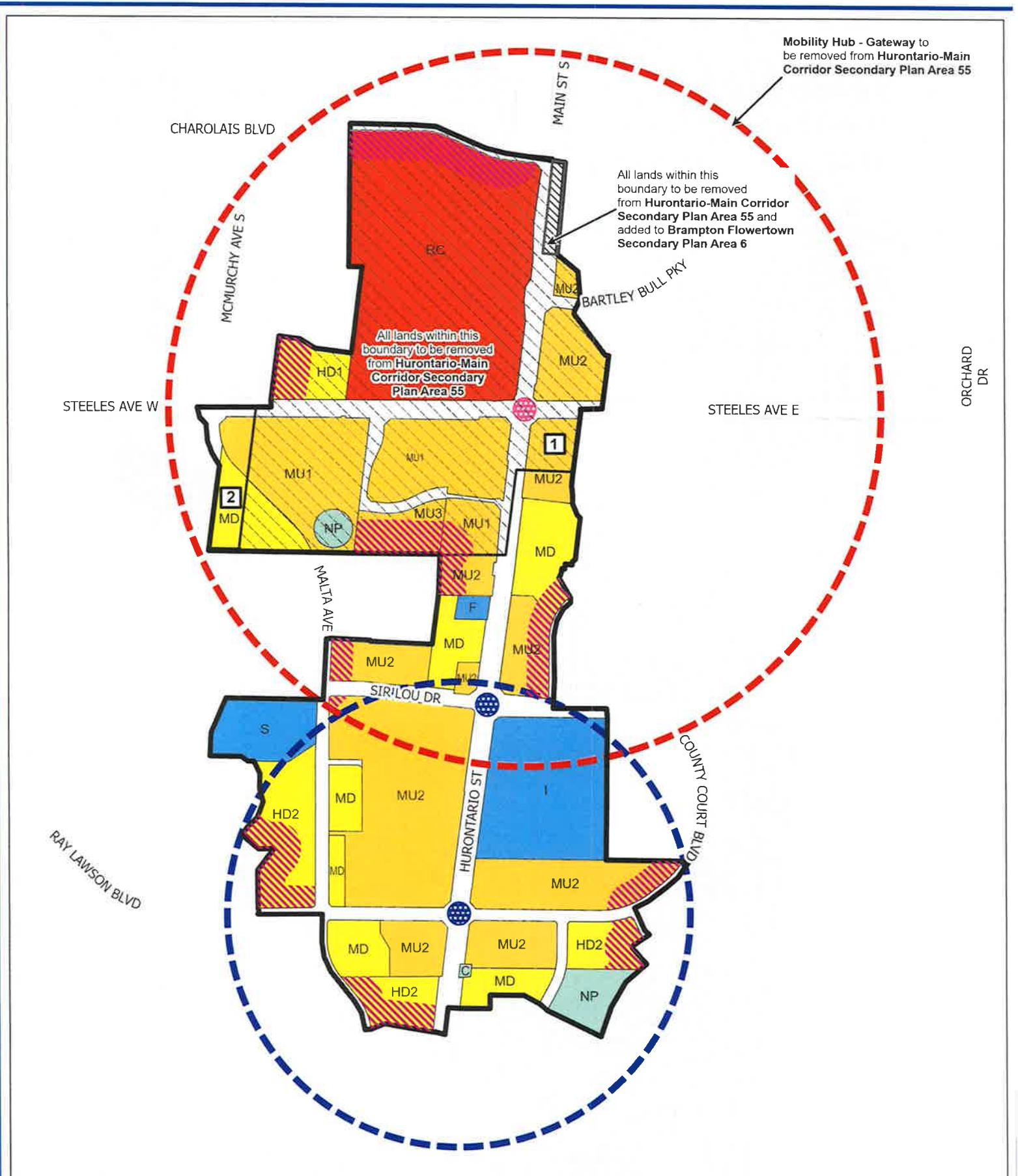
- UTILITY

EMPLOYMENT

- GENERAL EMPLOYMENT 1

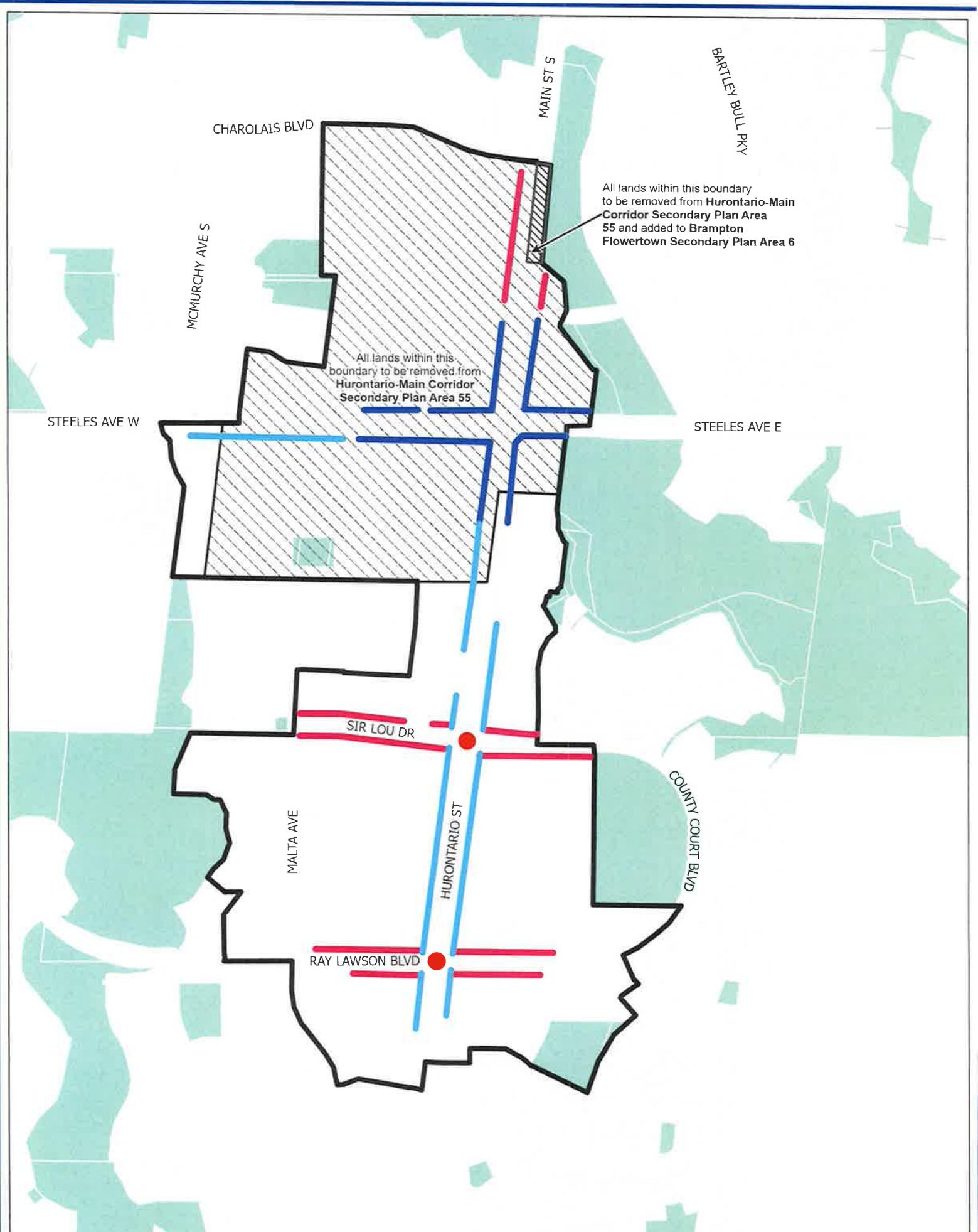
- RAILWAY
- SPECIAL SITE AREA
- SPECIAL POLICY AREA
- SECONDARY PLAN BOUNDARY





FROM Schedule SP 55 of the document known as the Hurontario-Main Corridor Secondary Plan Land Use Plan Chapter 55

- | | | |
|--|--|--|
| <ul style="list-style-type: none"> Lands subject to this amendment Lands to be removed from Hurontario-Main Corridor Secondary Plan Area 55 Lands to be removed and added to Brampton Flowertown Secondary Plan Area 6 Parcel Fabric Major Transit Station Area Secondary Gateway Height Transition Area Special Policy Area | <p>Residential</p> <ul style="list-style-type: none"> Medium Density High Density Two <p>Mixed Use</p> <ul style="list-style-type: none"> Mixed Use Two <p>Institutional</p> <ul