



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

DRAFT

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 add policies and schedules pertaining to the Mount Pleasant GO “Primary” Major Transit Station Area (MTSA), within the Mount Pleasant Secondary Plan Area 51.

The lands identified within the Mount Pleasant GO Primary MTSA are subject to the land use designations on MTSA Schedule 13c and policies of *Brampton Plan*.

The effect of the proposed amendment is to:

- Identify a portion of the Mount Pleasant Secondary Plan as the Mount Pleasant GO Primary Major Transit Station Area (Mount Pleasant GO MTSA);
- Introduce area-specific policies for the Mount Pleasant GO MTSA, including land use, mobility, public realm and servicing, to enable development and redevelopment opportunities that contribute to the building of complete transit-oriented communities;
- Add potential building height and density distribution appendices for the Mount Pleasant MTSA; and
- Delete policies which would no longer apply to the area that is identified within the Mount Pleasant GO MTSA.

Location:

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

The Mount Pleasant GO MTSA is bounded by Bovaird Drive West and Ganton Heights to the north and east/west of Creditview Road. These lands include the Mount Pleasant GO Station and community centre.

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 the lands surrounding the Mount Pleasant GO Station from the Fletcher’s Meadow Secondary Plan Area 44, and adding them to the Mount Pleasant Secondary Plan Area 51 boundaries as shown outlined on Schedule “A” to this amendment.
- b) By amending Schedule 11, Precinct Plan, of the Official Plan by removing Sub-Area 44-1 as shown outlined on Schedule “B” to this amendment.

- c) By adding to the list of amendments pertaining to Secondary Plan Area Number 44: Fletcher's Meadow Secondary Plan as set out in Part II: Secondary Plans, thereof, Amendment Number OP 2023–XX.
- d) 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–XX.

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 "C" to this amendment.
- b) By deleting Sub-area 44-1 Block Plan in its entirety and all references to Sub-area 44-1 in the text of Fletcher's Meadow Secondary Plan Area 44.
- c) By deleting in their entirety, policies 3.2.10 "Mixed Use Node" and 3.2.11 Special Policy Area "GO Transit/Mixed Use Node" and renumbering the subsequent section.

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 Mount Pleasant GO Station" and adding the boundaries of the Mount Pleasant GO Major Transit Station Area, and associated legend reference as shown on Schedule "D" to this amendment.
- b) By adding 'Appendix A – Brampton Plan Schedule 13c –Mount Pleasant GO Major Transit Station Area Land Use Plan'.
- c) By adding 'Appendix B –Mount Pleasant GO Major Transit Station Area Height Distribution Map.
- d) By adding 'Appendix C –Mount Pleasant GO Major Transit Station Area Density Distribution Map.
- e) By adding 'Appendix D' - Potential Mount Pleasant GO MTSA Demonstration Plan.
- f) By adding 'Appendix E' – Street Cross Sections
- g) By adding the following new section as Section 13.0 – The Mount Pleasant GO 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 for the MTSA policies in Chapter 2 and 4.

The following sections in the Mount Pleasant Secondary Plan (Area 51) will continue to apply within Section 13.0 The Mount Pleasant GO MTSA:

- Section 5.4 and 5.5: Natural Heritage System
- Section 5.6 Recreational Open Space
- Section 5.7 Institutional

- Section 6.0 Transportation
- Section 7.0 Servicing and Environmental Management
- Section 8.0 Cultural Heritage
- Section 12.0 Community Design Guidelines
- Section 12.1 Implementation
- Section 14 Interpretation

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.

13.1 Vision

The Mount Pleasant GO MTSA is intended to be a healthy complete transit-oriented community. The MTSA policies support and direct future development around the Mount Pleasant GO MTSA and encourages mixed-use residential developments, with a focus on High Rise Mixed Use. Significant population and employment growth is to be directed to support transit investment and create land use patterns that help to mitigate and adapt to the impacts of a changing climate.

The Mount Pleasant GO MTSA will transition over time into a vibrant, pedestrian and transit-oriented place, functioning as both, as an origin and as a destination, for residents and employees. It will continue to be a focus area for employment growth in the City, while introducing compatible mixed-use development, including residential uses, primarily through mid-rise and high-rise built form.

The Mount Pleasant GO MTSA land use plan proposes mid-block connections and enhancements to the street network to facilitate easy pedestrian access to local amenities and recreation opportunities, including neighbourhood parks.

The policies in Section 13 apply solely to the Mount Pleasant GO MTSA.

13.1 Population and Employment Density

In accordance with *A Place to Grow: the Growth Plan for the Greater Golden Horseshoe*, the Mount Pleasant GO MTSA is to achieve a minimum gross density of 150 residents and jobs combined per hectare by 2051.

Based on the minimum density of 150 people and jobs combined per hectare, the corresponding minimum population and jobs for Mount Pleasant GO 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	Minimum Total Population and Jobs/ per ha	Existing Combined Population and Jobs (as of Secondary Plan adoption date)	Combined Population and Jobs Required by 2051 to meet Minimum Density Target
Mount Pleasant GO MTSA	150	771	5,672

- a) The target of a minimum 150 people and jobs combined per hectare will not be applied on a site-specific basis and will only be applied commutatively 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.

13.2 General Land Use

MTSA Land Use Schedules and all the associated land use policies are found in Chapters 2 and 4 of *Brampton Plan*.

- a) The use of lands delineated as “Mount Pleasant GO MTSA” 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 Chapter 2 and 4 of *Brampton Plan*. *KIT-4 Mount Pleasant GO Land Use Plan* is provided in Appendix A to this Secondary Plan for reference. In addition to the land use policies in *Brampton Plan*, the following policies shall also apply:
 - 1. New automobile sales and automobile relates uses, including automobile service stations and new drive-through facilities shall not be permitted on any lands within the Secondary Plan area.
 - 2. 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.
- b) The land uses that are prescribed for the Mount Pleasant GO MTSA emphasize a gradual intensification of residential density closest to the existing GO station.
- c) In accordance with *Schedule 13c Brampton Major Transit Station Areas KIT-4 Mount Pleasant GO Land Use Plan*, the following land uses shall be permitted within the Mount Pleasant GO MTSA delineated area:
 - a) Mixed-Use (High-Rise Mixed Use, Mid-Rise Mixed Use, Low-Rise Plus Low-Rise Mixed Use);
 - b) Neighbourhood (Mid-Rise Residential; Low-Rise Residential);
 - c) Neighbourhood (Institutional)
 - d) Parks;
 - e) Proposed Public/Private Street Network; and,
 - f) Potential Mid-Block Connections.
- d) 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.

13.3 Built Form, Height and Density

Within the Mount Pleasant GO MTSA 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 existing and planned context, its relationship to adjacent and nearby lower-scale neighbourhoods, access to supporting infrastructure, and the relationship to the public realm.

