

Adoption of Official Plan Amendments OP2023-019 (By-law 22-2026), OP2023-020 (By-law 23-2026), OP2023-021 (By-law 24-2026), OP2023-022 (By-law 25-2026)

Date of Decision: February 4, 2026
Date of Notice: February 18, 2026
Last Date of Appeal: March 10, 2026 (no later than 4:30 p.m.)

On the date noted above, the Council of The Corporation of the City of Brampton passed By-laws 22-2026, 23-2026, 24-2026, and 25-2026, to adopt Official Plan Amendments OP2023-019, OP2023-020, OP2023-021, and OP2023-022, respectively, under section 17 of the *Planning Act* R.S.O., c.P.13, as amended, pursuant to a City-initiated Official Plan Amendment (Secondary Plans).

The decision of Council is final if no notice of appeal is filed by the Minister, applicant, registered owner, public body or specified person pursuant to section 17(24) of the *Planning Act*.

The Purpose and Effect of Official Plan Amendment OP2023-019: The purpose of By-law 22-2026 is to delete the Queen Street Corridor Secondary Plan Area 36 in its entirety and replace it with a new Queen Street Transit Corridor Secondary Plan Area 10 that applies only to the 7 Primary Major Transit Station Areas (MTSAs) located along Queen Street East between Etobicoke Creek and Bramalea Road (Centre, Kennedy, Rutherford, Laurelcrest, Dixie, Central Park and Bramalea MTSAs).

Location of Lands Affected: The lands affected by By-law 22-2026 are generally located along Queen Street East, between the Etobicoke Creek and Bramalea Road, and comprise approximately 562 hectares (1,389 acres) of land.

The Purpose and Effect of Official Plan Amendment OP2023-020: The purpose of By-law 23-2026 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.

Location of Lands Affected: The lands affected by By-law 23-2026 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.

The Purpose and Effect of Official Plan Amendment OP2023-021: The purpose of By-law 24-2026 is to amend the Bram East Secondary Plan Area 41 to add policies and guiding principles for The Gore Major Transit Station Area (MTSA).

Location of Lands Affected: The lands affected by By-law 24-2026 are generally located within an 800-metre radius of The Gore higher-order bus rapid transit stop (BRT) at the intersection of Queen Street East and The Gore Road and comprise approximately 103.6 hectares (256.0 acres) of land.

The Purpose and Effect of Official Plan Amendment OP2023-022: The purpose of By-law 25-2026 is to amend the Mount Pleasant Secondary Plan Area 51 to add policies and guiding principles for the Mt. Pleasant Major Transit Station Area (MTSA).

Location of Lands Affected: The lands affected by By-law 25-2026 are generally located within an 800-metre radius of the Mount Pleasant GO station and comprise approximately 42.95 hectares (106.13 acres) of land.

Obtaining Additional Information: A copy of the by-laws is provided. The complete background information is available at the City Clerk's Office during regular office hours, or online at www.brampton.ca. Further enquiries should be directed to Claudia LaRota, Planner, Planning, Building and Growth Management Services Department at claudia.larota@brampton.ca.

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

Information on development applications under the *Planning Act* within the subject areas should be directed to the planner noted herein.

When and How to File an Appeal: An appeal to the Ontario Land Tribunal (OLT) may be made only by those entities entitled to do so by the *Planning Act*, by filing a notice of appeal with the City Clerk:

- via the **Ontario Land Tribunal e-file service** (first-time users will need to register for a My Ontario Account at <https://olt.gov.on.ca/e-file-service/>) by selecting Brampton (City) – Clerk as the Approval Authority
- Should the e-file portal be unavailable, those entitled to appeal can submit their appeal to the City at the below address:
 - by mail or hand delivered to City of Brampton, City Clerk's Office, 2 Wellington Street West, Brampton, ON L6Y 4R2, **no later than 4:30 p.m. on March 10, 2026**. Appeal forms are available from the OLT website at www.olt.gov.on.ca.

The filing of an **appeal after 4:30 p.m.**, in person or electronically, will be deemed to have been received the next business day. The City Clerk agrees to receive appeals via the OLT e-file service.

Take Notice that the Appeal:

- (1) must set out the reasons for appeal;
- (2) pay fee of \$1,100 online through e-file service, or by certified cheque/money order to the Minister of Finance, Province of Ontario if being mailed or hand delivered to the City. A copy of the fee Schedule may be found at <https://olt.gov.on.ca/appeals-process/fee-chart/>. Forms for a request of fee reduction for an appeal, are available from the OLT website at www.olt.gov.on.ca.

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

City of Brampton
Office of the City Clerk
2 Wellington Street West
Brampton, ON L6Y 4R2
Contact: (905) 874-2116



The Corporation of the City of Brampton

By-law

Number 22 - 2026

To Adopt Amendment Number OP2023-019 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 OP2023-019 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 Schedules 13e and 13f 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.

2025/01/29

MKR

Approved as to content.

2026/01/29

HFZ

Patrick Brown, Mayor

Genevieve Scharback, City Clerk

AMENDMENT NUMBER O2023-019
TO THE OFFICIAL PLAN OF THE
CITY OF BRAMPTON PLANNING AREA

AMENDMENT NUMBER OP 2023 - 019
TO THE OFFICIAL PLAN OF THE CITY
OF BRAMPTON PLANNING AREA

1.0 Purpose:

The purpose of this Official Plan Amendment (OPA) is to delete the Queen Street Corridor Secondary Plan Area 36 in its entirety and replace it with a new Queen Street Transit Corridor Secondary Plan Area 10 that applies only to the 7 Primary Major Transit Station Areas (MTSAs) located along Queen Street East between Etobicoke Creek and Bramalea Road (Centre, Kennedy, Rutherford, Laurelcrest, Dixie, Central Park and Bramalea MTSAs). Secondary Plan schedules include a boundary map, and the Queen East and Bramalea Centre Precinct Area Plans. Permitted land uses for the Secondary Plan area will be in accordance with *Brampton Plan* MTSA Land Use Plans (Schedules 13d-13j).

Location:

The proposed amendment applies to the lands generally located along Queen Street East, between the Etobicoke Creek and Bramalea Road, and comprise approximately 562 hectares (1,389 acres) of land.

2.0 Amendments and Policies Relevant Thereto:

2.1 The document known as the Official Plan of the City of Brampton Planning Area is hereby amended: as set out in thereof, Amendment Number OP 2023-019.

- a) By removing from Schedule 10, Secondary Plan Areas, the lands within the delineated boundaries of “36 Queen Street Corridor” and adding them to the boundaries of the “5 Highway 410 and Steeles” as shown outlined on Schedule “A” to this amendment.
- b) By deleting “36 Queen Street Corridor” from Schedule 10, Secondary Plan Areas and replacing it with “10 Queen Street Transit Corridor” as shown outlined on Schedule “A” to this amendment.
- c) By amending the boundaries of “10 Queen Street Corridor” on Schedule 10, Secondary Plan Areas to add lands from “3 Bramalea”, “6 Brampton Flowertown”, and “7 Downtown Brampton” as shown on Schedule “A” to this amendment.
- d) By adding to the list of amendments pertaining to *Brampton Plan*, Amendment Number OP 2023-019.

2.2 The document known as the Bramalea Secondary Plan Area 3, is hereby further amended:

- a) By removing on Schedule 3 the lands and associated land use designations as shown outlined on Schedule “B” to this amendment.

- 2.3 The document known as the Highway 410 and Steeles Secondary Plan Area 5 is hereby further amended:
- a) By adding on Schedule 5 the boundaries of the lands as shown outlined on Schedule “C” to this amendment and designating them “General Employment 2” and “Highway Commercial”.
- 2.4 The document known as the Brampton Flowertown Secondary Plan Area 6 is hereby further amended:
- a) By removing on Schedule 6 the lands and associated land use designations as shown outlined on Schedule “D” to this amendment.
 - b) By deleting Sections 8.6 Special Site Area (OP2006-217 and OP2006-185) in their entirety.
- 2.5 The document known as the Downtown Brampton Secondary Plan Area 7 is hereby further amended:
- a) By removing on Schedule SP7(A) the lands and associated land use designations as shown outlined on Schedule “E” to this amendment.
- 2.6 The document known as the Queen Street Corridor Secondary Plan Area 36 is hereby further amended by deleting it in its entirety from Part 2, and replacing it with the following text, Schedule 10(a), Schedules 10-1 and 10-2; and Appendices 10-1 and 10-2 as ‘Chapter 10: Queen Street Transit Corridor Secondary Plan Area 10’:

“EXPLANATORY NOTE

Queen Street Transit Corridor Secondary Plan Area 10

CHAPTER 10

General (pertaining to all secondary plan office consolidations)

- i. Secondary Plans form Part 2 of *Brampton Plan* and are to be read in conjunction with all policies of *Brampton Plan*, including interpretation and implementation provisions.

Specific (Pertaining to Secondary Plan 10, Queen Street Transit Corridor Secondary Plan)

The Queen Street Transit Corridor Secondary Plan is based on Official Plan Amendment OP2023-01 to the document known as the 2023 Official Plan (*Brampton Plan*), 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, resources should be had to the original documents noted above.

Effect of this Chapter and its Relationship to the Official Plan

Lands subject to Secondary Plan Number 10 outlined on Schedule SP10(a) shall be developed in accordance with the policies of this chapter (Chapter 10 of Part II) -including Schedules 10(a), 10-1 and 10-2 attached thereto, and also in accordance with all other relevant policies and schedules of *Brampton Plan*, in particular, Brampton MTSA Land Use Plans (Schedules 13d to 13j).

Accordingly, the Queen Street Transit Corridor 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 10 can only be achieved by reading the overall *Brampton Plan* together with this Plan.

1.0 Introduction

This Secondary Plan sets out a planning framework and serves as a blueprint for future growth and development within the Queen Street Transit Corridor Secondary Plan Area in accordance with MTSA Land Use Plans (Schedules 13d-13j) in *Brampton Plan*. This Plan includes a vision, objectives, and policies on the Secondary Plan Area's intended urban structure, built form, public realm, and mobility, to support the redevelopment of complete and sustainable transit-oriented communities within 7 Primary MTSA's along the Queen Street East corridor.

The Secondary Plan is organized into twelve (12) sections, two (2) Chapters and includes three (3) schedules and two (2) appendices:

- Section 1.0: Introduction
 - Section 2.0: Vision and Guiding Principles
 - Section 3.0: Population and Jobs
 - Section 4.0: Land Use Schedule SP10(a): Boundaries of Secondary Plan Area
 - 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 Facilities
 - Section 9.0: Servicing and Stormwater
 - Section 10.0: Healthy Communities and Sustainability
 - Section 11.0: Precinct Area Plans
 - Section 12.0: Implementation and Monitoring
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- Chapter 10-1: Queen East Precinct Area Plan – Area 10-1
 - Schedule SP10-1: Queen East Precinct Area Plan
 - Appendix 10-1: Queen East Precinct Area Plan Guidelines
 - Chapter 10-2: Bramalea Centre Precinct Area Plan – Area 10-2
 - Schedule SP10-2: Bramalea Centre Precinct Area Plan
 - Appendix 10-2: Bramalea Centre Precinct Area Plan Guidelines

1.1 Location

The Queen Street Transit Corridor Secondary Plan includes the following:

- covers 7 MTSA's known as Centre, Kennedy, Rutherford, Laurelcrest, Dixie, Central Park and Bramalea;
- comprises a total area of approximately 562 acres (1,389 acres); and
- generally lands located on the north and south sides of Queen Street East from Etobicoke Creek in the west, Scott Street to Bramalea Road in the east, Vodden Street, Madoc Drive, Lorraine Crescent, Hazelwood Drive, Homeland Court, Howden Boulevard and Central Park Drive to the north and the CNR line, Clark Boulevard, and Eastern Avenue to the south.

1.2 Purpose

The purpose of this Secondary Plan, together with Schedules 10(a), 10-1 and 10-2 is to establish, in accordance with Section 5.5 (Secondary-Level Plans) of *Brampton Plan*, detailed planning policies for the 7 Primary MTSAs located along Queen Street East between Etobicoke Creek and Bramalea Road.

This Secondary Plan will:

- i) Set out the long-term planning vision for the area;
- ii) Identify development policies to support the principles and objectives needed to transform a section of the Queen Street East corridor from the present auto-oriented single use area, to mixed-use, compact, vibrant, transit-oriented communities, that are sensitive to the presence of existing stable residential neighbourhoods and industrial areas;
- iii) Include the following components for the two Precinct Area Plans that collectively provide further direction and guidance for the creation of complete, vibrant mixed-use districts along Queen Street East:
 - policies that provide planning direction based on Character Areas;
 - two schedules that illustrate the key structural elements of each Precinct Area Plan; and
 - Precinct Area Plan Guidelines.

2.0 **Vision and Guiding Principles**

The Queen Street East corridor is a primary strategic growth area that is planned to accommodate a significant portion of the City's required growth to the year 2051 and beyond. *Brampton Plan's* City Structure directs the highest amount of urban transformation to occur in 'Urban Centres'. The greatest density of people and activities will be located within the Bramalea Urban Centre Character Area. The Bramalea Urban Centre Character Area will feature a compact built form and mix of retail, parks and open space and, public uses and community facilities.

The Queen Street East corridor is planned to transition over time into a high-density, dynamic and vibrant destination featuring a mix of housing, commercial, employment and community uses that attract people and jobs from across the Region. The emphasis is on providing a safe, direct and inviting public realm that connects people to, and from, higher order transit stations, through a network of complete streets, parks and open spaces. Active transportation and transit use will be prioritized as the preferred mode of travel. Sustainability will be supported through building transit-supportive complete communities to help mitigate and adapt to the impacts of climate change.

The Secondary Plan is divided into two Precinct Area Plans, each one providing the desired development direction, aiming to achieve housing, public realm, economic and sustainable objectives:

- i. provide community services, public service facilities, transportation and servicing infrastructure to support new growth;
- ii. promote well-designed neighbourhoods founded on principles of urban design excellence that enhances livability;
- iii. provide appropriate height transitions that are contextually appropriate;
- iv. accommodate employment uses to support Brampton's economic prosperity, and;
- v. respond to climate change by applying an innovative approach to sustainable design that reduces greenhouse gas emissions in building operations and materials. Potential elements to achieve this may include tree plantings, naturalized stormwater management systems, incorporating low carbon energy sources, and reducing emissions from materials.

3.0 Population and Jobs

In accordance with the *Provincial Planning Statement, 2024*, each MTSA is planned to achieve a minimum density target of 160 residents and jobs combined per hectare by 2051.

- a) The target of a minimum of 160 people and jobs per hectare will not be applied on a site-specific basis and will only be applied cumulatively for all lands within a MTSA boundary. As part of a development application, the applicant shall demonstrate how the proposal contributes to meeting the minimum applicable density targets.
- b) The overall mix of residents and jobs within each MTSA 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 this Secondary Plan area shall be mixed-use that is provided in a well-integrated, compact urban form where people can access a range of services within proximity to their home or place of employment. Not all land within the Secondary Plan area is intended or necessary to be developed at high-rise densities to meet the MTSA density targets or Brampton's housing pledge.

Portions of the Secondary Plan are protected for employment purposes, where a diverse range of jobs and services are to be provided to meet Brampton's employment targets and to help support the long-term economic success of the city. Uses that are associated with the primary employment function may also be permitted in designated employment areas.

- a) The use of land within the Secondary Plan shall be in accordance with the Brampton MTSA Land Use Plans (Schedules 13d-13j) in *Brampton Plan*. These Land Use Plans are found in the Precinct Area Plan Guidelines, included as Appendices A and B to this Plan.
- b) 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-oriented land uses, such as gas bars and drive through establishments, are prohibited within any land use designation.
- c) 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, adverse environmental impacts, transportation, stormwater management, cultural heritage resources, land use compatibility and/or infrastructure capacity.
- d) Changes to the location or alignment of the street network, mid-block connections, parks and open space shown on Precinct Area Plan Schedules 10-1 and 10-2 will not require an amendment to this Plan provided that its general intent and purpose is maintained.

- e) 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, a variety of built forms, heights and densities will be encouraged to achieve a diversity in design and to provide an inviting public realm.

The distribution and hierarchy of height and density is important to create a well-balanced community, and to generate place-making activity in public spaces.

- a) The greatest heights, scale and intensity will generally be within the Bramalea Urban Centre (BUC) Character Area, adjacent to the bus rapid transit stations, and along the Queen Street frontage at the Highway 410 interchange. A potential range and distribution of building heights and densities are illustrated in the Precinct Area Plan Guidelines found in Appendices 10-1 and 10-2.
- b) The scale of development shall respond appropriately to its planned context, its relationship to adjacent and nearby lower-scale neighbourhoods, availability of supporting infrastructure and community services, and its relationship to the public realm.
- c) Mid and high-rise buildings shall have consideration for the building design principles in Brampton's Development 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 height and density;
 - iii. the type and scale of the development proposal 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 will minimize visual impact, overall massing, shadow, and overlook;
 - v. servicing infrastructure capacity such as water, stormwater and wastewater, transit, street network, 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 range of building heights indicated on the MTSA Height and Density Distribution Figures included in Appendices 10-1 and 10-2 to this Plan, and the maximum building height provisions 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 public realm will be designed as a connected network of active and passive spaces where people can safely walk, cycle, gather and gain access to and from surrounding transit stations and adjacent communities. Key public realm components include parks and open spaces, streets, sidewalks, trails, and urban parks, which will all play a critical role in ensuring the development of healthy, inclusive and attractive places to live, work, play and visit.

Queen Street East is recognized as an important corridor for high-order transit. The goal is to provide development along the corridor that supports future rapid transit investments and improvements.

Public realm guidance is provided in Brampton Plan, Development Design Guidelines and in the Precinct Area Plan Guidelines contained in Appendices 10-1 and 10-2.

- 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 Queen Street East 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 parks system will be comprised of a hierarchy of park types, sizes and functions and will be developed in accordance with the policies in *Brampton Plan*. The parks and open space system include the following:
 - i. Neighbourhood Parks
 - ii. Landscape Buffers
 - iii. Urban Parks
 - iv. Linear Connector

7.0. Mobility and Transportation

The Secondary Plan Area is premised on strategies that provide a range of travel choices and encourage more sustainable travel behaviours. The network of complete streets will play an essential role in supporting mobility for a broad range of users and contributing to a connected public realm that is easily accessible. Mid-block connections are intended to provide a safe mobility option with higher quality public realm that focuses on enhancing the pedestrian experience.

Planning for and supporting a transportation network that accommodates efficient goods movement by truck is key to the future economic prosperity of Brampton.

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 level throughout the Secondary Plan area. Where development occurs near planned Brampton Rapid Transit (BRT) stations, appropriate access for pedestrians, cyclists and transit users shall be provided and be adaptable as transit infrastructure evolves.
- b) Access arrangements, block structure and public realm improvements should be coordinated to help create a supportive environment for transit.
- c) Development proposals shall contribute to the creation of a connected publicly accessible street network as shown on *Brampton Plan* Schedule 3C – Street Network, Brampton Plan MTSA Land Use Schedules, and as conceptually illustrated on the Precinct Area Plan Schedules 10-1 and 10-2.
- d) Development proposals are encouraged to be located on public streets, unless it can be satisfactorily demonstrated to the City that a private street is equally appropriate in terms of functionality, safety, servicing, neighborhood connectivity, supports active transportation and maintains public accessibility to planned transit stations.
- e) All new public local streets will be developed in accordance with Brampton's Complete Street Guidelines to accommodate sidewalks on both sides; bicycle facilities; and *low impact development* (LID) stormwater management facilities, such as bio-swales, where appropriate. An example of a 25.2 metre right-of-way that implements these measures is found in Appendices 10-1 and 10-2.
- f) The local streets south of Queen Street East, between Kennedy Road and Rutherford Road South and at the south-east corner of Kennedy Road and Vodden Street (Centennial Mall) shall have a minimum right-of-way width of 20.0 metres. The cross section for the 20.0 metre right-of-way is found in Appendix 10-1.
- g) Future streets in proximity to bus rapid transit facilities 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 shall be determined through the submission of a Traffic Impact Analysis that is to be approved to the satisfaction of the City, in coordination with Metrolinx.
- h) The street network within and adjacent to Employment Areas shall accommodate efficient goods movement by truck and shall adhere to the Brampton Complete Streets Guide which provides design guidelines to balance the movement of goods while accommodating the safety and comfort of all users that travel alongside trucks.
- i) 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.

7.2. Active Transportation Network

Creating a safe and continuous pedestrian and cycling network can help reduce traffic congestion, reduce carbon emissions, and contribute to the livability and vibrancy of the area. The active transportation network is illustrated on the Precinct Area Plan Schedules 10-1 and 10-2 and will support safe and efficient travel across the Corridor, provide space for recreation and enjoyment, and support connections to transit and major trip generators, such as, parks and open spaces, shopping, employment and public service uses throughout the Secondary Plan area.

- a) Development shall support a pedestrian-scaled network of connected local streets, sidewalks and bicycle lanes linking neighbourhoods, parks, transit stops, services and other destinations.
- b) Continuous sidewalks shall be provided to prioritize pedestrians and cyclists by 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 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) As per the Federation of Canadian Municipalities and Railway Association of Canada (FCM-RAC) Guidelines for New Development in Proximity to Railway Operations, and the Metrolinx Adjacent Development Guidelines GO Heavy Rail Corridors, any development within 300m of a rail corridor with Metrolinx services and/or operations, shall include the “Metrolinx Noise Warning Clause”; and, the registration of an Environmental/Operational Easement in favour of Metrolinx, over the subject lands to the satisfaction of Metrolinx. The intent of the Easement is to provide the railway and/or operators with a legal right to create emissions over a development property and to reduce the potential for future land use conflicts.

8.0 **Community Services and Public Service Facilities**

The adequate provision of community services and facilities will play an important role in the creation of complete communities. Community infrastructure such as schools, libraries, daycares, and recreation facilities is essential to create healthy and complete communities. Within each Precinct Area Plan, a potential multi-service community hub has been identified that will be designed and located to be accessible, and to provide focal points for the community. The need and location of each community hub will be determined through future planning processes, to ensure that they provide access for residents and employees within the Secondary Plan area.

- a) Community services and public service facilities are permitted within any land use designation shown on the Brampton MTSA Land Use Plans (Schedules 13d – 13j) in *Brampton Plan*.
- b) Community Hubs should be planned and designed to:
 - i. be conveniently located where they can fulfill 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) The Peel District School Board (PDSB) has identified the need for one elementary school site of 1.6 to 2.4 hectares in size (4 to 6 acres) to be provided within the Queen East Precinct Area Plan, between Kennedy Road and Highway 410, to accommodate students based on the anticipated growth in this area. The elementary school site shall have two public street frontages to accommodate bus and vehicular access. The ultimate size and location of the school will be determined by the PDSB as part of the review process of development applications in that area.

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- d) Community services and public service facilities will be secured through the appropriate development approvals process and agreements, which will outline the anticipated timing and phasing of these new facilities to ensure their timely provision to support growth.

9.0. Servicing and Stormwater

A significant amount of population and employment growth is anticipated in the Queen Street Transit Corridor 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.

As redevelopment occurs along the Queen Street East Corridor it will be planned as a resilient complete community with mixed-uses in a 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 and Transportation 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 to 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 must achieve a minimum Sustainability Score that falls within the Silver Sustainability Score Threshold.

- d) Development will advance and, as appropriate, 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 Precinct Area Plans

A Precinct Area Plan includes elements of both a Precinct Plan and an Area Plan, as defined by *Brampton Plan*, to comprehensively guide the long-term intensification and redevelopment of smaller-scale urban areas where the City has an interest in guiding major change. The Queen Street Transit Corridor Secondary Plan is organized into the following 2 Precinct Area Plans:

1. Queen East Precinct Area Plan (includes Centre, Kennedy and Rutherford (MTSAs); and
2. Bramalea Centre Precinct Area Plan (includes Laurelcrest, Dixie, Central Park and Bramalea MTSAs).

Components of a Precinct Area Plan include policies that provide planning direction based on Character Areas; a schedule that illustrates the key structural elements of the Precinct Area Plan; and Precinct Area Plan Guidelines, which collectively provide direction and guidance on the creation of complete, vibrant mixed-use districts within the 7 MTSAs located along the Queen Street East corridor.

- a) The Queen East and Bramalea Centre Precinct Area Plans shown on Schedules 10-1 and 10-2 are informed by the MTSA policies and land use designations (Schedules 13d – 13j) in *Brampton Plan* and the policies in this Plan. The Precinct Area Plans generally illustrate the following:
 - i. a street and block structure that encourages walkability and provides multimodal access to transit stations and other nearby major trip generators;
 - ii. that support the development of transit-oriented communities;
 - iii. boundaries of Character Areas;
 - iv. the active transportation network to provide safe, comfortable travel and continuous linkages to transit stations, adjacent neighbourhoods, and major trip generators;
 - v. locations for potential community hub(s), neighbourhood parks, urban parks and open space; and
 - vi. the location of the natural heritage system.
- b) Development proposals are required to demonstrate how they conform with the applicable Precinct Area Plan Schedule 10-1 or 10-2 and the policies contained in Chapter 10-1 or 10-2 of this Plan, as applicable. Specifically, development proponents shall demonstrate the following for lands within a Precinct Area Plan:
 - i. achieve an appropriate mix of land uses, including retail, commercial, employment, residential and institutional uses that support the higher-order transit along Queen Street East;

- ii. 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;
 - iii. appropriately integrated with surrounding planned land uses;
 - iv. contributed towards providing an animated streetscape through the utilization of appropriate height, mixing of uses, massing, setbacks, siting and landscaping, and public spaces;
 - v. provide active transportation linkages to transit stations, public spaces, major trip generators, and active transportation networks; and
 - vi. protect the natural system and/or cultural heritage resources, if applicable.
 - vii. will not compromise the ability of adjacent property(ies) to redevelop in accordance with the objectives and policies of the applicable Precinct Area Plan. The submission of an Area Plan may be required to be submitted as part of a complete application.
- c) Precinct Area Plan Guidelines set out comprehensive vision and guiding principles for the development of transit-oriented communities within each Precinct Area Plan, including considerations for street and block networks, height and density, built form, public realm, active transportation network and open space linkages. Precinct Area Plan Guidelines are found in Appendices 10-1 and 10-2 and are to be read in conjunction with *Brampton Plan*, this Secondary Plan and the City's Development Design Guidelines.

12.0 Implementation and Monitoring

- a) Through the application 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, affordable housing, fire and emergency services, higher-order transit infrastructure, active transportation networks and schools related to growth in the Precinct Area Plan.
- 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, sewage and water, parkland and public service facilities, and, if applicable, the delivery of employment uses in accordance with the policies of this Plan.
- c) The City will monitor the level of development every 5 years to ensure the minimum density targets for each MTSA are being met.
- d) The City may, in conjunction with the planning application process, monitor the level of development against:
 - i. the achievement of the City's Provincial housing targets;
 - ii. delivery of higher-order transit;
 - iii. the ratio of jobs to residents;
 - iv. the provision of servicing infrastructure and,
 - v. the identification and need for public service facilities, as applicable.

Chapter 10-1: Queen East Precinct Area Plan

1.0 Location:

The Queen East Precinct Area Plan includes lands within 3 Primary MTSAs known as Centre, Kennedy and Rutherford, and comprises a total area of approximately 216 hectares (534 acres). It includes land located between Etobicoke Creek and Highway 410 along the Queen Street East corridor. Significant population and employment growth will be directed to this Precinct to support transit investment and to create land use patterns that help to mitigate and adapt to the impacts of a changing climate.

2.0 Queen East Precinct Area Plan Policies

The Queen East Precinct Area Plan provides guidance to transform a low-density underutilized commercial area lacking connectivity, open space and active transportation infrastructure, into a transit-oriented complete community. The area is being planned to include compact urban forms, complete with mid-rise and high-rise mixed-use buildings framing a pedestrian-oriented public realm that prioritizes walking, active transportation, and transit use. Multi-modal streets will connect residents and employees to transit, major trip generators and surrounding neighbourhoods. The retention of employment lands in the Queen East Precinct Area Plan is critical to support the City's economic prosperity.

Schedule 10-1: Queen East Precinct Area Plan identifies the following eight (8) Character Areas, and their respective boundaries within the MTSAs:

1. Queen Transit Corridor
2. Mid-Rise
3. Centennial Node
4. Community Node
5. Peel Memorial Institutional
6. Riverwalk
7. Eastern Avenue Employment (Prestige Industrial and Industrial)
8. Stable Neighbourhood

The policies for each Character Area are identified in Sections 2.1 through 2.8. Development proponents shall demonstrate how the applicable Character Area policies have been satisfied as part of a complete development application.

2.1 Queen Transit Corridor

The *Queen Transit Corridor Character Area* generally consists of blocks immediately fronting onto Queen Street East, an important regional transit spine with a distinct identity and role in Brampton. Development adjacent to Queen Street East will reinforce the street as a regional corridor, and support its transformation into a walkable, pedestrian-oriented area activated by non-residential uses at grade.

The *Queen Transit Corridor Character Area* will:

- a) Concentrate the greatest densities along Queen Street East with the tallest buildings surrounding the Centre, Kennedy and Rutherford rapid transit stations, and at the west interchange of Queen Street East and Highway 410.

- b) Provide multi-modal connections to the Community Node Character Area to ensure residents and employees have convenient access to the future Community Hub and Neighbourhood Park serving the Queen East Precinct Area Plan.
- c) Prohibit stand-alone single use buildings fronting Queen Street East.

2.2 Mid-Rise

The *Mid-Rise Character Area* is located throughout this Precinct and generally acts as a transition towards the *Stable Neighborhood Character Area*. This Character Area has opportunities for compact, mid-rise buildings with supporting amenities, such as commercial, retail and public spaces within walking distance of a higher-order transit station. The design, scale, character, and intensity of development further away from the transit station will be compatible with, and transition to, adjacent land uses. A network of new complete streets will transform this Character Area into a walkable, pedestrian-oriented neighbourhood.

The *Mid-Rise Character Area* will:

- a) Be limited to a variety of mid-rise built forms to ensure compatibility and appropriate transition to lower scaled development.
- b) Encourage the design of buildings to integrate commercial and retail uses at-grade to create social gathering places and vibrant street life.
- c) Provide multi-modal connections to the *Community Node Character Area* to ensure residents and employees have convenient access to the future Community Hub and Neighbourhood Park that will serve this Precinct.

2.3 Community Node

The *Community Node Character Area* is located at the south-west quadrant of Highway 410 and Queen Street East and will mainly involve the transformation of a large-scale retail plaza and low-rise commercial buildings into a high-density, livable and transit-supportive community. This gateway Community Node will serve as a lively destination hub for recreational and institutional activities, living and shopping, with a series of connected and animated public-oriented spaces.

The *Community Node Character Area* will:

- a) Develop a distinct community character by providing public amenities and facilities, including a Community Hub, elementary school and a Neighbourhood Park.
- b) Support the development of this Precinct as a complete community with high-rise building typologies.
- c) Provide a multi-modal network that interconnects with adjacent Character Areas for convenient access to the Community Hub, Neighbourhood Park and commercial uses.
- d) Locate the greatest heights and densities surrounding the Rutherford BRT station and along the Queen Street East frontage at Highway 410.
- e) Locate at-grade non-residential uses along a portion of the north-south public road opposite the publicly accessible open spaces.
- f) Prohibit stand-alone single use buildings fronting Queen Street East.

2.4 Centennial Node

The *Centennial Node Character Area* is located in the northerly periphery of the Precinct. The long-term vision for this Character Area is to transform into a sustainable mixed-use community. This Character Area shall be developed in accordance with OP2006-256 (By-law 172-2023).

2.5 Riverwalk

The *Riverwalk Character Area* includes lands within the eastern limits of Brampton's Riverwalk Urban Design Master Plan. Riverwalk will be a key destination within Brampton involving a revitalized Etobicoke Creek, surrounded by public spaces and parks, and connected by the Etobicoke Creek valley corridor and trail system. Mixed-use developments will integrate with the transit network and include connections for all users.

The *Riverwalk Character Area* will:

- a) Locate the greatest densities and building heights along Queen Street East and provide appropriate transition in scale to lower scaled development.
- b) Be developed with both mid-rise and high-rise built form that enhances the natural setting and public spaces to support the public realm experiences along the Etobicoke Creek.
- c) Prohibit stand-alone single use buildings fronting Queen Street East.

2.6 Peel Memorial Institutional

The *Peel Memorial Institutional Character Area* is a health and wellness hub anchored by the hospital and will:

- a) Provide mixed-use high-rise buildings to create lively, vibrant, and people-oriented places.
- b) Locate the greatest density along Queen Street East with the tallest buildings surrounding the Centre BRT station.
- c) Encourage the inclusion of medical office uses, long-term care facilities and seniors housing in mixed-use buildings.
- d) Provide publicly accessible open spaces for community gathering.
- e) Prohibit stand-alone single use buildings fronting Queen Street East.

2.7 Eastern Employment District

The *Eastern Employment District Character Area* is focused on the north and south sides of Eastern Avenue. This Character Area includes a prestige employment interface on the north side of Eastern Avenue to act as a buffer between heavy industrial areas and sensitive land uses envisioned along the Queen Street East corridor. Job growth will continue to be a fundamental priority for this employment area of the Precinct.

The *Eastern Employment District Character Area* will:

- a) Provide uses that support and sustain the long-term prosperity of designated employment lands, including accessory amenities and services for local employees. Sensitive land uses shall be prohibited within this Character Area.

- b) Support employment intensification by permitting a broad range of uses that capitalize on market trends and foster the growing innovation economy.
- c) Provide multi-modal connections to the local transportation and active transportation network for employees to obtain convenient and safe access to transit, services, and amenities.

2.8 Stable Neighbourhood

The *Stable Neighbourhood Character Area* is located north of Queen Street East. This area consists of established low-rise residential uses where significant changes and intensification are not anticipated.

The *Stable Neighbourhood Character Area* will:

- a) Generally, maintain a lower-scale residential character.
- b) Permit contextually sensitive infill development and limited intensification, including missing middle housing types, subject to minimum lot area requirements and providing an appropriate built form that is compatible in design, planned context and scale with the surrounding neighbourhood.
- c) Improve connectivity and access to transit stations, services, and amenities.

Chapter 10-2: Bramalea Centre Precinct Area Plan

1.0 Location:

The Bramalea Centre Precinct Area Plan includes lands within 4 Primary MTSA's known as Laurelcrest, Dixie, Central Park (Bramalea Terminal) and Bramalea, and comprises a total area of approximately 346 hectares (855 acres). It generally includes land between Highway 410 and Bramalea Road that is situated along and near Queen Street East.

2.0 Bramalea Centre Precinct Area Plan Policies

The Bramalea Centre Precinct Area Plan focuses on transforming one of Brampton's "Urban Centres" (Bramalea) into a vibrant and active regional destination. This Precinct will be a compilation of connected communities and hubs offering varying uses, such as housing, institutional, recreational, and retail, allowing people to live, work and play within their neighbourhood.

One of the key goals in this Precinct involves the long-term transformation of the Bramalea City Centre (BCC) into a central mixed-use community and destination that is lively, sustainable, walkable and transit oriented.

Schedule 10-2: Bramalea Centre Precinct Area Plan identifies the following six (6) Character Areas and four (4) sub-areas within the Bramalea Urban Centre (BUC) Character Area, and their respective boundaries within a MTSA:

1. Queen Transit Corridor
2. Bramalea South
3. Clark Employment District
4. Established Apartment Neighbourhood
5. Stable Neighbourhood
6. Bramalea Urban Centre (BUC):
 - a) BUC Corridor Sub-Area
 - b) BUC Residential Sub-Area
 - c) BUC Retail Hub Sub-Area
 - d) BUC Knowledge Hub Sub-Area

The policies for each Character Area are identified in Sections 2.1 through 2.6. 6. As part of a complete development application, proponents shall demonstrate how the applicable Precinct Area Plan Character Area policies have been satisfied.

2.1 Queen Transit Corridor Character Area

The *Queen Transit Corridor Character Area* generally consists of blocks immediately adjacent to Queen Street East. This Character Area will focus on providing transit-supportive densities. Development fronting onto Queen Street East will reinforce the

street as a regional corridor and support its transformation into a pedestrian-oriented area activated by non-residential uses at grade.

The *Queen Transit Corridor Character Area* will:

- a) Support the development of the Bramalea Centre Precinct Plan as a complete community with transit-supportive densities and a mix of mid-rise and high-rise built forms to maximize transit ridership.
- b) Concentrate the greatest densities along Queen Street East with the tallest buildings generally adjacent to the Laurelcrest transit station and at the interchanges of Queen Street East and Highway 410.

- c) Provide multi-modal connections to the *Bramalea South Character Area* to ensure residents and employees have convenient access to the Norton Place Park Community Centre and surrounding trail network.
- d) Create an animated, pedestrian-active streetscape by requiring at-grade non-residential uses, such as commercial, retail, office, institutional or recreational uses for buildings at key intersections. Active at-grade uses are encouraged in all buildings fronting Queen Street East.
- e) Prohibit stand-alone single use buildings fronting Queen Street East.

2.2 Bramalea South

The *Bramalea South Character Area* is situated south of Queen Street East and flanks the *Queen Transit Corridor Character Area*. This Character Area has opportunities for compact, mixed-use development within walking distance to public transit. Passive and active recreational opportunities are available in the abundance of multi-use trails located in Norton Place Park and Community Centre. The design, scale, character, and intensity of development further away from the transit station will be compatible with, and transition to, adjacent land uses.

The *Bramalea South Character Area* will:

- a) Provide densities and heights that are less than those in the *Queen Transit Corridor Character Area* and concentrate the greatest densities and tallest buildings generally along the Highway 410 frontage.
- b) Provide walkable developments by including a network of new complete streets and mid-block connections, including safe and convenient connections for both residents and employees to the Norton Place Park and Community Centre.

2.3 Clark Employment District

The *Clark Employment District Character Area* is focused on the southern periphery of the Precinct adjacent to Highway 410 and north of Clark Avenue. This Character Area will provide an interface and buffer between sensitive uses and heavy industrial areas located south of Clark Avenue.

The *Clark Employment Character Area* will:

- a) Provide uses that support and sustain the long-term prosperity of designated employment lands, including accessory amenities and services for local employees. Sensitive land uses shall be prohibited within this character area.
- b) Support employment intensification by permitting a broad range of uses that capitalize on market trends and foster the growing innovation economy.
- c) Provide multi-modal connections to the local transportation network for employees to obtain convenient and safe access to transit, services, and amenities.

2.4 Established Apartment Neighbourhood

There are several *Established Apartment Neighbourhood Character Areas* scattered throughout the Bramalea Centre Precinct. While this Character Area is not an area of significant growth, there are sites that provide opportunities for compatible infill development or redevelopment. In this Character Area, the emphasis is on improving walkability to transit, shops, and services, and amenities.

The *Established Apartment Neighbourhood Character Area* will:

- a) Permit mid to high rise infill buildings at heights and densities that are similar to those in the *Queen Transit Corridor* and *Bramalea South Character Areas*. Infill buildings shall be developed in accordance with the Established Apartment Neighbourhoods policies in *Brampton Plan*.

2.5 Stable Neighbourhood

The *Stable Neighbourhood Character Area* is dispersed throughout the Precinct and consists of established lower-scale residential uses where significant change and intensification are not anticipated. Neighbourhood parks and institutional uses are also located with these stable neighbourhoods providing amenities and services to residents and employees.

The *Stable Neighbourhood Character Area* will generally:

- a) Maintain its lower-scale residential character.
- b) Permit contextually sensitive infill development, subject to providing an appropriate built form that is compatible in design, context, and scale with the surrounding neighbourhood.
- c) Institutional blocks are encouraged to maintain an institutional function as part of any redevelopment proposal.
- d) Improve connectivity and access to higher order transit stations.

2.6 Bramalea Urban Centre (BUC)

The *Bramalea Urban Centre Character Area (BUC)* includes the lands bounded by Queen Street East, Central Park Drive, Clark Boulevard and Dixie Road and will function as an “Urban Centre” in accordance with the City Structure in *Brampton Plan*. Most of the BUC is occupied by the Bramalea City Centre (BCC) regional shopping and civic facilities. This area will evolve over the long term into a complete community that offers a full range of housing, retail and commercial uses, amenities, and services. The BUC will be integrated with surrounding communities through the creation of connected and safe public realm networks, including multi-modal streets and convenient access to transit.

There are four (4) Sub-areas located within the boundaries of the BUC, each having different uses, density and built form objectives to guide the transformation of the BUC into a vibrant urban centre.

2.6.1 BUC Corridor Sub-Area

The *BUC Corridor Sub-Area* is situated along the south side of Queen Street East between Dixie Road and Central Park Drive, where a combination of mid-rise and high-rise mixed-use buildings will frame the high-order transit corridor. The *BUC Corridor Character Sub-Area* will:

- a) Permit a variety of mid-rise and high-rise building typologies with the greatest densities and tallest buildings surrounding the Dixie BRT station.
- b) Be encouraged to include a mix of uses including at-grade retail, service commercial, restaurants, institutional and office uses.
- c) Provide multi-modal connections to both the *BUC Knowledge Character Area* and the *BUC Retail Hub* to ensure residents and employees have convenient access to the services, amenities, potential Community Hub, and neighbourhood park.

2.6.2 BUC Retail Hub Sub-Area

The *BUC Retail Hub Sub-Area* is a centralized hub that will function as a regional-wide retail and service commercial destination with a 'Main Street' character. This Character Area will:

- a) Provide compact, mixed-use development that achieves vibrant street level activity at a lower intensity than the BUC Corridor Sub-Area.
- b) Contribute to an enhanced streetscape and pedestrian realm by creating a visually stimulating pedestrian experience. At-grade non-residential uses shall be provided for each building fronting the Retail Main Street. Active at-grade uses are encouraged on the first and second floors in all other locations within the Sub-area and may include commercial, retail, office, institutional or recreational uses.
- c) Single-use buildings may be permitted, subject to the minimum building height requirements prescribed in the zoning by-law.

2.6.3 BUC Knowledge Hub Sub-Area

The *BUC Knowledge Hub Sub-Area* will be the heart of the BUC for civic facilities and amenities attracting people to this regional destination. It is envisioned as being anchored by a post-secondary institutional facility supported by public service uses, campus housing and transit facilities. This Character Area will benefit from the proximity to the BUC Retail Hub. This Sub-Area will:

- a) Permit a variety of mid and high-rise building typologies, and office uses, including those associated with a post-secondary institution.
- b) Provide built form that is integrated and well-connected with the surrounding area through public realm continuity and streetscape design, along with the extension of the surrounding pedestrian, cycling and road network.
- c) Encourage the co-location of public service facilities in a community hub to offer neighbourhood residents a variety of services and convenient access.

2.6.4 BUC Residential Sub-Area

The *BUC Residential Sub-Area* is located along the southern and western edges of the BUC and will:

- a) Permit high-rise built form at a lower intensity than the *BUC Corridor Sub-Area*, concentrating the greatest densities and tallest buildings along Dixie Road.
- b) Provide multi-modal connections to the *BUC Retail and Knowledge Hub Sub-Areas* to ensure residents have convenient access to retail, commercial, institutional, and recreational amenities.
- c) Provide an appropriate transition to the surrounding residential neighbourhoods.

2.6.5 Transition of Bramalea City Centre (BCC)

It is expected that BCC will transition gradually, over the long term, into an intensified, mixed-use complete community. Over the course of this transition, the operations and functions of the centre and its businesses can continue to adapt to changing market conditions over time. The following transition policies apply to the BUC Character Area:

- a) Notwithstanding the BUC character area policies, development of single-storey and low-rise commercial buildings and additions shall be permitted, subject to meeting all the following criteria:
 - i. Shall not be located within 50 metres of the limits of the Queen Street East right-of-way.
 - ii. Consideration of the potential street network identified on Schedule 10-2 to avoid conflicts with future streets.
 - iii. Provide glazing and/or façade articulation for any building façade directly fronting onto a potential street shown on Schedule 10-2.
 - iv. Provide a minimum height of 6 metres.
 - v. Outdoor storage shall not be permitted.
 - vi. Waste collection areas shall be enclosed and not visible from public view.
- b) During the transition of BUC, buildings may be removed or added, which may necessitate a reconfiguration or expansion of surface parking areas. Any reconfiguration or expansion of surface parking areas shall not conflict with the potential street network identified on Schedule 10-2.

2.6.6 Stand Alone Residential Uses

Redevelopment of stand alone residential uses that results in a loss of retail and service commercial floor space will not be permitted unless it can be demonstrated that an adequate amount of convenient, easily accessible local-serving retail uses are maintained within the BUC Character Area to meet the needs of both the existing and new population. This analysis is to be included in a Planning Justification Report submitted as part of any development application process and shall be to the satisfaction of the Director, Integrated City Planning.

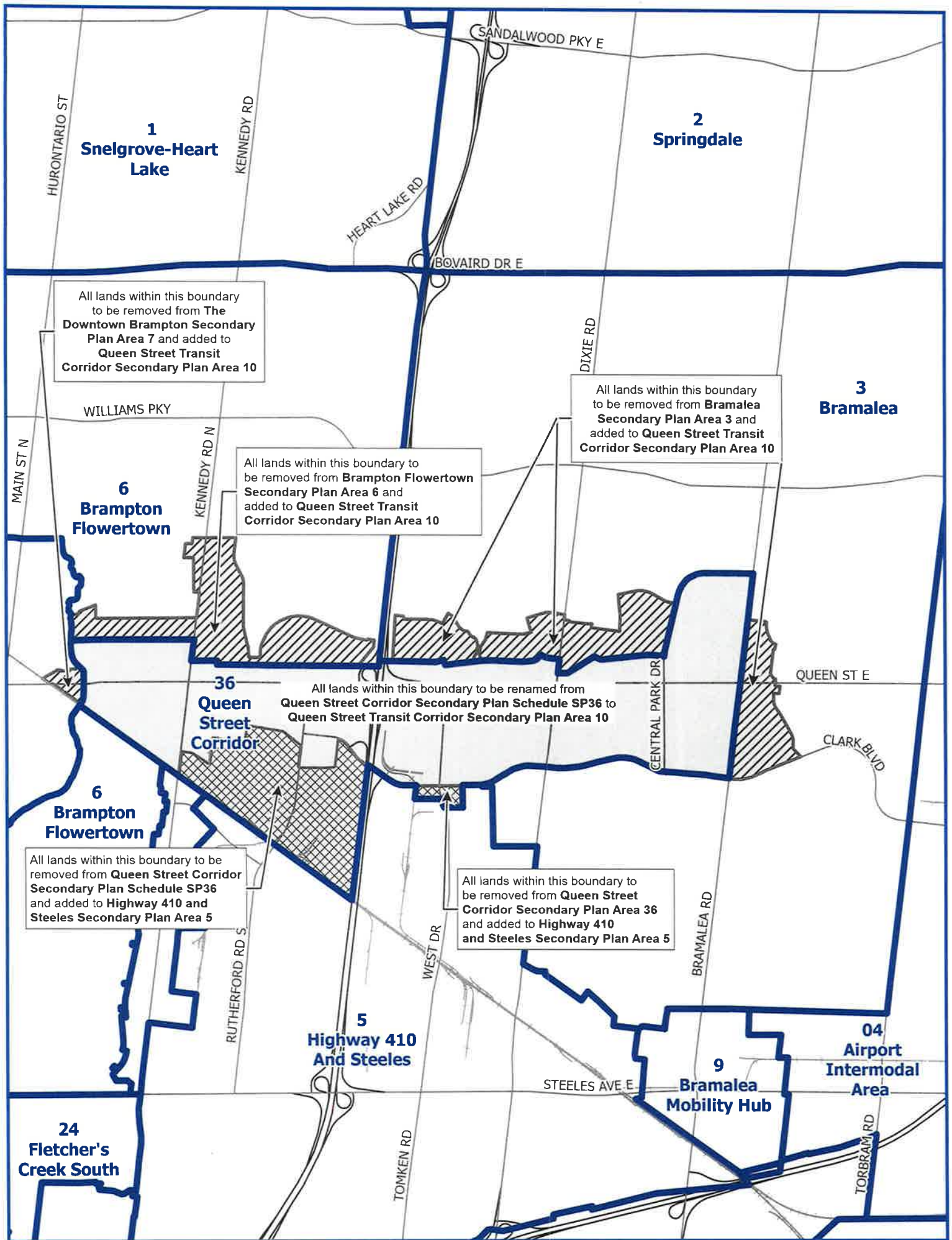
2.6.7 Implementation

- a) As part of a complete application submission, the applicant shall prepare and submit a Concept Master Plan for each phase of development demonstrating the following:
 - i. Pedestrian Connections and Public/Private Street Network;
 - ii. Delineation of development blocks;
 - iii. Public/Private parkland and community infrastructure;
 - iv. Location of non-residential uses;









- v. Development phasing; and,
- vi. Statistics.

The Concept Master Plan will evolve over time as development takes place and shall be updated with each approved phase of development.

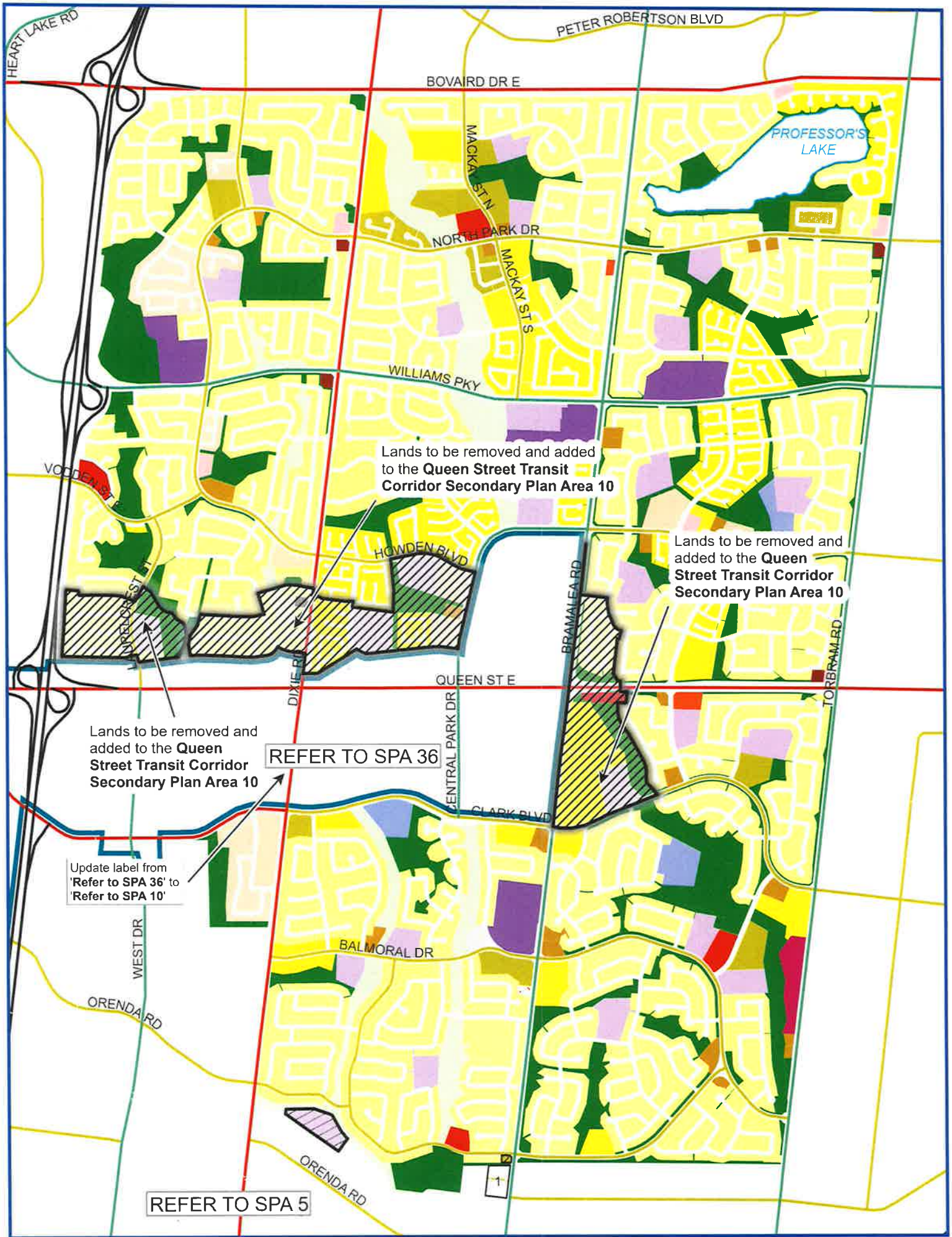
- b) The City may identify the need and location for a public park and/or Community Hub within the boundaries of the BUC Character Area when the existing number of residential units shown on the Concept Master Plan reaches 14,300 units.”



