



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2024

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- _____ 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 [enter date] day of [enter month], 2024.

Approved as to form.
20 __/month/day
[insert name]

Patrick Brown, Mayor

Approved as to content.
20 __/month/day
[insert name]

Genevieve Scharback, City Clerk

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

AMENDMENT NUMBER OP 2023 -
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 and replace the Hurontario-Main Secondary Plan Area 55 with a new Secondary Plan (Hurontario LRT Secondary Plan Area 11) to guide the development of complete-transit oriented communities. The majority of the lands within the Secondary Plan Area are located within the Ray Lawson/County Court, and Gateway Primary Major Transit Station Areas (MTSAs), and are subject to the land use designations shown on MTSA Schedules 13l and 13m respectively, and policies of *Brampton Plan*.

Location:

The lands subject to this OPA are generally situated within an 800-metre radius of Brampton's Gateway Terminal and the light rail transit (LRT) stations located along Hurontario Street at the intersections of County Court Boulevard, Ray Lawson Boulevard and Steeles Avenue West and comprise approximately 137 hectares (339 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 (Brampton Plan) is hereby amended:

- a) By amending Schedule 10, Secondary Plan Areas, by removing lands from the Brampton Flowertown Secondary Plan Area 6 and Fletcher's Creek South Secondary Plan Area 24 and adding them to the Hurontario – Main Corridor Secondary Plan Area 55 boundaries as shown outlined on Schedule "A" to this amendment.
- b) By amending Schedule 10, Secondary Plan Areas by renaming and renumbering the Hurontario-Main Corridor Secondary Plan Area 55 to Hurontario LRT Secondary Plan Area 11 as shown outlined on Schedule "A" to this amendment.

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

- a) 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 Hurontario LRT Secondary Plan Area 11.

2.3 The document known as Fletcher's Creek South Secondary Plan, is hereby further amended:

- a) By removing on "Fletchers Creek South Secondary Plan Area 24 Plate No. 43" the lands and associated land use designations and legend reference as shown on Schedule "C" to this amendment and adding them to Hurontario LRT Secondary Plan Area 11.

2.4 By deleting the entirety of the Hurontario-Main Corridor Secondary Plan Area 55 and replacing it with the following text, Schedule, and Appendices:

"EXPLANATORY NOTE

Hurontario LRT Secondary Plan Area 11

General (pertaining to all Secondary Plan office consolidations)

- i. Secondary Plans form part 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 a 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 LRT Secondary Plan)

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

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

Secondary Plan Number 11 has the effect of replacing the entirety of the Hurontario – Main Corridor Secondary Plan Area 55.

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 Schedules 13l and 13m – MTSA Land Use Plans.

Accordingly, this Hurontario 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 the Secondary Plan Number 11 Area can only be achieved by reading the overall *Brampton Plan* together with Secondary Plan Area 11.

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 two protected Major Transit Station Areas located along the Hurontario LRT. This Plan includes a vision, objectives, and policies on the Secondary Plan Area's intended urban structure, land use, public realm, built form, mobility, and climate resiliency, and the necessary infrastructure to support the development of complete and sustainable transit-oriented communities.

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

- Section 1: Introduction and Location
- Section 2: Vision and Planning Principles
- Section 3: Population and Jobs
- Section 4: Land Use
- Section 5: Built Form, Height and Density
- Section 6: Public Realm
- Section 7: Mobility and Transportation
- Section 8: Community Services and Facilities
- Section 9: Servicing and Stormwater
- Section 10: Sustainability
- Section 11: Implementation and Monitoring
- Schedule 11(a): Land Use Schedule (for lands outside of the MTSA's)
- Appendix A1: *Brampton Plan* Schedule 13l - Ray Lawson/County Court MTSA (HLRT-20) Land Use Plan
- Appendix A2: *Brampton Plan* Schedule 13m – Gateway Terminal MTSA (HLRT-22) Land Use Plan
- Appendix B1: Ray Lawson/County Court MTSA Height Distribution Map
- Appendix B2: Ray Lawson/County Court MTSA Density Distribution Map
- Appendix B3: Ray Lawson/County Court MTSA Potential Demonstration Plan

- Appendix C1: Gateway Terminal MTSA Height Distribution Map
- Appendix C2: Gateway Terminal MTSA Density Distribution Map
- Appendix C3: Gateway Terminal MTSA Potential Demonstration Plan
- Appendix D: Street Cross Sections

1.2 Location

The Secondary Plan comprises an area of about 137 hectares (339 acres) generally fronting both sides of Hurontario/Main Street from Ray Lawson Boulevard in the south to Charolais Boulevard in the north and are generally described as being Part of Lots 13, 14 and 15 Concession 1 WHS, Part of Lots 13, 14 and 15 Concession 1 EHS, Part of Lot 1 Concession 1 WHS and Part of Lot 1 Concession 1 EHS.

The Secondary Plan lands are identified on Schedule SP11(a).

2.0 Vision and Planning Principles

2.1 Vision

Brampton's "Uptown" Urban Centre is a key strategic growth area in the city where a high concentration of growth and intensification of activities is planned near rapid transit. Two Primary MTSA's – Ray Lawson/County Court and Gateway Terminal form part of "Uptown" and will be built around rapid transit stations located on the Hurontario – Main LRT corridor. The MTSA's will evolve into vibrant transit-supportive complete communities, functioning as both an origin and destination for employees and residents. A mix of uses will provide walkable neighbourhoods around transit stations and will support a transit system that is well-utilized through-out the day. Multi-modal streets will facilitate connectivity between the transit stations and the surrounding transit-oriented community. The focus will be on creating places that will be accessible for all people.

2.2 Planning Principles

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

- a) Achieve a mix of uses and densities near rapid transit service that contribute to creating a vibrant complete community with a variety of built form that create areas of different character;
- b) Create a multi-modal transportation network with safe and seamless mobility;
- c) Create a well-connected street network;
- d) Provide safe, direct and welcoming pedestrian connections to and from transit stations such as, wayfinding signage;
- e) Ensure development is provided in a compact urban form;
- f) Enable the protection of the Ray Lawson/County Court MTSA as a prominent location for employment growth;
- g) Provide a pedestrian-friendly public realm to support the evolution of the area into an urban place with activity at street level;
- h) Support the provision of all forms of affordable and assisted housing;

- i) Achieve a sensitive transition to established low-rise residential areas;
- j) Ensure the necessities for daily living to support complete communities are provided in tandem with growth; and
- k) Implement low carbon, sustainable and climate change resiliency plans, infrastructure, technologies, and design approaches.

3.0 Population and Jobs

In accordance with *A Place to Growth, Growth Plan for the Greater Golden Horseshoe*, the two MTSA’s within this Plan are planned to achieve each, a minimum gross density of 160 residents and jobs combined per hectare by 2051. Based on this minimum density, the corresponding minimum population and jobs for each MTSA is outlined in **Table 1: Minimum Combined Population and Jobs**.

Table 1: Minimum Combined Population and Jobs

Column A	Column B	Column C	Column D
MTSA	Total Minimum Combined Population and Jobs	Population and Jobs (as of Secondary Plan adoption date)	Additional Population and Jobs Required by 2051 to meet Minimum Density Target
Ray Lawson/County Court	6,907	3,244	3,663
Gateway Terminal	8,797	3,767	5,030

- a) The target of a minimum 160 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, the applicant shall demonstrate how the proposed redevelopment or development contributes to meeting the minimum required population and jobs outlined in Table 1 – Column D.
- 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 the Secondary Plan area shall be mixed-use, transit-oriented development. The permitted uses include a broad range and mix of residential, employment and institutional uses in a well-integrated, compact urban form where people can access a range of services within a 15-minute walk or cycling trip of their home.

Significant portions of the Ray Lawson/County Court MTSA are protected for employment uses, where a diverse range of jobs and services are to be provided to meet Brampton's employment targets. Residential and ancillary uses are permitted in accordance with the Mixed-Use Employment (Office Mixed-Use) designation in *Brampton Plan*, to help support the long-term economic success of the city.

4.1 Schedule SP11(a) Land Use Designations

The land use designations shown on Schedule SP11(a) apply only to the lands located outside of the two MTSA boundaries and shall be developed in accordance with the applicable land use policies in *Brampton Plan*.

4.2 MTSA Land Use Schedules

The majority of the Secondary Plan lands are located within the Ray Lawson/County Court and Gateway Terminal MTSA's.

Brampton Plan Schedule 13l - Ray Lawson/County Court MTSA (HLRT-20), Land Use Plan, and Schedule 13m - Gateway Terminal MTSA (HLRT-22) Land Use Plan are provided in Appendices A1 and A2 to this Plan for reference,

and all the associated land use policies are found in Chapters 2 and 4 of *Brampton Plan*. In addition to the land use policies in *Brampton Plan*, the following policies shall also apply:

- a) New automobile sales and automobile related uses, including automobile service stations and new drive-through facilities shall not be permitted on any lands within the Secondary Plan area.
- 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 heritage resources, land use compatibility and/or infrastructure capacity. The Zoning By-law, in conjunction with Brampton's Development Design Guidelines will establish the minimum criteria for assessing the suitability of an individual site for each land use designation.
- c) To maintain the intent of the primary employment function of the 'Mixed-use Employment (Office Mixed-Use)' designation shown on *Brampton Plan* Schedule 13l – Ray Lawson/County Court MTSA Land Use Plan, employment uses shall be provided either as a stand alone building or within a mixed-use building located in the same lot, and shall be developed in advance of, or concurrently with non-employment uses.