Built form speaks to building height and massing, which contribute to the animation of the street, connectivity, and overall appearance of the development within the community. Attention to built form will ensure that new development or re-development proposals will be brought forward in an appropriate context, which contributes to street animation, connectivity and the overall appearance within the community. Section 5.8 of *Brampton Plan* and the *Urban Design Guidelines* provide direction that speak to built form, massing and other urban design considerations while ensuring functionality when creating complete communities.

Within the Mount Pleasant GO MTSA, a variety of built form and height will be provided to help generate placemaking and to achieve a diversity in design. The distribution and hierarchy of height and density is important to create a well-balanced community and to promote increased transit ridership. Visually appealing height ranges and views are necessary to responsibly balance intensification to enhance a complete community. The buildings of greatest height and density are intended to be located south of Lagerfeld Road, near the Mount Pleasant transit station and will lower in height as the distance from the transit station increases.

13.3.1 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.

13.3.2 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 of this MTSA correspond with the land use designations on *Brampton Plan's* Schedule 13c 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.

- a) New development will be planned to achieve the minimum residents and jobs combined per hectare (Section 13.1: 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*.
- b) New development will be planned for, in conjunction with existing development densities, to achieve the minimum residents and jobs combined per hectare (refer to Section 13.1: Population and Employment Density of this Secondary 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*.
- c) 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.
- d) A range of building heights and densities are provided to encourage the achievement of the MTSA built form objectives and urban design criteria.
- e) In instances where one lot can accommodate more than one building, only one building, or a portion thereof, shall meet the minimum building height requirements identified in Zoning By-law.

- f) Only for lands designated “Mixed-Use (High-Rise Mixed-Use),” building heights and densities beyond those prescribed in the Zoning By-law may be 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.
- g) Properties shown with unlimited height and density on Appendix B and C of this Secondary Plan may be subject to the implementation of a ‘holding’ (H) provision in the Zoning By-law to ensure appropriate built form, sufficient infrastructure capacity and the availability of community services. The ‘holding’ (H) provision may be subject to the submission 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

13.4 Public Realm

The successful transformation of Mount Pleasant GO MTSA into a transit-oriented community will require the provision of a high-quality public realm that supports 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 Appendix D – Mount Pleasant GO MTSA Potential Demonstration Plan to this Plan.

- a. The design of new development shall provide public realm improvements that include safe, direct and welcoming bike and pedestrian connections from existing and planned transit stations and stops 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.
- c. Where appropriate, it shall be demonstrated that building setbacks adjacent Mount Pleasant GO Station include sufficient space to accommodate transit plazas.

13.4.1 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 13c and on the MTSA Potential Demonstration Plans in Appendix D of this Plan include the following type of parks and open space:
 - i. Neighbourhood Parks

13.4.2 Place-Making

The intent of this Secondary Plan is to transform the Mount Pleasant GO MTSA 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.

13.5 Mobility and Transportation

The long-term vision for the Mount Pleasant GO MTSA 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. 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.

13.6 Street Network

Streets play an essential role in supporting mobility for a broad range of users and contributing to a connected public realm. 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 and redevelopment shall support a pedestrian-scale network of connected streets, sidewalks and bicycle lanes linking neighbourhoods, parks, transit stops, services and other major trip generators, as illustrated on the Mount Pleasant GO MTSA Land Use Plan in *Brampton Plan* (Appendix A) and the Potential Demonstration Plan (Appendix D)

- b) To the greatest extent possible, development proposals shall be located on public streets unless the proponent can demonstrate, to the satisfaction of the City, that a private street is equally desirable based on functionality, community safety, efficiency, servicing, neighbourhood 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. A 25.2 metre street cross section is included in Appendix E to this Secondary Plan.
- d) Private streets shall contains the following:
 - a. Minimum pavement width of 7.0 metres;
 - b. Sidewalks on both sides of the street;
 - c. Active transportation elements;
 - d. Public realm elements such as landscaping, street furniture, street lighting, etc...

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

- e) Notwithstanding c) future streets in proximity to bus rapid transit facilities 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 will be determined through the submission of a transportation study or impact analysis that must meet the satisfaction of both, the City and Metrolinx. The mobility of, and amenity for, pedestrians, cyclists, and transit users shall be prioritized.
- f) 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.

13.7 Cycling Facilities and Amenities

Cycling and other forms of active transportation allow people to reach destinations Making Mount Pleasant MTSA 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 parking facilities shall be provided to support the prioritization of active transportation.

- a) 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, cultural facilities, other public institutions and retail uses.
- b) Bicycle parking shall be provided by all residential, commercial, institutional (except publicly funded schools), employment, recreational and civic buildings. The appropriate bicycle parking requirements will be provided in the Zoning by-law.

13.8 Parking

- a) For lands located within Mount Pleasant GO MTSA, there shall be no minimum parking standards for the land use designations shown on *Brampton Plan* Schedule 13c – Mount Pleasant GO MTSA Land Use Plan, 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.

13.9 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 the Brampton’s Community Energy and Emissions Reduction Plan. 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 in the Mount Pleasant GO MTSA, 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.

- a) A Functional Servicing Report shall be submitted with a development application in accordance with the City’s Term of Residence. The Functional Servicing Report 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 a Functional Servicing Report 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.
- d) Properties within the Secondary Plan area may be subject to the implementation of a ‘holding’ (H) provision in the Zoning By-law to ensure sufficient infrastructure capacity.

