



**Report**  
**Staff Report**  
 The Corporation of the City of Brampton  
 9/9/2024

**Date:** 2024-07-31

**Subject:** **Information Report: Primary Major Transit Station Areas - City-initiated Official Plan Amendments: Queen Street Corridor Secondary Plan Area 36, Bram West Secondary Plan Area 40, The Gore Secondary Plan Area 41, Mount Pleasant Secondary Plan Area 51, and**

**Contact:** Michelle Gervais, Advisor, Special Projects, Integrated City Planning  
 Claudia LaRota, Principal Planner/Supervisor, Integrated City Planning

**Report number:** Planning, Bld & Growth Mgt-2024-592

**RECOMMENDATIONS:**

1. That the report from Michelle Gervais, Advisor, Special Projects, Integrated City Planning Division to the Planning and Development Committee Meeting of September 9, 2024, re: **Information Report: Primary Major Transit Station Areas - City-initiated Official Plan Amendments: Queen Street Corridor Secondary Plan Area 36, Bram West Secondary Plan Area 40, The Gore Secondary Plan Area 41, Mount Pleasant Secondary Plan Area 51, and** , be received; and
2. That Planning, Building and Growth Management staff be directed to report back to the Planning and Development Committee with the results of the Public Meeting and a staff recommendation.

**Overview:**

- On November 1, 2023, Council adopted *Brampton Plan*, which includes land use schedules and policies for Brampton's Primary MTSAs. The Region of Peel approved *Brampton Plan* on May 9, 2024. Sixteen (16) appeals were filed, including appeals to MTSA land use schedules (Bramalea GO MTSA and the Gateway Terminal MTSA) and policies.
- The purpose of this statutory public meeting is to present the City-initiated Official Plan Amendments (OPAs) proposing to amend the following 5