EXTRACT FROM 2023 Official Plan Schedule 10 Secondary Plan Areas

- | | | |
|--|---|--|
|  Lands to be added | Road Classification |  Railway |
|  Lands to be renamed |  Highway |  Secondary Plan |
|  Lands to be removed |  Arterial Road |  City Boundary |



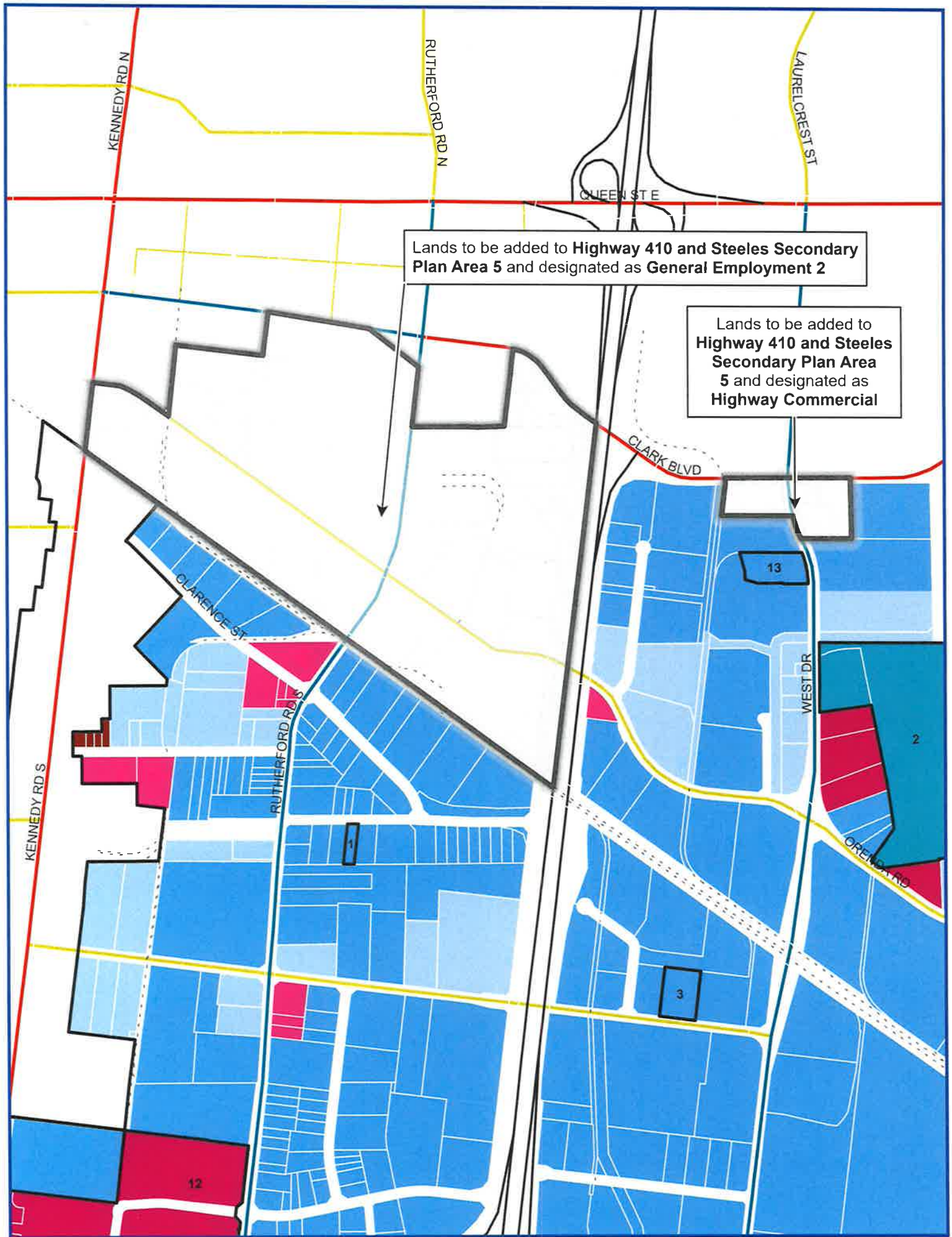


EXTRACT FROM Bramalea Secondary Plan Area 3 Schedule 3

Lands added

COMMERCIAL		INSTITUTIONAL		OPEN SPACE		RESIDENTIAL		ROADS	
HIGHWAY COMMERCIAL	ELEMENTARY SCHOOL	RECREATION OPEN SPACE	LOW DENSITY 1 RESIDENTIAL	COLLECTOR ROAD					
HIGHWAY SERVICE COMMERCIAL	MIDDLE SCHOOL	CEMETERY	MEDIUM DENSITY RESIDENTIAL	MAJOR ARTERIAL ROAD					
SERVICE COMMERCIAL	SECONDARY SCHOOL	NATURAL HERITAGE SYSTEM	MEDIUM HIGH DENSITY RESIDENTIAL	MINOR ARTERIAL ROAD					
CONVENIENCE RETAIL	FIRE STATION	UTILITY		HIGH DENSITY RESIDENTIAL	SPECIAL SITE AREA		EMPLOYMENT		
NEIGHBOURHOOD RETAIL	PLACE OF WORSHIP	UTILITY			SPECIAL POLICY AREA	MIXED EMPLOYMENT COMMERCIAL			





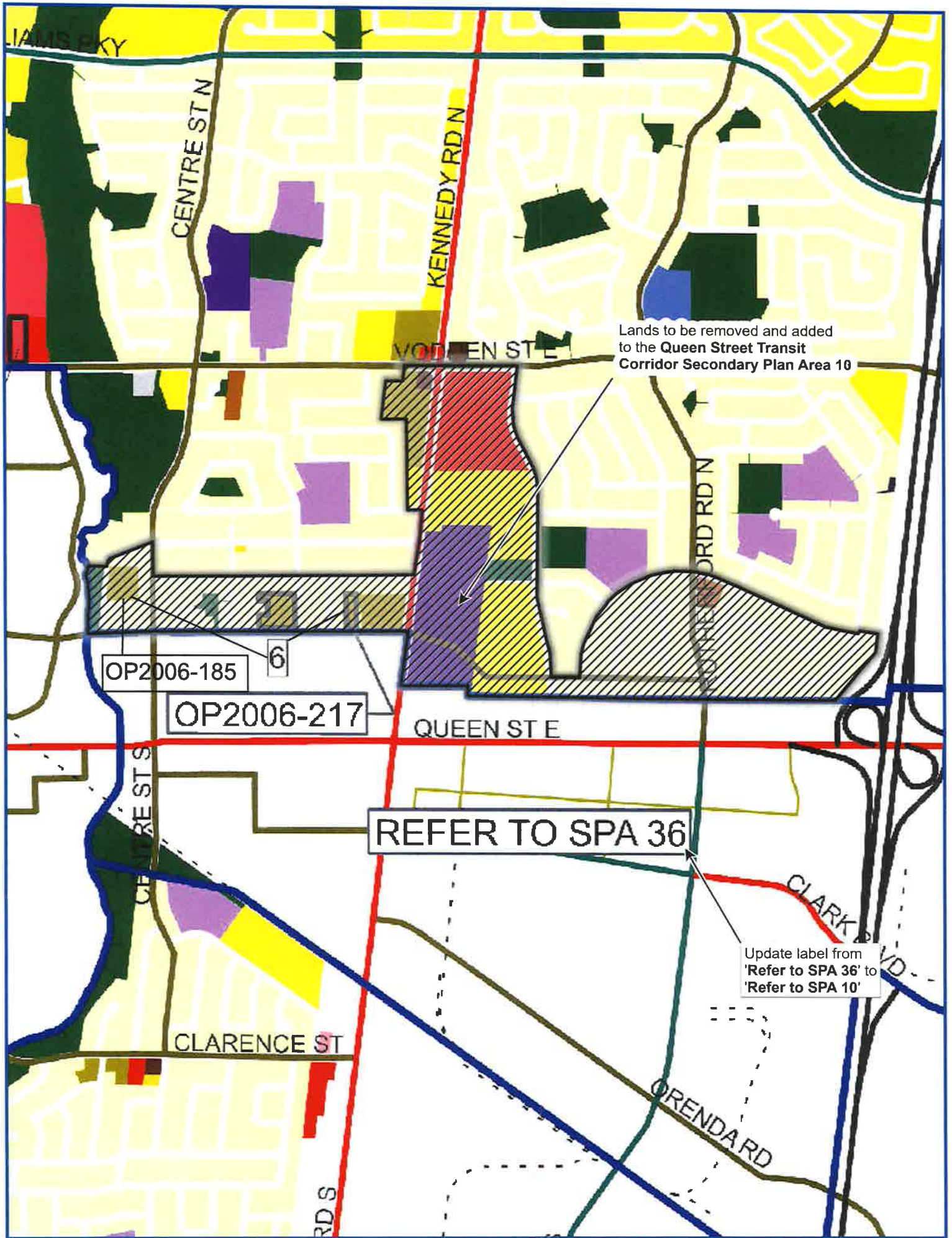
Lands to be added to Highway 410 and Steeles Secondary Plan Area 5 and designated as General Employment 2

Lands to be added to Highway 410 and Steeles Secondary Plan Area 5 and designated as Highway Commercial

EXTRACT FROM Highway 410 and Steeles Secondary Plan Area 5 - Schedule 5

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





EXTRACT FROM Brampton Flowertown Secondary Plan Area 6 Schedule 6

Subject Lands

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

UTILITY

- UTILITY

INSTITUTIONAL

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

EMPLOYMENT

- GENERAL EMPLOYMENT 1

OPEN SPACE

- NATURAL HERITAGE SYSTEM
- RECREATION OPEN SPACE
- CEMETERY

RAILWAY

SPECIAL SITE AREA

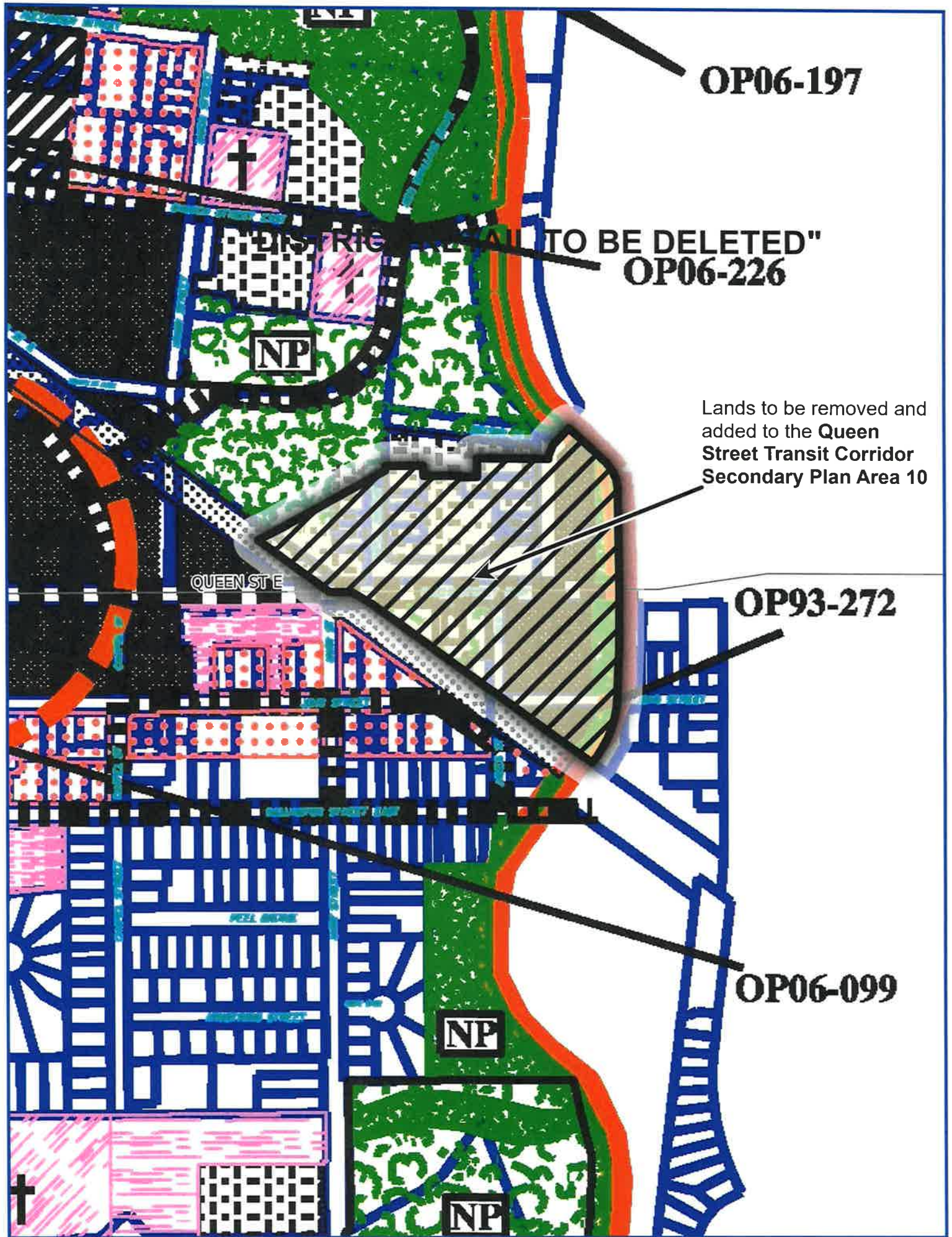
SPECIAL POLICY AREA

SECONDARY PLAN BOUNDARY

ROADS

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





OP06-197

"DISTRICTS TO BE DELETED"
OP06-226

Lands to be removed and added to the Queen Street Transit Corridor Secondary Plan Area 10

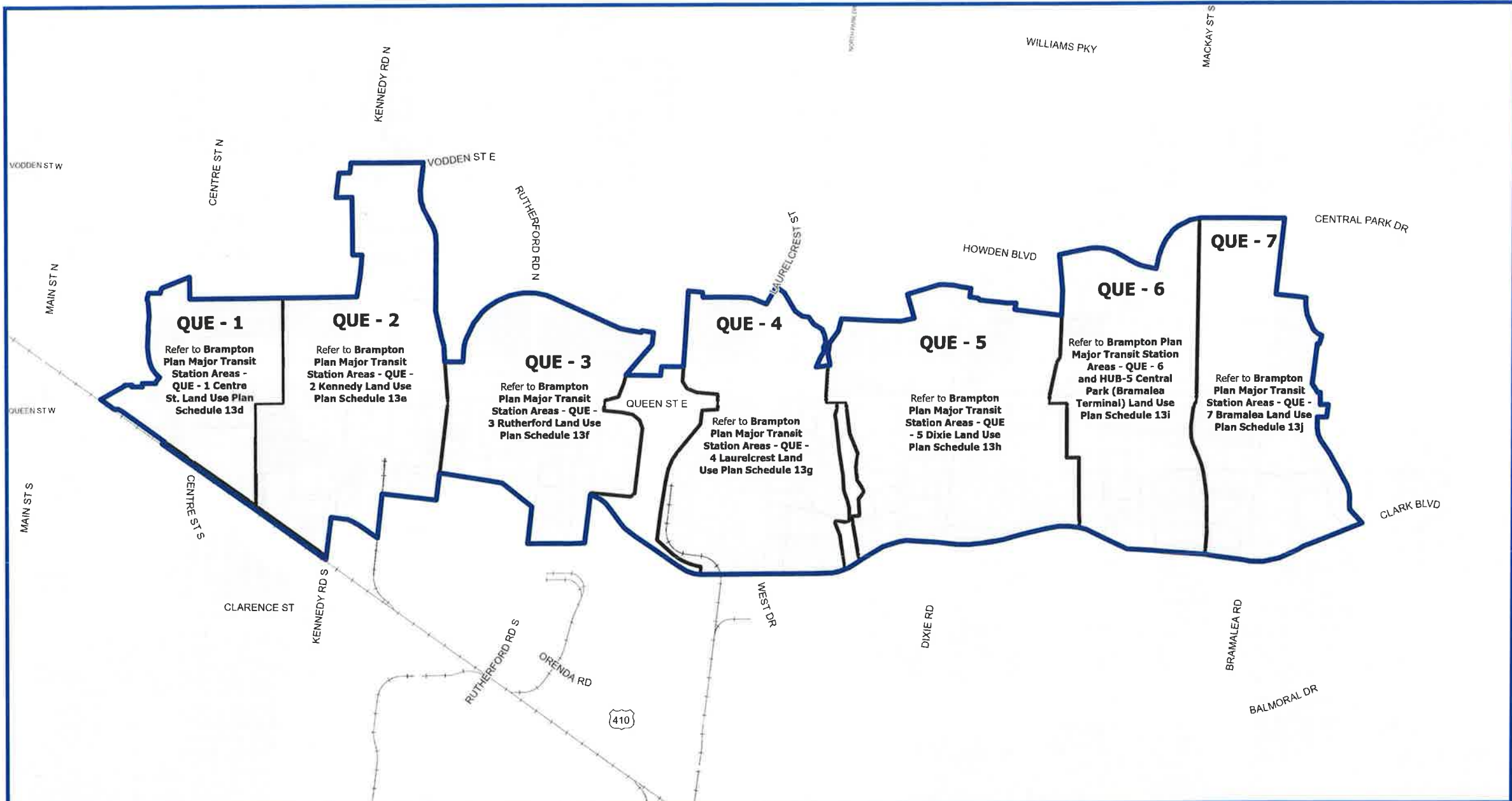
OP93-272

OP06-099

EXTRACT FROM The Downtown Brampton Secondary Plan, Secondary Plan Area 7, Schedule SP7(A)

LAND USE		
Subject Lands	PUBLIC OPEN SPACE	
RESIDENTIAL	Parkette	TRANSPORTATION
Low Density	Specialized Park	Transportation Facilities
Medium Density	Neighbourhood Park	Minor Arterial Road
Medium High / High Density	Valley Land	Collector Road
COMMERCIAL	Private Commercial / Recreation	Local Road
Central Area Mixed Use	INSTITUTIONAL	Grade Separation
Service Commercial	Institutional	
Highway Commercial	Place of Worship	
Convenience Commercial	School	
Office Node		
PROPOSED DEVELOPMENT PERMIT SYSTEM AREA: MAIN STREET NORTH DEVELOPMENT PERMIT SYSTEM AREA	Lands removed	





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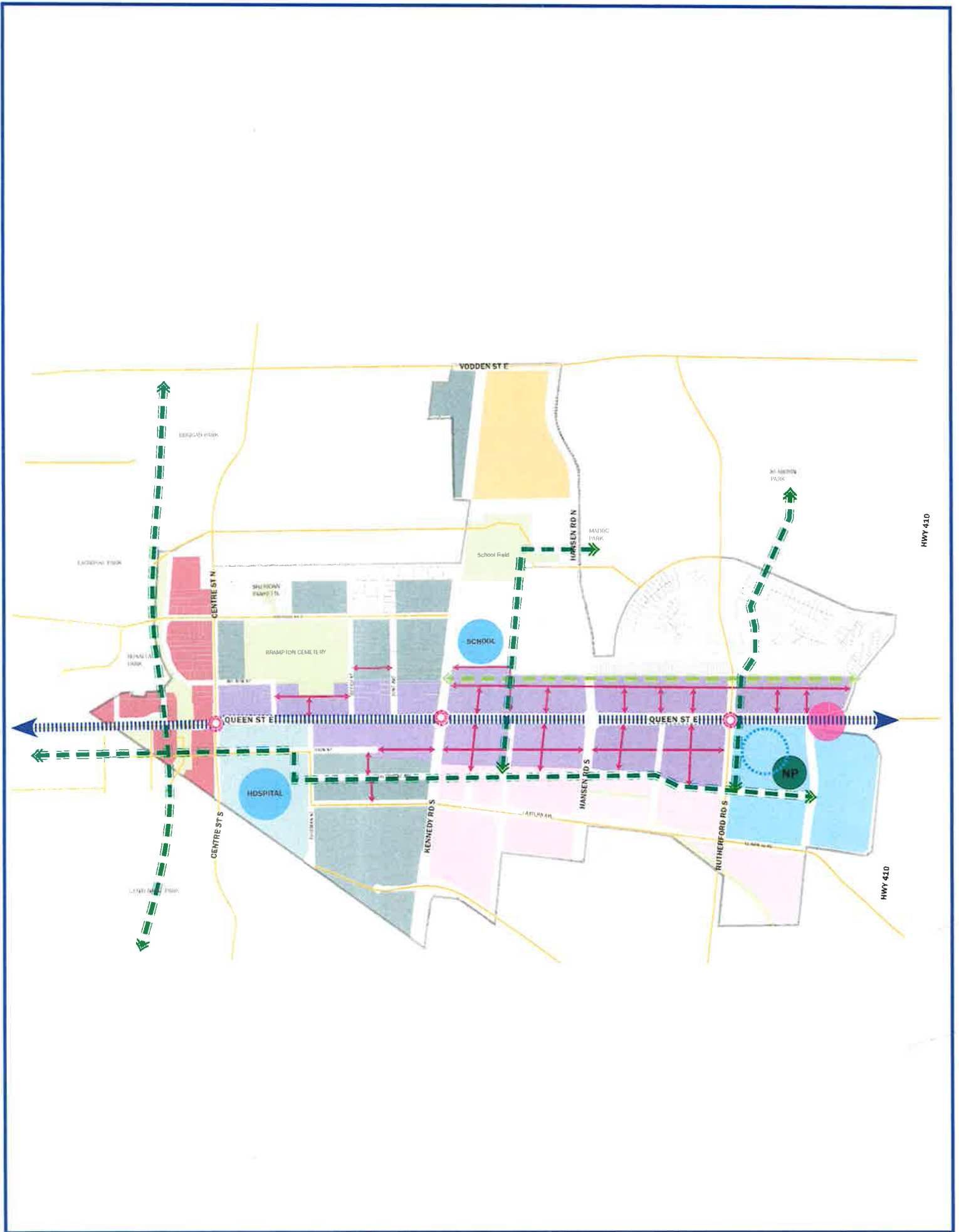
PLANNING, BUILDING AND GROWTH MANAGEMENT

0 200 400 600
Metres

Date: 2024/09/06

- Secondary Plan Area 10
- Major Transit Station Area
- Parcel Fabric
- Railway

**Queen Street Transit Corridor Secondary Plan Area 10
Land Use Schedule 10(a)**



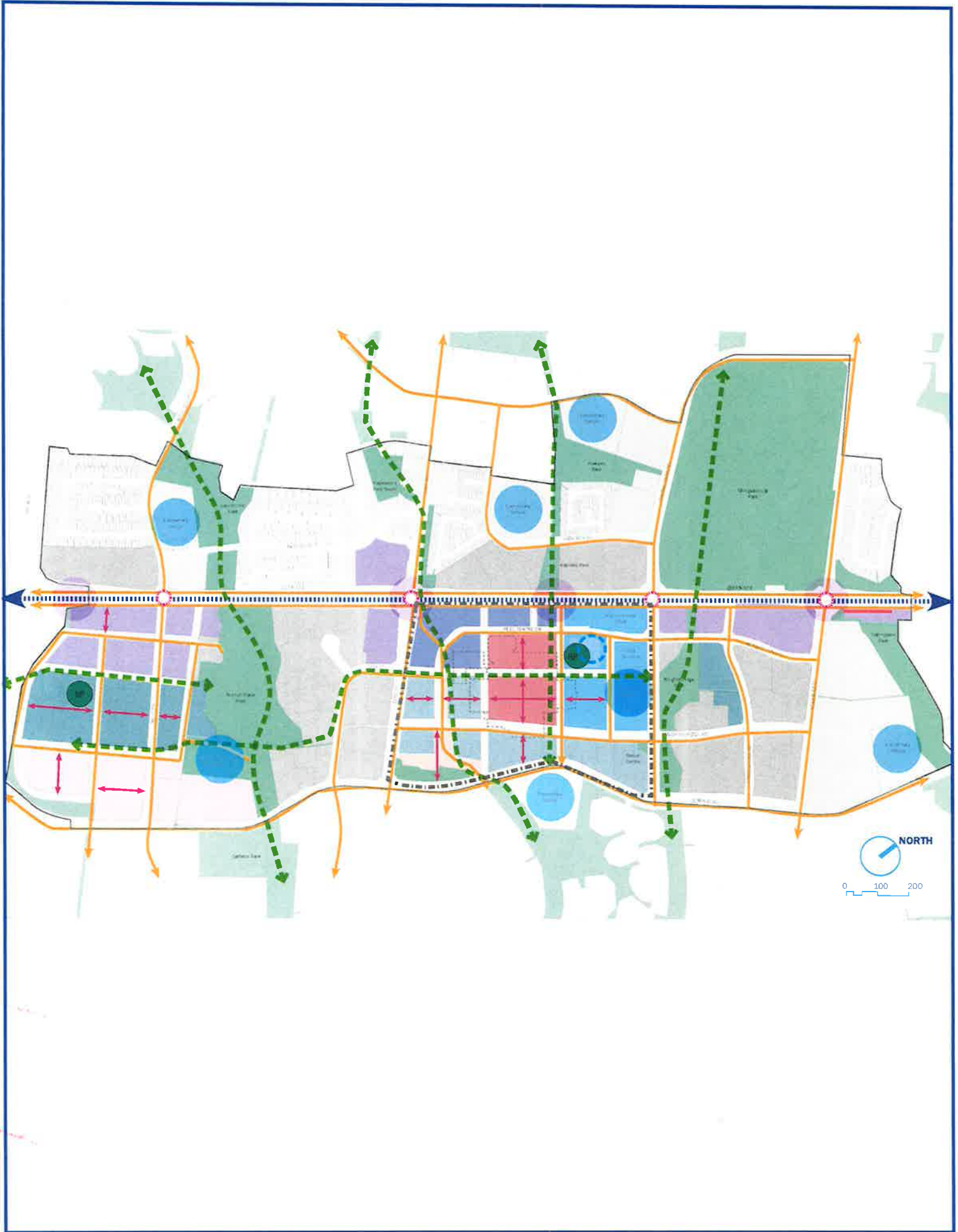
Schedule SP10-1 Queen East Precinct Area Plan

- Precinct Area Plan Boundary
- Natural Heritage System, Parks and Open Space
- Potential Neighbourhood Park
- Future BRT Stop
- Future BRT Line
- Potential Community Hub

- Linear Connectors
- Landscape Buffer
- Community Facility
- Gateway
- Mid-Block Connection
- Existing/Planned Active Transportation

Character Areas

- Stable Neighbourhood
- Queen Transit Corridor
- Mid Rise
- Centennial Node
- Community Node
- Riverwalk
- Peel Memorial Institutional
- Eastern Employment District



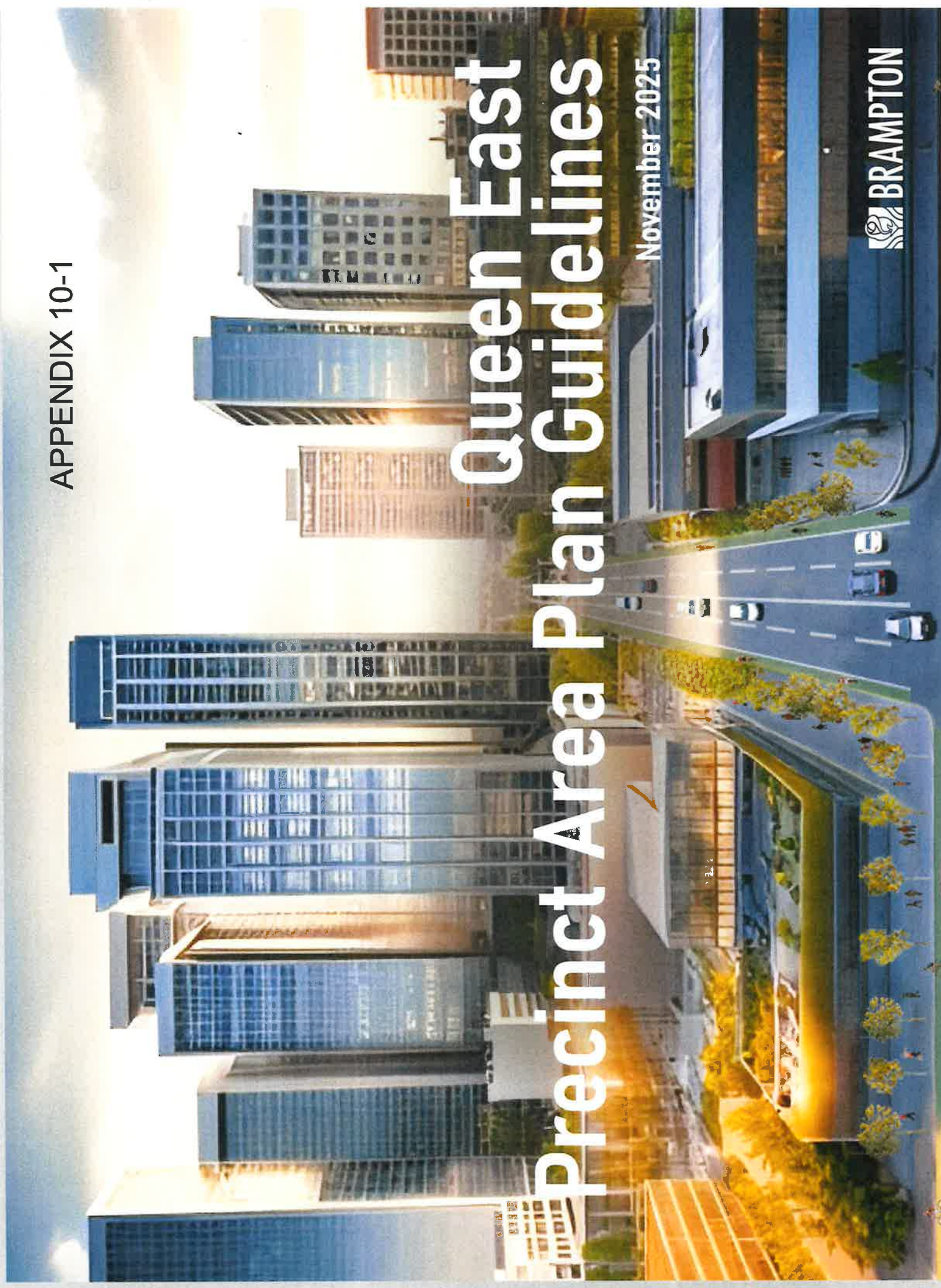
Schedule SP10-2 Bramalea Centre Precinct Area Plan

- | | | |
|---|--|-------------------------------------|
| Precinct Area Plan Boundary | Proposed Linear Connectors | Bramalea Urban Centre (BUC) |
| Natural Heritage System, Parks and Open Space | Community Facility | BUC- Corridor |
| Planned Stormwater Infrastructure | Potential Community Hub | BUC- Residential |
| Potential Park | Gateways | BUC- Retail Hub |
| Future BRT Stop | Existing / Planned Active Transportation | BUC- Knowledge Hub |
| Future BRT Line | Potential Mid-Block Connection | Queen Transit Corridor |
| Outline of Existing Mall | | Bramalea South |
| | | Clark Employment District |
| | | Stable Neighbourhood |
| | | Established Apartment Neighbourhood |

APPENDIX 10-1

Precinct Area Plan Guidelines Queen East

November 2025





Disclaimer

The images, illustrative renderings and potential development scenarios contained in the Queen East Precinct Area Plan are meant to show examples and are one of many potential development approaches to achieve transit-oriented development. The images do not imply that development will occur or can be approved exactly as shown.

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Built Form Principles

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5.0

Public Realm and Mobility

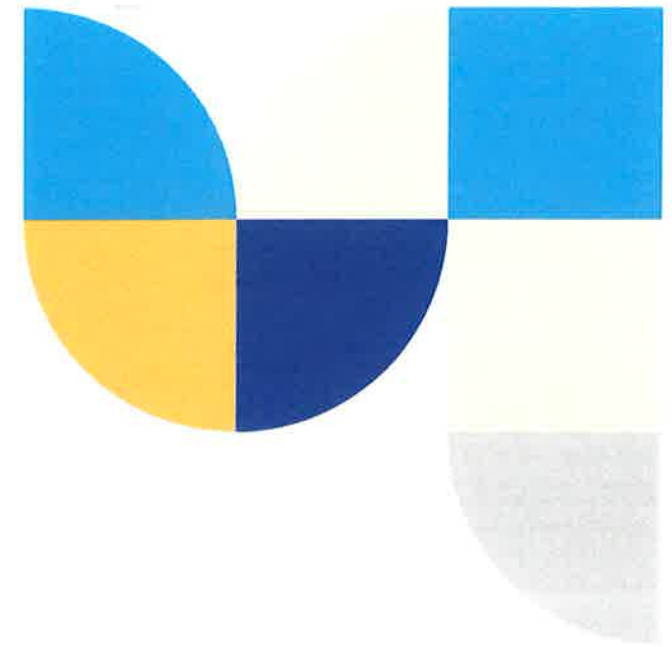
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Introduction

The Queen East Precinct is a gateway into Brampton's Downtown from the east, it comprises a total area of approximately 216 hectares (534 acres) and generally includes the lands located between Etobicoke Creek and Highway 410 along the Queen Street East corridor (Figure 1.1). The study area includes three Primary MTSA: Centre, Kennedy, and Rutherford (Figure 1.2). These three MTSA are intended to evolve over time into high density, mixed-use, walkable neighborhoods supportive of higher-order transit. The Queen East Precinct is a critical destination for future population and employment growth to support transit investment and to create land use patterns that contribute to the City's sustainability and prosperity.

The *Brampton Plan* land uses applying to each MTSA are shown in Figure 1.2. They are intended to support an integrated mix of residential, commercial, institutional, employment and open space. Development and redevelopment shall seek to accommodate these uses in a form and scale that is complementary to the vision of the Queen East Precinct.



1.0

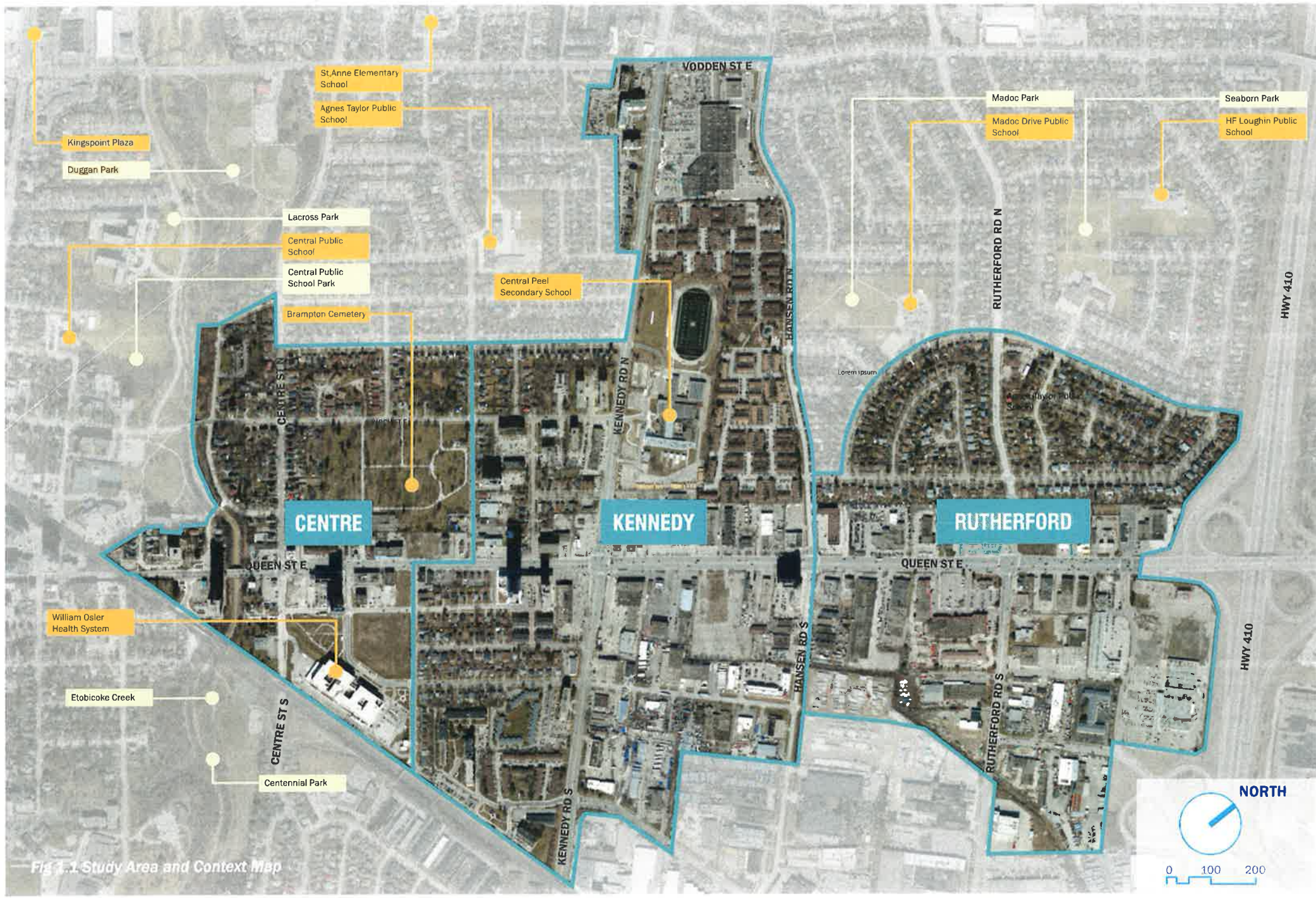
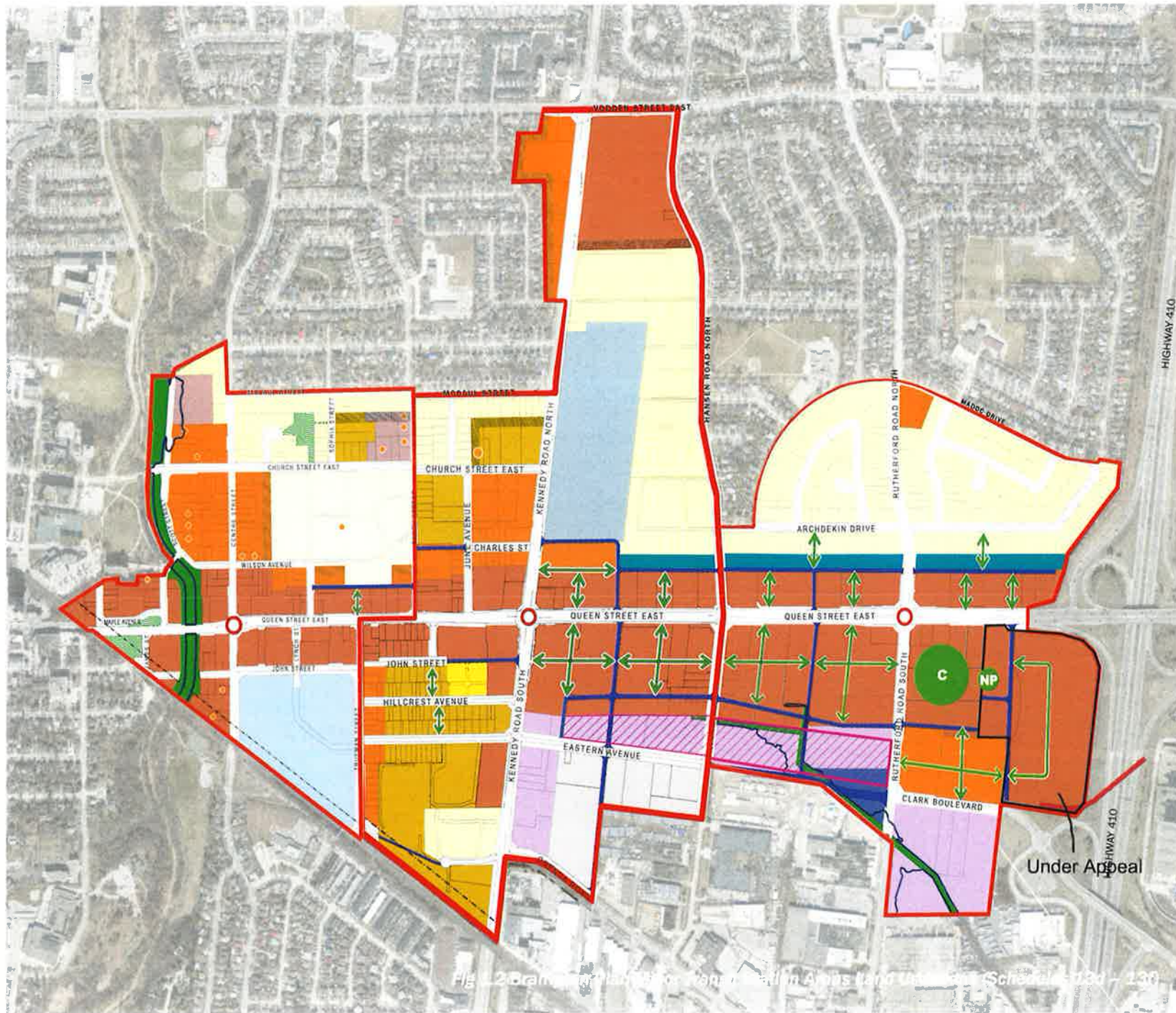


Fig 1.1 Study Area and Context Map



- Neighbourhood (Low-Rise Residential)
- Neighbourhood (Low Rise Plus Residential)
- Neighbourhood (Mid-Rise Residential)
- Neighbourhood (High-Rise Residential)
- Neighbourhood (Institutional)
- Mixed-Use (Mid-Rise Mixed Use)
- Mixed-Use (High-Rise Mixed Use)
- Mixed-Use (Institutional)
- Employment (Fire Station)
- Employment (Prestige Industrial)
- Natural System
- Existing Park
- Landscape Buffer
- Cemetery
- Proposed Public or Private Street Network
- Height Transition Area
- Special Policy Area
- MTSA Boundary
- MTSA Station
- Potential Mid-Block Connection
- TRCA Flood Plain
- Listed Heritage Property
- Railway 30m Buffer
- Proposed Pedestrian Bridge
- Proposed Neighbourhood Park
- Potential Community Hub

Figure 1.2 is provided for reference purposes only. For official land uses, please refer to Schedules 13d, 13e and 13f in Brampton Plan.

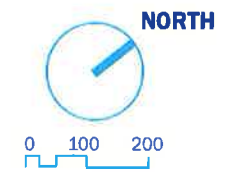
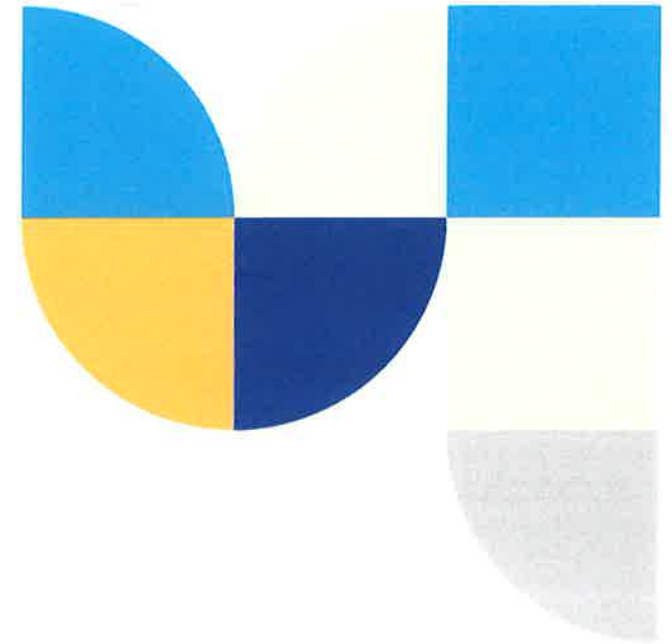


Fig. 1.2 Brampton Urban Structure and Land Use Plan Schedules 13d - 13f

Existing

The majority of the Queen East Precinct area includes low-rise residential uses, commercial plazas and automotive-related uses, such as auto dealerships, repair facilities, and gas stations. Institutional and public service uses, including the Peel Memorial Hospital, a secondary school, and fire station are located within this Precinct. Employment uses are found along the southern boundaries between Kennedy and Highway 410. The area is underutilized and lacks connectivity, parks and open space and active transportation infrastructure, despite the area's central location within Brampton. (Refer to Fig. 1.1)



2.0

2.1 Existing Conditions

The existing conditions within each MTSA contributes to the opportunity to intensify and to support transit-oriented development. Development potential is determined based on a number of measurement indicators, such as:

- existing land uses;
- land ownership;
- infrastructure;
- environmental constraints;
- vacant and underutilized land; and
- block area.

The Precinct is characterized by a composition of small low-rise residential lots, large institutional and industrial blocks and an array of commercial blocks.



Fig 2.1.1 Rutherford and Queen Street looking East



Fig 2.1.2 Residential Neighbourhood



Fig 2.1.3 Residential Condo



Fig 2.1.4 Industrial Areas



Fig 2.1.5 Peel Memorial Hospital



Fig 2.1.6 Commercial Area with Offices

2.2 Existing Lot and Block Pattern

The Queen East Precinct Area Plan is currently developed with a concentration of small commercial, auto-oriented uses along the north and south sides of Queen Street that are broken up mainly by north-south arterial roads. Larger blocks within this precinct area include condominium townhouses, a secondary school, industrial uses, Peel Memorial Hospital, Centennial Mall and Bramrose Square (retail). Small residential lots are primarily located on the north side of Queen Street between Highway 410 and Downtown to the north of the commercial areas. The existing lot and block pattern is shown on Figures 2.2.1.

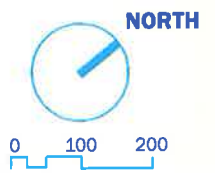
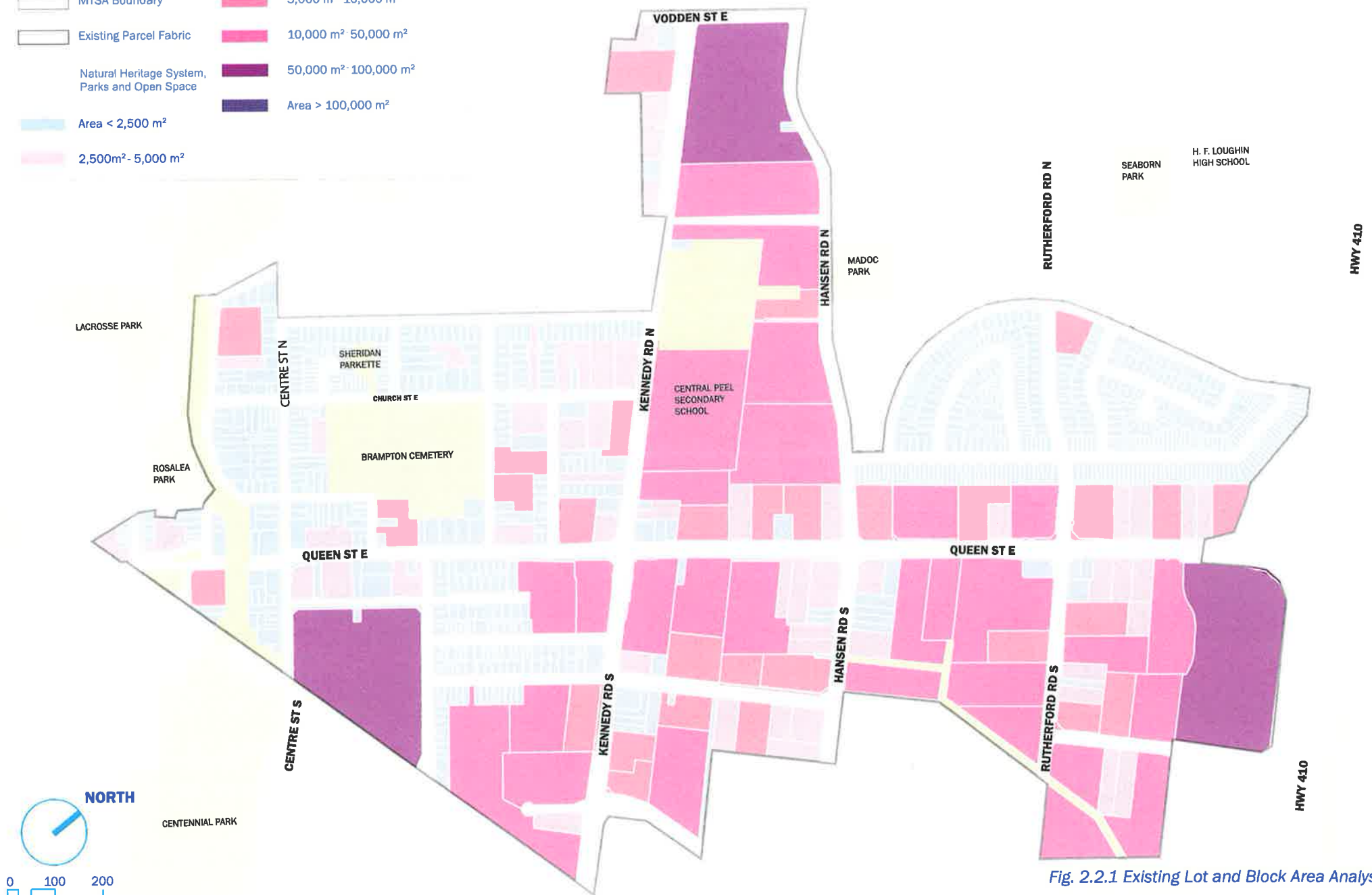
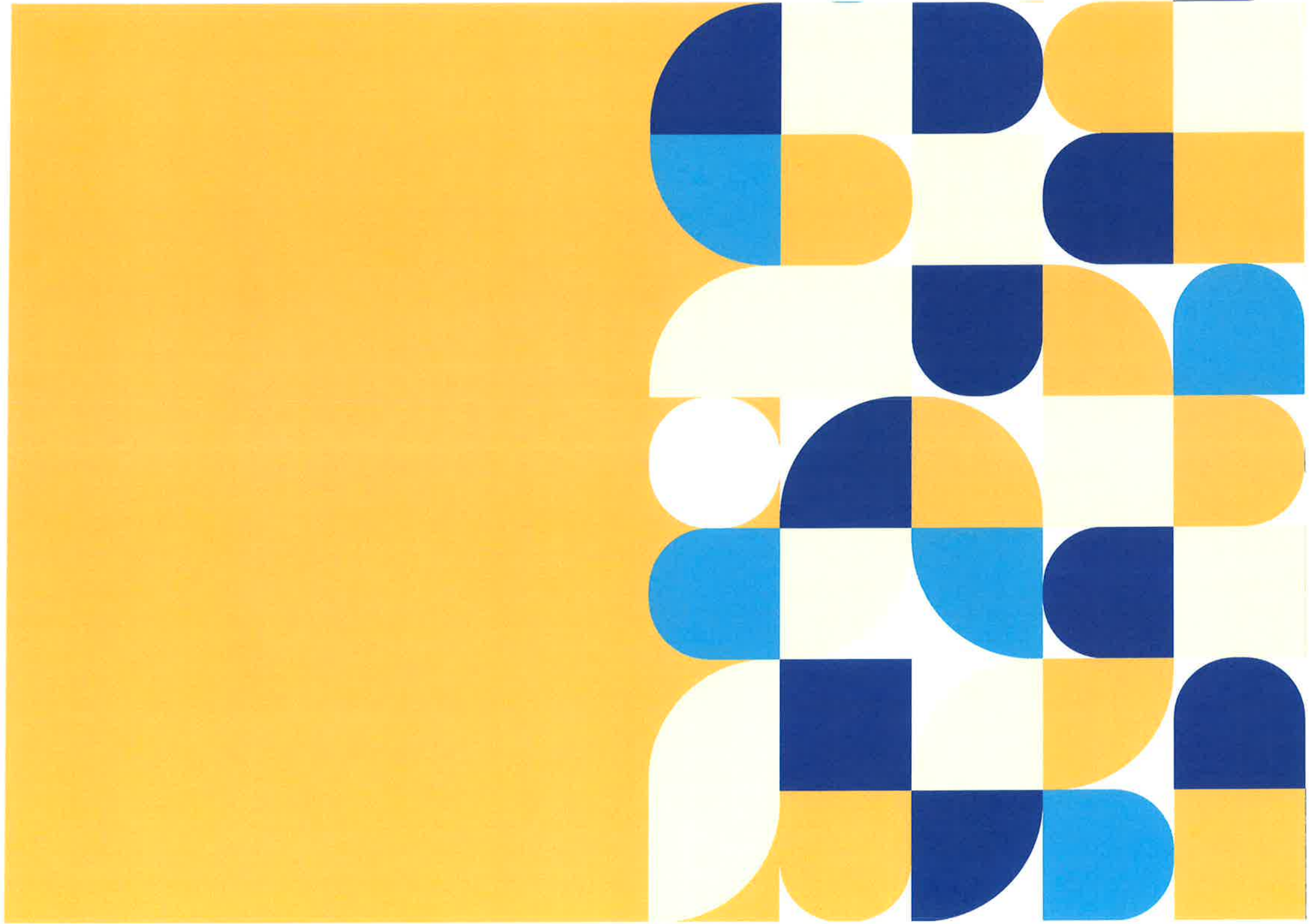


Fig. 2.2.1 Existing Lot and Block Area Analysis



Precinct Area Plan

The Queen Street East Precinct Plan Area is being planned and designed to become:

- a compact urban form, complete with mid-rise and high-rise mixed-use buildings framing a pedestrian-oriented public realm;
- a compilation of complete transit-oriented communities focusing on people and where they can live, work, play; and
- a network of multi-modal streets that connect residents and employees and provide easy access to transit.



3.0

3.1 Goals and Objectives

1. Transform Queen Street East

Transform the Queen Street Corridor into a sustainable transit-oriented community. The Queen Street East corridor will be a high-density, dynamic and vibrant destination featuring a mix of housing, commercial, employment and community uses that attract people and jobs from across the Region.

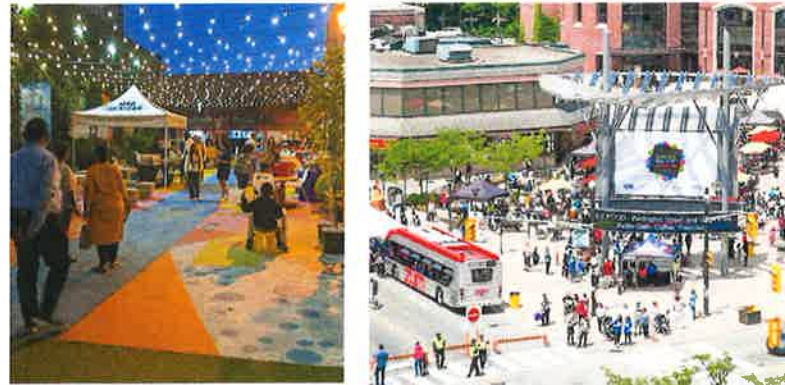


Connected Network of Streets, Pedestrian and Cycling = Convenient access to transit facilities, destinations and amenities

Five key development principles support the vision and provide specific goals:

2. A place defined by its high-quality design and public realm

An attractive and distinctive place characterized by its inviting public realm and high-quality design. New buildings will contribute to establishing an urban character defined by a mix of typologies and pedestrian-scaled spaces. Safe, walkable, inviting and interconnected destinations will be provided throughout for all people to enjoy. Design elements should be oriented toward people, such as the provision of shelter and shade for the pedestrian, active uses at street level, and a variety of building forms and facade articulation, including the integration of public art.



Active Ground Floor Uses = Pleasant, safe streets and supporting local economy

3. A place for people to walk, bike and take transit

A pedestrian-oriented corridor with a fine-grained and connected multi-modal transportation network to allow easy access to transit facilities, destinations and amenities in the area. Active transportation and transit use will be prioritized as the preferred mode of travel.



Inviting Public Realm = Creating Places for all People

4. A sustainable and healthy transit corridor

Sustainability will be supported through building transit-supportive, low-carbon, and resilient complete communities to that mitigate and adapt to the impacts of climate change.



Connected Network of Streets, Pedestrian and Cycling = Convenient access to transit facilities, destinations and amenities

5. Enhance the economic prosperity

With its central location in the City and close proximity to key transportation corridors, there are opportunities to enhance Brampton's economic prosperity within the employment areas. Transitions from sensitive land uses to employment areas will focus on compatibility, including appropriate mitigation measures. The development of key economic clusters, such as hospitals, medical offices, and post-secondary institutions, will contribute to the City's economic growth and vitality.



Protect Employment Lands = Enhance Economic Competitiveness and Prosperity

3.2 Character Areas

The Queen East Precinct is divided into eight (8) character areas providing a mix of residential, commercial, institutional and employment uses (Figure 3.2.3). The Queen Transit Corridor will be the focus area for the highest densities.

The Community Node and Centennial Node will be developed into vibrant destination hubs for shopping, living and recreational activities with a series of connected and animated neighbourhood-oriented

green spaces. Other key areas within this Precinct Area Plan include Riverwalk with its abundance of parks and amenities, a health and wellness hub surrounding the Peel Memorial Hospital, and the adaptive reuse and protection of existing employment lands in the Eastern Avenue Employment Character Area. Mid-Rise development will be distributed throughout the precinct to act as a transition to the low-rise Stable Neighbourhoods.