13.10 Sustainability

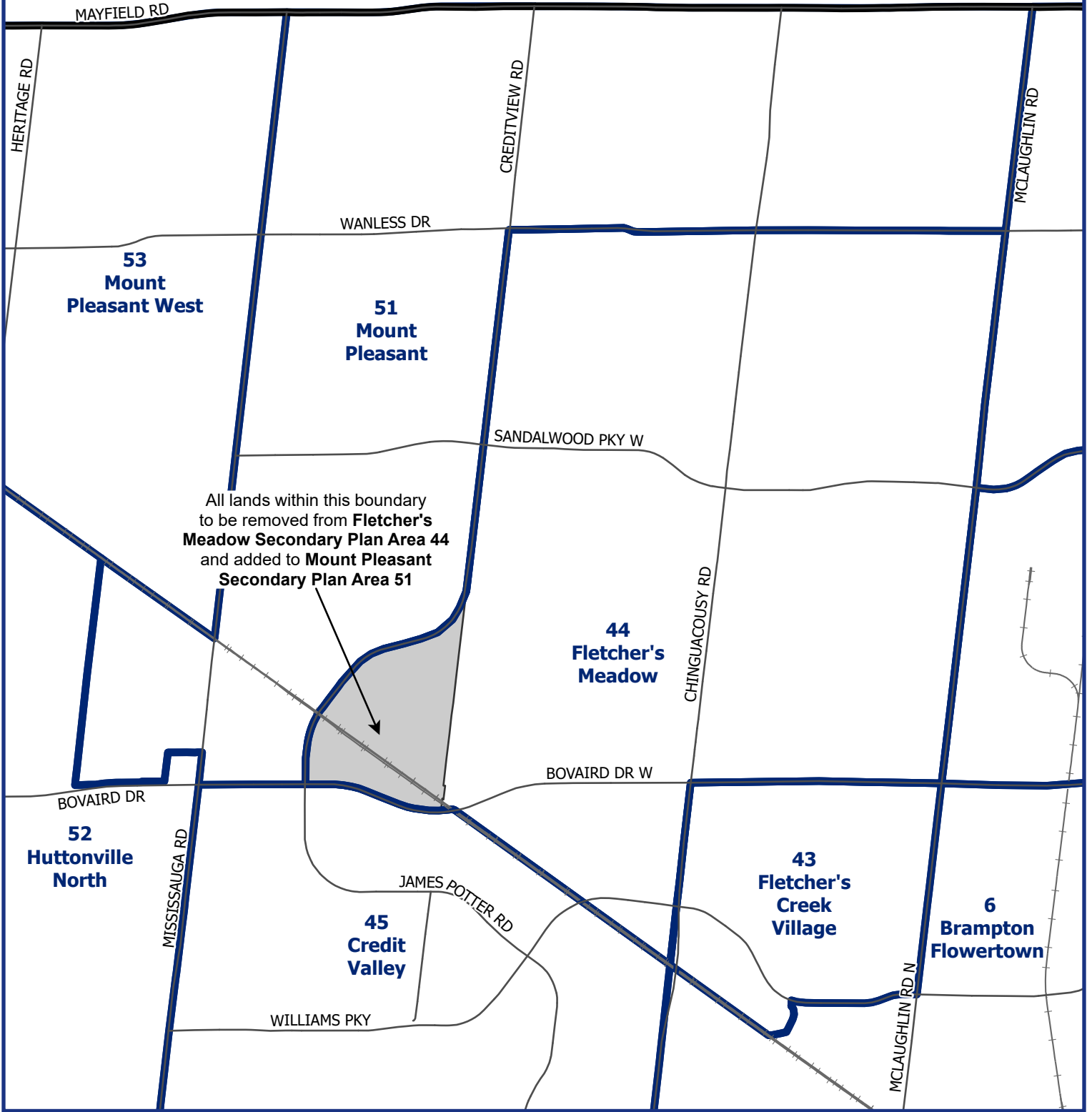
- a) Draft Plan of Subdivision and Site Plan Applications must achieve a minimum Sustainability Score that falls within the Silver Sustainability Score Threshold.
- b) Development will advance and, as appropriate, implement the recommendations of the City of Brampton Community Energy and Emissions Reduction 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 the Mount Pleasant GO MTSA from future potential long-term risk of events associated with climate change.






13.11 Implementation and Monitoring

- a) The timing and progression of development shall be supported by the adequate provision of parkland and transportation infrastructure, community services and facilities and, if applicable, the delivery of employment uses
- b) The City will monitor the level of development within the Mount Pleasant GO MTSA to ensure the density targets prescribed in 13.1 Population and Employment Density are being met.
- c) The City may, in conjunction with the planning application process, monitor the level of development against:
 - the ratio of jobs to residents;
 - the provision of servicing infrastructure and,
 - the identification and need for public service facilities, as applicable.”

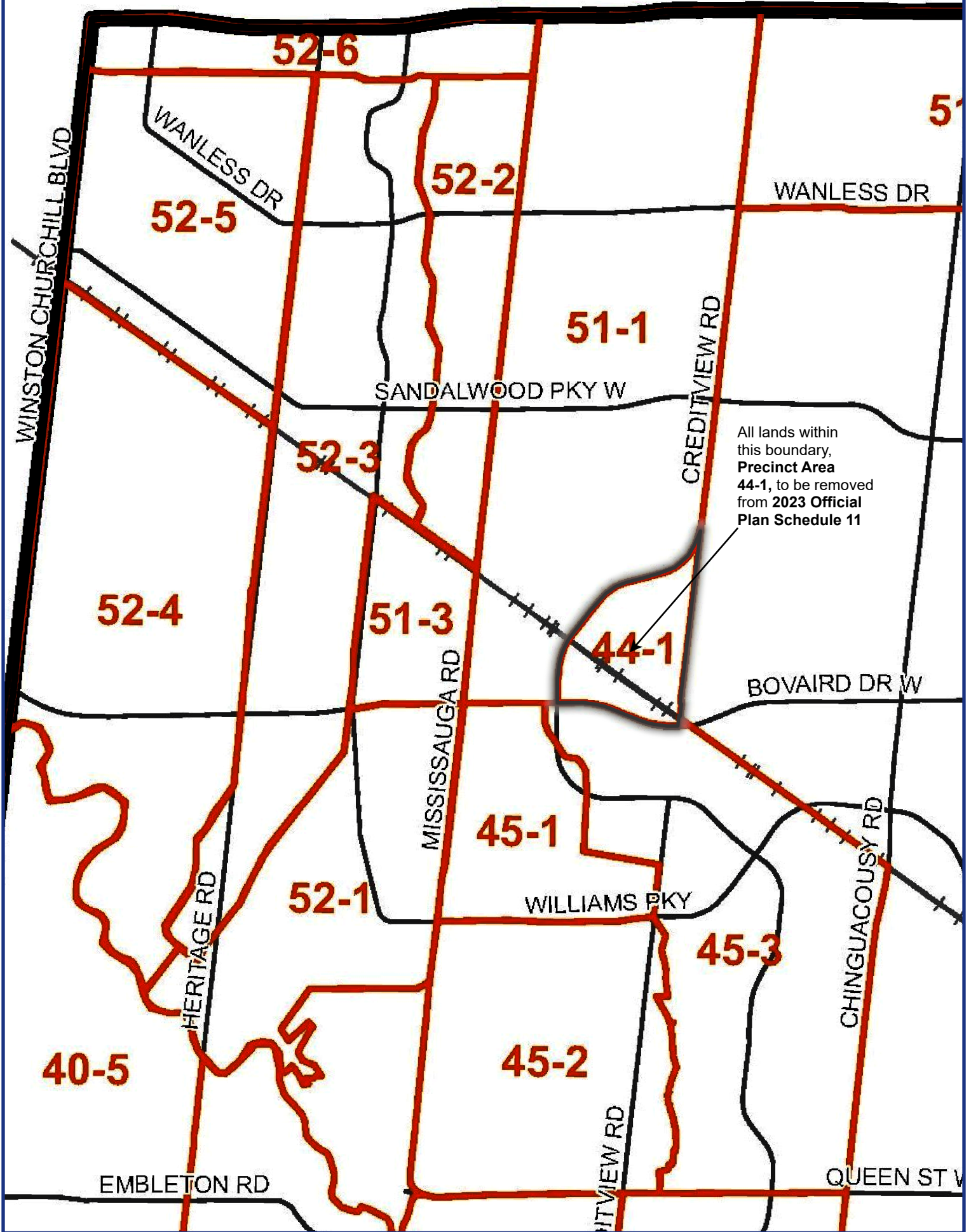
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EXTRACT FROM 2023 Official Plan Schedule 10 Secondary Plan Areas