**Secondary Plans to include a policy framework for 12 of Brampton's Primary MTSAs:**

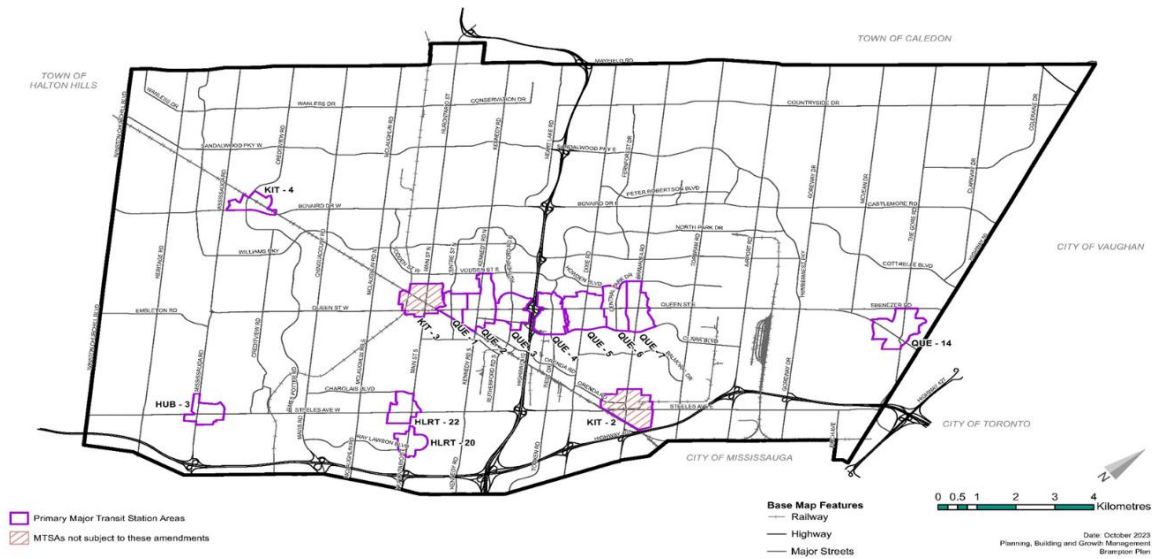
1. **Queen Street Corridor Secondary Plan Area 36**
  2. **Bram West Secondary Plan Area 40**
  3. **Bram East Secondary Plan Area 41**
  4. **Mount Pleasant Secondary Plan Area 51**
  5. **Hurontario-Main Corridor Secondary Plan Area 55**
- **The proposed OPAs build on the general policies and direction of *Brampton Plan* and include policies and schedules to guide growth and development for MTSAs over the planning period to 2051 and beyond.**
  - **Recognizing that some of the MTSAs are already largely developed or have development applications in review or approved by Council, staff have prepared Precinct Plans only for select MTSAs, as identified below:**
    - ***Queen East*, for Centre, Kennedy and Rutherford MTSAs**
    - ***Bramalea Centre* for Laurelcrest, Dixie, Central Park and Bramalea MTSAs**
  - **The proposed OPA for the Queen Street Corridor deletes Secondary Plan Area 36 in its entirety and replaces it with a new Secondary Plan Area 10 (Queen Street Transit Corridor) applying only to the 7 Primary MTSAs along Queen Street East between Bramalea Road and Centre Street. This OPA proposes to add both Precinct Plans as Chapters to the Secondary Plan.**
  - **The proposed OPA for Hurontario-Main Corridor deletes Secondary Plan Area 55 in its entirety and replaces it with a new Secondary Plan Area 11 (Hurontario LRT) that includes the Ray Lawson/County Court and Gateway Terminal MTSAs, and lands located outside of the MTSA boundaries.**
  - **For all other Secondary Plan Areas, the proposed OPAs are adding schedules, policies and appendices to implement the land uses and MTSA objectives included in *Brampton Plan*.**
  - **Although staff initially planned to include height and density permissions as part of the Secondary Plan amendments, this is no longer the intent. The proposed OPAs will describe the policy considerations for the appropriate distribution of height and density in accordance with the land use designations and MTSA policies of *Brampton Plan*, but the heights and density permissions will be implemented through the zoning process. The envisioned height and density ranges will be included as appendices to the Secondary Plans to guide the preparation of the future zoning amendments.**
  - **The proposed MTSA OPAs are targeted to be adopted by Council in November 2024.**
  - **Pre-zoning of the Primary MTSAs (excluding Brampton GO and Bramalea GO MTSAs) will be done as part of the Comprehensive Zoning By-law Review, with enactment targeted for Q1 2025.**

- **There are no financial implications associated with the recommendations of this report.**

## BACKGROUND:

Staff are currently developing a comprehensive policy and regulatory framework to strategically guide future growth and investment for Brampton's Primary MTSA's (as shown on Map 1) to 2051 and beyond. Brampton's MTSA framework will enable the City to develop a clear vision and the required planning tools for the future of each of its MTSA's. The goal is to support the achievement of complete communities through a compact built form and mix of land uses that are planned and designed to be walkable and transit supportive.

## Map 1 – Primary Major Transit Station Areas



## SCHEDULE 1B | MAJOR TRANSIT STATION AREAS



Brampton's MTSA Study includes the following three (3) phases of work for the "Primary" MTSAs:

- **Phase 1 – Preliminary Area Plans**
- **Phase 2a and 2b – Policy Directions and Recommendations (Brampton Plan and Secondary Plans/Precinct Plans)**
- **Phase 3 – Preparation of Zoning By-law standards and schedules to be included as part of Comprehensive Zoning By-law Review**

To implement the findings of the work undertaken in Phases 1 and 2a, land use schedules and policies were included in Brampton Plan for the 14 Primary MTSAs

shown on Map 1. Brampton Plan was adopted by Brampton City Council on November 1, 2023, and approved by Peel Regional Council on May 9, 2024. Sixteen (16) appeals were filed that included appeals to MTSA land use schedules (Bramalea GO MTSA Land Use Plan - Schedule 13a and the Gateway Terminal MTSA Land Use Plan - Schedule 13m).

