



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

**Number** \_\_\_\_\_ - 2023

To Adopt Amendment Number OP2006-  
to the Official Plan of the  
City of Brampton Planning Area

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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 OP2006- \_\_\_\_\_ 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], 2023.

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

\_\_\_\_\_  
Patrick Brown, Mayor

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

\_\_\_\_\_  
Peter Fay, City Clerk

AMENDMENT NUMBER OP 2006-\_\_\_\_\_  
TO THE OFFICIAL PLAN OF THE  
CITY OF BRAMPTON PLANNING AREA

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1.0 Purpose:

The purpose of the Official Plan Amendment (OPA) is to delete “Mobility Hub” policies and definitions and to add interim policies pertaining to Major Transit Station Areas (MTSAs) across the City to guide and manage appropriate development and growth within Brampton’s delineated MTSAs. In addition, applicable Official Plan schedules are to be amended and a new Official Plan schedule delineating and illustrating Brampton’s MTSAs is to be added.

Location:

The lands affected by this Amendment are located city-wide, primarily focused along existing and planned higher order transit corridors such as Hurontario/Main Street, Queen Street East, Highway 407, and the Kitchener GO rail line.

3.0 Amendments and Policies Relevant Thereto:

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

- (1) By deleting on Schedule “1” (City Concept) the boundaries of the “Mobility Hub A – Anchor”, the boundaries of the “Mobility Hub G – Gateway” and the associated references in the legend as shown on Schedule “A” to this amendment.
- (2) By deleting on Schedule “1” (City Concept) the reference to “Major Transit Station Areas” in the legend as shown on Schedule “A” to this amendment.
- (3) By adding Schedule “1b” (Major Transit Station Areas) that outlines the boundaries of the “Primary Major Transit Station Areas” and the location of “Planned Major Transit Station Areas” as shown on Schedule “B” to this amendment.
- (4) By deleting all references to “mobility hubs” in Sections 2.4.2, 3.2, 3.2.1.1, 3.2.6, 3.2.8.3, 3.2.8.5, 3.2.8.6, 4.2.1.8, 4.4.3.2, 4.5.4.1, 4.5.4.21, 4.5.4.22, 4.5.4.31, 4.11.3.3, 4.11.3.4 and 4.11.3.4.1.
- (5) By deleting from Section 3.2 the following sentence in its entirety:  
  
“An intense concentration of employment, living and shopping around **Mobility Hubs** which are focused around the intersection of two or more regional rapid transit lines.”
- (6) By deleting Section 3.2.4 – Major Transit Station Areas in its entirety and replacing it with the following:

“3.2.4 Major Transit Station Areas

Major Transit Station Areas (MTSAs) are generally defined as the area within an approximate 500 to 800 metre radius from a transit station, representing about a 10 minute walk, and represent significant locations for intensification. Brampton’s MTSAs are strategically located along Brampton’s rapid transit corridors and the Kitchener GO rail line.

MTSAs will transition over time into vibrant high density walkable places that include open spaces, services and amenities, an attractive public realm, and are located within walking distance or easy access to transit facilities. These areas will become home to new residents and employees that will be able to enjoy the features of a 15-minute neighbourhood.

MTSAs will provide a range and balanced mix of transit-supportive uses and densities that supports existing and planned transit and active transportation infrastructure. To achieve the City’s affordable housing objectives, a variety of housing options that include a mix of affordable rental and ownership housing types and unit sizes shall be provided.

The transportation network within MTSAs shall be designed to support and integrate active transportation, local transit services and inter-municipal/inter-regional higher order transit services that will achieve safe and convenient multimodal access for pedestrians and cyclists to stations and the surrounding area. Non-motorized travel will be the preferred option within MTSAs.

MTSAs will include new parks, trails, and open spaces to serve residents and employees, including the integration and connection of these spaces with the City’s broader parks and trails network.

MTSAs shall be developed with the principle of sustainable development to achieve a balance between the social and economic needs of the community, and environmental and cultural conservation.

MTSAs are classified into one of two categories within the City as shown on **Schedule 1b**:

- **Major Transit Station Area (Primary)** - areas that have a delineated boundary as shown on Schedule 1b, and can meet or exceed the minimum density target identified in the Official Plan.
- **Major Transit Station Area (Planned)** - areas as shown on Schedule 1b that are intended to become either a Primary or Secondary Major Transit Station Area following the completion of a Major Transit Station Area Study and will be delineated when infrastructure planning and investment, or changes in land use unlock potential.