- d) For lands designated “Mixed-Use (High-Rise Mixed Use)” on *Brampton Plan* Schedules 13l and 13m with frontage on Steeles Avenue West and Hurontario-Main Street, a minimum percentage of at-grade non-residential uses shall be provided for each building to foster an animated, pedestrian-active frontage. Active at-grade uses are encouraged to be located on the first and second floors and include commercial, retail, office, institutional or recreational uses. Regulations will be included within the City’s Zoning By-law to implement minimum requirements for at-grade non-residential uses.
- e) Changes to the location or alignment of the street network, mid-block connections, parks and open space will not require an amendment to this Plan provided that its general intent and purpose is maintained.
- f) Prior to development or site alteration on the lands containing an unevaluated wetland, located in the vicinity of the Malta Avenue extension, a Wetland Evaluation, and any further technical studies shall be completed by the owner and approved to the satisfaction of the City and Credit Valley Conservation. . The owner shall undertake any necessary mitigation measures based on the outcome of the Wetland Evaluation.

5.0 Built Form, Height and Density

Within the Secondary Plan area, a variety of built form and height will be encouraged to help frame open spaces, activate the public realm and to achieve a diversity in design.

Buildings will be designed to be transit-supportive and pedestrian-friendly to create a desirable urban environment. The scale of development will respond appropriately to its planned context, its relationship to adjacent and nearby lower-scale neighbourhoods, access to supporting infrastructure, and its relationship to the public realm.

5.1 Built Form

The following design policies set out the requirements and expectations for the development of lands within the Secondary Plan Area to create a sustainable, attractive, safe and pedestrian-oriented environment:

- a) Principles of sustainability shall be addressed including but not limited to providing pedestrian orientation, mix of uses, transit supportive densities and designs, accessibility, enhanced public realm, protection of natural and cultural heritage, and recreational open space. Other sustainable elements such as, increasing and contributing to a robust and diversified urban forest canopy, water and energy conservation and Low Impact Development (LID) principles are encouraged in all forms of development.

- b) High-rise buildings shall have consideration for tall building design principles including tower separation, overlook, relative height, floor plate area, building length, tower placement, orientation and building proportion, among others. The design criteria for tall buildings will be implemented through zoning by-law regulations to:
 - i. mitigate environmental impacts caused by tall buildings such as shadows, accelerated winds, access to light and sky;
 - ii. create high-quality design relationships between the built forms of multiple adjacent or nearby towers that account for occupant privacy and quality of life, contribute toward a visually interesting skyline, and ensure compatibility between buildings in dense, urban environments;
 - iii. ensure compatibility with surrounding low-rise and mid-rise contexts; and
 - iv. ensure that the development of future, adjacent or nearby high-rise buildings is not hindered, and can continue to achieve high-quality design principles.

- c) Development shall support the vision of creating a fine-grained block pattern that allows for greater permeability, movement and connectivity at ground level.

- d) Streets and buildings shall be designed and developed to ensure attractive streetscapes, walkable and human-scale communities and to promote social interaction, transit usage and safety.

- e) The layout of the streets, configuration of lots and siting of buildings shall ensure that:
 - i. Pedestrians can easily access and enjoy public streets and other outdoor spaces;
 - ii. Service and parking facilities are integrated into the design of buildings to minimize disruption to the safety and attractiveness of the adjacent public realm;
 - iii. Roofs are articulated and roof-top mechanical equipment are appropriately integrated into the building massing;
 - iv. The safety and security for all persons within public places and service areas are promoted through the design and siting of buildings, entrances, walkways, amenity and parking areas to provide visibility and opportunities for informal surveillance. Crime Protection Through Environmental Design (CPTED) principles shall be applied to all public spaces; and
 - v. Development reinforces the importance of public and institutional buildings in the community, and enhances their role through design, location and orientation.

5.2 Building Height and Density

The distribution and hierarchy of height and density is important to create a well-balanced community and activate public spaces. The tallest buildings and highest densities will be located adjacent to the rapid transit stations and will lower in height as the distance from the transit station increases. The range of building heights and density distribution illustrated in Appendices B and C for each MTSA correspond with the land use designations on *Brampton Plan's* Schedules 13l and 13m and the building typologies in Table 4 of *Brampton Plan* and demonstrate the intended heights and floor space indexes that will be implemented in the zoning by-law.

New development will be planned to achieve the minimum residents and jobs combined per hectare (Section 3.0: Population and Jobs of this Plan), through both the minimum building height requirements that will be identified in the zoning by-law, and the minimum density requirements identified in Table A: Minimum Floor Space Index (FSI) found in Chapter 4 – Major Transit Station Area of *Brampton Plan*.

- a) When more than one building can be accommodated on the same lot, the minimum building height requirements in the zoning by-law will only apply to one of the buildings, or portion thereof.
- b) A potential range and distribution of building heights and densities are illustrated in Appendices B and C to this Plan. The specific minimum/maximum building height and density, applying the range illustrated in Appendices B and C, will be implemented in the Zoning By-law.
- c) Only for lands designated “Mixed-Use (High-Rise Mixed-Use)” or “Mixed-Use Employment (Office Mixed-Use)”, building heights and densities beyond those prescribed in the Zoning By-law may only be considered through a site-specific Zoning By-law Amendment application, subject to meeting all of the following criteria:
 - i. the overall intent, goals, objectives, and policies of the MTSA and Official Plan are achieved;
 - ii. developable site area is appropriate to accommodate the proposed additional height;
 - 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. 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) Properties shown with unlimited height and density (UHD) in Appendices B and C may be subject to the implementation of a ‘holding’ (H) provision in the Zoning By-law to ensure appropriate built form, and sufficient infrastructure capacity and community services are available to support the proposed height. The removal of the ‘holding’ (H) provision may be subject to the approval of technical studies, including, but not limited to:
 - i. Functional Servicing Report
 - ii. Traffic Impact Study
 - iii. Growth Management Study
 - iv. Urban Design Brief
 - v. Wind Study

vi. Shadow Study

6.0. Public Realm

The successful transformation of the Hurontario LRT Secondary Plan Area into a transit-oriented community will require the provision of a high-quality public realm that supports and attracts safe and comfortable pedestrian movement and activities.

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, privately owned publicly accessible spaces 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.

Conceptual public realm elements have been identified on Appendices B1 and B2 - MTSA Potential Demonstration Plans to this Plan.

- a) The design of new development shall provide public realm improvements that include safe, direct and welcoming active transportation connections from transit stations for all users. Improvements may include, but are not limited to, wayfinding solutions, new pathways, weather protected links and enhancing transit facilities.
- b) In the vicinity of future higher-order transit stations, the public realm shall act as a focal point contributing to the character of the local context and apply a high-quality architectural treatment reflecting the importance of the Hurontario-Main corridor as a hub of activity.
- c) Where appropriate, it shall be demonstrated that building setbacks adjacent transit station/stops include sufficient space for transit plazas.

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 and open space system shown on *Brampton Plan's* Schedules 13l and 13m and on the MTSA Potential Demonstration Plans in Appendices B1 and B2 of this Plan include the following type of parks and open space:
 - i. Neighbourhood Parks
 - ii. Urban Parks - Privately Owned Publicly Accessible Spaces (POPS) and Urban Squares

6.2 Place-Making

The intent of this Secondary Plan is to transform the Hurontario LRT into a vibrant and active pedestrian-friendly urban environment. All development, private and public within this plan, shall contribute to place-making by building areas with a strong sense of identity and character that are attractive, safe and welcoming.

- a) Multi-functional public-oriented/accessible spaces, including public and private squares and plazas are encouraged to be provided in all forms of development;;
- b) Areas for place-making shall be designed and landscaped to function as a significant part of the public realm; and,
- c) Public art is encouraged to be provided to animate civic spaces and reflect the culture and diversity of the local residents and community.

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..

7.1. Street Network

A fine-grained street network will provide the foundation for how people get around by walking, cycling, driving and other modes, supporting convenient pedestrian and cyclist movement and discouraging single-occupant vehicle use.

- a) Development proposals shall contribute to the creation of a connected public street network as generally illustrated on the MTSA Schedules 13I and 13m, and the Potential Demonstration Plans in Appendices B1 and B2.
- b) To the greatest extent possible, development proposals shall be located on public streets or roads, unless it can be demonstrated by the proponent to the satisfaction of the City that a private street or road is equally desirable from the standpoints of functionality, community safety, efficiency, servicing, neighborhood connectivity, facilitating land assembly for future development, reducing negative environmental impacts and minimizing financial impacts to the City.
- c) All new public local streets will be developed in accordance with Brampton's Complete Street Guidelines and shall have a minimum right-of-way width of 25.2 metres to accommodate sidewalks on both sides; bicycle facilities; vehicle travel lanes; and low impact development (LID) stormwater management facilities, such as bio-swales, where appropriate. (Refer to cross section in Appendix D). The design of private roads in new developments shall include active transportation.
- d) Private streets shall contain the following:
 - i. Minimum pavement width of 7.0 metres;

- ii. Sidewalks on both sides;
- iii. Active transportation elements; and
- iv. Public realm elements such as landscaping, street furniture, street lighting, etc.

The final right-of-way requirements and necessary easements for private streets will be determined through the development application process.

- e) Notwithstanding c), future streets in proximity to bus rapid or LRT transit stations may require special rights-of-way widths, functional considerations, and facility requirements to accommodate transit facilities 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. Mid-Block Connections

A mid-block connection is a small scale, pedestrian-oriented neighbourhood street that is primarily for pedestrian and cycle traffic but may also be designed as a vehicular laneway to accommodate vehicular access. Mid-block connections are intended to provide a safe mobility option with higher quality public realm that focuses on enhancing the pedestrian experience. Mid-block connections may be public or privately owned facilities that are publicly accessible.