### **July 8, 2024, Planning and Development Committee**

A Recommendation Report entitled *“Brampton’s Major Transit Station Areas Project Update – May 2024 Open Houses”* was received at the July 8, 2024, Planning and Development Committee Meeting. This Recommendation Report provided a summary of the open house meetings that were held on May 14 and 23, 2024, included a response to comments received at the open house meetings and outlined the next steps for the MTSA Study. This Report also included the material that was presented at the open house meetings, such as proposed height and density distribution maps, potential demonstration plans and precinct plans, all which have helped to formulate the policy framework in the draft MTSA OPAs being presented at the statutory public meeting.

A summary of the comments received from stakeholders and the public with respect to this Recommendation Report, along with responses from staff are included in Attachment 1.

### **MTSA Study – Technical Studies**

As part of Brampton’s MTSA Study, the following technical studies have been prepared:

1. Master Transportation and Servicing Study (ARUP)
2. Culture Heritage Assessment (WSP)
3. MTSA Market Office Review (Watson)
4. Commercial Market Assessment (Watson)

An overview of studies 1 – 4 noted above were provided in the MTSA Information Report presented at the August 28, 2023 Planning and Development Committee meeting (Found here: [City of Brampton | Council and Committees | Council and Committee Meetings and Agendas](#), Refer to Item 5.1). Several of the policy recommendations and figures contained in the final Master Transportation and Servicing Study are included in the proposed City-initiated Official Plan Amendments (OPAs) included as Attachments 4-8 to this report. A copy of the Executive Summary from the revised draft Master Transportation and Servicing Study can be found in Attachment 2 to this report and the entire report can be found on the City’s MTSA webpage (Found here: [www.brampton/mtsa](http://www.brampton/mtsa)). The final Master Transportation and Servicing Study will be included with the future Recommendation Report that will seek approval of the MTSA Secondary Plan Amendments.

## **Commercial Market Assessment**

The City retained Watson & Associates (Watson) in Spring 2024 to review the recommended minimum amount of commercial and retail uses required to achieve a good balance of mixed-use within 12 Primary MTSA's. As the City continues to intensify growth in the MTSA's, the success of creating complete communities requires the retail and commercial base to evolve alongside the needs of residents. There is a recognition that the function of the commercial space in the MTSA's is anticipated to change from primarily retail areas serving a regional population base to dynamic complete communities with retail and commercial services to support the needs of the local area.

Based on a review of existing conditions, including estimates on the existing retail and service commercial floorspace and commercial dynamics (the function and role of the existing commercial base) and future population and employment yields, Watson has made the following draft recommendations:

- Commercial frontage requirements: Sites along designated urban boulevards (Primary and Secondary) should have a minimum frontage requirement of at least 70% of non-residential uses, based on best practices.
- Buildings that include ground floor retail uses should be prioritized at intersection locations.
- A Commercial Functional Study should be required if a future development proposal seeks to provide less commercial space than the minimum commercial floorspace requirement.
- Zoning considerations for loading zones (to support retail deliveries) and provision of amenity space to support commercial spaces.

To ensure redevelopment proposals provide local shopping and services to residents and employees that contribute to providing animated, pedestrian-active frontages, the proposed OPAs include policies to implement this intent in the Zoning By-law. The Zoning By-law provisions will require a minimum percentage of at-grade non-residential uses for buildings along main intersections, such as Queen Street East/Kennedy Road or Hurontario Street/Ray Lawson Boulevard.

A copy of the draft Commercial Market Assessment can be found in Attachment 3 to this report.

### **CURRENT SITUATION:**

Phase 2 of Brampton's MTSA Study is broken down into a series of policies organized into two components. Phase 2a was the implementation of the first set of policies and schedules that established the boundaries, minimum density targets, objectives and

authorized uses of land for each protected MTSA and are included in *Brampton Plan*. Phase 2b is the implementation of the second set of policies and schedules, which will set out more refined policies for each MTSA to be read in conjunction with the MTSA policies of *Brampton Plan*. The Secondary Plan policies being proposed are intended to supplement those of *Brampton Plan*, not to replace or repeat them.