3.2.4.1 To enable the development of “Primary” MTSAs as prominent locations for population and employment growth, minimum densities will be applied. The minimum number of residents and jobs combined per hectare for each “Primary” MTSA is outlined in **Table 1 - Major Transit Station Areas in Brampton**. These minimum population and employment targets are intended to apply collectively across the entire delineated MTSA.

**Table 1: Major Transit Station Areas in Brampton**

Major Transit Station Area (as shown on Schedule 1B)	Type of Major Transit Station Area	High-Order Transit Boulevard	Minimum Density Target (Persons and Jobs per Hectare)
1. Bramalea GO	Primary	Kitchener GO	150
2. Brampton GO	Primary	Kitchener GO	200
3. Mount Pleasant GO	Primary	Kitchener GO	150
4. Centre Street	Primary	Queen Street BRT	160

5. Kennedy	Primary	Queen Street BRT	160
6. Rutherford	Primary	Queen Street BRT	160
7. Laurelcrest	Primary	Queen Street BRT	160
8. Dixie	Primary	Queen Street BRT	160
9. Central Park (Bramalea Terminal)	Primary	Queen Street BRT	160
10. Bramalea	Primary	Queen Street BRT	160
11. Glenvale/Finchgate	Planned	Queen Street BRT	To be determined
12. Chrysler-Gateway	Planned	Queen Street BRT	To be determined
13. Airport	Planned	Queen Street BRT	To be determined
14. Torbram	Planned	Queen Street BRT	To be determined
15. Goreway	Planned	Queen Street BRT	To be determined
16. McVean	Planned	Queen Street BRT	To be determined
17. The Gore	Primary	Queen Street BRT	160
18. Highway 50	Planned	Queen Street BRT	To be determined
19. Gateway	Primary	Hurontario LRT	160
20. Ray Lawson	Primary	Hurontario LRT	160
21. Nanwood	Planned	Hurontario LRT	To be determined
22. Mississauga Road and Steeles Avenue	Primary	Steeles Avenue BRT	160
23. Mississauga Road/407	Planned	407 Transit way	To be determined
24. Dixie Road/407	Planned	407 Transit way	To be determined
25. Torbram Road/407	Planned	407 Transit way	To be determined
26. Goreway Drive/407	Planned	407 Transit way	To be determined
27. Tirinity Common	Planned	Transit Hub	To be determined

## Objectives

3.2.5.1 All development within a MTSA shall generally meet the following objectives:

- a) Support an appropriate mix of transit-supportive uses and densities and a compact urban form that contribute to the development of 15-minute neighbourhoods;
- b) Direct the highest intensity within close proximity to the transit station or stop;
- c) Provide an active transportation network throughout the entire MTSA that includes multimodal access to stations and connections to nearby major trip generators;
- d) Achieve an appropriate transition to abutting low density residential areas;
- e) Provide a range and mix of housing options and unit sizes, including affordable housing, to attract a broad range of demographics;
- f) Provide a diverse, equitable and inclusive set of public service facilities and community services in locations that provide convenient access to all residents in adjacent communities as well as the expected population in the MTSA;
- g) Provide flexible ground floor commercial and retail spaces;
- h) Provide appropriate park and open spaces that integrate with and enhance the existing city-wide parks and open space system to serve current and future residents and employees in each area;;
- i) Include the preservation of the natural heritage system and integration of cultural heritage resources;
- j) Provide a variety of employment and commercial opportunities;
- k) Support high quality public realm improvements to enhance the MTSA; and
- l) Provide a strategic approach to parking management that will prioritize and incentivize transit use and active transportation, as well as optimize parking utilization through measures including, but not limited to, shared parking.

3.2.5.2 Each MTSA will have a specific set of policies that are applicable to its boundaries based on its particular characteristics and environments. To determine the appropriate MTSA area specific policies, the City will undertake a detailed comprehensive planning study for each designated “Primary” MTSA shown on **Schedule 1b**. The specific policies for each “Primary” MTSA will be implemented through amendments to the applicable Secondary Plan, and will address among others:

