



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

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 17th day of May, 2023.

Approved as to
form.

2023/05/05

SDSR

Patrick Brown, Mayor

Approved as to
content.

2023/05/05

Henrik Zbogor

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 the “Mobility Hub” policies definitions in the text and the “Mobility Hub” references on Schedule 1 (City Concept), and to replace them with policies and definitions for Major Transit Station Areas (MTSAs). The MTSA policies will guide the on-going transformation of lands within delineated MTSAs along Brampton’s high order transit corridors. In addition, a new Official Plan schedule delineating the boundaries of “Primary” MTSAs and the location of “Planned” MTSAs is being added.

Location:

The lands affected by this OPA 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 and the Major Transit Station Area dots 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 including and around any existing or planned higher order transit station or stop, or the area including and around a major bus depot, generally defined as the area within an approximate 500 to 800 metre radius of a transit station or stop, representing about a 10 minute walk. Brampton’s MTSAs are strategically located along Brampton’s rapid transit corridors and the Kitchener GO rail line, and are areas where significant intensification is to be located.

MTSAs will transition over time into vibrant high density walkable places that include open spaces, services and amenities, employment uses, 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 support 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 are encouraged to 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.

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 Brampton as shown on **Schedule 1b**:

- **Primary Major Transit Station Area** - areas that have a delineated boundary as shown on Schedule 1b, and can meet or exceed the minimum density target identified in Table 1 of the Official Plan.
- **Planned Major Transit Station Area** - areas as shown on Schedule 1b that are not delineated and are intended to become either a Primary or Secondary MTSA following the completion of a Major Transit Station Area Study and will be delineated by the Region of Peel. The City will work jointly with the Region and Provincial government to periodically review the status of transit infrastructure, comprehensive land use changes, and strategic considerations to evaluate reclassifying "Planned" MTSAs to be "Primary" or "Secondary" MTSAs.

3.2.4.1 To enable the development of "Primary" MTSAs as prominent locations for population and employment growth, a minimum number of residents and jobs 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 "Primary" 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 KIT-2	Primary	Kitchener GO	150
2. Brampton GO KIT-3	Primary	Kitchener GO	200
3. Mount Pleasant GO KIT-4	Primary	Kitchener GO	150
4. Centre St. QUE-1	Primary	Queen Street BRT	160
5. Kennedy QUE-2	Primary	Queen Street BRT	160
6. Rutherford QUE-3	Primary	Queen Street BRT	160
7. Laurelcrest QUE-4	Primary	Queen Street BRT	160
8. Dixie QUE-5	Primary	Queen Street BRT	160
9. Central Park (Bramalea Terminal) QUE-6 and HUB-5	Primary	Queen Street BRT	160
10. Bramalea QUE-7	Primary	Queen Street BRT	160
11. Glenvale-Finchgate QUE-8	Planned	Queen Street BRT	To be determined
12. Torbram QUE-9	Planned	Queen Street BRT	To be determined
13. Chrysler-Gateway QUE-10	Planned	Queen Street BRT	To be determined
14. Airport QUE-11	Planned	Queen Street BRT	To be determined
15. Goreway QUE-12	Planned	Queen Street BRT	To be determined
16. McVean QUE-13	Planned	Queen Street BRT	To be determined
17. The Gore QUE-14	Primary	Queen Street BRT	160
18. Highway 50 QUE-15	Planned	Queen Street BRT	To be determined
19. Gateway Terminal HLRT-22	Primary	Hurontario LRT	160
20. Ray Lawson County Court HLRT-20	Primary	Hurontario LRT	160
21. Nanwood HLRT-24	Planned	Hurontario LRT	To be determined
22. Steeles at Mississauga HUB-3	Primary	Transit Hub	160
23. Mississauga Rd. 407-4	Planned	407 Transit way	To be determined
24. Dixie 407-6	Planned	407 Transit way	To be determined
25. Airport Rd. 407-7	Planned	407 Transit way	To be determined
26. Goreway 407-8	Planned	407 Transit way	To be determined
27. Trinity Common Terminal HUB-5	Planned	Transit Hub	To be determined

3.2.5 MTSA Objectives

3.2.5.1 Lands within “Primary” MTSA shall be developed in accordance with the applicable Secondary Plan designation to 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 healthy and sustainable complete communities;
- b) Concentrate the highest intensity within close proximity to the transit station or stop, and transition to a lower intensity built form for properties that do not have frontage along existing or planned high order transit corridors;
- c) Provide appropriate transitions in height and density to adjacent established low density residential areas, provided planning outcomes are achieved for MTSA areas, including density targets;
- d) Provide an active transportation network throughout, including multimodal access to stations and connections to nearby major trip generators;
- e) Provide a range and mix of housing options, unit sizes and tenure, including affordable housing, to attract a broad range of demographics and to meet local needs;
- f) Provide a variety of institutional, employment and commercial opportunities;
- g) Provide a diverse, equitable and inclusive set of public uses in locations that provide convenient access to all residents and employees;
- h) Provide active ground floor related uses and active street frontages;
- i) Provide an adequate amount of public or private park and open spaces that integrate with and enhance the existing city-wide parks and open space system;
- j) Preserve the natural heritage system, and appropriately integrate cultural heritage resources;
- k) Support high quality public realm improvements;
- 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;
- m) Stage development to ensure that the appropriate infrastructure services and amenities are delivered in a manner that supports the development of complete communities; and
- n) Contribute to building resilient, low-carbon, and green communities.