style="list-style-type: none"> Senior Public School Fire Station Institutional <p>Open Space</p> <ul style="list-style-type: none"> Neighbourhood Park Cemetery | <p>Removed from SP 55</p> <ul style="list-style-type: none"> Mobility Hub - Gateway Primary Gateway <p>Land Uses removed from SP 55</p> <p>Residential</p> <ul style="list-style-type: none"> High Density One <p>Mixed Use</p> <ul style="list-style-type: none"> Mixed Use One Mixed Use Three <p>Commercial</p> <ul style="list-style-type: none"> Regional Commercial |
|--|--|--|



All lands within this boundary to be removed from Hurontario-Main Corridor Secondary Plan Area 55 and added to Brampton Flowertown Secondary Plan Area 6

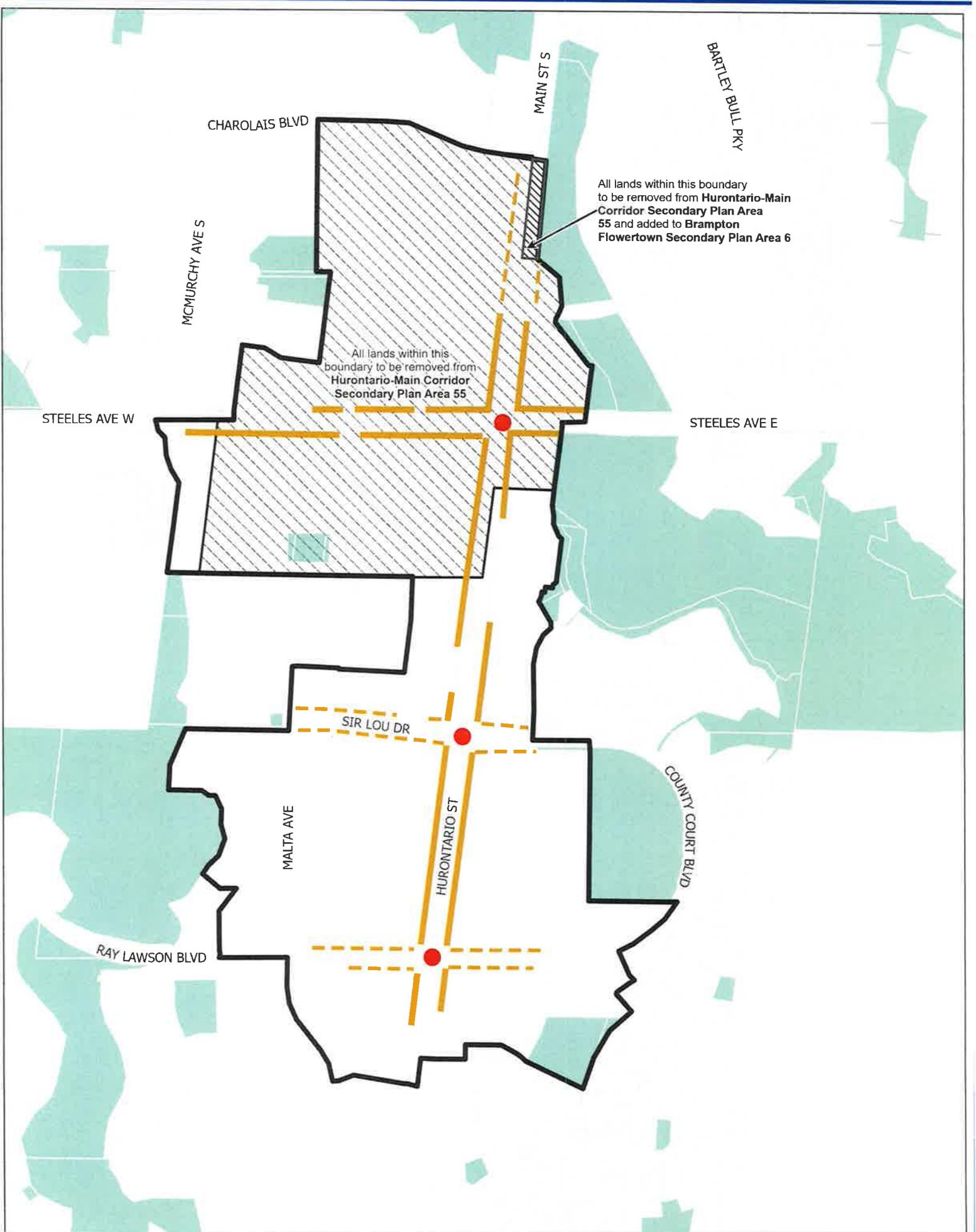
All lands within this boundary to be removed from Hurontario-Main Corridor Secondary Plan Area 55