Fig 3.2.1 - Queen Transit Corridor



Fig 3.2.2 - Riverwalk

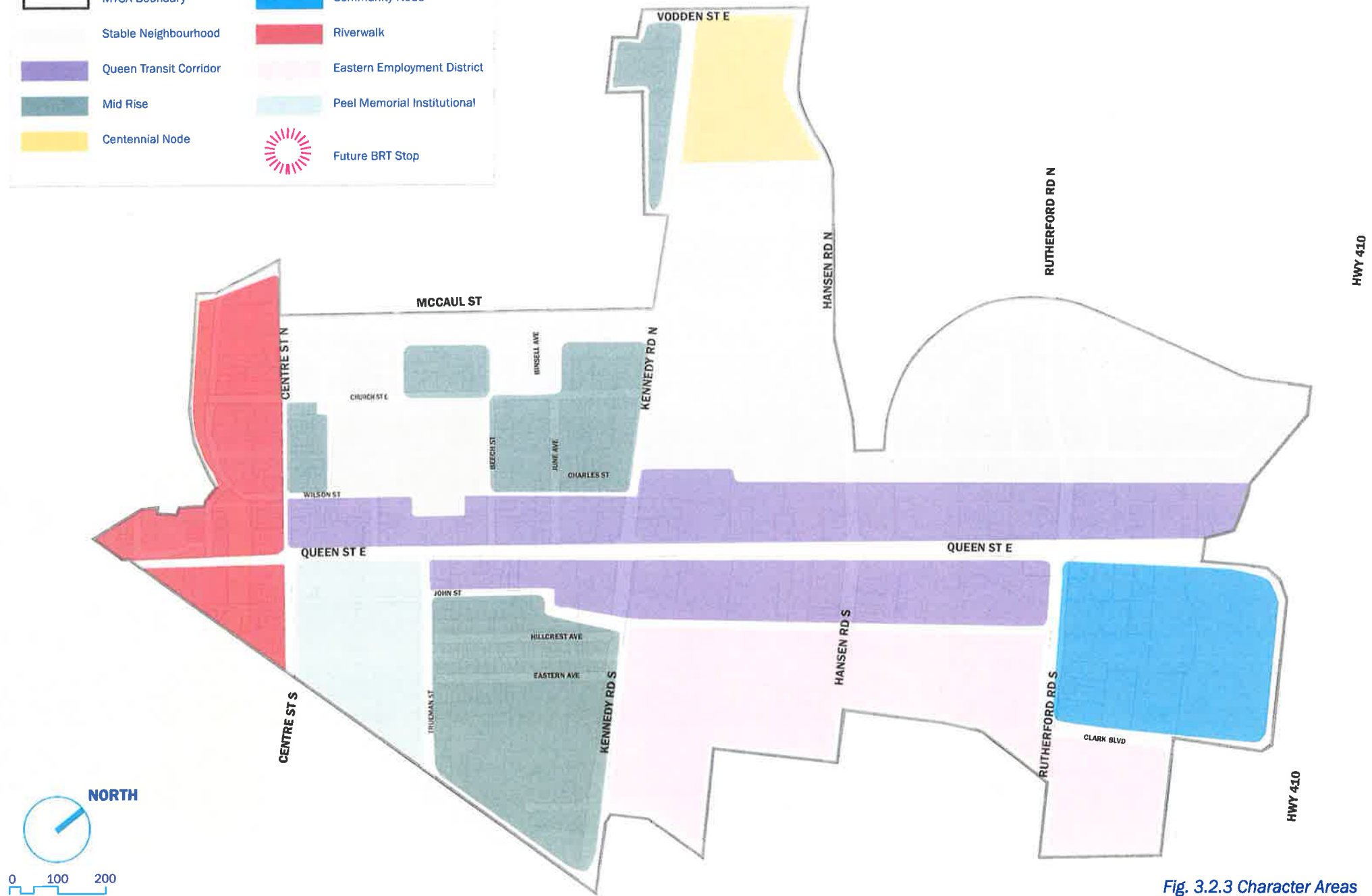


Fig. 3.2.3 Character Areas

Character Areas

Stable Neighbourhood

- Low-rise residential uses where significant change and intensification are not anticipated.
- Institutional uses providing support services to the Precinct area.
- Infill low-rise development (including ARU's) will be permitted that are compatible in design and scale with the surrounding neighbourhood.

Mid-Rise

- Mid rise residential uses that are encouraged to include commercial, retail and public spaces at grade.
- Provide for heights and densities that are less than those in the Queen Transit Corridor Character Area.
- Permit contextually sensitive infill development with an appropriate transition in height.
- Transformation into a walkable, pedestrian-oriented area by providing a network of new complete streets and mid-block connections.

Community Node

- A destination hub for shopping, living and recreational activities.
- Concentrate the most dense and tallest buildings along the BRT corridor with the tallest buildings surrounding the Rutherford BRT station and along Highway 410.
- Provide the greatest proportion of non-residential uses in the Precinct Area.
- New Collector Road to function as the spine of the node where at-grade non-residential uses will be concentrated.
- Includes a new community hub and central public park.
- Provides neighbourhood connections to the community hub and public park.

Centennial Node

- Redevelopment of the Centennial Node shall be in accordance with OP2006-256.

Riverwalk

- Key destination within Brampton's growing downtown.
- Higher density development and taller buildings located adjacent to the Centre BRT stop.
- Built form to enhance the natural setting, watercourse views and public spaces to provide exceptional public realm experiences.

Peel Memorial Institutional

- A health and wellness hub anchored by the Peel Memorial Hospital.
- Encourage the development of medical office uses alongside long-term care facilities, seniors housing, and post-secondary partnership opportunities, including potential lab space.
- Mixed-use buildings throughout the precinct contribute towards the creation of lively, vibrant and people-oriented places.
- A privately open public space area to provide areas for relaxation and community gathering.

Queen Transit Corridor

- Mixed-use developments with active frontages along Queen Street providing publicly accessible shops, services and amenities.
- Concentrate the most dense and tallest buildings along the BRT corridor with the tallest buildings surrounding the BRT stations.
- Transformation into a walkable, pedestrian-oriented area by providing a network of new complete streets and mid-block connections.
- Privately-owned public spaces to be integrated and serve as gateways, entrance features, gathering places, focal points and key connections.
- Existing retail developments shall transform into transit-oriented communities over the long-term.

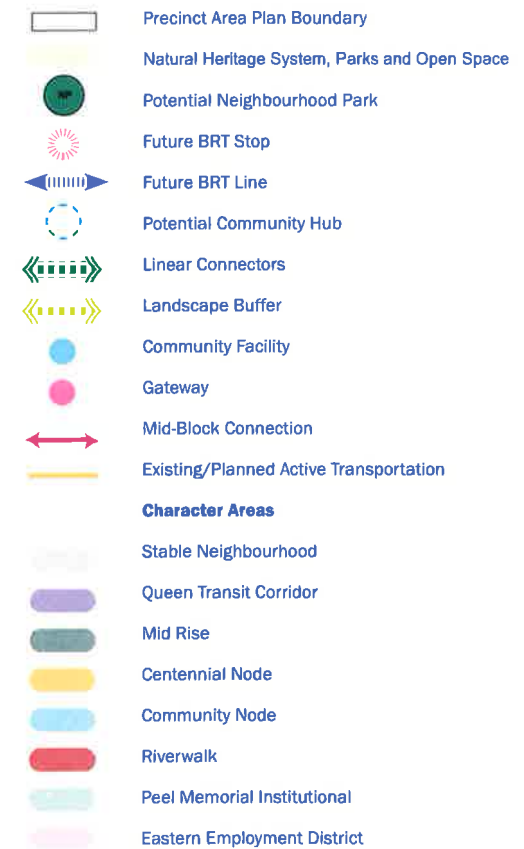
Eastern Employment District

- Providing an interface between sensitive uses and heavy industrial areas.
- Protecting lands for employment uses to meet future needs over the long term.
- Support employment intensification by permitting a broad range of uses to foster the growing innovation economy.
- Ancillary amenities and services for local employees.
- Heavy industrial uses south of Eastern Avenue/Clark Avenue to remain.

3.3 Precinct Area Plan

This Precinct Area Plan provides guidance for the transformation of lands located along Queen Street East within the Centre, Kennedy and Rutherford MTSAs that considers land use, built form, mobility, community amenities and infrastructure needed to support people, businesses and thriving communities.

The Queen East Precinct Area Plan is shown on Figure 3.3.1.



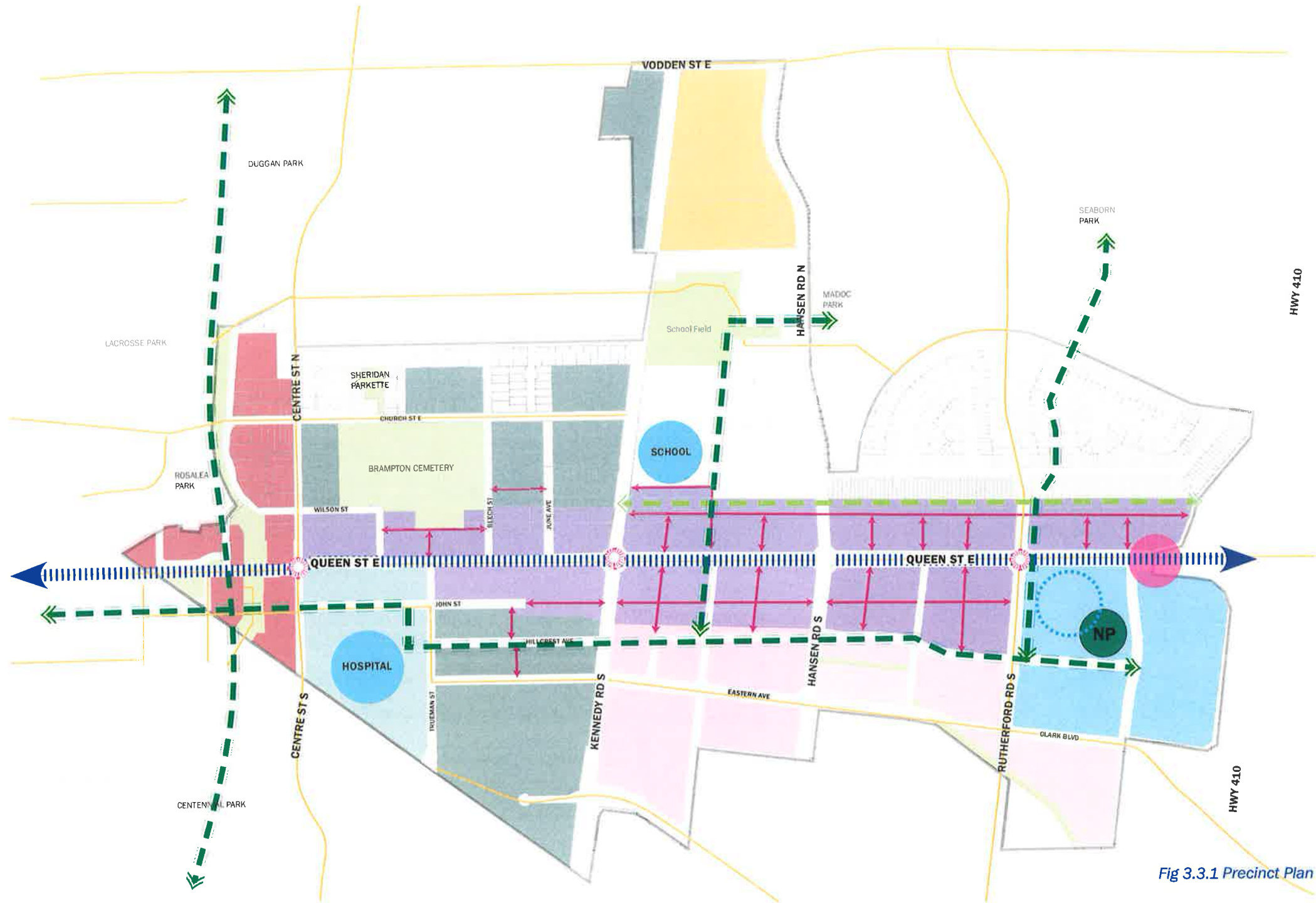
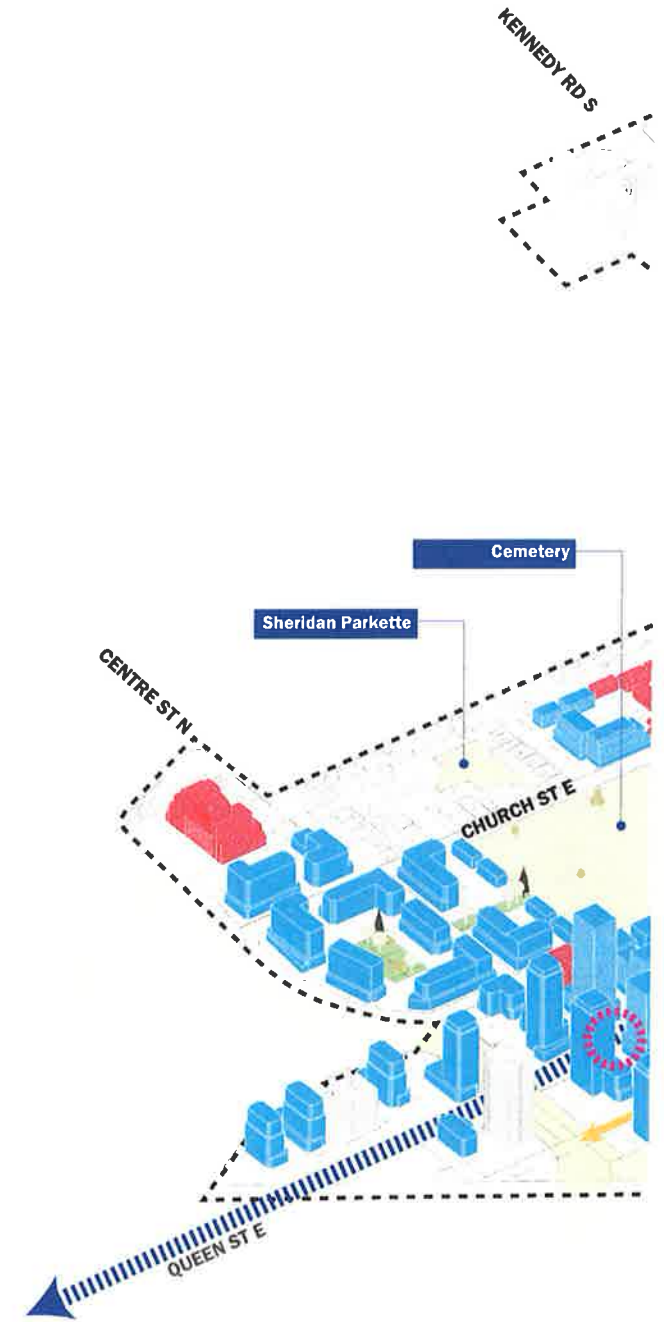


Fig 3.3.1 Precinct Plan

3.4 Aerial Views

The perspective views shown on Figure 3.4.1 and the street views shown in Section 3.5 demonstrate a potential massing outcome applying the five development principles outlined in Section 3.0.

- | | | | |
|--|---|---|------------------------|
|  | MTSA Boundary |  | Potential Urban Park |
|  | Existing Buildings |  | Future BRT Stop |
|  | Potential Development |  | New Open Space Linkage |
|  | Approved Applications |  | Future BRT Line |
|  | Natural Heritage System, Parks, Open Space and Cemetery | | |
|  | Potential Community Hub and Public Park | | |



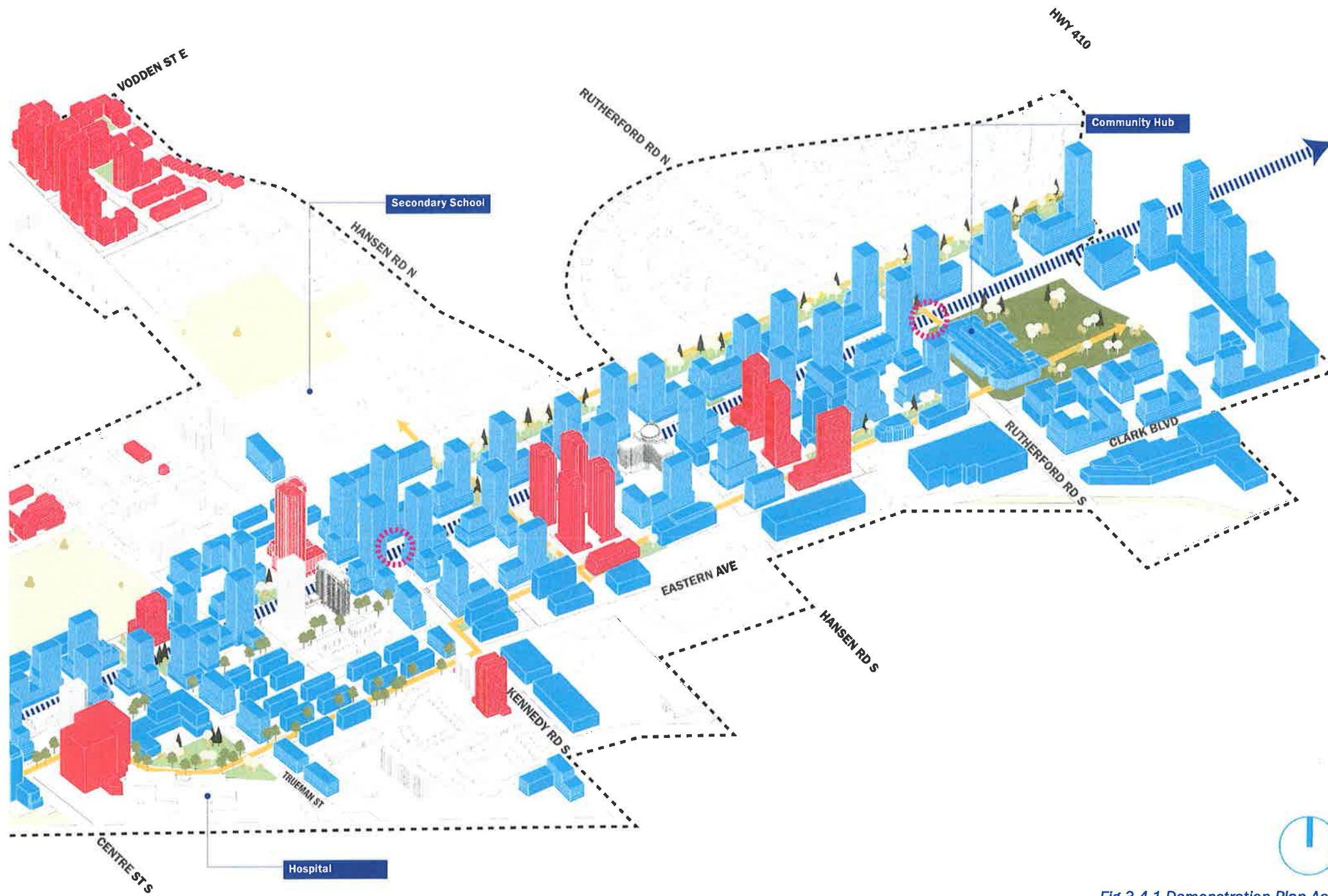
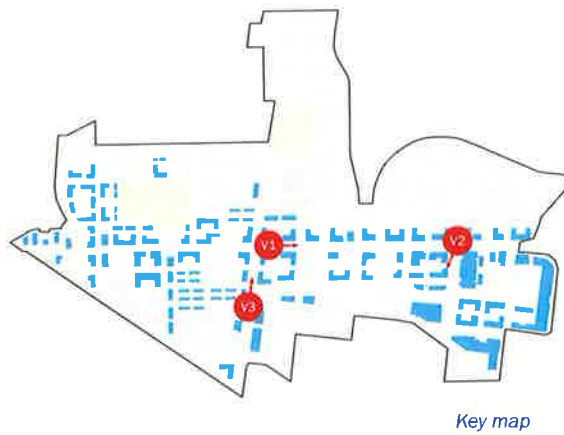


Fig 3.4.1 Demonstration Plan Aerial View

3.5 Street Views



Fig 3.5.1 V1 - Queen Street View



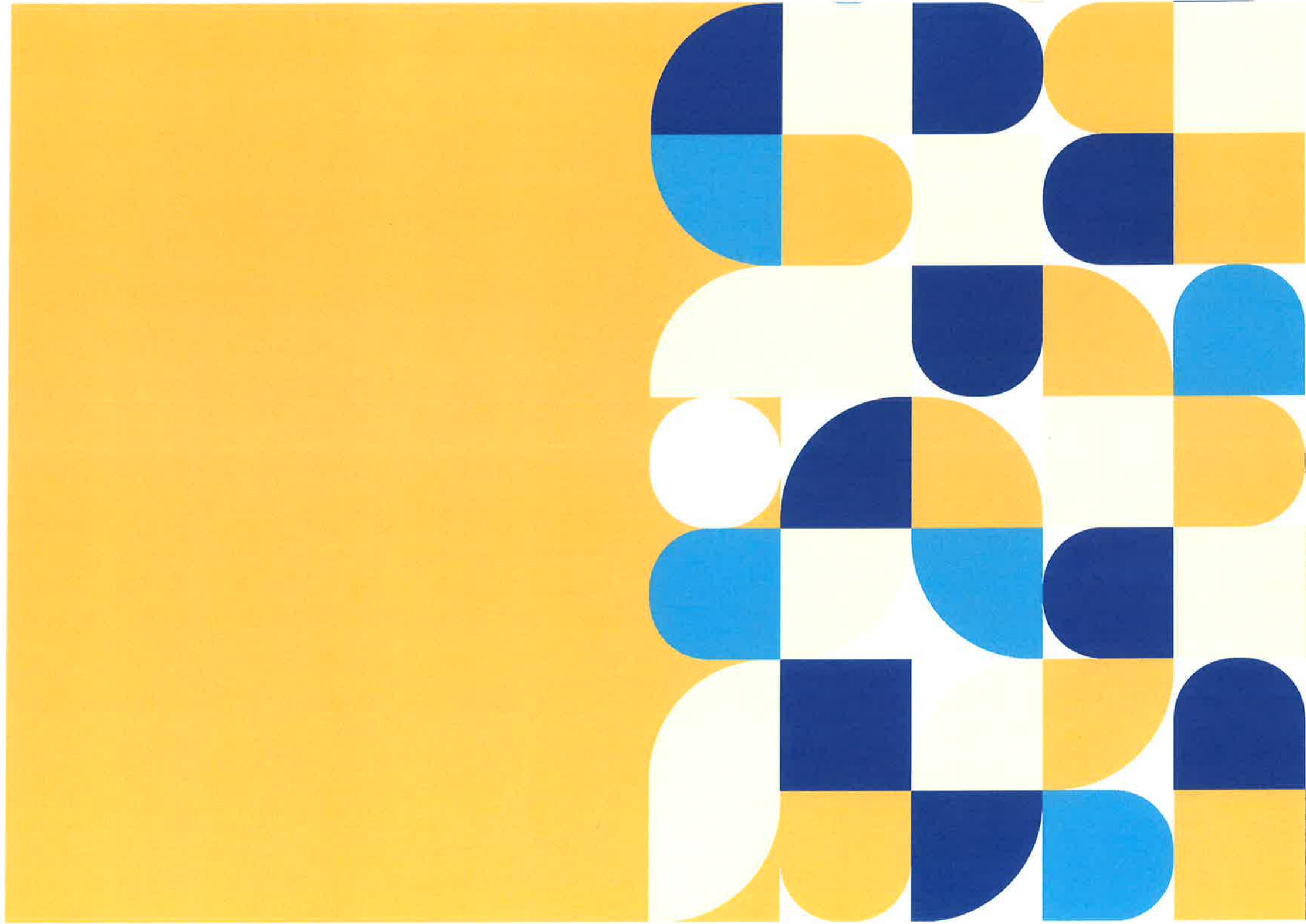
Key map



Fig 3.5.2 V2 - Public Realm Perspective

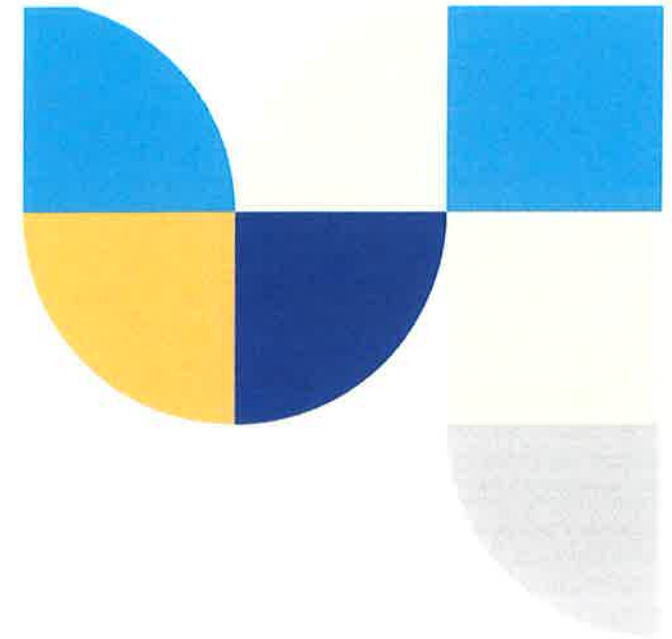


Fig 3.5.3 V3 - Mid-rise to High-rise Transition



Built Form Principles

This section focuses on illustrating typical block and lot typologies within the Queen East Precinct Plan based on the policies prescribed by the Secondary Plan and the principles for each Character Area. Potential redevelopment configuration illustrations show a built form scenario of a redevelopment or development block.



4.0

4.1 Proposed Street and Block Pattern

The proposed block and street network shown on Figure 4.1.1 and Figure 4.1.2 illustrates redevelopment blocks and infill opportunities utilizing the potential road network shown on the MTSA land use plans. The focus is providing a fine-grained block pattern that breaks up larger blocks into smaller more walkable blocks and to improve connectivity for all transportation modes.



Fig 4.1.1 Walkable Block

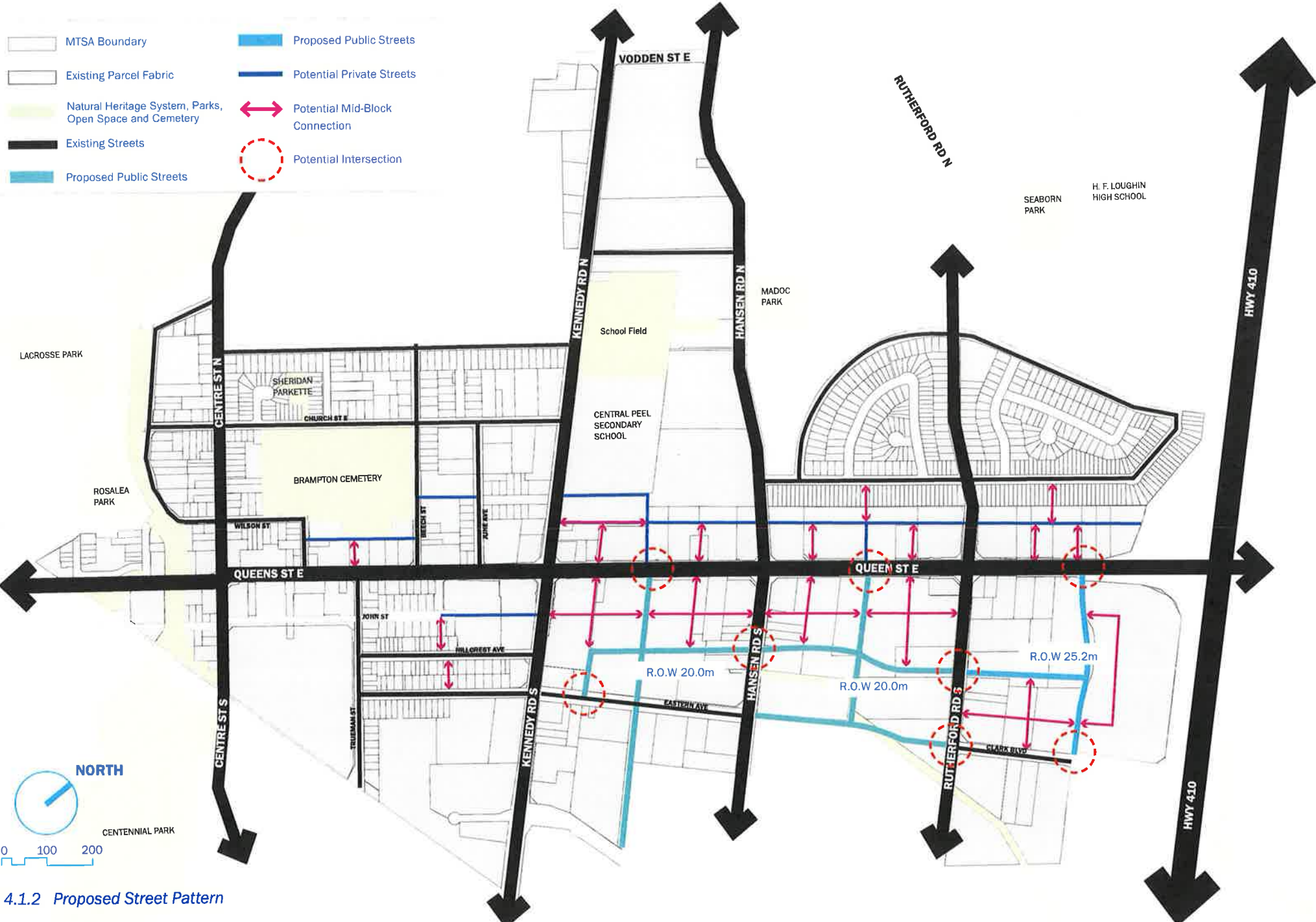


Fig 4.1.2 Proposed Street Pattern

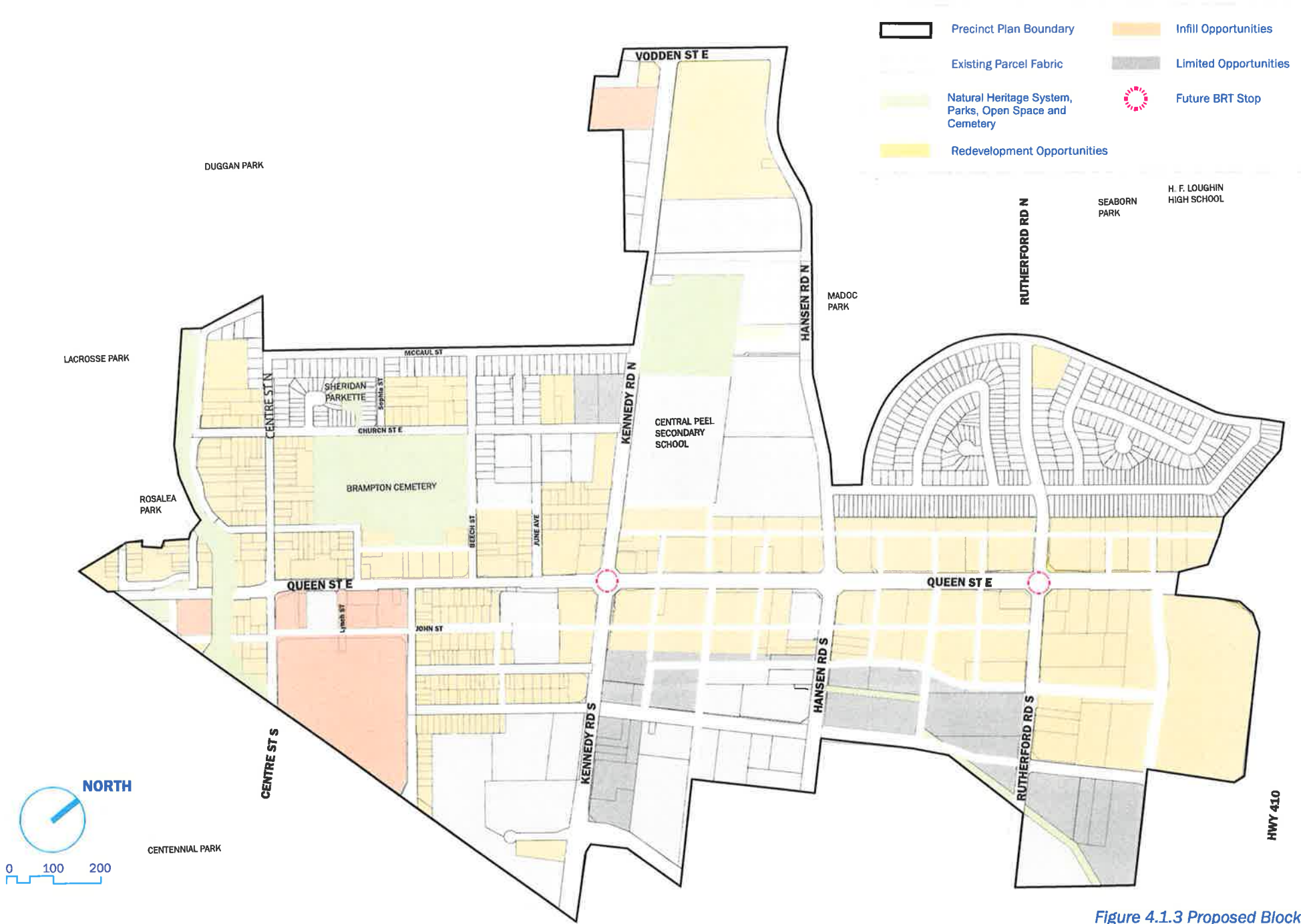


Figure 4.1.3 Proposed Block Pattern

4.2 Potential Redevelopment Configuration

The typical block configuration illustrates how the built form of the Character Areas might evolve based on the Secondary Plan policies and transit-oriented design principles. The scenario demonstrates the maximum built-out using the densities shown on Figure 4.5.1. For this scenario, the maximum height for this block is 31 storeys, based on a maximum FSI of 7.0.

The block scenario illustrates the following:

- Block Area
- FSI
- Maximum Gross Floor Area
- Podium Height
- Maximum Building Height
- Vehicular Access
- Pedestrian Connection
- Active Frontage

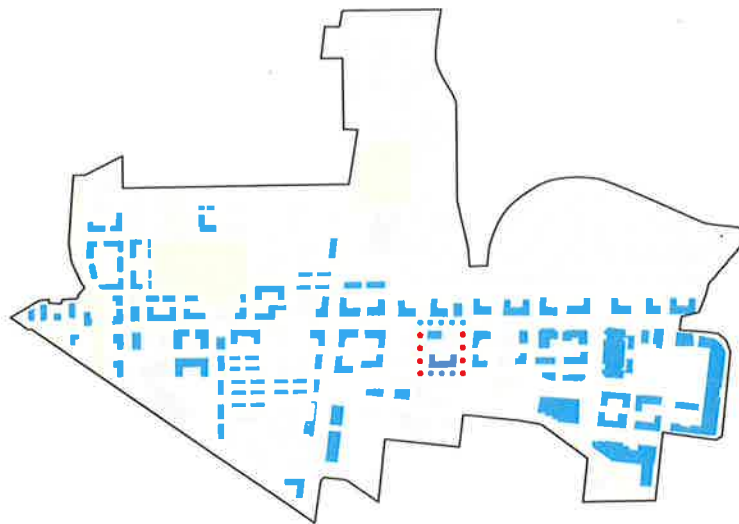
The High Rise along Queen Street scenario also address transition in heights and massing to abutting land uses.

Height and densities permissions may be dependent on land assembly/lot consolidation to achieve minimum lot area and landscaping/open space requirements for mid to high-rise buildings.

The Zoning By-law, together with Site Plan Control, and other regulatory tools as appropriate, will include requirements for maximum lot coverage, minimum landscaped area, minimum lot size, building step-backs, height, front and side yard setbacks, massing, floor area, roof-line, as appropriate.

Design Parameter

- Block Area: 17,473 m²
- FSI: 7
- Maximum Gross Floor Area: 122,309 m²
- Building Coverage: 44%
- Podium Height: Along Queen Street - 11 Storeys, Others - 5 Storeys
- Maximum Building Height: 31



Key Map

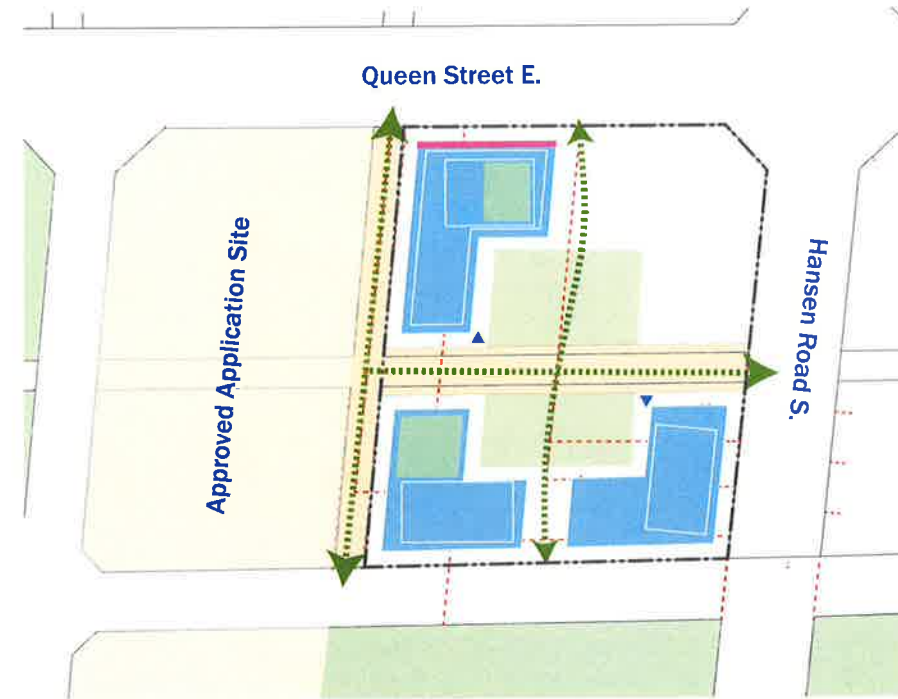


Fig 4.2.1 Block Density Distribution Plan

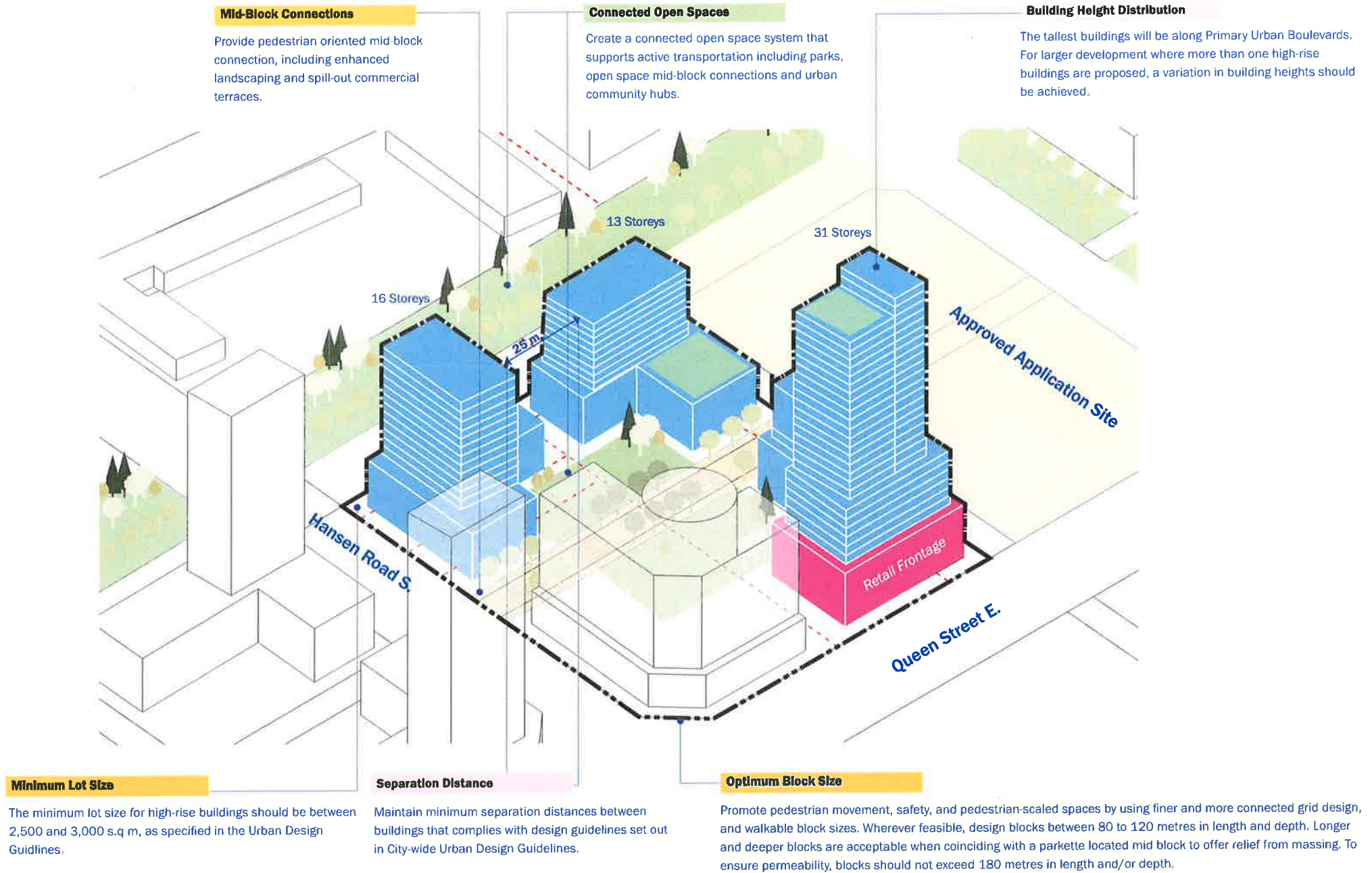


Fig 4.2.2 Block Density Distribution Aerial

4.3 Design Parameters (Built Form)

The Brampton Plan MTSA Land Use Schedule (Figure 1.2) identifies locations for low-rise, mid-rise and high-rise building typologies. For complete guidance on built form objectives refer to the Brampton Plan and Brampton's Urban Design Guidelines.



Fig 4.3.1. 190 Clark Boulevard, IBI Group Architects, Brampton

Mid-rise

- a. Built forms located within the mid-rise designation are typically 5-12 storeys. For details and design guidelines regarding mid-rise development, refer to Brampton Plan 2023 and Brampton Urban Design Guidelines.
- b. Low-rise and low-rise plus townhouses may be permitted within the mid-rise designation. Single detached dwellings are not permitted within the mid-rise designation.



Fig 4.3.2. House No.6, Sara Kalantary + Reza Sayadiyan, Tehran

High-rise

- a. Built forms located within the high-rise designation are buildings higher than 13 storeys. For details and design guidelines regarding high-rise development, refer to Brampton Plan 2023, Tall Buildings Guideline, and Brampton Urban Design Guidelines.
- b. Mid-rise building typologies may be permitted. Low-rise and low-rise plus buildings are not permitted within the high-rise designation.



Fig 4.3.3. The Hudson, Stantec Architecture Ltd, Vancouver

Unlimited Height and Density (UHD)

- a. Subject to the specific criteria in the Secondary Plan, the appropriate height and density will be determined through the development approval process. All properties that are shown as UH on Figure 4.4.2 shall be mixed-use.
- b. Low-rise, low-rise plus, and mid-rise buildings are not permitted within those properties that have UHD zoning permissions.



Fig 4.3.4. 6 300 Highway 7, BDP, Vaughan



Fig 4.3.5. PSV + PSV 2, Turner Fleischer, Mississauga

Retail and Commercial Areas

- a. Retail and Commercial uses will typically be located on the ground level or base of mid- and high-rise mixed-use buildings.
- b. Retail and commercial uses will contribute to the active street wall and the economic growth of the precinct.



Fig 4.3.6. Shoppers World, SvN, Brampton

Employment (Industrial, Prestige Industrial, and Office)

- a. Buildings should be prominently visible from the street while loading areas should be screened from public view when available.
- b. Offices and Prestige Industrial developments will act as a transition between sensitive land uses and heavy industrial land uses.



Fig 4.3.7. Canon Canada Headquarters, Moriyama & Teshima

4.4 Building Heights and Densities

- a. Subject to the specific criteria in the Secondary Plan, the appropriate height and density will be determined through the development approval process. All properties that are shown as UH on Figure 4.4.2 shall be mixed-use.
- b. Building heights to create human-scaled corridors for the enjoyment of the public realm.
- c. The scale of existing residential development should be acknowledged and respected
- d. Potential minimum and maximum building heights and density ranges are shown on Fig. 4.4.2.
- e. The distribution and hierarchy of height and density is important to create a well-balanced community, to generate place-making activity in public spaces and to promote increased transit ridership.
- f. The tallest buildings and highest densities will be located adjacent to the bus rapid transit stops along Queen Street East and at the Highway 410/Queen Street interchange and will transition down in all directions away from each station.

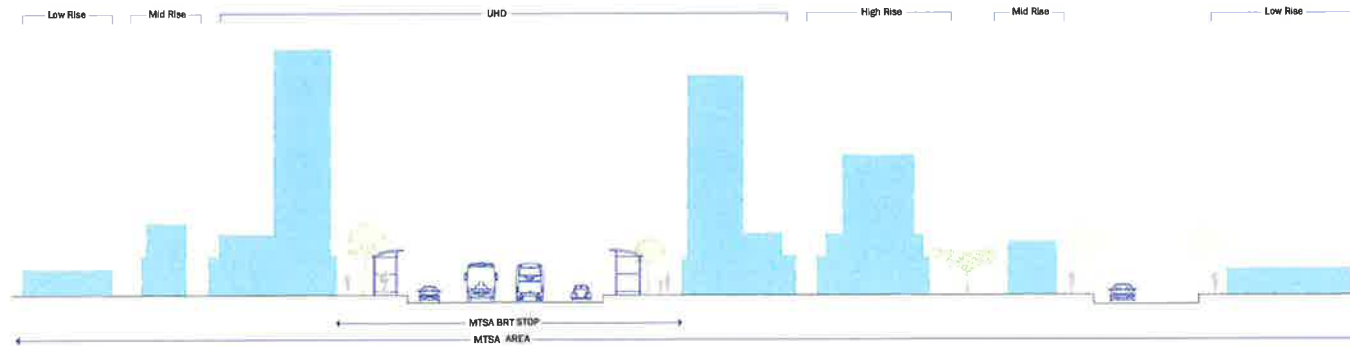


Fig. 4.4.1 - Transition Heights from MTSA BRT STOP

4.5 Site Organisation

Refer to Urban Design Guidelines for site organization and built form.



Fig 4.5.1 High Rise Accessible Entrance



Fig 4.5.2 Brampton Apparatus and Maintenance Facility Entrance

Building/Unit Entrances

- a. Building/unit entrances should be accessible for all modes of travel, weather protection should be considered, where applicable.



Fig 4.5.3 4090 Living Arts Drive showcasing drive way entrance between podium



Fig 4.5.4 City of Santa Monica Parking Structure showcasing parking entrance along the street

Vehicular Access and Servicing

- a. Entry points should be minimized where possible.
- b. Vehicular entrance points should be prominent and easily accessible from adjacent road systems.
- c. Servicing areas should be integrated into the building's architecture or be placed at the side or rear of the building.

Parking

- a. Parking should be placed at the rear or side of the building to reduce the visual impact of surface parking. Underground or above-grade parking should be considered when possible.
- b. Parking spaces should be strategically located to minimally impact the public realm, refrain from interfering with active street frontages, and reduce pedestrian/ vehicular conflicts.



Fig 4.5.5 Vaughan Metropolitan Parking with Screening



Fig 4.5.6 Street Parking

Street Walls

Facades of buildings fronting onto a street help to form the street wall. Incorporating active uses at the ground level, integrating colours or patterns, or using windows to improve views into the building will help activate the street wall, create visual interaction and provide a sense of safety.



Fig 4.5.7 Downtown Brampton Street Wall



Fig 4.5.8 Downtown Brampton Revitalized Project

4.6 Sustainable Design Elements

The four pillars of sustainability in Brampton Plan: Environmental; Social; Economic & Financial; and Cultural Sustainability, shall be integrated in all aspects of development to build complete urban communities that promote 15 minute-neighbourhoods, mobility and accessibility, green infrastructure, economic growth, and celebrate the diverse cultures of the City.

The City's Sustainable New Communities Program, the Sustainability and Climate Change Building Block in Brampton Plan, and all other applicable policies shall guide the design of the built form, building materials, and energy use and conservation of new development, which will assist the City in achieving its sustainability goals. In addition, the Leadership in Energy and Environmental Design (LEED) green building rating system should be used as a reference for sustainable practices in development.

Sustainable living within the Precinct may be implemented through smart growth strategies and the following objectives (also shown in Figure 4.6.1):

- Sustainable Transportation
- Health and Well-Being
- Economic Prosperity
- Energy Conservation and GHG Reduction
- Culture, Community, and Ecological Conservation
- Sustainable Water

In response to our changing climate, development proposals should also consider principles guiding block organization, such as sunlight exposure, protection from wind, rain, snow and other elements, and storm water management. These tools will help to mitigate flooding, urban heat island effect, and pollution, and create more resilient communities for the future.

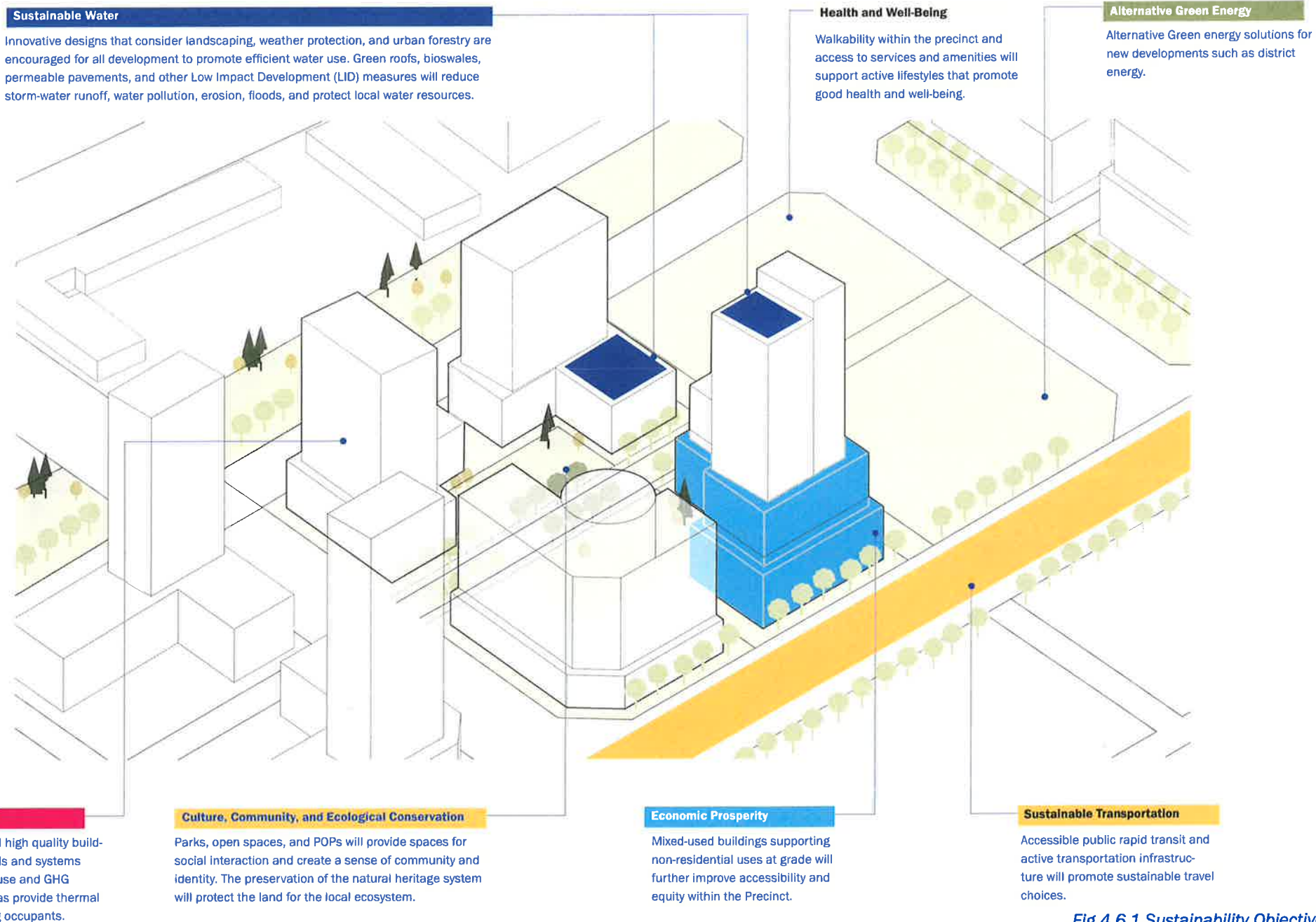


Fig 4.6.1 Sustainability Objectives

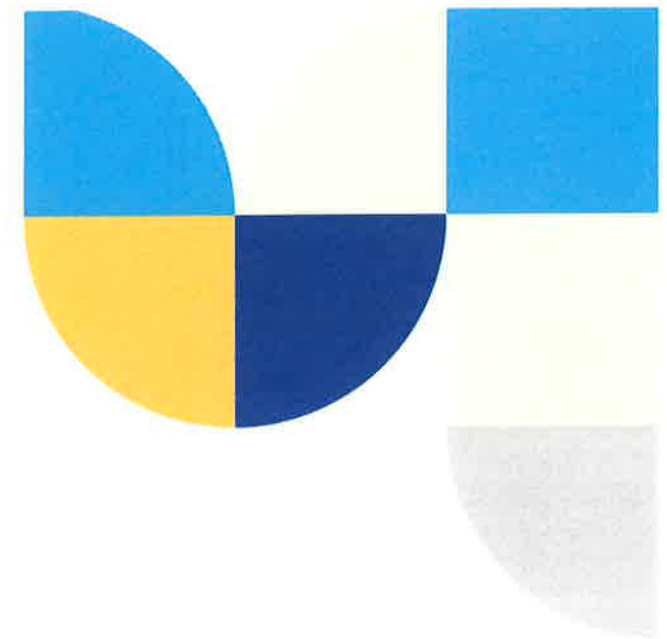


Public Realm and Mobility

The public realm refers to how people interact with space, it is an opportunity to articulate the interface between mobility and land use, and addresses matters such as the arrangement of streets and blocks, streetscapes, landmarks, views, and skylines. The successful design of streets and open spaces relies on creating diverse, comfortable, welcoming, safe, and accessible spaces.

Mobility is the ability and level of ease of moving people, goods, and services. Fine-grained, multi-modal, pedestrian friendly networks are used to improve travel, circulation and access. All roads are to be designed as complete streets.

5.0



5.1 Parks and Open Space Framework

The public realm shapes our relationship with our surroundings and helps to define community character, and a sense of place.

An interconnected network of open spaces and parks play a fundamental role in creating a vibrant community and easy access to transit (see Figure 5.1.2)

Key linear connectors are identified in the MTSAs to facilitate direct connections to destinations.

Institutional uses, open spaces and public/private parks are identified along these open space linkages to grant access and pedestrian circulation through a ring road design, connecting key locations such as the Peel Memorial Institutional Hospital, the Community Hub, and a secondary school. The north-south open space linkage connecting the (Etobicoke Creek trail system) in the Riverwalk Character Area connects with Centennial Park and Duggan Park, will be a focal point within the Precinct, offering amenities and interaction with the natural environment for residents and visitors.