3.2.5.2 Each “Primary” 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 MTSA 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 to the satisfaction of the Region of Peel, and will generally address among others:

- a) The criteria in accordance with Section 5.6.19.10 of the Region of Peel’s Official Plan;
- b) The minimum, and if appropriate, maximum building heights;

- c) The minimum, and if appropriate, maximum Floor Space Index (FSI) for each block within the MTSA;
- d) Appropriate transitions in height and density to adjacent established low-density residential uses, provided planning outcomes are achieved for MTSA areas, including density targets;
- e) Appropriately managing expansions and redevelopment of existing land uses while they transition to meet the MTSA objectives of this Plan;
- f) Building resilient, low-carbon, and green communities;
- g) Protection, preservation, and conservation of places and/or landscapes of cultural heritage value;
- h) Protection, preservation and enhancement of the natural heritage system; and
- i) Protection of Employment Areas, including providing an appropriate amount of gross floor area for office uses in accordance with the applicable Secondary Plan designation.

3.2.5.3 Inclusionary Zoning may apply to specific “Primary” MTSAs to increase housing affordability.

3.2.5.4 The Brampton GO (KIT-3) MTSA as shown on **Schedule 1b** shall generally achieve a floor space index of 4.0 over the entire MTSA within buildings 4 – 25 storeys in height. Variation to the applicable floor space index and building heights, which do not alter the intent of this Plan, shall be considered without an Official Plan Amendment.

3.2.5.5 The Bramalea GO (KIT-2), Gateway Terminal (HLRT-22) and Mount Pleasant GO (KIT-4) MTSAs as shown on **Schedule 1b** shall generally achieve a floor space index of 3.0 over the entire MTSA within buildings 3-25 storeys in height. Variation to the applicable floor space index and building heights, which do not alter the intent of this Plan, shall be considered without an Official Plan Amendment.

3.2.6 “Primary” MTSA Tertiary 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.

In accordance with Section 5.35.2 6) of this Plan, the City may require the applicant to prepare a Tertiary Plan in the event that a new higher order transit station is proposed or the site is adjacent to an existing higher order transit station.

3.2.6.1 A Tertiary Plan in accordance with Section 5.35 of this Plan may be required for an application submitted within a “Primary” MTSA. The boundaries of the Tertiary Plan will be determined at the Pre-Consultation Application stage.

- 3.2.6.2 A Tertiary Plan may not be required for development applications located within either a draft approved Plan of Subdivision or an approved Block Plan area or for properties that have as of-right permissions.
- 3.2.6.3 To ensure co-ordination between applications in the same Tertiary Plan area, applicants will be advised through the Pre-consultation Application process if there are other development applications submitted within the same Tertiary Plan area. All applications within the same Tertiary Plan area may be required to submit one joint Tertiary Plan.
- 3.2.6.4 If a Tertiary Plan has been endorsed in accordance with Section 5.35 of this Plan, amendments to the Tertiary Plan can be requested by an applicant through the submission of a Pre-consultation Application. The requested amendments will be evaluated to ensure that they do not impact the overall objectives of the “Primary” MTSA as set out in this Plan. Notwithstanding Section 5.35.5 of this Plan, if the amended Tertiary Plan is deemed acceptable by the Director, Development Services it shall be approved by Council in conjunction with the development application.
- 3.2.6.5 The Planning Justification Report submitted in conjunction with a residential or mixed-use development application shall include the following:
- a) Demonstrate conformity with the Region of Peel and Brampton’s MTSA Official Plan objectives and policies;
 - b) Confirmation that appropriate infrastructure and municipal servicing infrastructure along with community services and facilities are available to service the proposed development;
 - c) Demonstrate conformity and consistency with the housing policies and objectives of the Provincial Policy Statement, Growth Plan and the Region of Peel’s 2051 Official Plan;
 - d) Explain how the development proposal achieves the goals, objectives and targets of the Region of Peel’s Housing Strategy, Peel Housing and Homelessness Plan 2018-2028 and Housing Brampton;
 - e) 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;
 - f) Demonstrate how land use compatibility has been assessed and addressed in accordance with applicable Provincial guidelines, standards and procedures and policies of this Plan; and,
 - g) Outline sustainable best practices.