- a) The minimum width of mid-block connections shall be **15 metres**.

7.3. Active Transportation Network

Facilitating a network of lively, safe, enjoyable and convenient pedestrian and cycling network that link key destinations and major trip generators, such as transit stops, homes, jobs, schools, shopping, natural heritage system and open space parks and other desirable destinations within the Hurontario/Main Street Corridor is an important aspect of transit-oriented development. Streets must be viewed as part of a larger network of a linked system..

- a) Development and redevelopment 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) Wherever possible, streets shall provide landscaped buffers, trees, and appropriate pedestrian amenities for pedestrian safety and convenience.
- c) Continuous sidewalks shall be provided to prioritize pedestrian 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.

7.4 Cycling Facilities and Amenities

Cycling and other forms of active transportation allow people to reach destinations, but not so distant that they need to use automobiles or other modes of motorized travel. Making the Hurontario-Main Corridor bicycle-friendly will encourage a more active lifestyle for residents and

workers and contribute to the improvement of the economic and environmental health of the area. Bicycle routes, both along the Corridor and to and from the Corridor, are important..

- a) Cycling facilities and amenities, such as bicycle parking and lock-up areas are encouraged to be provided at all public destinations within MTSA's, including, but not limited to, transit stations, parks, schools, community centres, cultural facilities, other public institutions and retail uses.
- b) Bicycle parking shall be provided by all residential, commercial, institutional (excluding publicly funded schools), employment, recreational and civic buildings. The appropriate bicycle parking requirements will be provided in the Zoning by-law.

7.5 Parking

- a) For lands located within a MTSA there shall be no minimum parking standards for the land use designations shown on *Brampton Plan's* Schedules 13l and 13m, except for properties designated "Neighbourhood (Low-Rise)" and "Neighbourhood (Low-Rise Plus Residential)".
- b) At grade and or above-grade parking structures shall not be located fronting a street.

8.0 Community Services and 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 are essential to create 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 within the City and across the Region.

- a) Community services and facilities are permitted within any land use designation shown on *Brampton Plan's* Schedules 13l and 13m.
- b) Community services and facilities will be secured through the appropriate development approvals process and agreements, which will outline the anticipated timing and phasing of community services and facilities to ensure its timely provision to support development.
- c) Public service facilities should be planned and designed to meet the requirements of the City and/or public agencies, and should:
 - i) be provided in visible locations with strong pedestrian, cycling and transit connections;
 - ii) be co-located with each another in mixed used buildings, where possible, and provide for integrated pick-up and drop-off areas, as applicable;
 - iii) be located adjacent to parks and open spaces to enable synergies between facilities, where appropriate and applicable; and,
 - iv) provide for multi-functionality through flexible, accessible, multi-purpose spaces that can be programmed in different ways and can adapt over time to meet the varied needs of the community.

9.0. Servicing and Stormwater

A significant amount of population and employment growth is anticipated in the Hurontario LRT Secondary Plan Area. Ensuring there is sufficient municipal servicing capacity to accommodate the projected growth is essential for the proper redevelopment of the area.. Servicing infrastructure includes sanitary sewers, storm sewers and the water distribution system. Intensification within the Secondary Plan Area 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 Hurontario LRT, 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 and by implementing the goals and actions of Brampton's Community and Energy Reduction Emissions Plan.

9.1. Servicing and Stormwater Policies

- a) A Functional Servicing Report (FSR) shall be submitted in conjunction with a development application that is in accordance with the City's Term of Reference. The FSR shall expand on the findings of the MTSA Master Servicing Report prepared by ARUP dated August 2024.
- b) If a development proposal includes lands to be dedicated for a public street with a 25.2 metre right-of-way, 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.
- d) Properties within the boundaries of a MTSA may be subject to the implementation of a 'holding' (H) provision in the Zoning By-law to ensure sufficient infrastructure capacity is available to service the proposed development.

10.0 Sustainability

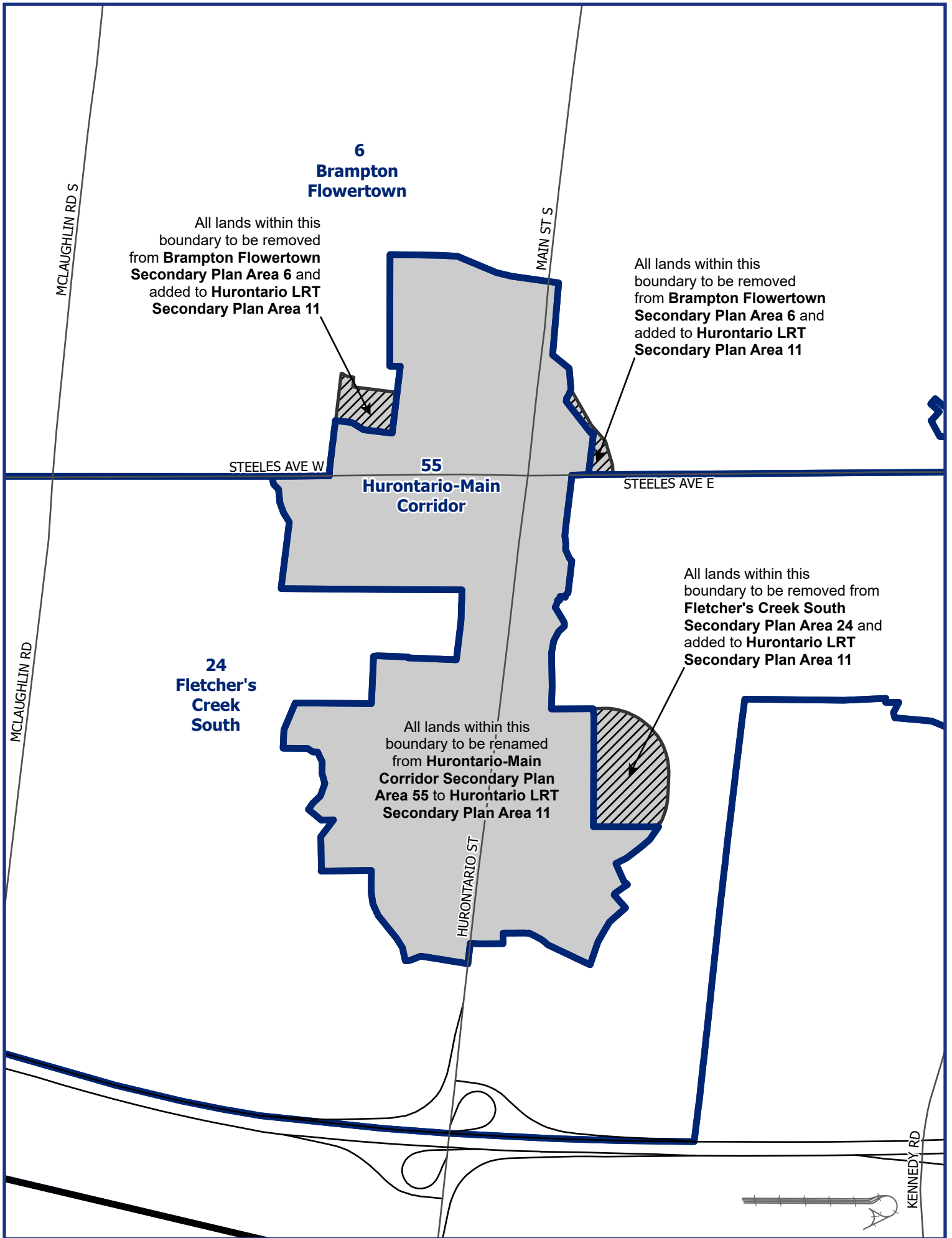
- a) Draft Plan of Subdivision and Site Plan Applications must achieve a minimum Sustainability Score that falls within the Silver Sustainability Score Threshold.
- b) Development will advance and, as appropriate, implement the recommendations of the City of Brampton Community Energy and Emissions Reduction 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.
- c) Development will facilitate vehicle and transit electrification readiness of

buildings and transportation infrastructure through the design of buildings and the provision of charging infrastructure.








- d) The City shall identify, plan for, and implement infrastructure that can proactively protect each MTSA from future potential long-term risk of events associated with climate change.