- a) The detailed transit-supportive land uses by block, and based on the minimum density target listed in **Table 1**;
- b) The minimum, and if required, maximum heights, and Floor Space Index (FSI) for each block within the MTSA;
- c) Appropriate transitions in height and density to existing adjacent land uses;
- d) Prohibiting the establishment of land uses and built forms that would adversely impact the ability to meet the minimum density prescribed on **Table 1**;
- e) Managing expansions and redevelopment of existing land uses while they transition to meet the MTSA objectives of this Plan;
- f) Protection, preservation, enhancement of the street network, and conservation of places and/or landscapes of cultural heritage value;
- g) Connections to the Active Transportation Network, with priority placed on connections to the Rapid Transit station, and strategies to support increased multi-modal access and connectivity;
- h) Staging of development, in conformity with City and Regional plans to ensure the appropriate infrastructure and services are delivered in a manner that supports complete communities and a pedestrian oriented and transit-supportive environment; and
- i) Protection of Employment Areas.

### 3.2.6 MTSA Block Concept Plan

Each “Primary” MTSA consists of many development blocks that collectively, when developed, shall achieve the minimum density targets outlined in **Table 1**. These minimum densities are required to create a critical mass of people and jobs essential to making existing and planned rapid transit viable and to create a compact urban form with a diverse mix of land uses, housing types, job opportunities, and amenities.

A **Major Transit Station Area Block Concept Plan** (“Plan”) for development blocks within “Primary” MTSA’s will provide the necessary comprehensive framework for the distribution of development, provide design direction on streets and blocks, land use, including uses at street level, parks and open space, building massing, setbacks and frontage, public realm and streetscapes, parking and access, pedestrian connections and any natural or cultural heritage integration.

- 3.2.6.2 A Plan may be required to be submitted as part of a development proposal within a “Primary” MTSA in order to provide guidance for the comprehensive development of the entire MTSA. If a Plan is required, the boundaries of the Plan will be determined at the Pre-Consultation Application stage. A Plan may not be required, provided it can be demonstrated to the satisfaction of the Director, Development Services that the proposed development does not preclude the achievement of a compact, pedestrian-oriented and transit-supportive urban form nor impact the delivery of the City’s future transportation network.
- 3.2.6.3 If a Plan is required, it shall be prepared by the owner and approved by the City prior to the approval of the development application. All costs associated with the Plan and any required accompanying studies are to be borne by the owner.
- 3.2.6.4 Owners within a Plan area are encouraged to work together to complete the Plan, but an individual owner may complete the Plan for the entire area if other owners decide not to participate.
- 3.2.6.5 A Plan and the accompanying Planning Justification Report may include, but not limited to, the following:
- a) The proposed layout of street and development blocks;
  - b) The appropriate mix of land uses;
  - c) The street and active transportation network, including pedestrian, cycling and transit stops;
  - d) The location of proposed parks, public and private open space and any necessary public service and/or institutional uses;
  - e) The distribution of built form, including height and density having regard for transition to existing low-rise neighbourhoods and appropriate relationships between built form, streets and open spaces;
  - f) The location of publicly accessible walkways and vehicular access driveways, including mid-block connectors and potential surface parking areas;
  - g) Phasing of development including all relevant information required to evaluate the phasing plan; and
  - h) Demonstrate that future development on adjacent property(ies) will not be compromised by the proposed development.
- 3.2.6.6 The Planning Justification Report required to be submitted in conjunction with the Plan shall include the following:
- a) Conformity with the MTSA Official Plan policies and objectives;
  - b) Confirmation that public service facilities (e.g. schools, community centres, libraries) are conveniently located and are adequately sized to accommodate the projected population within the Block Concept Plan;
  - c) Conforms to and consistent with the housing policies and objectives of the Provincial Policy Statement, Growth Plan, Region of Peel Official Plan, Region of Peel’s Housing Strategy, Peel Housing and Homelessness Plan 2018-2028 and Housing Brampton;
  - d) A detailed breakdown of the range and mix of housing units proposed, including tenure and unit type. Where the exact values/quantities are not known, then estimates shall be provided;
  - e) A strategy for providing affordable housing and exploration of housing forms in the apartment typology as per direction from the approved Housing Brampton; and
  - f) Sustainable best practices.

### 3.2.7 Implementation

The planning, coordination and delivery of infrastructure at all scales will address the development of complete communities. It is important that development in each MTSA provides a full range of public realm improvements, community amenities and the required infrastructure to service new development.

