



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

**Number** \_\_\_\_\_ - 2024

To Adopt Amendment Number OP2023-  
to the Official Plan of the  
City of Brampton Planning Area

The Council of the Corporation of the City of Brampton in accordance with the provisions of the Planning Act, R.S.O. 1990, c.P. 13, hereby ENACTS as follows:

1. Amendment Number OP2023-\_\_\_\_\_ to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this by-law.

ENACTED and PASSED this [enter date] day of [enter month], 2024.

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

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

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

\_\_\_\_\_  
Genevieve Scharback, City Clerk

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

AMENDMENT NUMBER OP 2023 -  
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1.0 Purpose:

The purpose of this Official Plan Amendment (OPA) is to add policies and schedules for The Gore Major Transit Station Area (MTSA) within the Bram East Secondary Plan Area 41.

The effect of the proposed amendment is to:

- identify a portion of the Secondary Plan lands as The Gore MTSA;
- introduce area-specific policies for The Gore MTSA, including a vision, land use, \, mobility, public realm and servicing, to enable development and redevelopment that contributes to the building of complete transit-oriented communities;
- add potential building height and density distribution appendices for The Gore MTSA; and
- delete policies which would no longer apply to the area forming The Gore MTSA.

Location:

The lands subject to this OPA are generally situated within an 800-metre radius of The Gore bus rapid transit stop (BRT) at the intersection of Queen Street East and The Gore Road, and comprise approximately 103.6 hectares (256.0 acres) of land.

2.0 Amendments and Policies Relevant Thereto:

2.1 The document known as Bram East Secondary Plan Area 41, is hereby further amended:

- a) By adding to Schedule “SP41 (a)” the delineated boundaries of The Gore MTSA and by deleting all of the land use designations, special policy areas and Official Plan Amendment references within The Gore MTSA boundaries as shown as Schedule ‘A’ to this amendment.
- b) By adding to Schedule “SP41(a)” “The Gore Major Transit Station Area (*Refer to Brampton Plan Schedule 13k – Brampton Major Transit Station Areas QUE-14 The Gore Land Use Plan*)” as shown on Schedule “A” to this amendment.

- c) By adding 'Appendix A – *Brampton Plan* Schedule 13k –The Gore Major Transit Station Area Land Use Plan'.
- d) By adding 'Appendix B – The Gore MTSA Height Distribution Plan'.
- e) By adding 'Appendix C – The Gore MTSA Proposed Density Distribution'.
- f) ; By adding 'Appendix D - The Gore MTSA Potential Demonstration Plan'.
- g) By adding 'Appendix E – MTSA Road Cross Sections'.
- h) By deleting Sections 3.1.21, 3.2.20, 3.2.21, 3.2.22, 3.2.23, 3.2.24, and 3.6 in their entirety.
- i) By adding the following as Section 8.0 – The Gore Major Transit Station Area (MTSA):

**“8.0: The Gore Major Transit Station Area (MTSA)**

The policies contained in Section 8.0 of this Secondary Plan shall be read in conjunction with all policies in *Brampton Plan* and specifically the MTSA policies in Chapters 2 and 4. The policies in Sections 1.0 – 7.0 of this Secondary Plan do not apply to lands within the MTSA. Where there is a conflict between the policies in this Secondary Plan and those contained in *Brampton Plan*, the more restrictive policies shall apply.

The Gore MTSA includes lands generally within an 800-metre radius of The Gore bus rapid transit stop (BRT) located at the intersection of Queen Street East and The Gore Road, and comprise a total area of approximately 103.6 hectares (256.0 acres).

8.1 Vision

The Gore MTSA is a strategic growth area in the City where 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 Gore MTSA will transition over time into a vibrant, pedestrian and transit-oriented place, functioning as both an origin and destination for employees and residents. 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 forms. Multi-modal streets will facilitate connectivity between the bus rapid transit stop and



the surrounding transit-oriented community. The policies in Section 8.0 apply solely to The Gore MTSA.