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





EXTRACT FROM 2023 Official Plan Schedule 11 Precinct Areas

Subject Lands

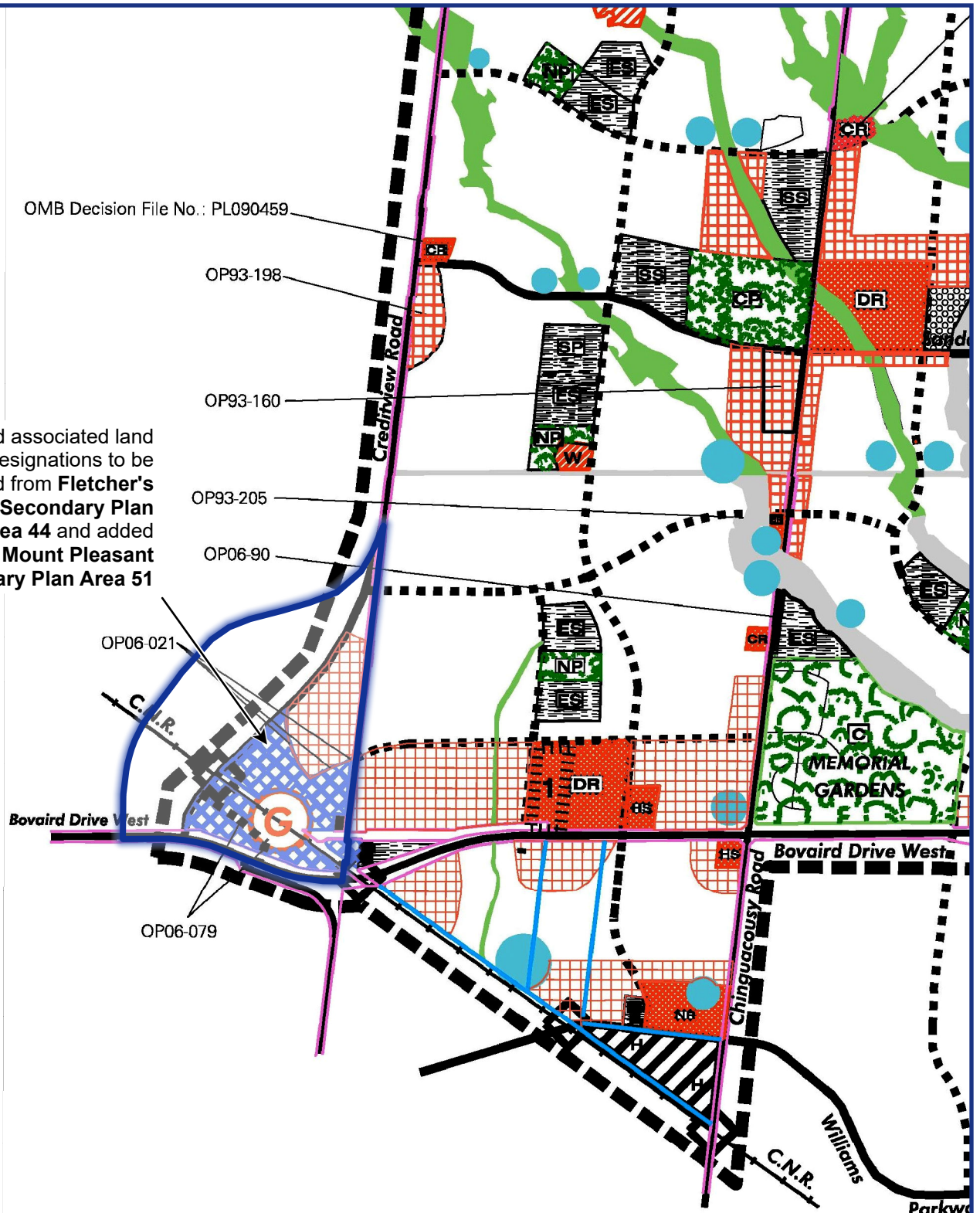
Precinct Plan Area

Base Map Features

- Railway
- Highway
- Major Streets



Lands and associated land use designations to be removed from Fletcher's Meadow Secondary Plan Area 44 and added to Mount Pleasant Secondary Plan Area 51



EXTRACT FROM Schedule SP44(a) Fletchers Meadow Secondary Plan Landuse Plan

Subject Lands

RESIDENTIAL

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

TRANSPORTATION

- GRADE SEPARATION
- ARTERIAL ROADS
- COLLECTOR ROADS
- GO TRANSIT SITE SPECIAL POLICY AREA 1
- SECONDARY PLAN BOUNDARY & AREA SUBJECT TO AMENDMENT