3.2.7.1 A Growth Management Strategy is required to be submitted by the applicant in conjunction with a Block Concept Plan and shall be approved by the City and the Region prior to the approval of a Block Concept Plan. The Growth Management Strategy shall outline the provision, timing and delivery of the following infrastructure, in terms of, but not limited to, network distribution, connections, capacity and frequency, as appropriate:

- a) transit;
- b) pedestrian and cycling facilities;
- c) road network;
- d) water and wastewater services;
- e) stormwater management facilities;
- f) public service facilities;
- g) streetscape improvements; and,
- h) utilities.

3.2.7.2 Through the planning application process, owners may be required to contribute to the delivery of public service facility needs by providing a minimum amount of gross floor area for on-site public service facilities.

3.2.7.3 Where the planned scale or configuration of development is not feasible on an individual property, property consolidation will be required in order to facilitate integrated development within the MTSA. Where property consolidation is not feasible, development permissions may be limited.

3.2.7.4 Initial phases of development within an MTSA, shall not preclude the achievement of a compact, pedestrian-oriented and transit-supportive urban form including the future transportation network.

3.2.7.5 Development fronting the high order transit corridor shall generally be the first phase of development in order to create a safe, pedestrian-friendly environment and to provide the necessary multi-modal access connections to the station or stop.

3.2.7.6 Land use compatibility considerations may influence the ability for residential and other sensitive land uses from being introduced within some "Primary" MTSA's. All development shall have regard for existing industrial areas in the vicinity, and the development of sensitive land uses will be mitigated and/or phased accordingly to ensure land use compatibility can be maintained as the mixed use areas transition over time.

3.2.7.7 The redevelopment of existing low-rise employment and commercial uses, may occur gradually over the long-term. Notwithstanding the minimum densities in **Table 1**, building additions, and/or alterations may be permitted, where it can be demonstrated that they do not preclude the long-term redevelopment of the property as set out in this Plan.

3.2.7.8 The City and/or Region may require cost-sharing agreements, front-ending agreements or other measures as appropriate to ensure the timely delivery of infrastructure and the equitable distribution of hard and soft infrastructure for developments located within a "Primary" MTSA.



3.2.7.9 Additional policies related to growth management may be adopted by Council, and development proponents may be required to enter into Phasing Agreements satisfactory to the City and other agencies to achieve a cost effective and functional sequence of transit supportive development.

### 3.2.8 Planned MTSA

3.2.8.1 “Planned” MTSA require further study to determine appropriate land use considerations before they are delineated. The delineation and establishment of minimum density targets for “Planned” MTSA will require an amendment to this Plan and any applicable Secondary Plan areas.

3.2.8.2 The area within a “Planned” MTSA shall be protected for transit supportive densities, uses, and active transportation connections.

3.2.8.3 New MTSA beyond those designated on **Schedule 1b**, may only be designated through a City-initiated Official Plan Amendment.

- (7) By deleting the entirety of Section 3.2.5 – Mobility Hubs.
- (8) By deleting the “Mobility Hub”, “Mobility Hub – Anchor” and “Mobility Hub – Gateway” definitions from Section 5.2 Definitions.
- (9) By deleting the “Major Transit Station Area” definition from Section 5.2 Definitions and replacing it with the following four definitions in Section 5.2:

**“Major Transit Station Area** the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.”

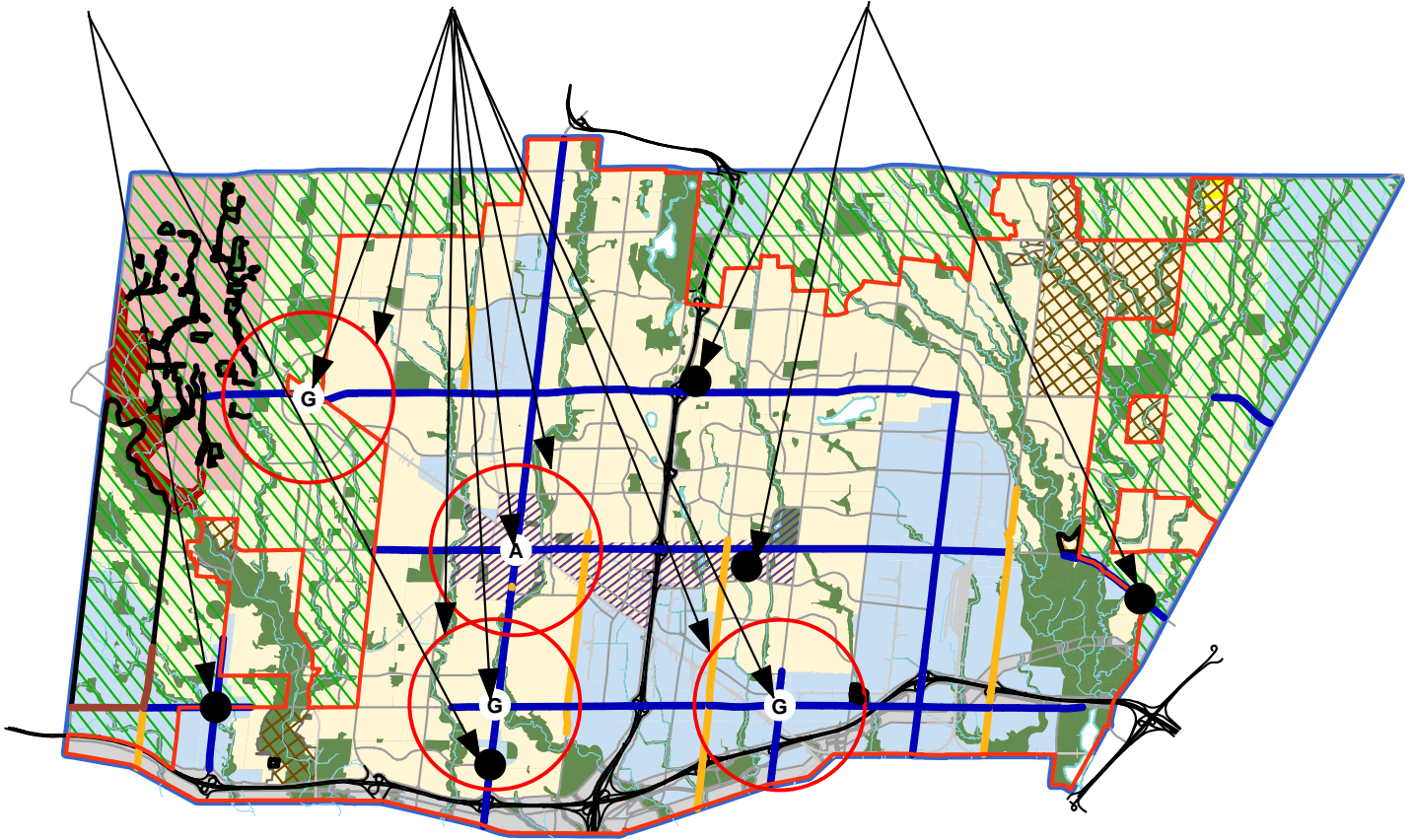
**“Major Transit Station Area (Planned)** means areas identified on Schedule 1b that intended to become either a Primary or Secondary Major Transit Station Area following the completion of a Major Transit Station Area Study and will be further delineated when infrastructure planning and investment, or changes in land use unlock potential.”

**“Major Transit Station Area (Primary)** means areas that have a delineated boundary as shown on Schedule 1b, and can meet or exceed the minimum density target identified in the Official Plan.”

**“Major Transit Station Area (Secondary)** means areas that have a delineated boundary as shown on Schedule 1b, and that are constrained by existing land use patterns and built forms and may require an alternative minimum density target. These stations may take on a commuter station function with a mix of uses that support increased transit ridership.”