FROM Schedule SP 55 of the document known as the Hurontario-Main Corridor Secondary Plan Permitted Use at Ground Level Facing the Street Chapter 55

- | | | |
|--|---------------|--------------------------------------|
| Lands subject to this amendment | Parcel Fabric | Commercial or Institutional Frontage |
| Lands to be removed from Hurontario-Main Corridor Secondary Plan Area 55 | Open Space | Retail Frontage |
| Lands to be removed and added to Brampton Flowertown Secondary Plan Area 6 | Transit Stops | Convertible Frontage |

Appendix B - PERMITTED USE AT GROUND LEVEL FACING THE STREET

Date: 2025/10/31 Drawn by: LCarter



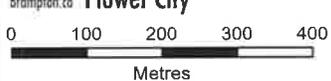
FROM Schedule SP 55 of the document known as the Hurontario-Main Corridor Secondary Plan Street Walls Along Frontage Chapter 55

- | | |
|--|--|
|  Lands subject to this amendment |  Parcel Fabric |
|  Lands to be removed and added to Brampton Flowertown Secondary Plan Area 6 |  Open Space |
|  Lands to be removed from Hurontario-Main Corridor Secondary Plan Area 55 |  Transit Stops |
| |  Continuous Street Wall |
| |  Intermittent Street Wall |