3.2.7 Implementation for “Primary” MTSAs

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

- 3.2.7.1 To ensure that growth takes place in a coordinated and fiscally responsible manner, a Growth Management Strategy is required to be submitted by the applicant for development applications that contain a residential component, and for Tertiary Plans submitted within a “Primary” MTSA. Development will be phased to ensure appropriate infrastructure, community services and facilities are available to service development. The Growth Management Strategy shall form a section of the Planning Justification Report be prepared in accordance with the City’s Planning Justification Report Terms of Reference and be to the general satisfaction of the City and the Region of Peel prior to deeming the application complete.
- 3.2.7.2 Development is to progress in a financially responsible and environmentally sustainable manner and cannot proceed until infrastructure, such as water, wastewater, transportation and community regional services are available. An evaluation or study may be required to demonstrate that there is sufficient infrastructure and servicing capacity for a MTSA, and if there isn’t sufficient capacity, a Servicing Strategy shall be completed to the satisfaction of the Region of Peel.
- 3.2.7.3 Through the planning application process, owners may be required to contribute to the delivery of public uses by providing a minimum amount of gross floor area for on-site public uses as defined in Section 4.9 of this Plan. Such contributions will be in accordance with the in-effect regulatory regimes, including the Development Charges By-law, the Community Benefit Charges By-law and the Parkland Dedication By-law.
- 3.2.7.4 Where the planned scale or configuration of development on an individual property does not meet the MTSA objectives of this plan, property consolidation should be explored to facilitate integrated development. Where property consolidation is not feasible, development permissions may be limited.
- 3.2.7.5 Initial phases of development within an MTSA shall not preclude the overall achievement of a compact, pedestrian-oriented and transit-supportive urban form including the future transportation network.
- 3.2.7.6 For phased development proposals that have frontage along a high order transit corridor, the first phase of development is encouraged to include the lands fronting the high order transit corridor in order to create a safe, pedestrian-friendly environment and to provide the necessary multi-modal access connections to the station or stop. Section 3.2.7.6 does not apply to lands designated “Regional Retail” on Schedule A – General Land Use Designations.
- 3.2.7.7 Land use compatibility considerations may influence the ability for residential and other sensitive land uses from being introduced within some “Primary” MTSAs. All development shall have regard for existing industrial areas in the vicinity, and the development of sensitive land uses will be mitigated from an air and noise quality perspective and/or phased accordingly to ensure land use compatibility can be maintained as the mixed use areas transition over time in accordance with requirements of the Provincial Policy Statement and provincial guidelines, standards and procedures.
- 3.2.7.8 The redevelopment of existing low-rise non-residential uses may occur gradually over the long-term. Notwithstanding the minimum population and employment densities in **Table 1**, building additions, and/or alterations may be permitted for non-residential uses, where it can be demonstrated that they do not impact the MTSA objectives as set out in this Plan.

3.2.7.9 The City and/or Region of Peel may require applicants to enter into a front-ending agreement 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.

3.2.7.10 The City may require that a Developer Cost Sharing Agreement(s) sufficient to ensure the equitable implementation of a “Primary” MTSA are executed between all developers within each MTSA, or portion thereof, respectively, for any Draft Plan of Subdivision, Site Plan Application, and/or Rezoning Application. Where a Developer Cost Sharing Agreement has been required, the City will require confirmation from the Developer Cost Share Trustee of:

- a) The execution by the developer of the Developer Cost Sharing Agreement including any amendment(s) thereto; and
- b) Confirmation of developer compliance with the terms of the Developer Cost Sharing Agreement. The aforesaid confirmation will be provided to the City prior to the approval of any Draft Plan of Subdivision, Site Plan Application and/or Rezoning Application within a MTSA.

3.2.8 “Planned” MTSA

3.2.8.1 “Planned” MTSA require further study to determine appropriate land use considerations before they are delineated by the Region of Peel. The delineation and establishment of minimum population and employment targets for “Planned” MTSA that will be delineated as either “Primary” or “Secondary” by the Region of Peel will require an amendment to the Region’s Official Plan, Brampton’s Official Plan, and any applicable Secondary Plans.

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

3.2.9 New MTSA

3.2.9.1 New MTSA that may be delineated by the Region of Peel in the future will require a City-initiated Official Plan Amendment to be designated on **Schedule 1b**.

- (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 five definitions in Section 5.2:

“Major Transit Station Area means 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, generally defined as the area within an approximate 500 to 800 metre radius of a transit station or stop, representing about a 10-minute walk.”

“Planned Major Transit Station Area means areas identified on Schedule 1b that do not have a delineated boundary and 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 by the Region of Peel. The City will work jointly with the Region and Provincial government to periodically review the status of Transit infrastructure, comprehensive land use changes, and strategic considerations to evaluate reclassifying “Planned” Major Transit Station Areas to be a “Primary” or “Secondary” Major Transit Station Area.” Planned Major Transit Station Areas are not Protected Major Transit Station Areas in accordance with the *Planning Act*.”

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

“Secondary Major Transit Station Area means areas referred to as a Protected Major Transit Station Area (PMTSA) in the *Planning Act* 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.”