Although it was previously mentioned through past reports and open house meetings for Brampton's MTSA Study that the OPAs at the Secondary Plan level would include specific maximum height and density schedules, this is no longer the intent. The proposed OPAs will describe the policy intent for the appropriate distribution of height and density in MTSA's and will include appendices that show the envisioned height and density ranges per the MTSA land use schedules in *Brampton Plan*, however, the implementation tool that will provide the site-specific maximum heights and densities will be the City's Comprehensive Zoning By-law.

The purpose of this statutory public meeting is to present the City-initiated OPAs that propose to amend the following five (5) Secondary Plans to include a policy framework applying to 12 Primary MTSA's:

1. Queen Street Corridor Secondary Plan Area 36 (Centre, Kennedy, Rutherford, Laurelcrest, Dixie, Central Park and Bramalea MTSA's)
2. Bram West Secondary Plan Area 40 (Steeles@Mississauga MTSA)
3. Bram East Secondary Plan Area 41 (The Gore MTSA)
4. Mount Pleasant Secondary Plan Area 51 (Mount Pleasant GO MTSA)
5. Hurontario-Main Corridor Secondary Plan Area 55 (Ray Lawson/Count Court and Gateway Terminal MTSA's)

Staff have prepared Precinct Plans only for the MTSA's along the Queen Street East corridor, where the majority of redevelopment is anticipated, and a more detailed planning framework is needed to guide future growth:

1. *Queen East* – Precinct Plan Area 10-1: Centre, Kennedy and Rutherford MTSA's
2. *Bramalea Centre* – Precinct Plan Area 10-2: Laurelcrest, Dixie, Central Park and Bramalea MTSA's

All other MTSA's are already largely developed or have development applications currently in review or recently approved by Council, so detailed precinct plans are not necessary as the secondary plans will provide further policy direction.

The proposed amendments being presented at the statutory public meeting do not include policy updates to the Downtown Brampton Secondary Plan Area 7 for the Brampton GO MTSA or to the Bramalea Mobility Hub Secondary Plan Area 9 for the Bramalea GO MTSA. The Downtown Brampton Secondary Plan Area 7 will be

undergoing a separate Secondary Plan review process in 2024/2025. The inclusion of MTSA policies will be reviewed as part of that process.

Due to the earlier uncertainty regarding the Region's approval of the Bramalea GO MTSA land use schedule included in *Brampton Plan*, and its subsequent appeal, this MTSA will follow a separate process from the rest of the Primary MTSA's.

### **Proposed Official Plan Amendments (Attachments 4 – 8)**

The following section provides a summary of the proposed OPAs pertaining to each Secondary Plan Area:

#### **1. New Queen Street Transit Corridor Secondary Plan Area 10 (formerly Area 36)**

The proposed OPA for the Queen Street Corridor deletes Secondary Plan Area 36 in its entirety and replaces it with a new Secondary Plan that will only apply to the 7 Primary MTSA's along Queen Street East (Centre, Kennedy, Rutherford, Laurelcrest, Dixie, Central Park and Bramalea). This involves both the removal of lands and addition of lands to and from abutting Secondary Plans Areas.

For the two parcels of land south of Clark Blvd. on either side of West Dr. that will be added from Secondary Plan Area 36 to Secondary Plan Area 5, it is the intent that the current Highway Commercial land use designation would remain. The other parcel of land proposed to be added to Secondary Plan Area 5 is located south of Clark Blvd. between Highway 410 and Rutherford Rd. The current land use designation on these lands is "Special Study Area (SPA) 1" and "Central Area Mixed Use". The purpose of SPA1 was for the City to undertake a comprehensive land use and transportation study to assess the required and achievable transportation infrastructure associated with a potential new GO Train Commuter Station and appropriate land uses (including residential) and densities. Since a GO station is no longer being considered in the vicinity of Highway 410 and Orenda Road, staff is proposing to delete SPA1 and the underlying 'Central Area Mixed Use' designation and to redesignate this area as 'General Employment 2', in accordance with existing industrial zoning permissions (M2) and Employment designation in *Brampton Plan*. In the absence of a GO station that would assist in the transformation of the existing industrial area into a transit-oriented community, mixed uses initially envisioned as part of the central area are no longer appropriate. The majority of lands south of Clark have as-of-right permissions for heavy industrial uses (such as hazardous waste transfer and processing) that are incompatible with mixed uses, including residential. The introduction of sensitive land uses may destabilize this important employment area of the City, where some industrial uses require a minimum separation distance from sensitive land uses. In addition, *Brampton Plan* directs growth and development within Urban and Town Centres, along Boulevards and Corridors and within MTSA's. The area of land proposed to be added to