Appendix C - STREET WALLS ALONG FRONTAGE

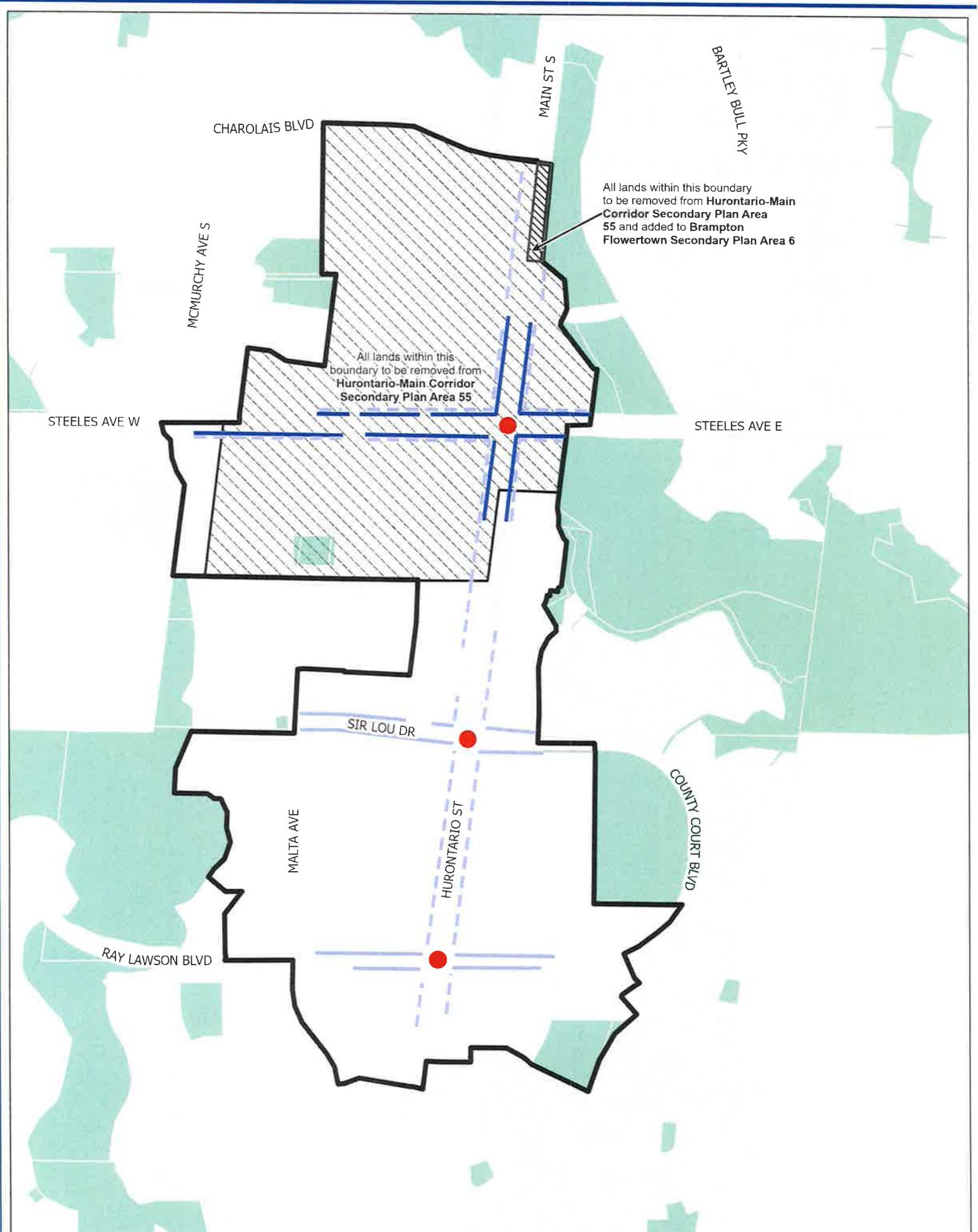


brampton.ca



0 100 200 300 400
Metres



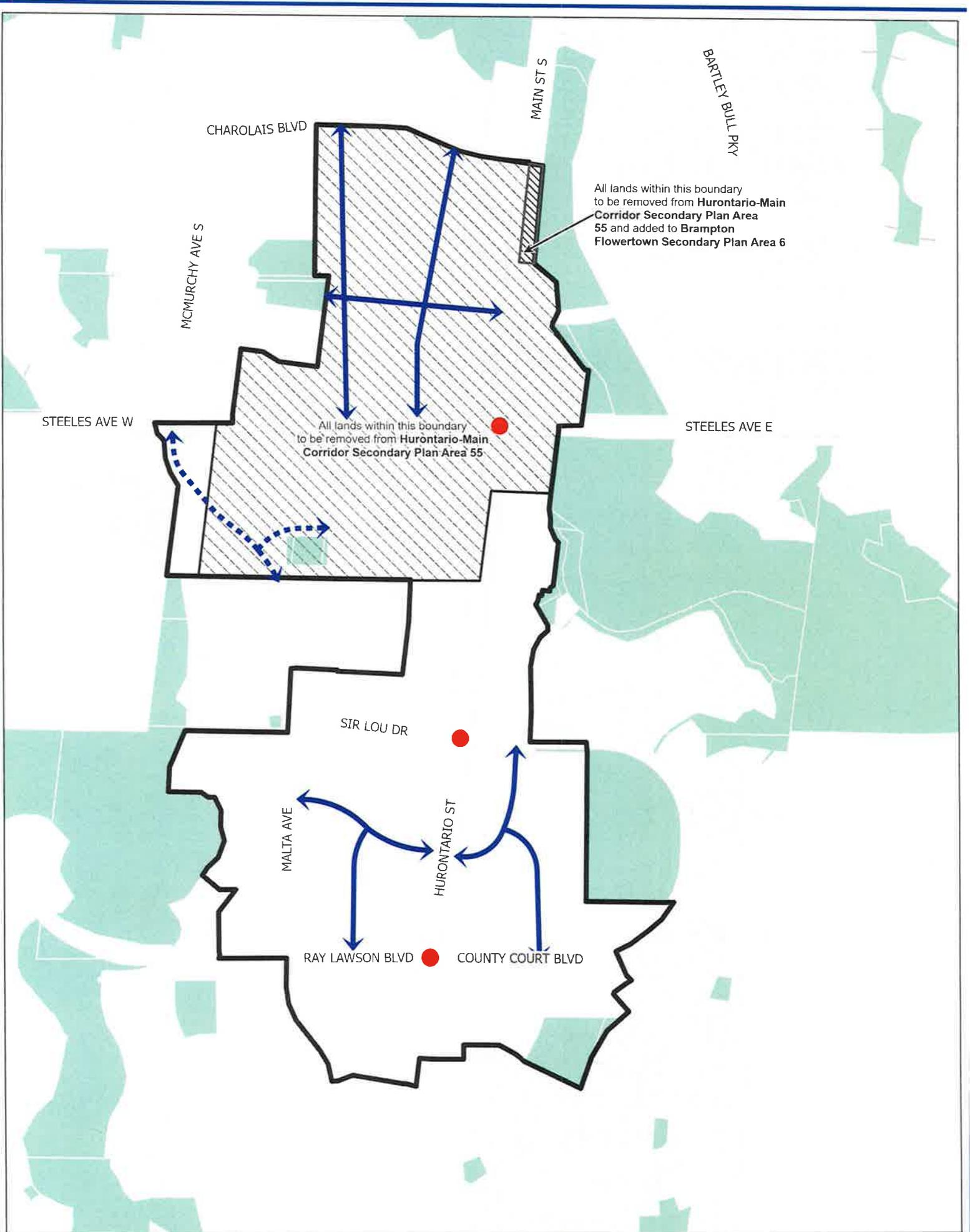


FROM Schedule SP 55 of the document known as the Hurontario-Main Corridor Secondary Plan Setbacks Chapter 55

- | | | | |
|--|---------------|--|---|
| Lands subject to this amendment | Parcel Fabric | Setbacks | Building must be built at Street Line (0.0 m Setback) |
| Lands to be removed from Hurontario-Main Corridor Secondary Plan Area 55 | Open Space | Building must be built within 2.5 m of Street Line (maximum 2.5 m setback) | |
| Lands to be removed and added to Brampton Flowertown Secondary Plan Area 6 | Transit Stops | Additional setback of at least 2.5 m required above podium | |