Fig 5.1.1 Peel Memorial Hospital

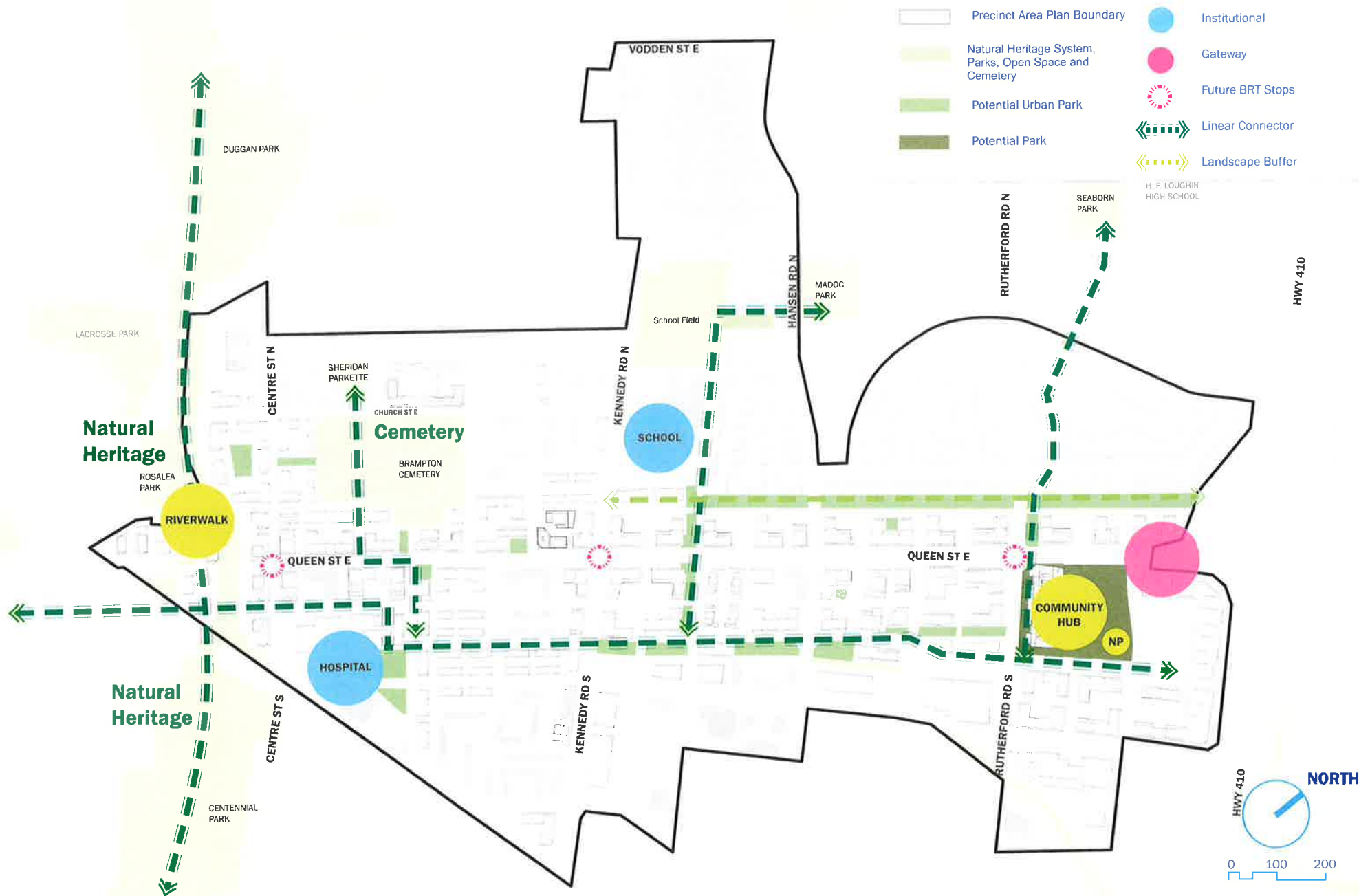


Fig. 5.1.2 Parks and Open Space Framework

Note: Gateway features are supposed to be landmark buildings or highlighted streetscapes.

5.2 Place making

Incorporating publicly and privately-owned accessibility features into an interconnected network of open and inviting spaces where all users can have an enjoyable experience.

Landscape Buffers

Landscape buffers are Linear Connectors between parkland or major community destinations and form part of the broader Active Transportation Network. Provide a buffer between different land uses.



Fig 5.2.1 Landscape Buffer Along High Line Park, New York

Public Art

Improve, expand, or create new public realm and open space areas that can be enhanced by art and interactive opportunities.

Enhance way finding opportunities and thematically link to the character areas.



Fig 5.2.2 Public Art in the City

Wayfinding

Way-finding is a system of information and design elements that supports the movement of everybody through signage, tactile and audio way-finding, railings and ramps, or even lighting and architecture. Way-finding aids pedestrians and cyclists with navigating to station and transit facilities. Effective way-finding will improve the accessibility and livability within the precinct.



Fig 5.2.3 Way-finding Map installed by the city to support pedestrian navigation around the city

Gateways

Gateway intersections will be designed as integral components of the public realm to identify a sense of entrance, arrival and movement and should be reinforced by the surrounding built form and site planning. Gateways can be built form, open space, or take on other forms. Refer to Fig 5.1.2 for locations of Gateways.



Fig 5.2.4 Brampton Garden Square showcasing downtown gateway using architectural and site planning features

5.3 Street Hierarchy and Typologies

Mobility network is designed to encourage and facilitate different modes of travel and provides a foundation for the built environment. A well-connected public street network will break up large blocks using mid-block connections and complete streets to improve the walkability of an area.

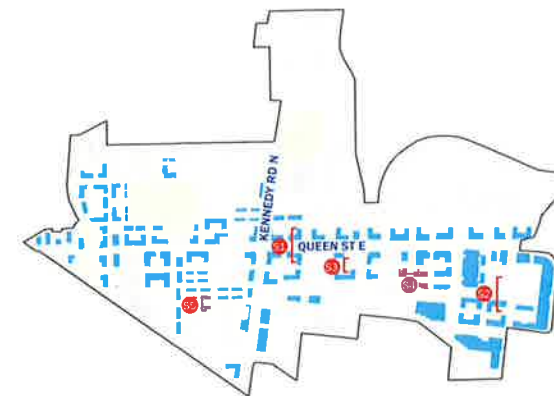
Low impact development techniques such as bioswales, permeable pavements, etc. may be incorporate into the public street network. Improving the street network of the Queen East Precinct is crucial to achieving transit-oriented and complete sustainable communities.

New Public Streets

A network of new complete public streets will support mobility through out the Precinct for all users and will create new development frontages. Illustrative Figures 5.3.2 and 5.3.4 show cross sections for a 20.0m and 25.2m right-of-ways in the Precinct.' Alternative complete public street right-of-ways utilizing low-impact development standards can also be implemented

Private Streets

Private streets are encouraged to provide the same public realm and streetscape experience as public streets and use similar treatments to ensure a uniform streetscape is maintained across the Precinct.



Key Map

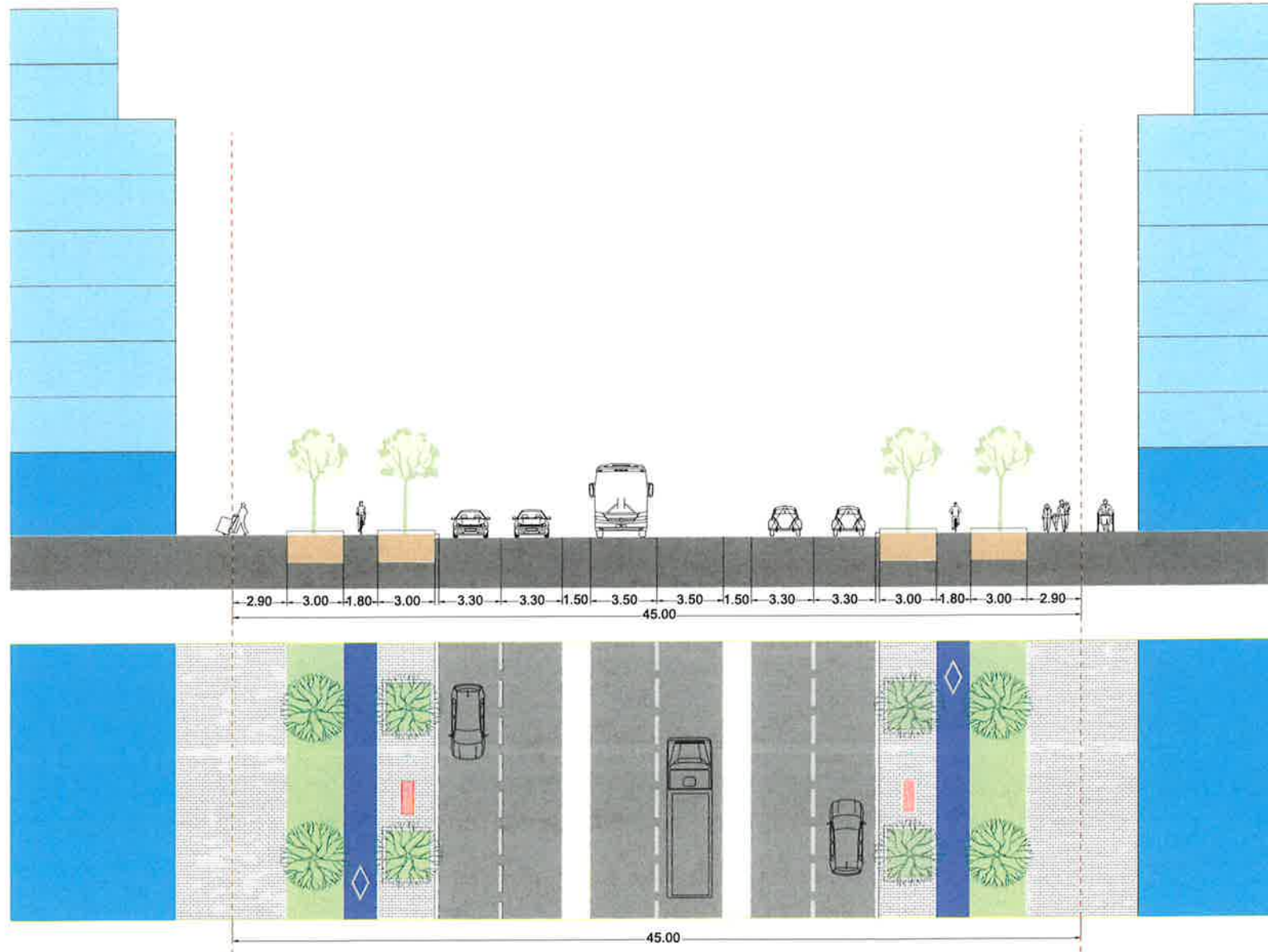


Fig 5.3.1 S1 - Higher Order Transit Street

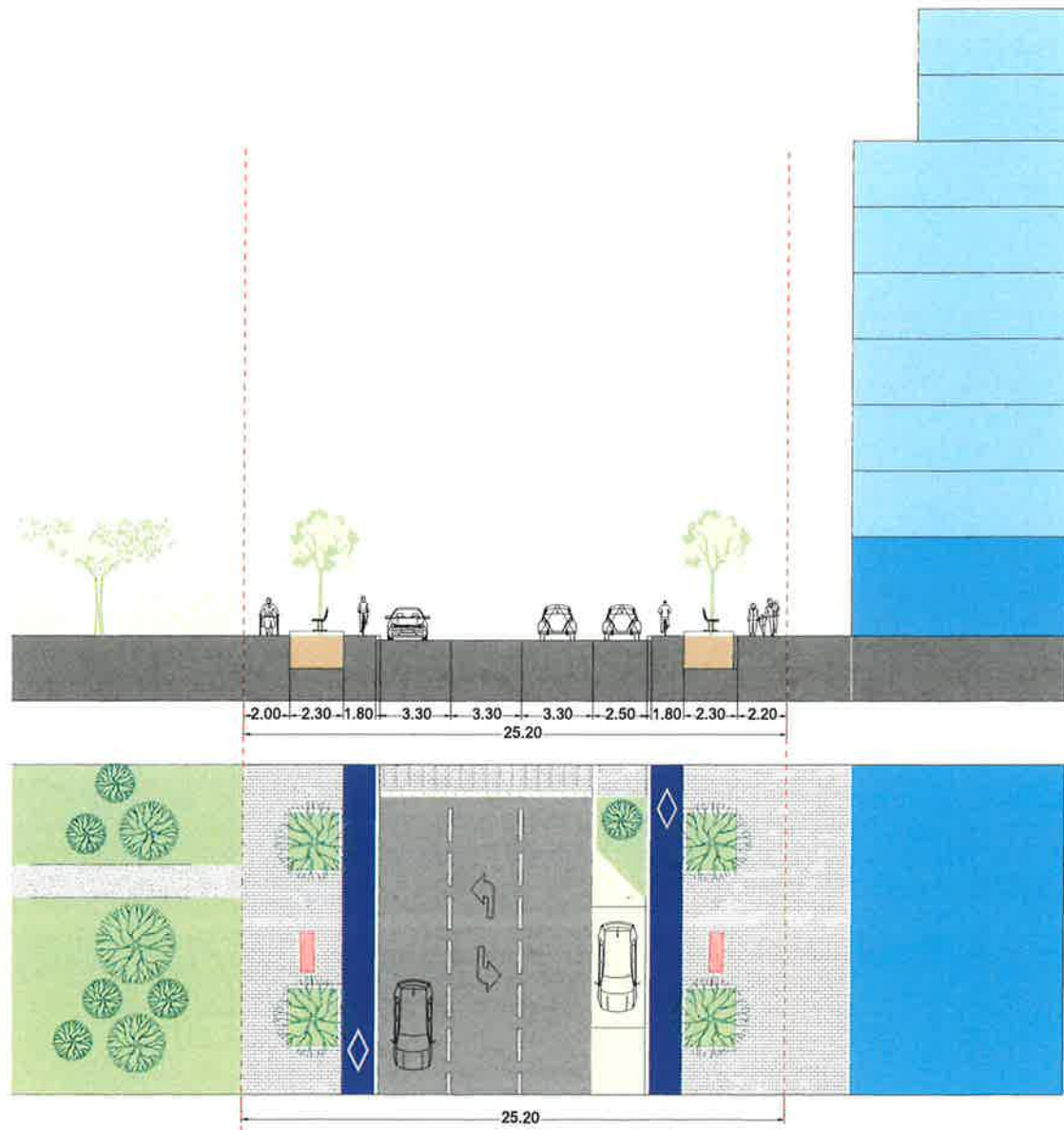


Fig 5.3.2 S2 - 25.2m R.O.W Boulevards

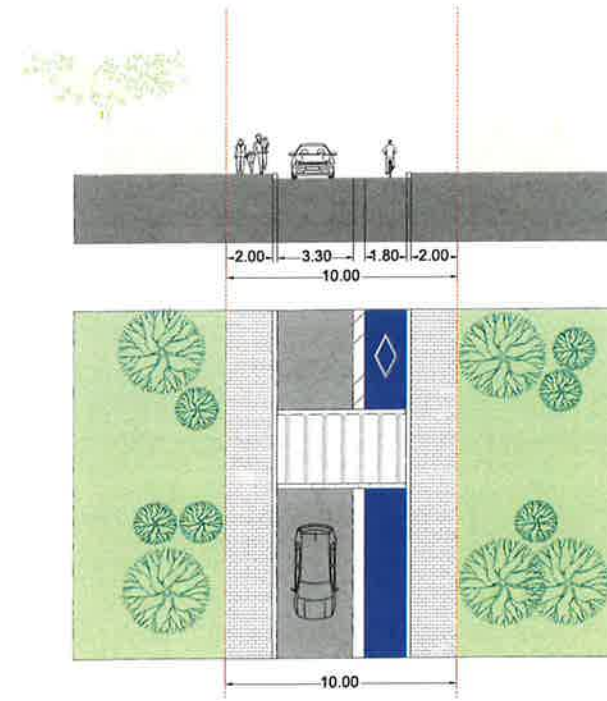


Fig 5.3.3 S3 - Mid-Block Connections

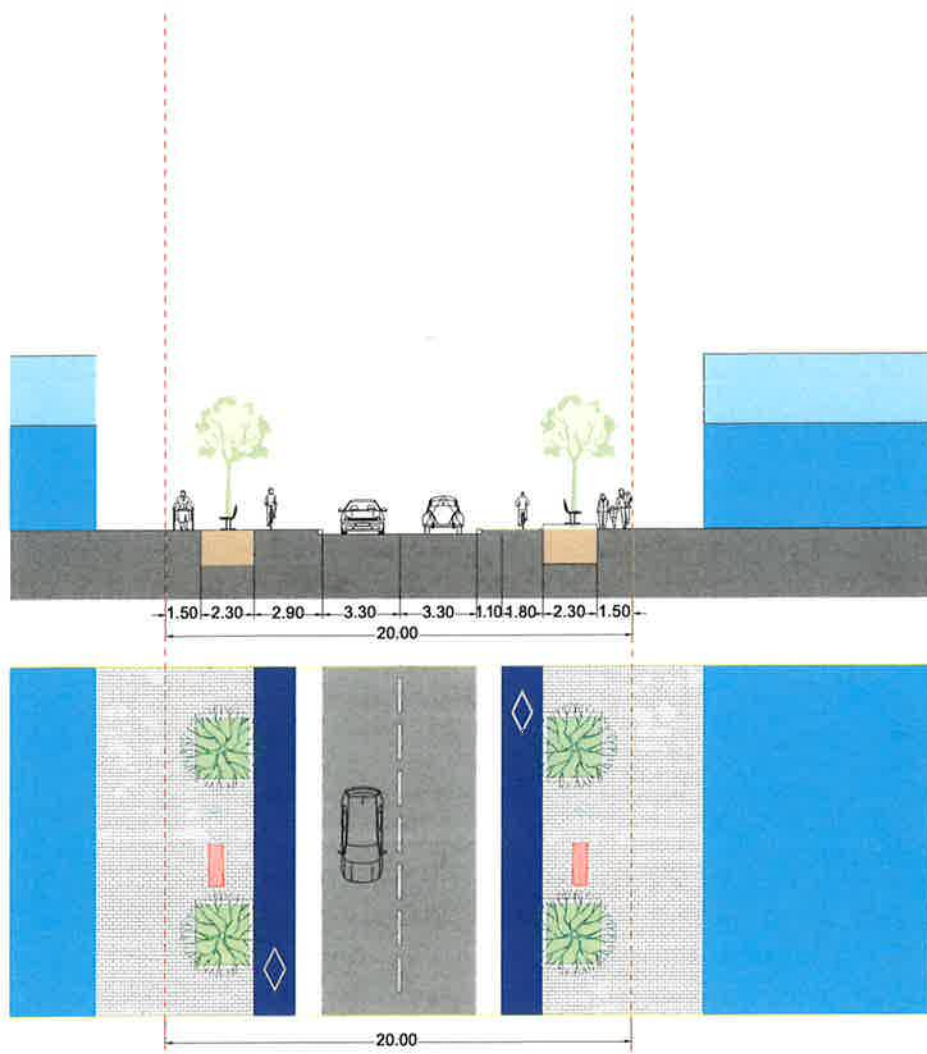


Fig 5.3.4 S4 - 20m R.O.W Boulevards

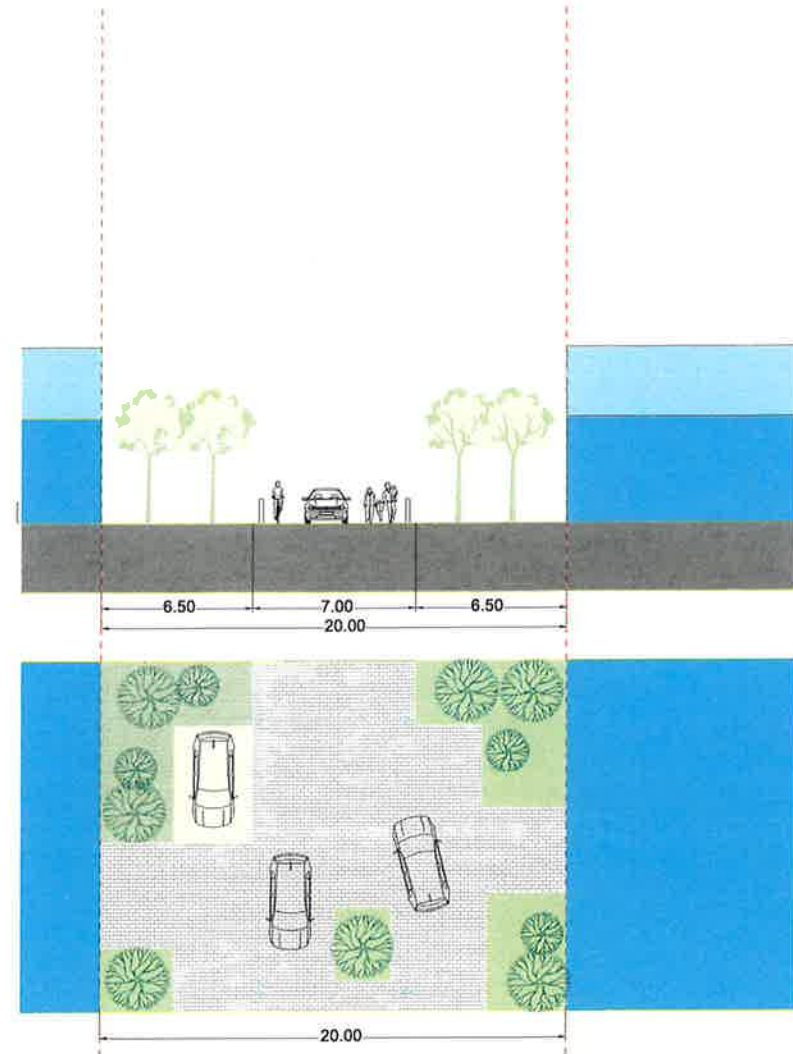


Fig 5.3.5 S5 - Woonerf (Living Street)

5.4 Active Transportation

Active transportation includes walking, biking, and rolling that is low-cost, zero or low-carbon, healthy and efficient. The proposed Active Transportation Network (Fig 5.4.2) will improve the mobility and safety of non-motorized modes of transportation, reduce the reliance on automobiles, supplement the transit network, and promote healthy and sustainable living.



Fig 5.4.1. Park Pedestrian Trail

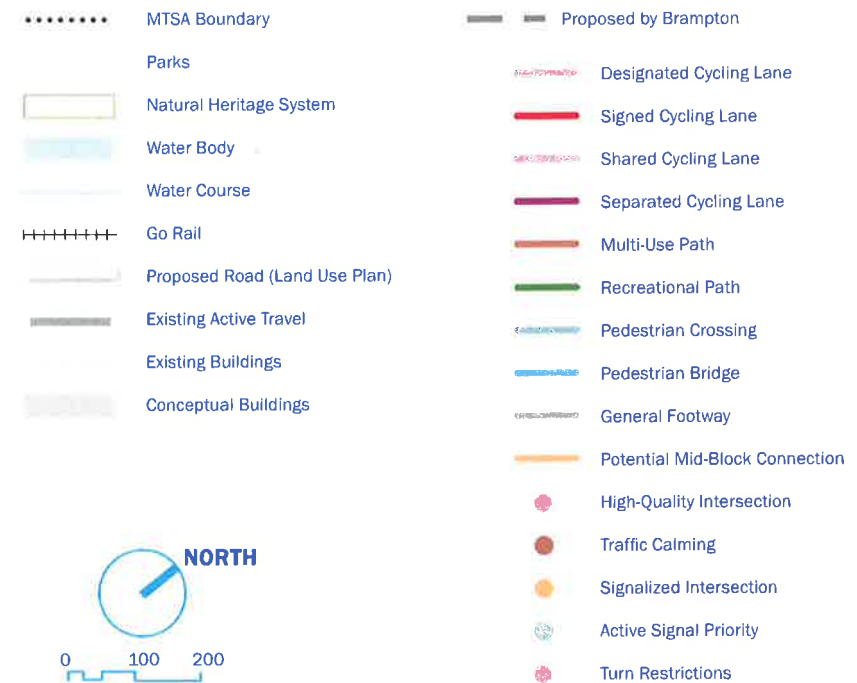


Fig 5.4.2 - Proposed Active Transportation Network (prepared by Arup)



5.5 Transit Network

The transit network goes hand in hand with the concept of walkability because every transit trip begins and ends with the pedestrian. By coordinating land use and transportation, the expansion of the transit network can promote walkability and reduce the reliance on automobiles. Improving the walkability to and from transit stations can encourage the use of public transit. This reciprocating cycle will help lead to a more transit-oriented future for the Queen East Precinct.

Queen Street East is an important transit corridor with both existing and planned transit routes, including a future bus rapid transit (BRT) route.

Local transit routes provide connections to the higher-order transit along Queen Street. (Fig 5.5.2) Extensions of local bus services and new local bus routes may be required to support intensification.



Fig 5.5.1 Zum Bus Transit

- MTSA Boundary
- ZUM Network
- ZUM Stop
- Local Bus Network
- Local Bus Stop
- LRT/BRT Network
- Future BRT Stop
- Priority Bus Support Corridor
- Regional Express Bus
- Potential Frequent Regional Express Bus
- Potential Rapid Transit (Priority or Zum)
- GO Rail
- GO Rail Stop
- Existing Buildings
- Conceptual Buildings

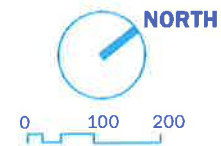




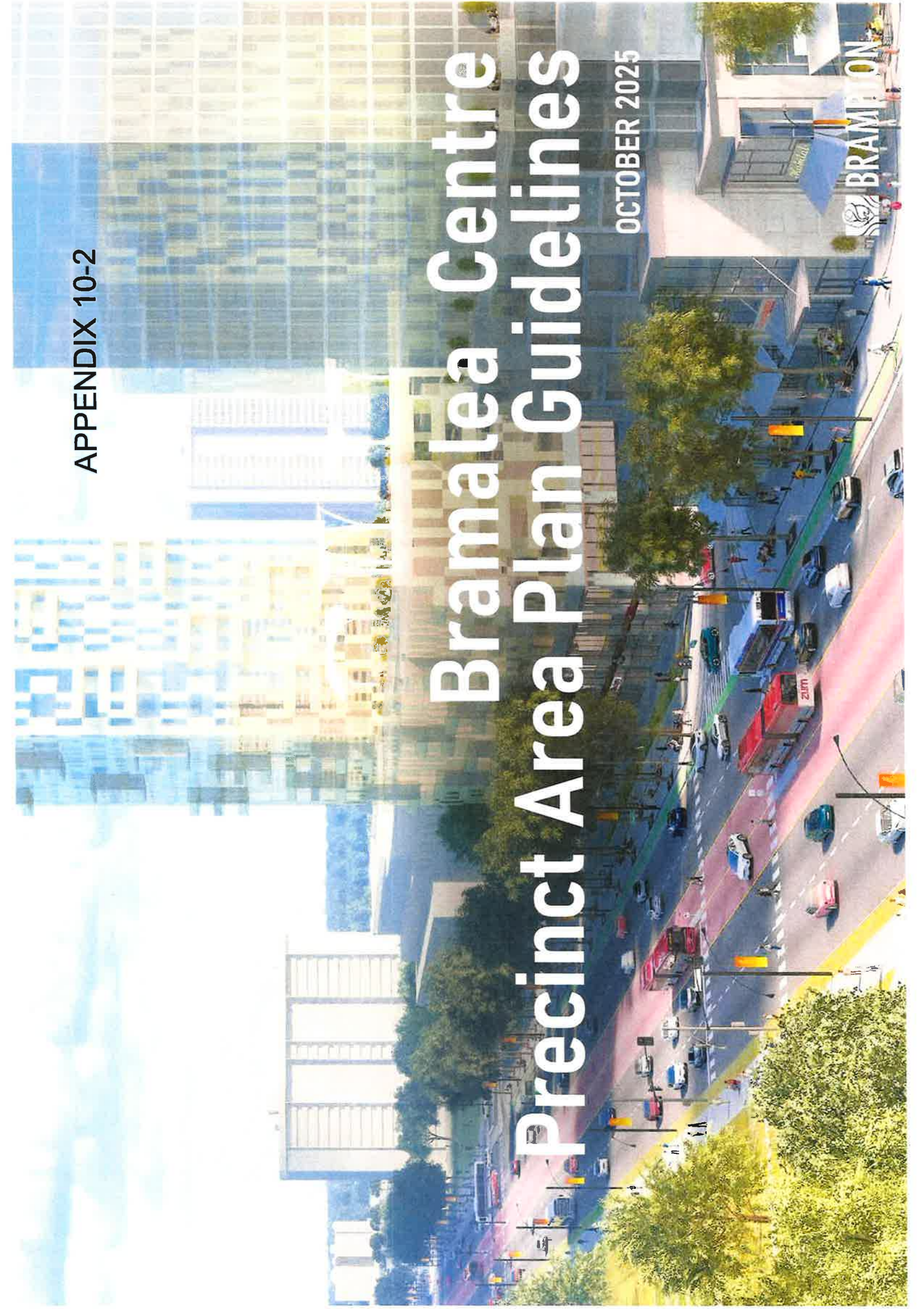
Fig. 5.5.2 Proposed Transit Network (Prepared by Arup)

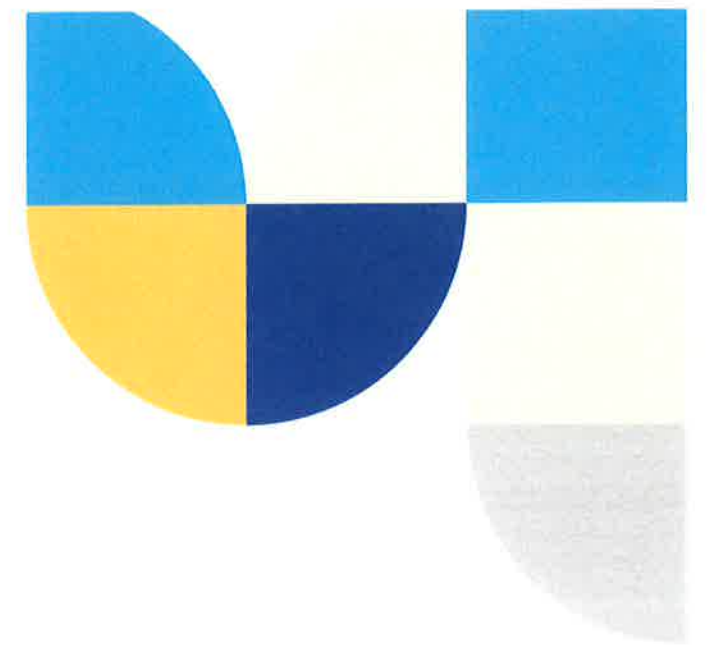
APPENDIX 10-2

Bramalea Centre Precinct Area Plan Guidelines

OCTOBER 2025

BRAMPTON





Disclaimer

The images, illustrative renderings and potential development scenarios contained in the Bramalea Centre Precinct Area Plan are meant to show examples and are one of many potential development approaches to achieve transit-oriented development. The images do not imply that development will occur or can be approved exactly as shown.

1.0

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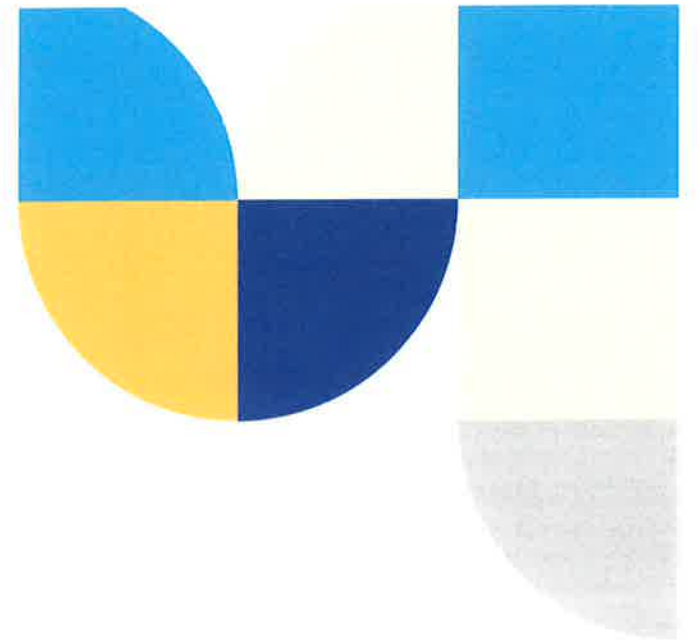
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Introduction

The Bramalea Centre Precinct comprises a total area of approximately 346 hectares (885 acres) and generally includes the lands located between Highway 410 and Bramalea Road that are situated along Queen Street East (Figure 1.1). The Bramalea Centre Precinct includes four Primary MTSA's known as Laurelcrest, Dixie, Central Park, and Bramalea (Figure 1.2).

The aim of the Bramalea Centre Precinct is to rejuvenate one of Brampton's core urban areas into a dynamic regional hub. By integrating housing, institutional, recreational and retail spaces, the precinct is set to become a vibrant, interconnected community. This precinct emphasizes an importance on economic development by creating diverse opportunities for business innovation, while protecting existing businesses and employment districts. The Bramalea Centre is expected to foster economic resilience, boost regional growth, and evolve into a central place for living, working, and thriving in Brampton.

The Brampton Plan land uses applying to each MTSA are shown on Figure 1.2. Development and redevelopment shall seek to accommodate these uses in a form and scale that is complementary to the vision of the Bramalea Centre Precinct.



1.0

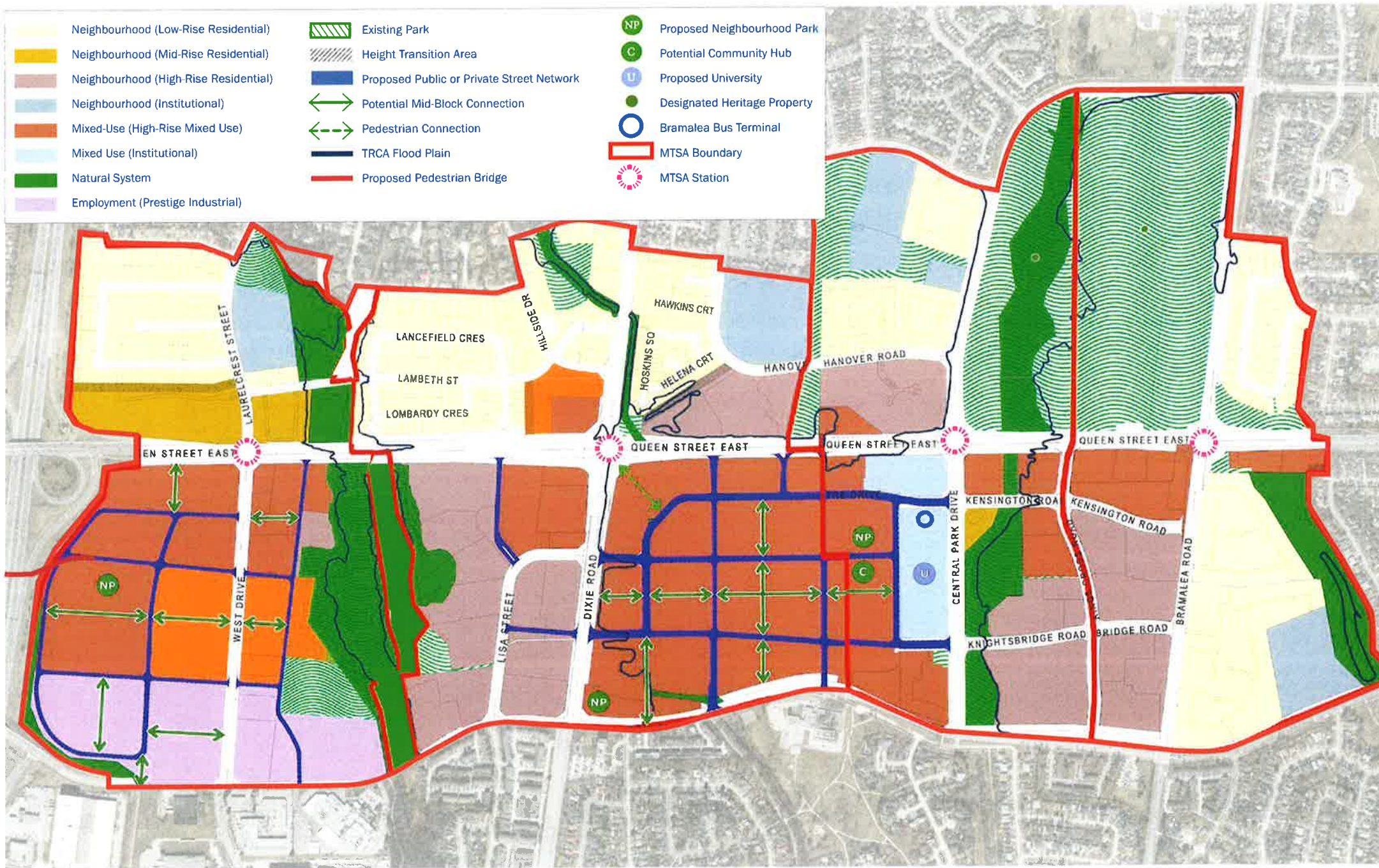


Fig. 1.2 Brampton Plan Major Transit Station Areas Land Use Plans (Schedules 13g - 13j)

Figure 1.2 is provided for reference purposes only. For official land uses, refer to Schedules 13g, 13h, 13i and 13j in Brampton Plan.



MTSA Context

The Bramalea Centre Precinct includes the Bramalea City Centre, low to high-rise residential uses, and an abundant of parks and open space, including Chinguacousy Park and Norton Place Park. Key regional uses, such as the Region of Peel offices, a proposed post-secondary institution, and a police station are located within this Precinct. Pockets of high-rise apartment buildings are scattered through-out the Precinct. Established low-rise residential uses are focused on the north side of Queen Street. Employment uses are located along the southern periphery of the Precinct area, north of Clark Boulevard between Highway 410 and Norton Place Park. Existing conditions are illustrated in the pictures contained in Section 2.1 and Fig 1.1



2.0

2.1 Existing Conditions

The existing conditions within each MTSA contribute to the opportunity to intensify and to support transit-oriented development. Development potential is determined based on a number of measurement indicators, such as:

- existing land uses;
- land ownership;
- infrastructure;
- environmental constraints;
- vacant and underutilized land; and
- block area.

The precinct is characterized by large mixed-use commercial and industrial blocks that enable redevelopment. There are potential compatible infill opportunities within the established apartment neighbourhoods.

Limited change is expected to occur within the low-rise neighbourhoods and some apartment areas. Figure 4.1.2 illustrates the development potential for the Bramalea Centre Precinct.



Fig 2.1.1 Established Apartments



Fig 2.1.2 Stable Low Rise



Fig 2.1.3 Bramalea City Centre



Fig 2.1.4 Retail Plaza



Fig 2.1.5 Chinguacousy Park



Fig 2.1.6 Employment

2.2 Existing Lot and Block Pattern

The Bramalea Centre Precinct currently includes mid to large parcels, such as Bramalea City Centre, Chinguacousy Park, condominium townhouses, institutional uses, civic facilities, apartment buildings and industrial uses. Small residential lots are primarily located on the north side of Queen Street. An abundance of north-south open space linkages are provided dividing the precinct into distinct neighbourhoods.

The existing lot area analysis for the Bramalea Centre precinct is shown on Figure 2.2.1. The main redevelopment within the Precinct will occur within development blocks that have an excess lot area of 5,000 square metres, where lot assembly may not be necessary.

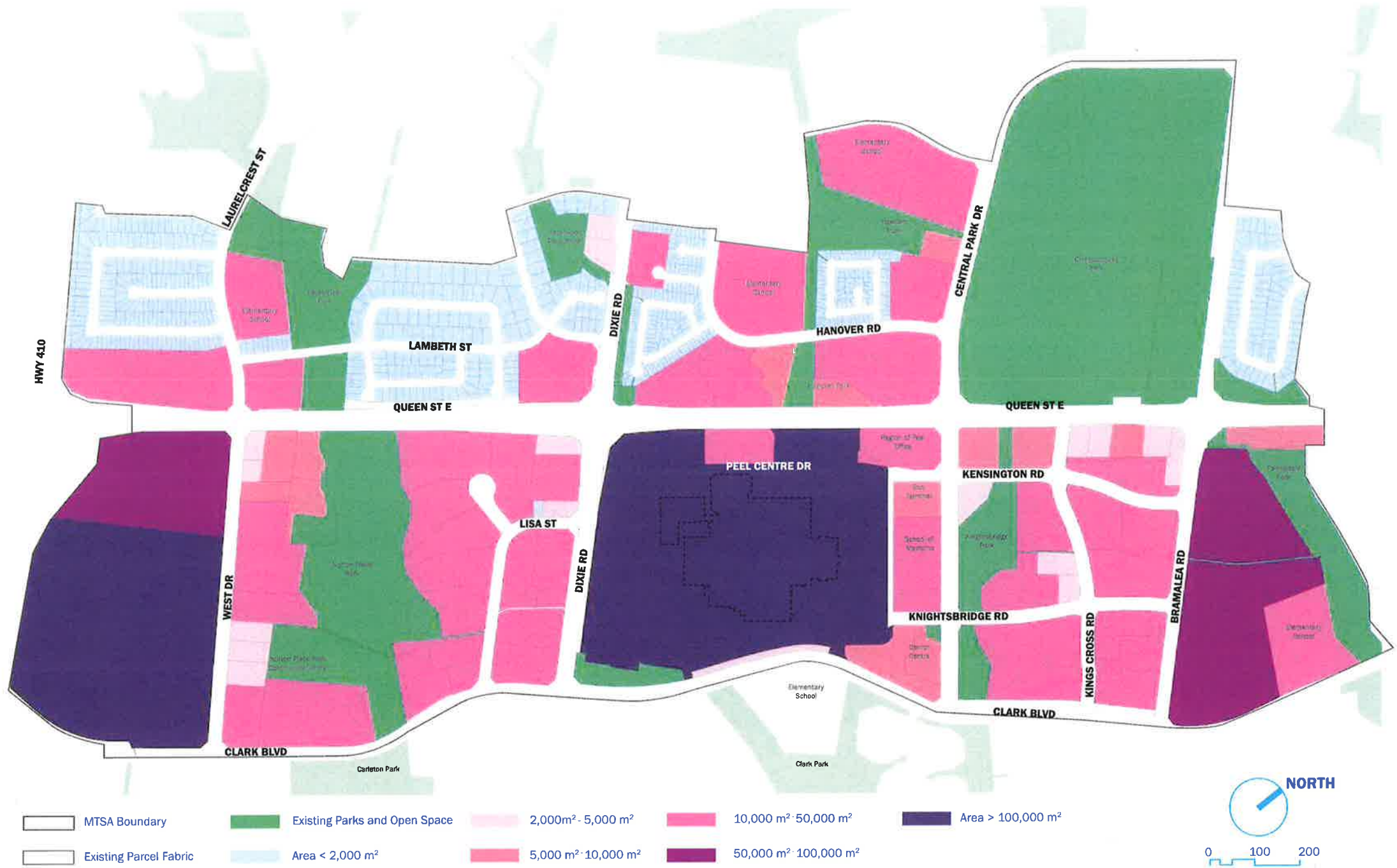


Fig. 2.2.1 - Existing Lot Area Analysis

Precinct Area Plan

The Bramalea Centre Precinct is being planned and designed to become:

- a vibrant regional destination, complete with mid-rise and high-rise mixed-use buildings framing a pedestrian-oriented public realm;
- a compilation of interconnected transit-oriented communities and hubs offering varying uses, such as housing, institutional, recreational and retail, allowing people to live, work and play within their neighbourhood; and
- a network of new multi-modal streets that provide direct, safe and inviting connections to transit and public services for all users.



3.0

3.1 Goals and Objectives

1. Rejuvenating an Urban Centre

Transform one of Brampton's urban centres into vibrant and sustainable transit-oriented communities. The Queen Street corridor will be a high-density and dynamic central destination featuring a mix of housing, commercial, employment and community uses that attract people and jobs from across the Region.



Active Ground Floor Uses = Pleasant, safe streets and supporting local economy

Five key development principles:

2. A place defined by its high-quality design and public realm

An attractive and distinctive place characterized by its inviting public realm and high-quality design. New buildings will contribute to establishing an urban character defined by a mix of typologies and pedestrian-scaled spaces. Design elements should be oriented toward people, such as the provision of shelter and shade for the pedestrian, active uses at street level, and a variety of building forms and facade articulation and the integration of public art. A retail "Main Street" will contribute to a vibrant street life and provide space for pedestrians to enjoy shopping and leisure.



Mix of Uses = Vibrant Complete 15-minute Neighbourhoods

3. A place for people to walk, bike and take transit

The street network will be designed using a complete street philosophy. A pedestrian-oriented corridor with a fine-grained and connected multi-modal transportation network will allow safe and easy access to transit facilities, destinations and amenities in the area. Active transportation and transit use will be prioritized as the preferred mode of travel.



Inviting Public Realm = Creating Places for all People

4. A sustainable and healthy transit corridor

Sustainability will be supported through building transit-supportive, low-carbon and resilient complete communities that mitigate and adapt to the impacts of climate change. Building and site design of both publicly- and privately initiated projects will utilize low impact development strategies.



Connected Network of Streets, Pedestrian and Cycling = Convenient access to transit facilities, destinations and amenities

5. Enhance the economic prosperity

With its central location in the City, and close proximity to key transportation corridors, there are opportunities to improve Brampton's economic prosperity within designated employment areas. Transitions from sensitive land uses to employment areas will focus on compatibility, including appropriate mitigation measures.



Protect Employment Lands = Enhance Economic Competitiveness and Prosperity

3.2 Character Areas

The Bramalea Centre Precinct involves the long-term transformation of the Bramalea City Centre (BCC) into an urban mixed-use community and destination that is lively, sustainable, walkable and transit oriented. The BCC is one of Brampton’s designated “urban centres” and will be recognized as the *Bramalea Urban Centre Character Area* (BUC) within this Precinct. Four (4) sub-areas are located within the boundaries of the BUC each have different uses, density and built form objectives to guide the transformation of the BCC into a vibrant urban centre.

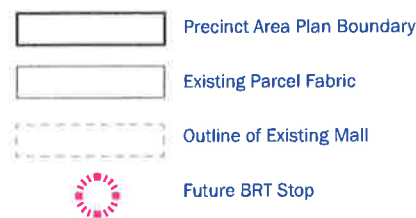
The *BUC Corridor* Sub-area is situated along the south side of Queen Street East

and where high-rise mixed-use buildings will frame the bus rapid transit corridor. The *BUC Retail Hub* is a centralized hub retaining the function of BCC as a regional-wide retail and service commercial destination with a ‘Main Street’ character. The *BUC Knowledge Hub* will be the heart of the BUC for civic facilities and amenities. Mixed-use high-rise residential buildings connected by an accessible network of complete streets and mid-block connections will be provided in the *BUC Residential* Character Area.

Five (5) character areas are proposed for the areas outside of the BUC, including the redevelopment of lower-order commercial

properties located in the *Queen Transit Corridor* and *Bramalea South* into mid to high-rise transit-oriented developments, and the transformation of heavy industrial uses to prestige employment in the *Clark Employment Character Area*. There will also be opportunities for compatible infill development within the *Established Apartment Neighbourhoods* and the retention of low-rise residential uses in *Stable Neighbourhoods*. Each Character Area contributes to the community in different ways and has its own unique qualities; together, they will transform the Bramalea Centre Precinct into a vibrant and diverse place.

For the location and description of each Character Area, refer to Figures 3.2.1 and the following page.



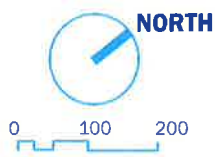
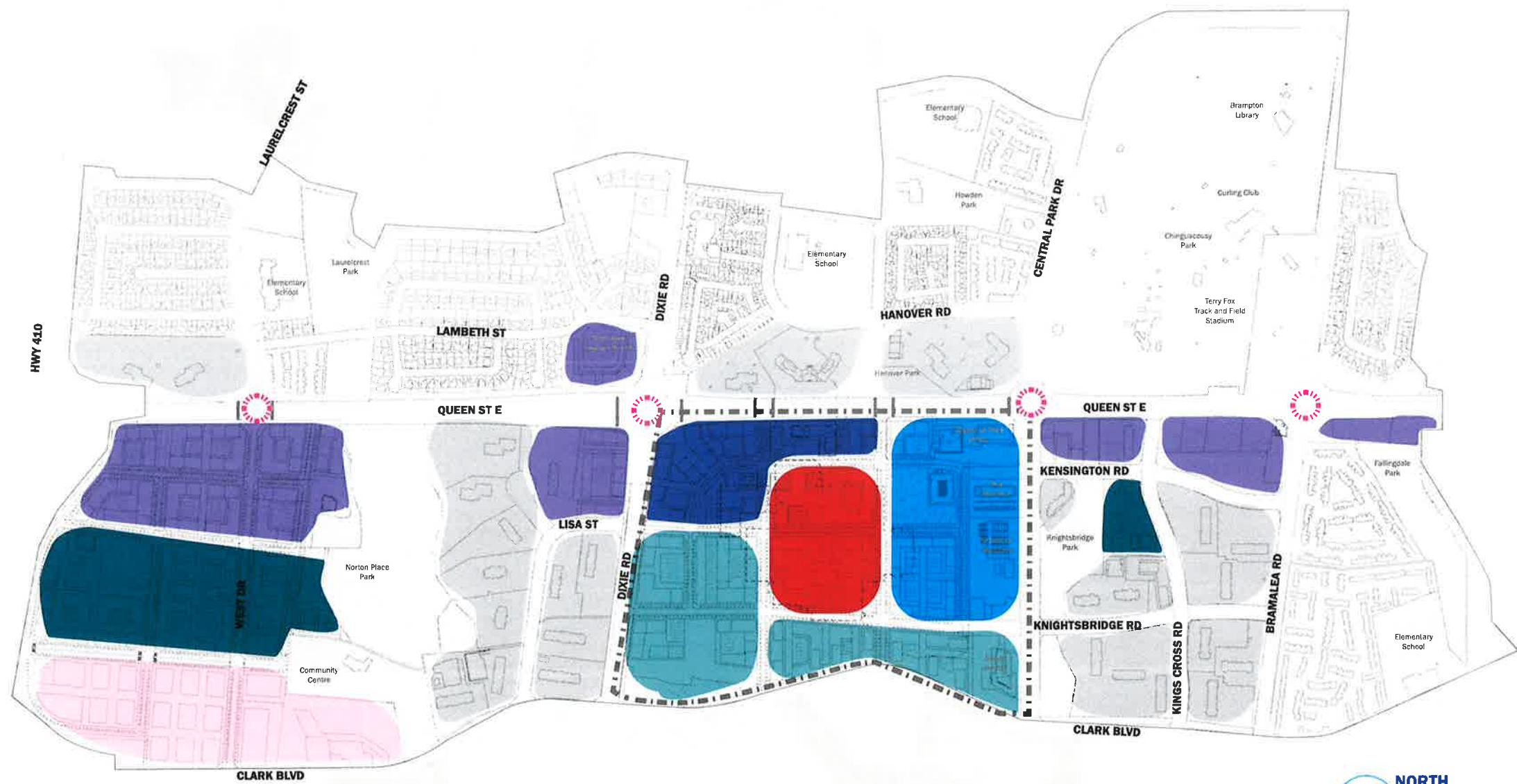


Fig. 3.2.1 Character Areas

Character Areas

Stable Neighbourhood

- Low-rise residential uses where significant change and intensification are not anticipated.
- Parks, open space, recreational and institutional uses providing amenities and support services to the entire Precinct area
- Infill low-rise development (including ARU's) will be permitted that are compatible in design and scale with the surrounding neighbourhood.

Established Apartment Neighbourhood

- A collection of 'tower in the park' apartment buildings that are mainly surrounded by open space areas with connections to trails.
- Not areas of significant growth.
- Opportunities for limited compatible infill development.
- Infill development will be expected to enhance the street-level experience for pedestrians and improve access to transit and active transportation.

Clark Employment District

- Located on the periphery of the Precinct Area providing an interface and buffer between sensitive uses and heavy industrial areas.
- Protecting lands for employment uses to meet future needs over the long term.
- Support employment intensification by permitting a broad range of uses to foster the growing innovation economy.
- Ancillary amenities and services for local employees.
- Existing heavy industrial uses to transition over time to prestige employment.

Queen Transit Corridor

- The tallest buildings will surround the bus rapid transit stations and at the Highway 410/Queen Street interchange.
- Development fronting Queen Street will support its transformation into a walkable, pedestrian-oriented area activated by providing non-residential uses at grade.
- A network of new complete streets will transform this Character Area into a walkable, pedestrian-oriented neighbourhood.
- Existing major retail developments will transform into transit-oriented communities over the long-term.

Bramalea South

- Primarily mid to high rise residential uses that are encouraged to include commercial, retail and public spaces at grade.
- Provide heights and densities that are less than those in the Queen Transit Corridor Character Area.
- A network of new complete streets will transform this Character Area into a walkable, pedestrian-oriented neighbourhood.
- A new Neighbourhood Park to provide recreational amenity space for new residents.

Bramalea Urban Centre (BUC)

- Corridor

- Primarily high-rise residential uses that are pedestrian-oriented and transit-supportive.
- Tallest buildings to be located adjacent to the Dixie bus rapid transit stop.
- Buildings to provide a vibrant street character and include direct connections to transit infrastructure.
- Be encouraged to include a mix of uses including retail or service uses at grade.

Bramalea Urban Centre (BUC)

- Residential

- Predominately high-rise built forms at a lower intensity than BUC Corridor.
- Be encouraged to include a mix of uses including retail or service uses at grade with residential above.
- Buildings to frame and activate the boundaries of the BUC.
- Provide an appropriate transition to the surrounding existing residential neighbourhoods.

Bramalea Urban Centre (BUC)

- Retail Hub

- A regional-wide retail and service commercial hub with a “main street” character.
- Compact, pedestrian and transit-oriented mixed-use development in the form of high-rise buildings that achieves vibrant street level activity at a lower intensity than BUC Corridor.
- A network of complete streets and mid-block connections will transform this area into a walkable, pedestrian-oriented neighbourhood.
- Include the greatest proportion of non-residential uses in the Precinct Area.

Bramalea Urban Centre (BUC) –

Knowledge Hub

- Heart of the BUC for civic facilities and open spaces that will attract people to this regional destination.
- A new post secondary institutional facility supported by public service uses, campus housing and transit facilities.
- Recreational activities and community gatherings will be the focus in the community hub and public park.
- Mixed-use buildings contribute towards the creation of lively, vibrant and people-oriented places.

3.3 Precinct Area Plan

This Precinct Area Plan provides guidance for the transformation of lands located along Queen Street East within the Laurelcrest, Dixie, Central Park, and Bramalea MTSAs that considers land use, built form, mobility and public services needed to create an environment that supports people, businesses and thriving communities

The Bramalea Centre Precinct Area Plan is shown on Figure 3.3.1.