- MIXED USE NODE
- TRANSCANADA GAS PIPELINE
- HYDRO
- SPILL AREA SPECIAL POLICY AREA 2
- STORM WATER MANAGEMENT FACILITY

OPEN SPACE

- COMMUNITY PARK
- NEIGHBOURHOOD PARK
- WOODLOT
- CEMETERY
- PRIMARY VALLEY LAND
- SECONDARY VALLEY LAND

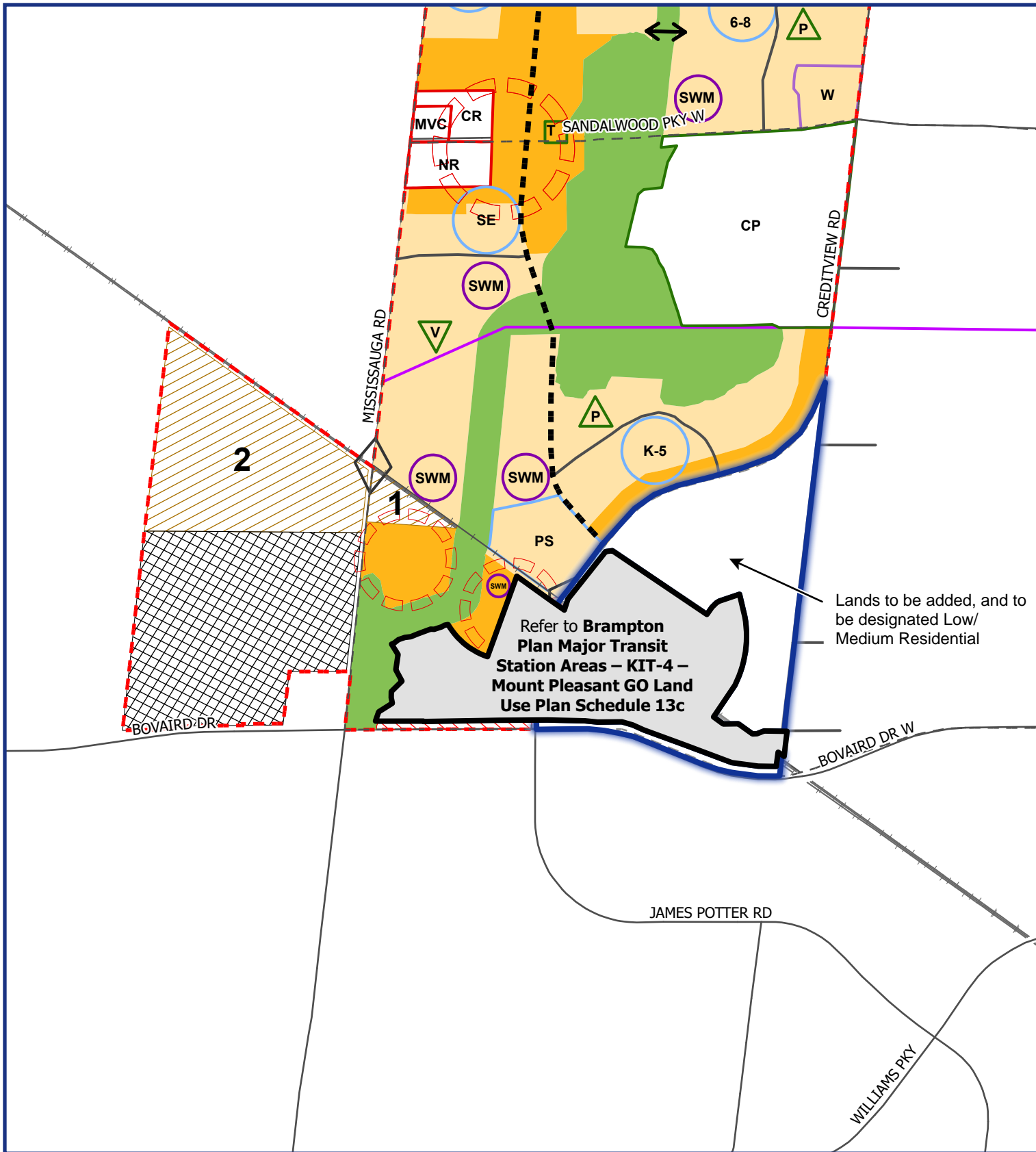
INSTITUTIONAL

- SENIOR PUBLIC SCHOOL
- ELEMENTARY SCHOOL
- SECONDARY SCHOOL
- PLACE OF WORSHIP

COMMERCIAL

- DISTRICT RETAIL
- NEIGHBOURHOOD RETAIL
- CONVENIENCE RETAIL
- HIGHWAY / SERVICE COMMERCIAL
- SPECIAL POLICY AREA





EXTRACT FROM Schedule SP51(A) Mount Pleasant Secondary Plan

Subject Lands

Major Transit Station Area

ROAD NETWORK

INFRASTRUCTURE

RECREATIONAL OPEN SPACE

- Transit Spine Collector Road
- Arterial Road
- Collector Road
- Potential Connection

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

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

NATURAL HERITAGE SYSTEM

INSTITUTIONAL

RETAIL

NATURAL HERITAGE SYSTEM AREA

- 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

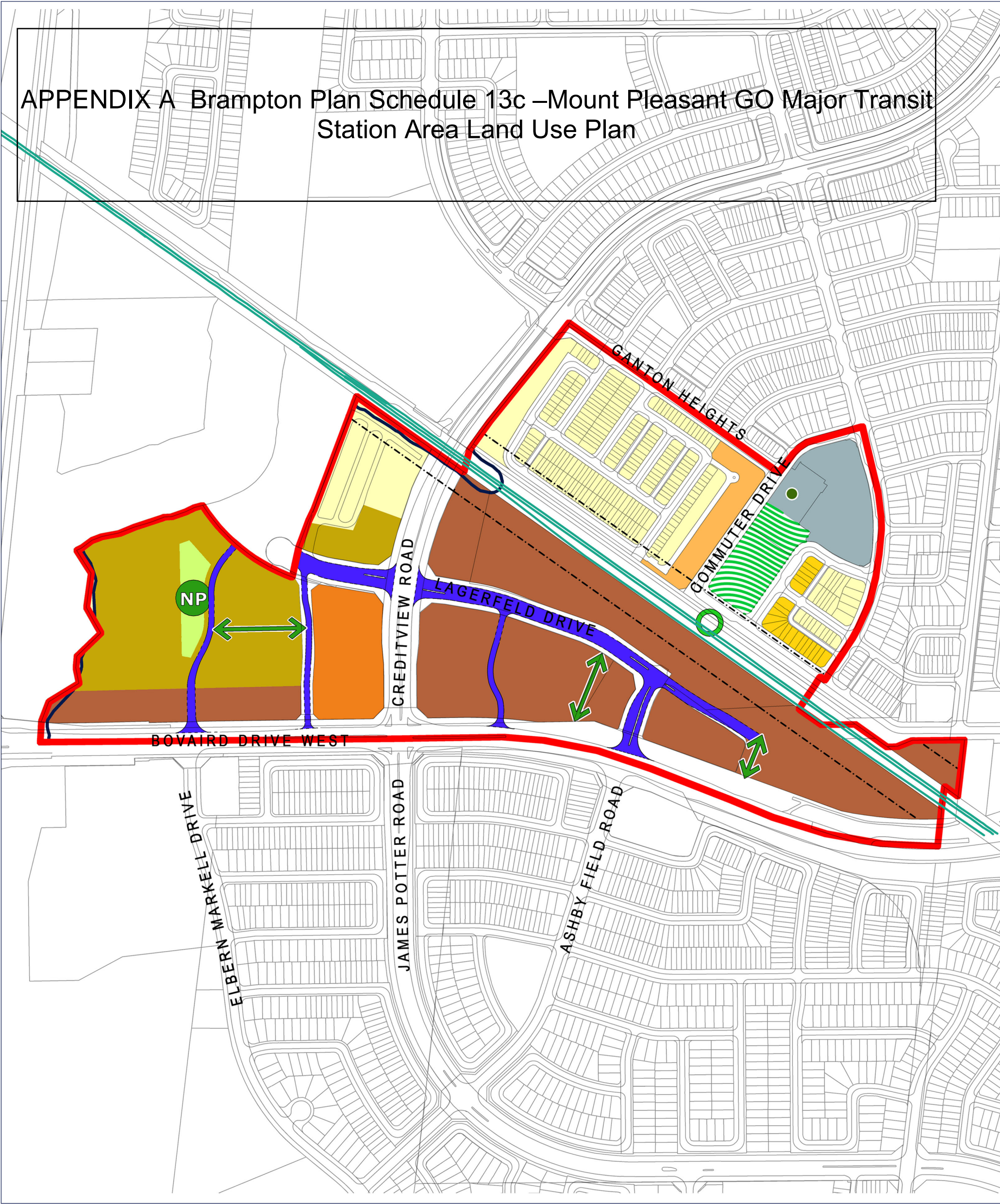
- District Retail
- Convenience Retail
- Neighbourhood Retail
- Motor Vehicle Commercial