### 8.2 Population and Employment Density

In accordance with A Place to Grow, *Growth Plan for the Greater Golden Horseshoe*, each MTSA is planned to achieve a minimum gross density of 160 residents and jobs combined per hectare by 2051. Based on this minimum density, the corresponding minimum population and jobs for The Gore 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
<b>MTSA</b>	<b>Minimum Total Population and Jobs</b>	<b>Population and Jobs (as of Secondary Plan adoption date)</b>	<b>Additional Population and Jobs Required by 2051 to meet Minimum Density Target</b>
The Gore	16,574	3,498	13,076

- a) The target of a minimum 160 people and jobs 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 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.

### 8.3 General Land Use

The predominant use of land within The Gore MTSA shall be mixed-use, development, with a significant focus on employment uses. The permitted uses include a broad range and mix of office, prestige employment, residential, service, and institutional uses in a well-integrated, compact urban form where people can access a range of services within a 15-

minute walk or cycling trip of their home.

Significant portions of The Gore MTSA are protected for employment uses, where a diverse range of jobs and services are to be provided to meet Brampton's employment targets. Residential and ancillary uses are permitted in designated employment areas to help support the long-term economic success of the City.

- a) The use of land within the area delineated as 'The Gore MTSA' on Schedule SP41(a) shall be developed in accordance with *Schedule 13k – Brampton Major Transit Station Areas QUE-14 The Gore Land Use Plan* found in Appendix A to this Secondary Plan and the associated land use policies found in Chapters 2 and 4 of *Brampton Plan*.
- b) To maintain the intent of the primary employment function of the 'Mixed-use Employment (Office Mixed-Use)' designation shown on MTSA Land Use Schedule 13k, employment uses shall be provided either as a stand alone building or a mixed-use building located in this designation and shall be developed in advance of, or concurrently with non-employment uses.
- c) For lands designated "Mixed-use (High-Rise Mixed Use)" with frontage on Queen Street East, a minimum percentage of at-grade non-residential uses shall be provided for each building to foster an animated, pedestrian-active frontage. Active at-grade uses are encouraged to be located on the first and second floors and include commercial, retail, office, institutional or recreational uses. Regulations will be included within the City's Zoning By-law to implement minimum requirements for at-grade non-residential uses.

#### 8.4. Built Form, Height and Density

Building heights and densities of this MTSA correspond with the land use designations on *Schedule 13k – Brampton Major Transit Station Areas QUE-14 The Gore Land Use Plan* and the building typologies in Table 4 of *Brampton Plan*.

Within The Gore MTSA a variety of built form and height will be provided to help activate streets, to achieve a diversity in design. and to be compatible with adjoining uses.

The distribution and hierarchy of height and density is important to create a well-balanced community and to promote increased transit ridership. The tallest buildings and highest densities will be located adjacent to the rapid

transit station at the intersection of Queen Street East and The Gore Road and will lower in height as the distance from the transit station increases.

New development will be planned to achieve the minimum residents and jobs combined per hectare (Section 8.2: Population and Employment Density of this Plan), through both the minimum building height requirements that will be identified in the zoning by-law, and the minimum density requirements identified in Table A: Minimum Floor Space Index (FSI) found in Chapter 4 – Major Transit Station Area of *Brampton Plan*.

- a) A potential range and distribution of building heights and densities is illustrated on Appendices B and C to this Plan. Maximum building heights and densities, within the range illustrated in Appendices B and C, will be implemented in the Zoning By-law for the lands located in The Gore MTSA.
- b) To satisfy all of the MTSA objectives and urban design criteria, the maximum building heights and/or densities established in the zoning by-law may not be achievable on all properties.
- c) When more than one building can be accommodated on the same lot, the minimum building height requirements in the zoning by-law will only apply to one of the buildings, or a portion thereof.
- d) Only for lands designated “Mixed-Use (High-Rise Mixed-Use)” or “Mixed-Use Employment (Office Mixed-Use)” building heights and densities beyond those prescribed in the Zoning By-law may only be considered through a site-specific Zoning By-law Amendment application, subject to meeting all of the following criteria:
  - i. the overall intent, goals, objectives, and policies of the MTSA and Official Plan are achieved;
  - ii. developable site area is appropriate to accommodate the proposed 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.
- e) Properties shown with unlimited height and density on Appendices B and C to this 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

## 8.5 Public Realm

The successful transformation of The Gore MSTA 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 – The Gore MTSA Potential Demonstration Plan to this Plan.