- Precinct Area Plan Boundary
- Natural Heritage System, Parks and Open Space
- Planned Stormwater Infrastructure
- Potential Park
- Future BRT Stop
- Future BRT Line
- Outline of Existing Mall
- Proposed Linear Connectors
- Community Facility
- Potential Community Hub
- Gateways
- Existing / Planned Active Transportation
- Potential Mid-Block Connection

- Bramalea Urban Centre (BUC)
 - BUC- Corridor
 - BUC- Residential
 - BUC- Retail Hub
 - BUC- Knowledge Hub
- Queen Transit Corridor
- Bramalea South
- Clark Employment District
- Stable Neighbourhood
- Established Apartment Neighbourhood

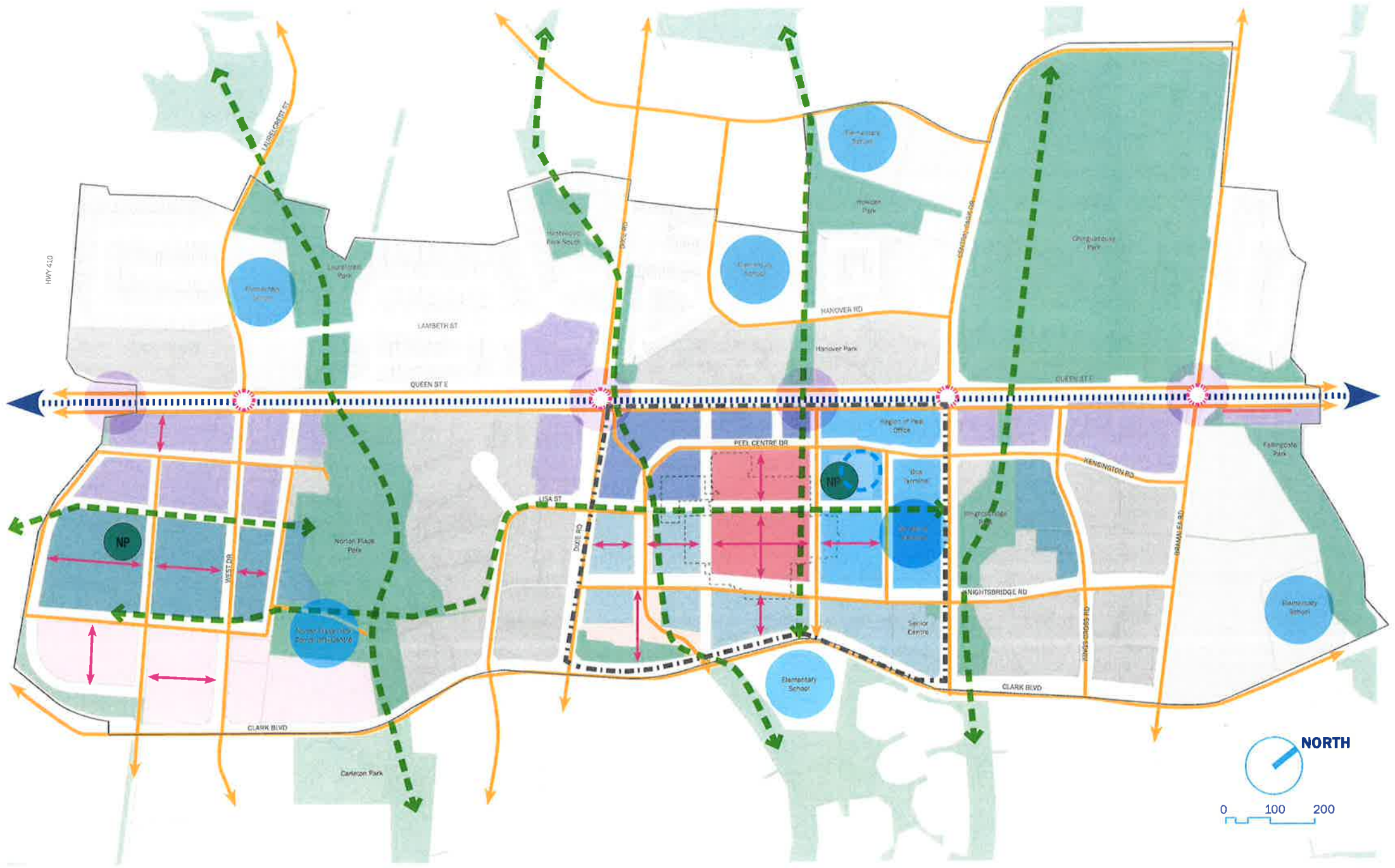
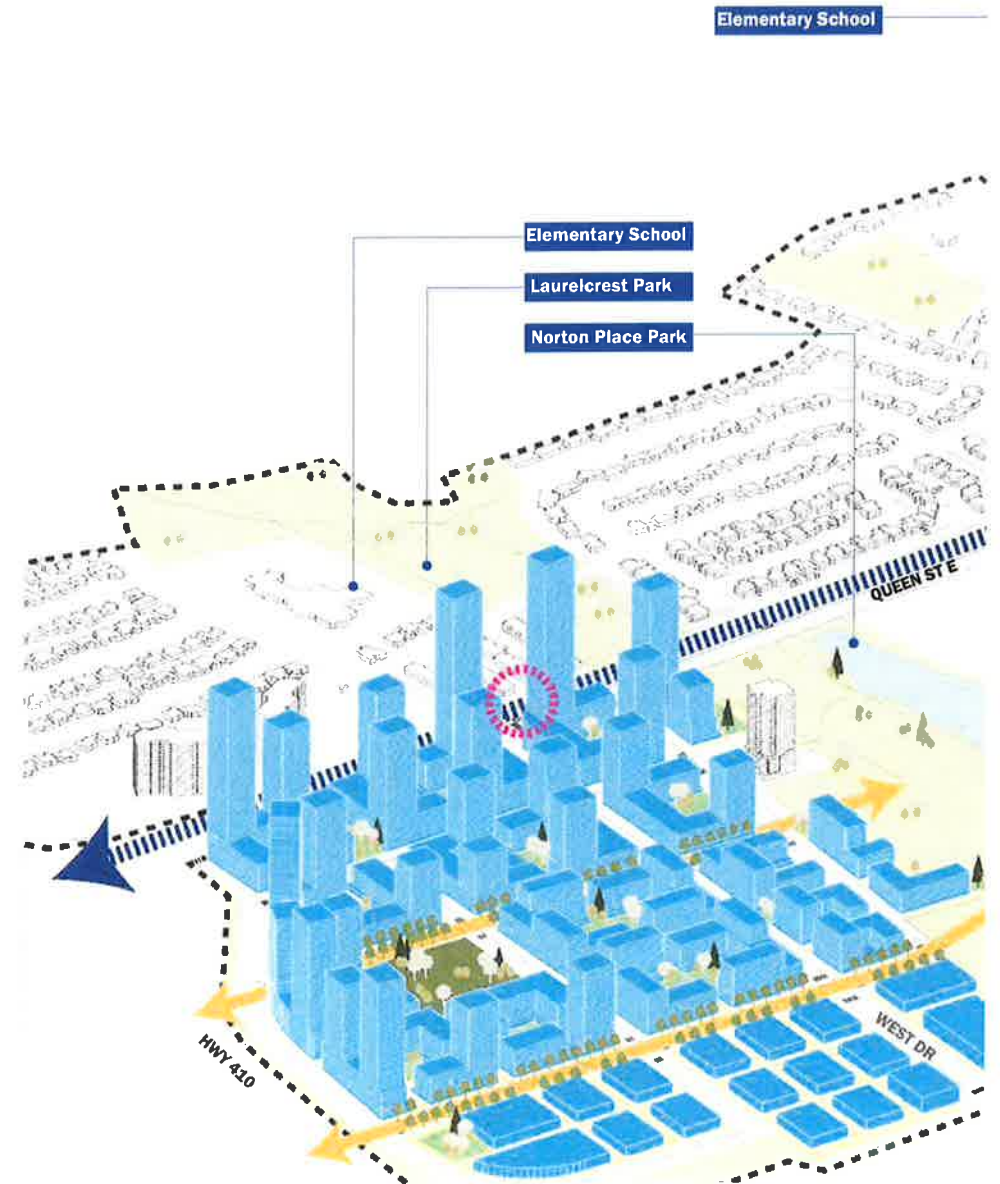


Fig 3.3.1 Precinct Plan

3.4 Aerial Views

The perspective aerial view in Figure 3.4.1 and street views shown in Section 3.5 demonstrate a potential massing outcome applying the five key development principles outlined in Section 3.0.

-  Precinct Area Plan Boundary
-  Existing Parcel Fabric
-  Natural Heritage System, Parks and Open Space
-  Potential Neighbourhood Park
-  Potential Urban Park
-  Proposed Linear Connector
-  Approved Applications
-  Full Redevelopment Block
-  Potential Buildings
-  Future BRT Line
-  New Main Street
-  Future BRT Stop



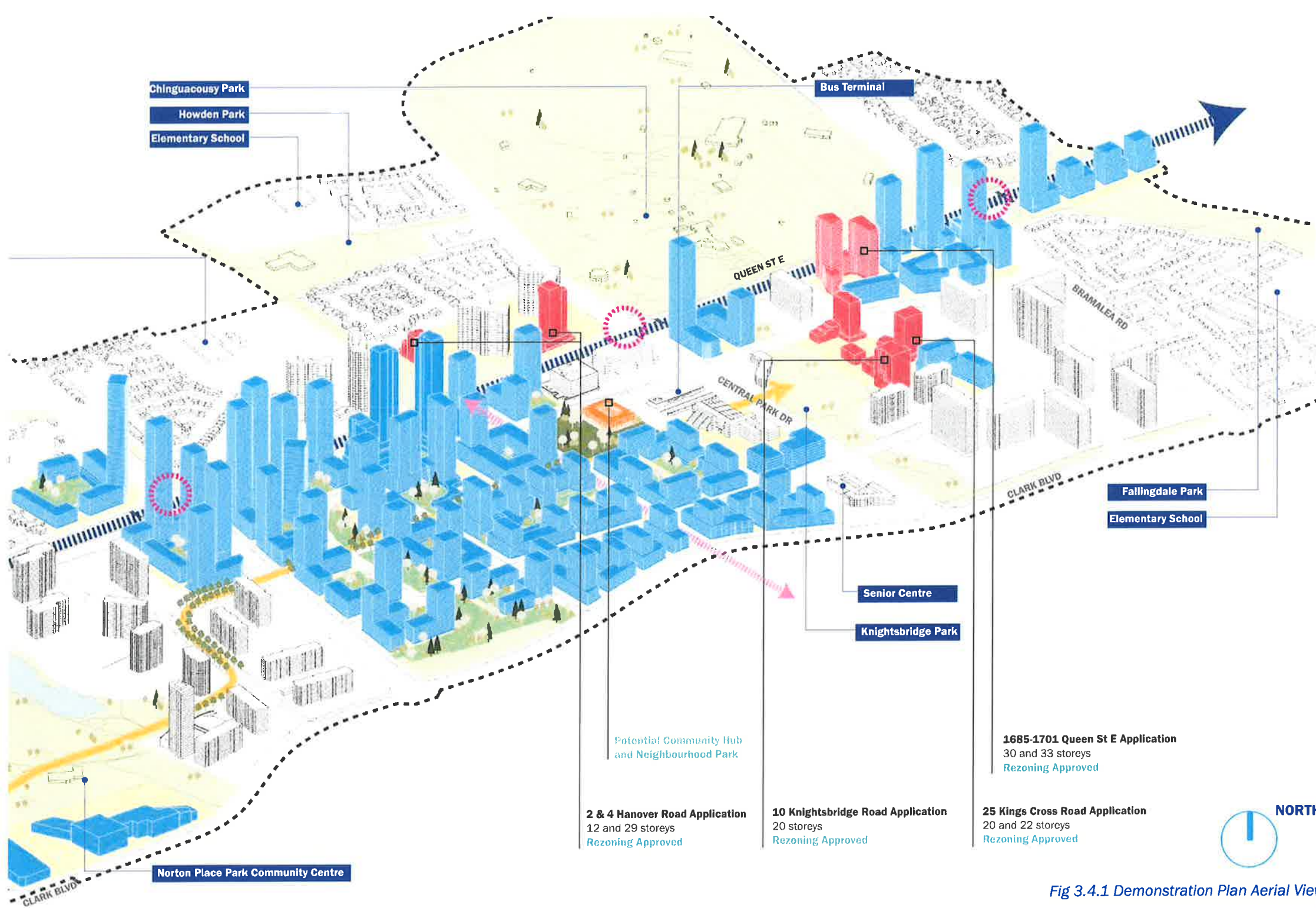


Fig 3.4.1 Demonstration Plan Aerial View

3.5 Street Views



Fig 3.5.1 V1 - Queen St Aerial



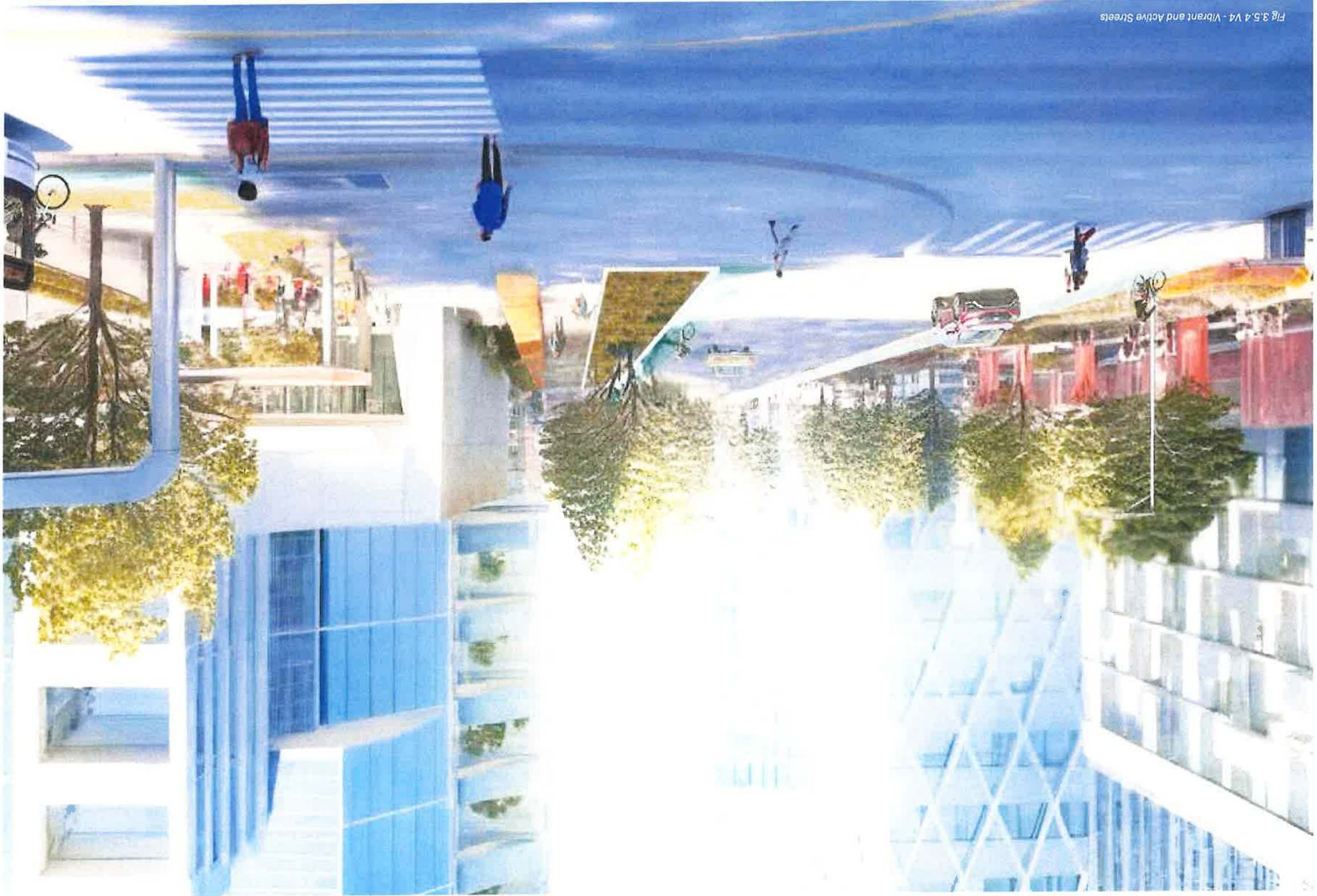
Fig 3.5.2 V2 - Public Realm and Proposed Park

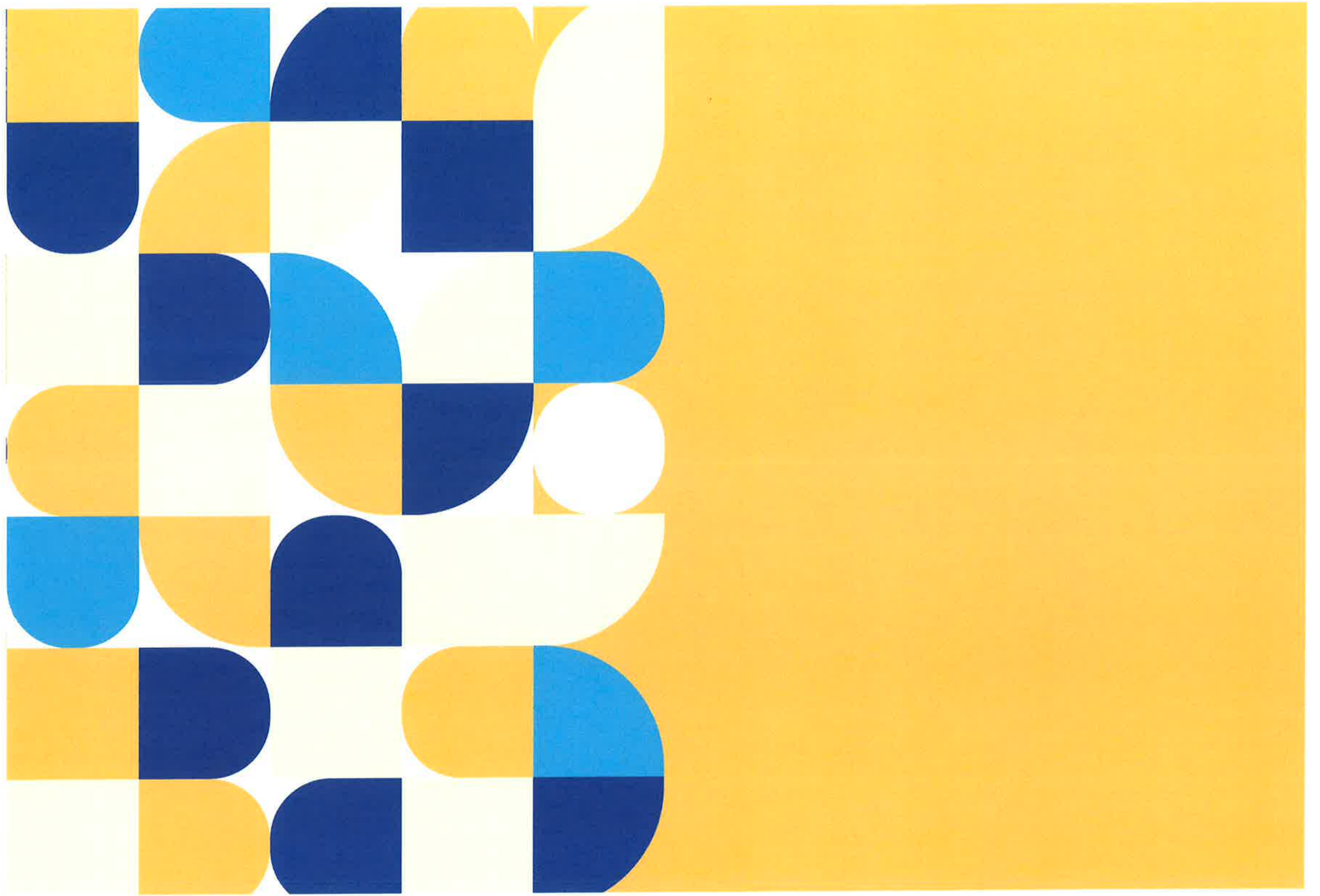


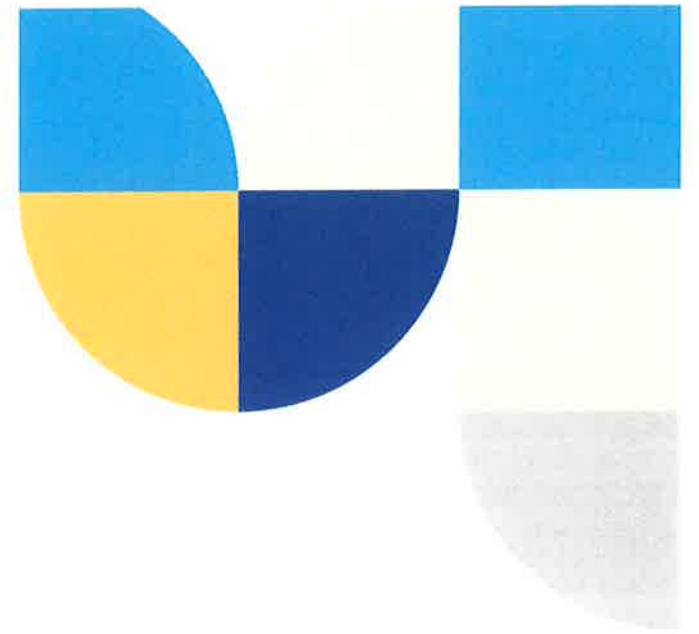
Fig 3.5.3 V3 - Central Park Drive



Fig. 3.5.4 V4 - Vibrant and Active Streets







Built Form Principles

This section focuses on illustrating typical block and lot typologies within the Bramalea Centre Precinct Area Plan is based on the policies prescribed by the Secondary Plan and the principles for each Character Area. Potential redevelopment configuration illustrations show a built form scenario of a redevelopment or development block.

4.0

4.1 Proposed Street and Block Pattern

The proposed street network as shown on Figure 4.1.1 is intended to be highly permeable, with shorter blocks and frequent crossings to improve connectivity into the existing street network. New local streets will break up larger blocks into smaller more walkable blocks as shown on Figure 4.1.2 to improve connectivity for all transportation modes. The street network will connect seamlessly to parks and trails to provide opportunities for safe, efficient and flexible pedestrian travel options. Mid-block connections will allow the pedestrian realm to have access within blocks and provide alternative routes and shortcuts for travel throughout the district.



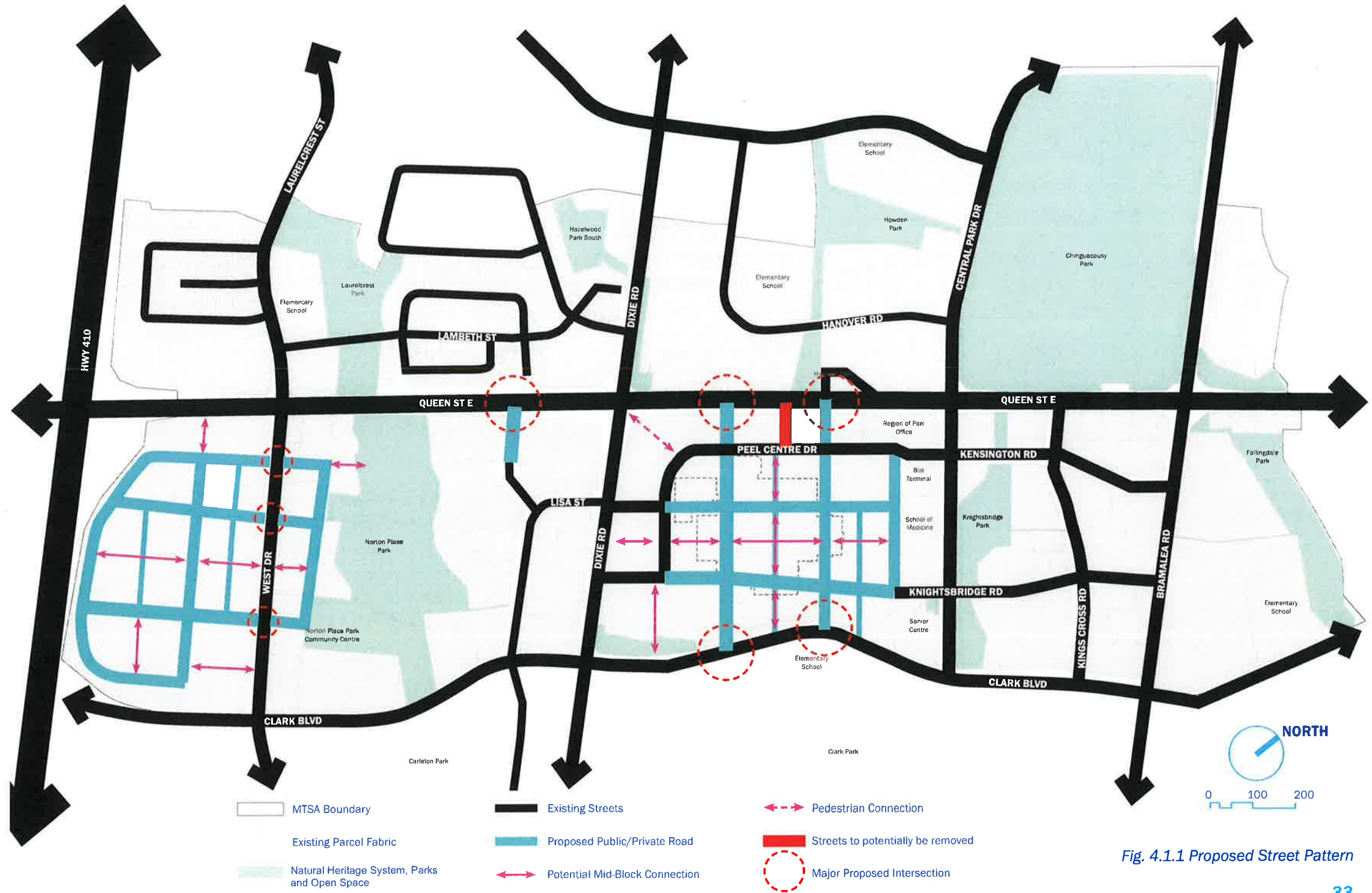


Fig. 4.1.1 Proposed Street Pattern

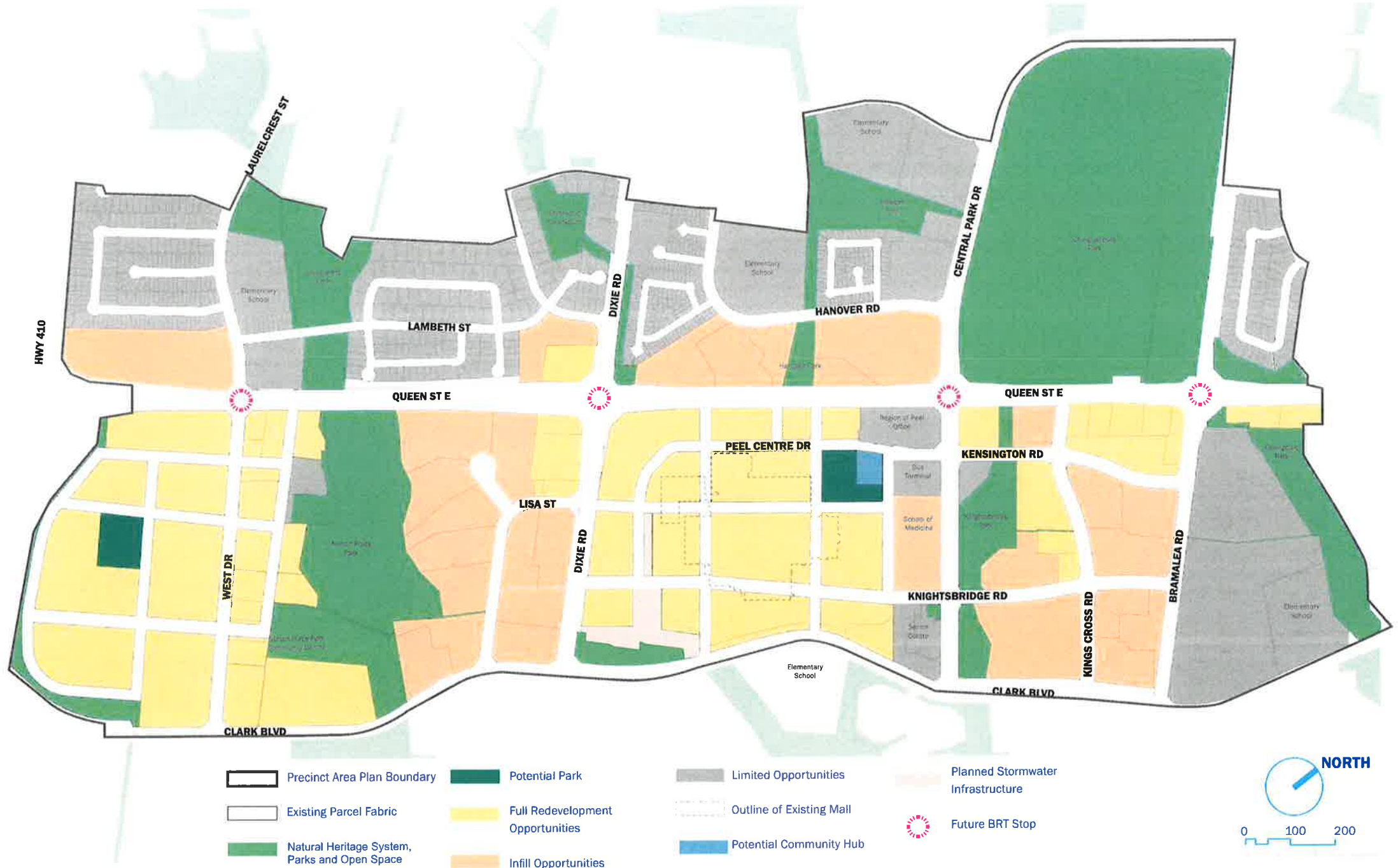


Fig. 4.1.2 Proposed Block Pattern

4.2 Potential Redevelopment Configuration

The typical block configurations in Figures 4.2.1 and 4.2.3 illustrate how the built form of the Character Areas might evolve based on the Secondary Plan policies and transit-oriented design principles. The block configurations demonstrate a potential built-out scenario (maximum gross floor area) based on the height and density distributions proposed for these specific blocks.

For the scenario in Figure 4.2.1, based on a maximum height of 25 storeys and a maximum FSI of 6.0, the maximum gross floor area for this block would be 105,240 m². For the scenario in Figure 4.2.4, based on a maximum height of 30 storeys and a maximum FSI of 6.0, the maximum gross floor area would be 76,122 m².

The block configurations provide minimum lot area, open space requirements, building setbacks and also address transition in heights and massing to abutting land uses.

New development shall achieve a high-quality urban design and built form, and will be designed and located to:

- a. create a transition in height that complies with design guidelines set out in City-wide Urban Design Guidelines;

- b. maintain minimum separation distances between buildings that complies with design guidelines set out in City-wide Urban Design Guidelines;
- c. add visual interest by varying the massing and heights of buildings; and
- d. promote visibility and interest from the street through the use of high-quality materials and architectural detailing in the design of the podium.

Height and densities permissions may be dependent on land assembly/lot consolidation to achieve minimum lot area and landscaping/open space requirements for mid to high-rise buildings.

The Zoning By-law, together with Site Plan Control, and other regulatory tools as appropriate, will include requirements for maximum lot coverage, minimum landscaped area, minimum lot size, building step-backs, height, front and side yard setbacks, massing, floor area, roofline, as appropriate.

Design Parameters

Block Area: 17,540 m² (approx. 170mx100m)

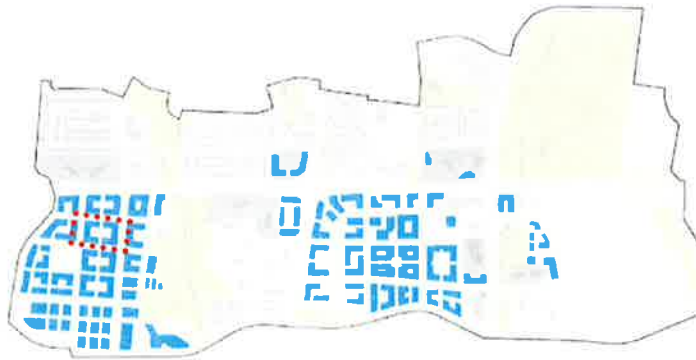
FSI: 6

Max. GFA: 105,240 m²

Building Coverage: 62%

Podium Height: 4-6 storeys

Max. Building Height: 25 storeys



Key Map

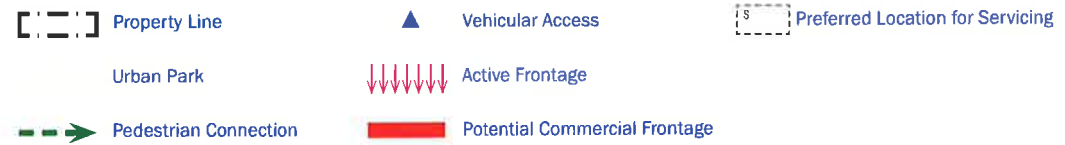
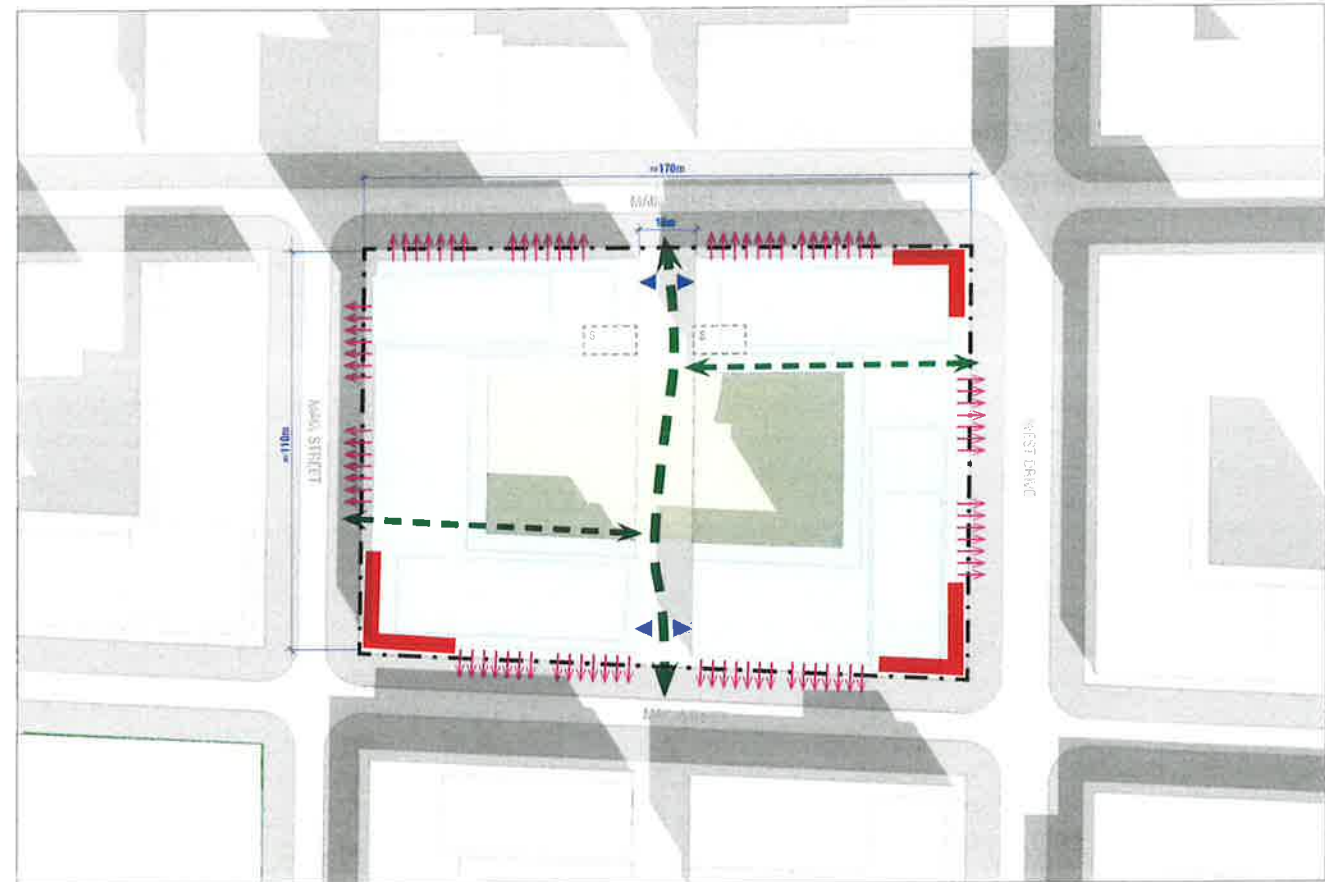


Fig 4.2.1 Block Density Distribution Plan

Active Frontage

Provide active frontages and non-residential uses to encourage walkability and street life.

Connected Open Spaces

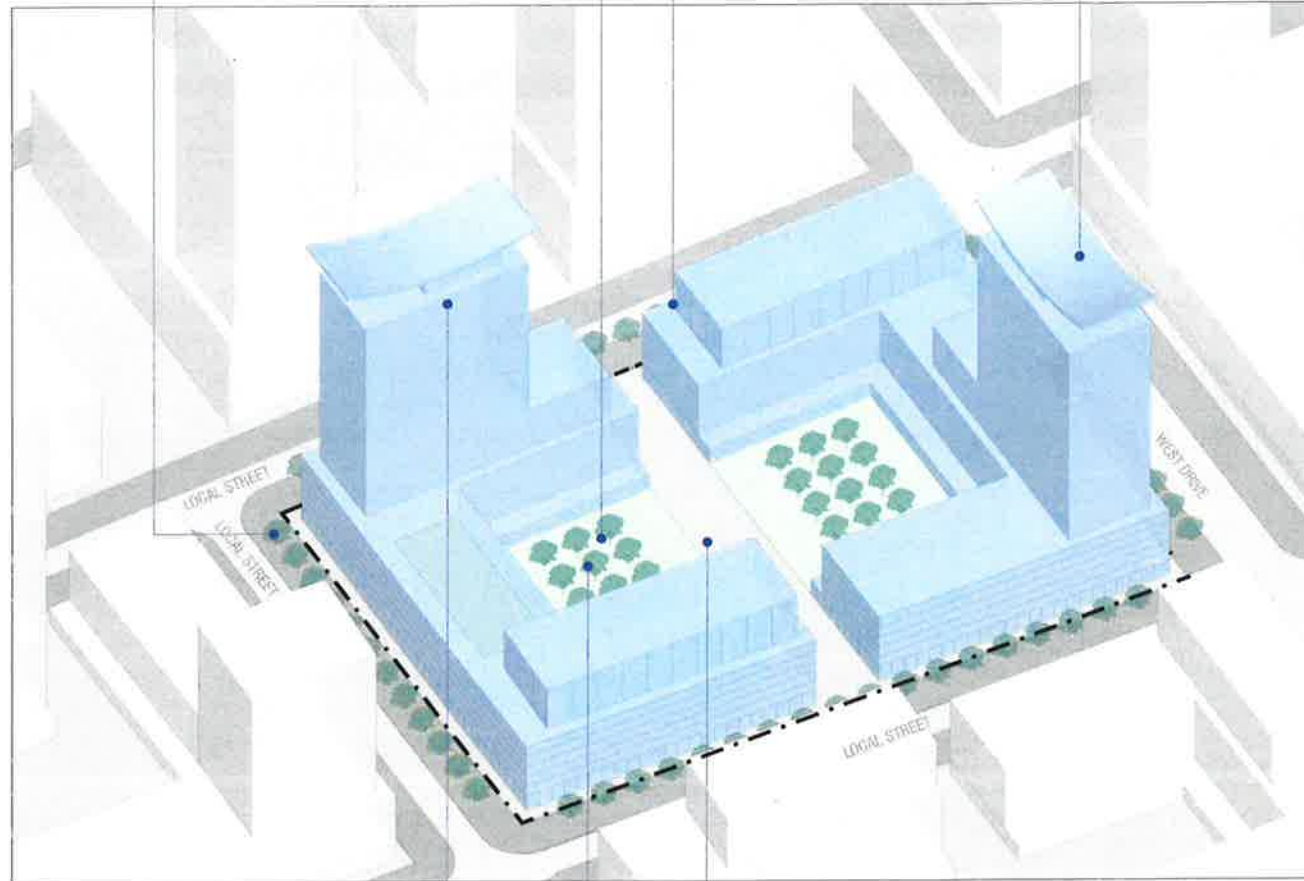
Create a connected open space system that supports active transportation including parks, urban parks and open space mid-block connections.

Step-backs

Step-backs reduce casting shadows and wind speed into the inner block

Building Height Distribution

The tallest buildings will along Primary Urban Boulevards.



Building Height Distribution

For larger development where more than one high-rise buildings are proposed, a variation in building heights should be achieved.

Optimum Block Size

Promote pedestrian movement, safety, and pedestrian-scaled spaces by using finer and more connected grid design, and walkable block sizes. Wherever feasible, design blocks between 80 to 120 metres in length and depth. Longer and deeper blocks are acceptable when coinciding with a parkette located mid block to offer relief from massing. To ensure permeability, blocks should not exceed 180 metres in length and/or depth.

Fig 4.2.2 Block Density Distribution Aerial

Design Parameters

Block Area: 12,687 m² (approx. 108m x 117m)

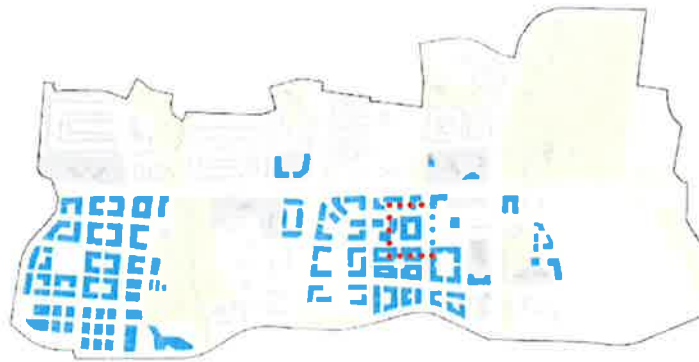
FSI: 6

Max. GFA: 76,122 m²

Building Coverage: 58%

Podium Height: 6-8 storeys

Max. Building Height: 30 storeys



Key Map

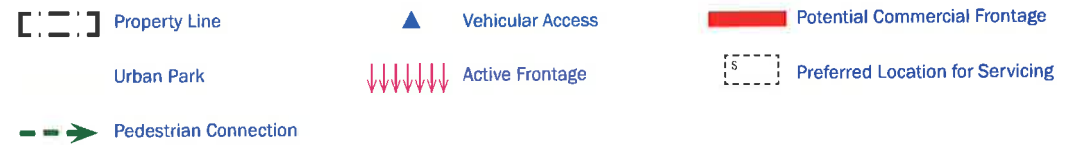
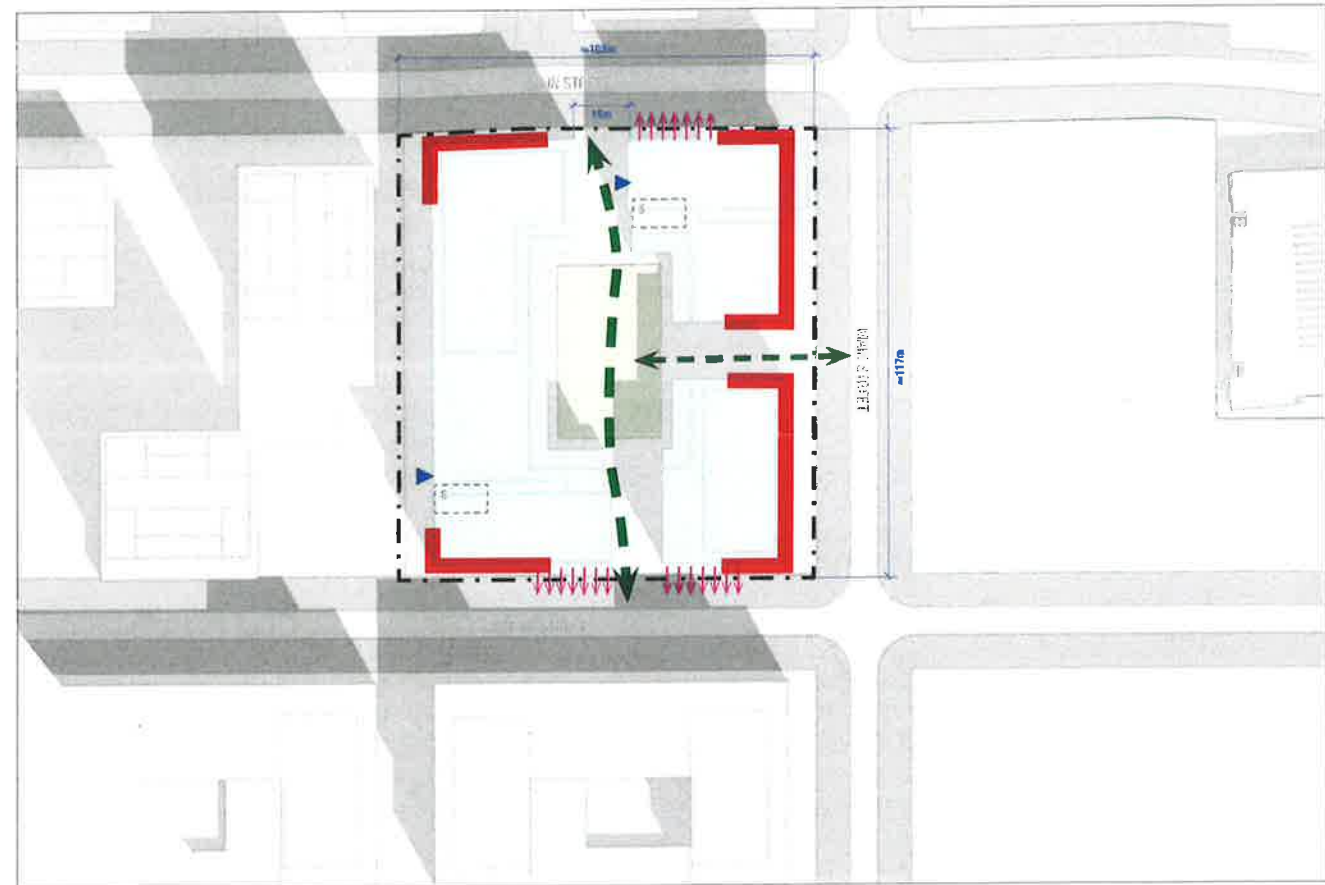


Fig 4.2.3 Block Density Distribution Plan

Mechanical Servicing

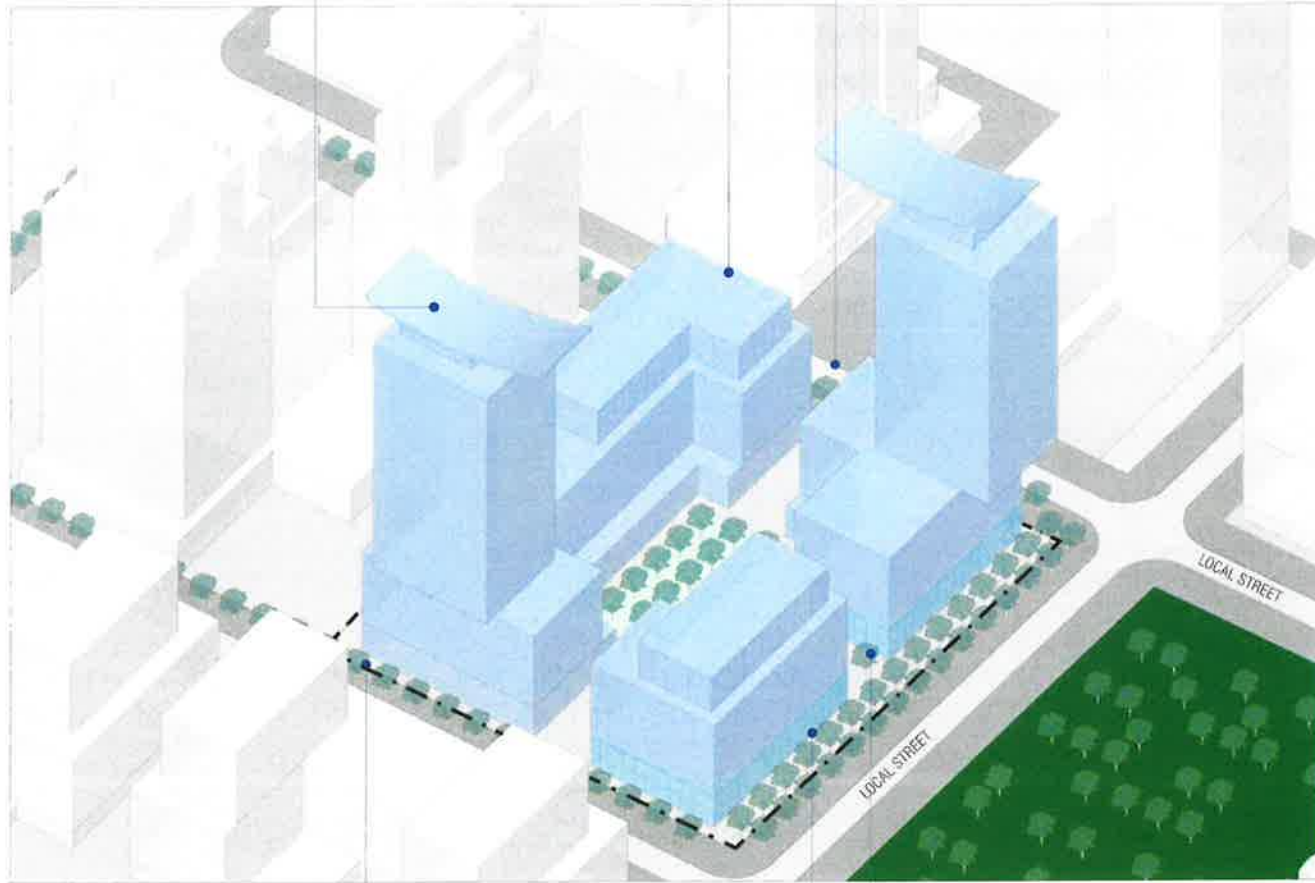
Tower tops and mechanical penthouses should be integrated as part of the building architectural design and provide for an engaging skyline

Material Selection

Use cool roofing materials, shading structures and green roof solutions to mitigate for heat island effect and stormwater runoff

Separation Distance

Maintain minimum separation distances between buildings that complies with design guidelines set out in City-wide Urban Design Guidelines



Material Selection

Promote visibility and interest from the street through the use of high-quality materials and architectural detailing in the design of the podium

Streetscape and Ground Level Activation

Provide double row of trees and an enhanced streetscape treatment.
Provide double height retail space provision including canopies, spill-out patios, landscaping and seating areas.

Mid-Block Connections

Provide pedestrian oriented mid-block connection, including enhanced landscaping and spill-out commercial terraces.

Fig 4.2.4 Block Density Distribution Aerial

4.3 Design Parameters (Built Form)

The Brampton Plan MTSA Land Use Plans (Figure 1.2) identifies locations for low-rise, mid-rise and high-rise building typologies. For complete guidance on built form objectives refer to Brampton Plan and Brampton's Urban Design Guidelines.



Fig 4.3.1 MO*Town Track 8 High Rise, Amsterdam, De Zwarte Hond

Mid-rise

- a. Built forms located within the mid-rise designation are typically 5-12 storeys. For details and design guidelines regarding mid-rise development, refer to Brampton Plan 2023 and Brampton Urban Design Guidelines.
- b. Low-rise and low-rise plus townhouses may be permitted within the mid-rise designation. Single detached dwellings are not permitted within the mid-rise designation.



Fig 4.3.2 Junction House, Toronto, Superkül

High-rise

- a. Built forms located within the high-rise designation are buildings higher than 13 storeys. For details and design guidelines regarding high-rise development, refer to Brampton Plan 2023, Tall Buildings Guideline, and Brampton Urban Design Guidelines.
- b. Mid-rise building typologies may be permitted. Low-rise and low-rise plus buildings are not permitted within the high-rise designation.



Fig 4.3.3 Hathaway House Redevelopment, London, Stiff + Trevillion

Unlimited Height and Density (UHD)

- a. Subject to the specific criteria in the Secondary Plan, the appropriate height and density will be determined through the development approval process. All developments within the UHD designation will be mixed-use.
- b. All properties shown as UH on Figure 4.4.2 shall be mixed-use.



Fig 4.3.4 Salesforce Tower, Chicago, Goettsch Partners



Fig 4.3.5 La Marseillaise Tower, Marseille, Ateliers Jean Nouvel

Retail and Commercial Areas

- a. Retail and Commercial uses will typically be located on the ground level or at the base of mid- and high-rise mixed-use buildings.
- b. Retail and commercial uses will contribute to the active street wall and the economic growth of the precinct and should primarily happen through architectural features: generous ground floor heights, sufficient glazing, public uses located close to the façade, exciting building entrances, bold signage, etc.



Fig 4.3.6 Retail Area, North America

Employment

- a. Buildings should be prominently visible from the street while loading areas should be screened from public view when available. Offices and prestige industrial developments will act as a transition between sensitive land uses and heavy industrial land uses.
- b. Mitigation measures to be utilized abutting non-employment areas, such as landscaped buffers and architectural design.



Fig 4.3.7 Employment Area, North America

4.4 Building Heights and Densities

- a. The distribution and hierarchy of heights and densities as shown on Figures 4.4.1 and 4.4.2 are important to create a well-balanced community, to generate place-making activity in public spaces and to promote increased transit ridership.
- b. The tallest buildings and highest densities will be located adjacent to the bus rapid transit stops along Queen Street East and at the Highway 410/Queen Street interchange and will transition down in all directions away from the station.
- c. As distances from bus rapid transit stations on Queen Street increases, buildings shall be scaled down from high rise to mid and low rise residential and employment densities.
- d. Provide a variety of heights to achieve an attractive streetscape and suitable integration with surrounding uses.
- e. Building heights to create human-scaled corridors for the enjoyment of the public realm.
- f. The scale of existing residential development should be acknowledged and respected through a sensitive edge buffer, which may include transitional development standards, landscape buffers, and sensitive architectural design solutions.
- g. The distribution of height and density within a MTSA is illustrated on Figure 4.4.1 and 4.4.2.