RESIDENTIAL

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

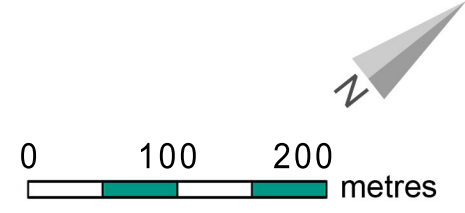


APPENDIX A Brampton Plan Schedule 13c –Mount Pleasant GO Major Transit Station Area Land Use Plan



- NEIGHBOURHOOD (LOW-RISE RESIDENTIAL)
- NEIGHBOURHOOD (MID-RISE RESIDENTIAL)
- NEIGHBOURHOOD (INSTITUTIONAL)
- MIXED-USE (LOW-RISE MIXED-USE)
- MIXED-USE (LOW-RISE PLUS MIXED-USE)
- MIXED-USE (MID-RISE MIXED-USE)
- MIXED-USE (HIGH-RISE MIXED-USE)
- EXISTING PARK
- PLANNED NEIGHBOURHOOD PARK
- RAILWAY 30M BUFFER

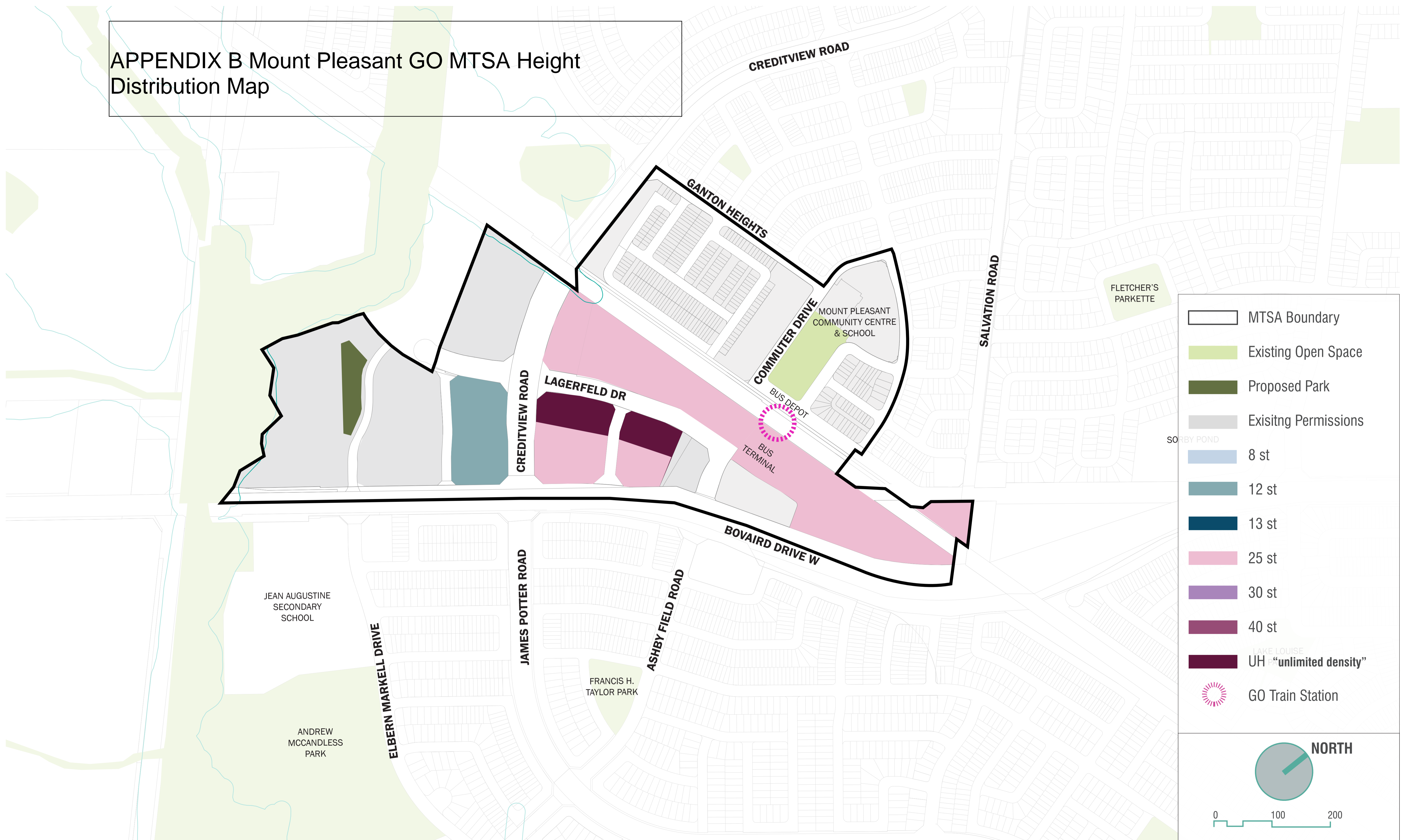
- PROPOSED PUBLIC OR PRIVATE STREET NETWORK
- POTENTIAL MID-BLOCK CONNECTION
- DESIGNATED HERITAGE PROPERTY
- CVC REGULATION LIMIT
- RAIL LINE
- MTSA BOUNDARY
- MTSA TRAIN STATION



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 OR DELINEATE THE REGULATED AREA, INCLUDING FLOOD PLAIN SPILL AREAS.

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.