Appendix D - SETBACKS

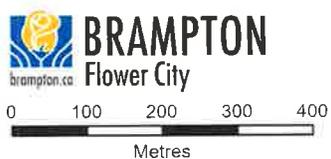


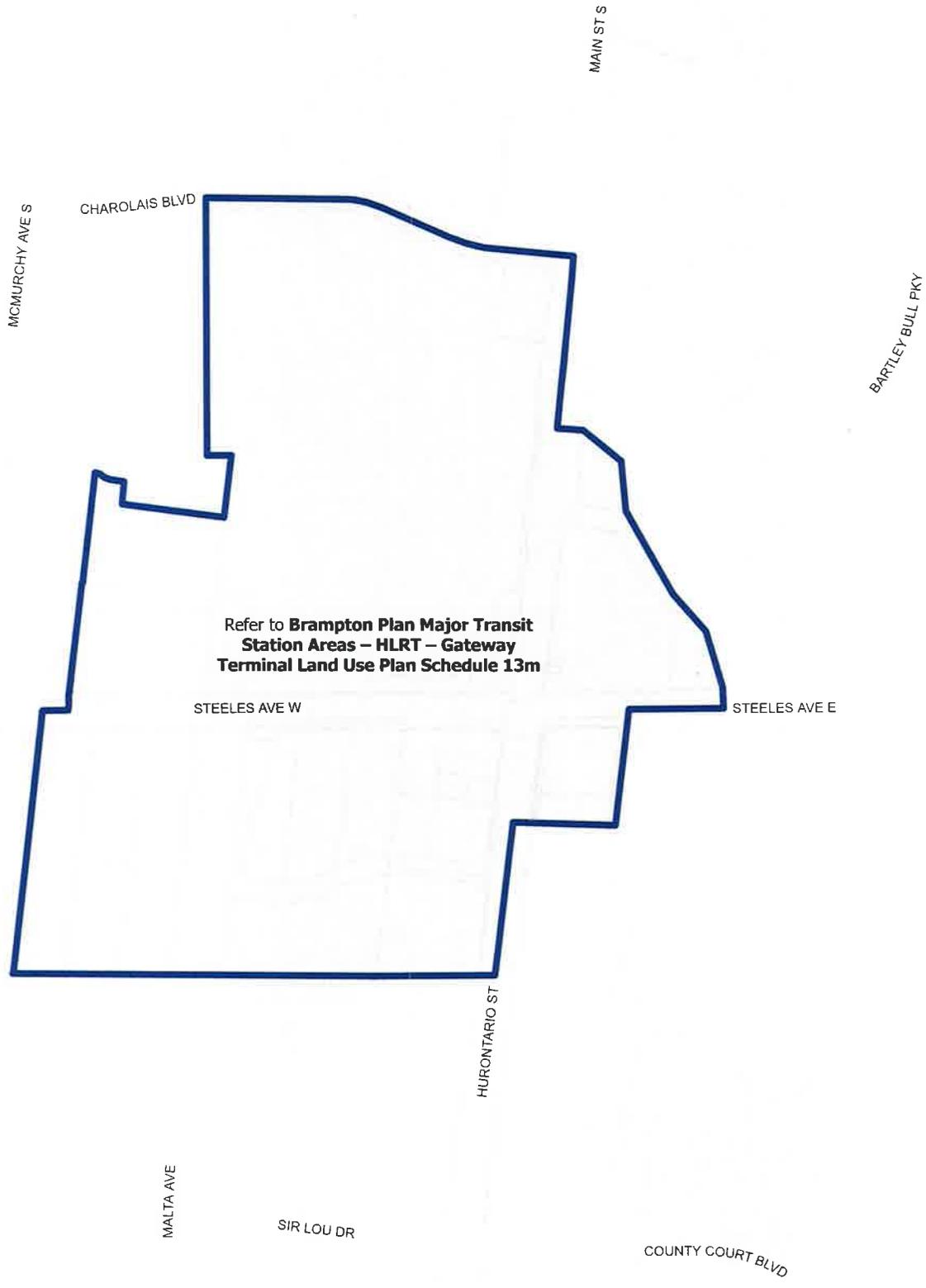


FROM Schedule SP 55 of the document known as the Hurontario-Main Corridor Secondary Plan Future Road Connections Chapter 55

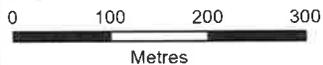
- | | |
|--|----------------------------------|
| Lands subject to this amendment | Parcel Fabric |
| Lands to be removed from Hurontario-Main Corridor Secondary Plan Area 55 | Open Space |
| Lands to be removed and added to Brampton Flowertown Secondary Plan Area 6 | Transit Stops |
| | Potential Conceptual Connections |
| | Collector Rd (33-36 metres) |