Secondary Plan Area 5 is not located within a strategic growth area.

The new Queen Transit Corridor Secondary Plan sets out a planning framework and serves as a blueprint for future growth and development in accordance with MTSA Land Use Plans 13d-13i in *Brampton Plan*. The proposed OPA adds two Precinct Plans (Queen East and Bramalea Centre) as Chapters to the new Secondary Plan Area that will provide explanatory goals and illustrative graphics to articulate and link the vision for the Secondary Plan and the necessary implementation measures to achieve the vision.

The Precinct Plans are 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 that prioritizes walking, active transportation, and transit use. It will be a compilation of complete communities focusing on people and where they can live, work and play. New multi-modal streets will connect residents and employees and provide mobility and access to the City's higher-order transit network along Queen Street East.

The Precinct Plans are subdivided into character areas with specific context-sensitive conditions, resulting in different land use and built form objectives. Some character areas will remain as stable neighbourhoods while others will redevelop and transform into mixed-use communities.

The Queen East Precinct Plan is divided into eight-character areas providing a mix of residential, commercial, institutional and employment uses. One key node is the redevelopment of the low-order commercial uses at Queen Street and Highway 410 (Bramrose Square retail centre) into a gateway Community Node serving as a vibrant destination hub for shopping, living, institutional and recreational activities with a series of connected and animated neighbourhood-oriented green spaces. Other key areas within this Precinct Plan include Riverwalk as a key destination, a health and wellness hub surrounding the Peel Memorial Hospital, and the retention of existing employment lands.

The Bramalea Centre Precinct Plan involves the long-term transformation of the Bramalea City Centre (BCC) into an urban mixed-use community and destination that is vibrant, sustainable, connected and transit oriented. BCC is identified as the 'Bramalea Urban Centre (BUC)' in the proposed OPA to implement its role as one of Brampton's designated 'Urban Centres'. Four sub-areas are proposed within the BUC, each having distinct land use policies and design guidance for different densities and built form typologies. Five-character areas are proposed for lands outside of the BUC, including the redevelopment of lower-order commercial properties along Queen Street into mid to high rise transit-oriented developments, transformation of heavy industrial uses to prestige employment, opportunities for compatible infill development within the established apartment neighbourhoods, and the retention of low-rise stable neighbourhoods.

A copy of the proposed OPA for Secondary Plan Area 10 (formerly Secondary Plan Area 36) can be found in Attachment 4.



## **2. *Bram West Secondary Plan Area 40, Bram East Secondary Plan Area 41 and Mount Pleasant Secondary Plan Area 51***

These proposed OPAs amend the 3 Secondary Plans to add policies and schedules pertaining to the Mount Pleasant GO MTSA (SP 51), The Gore MTSA (SP 41), and Steeles-Mississauga MTSA (SP 40). The effect of the proposed amendments is to:

- identify a portion of the Secondary Plan lands as a Primary MTSA;
- introduce area-specific policies for each MTSA, including a vision, land use, illustration of potential height and density ranges, built form, mobility, transportation and servicing, to enable the building of complete transit-oriented communities;
- add lands from adjacent Secondary Plans that are now within the boundaries of the MTSA; and
- delete policies which would no longer apply to the area forming the applicable MTSA.