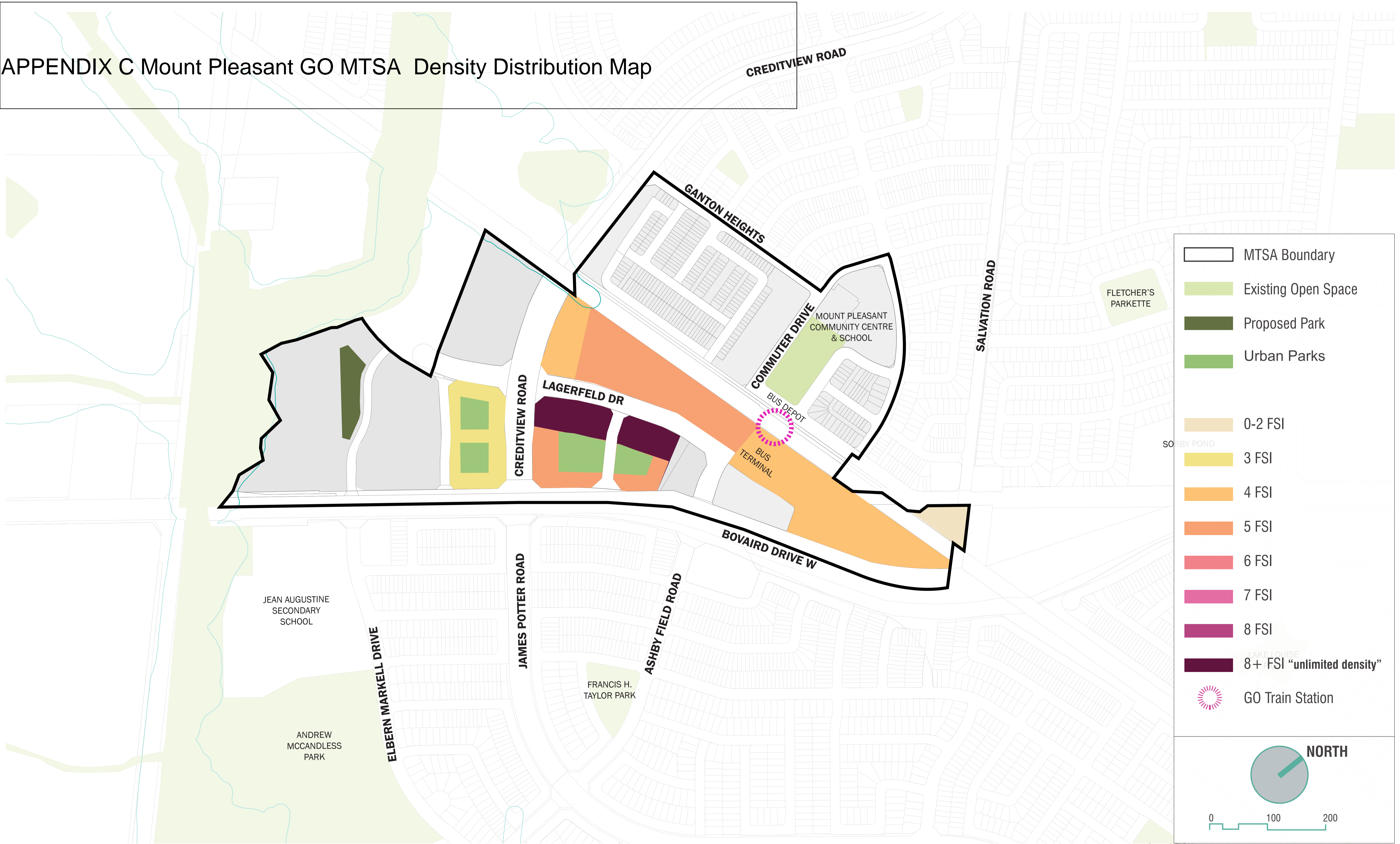
APPENDIX B Mount Pleasant GO MTSA Height Distribution Map