11.0 Implementation and Monitoring

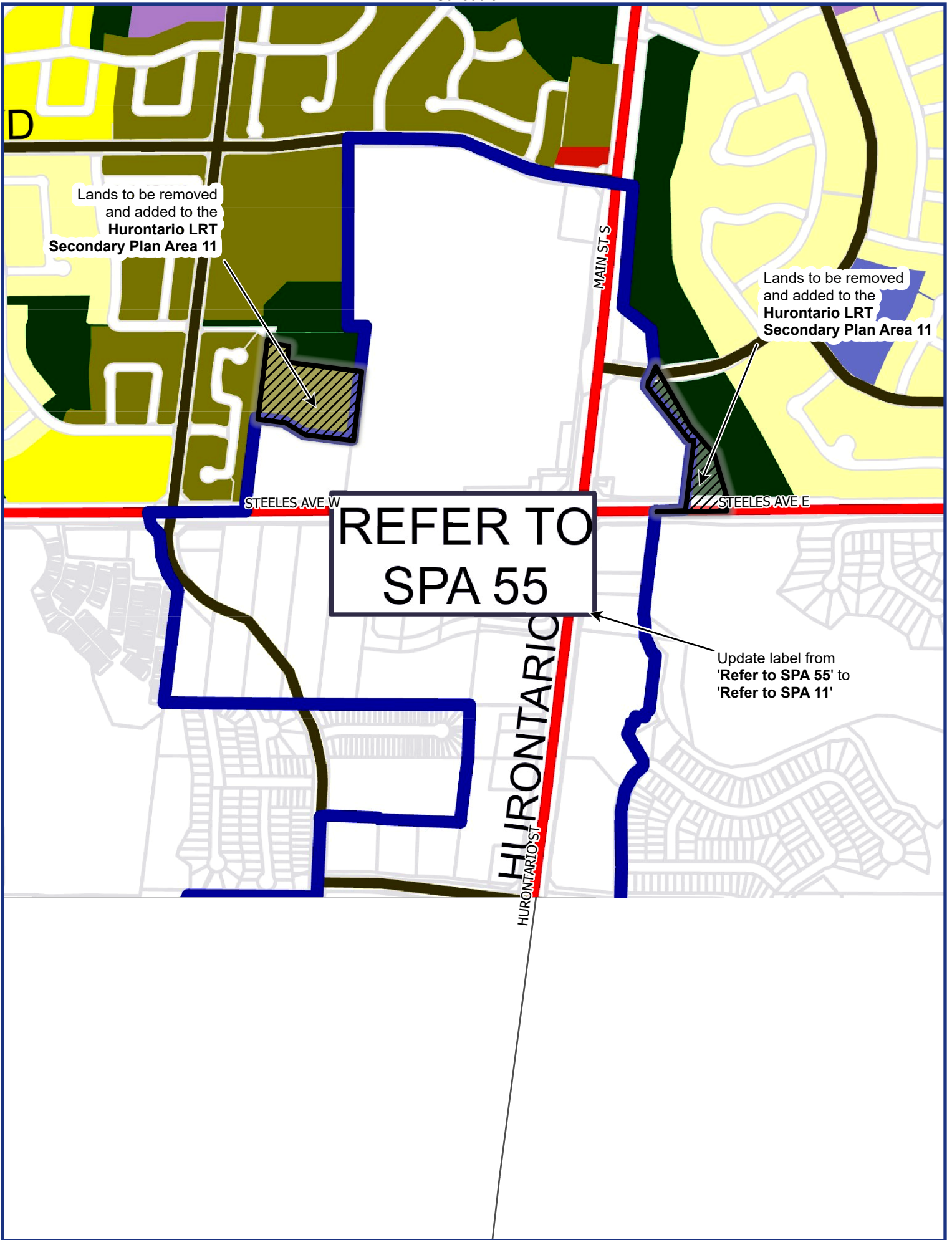
- a) The timing and progression of development shall be supported by the adequate provision of parkland, mobility infrastructure, community services and facilities.
- b) The City will monitor the level of development within each MTSA every 5 years to ensure the density targets prescribed in Section 3.0 – Population and Density of this Secondary Plan are being met.
- c) The City may, in conjunction with the planning application process, monitor the level of development against:
 - i. the ratio of jobs to residents;
 - ii. the provision of servicing infrastructure and,
 - iii. the identification and need for public service facilities, as applicable.”



EXTRACT FROM 2023 Official Plan Schedule 10 Secondary Plan Areas

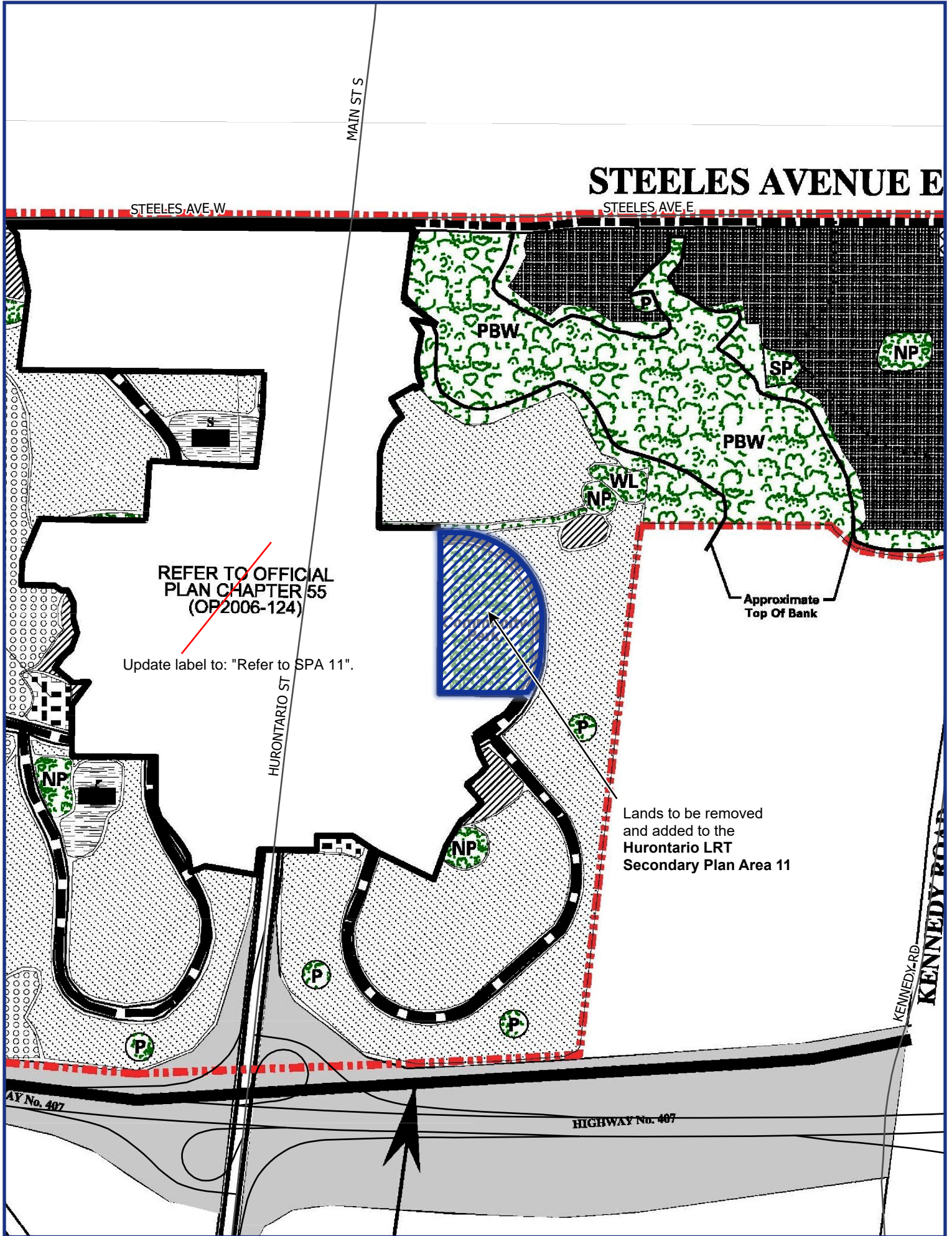
- | | | |
|--|---|--|
|  Lands to be added | Road Classification |  Railway |
|  Lands to be renamed |  Highway |  Secondary Plan |
| |  Arterial Road |  City Boundary |





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 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