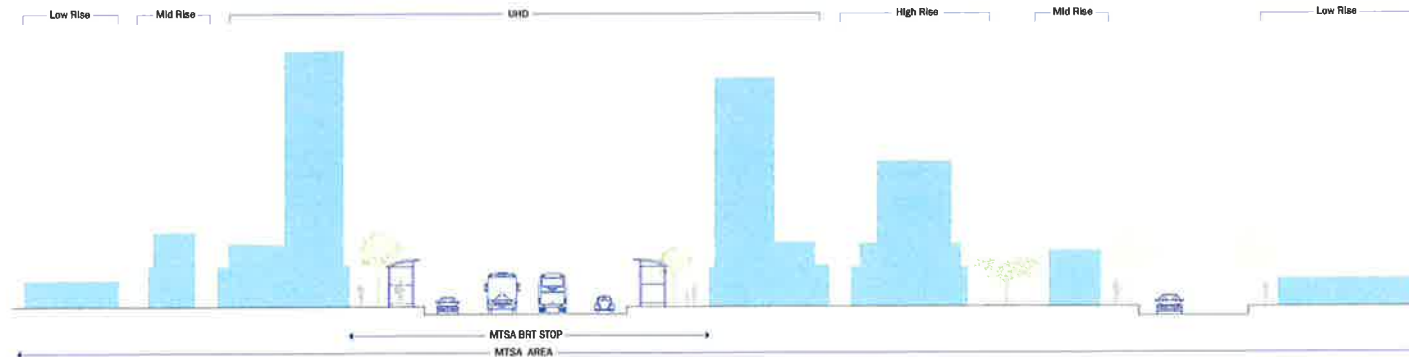


Fig. 4.4.1 - Transition Heights from MTSA BRT STOP

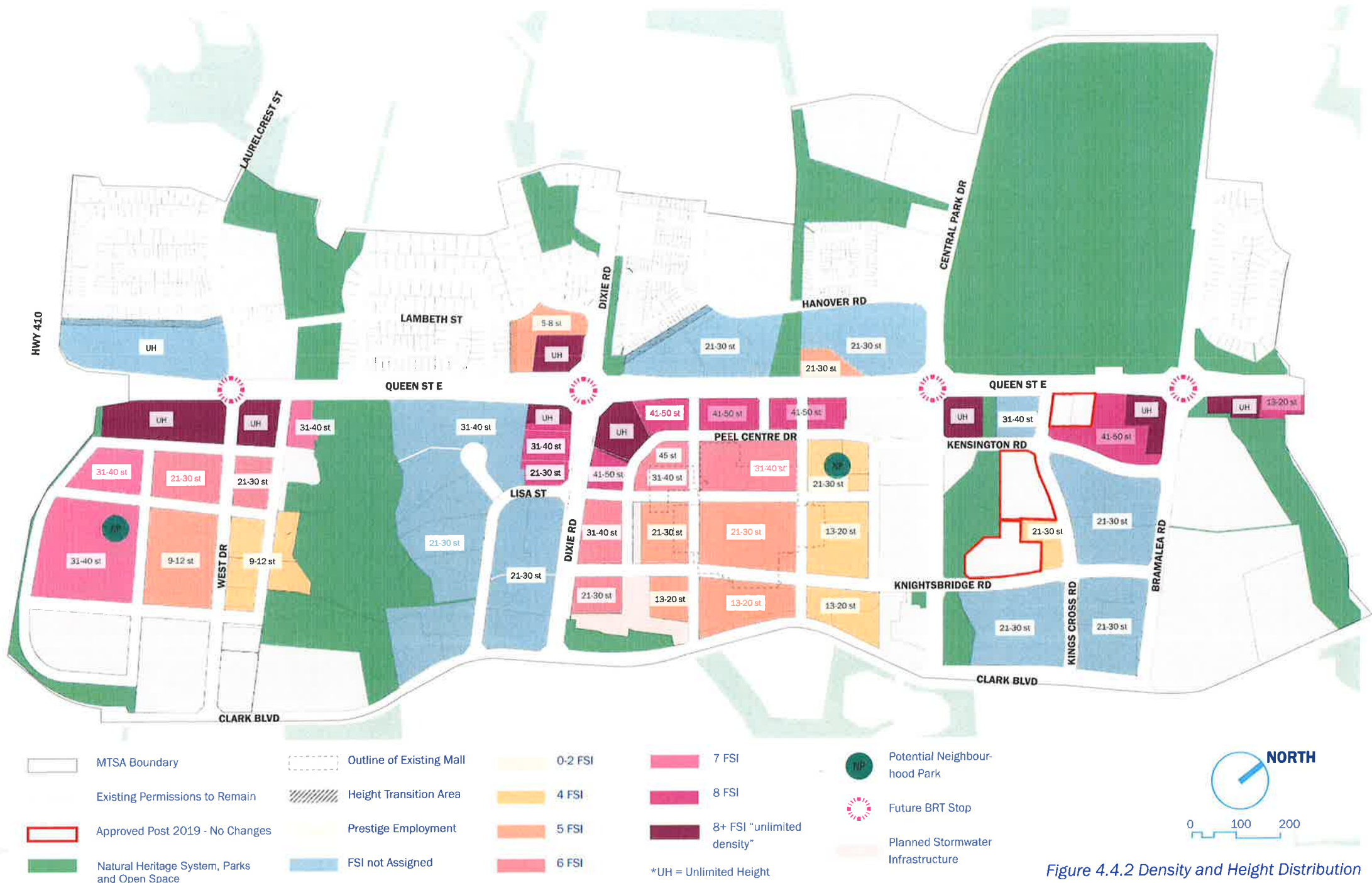


Figure 4.4.2 Density and Height Distribution

4.5 Site Organisation



Fig 4.5.1 Brampton Soccer Centre Entrance



Fig 4.5.2 Building Entrance



Fig 4.5.3 4090 Living Arts Drive showcasing drive way entrance between podium



Fig 4.5.4 Pick Up Drop-off Point, Erinokkids Centre

Building/Unit Entrances

- Building/unit entrances should be accessible for all modes of travel, weather protection should be considered, where applicable.

Vehicular Access and Servicing

- Entry points should be minimized where possible.
- Vehicular entrance points should be prominent and easily accessible from adjacent road systems.
- Servicing areas should be integrated into the building's architecture or be placed at the side or rear of the building.

Parking

- a. Parking should be placed at the rear or side of the building to reduce the visual impact of surface parking. Underground or above-grade parking should be considered when possible.
- b. Parking spaces should be strategically located to minimally impact the public realm, refrain from interfering with active street frontages, and reduce pedestrian/vehicular conflicts.



Fig 4.5.5 Street Side Parking Lay-by, Brampton



Fig 4.5.6 Aboveground Parking Garage, Bramalea City Centre

Street Walls

Facades of buildings fronting onto a street help to form the street wall. Incorporating active uses at the ground level, integrating colours or patterns, or using windows to improve views into the building will help activate the street wall, create visual interaction and provide a sense of safety. In order to reduce the vehicular character of the major arterial roads in this Precinct, buildings should have a strong presence at the street, with strategic setbacks and colonnades to offer shelter to pedestrians.



Fig 4.5.7 Shoppers World Street View



Fig 4.5.8 V5 - Queen Street

4.6 Sustainable Design Elements

The four pillars of sustainability in Brampton Plan: Environmental; Social; Economic & Financial; and Cultural Sustainability, shall be integrated in all aspects of development to build complete urban communities that promote 15 minute-neighbourhoods, mobility and accessibility, green infrastructure, economic growth, and celebrate the diverse cultures of the City.

The City's Sustainable New Communities Program, the Sustainability and Climate Change Building Block in Brampton Plan, and all other applicable policies shall guide the design of the built form, building materials, and energy use and conservation of new development, which will assist the City in achieving its sustainability goals. In addition, the Leadership in Energy and Environmental Design (LEED) green building rating system should be used as a reference for sustainable practices in development.

Sustainable living within the Precinct may be implemented through smart growth strategies and the following objectives (also shown in Figure 4.7.1):

- Sustainable Transportation
- Health and Well-Being
- Economic Prosperity
- Energy Conservation and GHG Reduction
- Culture, Community, and Ecological Conservation
- Sustainable Water

In response to our changing climate, development proposals should also consider principles guiding block organization, such as sunlight exposure, protection from wind, rain, snow and other elements, and storm water management. These tools will help to mitigate flooding, urban heat island effect, and pollution, and create more resilient communities for the future. The Bramalea Centre Precinct has been identified as a potential district energy area in Brampton Plan. Buildings are encouraged to be designed as district energy ready.

Sustainable Water

Innovative designs that consider landscaping, weather protection, and urban forestry are encouraged for all development to promote efficient water use. Green roofs, bioswales, permeable pavements, and other Low Impact Development (LID) measures will reduce stormwater runoff, water pollution, erosion, floods, and protect local water resources.

Alternative Green Energy

Alternative Green energy solutions for new developments such as district energy.

Health and Well-Being

Walkability within the precinct and access to services and amenities will support active lifestyles that promote good health and well-being.

Building Design

Use of sensible and high quality building design, materials and systems will reduce energy use and GHG emissions, as well as provide thermal comfort for building occupants.

Culture, Community, and Ecological Conservation

Parks, open spaces, and POPs will provide spaces for social interaction and create a sense of community and identity. The preservation of the natural heritage system will protect the land for the local ecosystem.

Economic Prosperity

Mixed-used buildings supporting non-residential uses at grade will further improve accessibility and equity within the Precinct.

Sustainable Transportation

Accessible public rapid transit and active transportation infrastructure will promote sustainable travel choices.

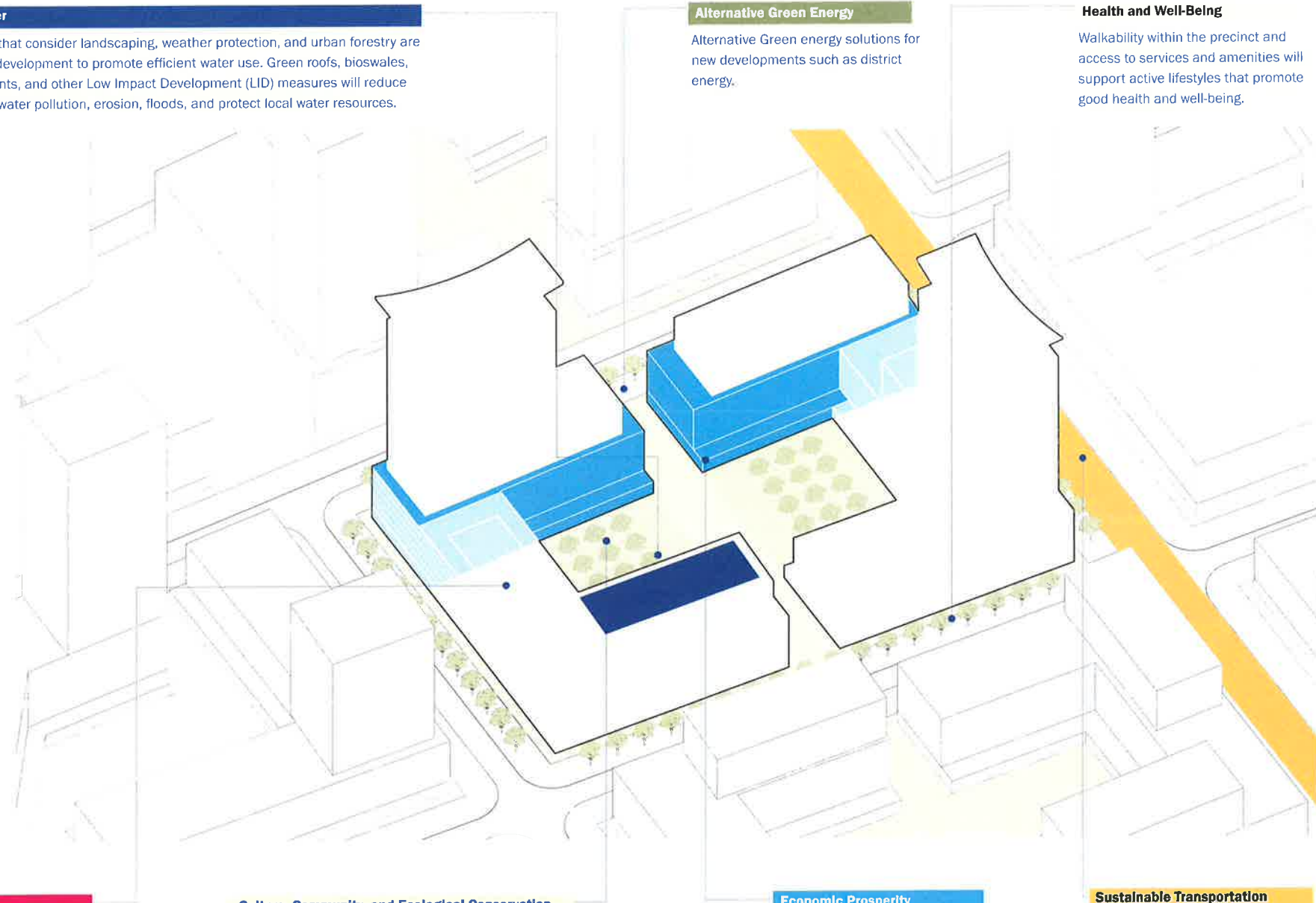
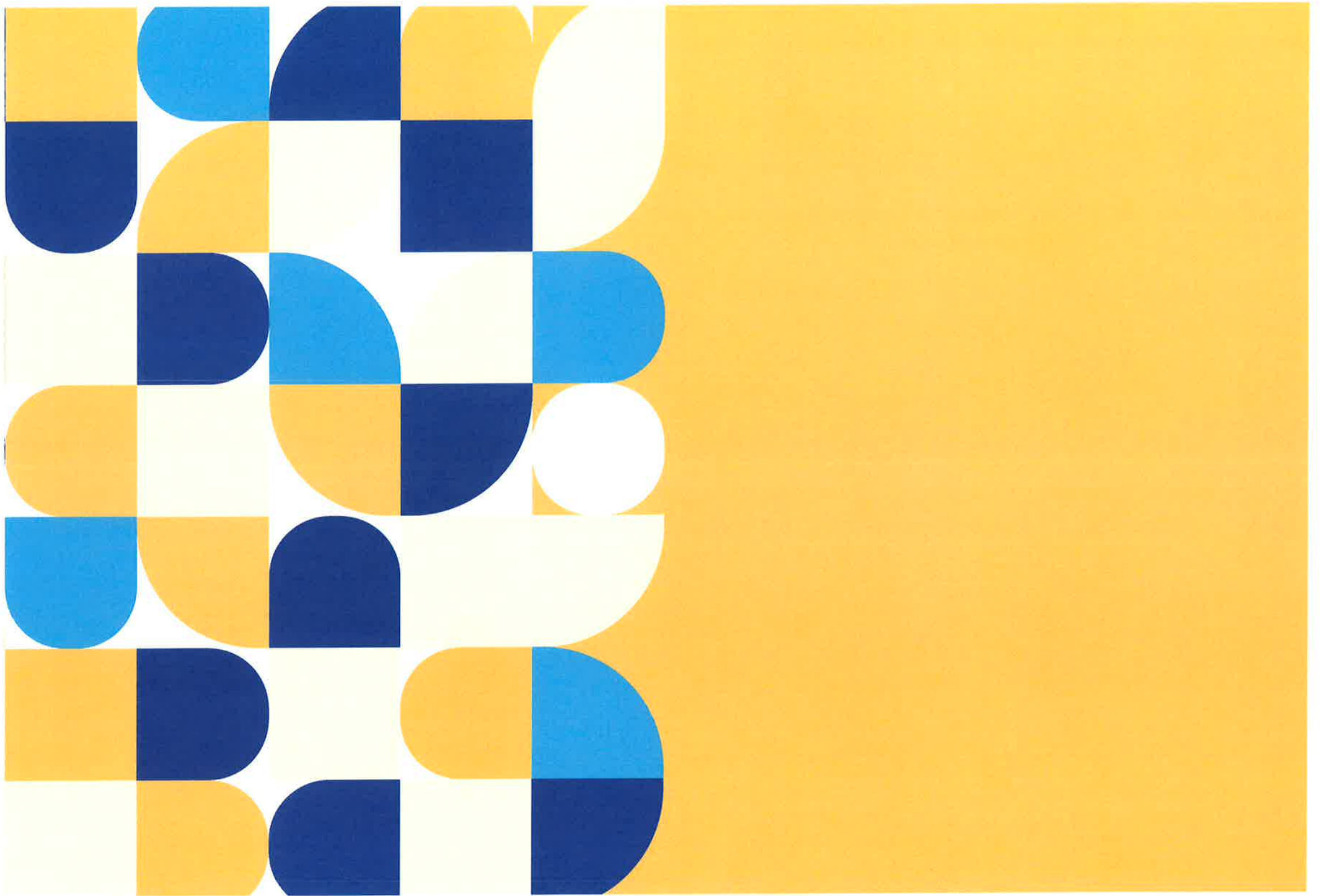


Fig 4.6.1 Sustainability Objectives



Public Realm & Mobility

The public realm refers to how people interact with space, it is an opportunity to articulate the interface between mobility and land use, and addresses matters such as the arrangement of streets and blocks, streetscapes, and landmarks, views, and skylines. The successful design of streets and open spaces relies on creating diverse, comfortable, welcoming, safe, and accessible spaces.

Mobility is the ability and level of ease of moving people, goods, and services. Fine-grained, multi-modal, pedestrian friendly networks will be created to improve travel, circulation, and access. Improving mobility can contribute to promoting equity and creating sustainable complete communities. The focus is providing universally accessible choices that allow the community to conveniently connect to opportunities without the need to rely on a car.



5.0

5.1 Parks and Open Space Framework

The public realm shapes our relationship with our surroundings and helps to define community character, and a sense of place.

An interconnected network of open spaces and parks play a fundamental role in creating a vibrant community and providing convenient access to transit (see Figure 5.1.2).



Fig 5.1.1 Norton Place Park

Key north-south existing and new open space linkages are identified near the MTSA stations along Queen Street to facilitate connections to destinations.

A community facility between Central Park Drive and Team Canada Drive is identified as a major destination for a new North-South open space movement. Along with a proposed neighbourhood park, this area is expected to frame a new Main Street that extends to Clark Blvd. and leverages the proximity to the School of Medicine.

The existing open space movements that articulate circulation north-south from Laurelcrest Park to Hanover Park and further south to Clark Blvd., will benefit from the proposed east-west connections. Likewise, the existing North-south connection to Chinguacousy Park will be maintained and likely benefit from increase pedestrian traffic given its significance to the Precinct Area Plan's public realm.

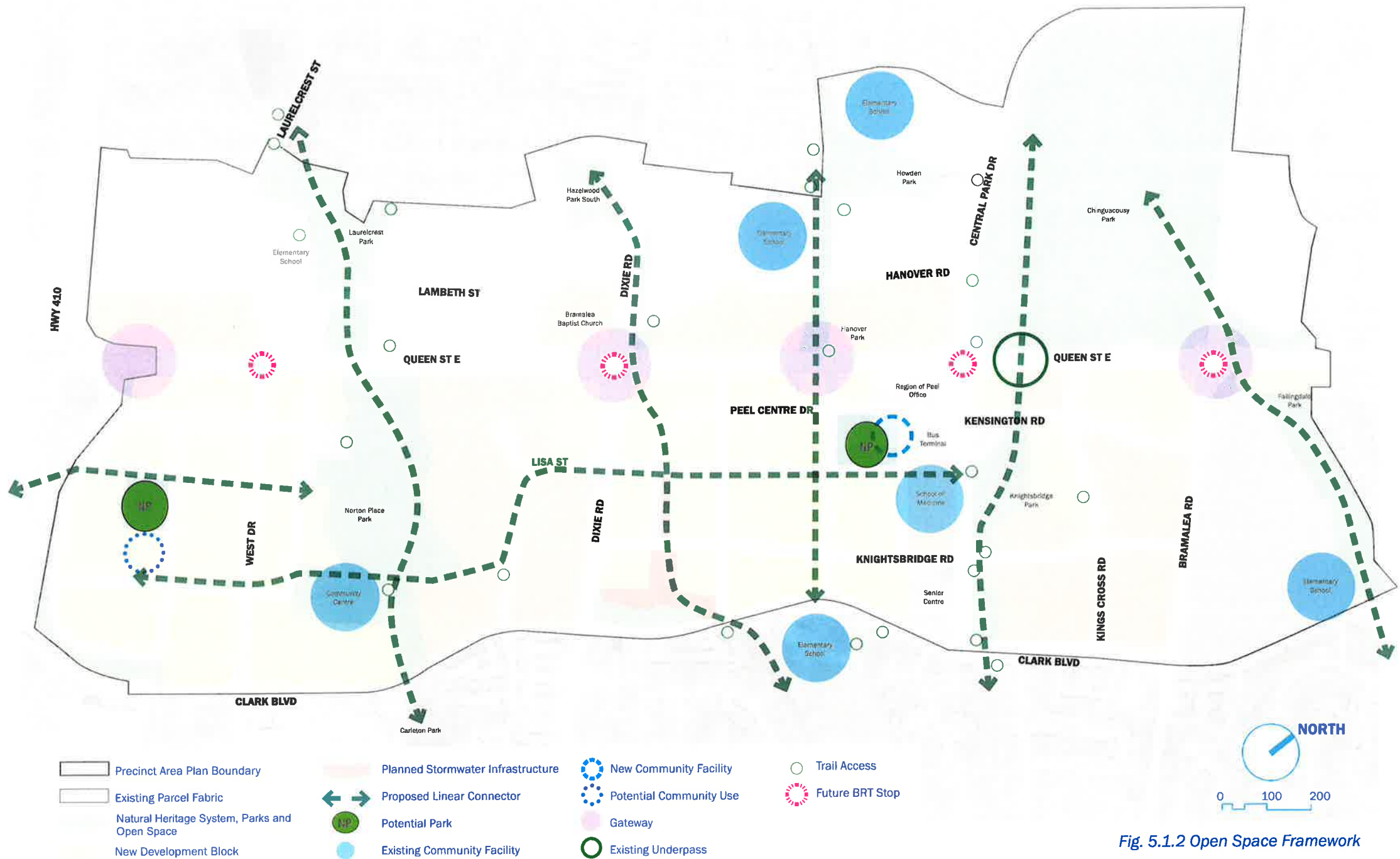


Fig. 5.1.2 Open Space Framework

5.2 Place making

Incorporating publicly and privately-owned accessible features into an interconnected network of open and inviting spaces where all users can have an enjoyable experience.

Linear Connectors

Providing access and linkages to publicly accessible parks and open spaces. These are a key component in advancing the City's mobility system.

Landscape Buffers

Landscape buffers are Linear Connectors between parkland or major community destinations and form part of the broader Active Transportation Network. Provides buffer between different land uses.



Fig 5.2.1 Connected Network of Streets, Pedestrian and Cycling = Convenient access to transit facilities, destinations and amenities



Fig 5.2.2 Landscape Buffer Along High Line Park, New York

Public Art

Improve, expand, or create new public realm and open space areas that can be enhanced by art and interactive opportunities.

To enhance way finding opportunities and thematically link to the character areas.

Wayfinding

Wayfinding is a system of information and design elements that supports the movement of everybody through signage, tactile and audio wayfinding, railings and ramps, or even lighting and architecture. Wayfinding aids pedestrians and cyclists with navigating to station and transit facilities. Effective wayfinding will improve the accessibility and livability within the precinct.

Gateways

Gateway intersections will be designed as integral components of the public realm to identify a sense of entrance, arrival and movement and should be reinforced by the surrounding built form and site planning. Gateways can be built form, open space, or other forms. Refer to Fig 5.1.2 for locations of Gateways.



Fig 5.2.3 Young Canada Statue: Ken Whillans Square, Brampton



Fig 5.2.4 Franceschini Drive Bridge



Fig 5.2.5 Brampton Gateway Terminal



Fig 5.2.6 Way-finding Map installed by the city to support pedestrian navigation around the city

5.3 Street Hierarchy and Typologies

Street network is to encourage and facilitate different modes of travel and provides a foundation for the built environment. The variety of buildings along the different street hierarchies contribute to the character of those streets. A well-connected street network will break up large blocks using mid-block connections and complete streets to improve the walkability of an area. Low impact development techniques such as bioswales, permeable pavements, etc. may be incorporate into the street network. Improving the street network of the Bramalea Centre Precinct is crucial to achieving transit-oriented and complete sustainable communities.



Key Map

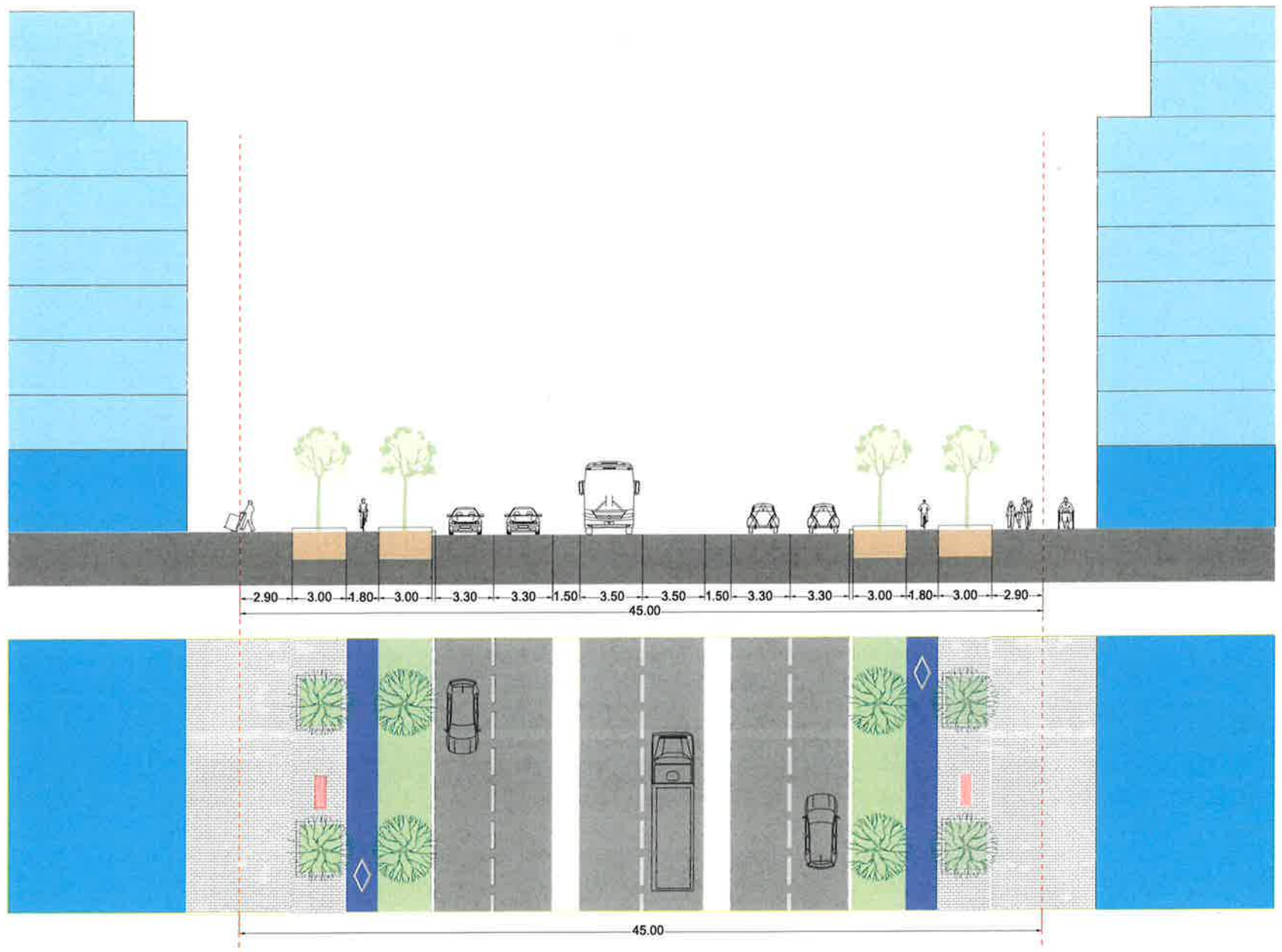


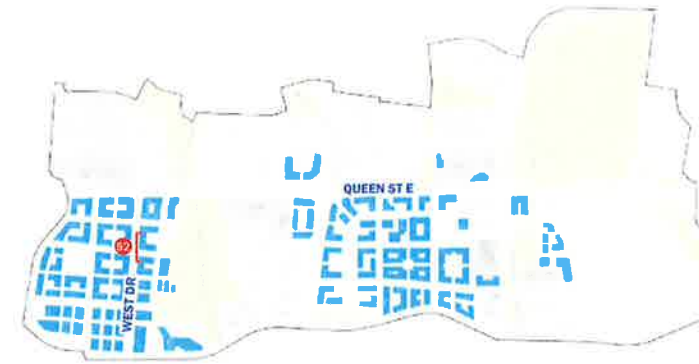
Fig 5.3.1 S1 - Higher Order Transit Street

New Public Streets

A network of new complete public streets will support mobility through out the Precinct for all users and will create new development frontages. Figure 5.3.2 shows a complete street within a 25.2m right-of-way. Alternative public street right-of-ways utilizing low-impact development standards and complete street elements can also be implemented

Private Streets

Private streets are encouraged to provide the same public realm and streetscape experience as public streets and use similar treatments to ensure a uniform streetscape is maintained across the Precinct.



Key Map

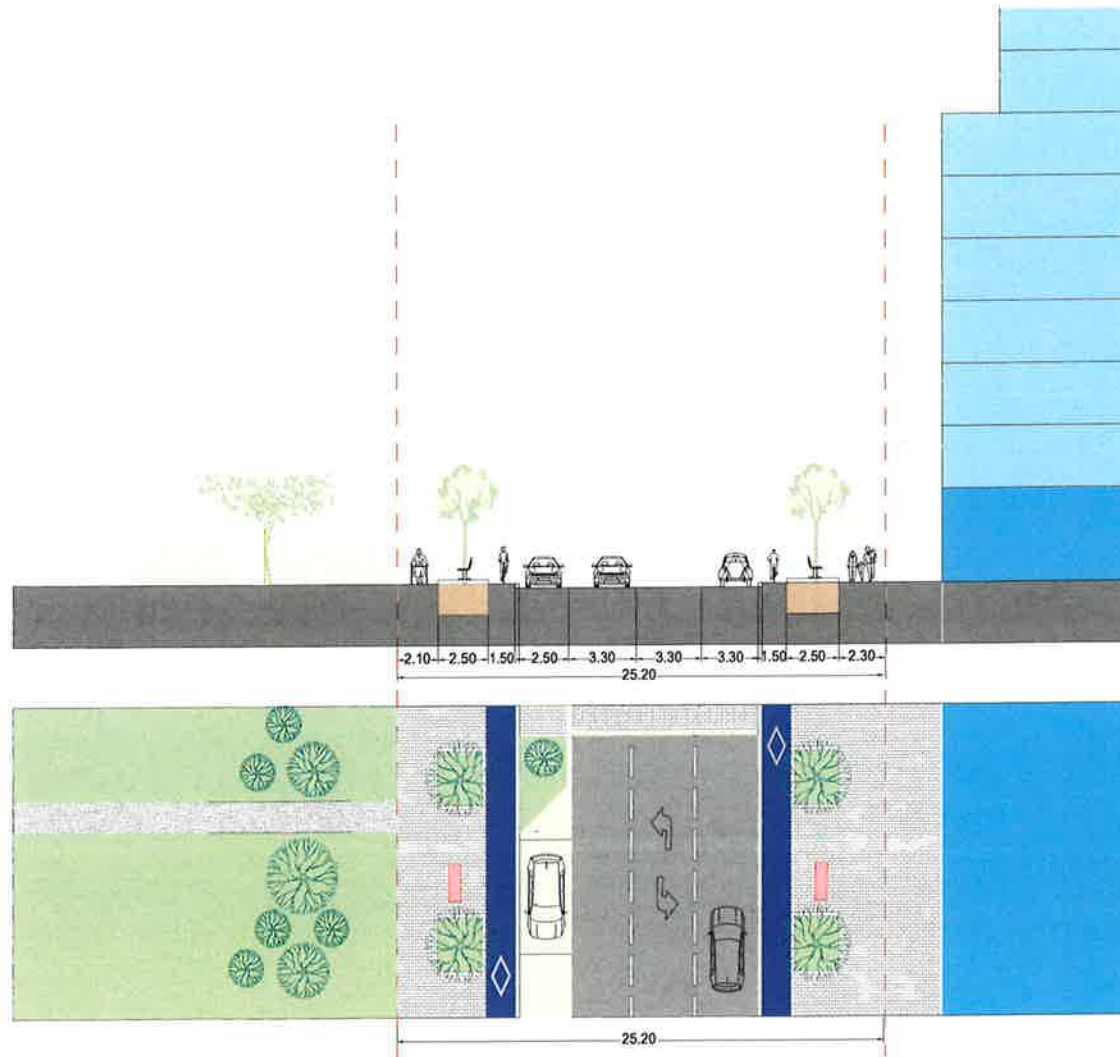


Fig 5.3.2 S2 - 25.2m R.O.W Boulevards

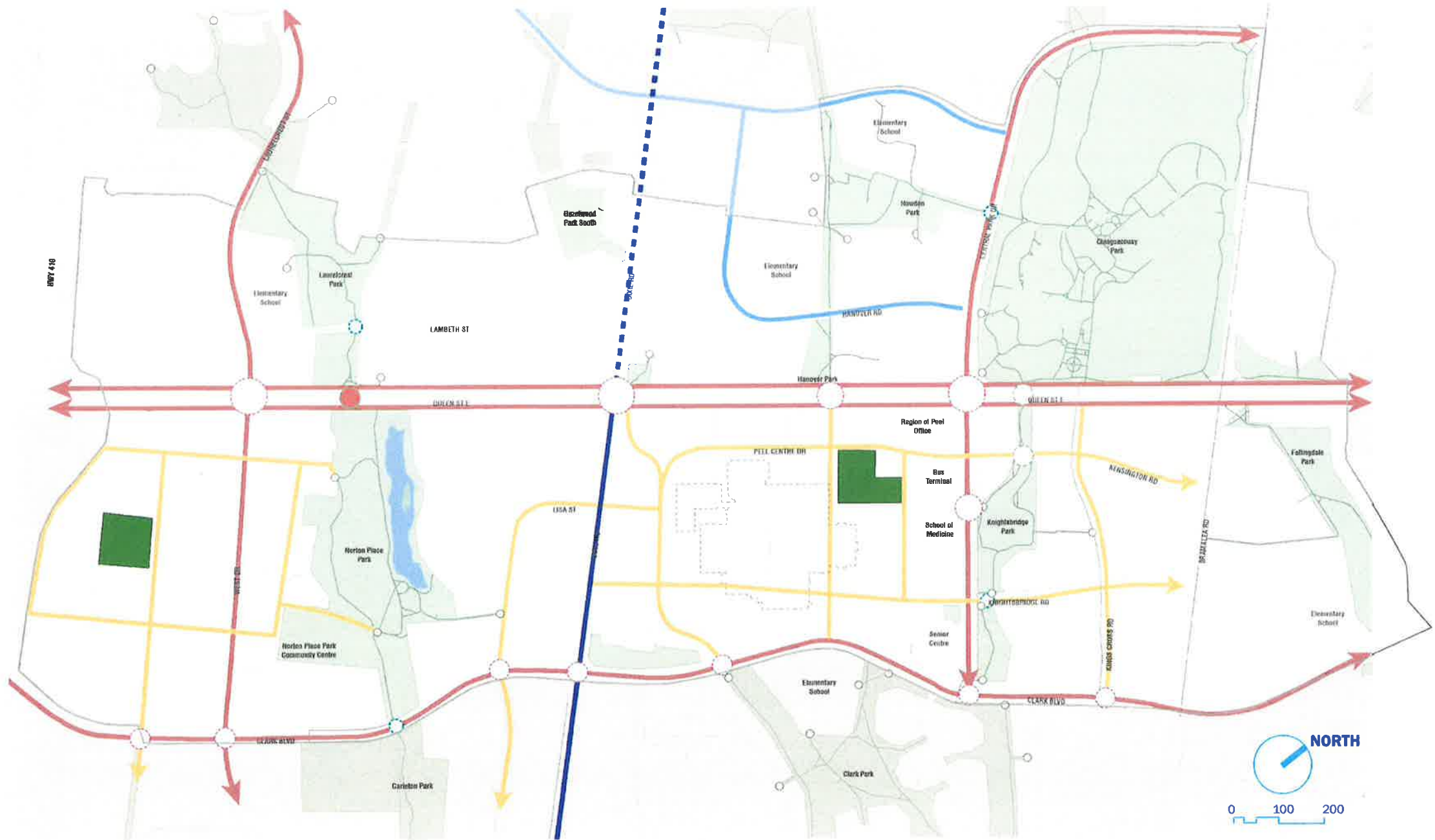
5.4 Active Transportation

Active transportation includes walking, biking, and rolling that is low-cost, zero or low-carbon, healthy and efficient. The proposed Active Transportation Network will improve the mobility and safety of non-motorized modes of transportation, reduce the reliance on automobiles, supplement the transit network, and promote healthy and sustainable living.



Fig 5.4.1 Cyclists biking along Brampton Creek

- MTSA Boundary
- Natural Heritage System, Parks and Open Space
- Potential Park
- Existing Trails
- Existing Bike Lanes
- Existing Multi-Use Path
- New Proposed Multi-Use Path
- Planned Cycle Track
- New Proposed Cycle Track
- Protected Intersection
- Potential Trail Crossing
- Existing Trail Access
- Existing Trail Underpass
- Planned Trail Underpass



Produced by ARUP for City of Brampton

Fig. 5.4.2 Proposed Active Transportation Network

5.5 Transit Network

Queen Street East is an important transit corridor, including a future bus rapid transit (BRT) route. Local transit routes provide connections to the higher-order transit along Queen.



Fig 5.5.1 Zum Bus



Fig 5.5.2 Light Rail, Sydney

- MTSA Boundary
- ZUM Network
- ZUM Stop
- Local Bus Network
- Local Bus Stop
- LRT/BRT Network
- Future BRT Stop
- Priority Bus Support Corridor
- Regional Express Bus
- Potential Frequent Regional Express Bus
- Potential Rapid Transit (Priority or Zum)
- GO Rail
- GO Rail Stop
- Existing Buildings
- Conceptual Buildings



Produced by ARUP for City of Brampton

Fig. 5.5.3 Proposed Transit Network



The Corporation of the City of Brampton

By-law

Number 23 - 2026

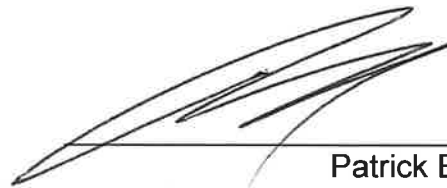
To Adopt Amendment Number OP2023-
to the Official Plan of the
City of Brampton Planning Area

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).

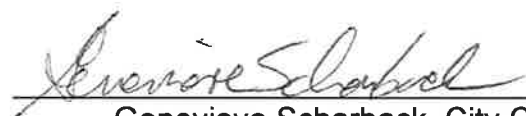
Enacted and passed this 4th day of February, 2026.

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 -
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.

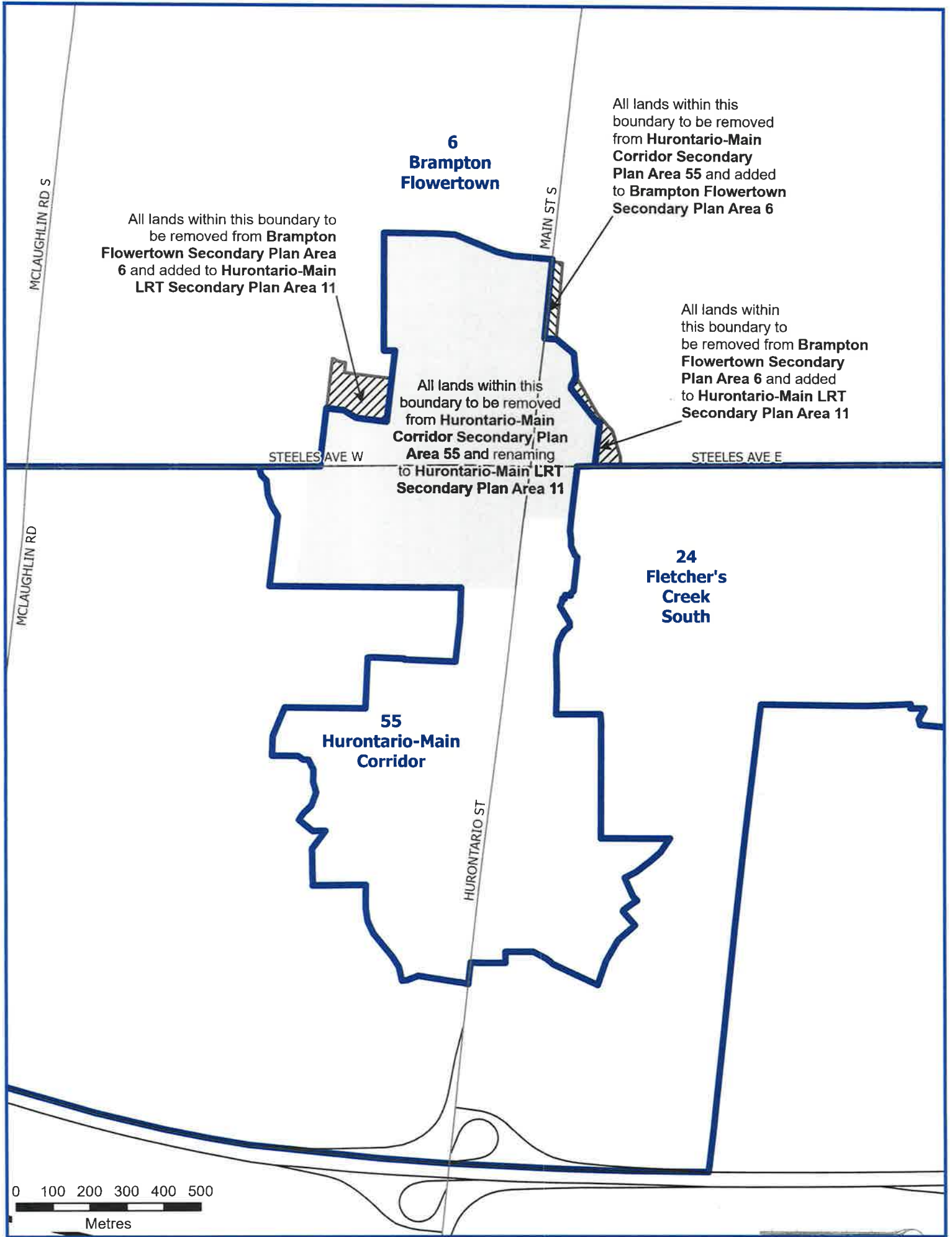
10.0 Healthy Communities and Sustainability

- 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

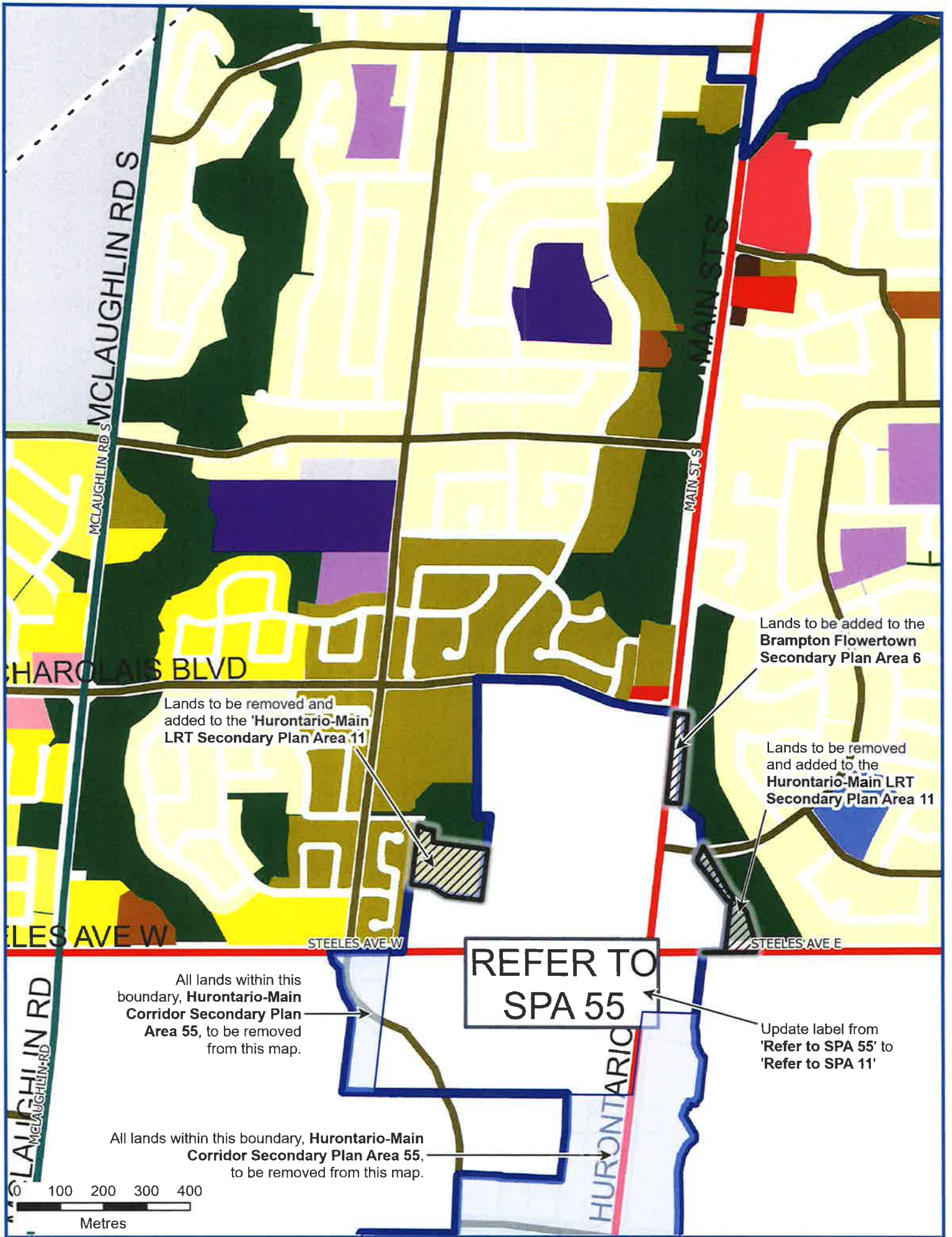
- a) Through the development review process, development proponents shall collaborate with the City and applicable external agencies to address public service facility needs such as but not limited to licensed childcare or early years centres, parks, recreation centres, fire and emergency services, higher-order 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

- | | | |
|---|----------------------------|----------------|
| Hurontario-Main LRT Secondary Plan Area 11 | <u>Road Classification</u> | City Boundary |
| Lands to be removed and added to Hurontario-Main LRT Secondary Plan Area 11 | — Highway | Secondary Plan |
| Lands to be removed and added to Brampton Flowertown Secondary Plan Area 6 | — Arterial Road | |
| | — Railway | |



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

UTILITY

- UTILITY

INSTITUTIONAL

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

EMPLOYMENT

- GENERAL EMPLOYMENT 1

OPEN SPACE

- NATURAL HERITAGE SYSTEM
- RECREATION OPEN SPACE
- CEMETERY

RAILWAY

SPECIAL SITE AREA

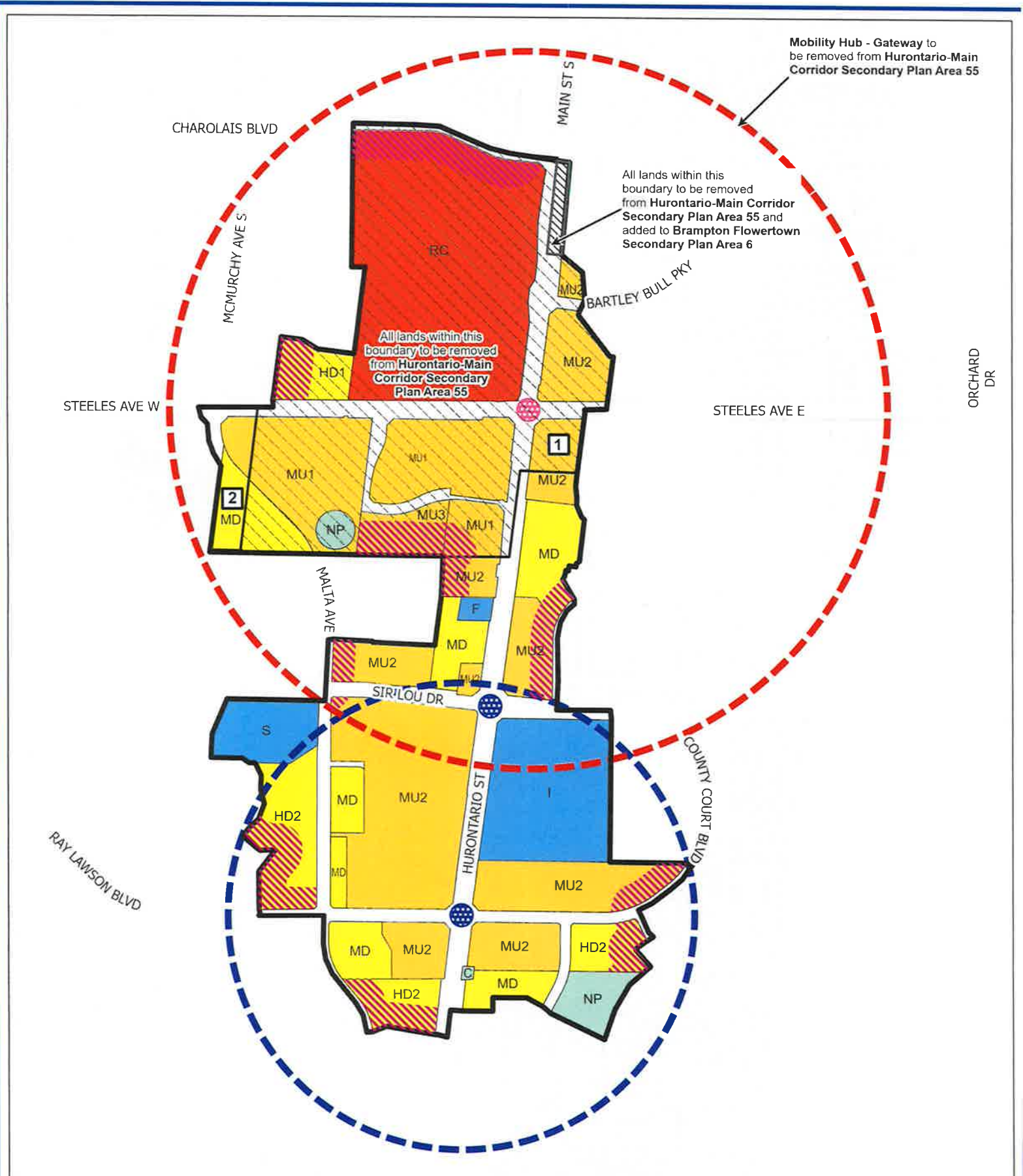
SPECIAL POLICY AREA

SECONDARY PLAN BOUNDARY

ROADS

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





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
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brampton.ca

0 100 200 300 400

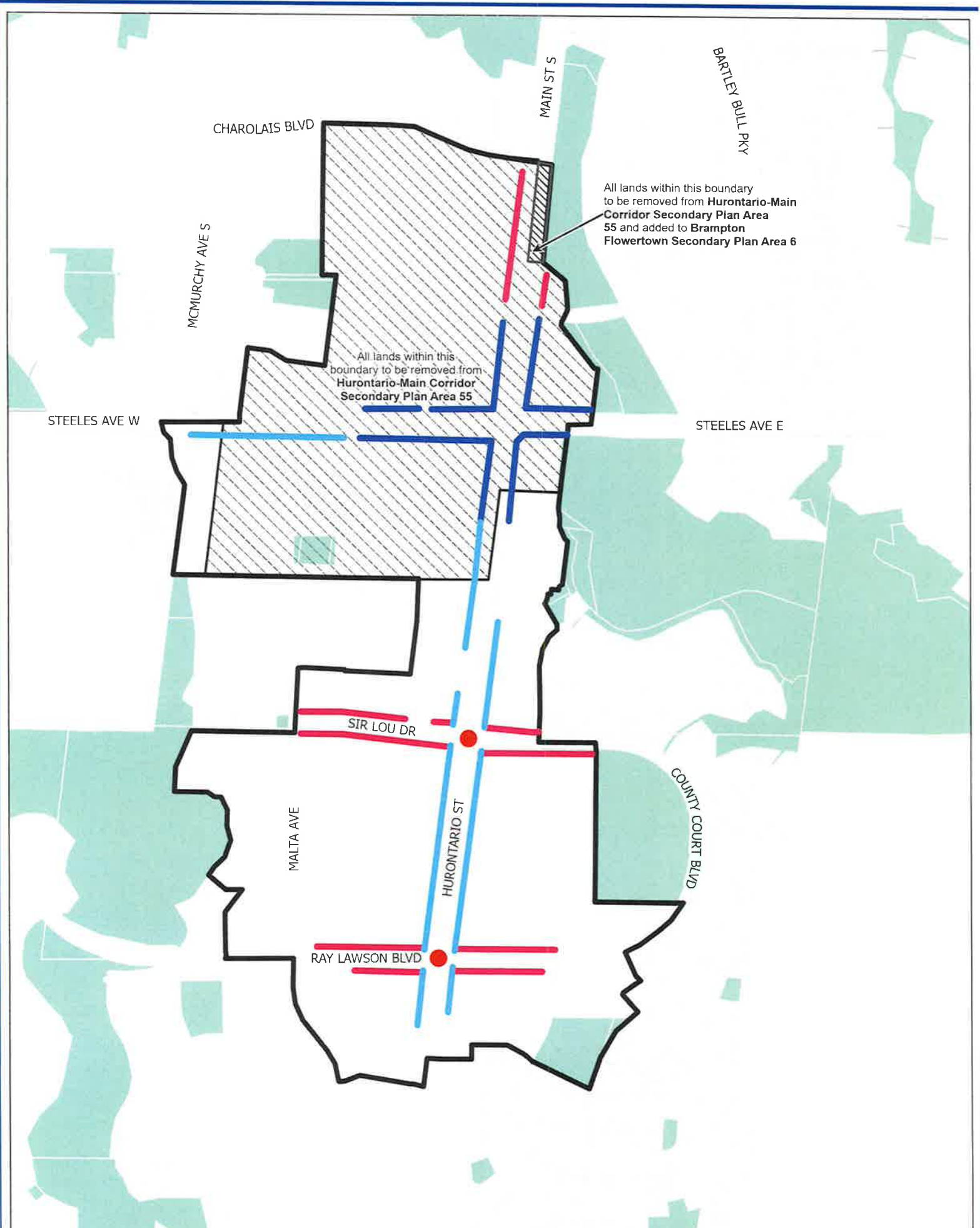
Metres

Date: 2025/11/07

Drawn by: LCarter

SCHEDULE C TO OFFICIAL PLAN AMENDMENT
 OP2023# 020

BY-LAW 23-2026



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

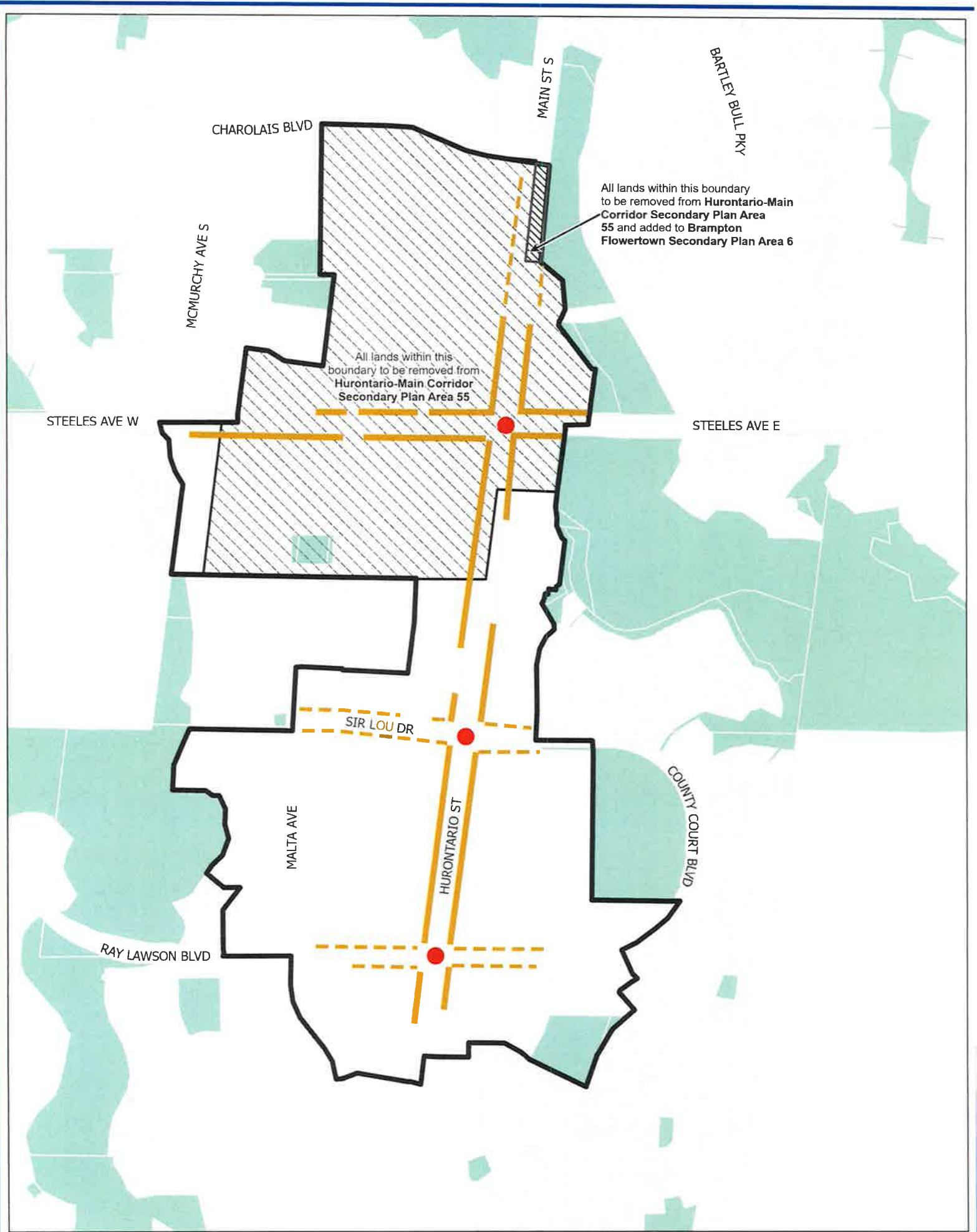
All lands within this boundary to be removed from Hurontario-Main Corridor Secondary Plan Area 55