Appendix E - FUTURE ROAD CONNECTIONS





-  Secondary Plan Area 11
-  Major Transit Station Area
-  Parcel Fabric

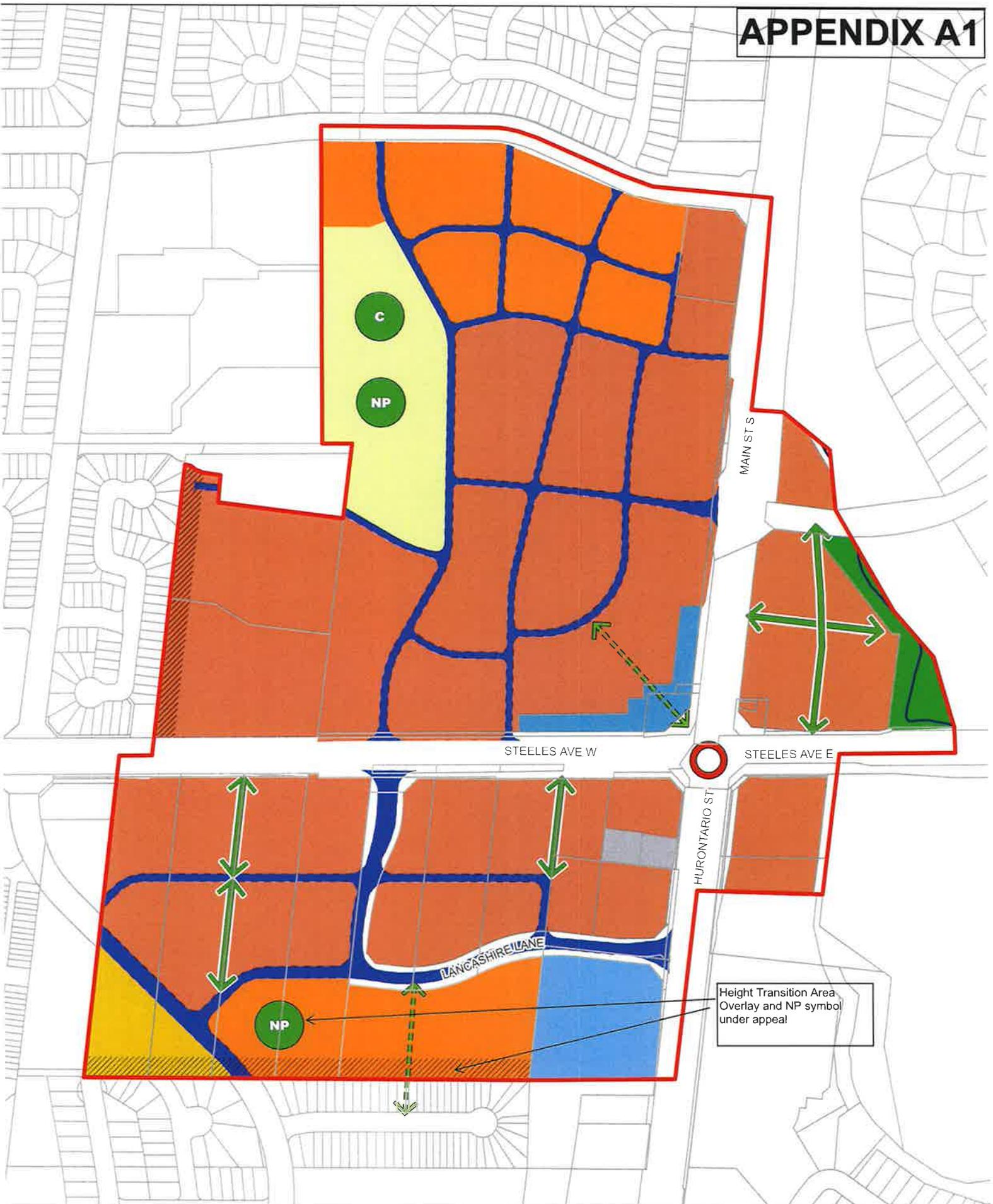


Date: 2025/10/31

Drawn by: LCarter

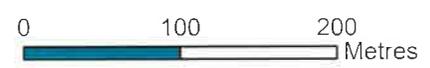
**Hurontario-Main LRT Secondary Plan Area 11
Secondary Plan Boundary Schedule 11(a)**