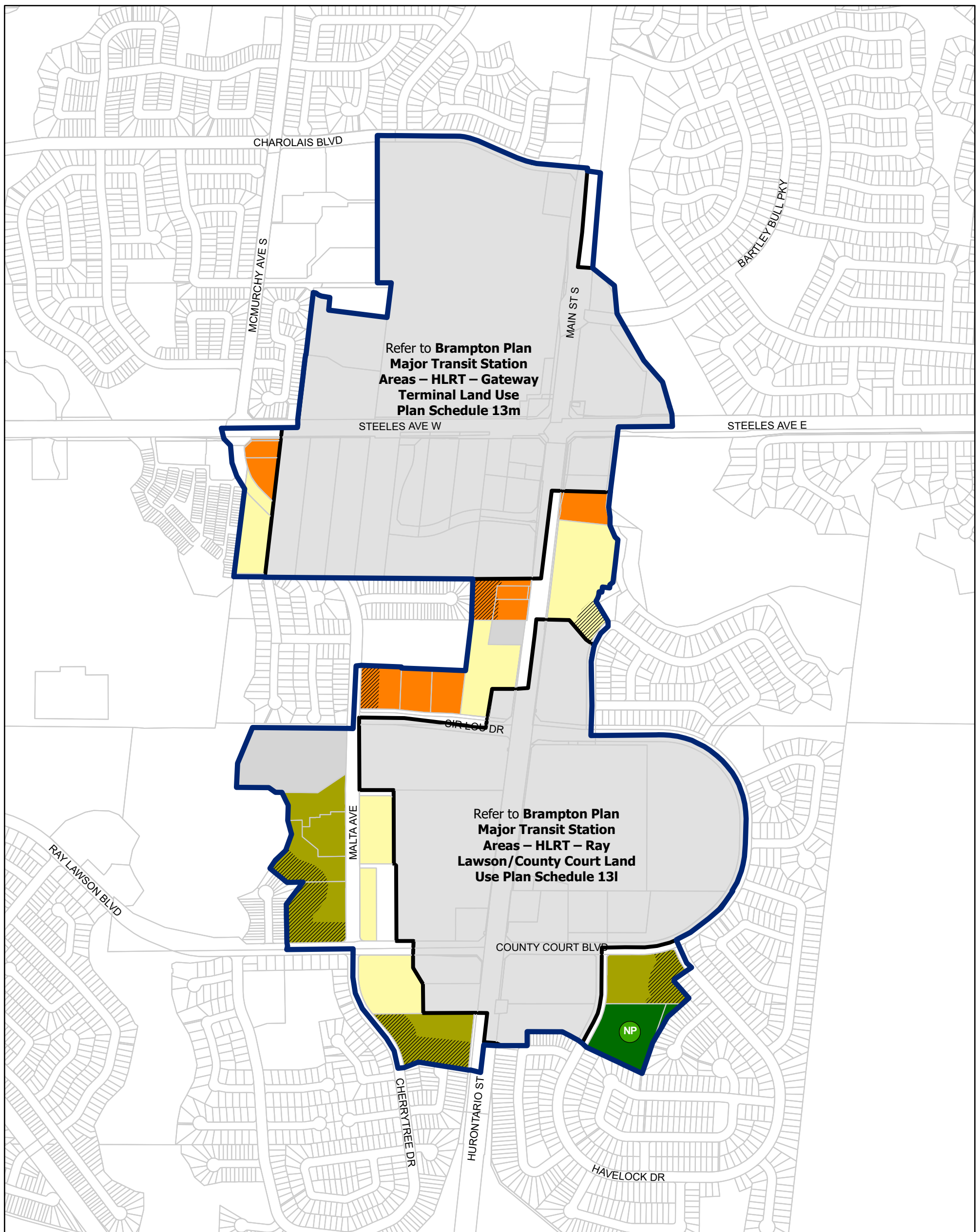


EXTRACT FROM Fletcher's Creek South Secondary Plan Area 24 Plate No. 43

<p>RESIDENTIAL</p> <ul style="list-style-type: none"> Low Density Low And Medium Density Medium Density Medium-High Density High Density <p>ROADS</p> <ul style="list-style-type: none"> Freeway Provincial Highway Arterial Road Major Arterial Road Minor Arterial Road Collector Road Minor Collector Road 	<p>COMMERCIAL</p> <ul style="list-style-type: none"> Highway Commercial Convenience Commercial Neighbourhood Commercial District Commercial Specialty Office - Service Commercial Convenience Commercial & Specialty Office - Service Commercial Specialty Office - Service Commercial Special Policy Area 1 	<p>PUBLIC OPEN SPACE</p> <ul style="list-style-type: none"> Public Open Space District Park Community Park Neighbourhood Park Parkette Specialized Park Parkway Belt West Woodlot Cemetery Hazard Land 	<p>INSTITUTIONAL</p> <ul style="list-style-type: none"> Institutional Secondary School Senior Public School Public School Separate School Secondary School - Separate School Special Policy Area 1
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Subject Lands

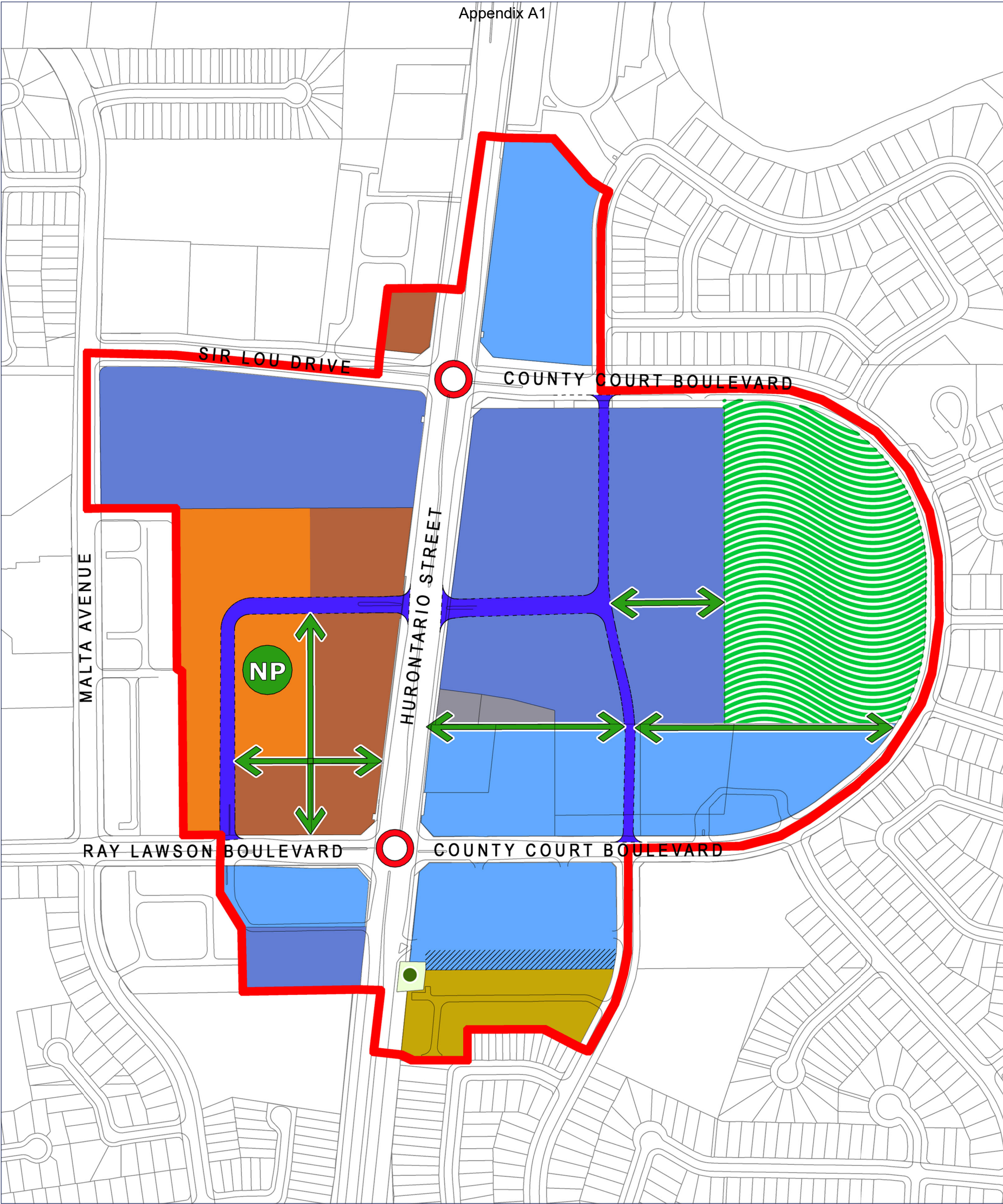




- Landuse**
- Low Rise Residential
 - High Rise Residential
 - Mixed Use
 - Institutional
 - NP Neighbourhood Park
 - Height Transition Area
 - Major Transit Station Area
 - Parcel Fabric

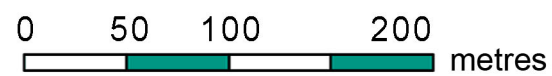
Note: The legal basis for delineating Conservation Authority regulated areas is defined in the text of the respective regulations issued in accordance with Section 28 of the Conservation Authorities Act. The information identifying regulated areas shown on this Schedule, including the Limits of Regulated Features and Hazards, may be updated as new information becomes available. Reference should be made to the text and mapping of the relevant Conservation Authority regulation. Site investigations and detailed studies requested at the time of an application may further refine the regulated area, including flood plan spill areas.