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: L.Carter

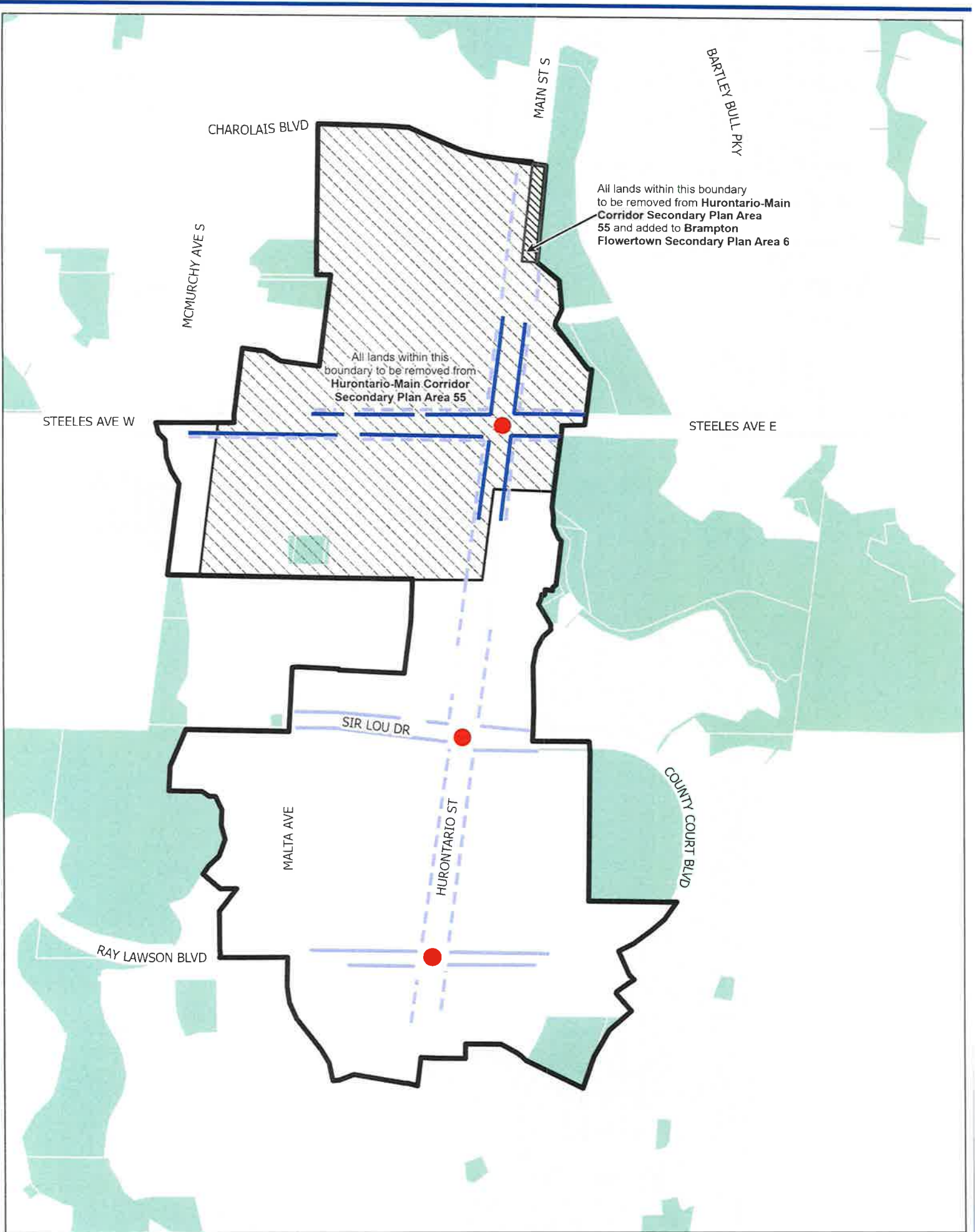


FROM Schedule SP 55 of the document known as the Hurontario-Main Corridor Secondary Plan Street Walls Along Frontage Chapter 55

- | | |
|--|--------------------------|
| 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

0 100 200 300 400
Metres



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

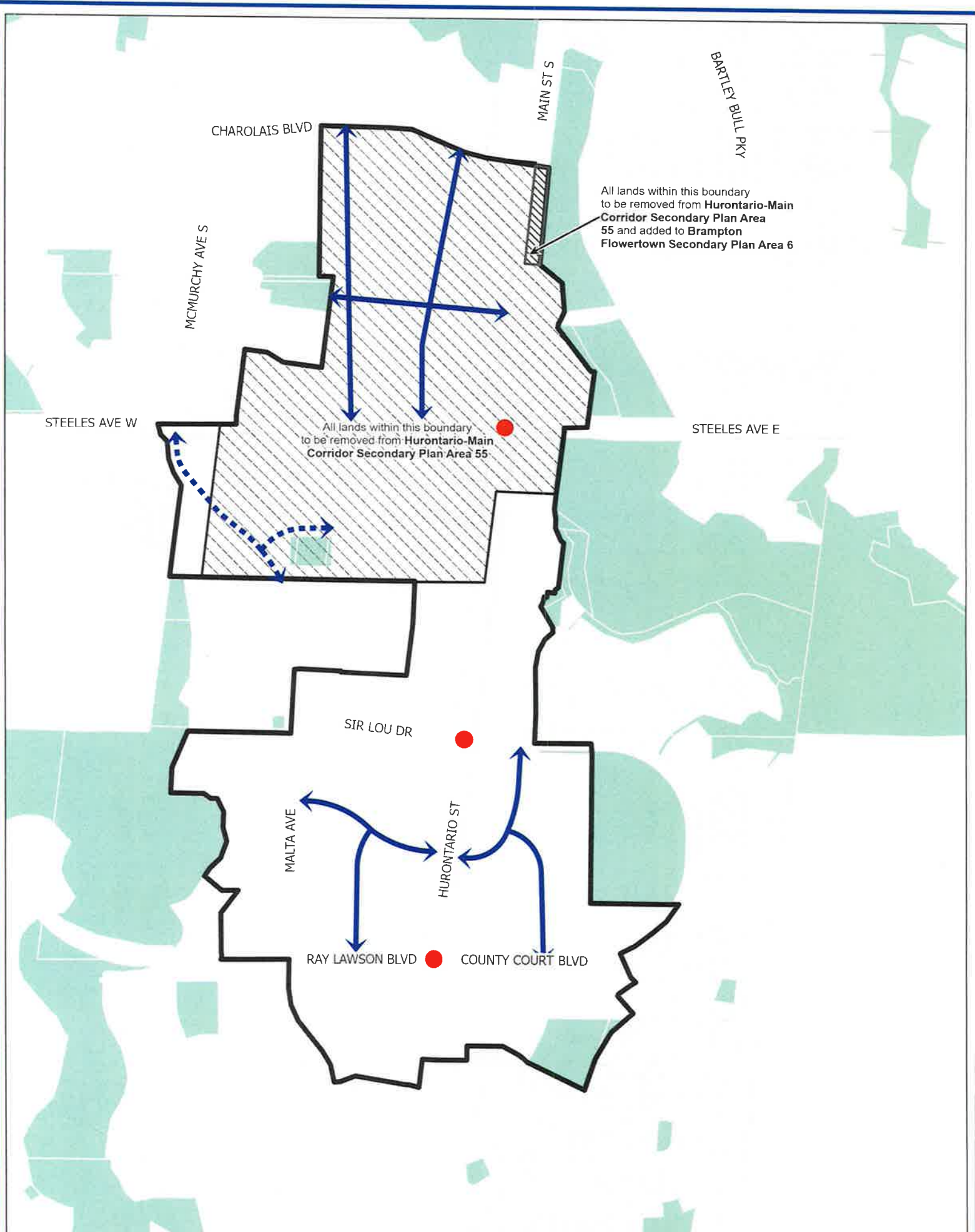
All lands within this boundary to be removed from Hurontario-Main Corridor Secondary Plan Area 55

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

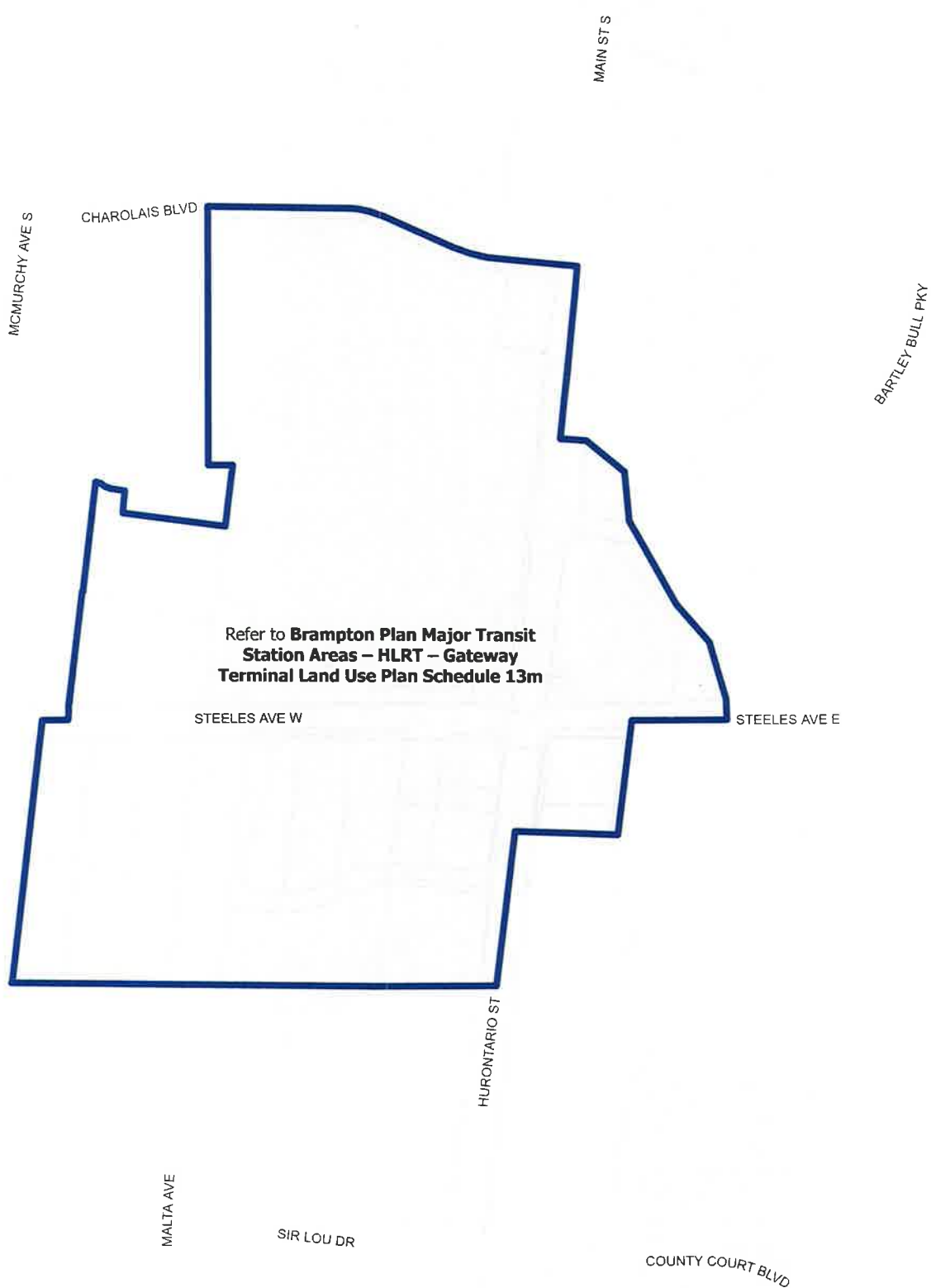
-  Lands subject to this amendment
-  Lands to be removed from Hurontario-Main Corridor Secondary Plan Area 55
-  Lands to be removed and added to Brampton Flowertown Secondary Plan Area 6
-  Parcel Fabric
-  Open Space
-  Transit Stops
-  Potential Conceptual Connections
-  Collector Rd (33-36 metres)




Appendix E - FUTURE ROAD CONNECTIONS







0 100 200 300 400
Metres

Date: 2025/11/04 Drawn by: LCarter



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

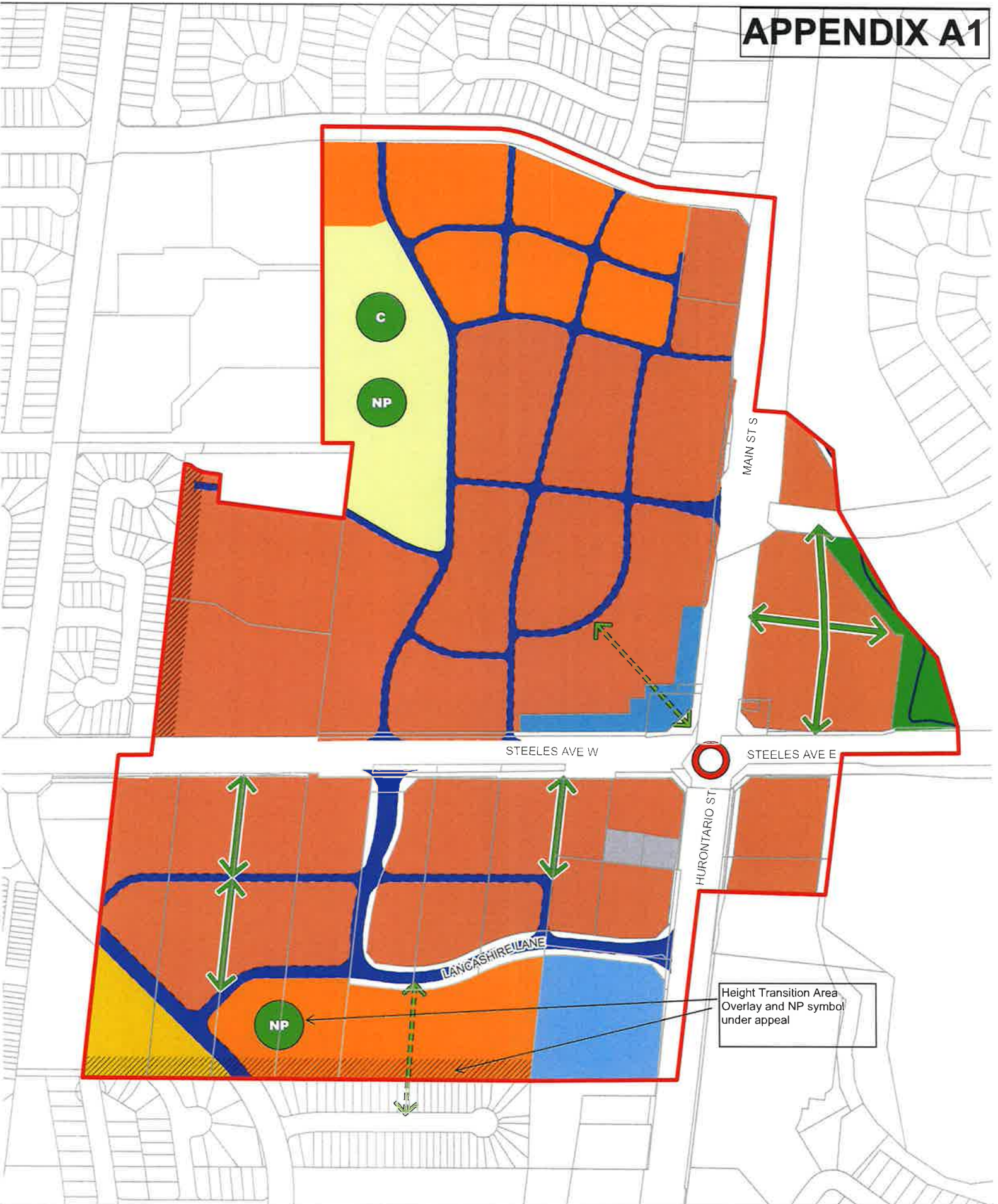



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Date: 2025/10/31 Drawn by: LCarter

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

APPENDIX A1

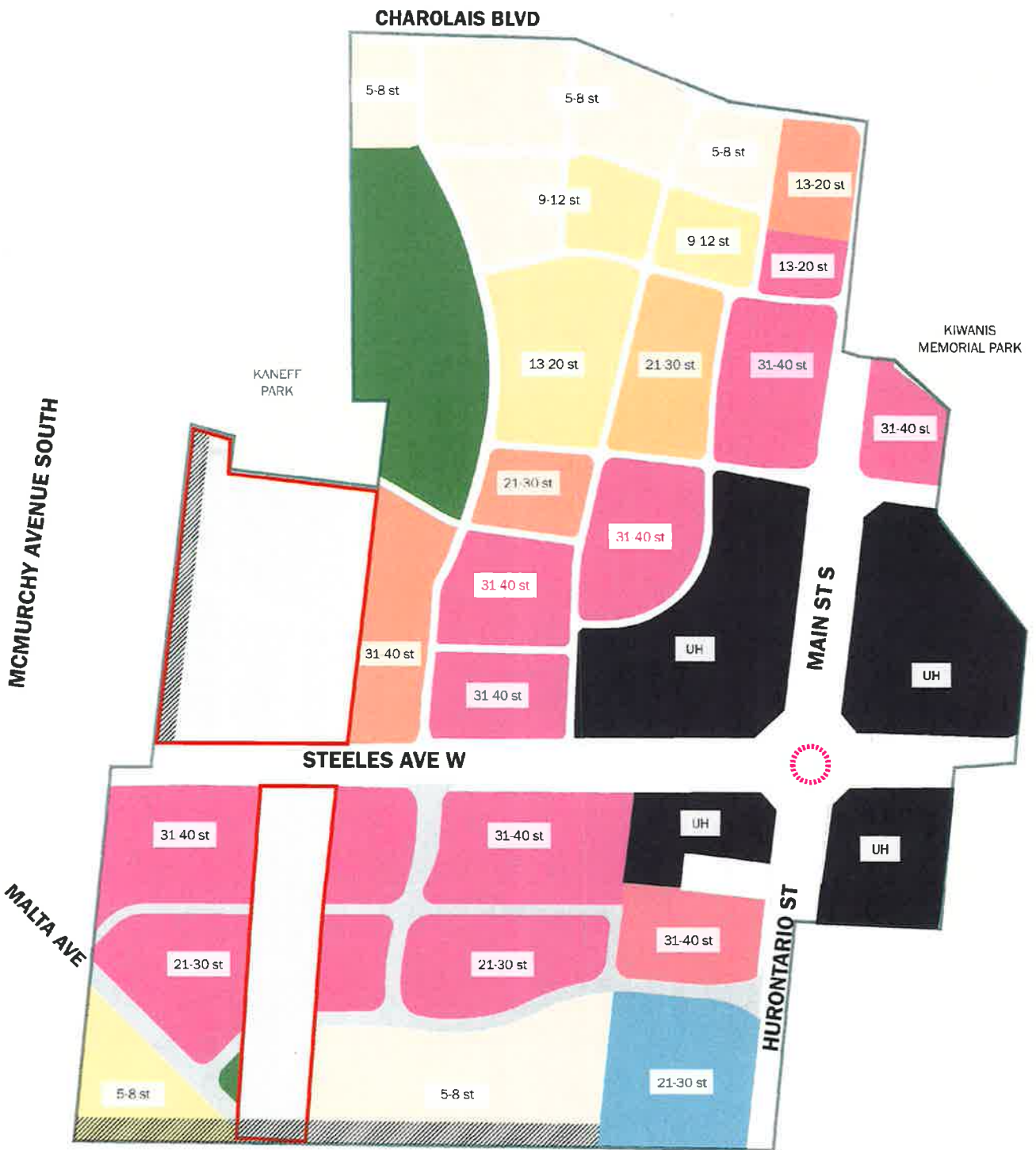


- | | |
|---|---|
| NEIGHBOURHOOD (MID-RISE RESIDENTIAL) | PROPOSED PUBLIC OR PRIVATE STREET NETWORK |
| MIXED-USE (MID-RISE MIXED-USE) | POTENTIAL MID-BLOCK CONNECTION |
| MIXED-USE (HIGH-RISE MIXED-USE) | TRCA FLOODPLAIN |
| MIXED-USE EMPLOYMENT (OFFICE MIXED-USE) | HEIGHT TRANSITION AREA |
| TRANSIT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

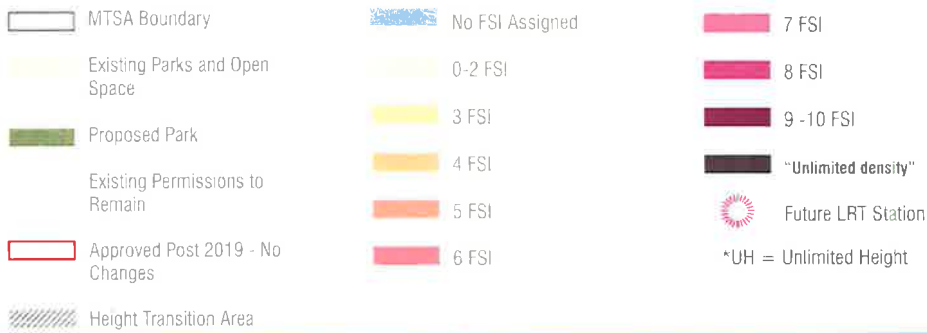
This Appendix is provided for reference purposes only. For official land uses, refer to Brampton Plan schedule 13m. The Mixed-Use Employment (Office Mixed-Use) designation is appealed on a city-wide basis (OLT Case No. OLT-24-000688)

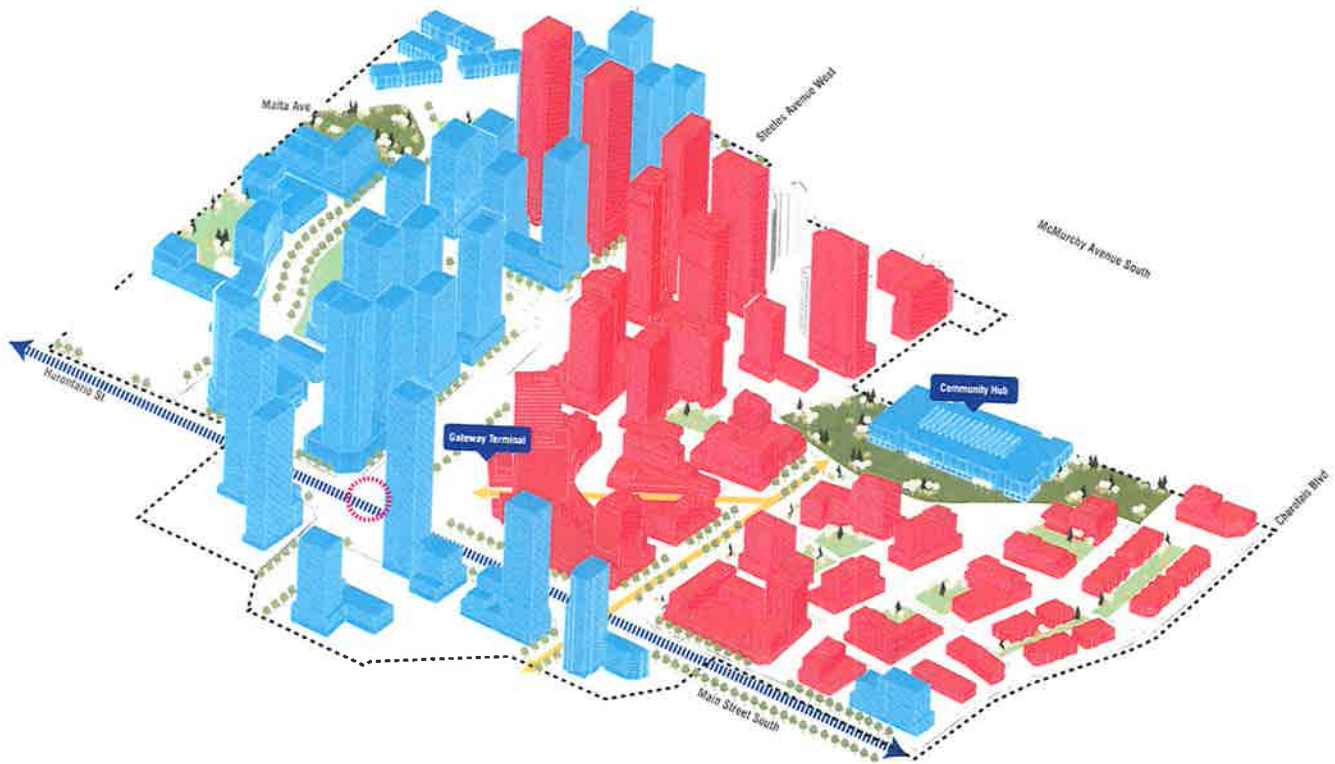


Date: January 2025
 Planning, Building and Growth Management
 Brampton Plan
 This map forms part of the Official Plan of the City of Brampton and must be read in conjunction with the text and other schedules














APPENDIX B1





APPENDIX C1

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

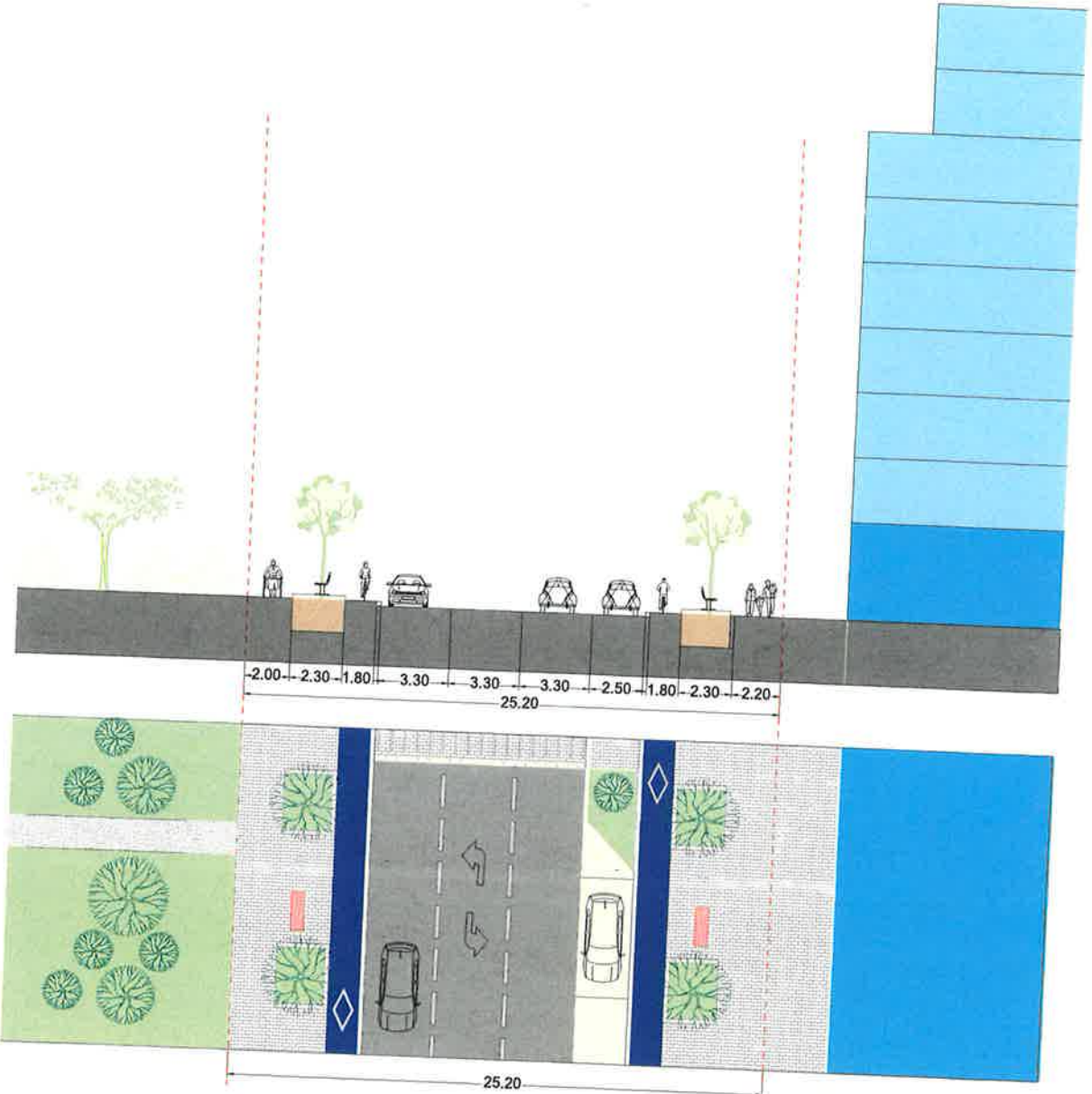
 **BRAMPTON**
Flower City

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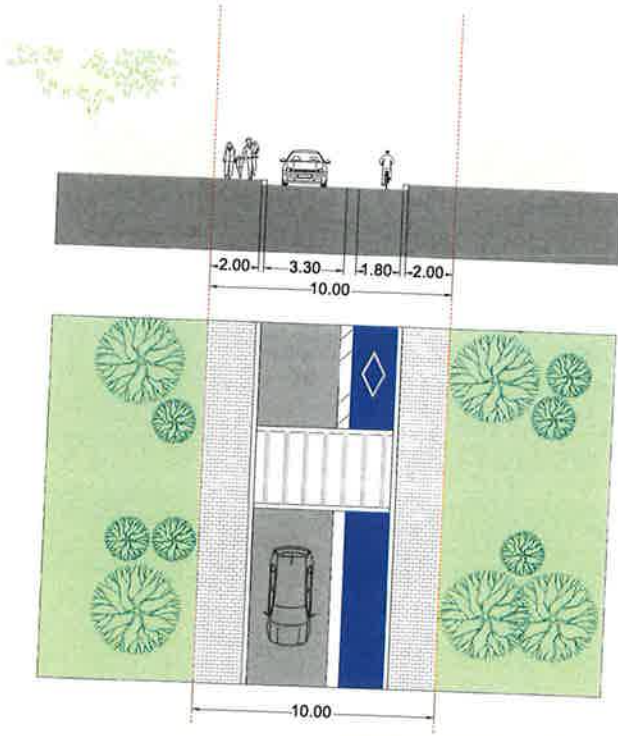


Hurontario-Main LRT Secondary Plan Area 11
Appendix C1 - Gateway Terminal MTSA Potential Demonstration Plan

APPENDIX D - EXAMPLE OF AN MTSA ROAD CROSS SECTION



25.2m R.O.W Boulevards



Mid-Block Connections



The Corporation of the City of Brampton

By-law

Number 24 - 2026

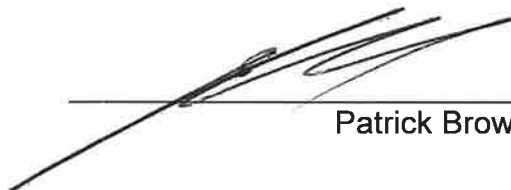
To adopt Amendment Number OP2023-021
to the Official Plan of the
City of Brampton Planning

Whereas 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- to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this by-law.

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

Approved as to form.
2025/01/29
MKR



Patrick Brown, Mayor

Approved as to content.
2026/01/29
HFZ



Genevieve Scharback, City Clerk

AMENDMENT NUMBER OP 2023 - 021
TO THE OFFICIAL PLAN OF THE CITY
OF BRAMPTON PLANNING AREA

AMENDMENT NUMBER OP 2023 - 021
TO THE OFFICIAL PLAN OF THE CITY
OF BRAMPTON PLANNING AREA

1.0 Purpose:

The purpose of this Official Plan Amendment (OPA) is to amend the Bram East Secondary Plan Area 41 to guide development within The Gore Major Transit Station Area (MTSA).

The effect of the proposed amendment is to:

- identify a portion of the Bram East Secondary Plan lands as The Gore MTSA on Land Use Schedule 41(a);
- introduce area-specific policies for The Gore MTSA, including a vision, land use, public realm, mobility and transportation, and servicing, to enable development that contributes to the building of complete transit-oriented communities;
- delete policies which would no longer apply to the area forming The Gore MTSA; and
- add a potential building height and density distribution figure, demonstration plan and road cross section for The Gore MTSA, as Appendices, to the Bram East Secondary Plan.

Location:

The lands subject to this OPA are situated within an 800-metre radius of The Gore higher-order bus rapid transit stop (BRT) at the intersection of Queen Street East and The Gore Road and comprise approximately 103.6 hectares (256.0 acres) of land.

2.0 Amendments and Policies Relevant Thereto:

2.1 The document known as Bram East Secondary Plan Area 41, is hereby further amended:

- a) By adding to Schedule "SP41(a)" the delineated boundaries of The Gore MTSA and by deleting all the land use designations, special policy areas and Official Plan Amendment references within The Gore MTSA boundaries as shown as Schedule 'A' to this amendment.
- b) By adding to the legend on Schedule "SP41(a)" "The Gore Major Transit Station Area (*Refer to Brampton Plan Schedule 13k – Brampton Major Transit Station Areas QUE-14 The Gore Land Use Plan*)" as shown on Schedule 'A' to this amendment.
- c) By adding 'Appendix B – Brampton Plan Schedule 13k – Brampton Major Transit Station Areas QUE-14 The Gore Land Use Plan'.
- d) By adding 'Appendix C – Height and Density Distribution Guideline'
- e) By adding 'Appendix D - Potential Demonstration Plan'
- f) By adding 'Appendix E – Example of an MTSA Road Cross Section'

- g) By deleting Section 3.1.7.1, 3.1.27, 3.2.7.1, 3.2.20, 3.2.21, 3.2.22, 3.2.23, 3.2.24, 3.2.39 and 3.6 in their entirety.
- h) By adding the following as **Section 8.0 – The Gore Major Transit Station Area (MTSA)**:

“8.0: The Gore Major Transit Station Area (MTSA)”

The policies contained in Section 8.0 of this Secondary Plan shall be read in conjunction with all policies in Brampton Plan and specifically the MTSA policies in Chapters 2 and 4. The policies in Sections 1.0 – 7.0 of this Secondary Plan do not apply to lands within The Gore MTSA. Where there is conflict or inconsistency between a provision in Brampton Plan and a provision in this Secondary Plan (whether directly in the text or, included by reference), the policies in this Secondary Plan shall apply.

The Gore MTSA includes land within an 800-metre radius of The Gore higher-order bus rapid transit stop (BRT) located at the intersection of Queen Street East and The Gore Road and comprises a total area of approximately 103.6 hectares (256.0 acres).

The policies in Section 8.0 apply solely to The Gore MTSA.

8.1 Vision

The Gore MTSA is a strategic growth area in the City where population, employment and office growth are to be directed to support transit investment and create land use patterns that make use of land more efficiently. The Gore MTSA will transition over time into a vibrant, pedestrian and transit-oriented place, functioning as both an origin and destination for employees and residents. It will continue to be a focus area for employment and office growth in the City, while introducing compatible mixed-use development, including residential uses, primarily through mid-rise and high-rise built forms. Multi-modal streets will facilitate connectivity between the bus rapid transit stop and the surrounding transit-oriented community.

8.2 Population and Jobs

- a) In accordance with the Provincial Planning Statement, 2024, The Gore MTSA is planned to achieve a minimum gross density of 160 residents and jobs combined per hectare by 2051. The target of a minimum of 160 people and jobs per hectare 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 a development application, the applicant shall demonstrate how the proposed development contributes to meeting the minimum MTSA density target.
- b) The overall mix of residents and jobs within each MTSA 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.

8.3 Land Use

Lands fronting the south side of Queen Street East are protected Employment Areas, where a diverse range of light industrial and ancillary uses are to be provided to meet Brampton's job targets and to help support the long-term economic success of the City.

Portions of The Gore MTSA are to be developed for mixed-use, including major offices, business parks and institutional. Retail, commercial, hotels, and other ancillary uses are permitted within a mixed-use building where people can easily access a range of services. Compatible residential uses may be permitted subject to the relevant policies of Brampton Plan.

- a) The use of land within the area delineated as 'The Gore MTSA' on Schedule SP41(a) shall be developed in accordance with *Schedule 13k – Brampton Major Transit Station Areas QUE-14 The Gore Land Use Plan* included as Appendix B to this Secondary Plan and the associated land use policies found in Chapters 2 and 4 of *Brampton Plan*.
- b) 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 development and expansion of new automobile-oriented land uses, such as gas bars and drive through establishments, are prohibited within any land use designation.
- c) The full extent of maximum development permissions 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, negative environmental impacts, transportation, stormwater management, cultural heritage resources, land use compatibility and/or infrastructure capacity.
- d) To maintain the intent of the office node function of the 'Office Mixed-Use' designation on MTSA Land Use Schedule 13k, office, business and institutional uses shall be provided either as a stand-alone building or a mixed-use building and shall be developed in advance of, or concurrently with non-office/business uses.

8.4. Built Form, Height and Density

A variety of built form and height are encouraged to help activate the public realm and to achieve a diversity in design. Buildings are 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 generate place-making activity in public spaces.

Building heights and densities shall generally correspond to the land use designations on Schedule 13c in *Brampton Plan*. A potential range of building heights and densities are illustrated on Appendix I of this Plan.

- a) The scale of development will respond appropriately to its existing and planned context, its relationship to adjacent and nearby lower-scale neighbourhoods, access to supporting infrastructure, and the relationship to the public realm.

- b) Mid and high-rise buildings shall have consideration for the building design principles 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.
- c) 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. developable site area is appropriate to accommodate the proposed 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 minimizing visual impact, overall massing, shadow, and overlook;
 - v. infrastructure capacity such as water, stormwater and wastewater, transit, street network, 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.
- d) 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 range of building heights indicated on the MTSA Height and Density Distribution Plan found in Appendix B1 to this Plan and the maximum building height provisions in the Zoning By-law may not be achievable.
- e) Any new construction shall be compatible with the requirements of the Airport, including height limitations, navigational aids, visibility and communications.

8.5 Public Realm

The successful development of The Gore MTSA as a transit-oriented community will require the provision of a high-quality public realm that supports safe and comfortable pedestrian movement and activities. Public realm guidance is provided in Brampton Plan, Urban Design Guidelines and in the Precinct Area Plan Guidelines. Conceptual public realm elements have been identified on Appendix K – The Gore MTSA Potential Demonstration Plan to this Plan.

- a) New developments shall provide public realm improvements that include safe, direct and welcoming bicycle and pedestrian connections from planned transit stops for all users. Improvements may include, but are not limited to, wayfinding solutions, pathways and weather protected links.

8.6 Parks and Open Space System

Parks and open spaces are fundamental to a walkable, healthy and complete community.

- a) Development shall contribute to a system of well-connected parks and open space system, which will support the creation of sustainable, livable and resilient communities. The following types of parks and open space system are generally shown on Schedule 13k and on Appendix K – The Gore MTSA Potential Demonstration Plan:
 - i. Neighbourhood Park
 - ii. Urban Park

8.7 Mobility and Transportation

The long-term vision for The Gore MTSA is to establish and reinforce a transit-supportive environment that prioritizes access by walking, cycling, and transit. A network of multimodal streets will play a functional role in providing access to planned high-order transit stations, moving people and be a defining element, shaping development and contributing to the public realm's character and connectedness.

Planning for and supporting a transportation network that accommodates efficient goods movement by truck is key to the future economic prosperity of Brampton.

- a) Development shall support a pedestrian-scaled network of connected streets, sidewalks and bicycle lanes linking neighbourhoods, transit, parks, services and other major trip generators as illustrated on both Schedule 13k – Brampton Major Transit Station Areas QUE-14 The Gore Land Use Plan and The Gore Potential Demonstration Plan found in Appendices A and C to this Plan, respectively.
- b) Development proposals shall include comfortable and direct access to the planned BRT stop for all modes of active transportation.
- c) Development proposals are encouraged to be located on public streets, unless it can be satisfactorily demonstrated to the City that a private street is equally desirable from the standpoints of functionality, community safety, efficiency, servicing, neighborhood connectivity, supports active transportation and provides access to transit stations/stops.
- d) All new local public 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 included in Appendix E.
- e) 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.

- f) Future streets in proximity to bus rapid transit facilities 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 will be determined through the submission of a Transportation Impact Study that is required to be approved to the satisfaction of the City, in conjunction with Metrolinx.
- g) The street network within and adjacent to Employment Areas shall accommodate efficient goods movement by truck and shall adhere to the Brampton Complete Streets Guide which provides design guidelines to balance the movement of goods while accommodating the safety and comfort of all users that travel alongside trucks.

8.8 Active Transportation Network

Creating a safe and continuous pedestrian and cycling network can help reduce traffic congestion, reduce carbon emissions, and contribute to the livability and vibrancy of the area. A well-connected active transportation network will support safe and efficient travel, provide space for recreation and enjoyment, and support connections to transit and major trip generators, such as parks and open spaces, shopping, and public service uses.

- a) Development shall support a pedestrian-scaled network of connected local streets, sidewalks and bicycle lanes.
- b) Continuous sidewalks shall be provided to prioritize pedestrians and cyclists by 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 at all public destinations within the MTSA, including, but not limited to, transit stations/stops, parks, schools, community centres, other public institutions and retail uses.

8.9 Servicing and Stormwater

The Gore MTSA 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 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 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 dedicated for a public street, the exact retention swale dimensions of the complete street right-of-way should be calculated as part of a FSR to ensure that the development does not create and/or increase risk.

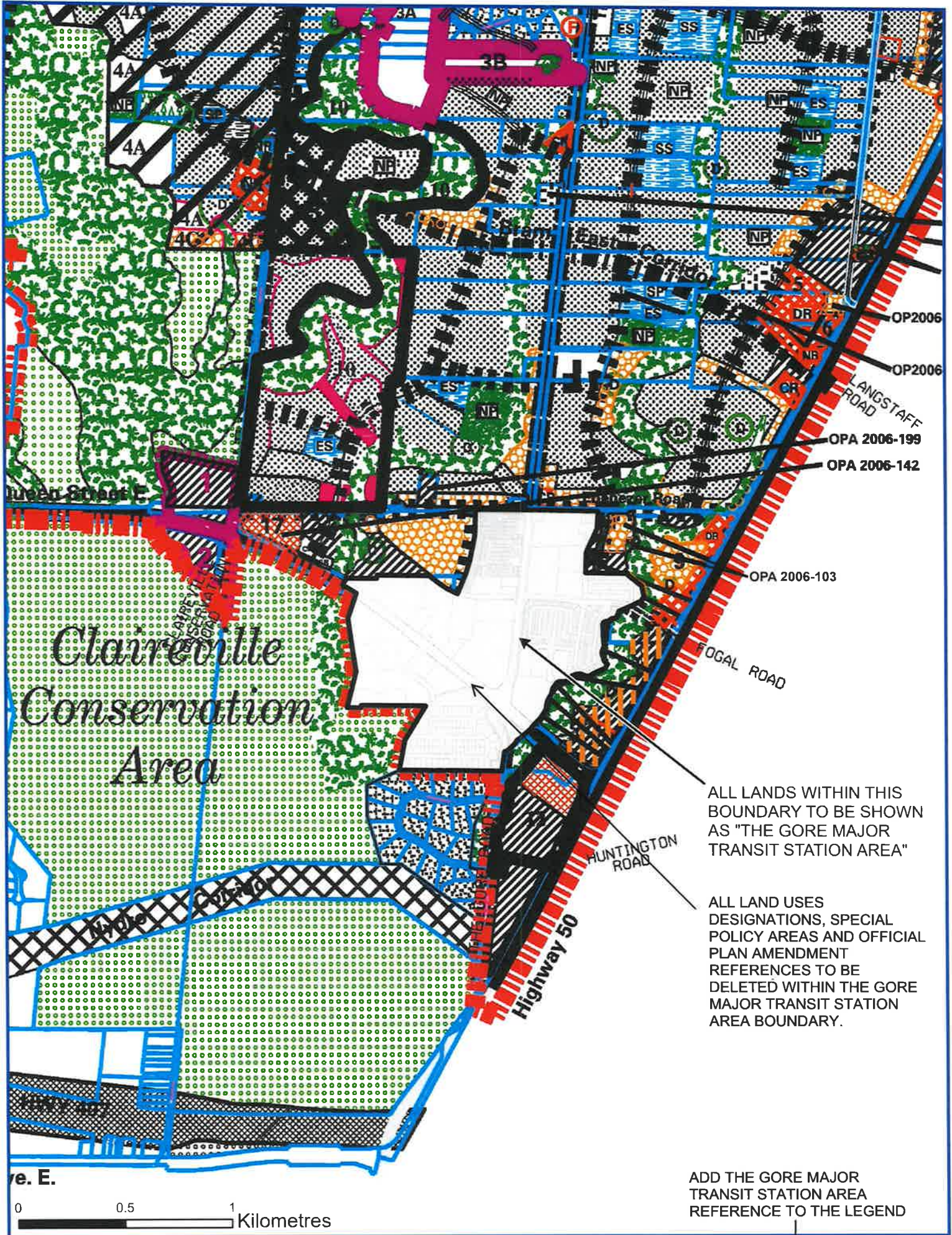
- c) Development shall have adequate regard for sustainable water conservation technologies and low impact development (LID) measures for stormwater volume control.

8.10 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 must achieve a minimum Sustainability Score that falls within the Silver Sustainability Score Threshold.
- d) Development will advance and, as appropriate, implement the recommendations of Brampton's Community Energy and Emissions Reduction Plan (CERRP), 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.

8.11 Implementation and Monitoring

- a) Through the development application 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 child care or early years centres, parks, recreation centres, fire and emergency services, higher-order transit infrastructure, active transportation networks and schools necessary to accommodate growth in the Secondary Plan.
- 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, sewage and water, parkland and public service facilities, and if applicable, the delivery of jobs in accordance with the policies of this Plan.
- c) The City will monitor the level of development within The Gore MTSA to ensure the minimum density targets prescribed in Section 8.2 – Population and Jobs are being met.
- d) The City may, in conjunction with the planning 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."