APPENDIX A1

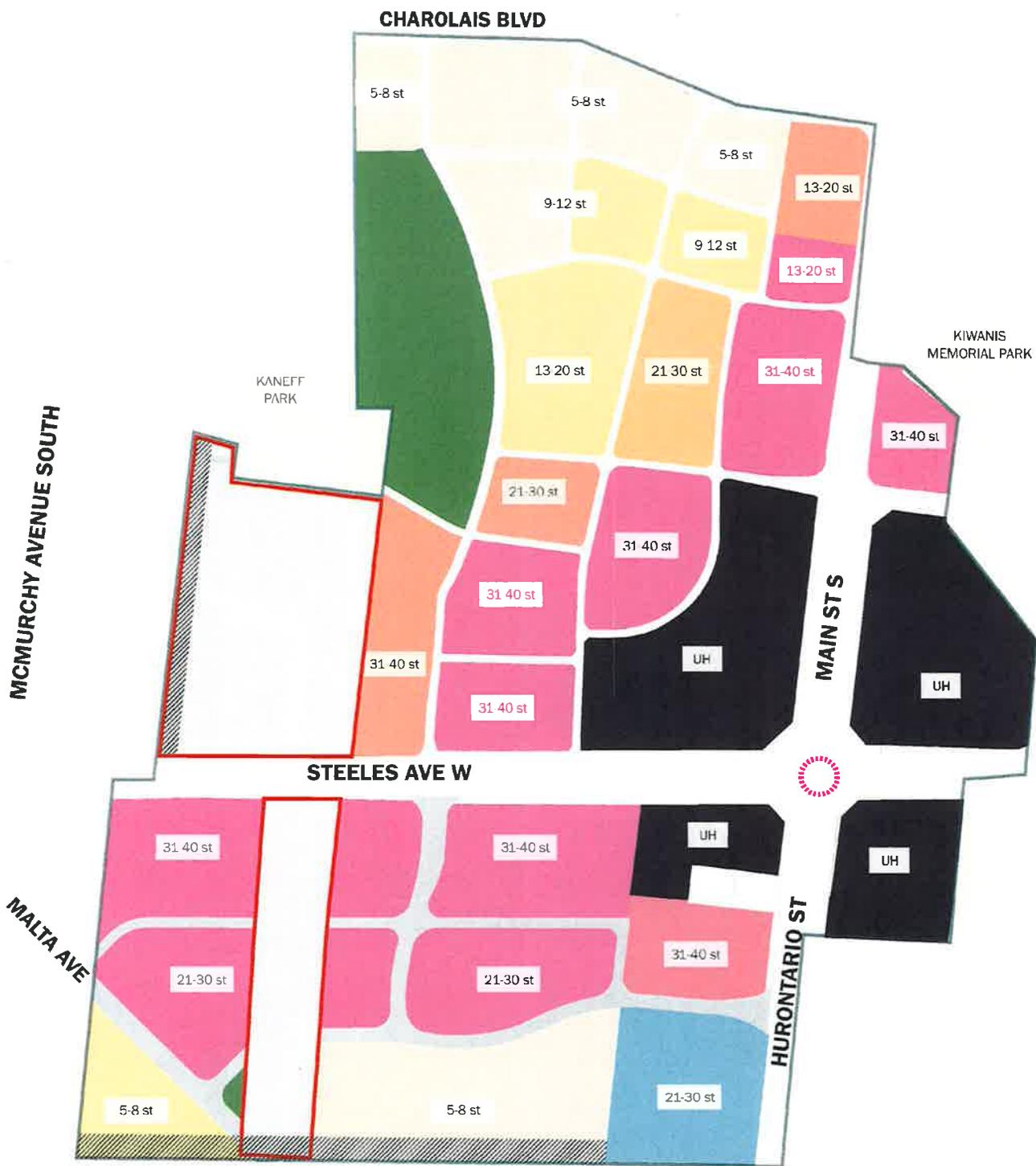


- NEIGHBOURHOOD (MID-RISE RESIDENTIAL)
- MIXED-USE (MID-RISE MIXED-USE)
- MIXED-USE (HIGH-RISE MIXED-USE)
- MIXED-USE EMPLOYMENT (OFFICE MIXED-USE)
- TRANSIT STATION
- UTILITY
- NATURAL HERITAGE SYSTEM
- PLANNED NEIGHBOURHOOD PARK
- PROPOSED NEIGHBOURHOOD PARK
- POTENTIAL COMMUNITY HUB
- PROPOSED PUBLIC OR PRIVATE STREET NETWORK
- POTENTIAL MID-BLOCK CONNECTION
- TRCA FLOODPLAIN
- HEIGHT TRANSITION AREA
- M.T.S.A. BOUNDARY
- M.T.S.A. STATION

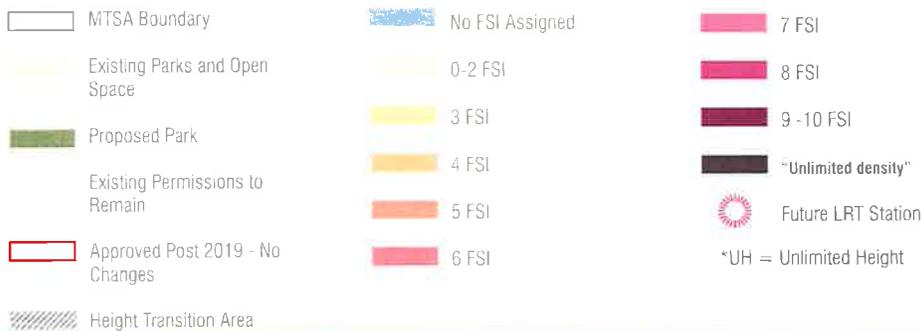
This Appendix is provided for reference purposes only. For official land uses, refer to Brampton Plan schedule 13m. The Mixed-Use Employment (Office Mixed-Use) designation is appealed on a city-wide basis (OLT Case No. OLT-24-000688)

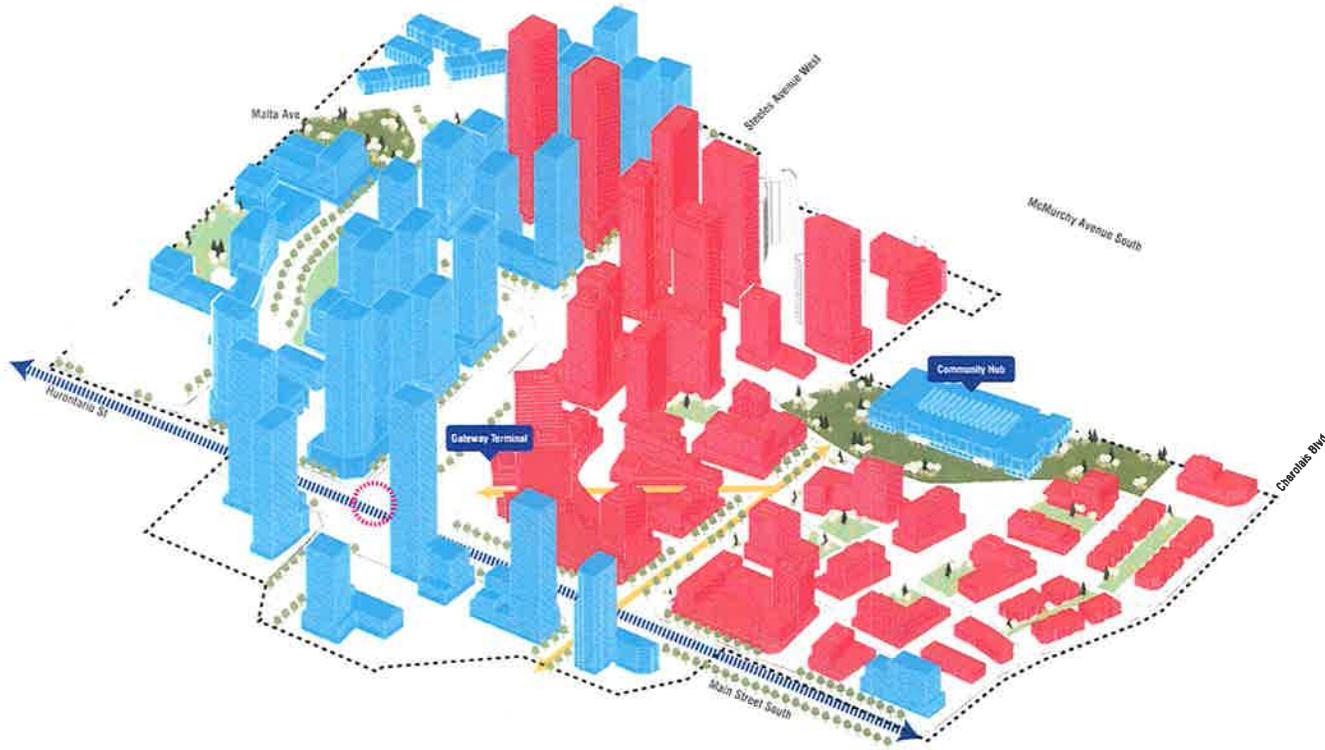


Date: January 2025
 Planning, Building and Growth Management
 Brampton Plan
 This map forms part of the Official Plan of the City of Brampton and must be read in conjunction with the text and other Schedules.