- a) The design of new development shall provide public realm improvements that include safe, direct and welcoming bicycle and pedestrian connections from planned transit 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 reflecting the importance of the Queen Street corridor.
- c) Where appropriate, it shall be demonstrated that building setbacks adjacent transit stations include sufficient space to accommodate transit plazas.

## 8.6 Urban Parks

Urban Parks should be strategically located and designed for a wide range of potential uses and amenity for the enjoyment of both the residential and employment population, complement larger public parks, and contribute to a rich public realm experience. Urban Parks may include Privately Owned Publicly Accessible Open Spaces (POPs), urban squares, courtyards, mews, and other small-scale urban public spaces, depending on the needs and opportunities on a site.

- a) Urban Parks are encouraged to be provided through development in the locations identified on The Gore Potential Demonstration Plan found in Appendix C to this Plan.

## 8.7 Mobility and Transportation

The long-term vision for The Gore 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) Development shall support a pedestrian-scaled network of connected streets, sidewalks and bicycle lanes linking neighbourhoods, parks, transit stops, services and other major trip generators. as illustrated on *Brampton Plan* Schedule 13k - The Gore MTSA Land Use Plan in Appendix A and the Potential Demonstration Plan in Appendix D to this Plan.
- b) To the greatest extent possible, development proposals shall be located on public streets, unless it can be demonstrated by the proponent to the satisfaction of the City that a private street is

equally desirable from the standpoints of functionality, community safety, efficiency, servicing, neighborhood connectivity, facilitating land assembly for future development, reducing negative environmental impacts and minimizing financial impacts to the City.

- c) All new public local streets will be developed in accordance with Brampton's Complete Street Guidelines and shall have a minimum right-of-way width of 25.2 metres to accommodate sidewalks on both sides; bicycle facilities; vehicle travel lanes; and *low impact development* (LID) stormwater management facilities, such as bio-swales, where appropriate. A 25.2 metre street cross section is included in Appendix E to this plan.
- d) Private streets shall contain the following:
  - i. Minimum pavement width of 7.0 metres;
  - ii. Sidewalks on both sides;
  - iii. Active transportation elements; and
  - iv. Public realm elements such as landscaping, street furniture, street lighting, etc.

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

- e) Notwithstanding c), future streets in proximity to bus rapid 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 Impact Study that is required to be approved to the satisfaction of the City, in conjunction with Metrolinx.
- f) Continuous sidewalks shall be provided to prioritize pedestrian and cyclists overtaking 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.

#### 8.8 Cycling Facilities and Amenities

Cycling and other forms of active transportation allow people to reach destinations. Making The Gore MTSA bicycle-friendly will encourage a more active lifestyle for residents and workers.. 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 to be provided at all public destinations within MTSA, including, but not limited to, transit stations, parks, schools, community centres, cultural facilities, other public institutions and retail uses.
- b) Bicycle parking shall be provided by all residential, commercial, institutional (except publicly funded schools), employment, recreational and civic buildings. The appropriate bicycle parking requirements will be provided in the Zoning by-law.

#### 8.9 Parking

- a) For lands located within The Gore MTSA, there shall be no minimum parking standards for the land use designations shown on *Brampton Plan* Schedule 13k - The Gore 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.

#### 8.10 Servicing and Stormwater

The Gore 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.

- a) A Functional Servicing Report (FSR) shall be submitted with a development application in accordance with the City’s Term of Residence. The FSR shall expand on the findings of the MTSA Master Servicing Report prepared by **ARUP dated August 2024.**
- b) If a development proposal includes lands to be dedicated for a public street with a 25.2 metre right-of-way, the exact retention swale dimensions of the complete street right-of-way should be

calculated as part of a FSR 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 MTSA may be subject to the implementation of a 'holding' (H) provision in the Zoning By-law to ensure sufficient infrastructure capacity is available to service a proposed development.