A copy of the proposed OPAs for Secondary Plan Areas 40, 41 and 51 can be found in Attachments 5-7.

## **3. *New Hurontario LRT Secondary Plan Area 11 (formerly Area 55)***

This Secondary Plan includes the County Court/Ray Lawson and Gateway Terminal MTSA within Brampton's designated 'Uptown Urban Centre'. This Secondary Plan also includes some lands that are not located within the boundaries of the MTSA. The purpose of the proposed OPA is to delete and replace the Hurontario-Main Corridor Secondary Plan Area 55 with a new Secondary Plan to guide the development of the 2 Primary MTSA in accordance with the MTSA land use schedules and policies in *Brampton Plan*. The proposed OPA includes a vision, land use, potential heights and densities, built form, mobility, transportation, and servicing policies, to support mixed-use, transit-oriented development, including the protection of employment uses in the Ray Lawson office node, to meet Brampton's employment targets.

For some of the lands located outside of the MTSA, the OPA proposes to amend the land use designations to conform with the building typologies found in Table 4 of *Brampton Plan* (e.g. from 'Medium Density Residential' to 'Low Rise Residential'). This does not include any changes to existing land use permissions. For lands that have been recently developed, the site-specific policies for these properties are proposed to be deleted and replaced with a reference to refer to the applicable policies in *Brampton Plan*.

A copy of the proposed OPA for Secondary Plan Area 11 (formerly Secondary Plan Area 55) can be found in Attachment 8.

## Next Steps

Following the statutory public meeting and further analysis and consideration of comments received, it is anticipated that the proposed OPAs, included as Attachments 4-8 to this report, will be presented to Council for adoption in November 2024.

Staff anticipates that pre-zoning of the 12 Primary MTSA's will be completed as part of the Comprehensive Zoning By-law Review, with enactment targeted for Q1 2025. Properties that have been recently rezoned (in the past 5 years) are not being considered as part of this exercise, as Council has already made a decision.

## Public Meeting Notification Area:

Notice of the proposed City-initiated OPAs was advertised on the digital Brampton Guardian and on the City's website.

## CORPORATE IMPLICATIONS:

### Financial Implications:

There are no financial implications associated with the recommendations of this report.

### Other Implications:

There are no other corporate implications

## STRATEGIC FOCUS AREA:

This report regarding proposed MTSA City-initiated OPAs aligns, supports and furthers the following strategic focus area(s):

- **Transit & Connectivity:** Focusing on transportation and a connected infrastructure that is safe, convenient, efficient, and sustainable.
- **Growing Urban Centres & Neighbourhoods:** Focusing on an economy that thrives with communities that are strong and connected.

## Living the Mosaic – 2040 Vision:

This report is prepared in full consideration of the overall Brampton 2040 Vision.

## CONCLUSION:

In compliance with the requirements of the *Planning Act*, the City is holding a statutory public meeting to present 5 proposed MTSA OPAs (Secondary Plan Amendments) to include a policy framework for 12 Primary MTSA's for public review and comment.

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**Attachments:**

- Attachment 1 – July 8, 2024, Planning and Development Committee Comment and Response Table
- Attachment 2 – Executive Summary from Draft MTSA Master Transportation and Servicing Study dated August 2024 (prepared by ARUP)
- Attachment 3— Draft Commercial Market Analysis dated July 2024 (prepared by Watson)
- Attachment 4 – Queen Street Transit Corridor Secondary Plan Area 10 OPA (Centre, Kennedy, Rutherford, Laurelcrest, Dixie, Central Park and Bramalea MTSA)
- Attachment 5 – Bram West Secondary Plan Area 40 (Steeles@Mississauga MTSA)
- Attachment 6 – Bram East Secondary Plan Area 41 OPA (The Gore MTSA)
- Attachment 7 – Mount Pleasant Secondary Plan Area 51 OPA (Mount Pleasant GO MTSA)
- Attachment 8 – Hurontario LRT Secondary Plan Area 11 OPA (Ray Lawson/County Court and Gateway Terminal MTSA)