**Hurontario LRT Secondary Plan Area 11
Landuse Schedule 11(a)**

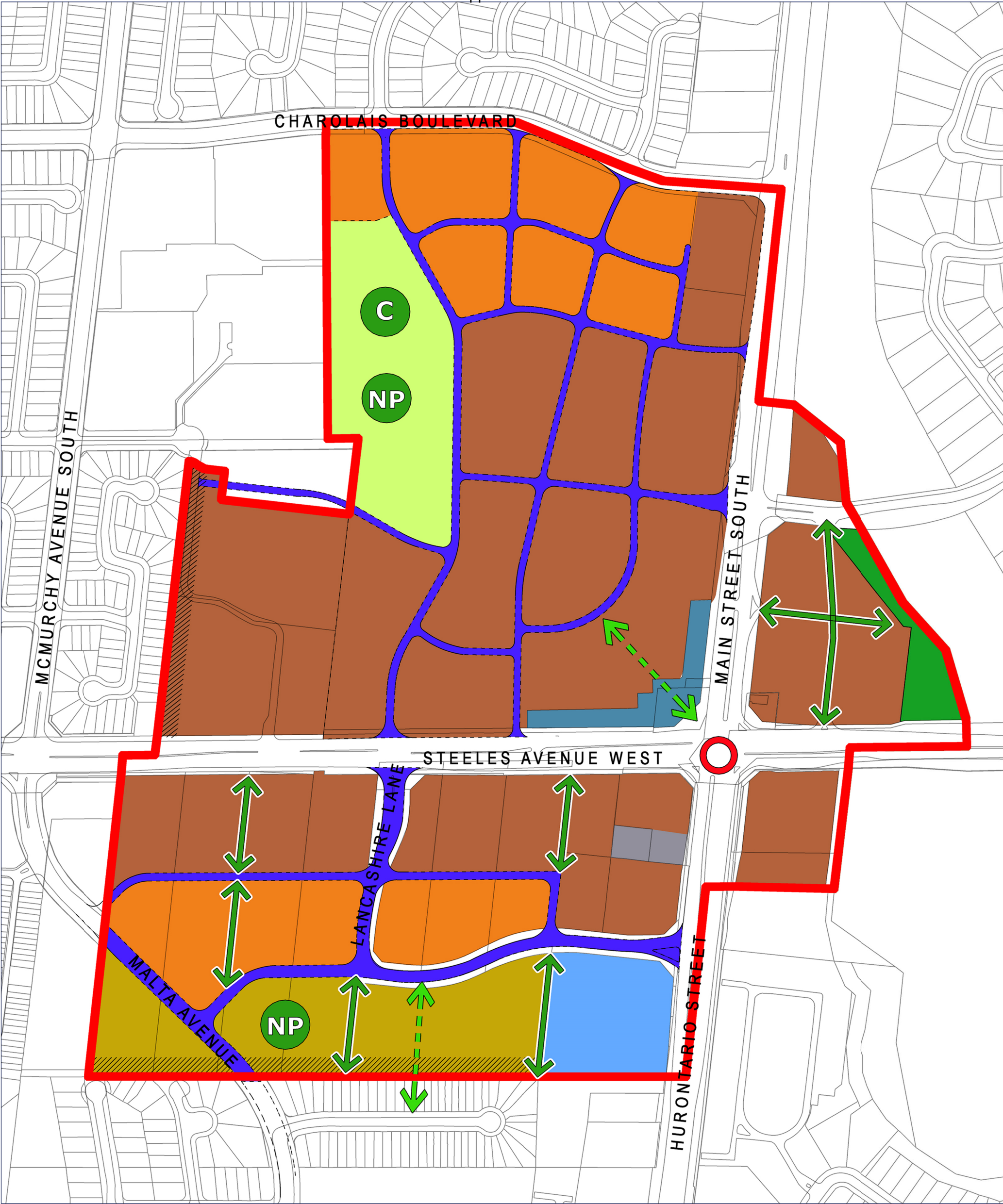


- NEIGHBOURHOOD (MID-RISE RESIDENTIAL)
- MIXED-USE (MID-RISE MIXED-USE)
- MIXED-USE (HIGH-RISE MIXED-USE)
- MIXED-USE EMPLOYMENT (OFFICE MIXED-USE)
- MIXED-USE EMPLOYMENT (INSTITUTIONAL)
- UTILITY
- EXISTING PARK
- CEMETERY
- NP PROPOSED NEIGHBOURHOOD PARK

- PROPOSED PUBLIC OR PRIVATE STREET NETWORK
- POTENTIAL MID-BLOCK CONNECTION
- DESIGNATED HERITAGE PROPERTY
- HEIGHT TRANSITION AREA
- MTSA BOUNDARY
- MTSA STATION

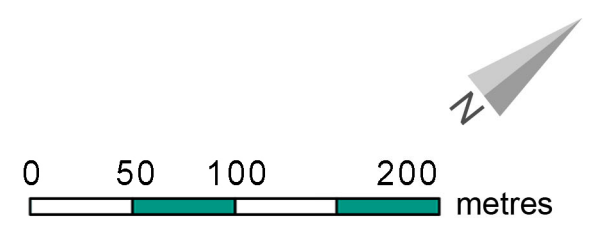


Date: October 2023
 Planning, Building and Growth Management
 Brampton Plan
 This map forms part of the Official Plan of the City of Brampton
 and must be read in conjunction with the text and other schedules.



- NEIGHBOURHOOD (MID-RISE RESIDENTIAL)
- MIXED-USE (MID-RISE MIXED-USE)
- MIXED-USE (HIGH-RISE MIXED-USE)
- MIXED-USE EMPLOYMENT (OFFICE MIXED-USE)
- TRANSIT STATION
- UTILITY
- NATURAL SYSTEM
- NP** PLANNED NEIGHBOURHOOD PARK
- NP** PROPOSED NEIGHBOURHOOD PARK
- C** POTENTIAL COMMUNITY HUB

- PROPOSED PUBLIC OR PRIVATE STREET NETWORK
- POTENTIAL MID-BLOCK CONNECTION
- PEDESTRIAN CONNECTION
- HEIGHT TRANSITION AREA
- MTSA BOUNDARY
- MTSA STATION