#### 8.11 Sustainability

- a) Draft Plan of Subdivision and Site Plan Applications must achieve a minimum Sustainability Score that falls within the Silver Sustainability Score Threshold.
- b) Development will advance and, as appropriate, implement the recommendations of the City of Brampton Community Energy and Emissions Reduction Plan (CEERP), and support the achievement of low/zero carbon energy using district energy systems, renewable and alternative energy, sustainable building measures, and other innovative approaches.
- c) Development will facilitate vehicle and transit electrification readiness of buildings and transportation infrastructure through the design of buildings and the provision of charging infrastructure.
- d) The City shall identify, plan for, and implement infrastructure that can proactively protect each MTSA from future potential long-term risk of events associated with climate change.

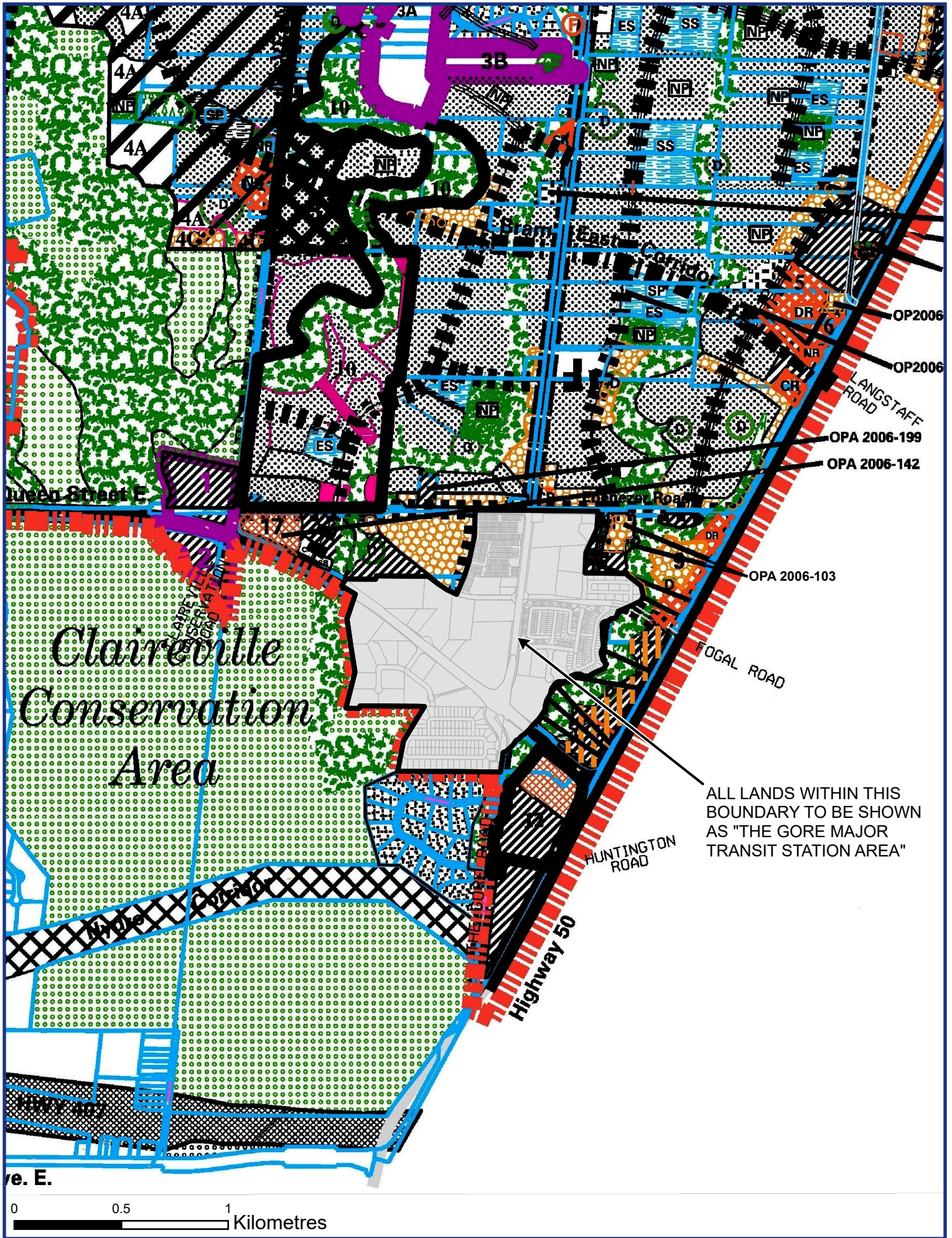
#### 8.12 Implementation and Monitoring

- a) The timing and progression of development shall be supported by the adequate provision of parkland, servicing 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 Gore MTSA to ensure the density targets prescribed in Section 3.2 – Population and Density are being met.



- c) The City may, in conjunction with the planning application process, monitor the level of development against:
  - i. the ratio of jobs to residents;
  - ii. the provision of servicing infrastructure and,
  - iii. the identification and need for public service facilities, as applicable.”