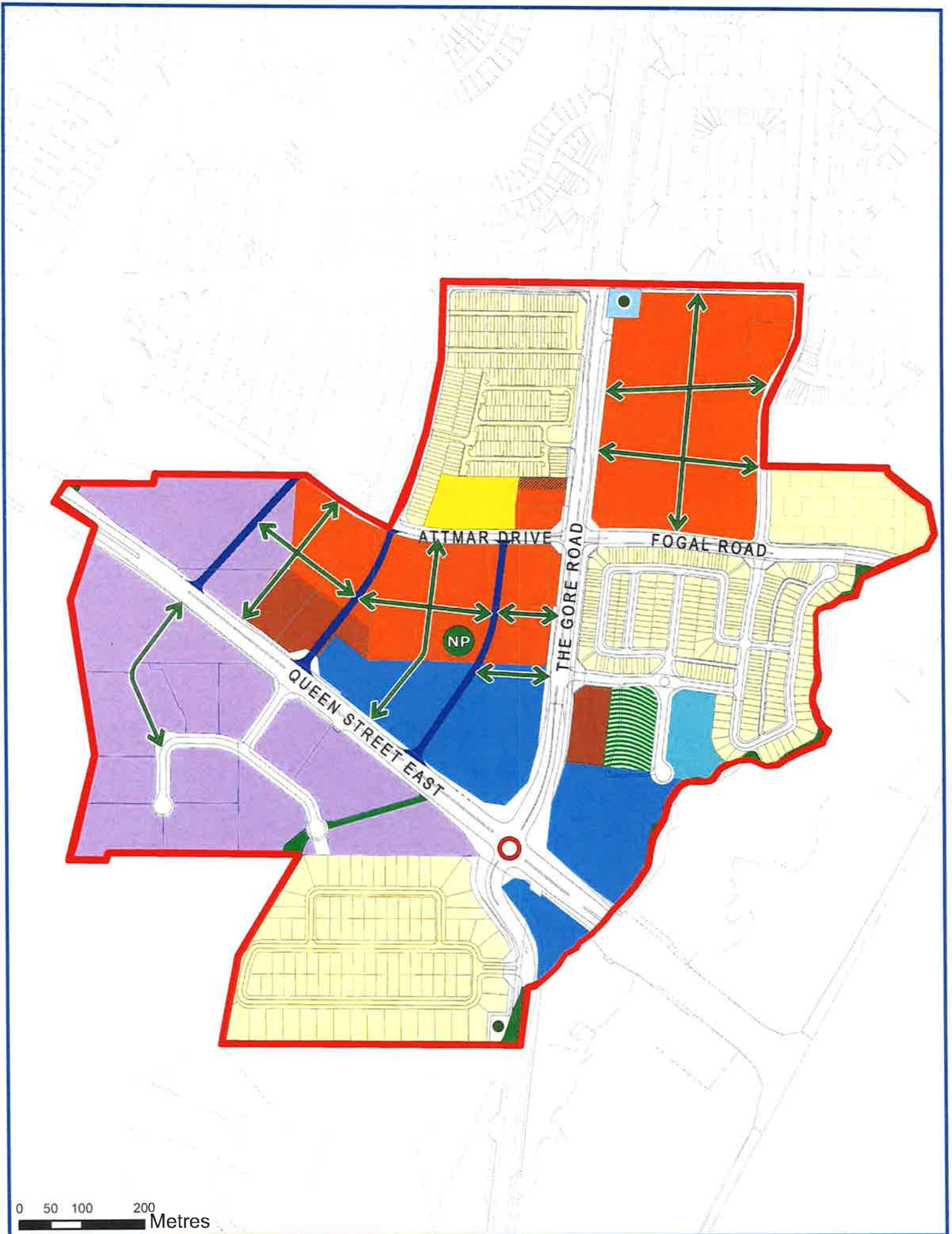


SP41(A) the document known as The Bram East Secondary Plan

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| <p>RESIDENTIAL LANDS:</p> <ul style="list-style-type: none"> Estate Residential Low Density Medium Density Cluster / High Density <p>EMPLOYMENT LANDS:</p> <ul style="list-style-type: none"> Office Node Mixed Commercial / Industrial District Retail Neighbourhood Retail Convenience Retail Highway / Service Commercial <p>ROAD NETWORK :</p> <ul style="list-style-type: none"> Highway Major Arterial Minor Arterial Collector Road Local Road | <p>OPEN SPACE:</p> <ul style="list-style-type: none"> Valleyland Conservation Lands Private Commercial Recreation Community Park Neighbourhood Park Woodlot Storm Water Management Facility Cemetery <p>INSTITUTIONAL:</p> <ul style="list-style-type: none"> Elementary School (JK-5 or JK-8) Senior Public School (6-8) Secondary School (9-0 A.C.) Place Of Worship <p> Fire Hall</p> <p> Heritage Resource</p> <p> OPA 201 (Woodlands)</p> <p> Secondary Plan Boundary</p> | <ul style="list-style-type: none"> Special Policy Area 1 (Office) Special Policy Area 2 (Public Use / Commercial) Special Policy Area 3 (Upscale Executive Housing) Special Policy Area 3A (Upscale Executive Housing Area) Special Policy Area 3B (The Gore Road Upscale Executive Housing) Special Policy Area 4 (McVean Corridor) Special Policy Area 5 (Residential/Commercial) Special Policy Area 6 (Commercial) Special Policy Area 7 (Low Density Residential) Special Policy Area 8 (Office Node - Mixed Commercial / Industrial) Special Policy Area 9 (Medium Density Residential) Special Policy Area 10 (Riverstone) Special Policy Area 11 (Mixed Commercial/Industrial) Special Policy Area 12 (Office Node & Mixed Commercial/Industrial) Special Policy Area 13 (Low/Medium Density Residential) Special Policy Area 17 (Office/Mixed Use) |
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The Gore Major Transit Station Area (Refer to Brampton Plan Schedule 13k - Brampton Major Transit Station Areas - QUE-14 The Gore Land Use Plan)

Parcel Fabric

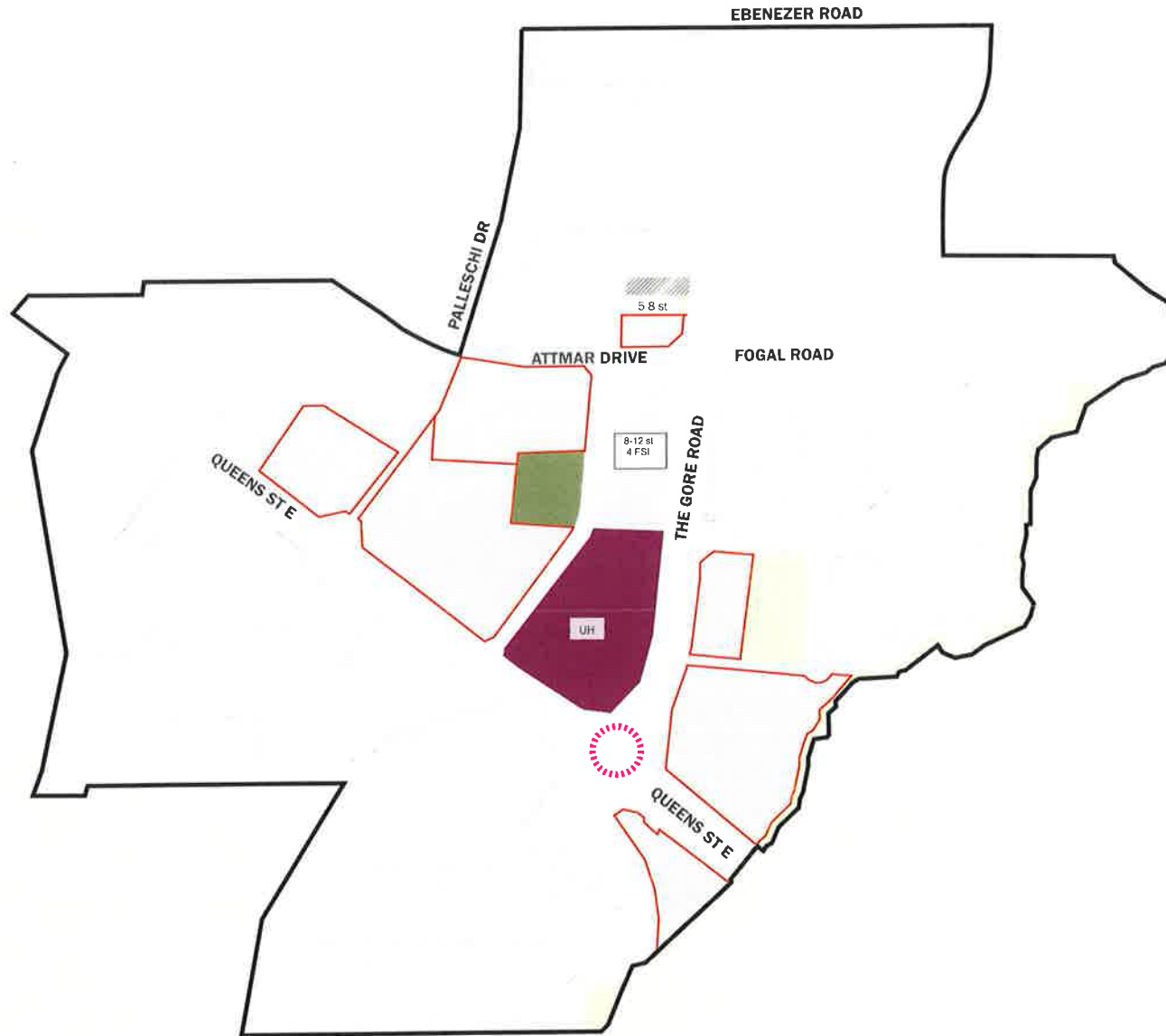


Appendix B - Brampton Plan Schedule 13k Brampton Major Transit Station Areas QUE-14 The Gore Land Use Plan

- | | |
|---|---|
| NEIGHBOURHOOD (LOW-RISE RESIDENTIAL) | PROPOSED PUBLIC OR PRIVATE STREET NETWORK |
| NEIGHBOURHOOD (LOW-RISE PLUS RESIDENTIAL) | POTENTIAL MID-BLOCK CONNECTION |
| MIXED-USE (MID-RISE MIXED-USE) | STORMWATER MANAGEMENT POND |
| MIXED-USE (HIGH-RISE MIXED-USE) | DESIGNATED HERITAGE PROPERTY |
| MIXED-USE (INSTITUTIONAL) | HEIGHT TRANSITION AREA |
| MIXED-USE EMPLOYMENT (OFFICE MIXED-USE) | MTSA BOUNDARY |
| EMPLOYMENT (PRESTIGE INDUSTRIAL) | MTSA STATION |
| NATURAL SYSTEM | |
| EXISTING PARK | |
| CEMETERY | |
| PROPOSED NEIGHBOURHOOD PARK | |

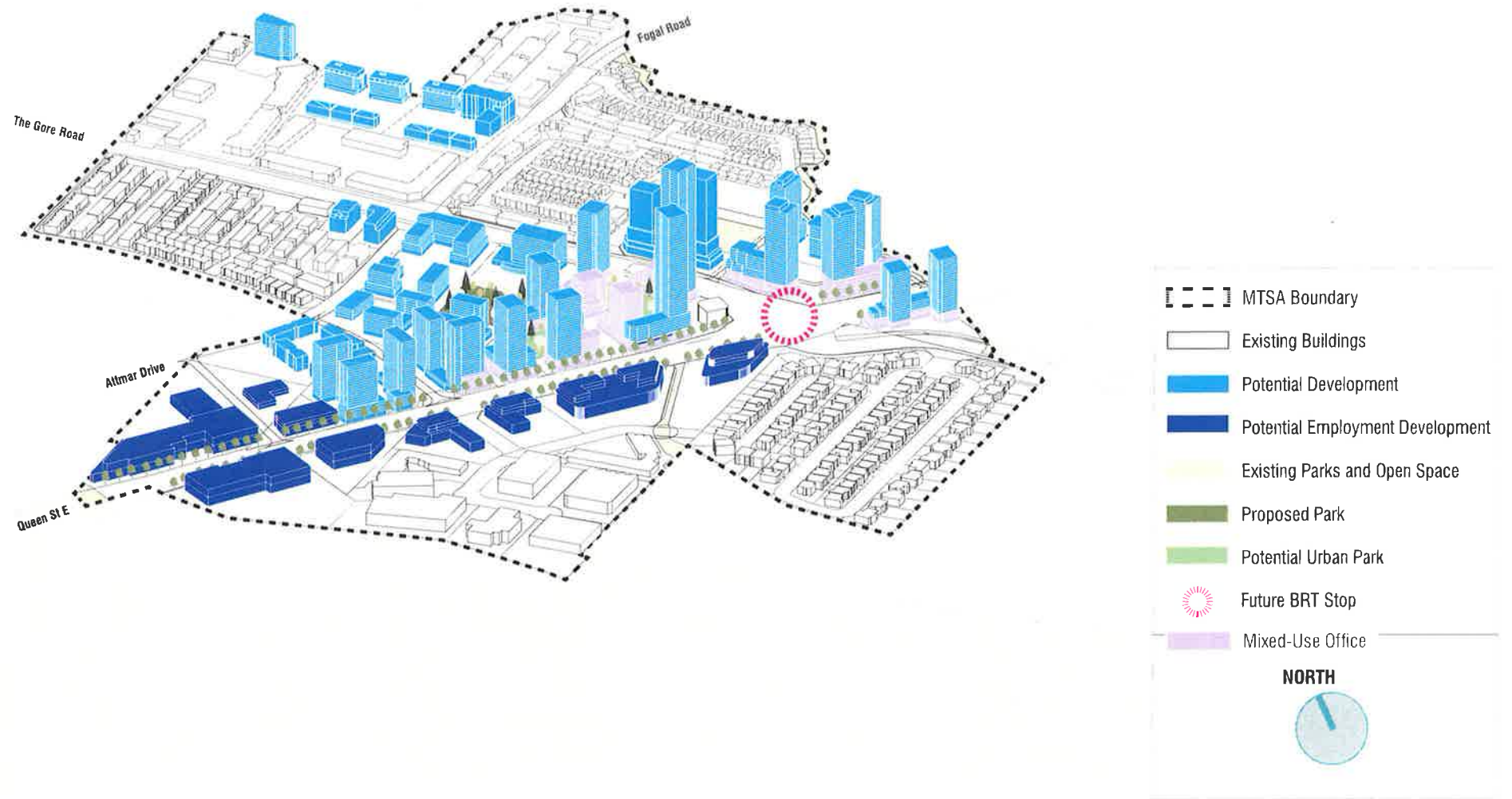
This Appendix is provided for reference purposes only. For official land uses, refer to Brampton Plan Schedule 13k. The Mixed-Use Employment (Office Mixed-Use) designation is appealed on a city-wide basis (OLT Case No. OLT-24-000688)

CLAIREVIEW
CONSERVATION
AREA

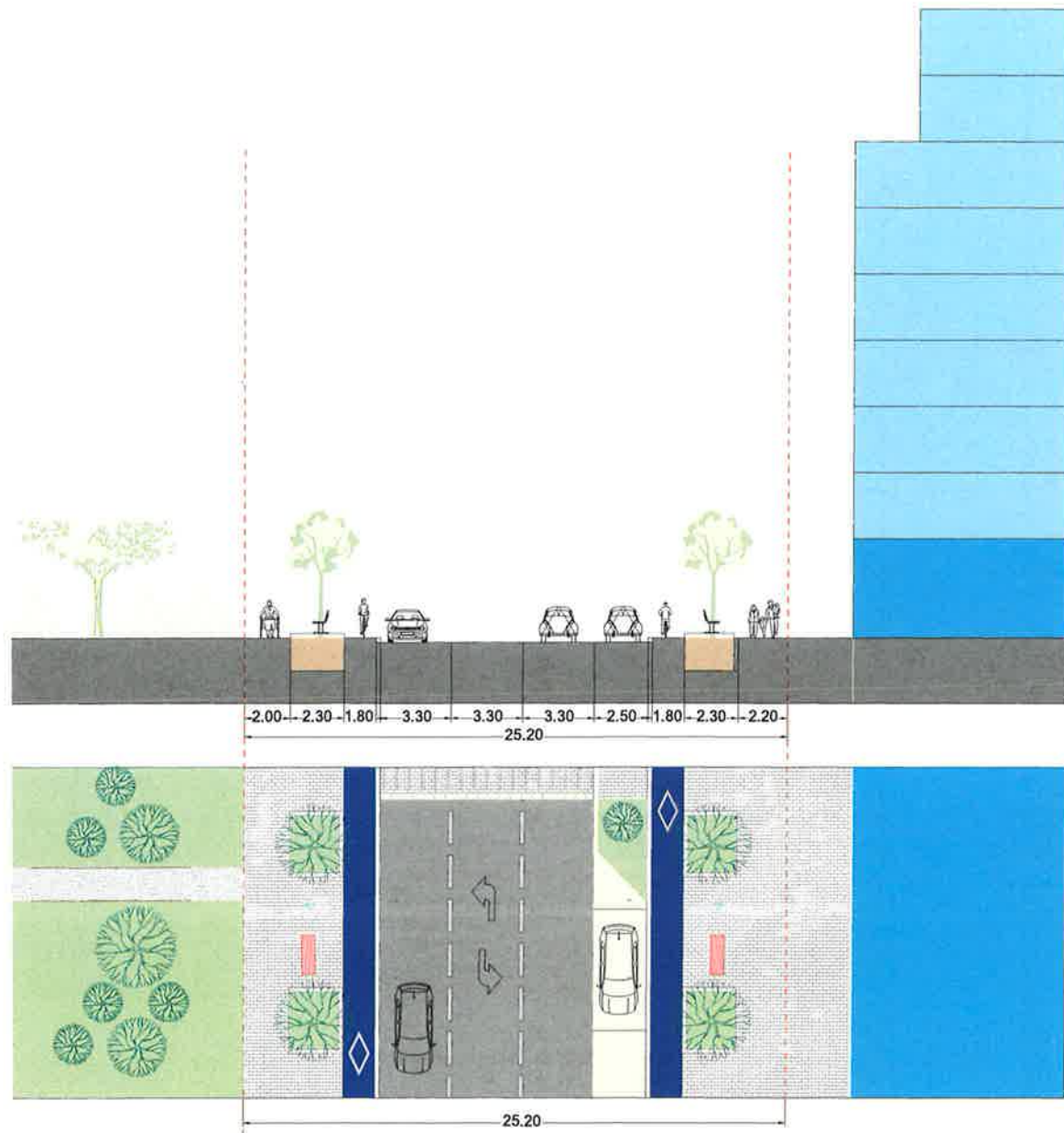


-  MTSA Boundary
-  Existing Parks and Open Space
-  Park
-  Height Transition Area
-  Existing Permissions to Remain
-  Approved Post 2019 - No changes
-  0-2 FSI
-  8+ FSI "unlimited density"
-  Future BRT Stop
- *UH = Unlimited Height

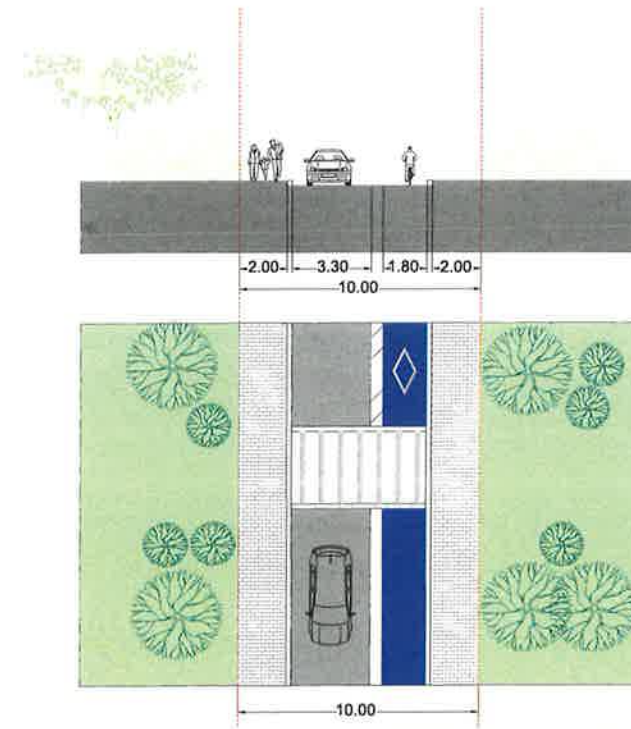




APPENDIX E - EXAMPLE OF AN MTSA ROAD CROSS SECTION



25.2m R.O.W Boulevards



Mid-Block Connections



The Corporation of the City of Brampton

By-law

Number 25 - 2026

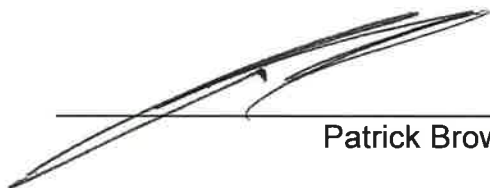
To Adopt Amendment Number OP2023-~~022~~ to the Official Plan of the City of Brampton Planning Area

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- 022 to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this by-law.

ENACTED and PASSED this 4th day of February, 2026.

Approved as to form.
2026/02/02
MR



Patrick Brown, Mayor

Approved as to content.
2026/01/29
HFZ



Genevieve Scharback, City Clerk

AMENDMENT NUMBER OP 2023 - XXX 022
TO THE OFFICIAL PLAN OF THE CITY
OF BRAMPTON PLANNING AREA

AMENDMENT NUMBER OP 2023 - 022
TO THE OFFICIAL PLAN OF THE CITY
OF BRAMPTON PLANNING AREA

1.0 Purpose:

The purpose of this Official Plan Amendment (OPA) is to add policies pertaining to the Mount Pleasant GO “Primary” Major Transit Station Area (MTSA), within the Mount Pleasant Secondary Plan Area 51.

The lands identified as the Mount Pleasant GO Primary MTSA are subject to the land use designations on Schedule 13c Brampton MTSA KIT-4 Mount Pleasant GO Land Use Plan and policies of *Brampton Plan*.

The effect of the proposed amendment is to:

- Delete the Mount Pleasant GO MTSA lands from the Fletcher’s Meadow Secondary Plan Area 44;
- Delete policies from the Fletcher’s Meadow Secondary Plan Area 44 that no longer apply to the Mount Pleasant GO MTSA;
- Add lands to the Mount Pleasant Secondary Plan Area 51 and identify the Mount Pleasant GO MTSA boundaries on Schedule 51(a);
- Introduce area-specific policies for the Mount Pleasant GO MTSA; and
- Add a potential building height and density distribution figure, demonstration plan and road cross section for the Mount Pleasant GO MTSA, as Appendices, to the Mount Pleasant Secondary Plan Area 51.

Location:

The lands subject to this OPA are generally situated within an 800-metre radius of the Mount Pleasant GO station and comprise approximately 42.95 hectares (106.13 acres) of land.

The Mount Pleasant GO MTSA is bounded by Bovaird Drive West to the south, Ganton Heights to the north and lands east and west of Creditview Road.

2.0 Amendments and Policies Relevant Thereto:

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

- a) By removing from Schedule 10, Secondary Plan Areas, the lands within the delineated boundaries of the Mount Pleasant GO MTSA from the Fletcher’s Meadow Secondary Plan Area 44 and adding them to the Mount Pleasant Secondary Plan Area 51 as shown outlined on Schedule “A” to this amendment.
- b) By adding to the list of amendments pertaining to Secondary Plan Area Number 51: Mount Pleasant Secondary Plan as set out in Part II: Secondary Plans, thereof, Amendment Number OP 2023– .

2.2 The document known as Fletcher's Meadow Secondary Plan, being Chapter 44 of Part II: Secondary Plans, of the City of Brampton Official Plan, as amended, is hereby further amended:

- a) By removing on "Schedule SP 44(a) Land Use Plan" the lands and associated land use designations as shown outlined on Schedule "B" to this amendment.

2.3 The document known as Mount Pleasant Secondary Plan, being Chapter 51 of Part II: Secondary Plans of the City of Brampton Official Plan, as amended, is hereby further amended:

- a) By adding to Schedule "SP 51(a)", the boundaries of the Mount Pleasant GO MTSA, and associated legend reference as shown on Schedule "C" to this amendment.
- b) By adding to the lands shown as the "Mount Pleasant GO Major Transit Station Area on Schedule "SP51(a)" the following note: "Refer to *Brampton Plan Schedule 13c – Brampton Major Transit Station Areas KIT-4 Mount Pleasant GO MTSA Land Use Plan*" as shown on Schedule "C" to this amendment.
- c) By adding 'Appendix H – Brampton Plan Schedule 13c – Brampton MTSA – KIT – 4 Mount Pleasant GO Land Use Plan' as shown on Schedule "D" to this amendment.
- d) By adding 'Appendix I – Mount Pleasant GO Major Transit Station Area Height and Density Distribution Map' as shown on Schedule "E" to this amendment.
- e) By adding 'Appendix J - Potential Mount Pleasant GO MTSA Demonstration Plan' as shown on Schedule "F" to this amendment.
- f) By adding the following new section as "**Section 13.0 – The Mount Pleasant GO Major Transit Station Area (MTSA)**" and renumbering the existing Section 13.0 to new Section 14.0 "Interpretation."

"13.0 - The Mount Pleasant GO Major Transit Station Area (MTSA)

The policies contained in Section 13.0 of this Secondary Plan shall be read in conjunction with all policies in *Brampton Plan*, with specific regard to the MTSA policies in Chapters 2 and 4.

The policies in Section 13.0 apply solely to the Mount Pleasant GO MTSA as shown on Schedule 51(a). The following sections in the Mount Pleasant Secondary Plan Area 51 that are not in conflict with Section 13.0 will also apply to land located within the Mount Pleasant GO MTSA:

- Section 3.0 Effect of this Chapter and its Relationship to the Official Plan
- Section 7.0 Servicing and Environmental Management
- Section 8.0 Cultural Heritage
- Section 12.1 Implementation
- Section 12.4 Cost Sharing

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 policies in this Secondary Plan shall apply.

13.1 Vision

The Mount Pleasant GO MTSA is intended to be a complete and sustainable community. Population growth is to be directed to the MTSA to support transit investment.

With GO train service, the Mount Pleasant GO MTSA shall be an active and vibrant place with safe and convenient access to transit, major trip generators, the surrounding community and other areas of the City and Region.

The policies in Section 13.0 provide guidance for the development of a transit-oriented community around the Mount Pleasant GO Station.

13.2 Population and Employment Density

In accordance with the Provincial Planning Statement, 2024, the Mount Pleasant GO MTSA is planned to achieve a minimum density of 150 residents and jobs combined per hectare by 2051.

- a) The target of a minimum of 150 people and jobs combined per hectare will not be applied on a site-specific basis and will only be applied cumulatively for all lands within the entire MTSA boundary. As part of a development application, applicants shall demonstrate how the proposed development contributes to meeting the minimum density target.
- b) The overall mix of residents and jobs within each MTSA 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.

13.3 Land Use

The predominant use of land within the Mount Pleasant GO MTSA shall be mixed-use with a focus on providing a well-integrated, compact urban form where people can easily access a range of services.

- a) The use of land delineated as “Mount Pleasant GO MTSA” on Schedule 51(a) shall be developed in accordance with *Schedule 13c Brampton Major Transit Station Areas KIT-4 Mount Pleasant GO Land Use Plan* and the associated land use policies found in Chapters 2 and 4 of *Brampton Plan*. Schedule 13c - *KIT-4 Mount Pleasant GO Land Use Plan* is provided in Appendix H to this Secondary Plan for reference.
- b) The development or expansion of automobile-oriented land uses, such as gas bars and drive through establishments, are prohibited within any land use designation.
- c) The full extent of maximum development permissions 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 heritage resources, land use compatibility and/or infrastructure capacity
- d) Changes to the location or alignment of the street network, mid-block connections and parks shown on *Schedule 13c Brampton Major Transit Station Areas KIT-4 Mount Pleasant GO Land Use Plan* will not require an amendment to this provided that their general intent and purpose is maintained.

13.4 Built Form, Height and Density

A variety of built form and height are encouraged to help activate the public realm and to achieve a diversity in design. Buildings are 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 generate place-making activity in public spaces.

Building heights and densities shall generally correspond to the land use designations on Schedule 13c in *Brampton Plan*. A potential range of building heights and densities are illustrated on Appendix I of this Plan.

- a) The scale of development will respond appropriately to its existing and planned context, its relationship to adjacent and nearby lower-scale neighbourhoods, access to supporting infrastructure, and the relationship to the public realm.
- b) Mid and high-rise buildings shall have consideration for the building design principles 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.
- c) 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 proposal 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 will minimize visual impact, overall massing, shadow, and overlook;
 - v. servicing infrastructure capacity such as water, stormwater and wastewater, transit, street network, 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.
- d) 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 range of building heights indicated on the MTSA Height and Density Distribution Plan found in Appendix B1 to this Plan and the maximum building height provisions in the Zoning By-law may not be achievable.
- e) Any new construction shall be compatible with the requirements of the Airport, including height limitations, navigational aids, visibility and communications.

13.5 Public Realm

The successful development of the Mount Pleasant GO MTSA as a transit-oriented community will require the provision of a high-quality public realm that supports safe and comfortable pedestrian movement and activities. Public realm guidance is provided in Brampton Plan, Urban Design Guidelines and in the Precinct Area Plan Guidelines. Conceptual public realm elements have been identified on Appendix J – Mount Pleasant GO MTSA Potential Demonstration Plan to this Plan.

- a) The design of all development proposals shall provide public realm improvements that include safe and direct and bike and pedestrian connections from and to the GO station for all users. Improvements may include, but are not limited to, wayfinding solutions, pathways and weather protected links.

13.6 Parks and Open Space System

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

- a) The parks and open space system shown on Schedule 13c and on Appendix J - Mount Pleasant GO MTSA Potential Demonstration Plan includes the following types of parks:
 - i. Neighbourhood Park
 - ii. Urban Park

13.7 Mobility and Transportation

The long-term vision is to establish and reinforce a transit-supportive environment that prioritizes access by walking, cycling, and transit. A connected network of streets will play a functional role in moving people and be a defining element, shaping development and contributing to the public realm's character and connectedness.

13.7.1 Street Network

- a) Streets play an essential role in supporting mobility for a broad range of users and contributing to a connected public realm. Development shall support the vision of creating a fine-grained block pattern and street network that allows greater permeability movement and connectivity at ground level and supports convenient pedestrian and cyclist movements throughout the MTSA and specifically to/from the GO station.
- b) Development proposals shall support a pedestrian-scale network of connected streets, sidewalks, bicycle lanes and clear and intuitive wayfinding, linking neighbourhoods, parks, transit stops, the GO station, and services as illustrated on *Brampton Plan Schedules 3C and 13c* (Appendix H) and the Mount Pleasant GO MTSA Potential Demonstration Plan (Appendix J).
- c) Development proposals are encouraged to be located on public streets, unless it can be satisfactorily demonstrated to the City that a private street is equally desirable from the standpoint of functionality, community safety, efficiency, servicing, neighborhood connectivity, supporting active transportation and providing connections to the GO Station.
- d) All new public local streets will be developed in accordance with Brampton's Complete Street Guidelines and shall accommodate sidewalks on both sides; bicycle lanes; vehicle travel lanes; and *low impact development* (LID) stormwater management facilities, such as bio-swales, where appropriate.
- e) The final right-of-way requirements and necessary easements for private roads will be determined through the development application process.
- f) Development shall support a pedestrian scaled network of connected local streets, sidewalks and bicycle lanes to link neighbourhoods, parks, transit stops, services and other destinations.
- g) 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.
- h) Future streets in proximity to bus rapid transit facilities 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 will be determined through the submission

of a Transportation Impact Study that is required to be approved to the satisfaction of the City, in conjunction with Metrolinx.

13.7.2 Active Transportation Network

- a) Creating a safe and continuous pedestrian and cycling network can help reduce traffic congestion, reduce carbon emissions, and contribute to the livability and vibrancy of the area. A well-connected active transportation network will support safe and efficient travel, provide space for recreation and enjoyment, and support connections to transit and major trip generators, such as parks and open spaces, shopping, and public service uses.
- b) Continuous sidewalks shall be provided to prioritize pedestrians and cyclists by 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 at all public destinations within the MTSA, including, but not limited to, transit stations/stops, parks, schools, community centres, other public institutions and retail uses.

13.7.3 Metrolinx

- a) As per the RAC FCM Guidelines for New Development in Proximity to Railway Operations, and the Metrolinx Adjacent Development Guidelines GO Heavy Rail Corridors, any development within 300m of a rail corridor with Metrolinx services and / or operations, shall include the “Metrolinx Noise Warning Clause”; and, the registration of an Environmental/Operational Easement in favour of Metrolinx, over the subject lands to the satisfaction of Metrolinx. The intent of the Easements is to provide the railway and/or operators, with a legal right to create easements over a development property and to reduce the potential for future land use conflicts.

13.8 Servicing and Stormwater

The Mount Pleasant GO MTSA 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 and by implementing the goals and actions of Brampton’s Community Energy and Emissions Reduction Plan (CEERP). Ensuring there is sufficient municipal servicing capacity to accommodate the projected growth is essential for the proper development of the area.

- 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 dedicated for a public street, the exact retention swale dimensions of the complete street right-of-way should be calculated as part of a FSR to ensure that the development does not create and/or increase risk.
- c) Development shall have adequate regard for sustainable water conservation technologies and low impact development (LID) measures for stormwater volume control.

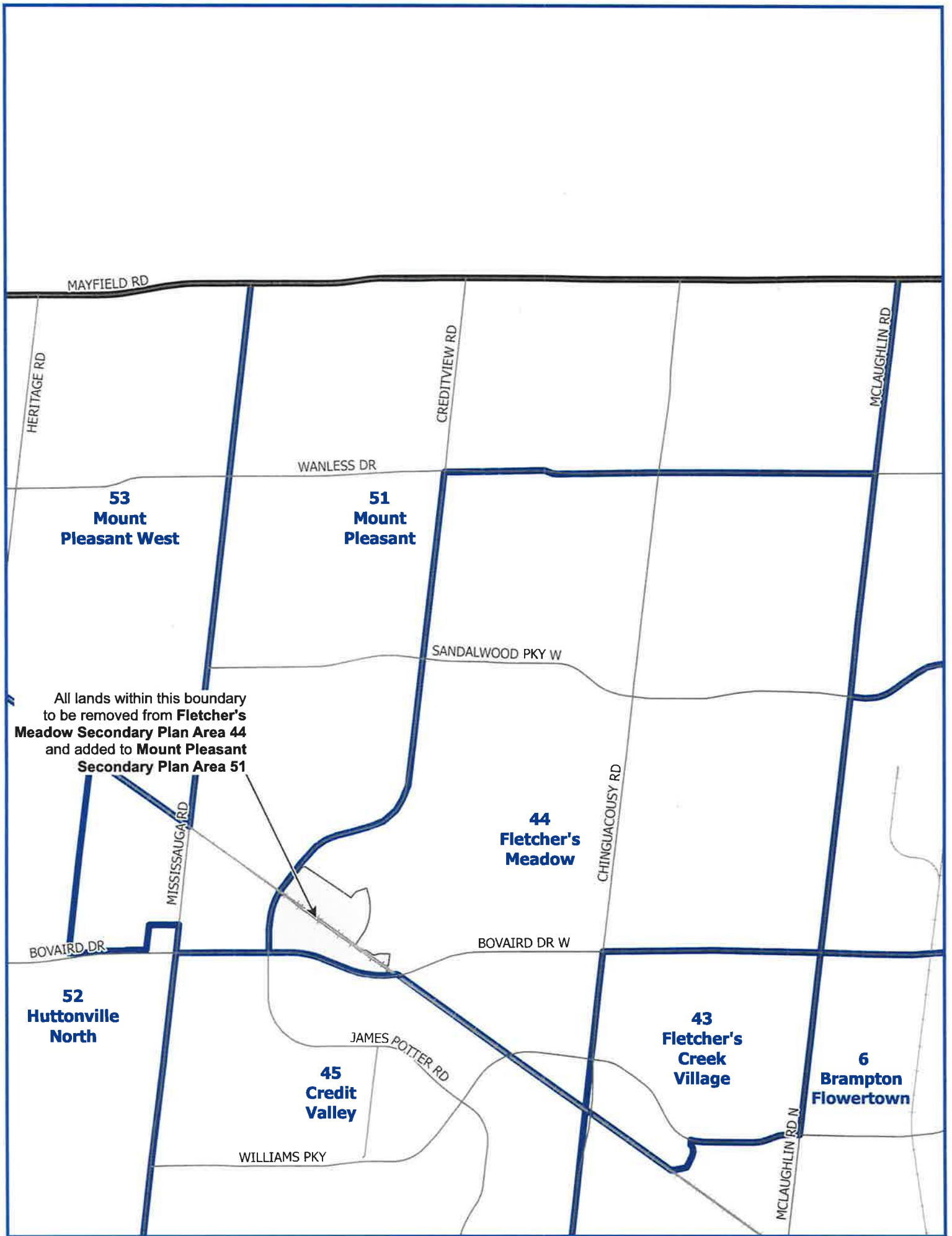
13.9 Healthy Communities and Sustainability

- 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 must achieve a minimum Sustainability Score that falls within the Silver Sustainability Score Threshold.
- d) Development will advance and, as appropriate, implement the recommendations of Brampton's 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.

13.10 Implementation and Monitoring

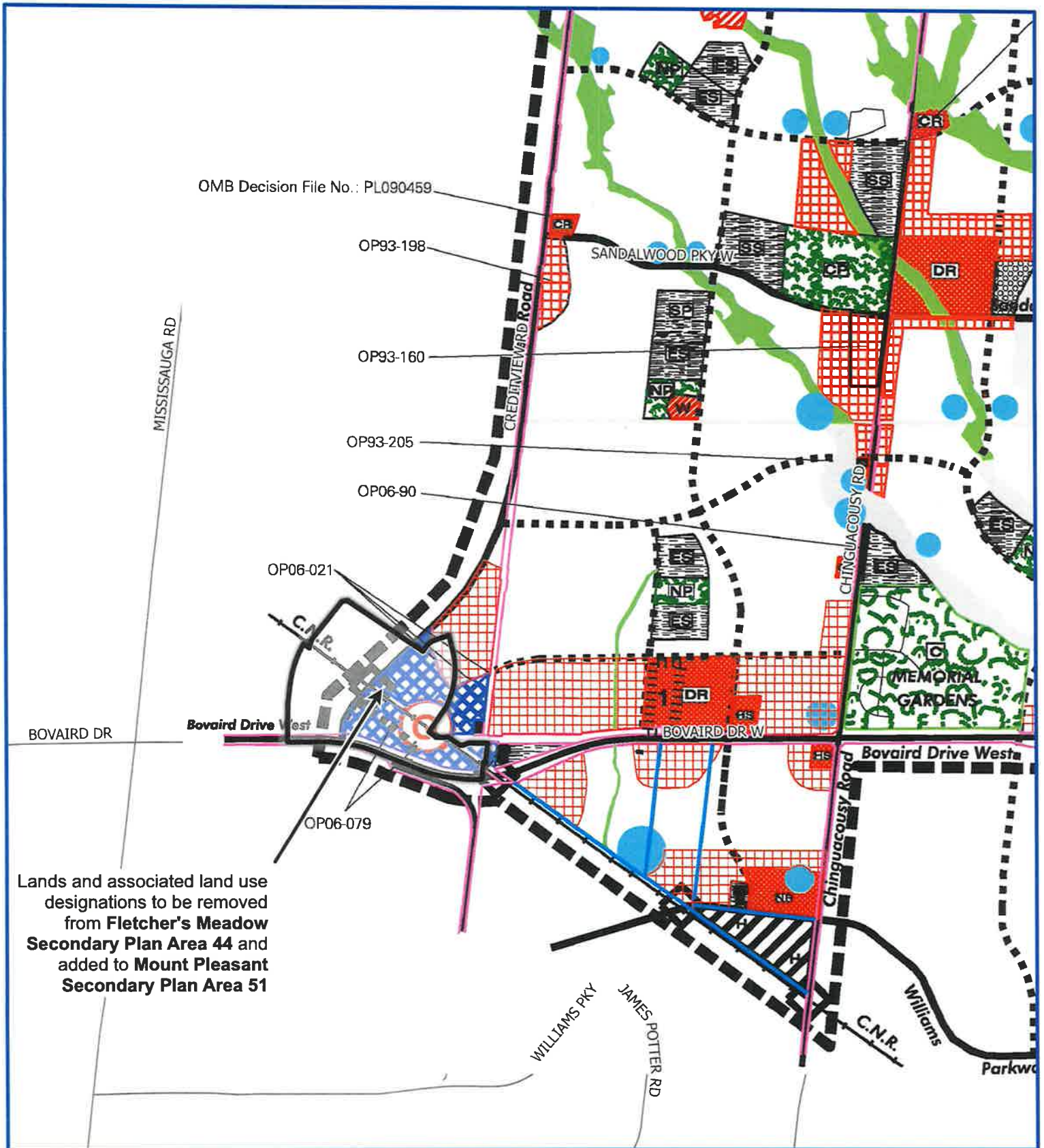
- a) Through the development application review process, development proponents shall collaborate with the City and applicable external agencies to address public service facility needs such as, but not limited to licensed child care or early years centres, parks, affordable housing, fire and emergency services, higher-order transit infrastructure, active transportation networks and schools related to growth.
- 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, sewage and water, parkland and public service facilities, in accordance with the policies of this Plan.
- c) The City will monitor the level of development every 5 years to ensure the density targets prescribed in 13.1 Population and Employment Density are being met.
- d) The City may, in conjunction with the planning application process, monitor the level of development against:
 - i. the achievement of the City's Provincial housing targets;
 - ii. delivery of higher-order transit;
 - iii. the ratio of jobs to residents;
 - iv. the provision of servicing infrastructure and,
 - v. the identification and need for public service facilities, as applicable."



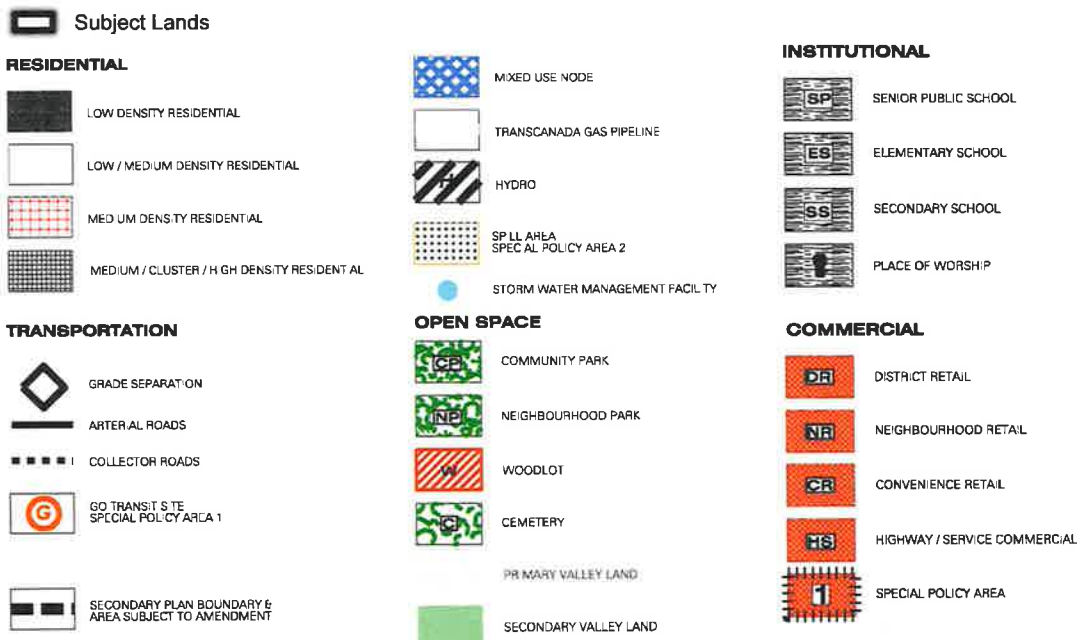
EXTRACT FROM 2023 Official Plan Schedule 10 Secondary Plan Areas

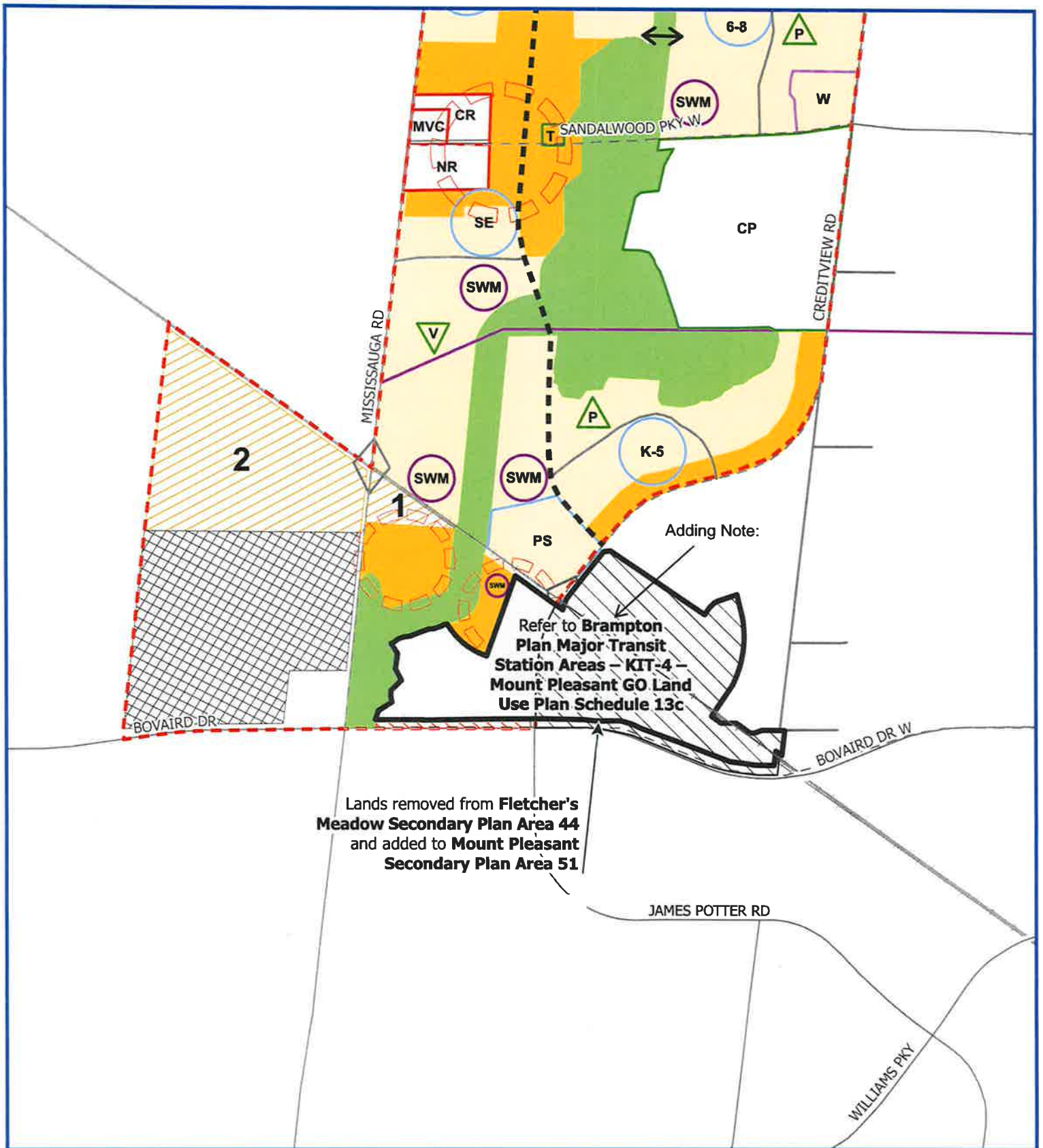
- Subject Lands
- Secondary Plan Boundary
- City Boundary
- Arterial Road
- Railway





EXTRACT FROM Schedule SP44(a) Fletchers Meadow Secondary Plan Land Use Plan





EXTRACT FROM Schedule SP51(A) Mount Pleasant Secondary Plan

Major Transit Station Area

ROAD NETWORK

- - ARTERIAL ROAD
- COLLECTOR ROAD
- POTENTIAL CONNECTION
- TRANSIT SPINE COLLECTOR ROAD
- <- -> all other values

NATURAL HERITAGE SYSTEM

NATURAL HERITAGE SYSTEM AREA

RESIDENTIAL

- LOW / MEDIUM DENSITY
- MEDIUM DENSITY
- HIGH DENSITY SPECIAL POLICY AREA 1

Lands added to SP 51 Mount Pleasant Secondary Plan

INFRASTRUCTURE

- TransCanada Gas Pipeline
- CNR Rail Line
- Grade Separation
- Stormwater Management Facility

INSTITUTIONAL

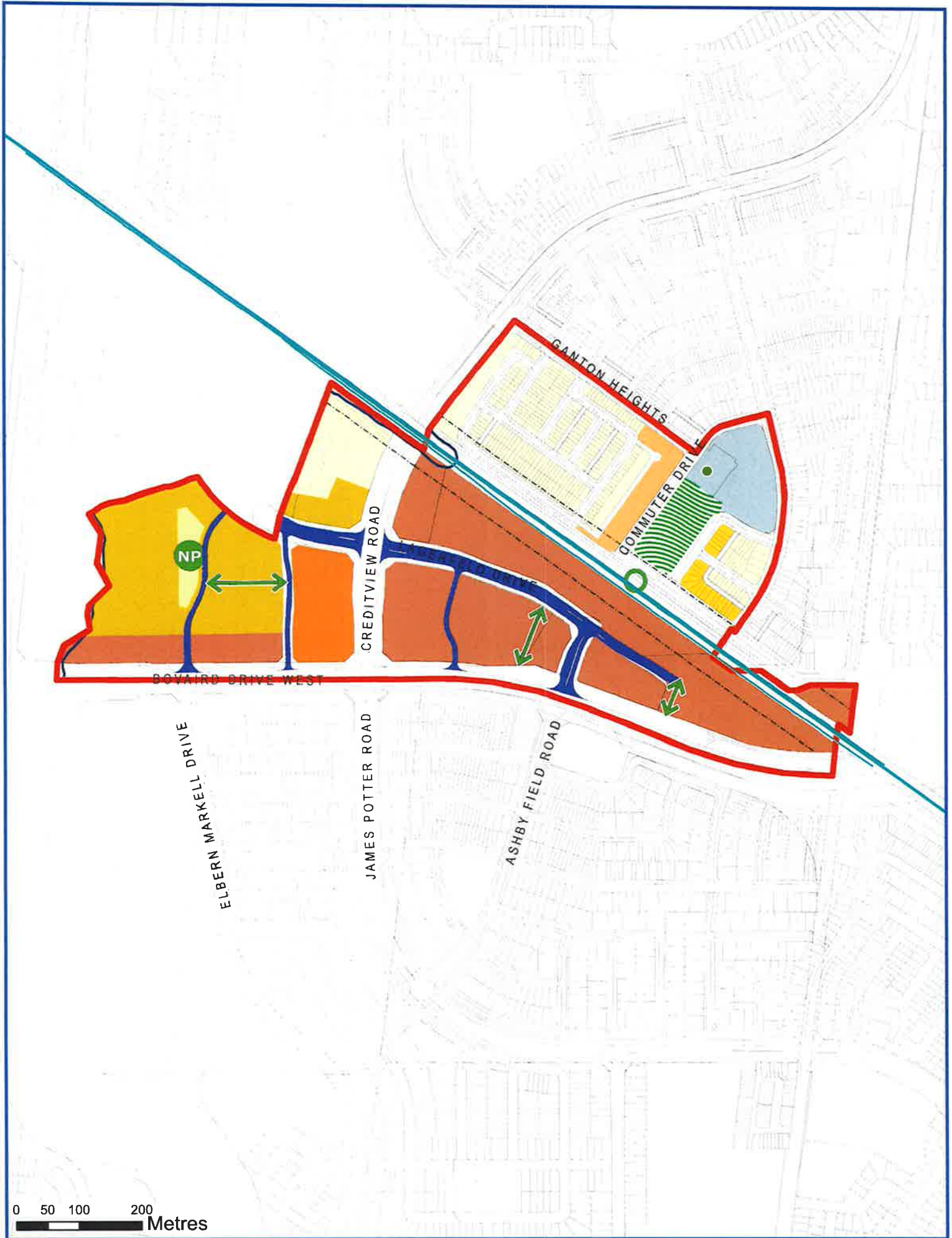
- Public Junior Elementary School Site
- Public Senior Elementary School Site
- Separate Elementary School Site
- Public Secondary School Site
- Separate Secondary School Site
- Place of Worship

RECREATIONAL OPEN SPACE

- City Park
- Local Park
- Parkette
- Town Square
- Vest Pocket


















RETAIL

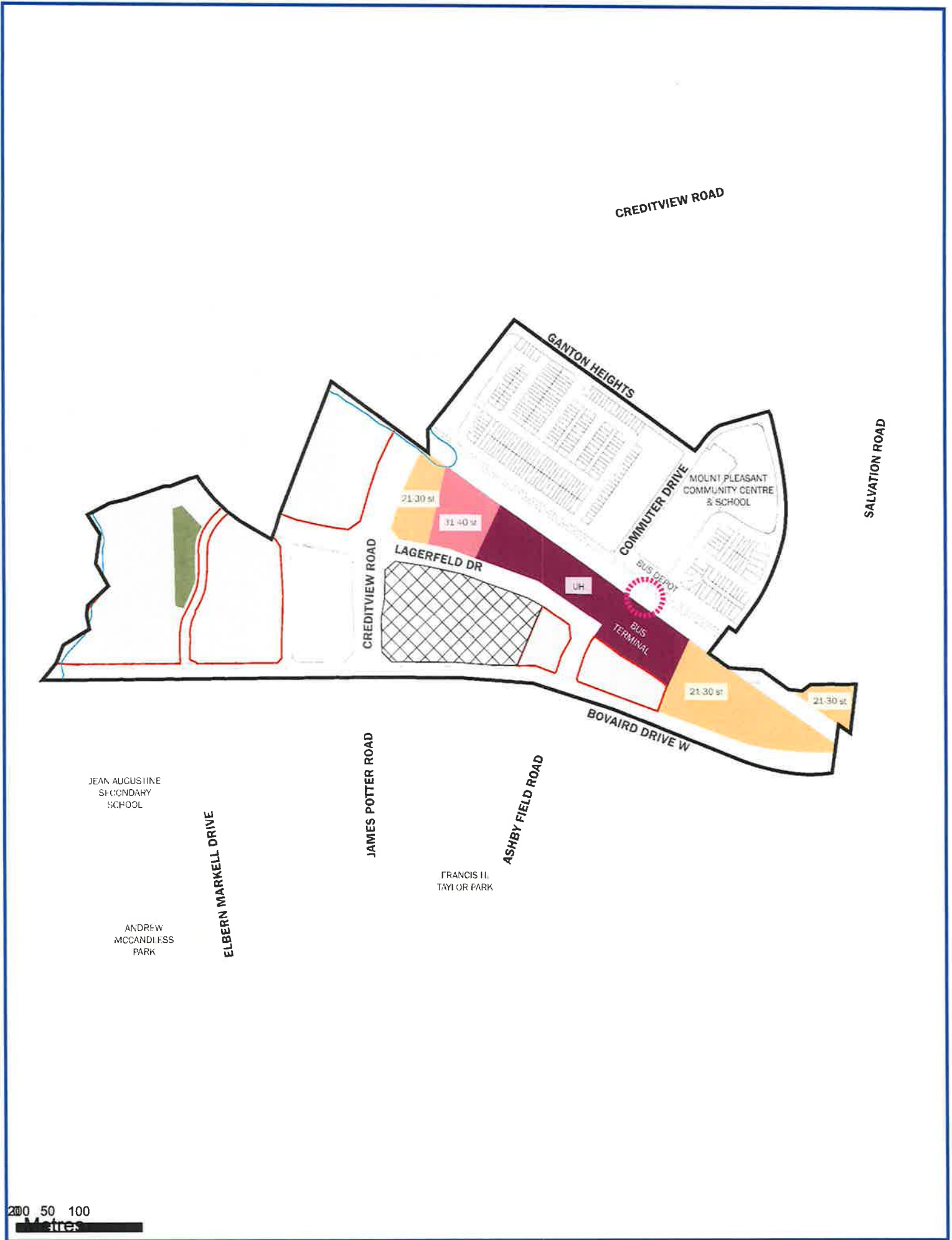
- District Retail
- Convenience Retail
- Neighbourhood Retail
- Motor Vehicle Commercial



Appendix H - Brampton Plan Schedule 13c Brampton Major Transit Station Areas KIT-4 Mount Pleasant GO Land Use Plan

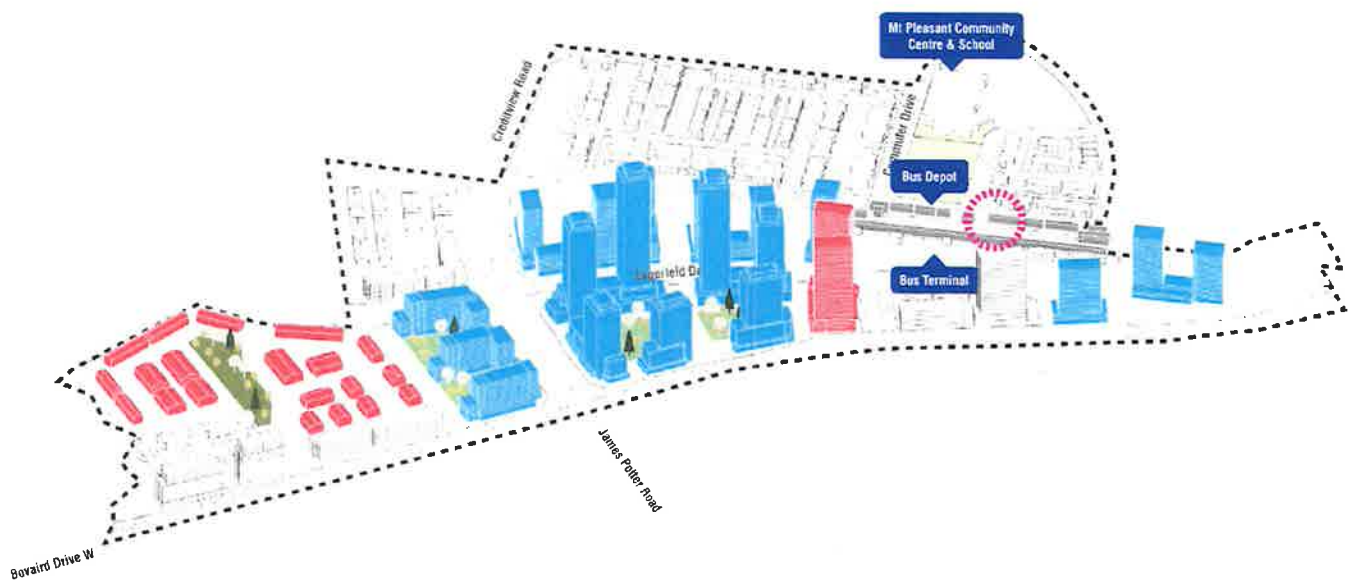
This Appendix is being provided for reference purposes only. For official land uses, refer to Brampton Plan Schedule 13c

- | | |
|---|---|
|  NEIGHBOURHOOD (LOW-RISE RESIDENTIAL) |  PROPOSED PUBLIC OR PRIVATE STREET NETWORK |
|  NEIGHBOURHOOD (MID-RISE RESIDENTIAL) |  POTENTIAL MID-BLOCK CONNECTION |
|  NEIGHBOURHOOD (INSTITUTIONAL) |  DESIGNATED HERITAGE PROPERTY |
|  MIXED-USE (LOW-RISE MIXED-USE) |  CVC REGULATION LIMIT |
|  MIXED-USE (LOW-RISE PLUS MIXED-USE) |  RAIL LINE |
|  MIXED-USE (MID-RISE MIXED-USE) |  MTSA BOUNDARY |
|  MIXED-USE (HIGH-RISE MIXED-USE) |  MTSA TRAIN STATION |
|  EXISTING PARK | |
|  PLANNED NEIGHBOURHOOD PARK | |
|  RAILWAY 30M BUFFER | |



Appendix I - Potential Height and Density Distribution Guideline

- M TSA Boundary
- Neighbourhood Park
- Existing Permissions to Remain
- Development Application Under Appeal
- Approved Post 2019 - No changes
- 4 FSI
- 6 FSI
- 8+ FSI "unlimited density"
- ⊙ GO Train Station
- *UH = Unlimited Height



-  MTSA Boundary
-  Existing Buildings
-  Potential Development
-  Approved Applications
-  Natural Heritage System, Parks and Open Space
-  Proposed Park
-  Proposed Privately Owned Publicly Accessible Open Space
-  GO Train Station

Appendix J - Mt. Pleasant MTSA Potential Demonstration Plan

Appendix K - Example of an MTSA Road Cross Section