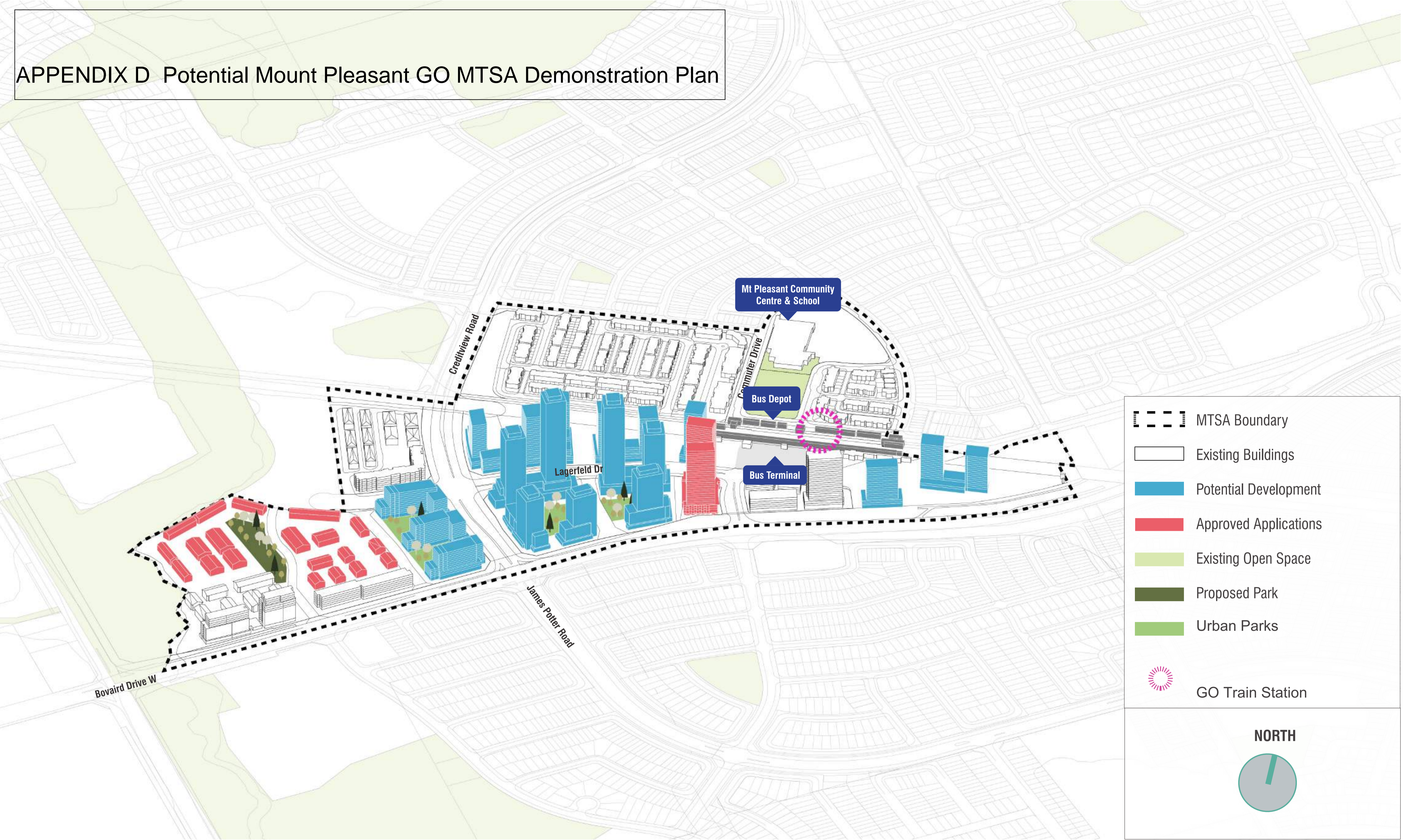
PROPOSED DENSITY DISTRIBUTION

Draft for Discussion Purposes

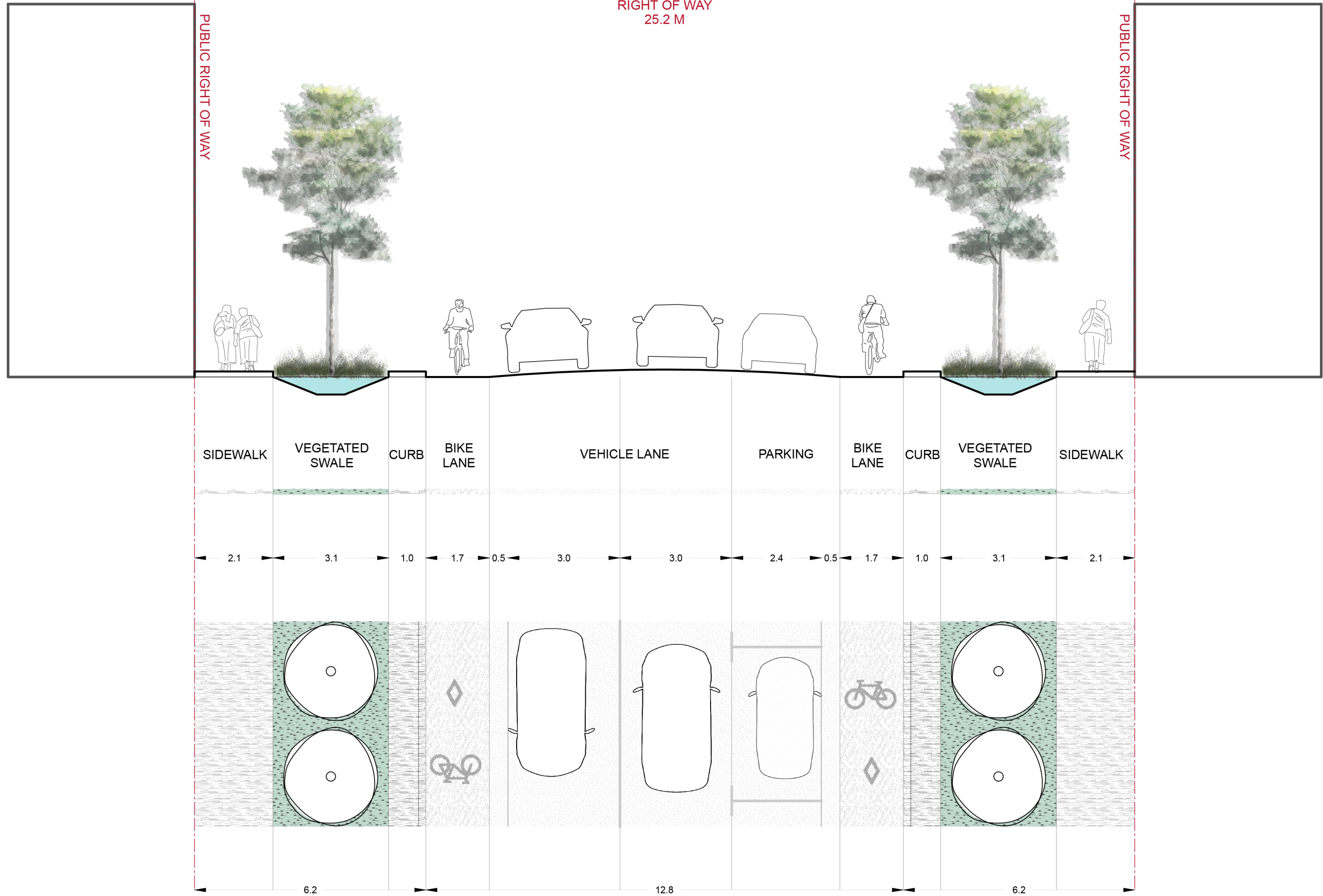
APPENDIX C Mount Pleasant GO MTSA Density Distribution Map



APPENDIX D Potential Mount Pleasant GO MTSA Demonstration Plan



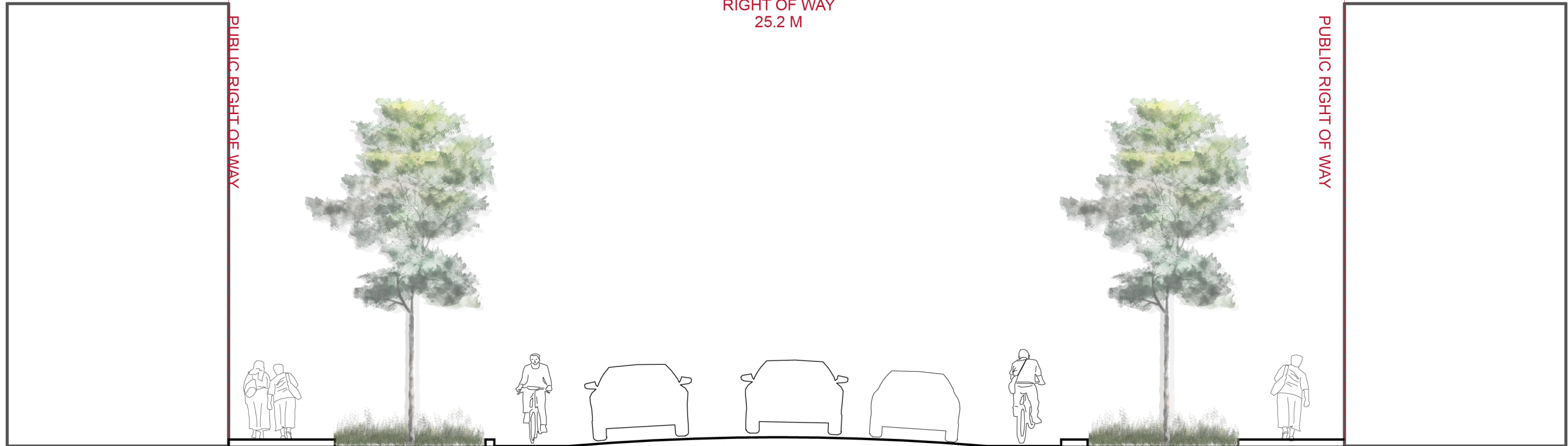
RIGHT OF WAY
25.2 M



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