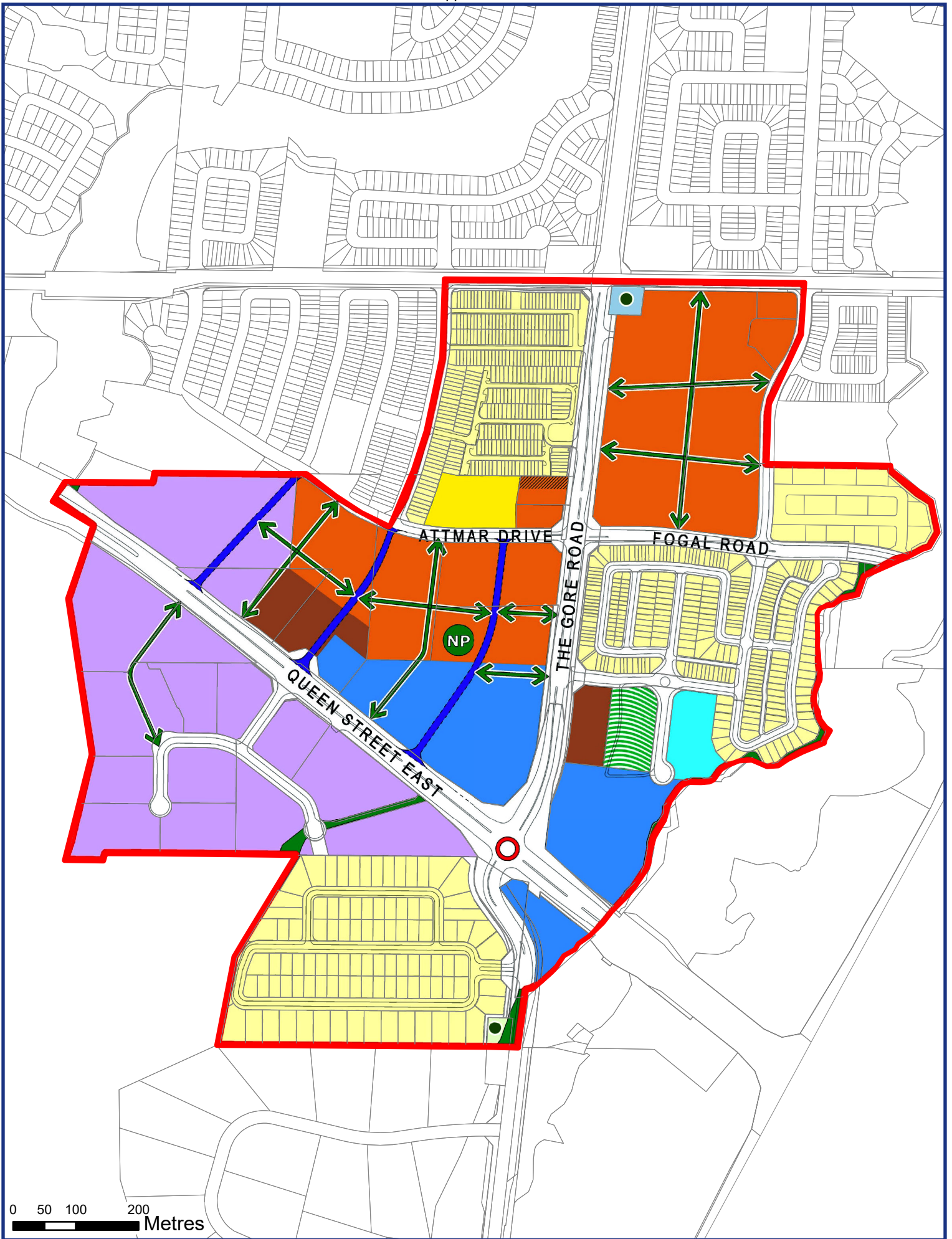


ALL LANDS WITHIN THIS BOUNDARY TO BE SHOWN AS "THE GORE MAJOR TRANSIT STATION AREA"