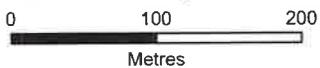
APPENDIX B1





APPENDIX C1

- | | |
|--|--|
|  MTSA Boundary |  Proposed Park |
|  Existing Buildings |  Potential Urban Park |
|  Potential Development |  New Open Space Linkage |
|  Approved Applications |  Future LRT Line |
|  Existing Parks and Open Space |  Future LRT Station |

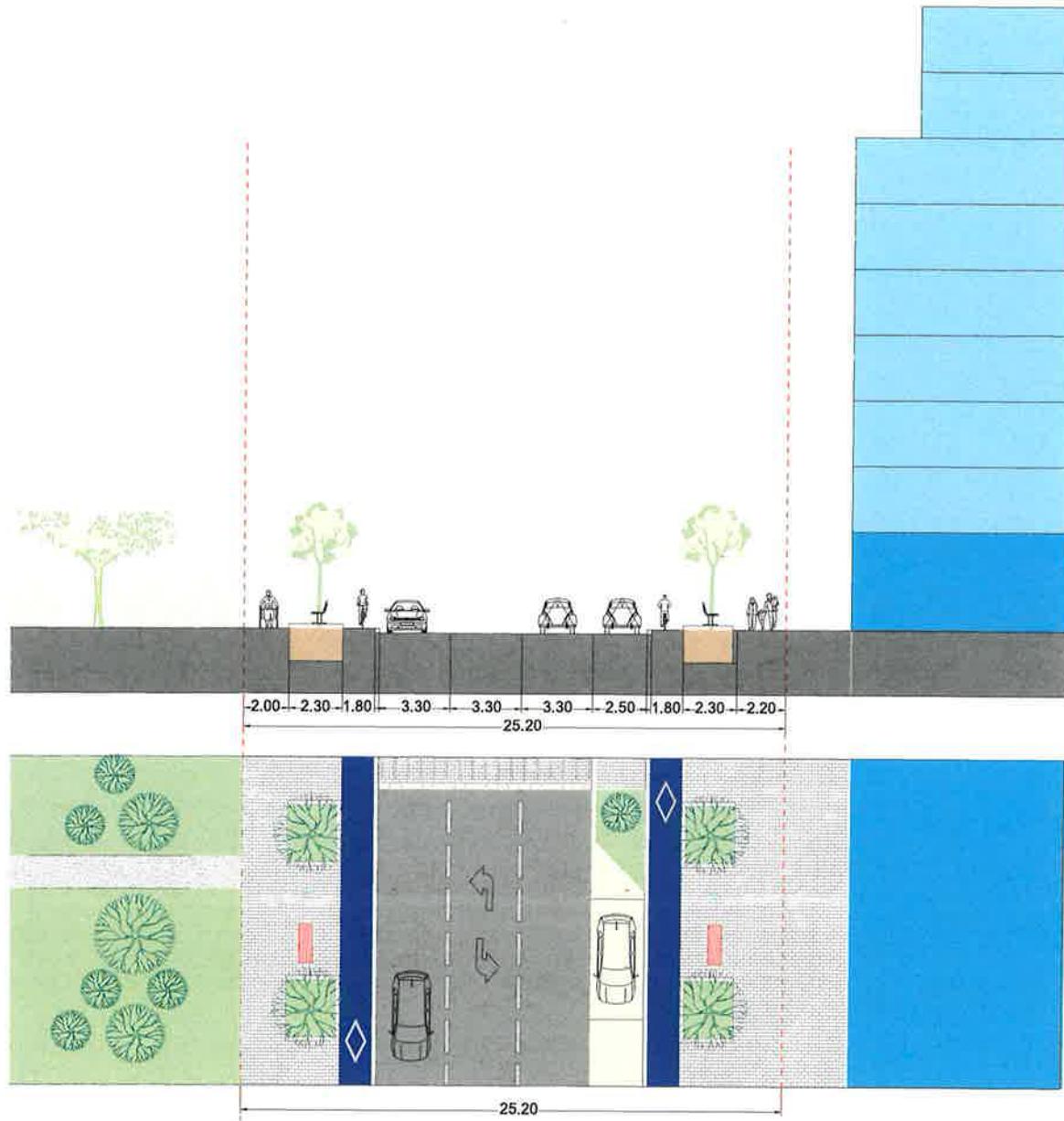


Date: 2025/12/03

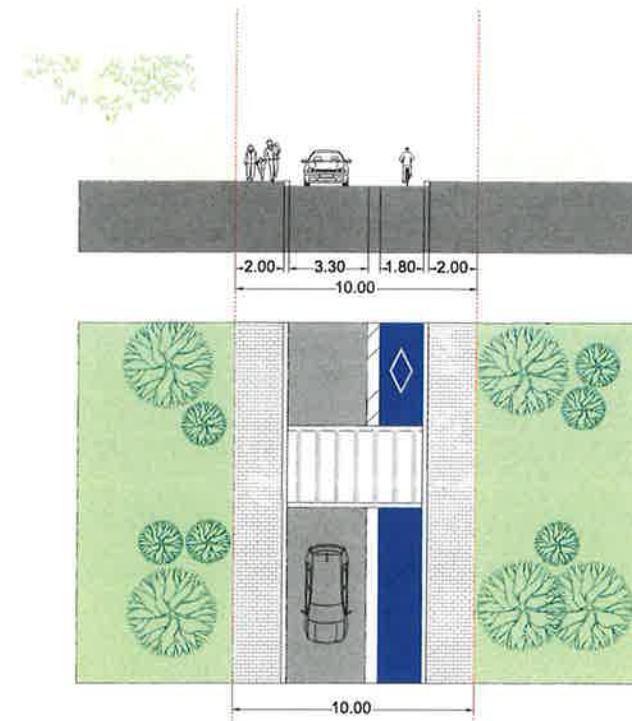
Drawn by: LCarter

Hurontario-Main LRT Secondary Plan Area 11 Appendix C1 - Gateway Terminal MTSA Potential Demonstration Plan

APPENDIX D - EXAMPLE OF AN MTSA ROAD CROSS SECTION



25.2m R.O.W Boulevards



Mid-Block Connections