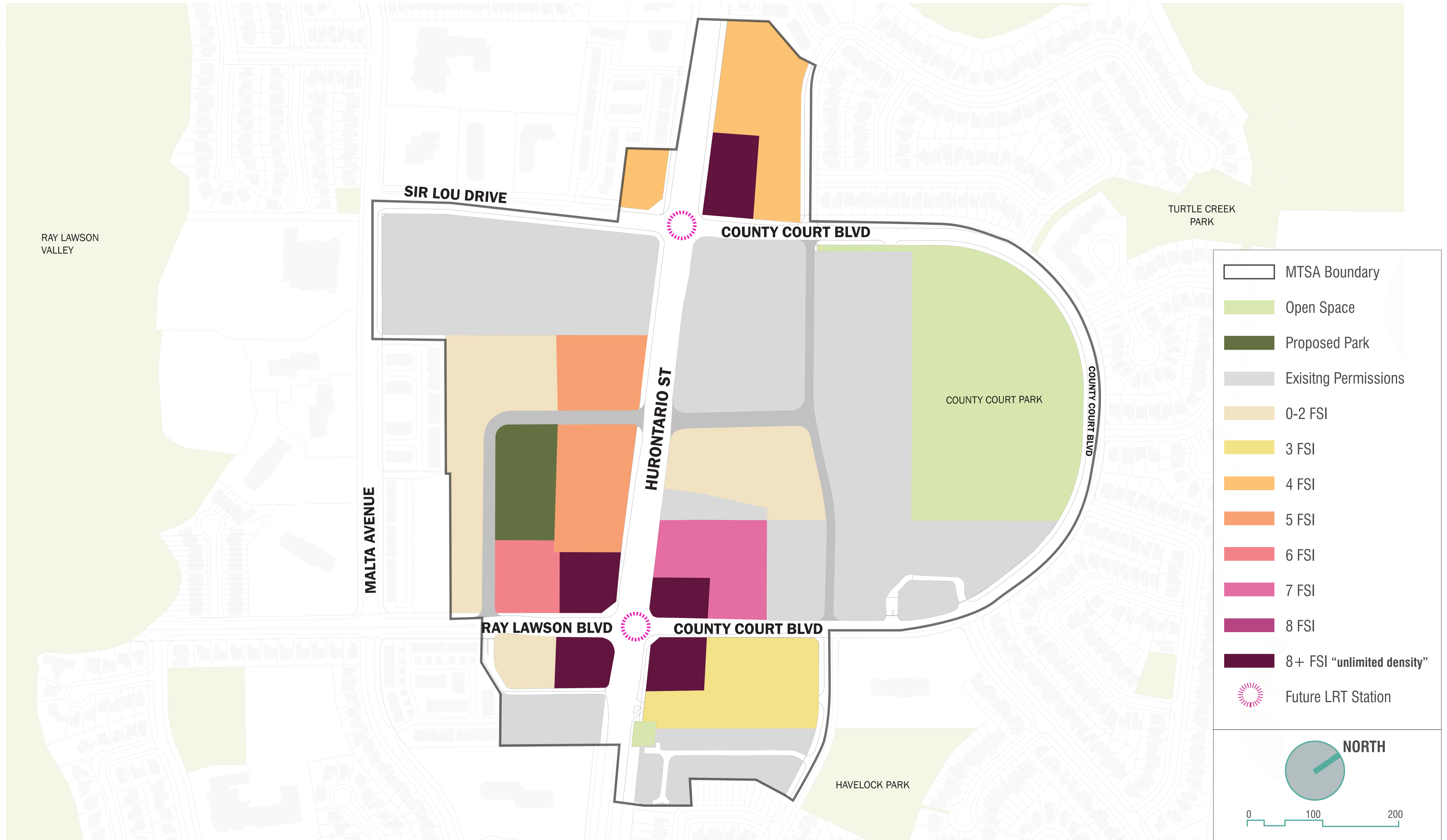


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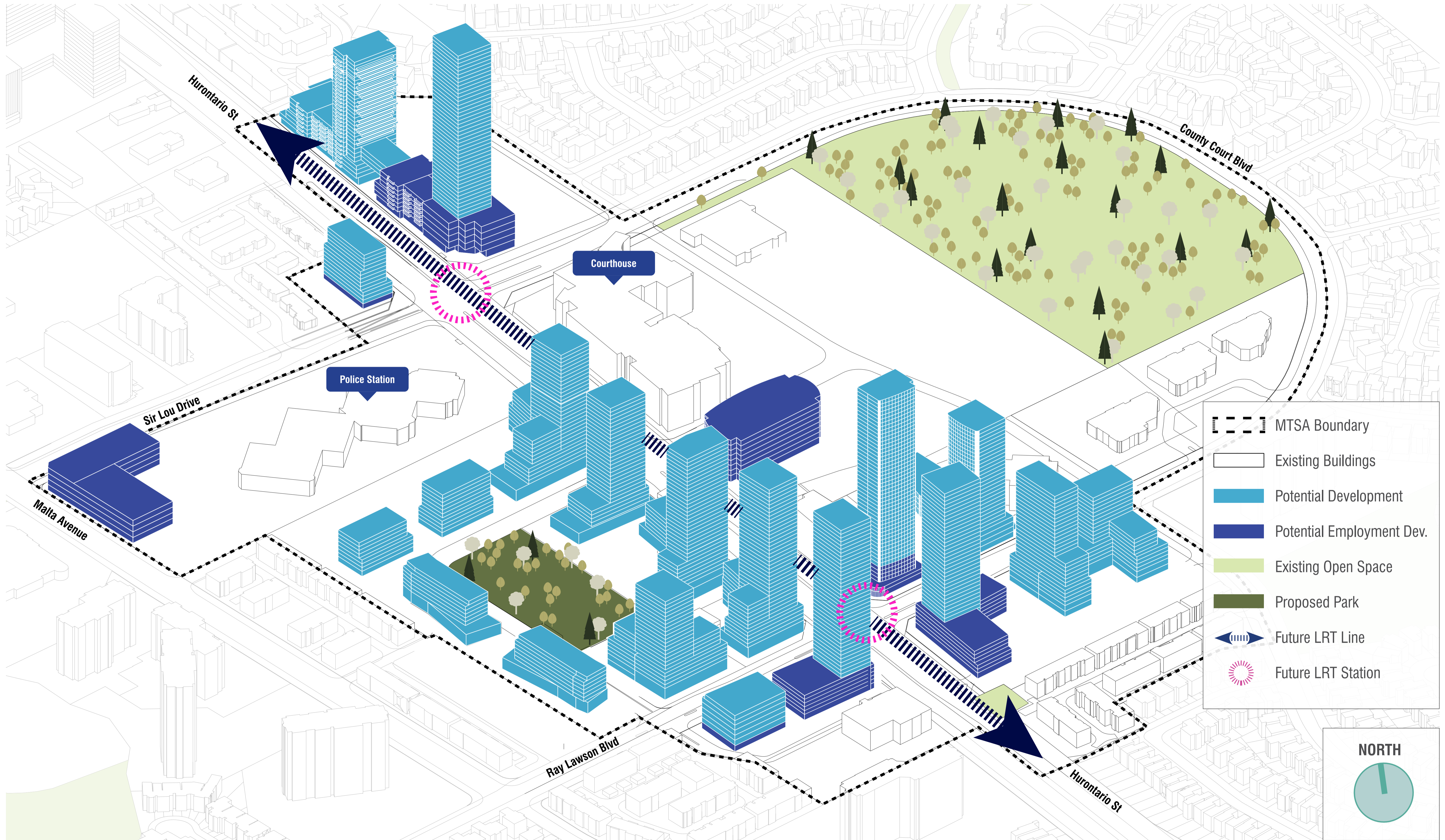
PROPOSED HEIGHT DISTRIBUTION