SP41(A) the document known as The Bram East Secondary Plan

<p><b>RESIDENTIAL LANDS:</b></p> <ul style="list-style-type: none"> <li> Estate Residential</li> <li> Low Density</li> <li> Low / Medium Density</li> <li> Medium Density</li> <li> Cluster / High Density</li> </ul> <p><b>EMPLOYMENT LANDS:</b></p> <ul style="list-style-type: none"> <li> Office Node</li> <li> Mixed Commercial / Industrial</li> <li> District Retail</li> <li> Neighbourhood Retail</li> <li> Convenience Retail</li> <li> Highway / Service Commercial</li> </ul> <p><b>ROAD NETWORK :</b></p> <ul style="list-style-type: none"> <li> Highway</li> <li> Major Arterial</li> <li> Minor Arterial</li> <li> Collector Road</li> <li> Local Road</li> </ul>	<p><b>OPEN SPACE:</b></p> <ul style="list-style-type: none"> <li> Valleyland Conservation Lands</li> <li> Private Commercial Recreation</li> <li> Community Park</li> <li> Neighbourhood Park</li> <li> Woodlot</li> <li> Storm Water Management Facility</li> <li> Cemetery</li> </ul> <p><b>INSTITUTIONAL:</b></p> <ul style="list-style-type: none"> <li> Elementary School (JK-5 or JK-8)</li> <li> Senior Public School (6-8)</li> <li> Secondary School (9-O.A.C.)</li> <li> Place Of Worship</li> </ul> <p> Fire Hall</p> <p> Heritage Resource</p> <p> OPA 201 (Woodlands)</p> <p> Secondary Plan Boundary</p>	<ul style="list-style-type: none"> <li> Special Policy Area 1 ( Office )</li> <li> Special Policy Area 2 ( Public