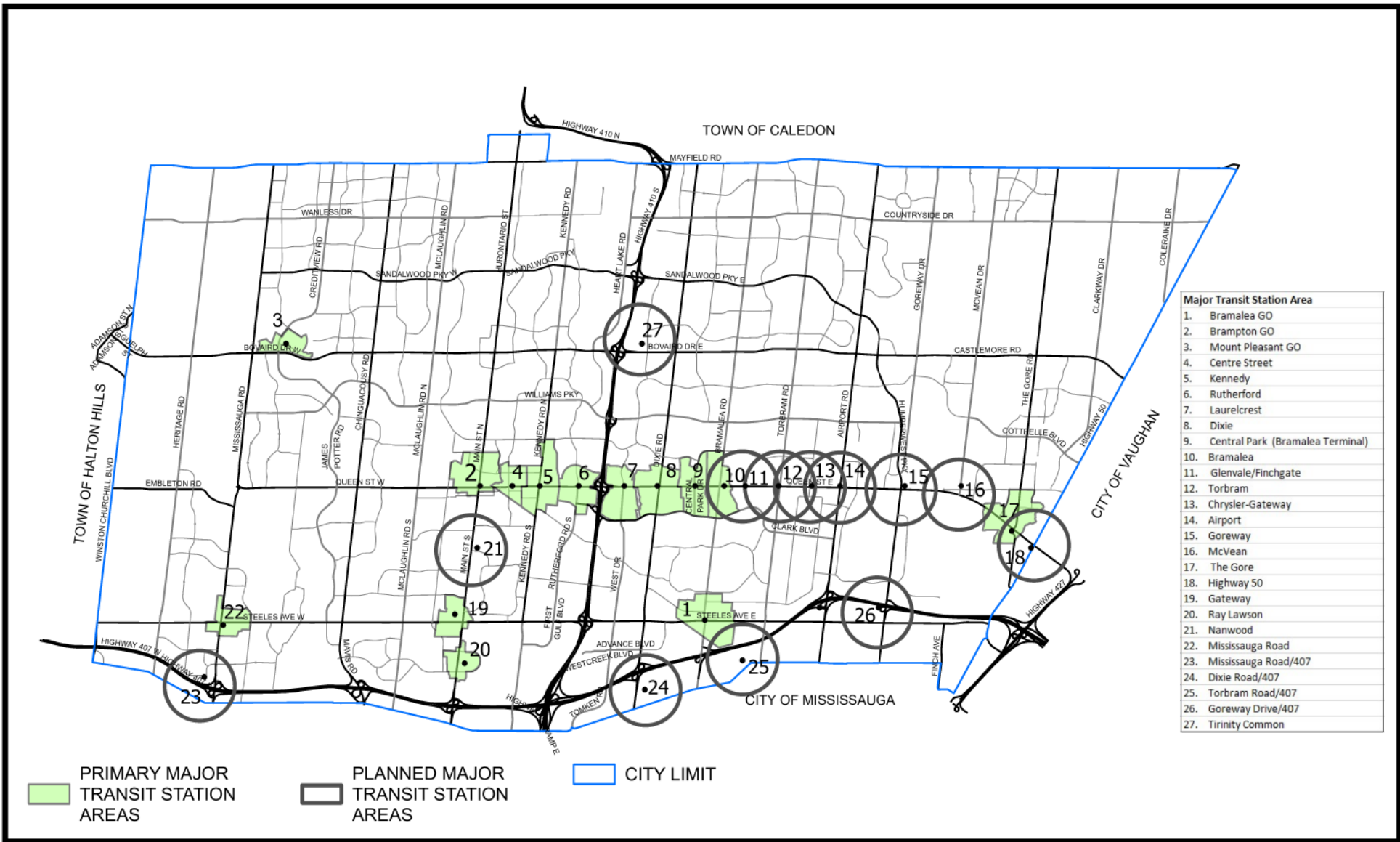
**“Major Transit Station Area Block Concept Plan** means a conceptual and comprehensive idea of development on the block and a framework to evaluate proposed development. The boundaries of the Block Concept Plan will be determined by City staff at the Pre-Consultation Application stage and will inform Official Plan Amendments, rezoning, plans of subdivision and other planning processes.”

**"MOBILITY HUBS" AND "MAJOR TRANSIT STATION AREAS" TO BE DELETED**



EXTRACT FROM SCHEDULE 1 (CITY CONCEPT) FROM THE DOCUMENT KNOWN AS THE BRAMPTON OFFICIAL PLAN





Major Transit Station Area	
1.	Bramalea GO
2.	Brampton GO
3.	Mount Pleasant GO
4.	Centre Street
5.	Kennedy
6.	Rutherford
7.	Laurelcrest
8.	Dixie
9.	Central Park (Bramalea Terminal)
10.	Bramalea
11.	Glenvale/Finchgate
12.	Torbram
13.	Chrysler-Gateway
14.	Airport
15.	Goreway
16.	McVean
17.	The Gore
18.	Highway 50
19.	Gateway
20.	Ray Lawson
21.	Nanwood
22.	Mississauga Road
23.	Mississauga Road/407
24.	Dixie Road/407
25.	Torbram Road/407
26.	Goreway Drive/407
27.	Tirinity Common

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 PLANNING, BUILDING AND GROWTH MANAGEMENT

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FILE: G:\OPERATIONS\PROJECTS\MTSA OPA AMENDMENTS

**SCHEDULE 1B - MAJOR TRANSIT STATION AREAS**

**SCHEDULE B TO OFFICIAL PLAN AMENDMENT OP2006#**