PROPOSED DENSITY DISTRIBUTION



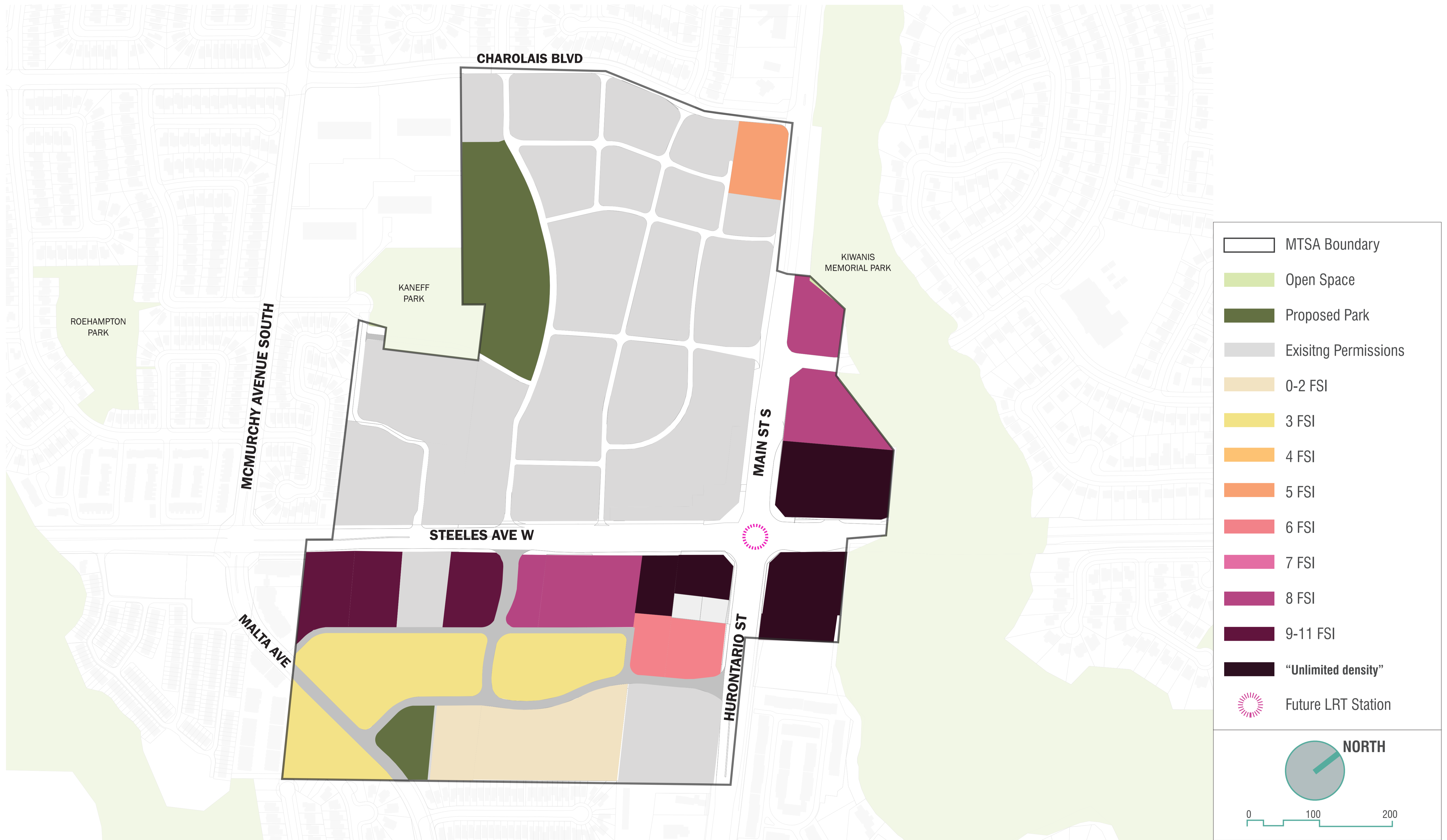
DEMONSTRATION PLAN



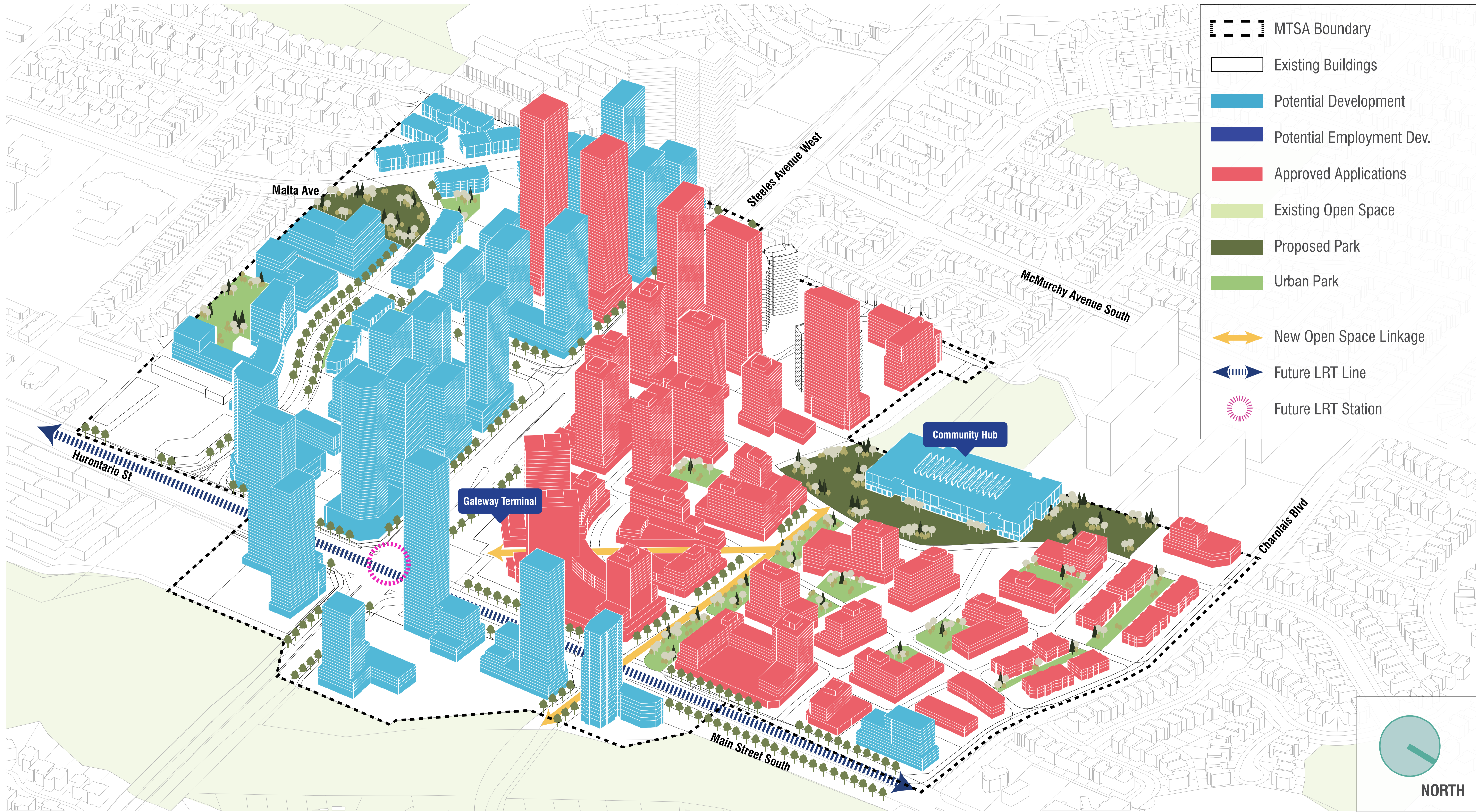
PROPOSED HEIGHT DISTRIBUTION



PROPOSED DENSITY DISTRIBUTION



DEMONSTRATION PLAN

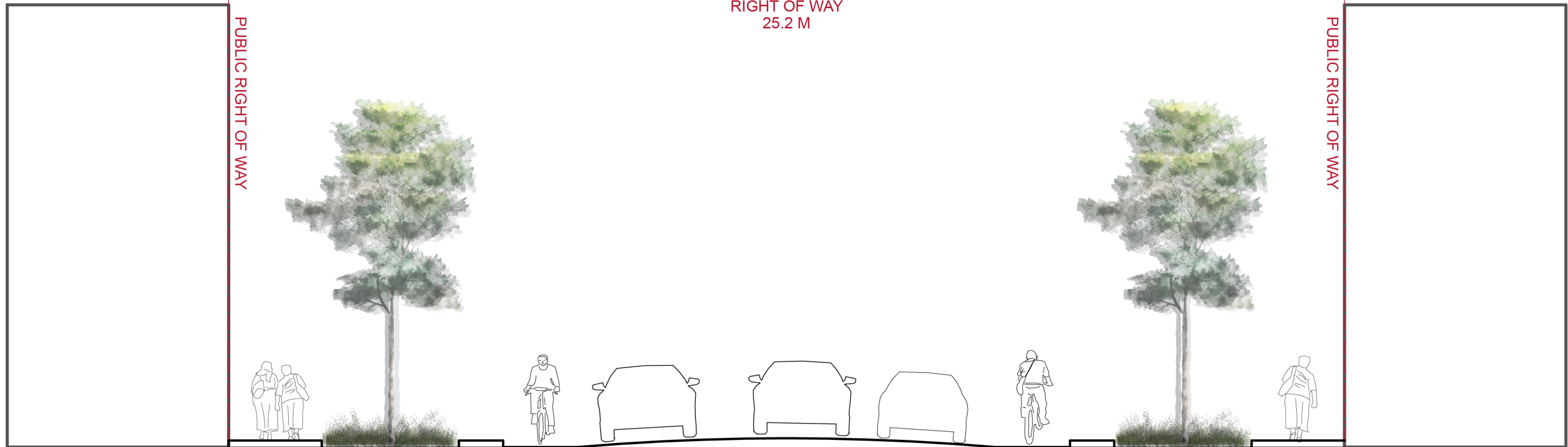


Appendix D: Street Cross Sections

RIGHT OF WAY
25.2 M

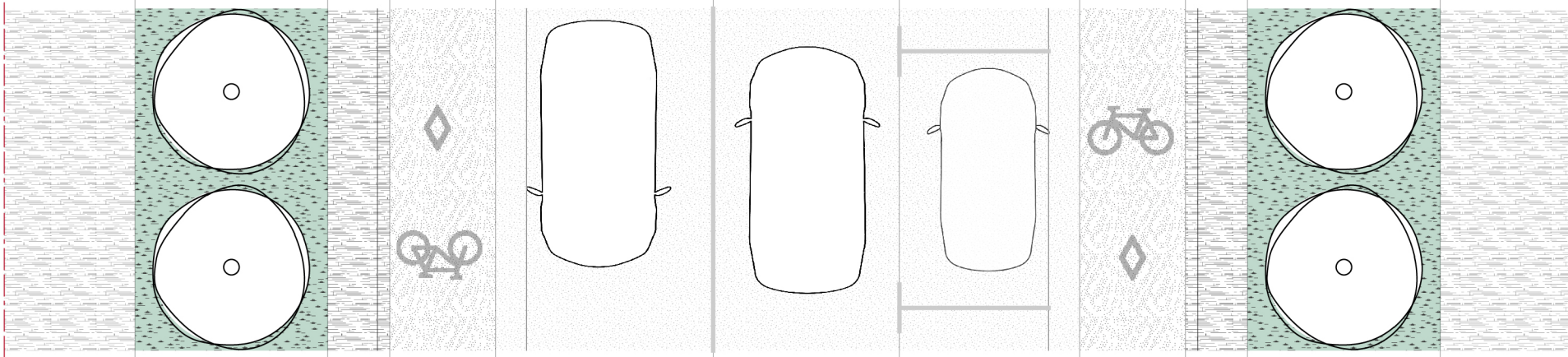
PUBLIC RIGHT OF WAY

PUBLIC RIGHT OF WAY



SIDEWALK VEGETATED SWALE CURB BIKE LANE VEHICLE LANE PARKING BIKE LANE CURB VEGETATED SWALE SIDEWALK

2.1 3.1 1.0 1.7 0.5 3.0 3.0 2.4 0.5 1.7 1.0 3.1 2.1



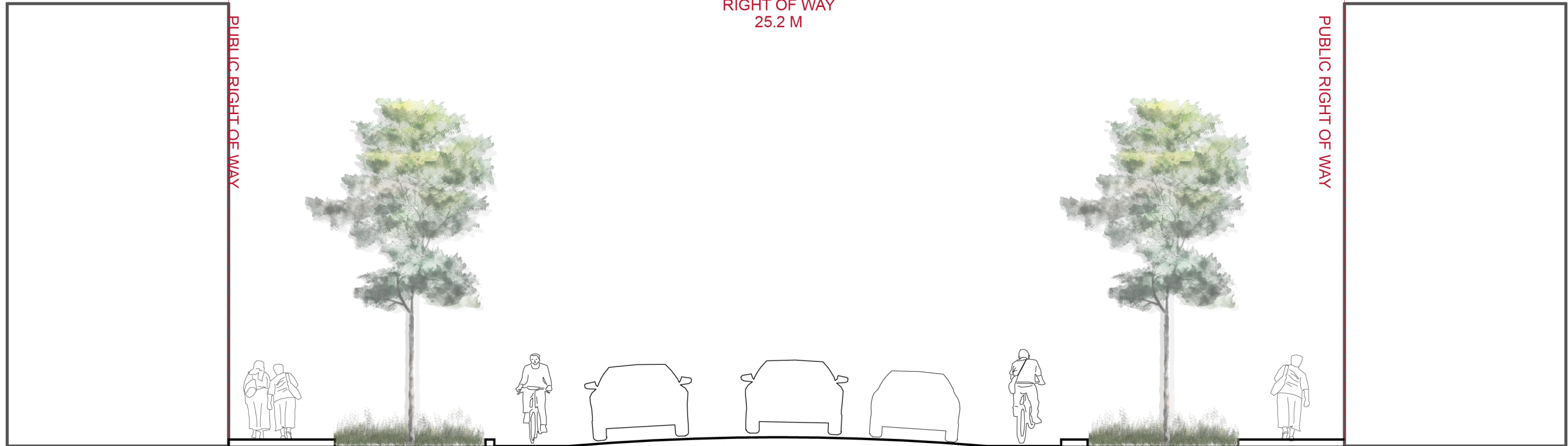
6.2 12.8 6.2

Appendix D: Street Cross Sections

RIGHT OF WAY
25.2 M

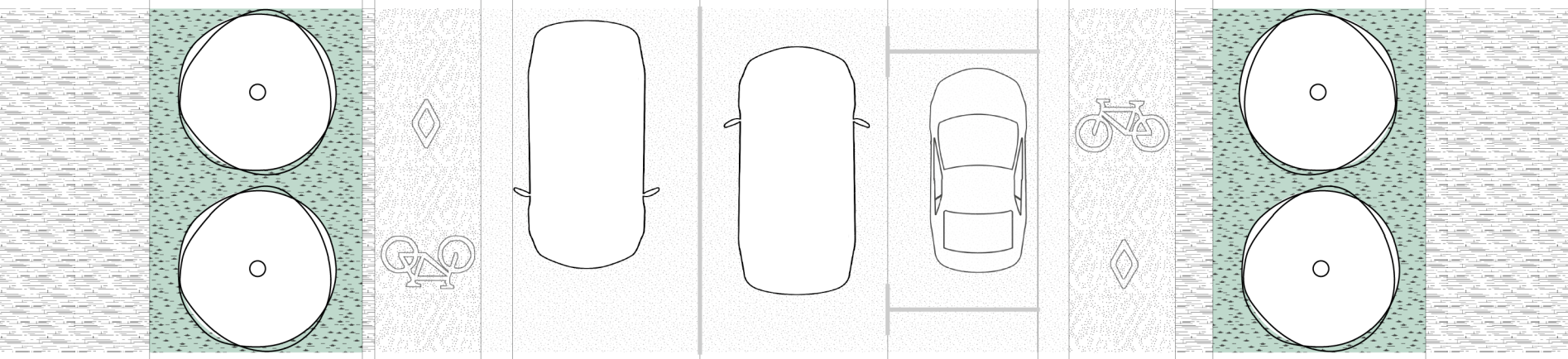
PUBLIC RIGHT OF WAY

PUBLIC RIGHT OF WAY



SIDEWALK VEGETATED SWALE CURB BIKE LANE VEHICLE LANE PARKING BIKE LANE CURB VEGETATED SWALE SIDEWALK

2.4 3.4 0.2 1.7 0.5 3.0 3.0 2.4 0.5 1.7 0.6 3.4 2.4



6.0 12.8 6.4