Use / Commercial )</li> <li> Special Policy Area 3 ( Upscale Executive Housing )</li> <li> Special Policy Area 3A ( Upscale Executive Housing Area )</li> <li> Special Policy Area 3B ( The Gore Road Upscale Executive Housing )</li> <li> Special Policy Area 4 ( McVean Corridor )</li> <li> Special Policy Area 5 ( Residential/Commercial )</li> <li> Special Policy Area 6 ( Commercial )</li> <li> Special Policy Area 7 ( Low Density Residential )</li> <li> Special Policy Area 8 ( Office Node - Mixed Commercial / Industrial )</li> <li> Special Policy Area 9 ( Medium Density Residential )</li> <li> Special Policy Area 10 ( Riverstone )</li> <li> Special Policy Area 11 ( Mixed Commercial/Industrial )</li> <li> Special Policy Area 12 ( Office Node &amp; Mixed Commercial/Industrial )</li> <li> Special Policy Area 13 ( Low/Medium Density Residential )</li> <li> Special Policy Area 17 ( Office/Mixed Use )</li> </ul>	<p> The Gore Major Transit Station Area (Refer to Brampton Plan Schedule 13k - Brampton Major Transit Station Areas - QUE-14 The Gore Land Use Plan)</p> <p> Parcel Fabric</p>
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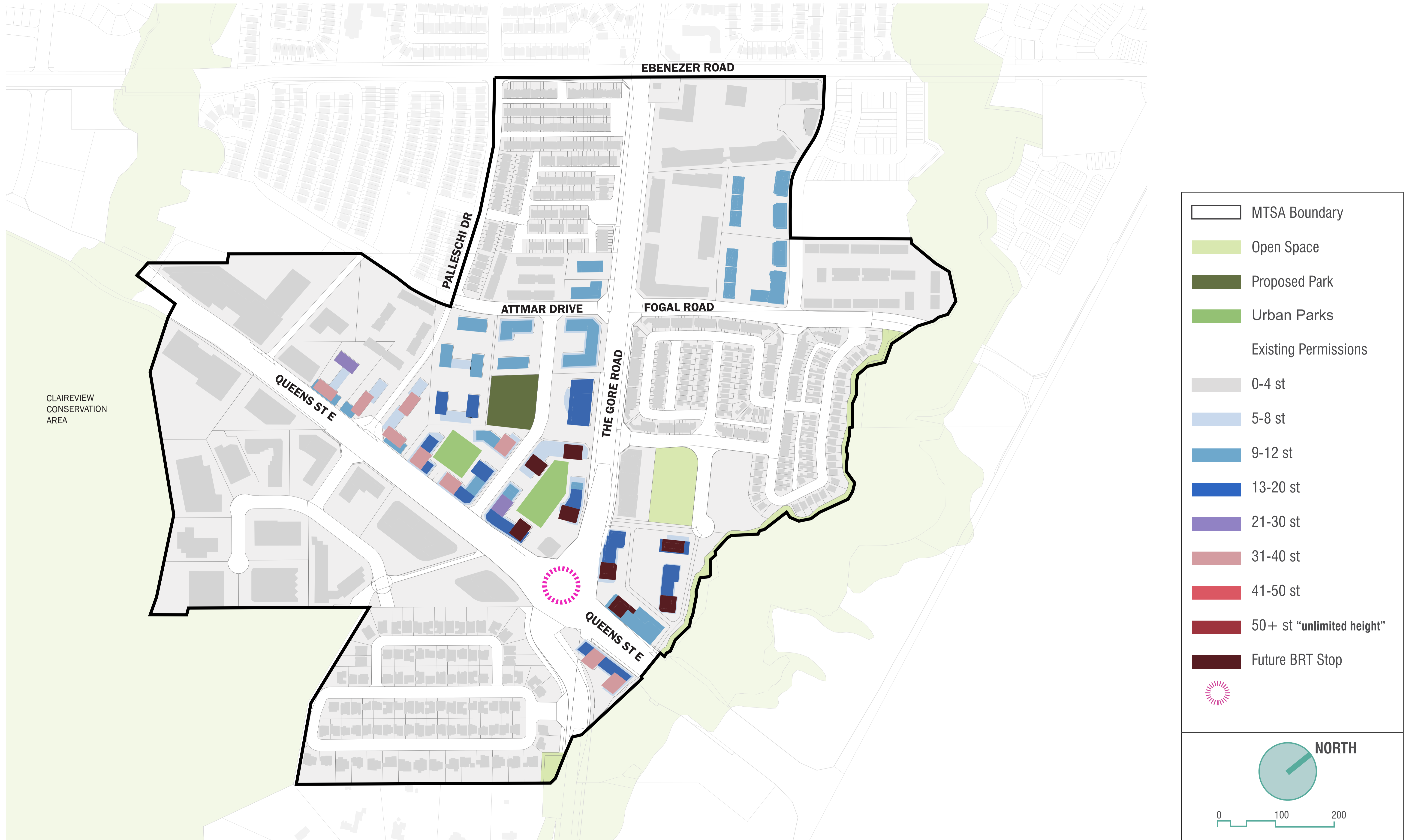
Appendix A - Brampton Plan Schedule 13k Brampton Major Transit Station Areas QUE-14 The Gore Land Use Plan

- |   |   |
|---|---|
| NEIGHBOURHOOD (LOW-RISE RESIDENTIAL)      | PROPOSED PUBLIC OR PRIVATE STREET NETWORK |
| NEIGHBOURHOOD (LOW-RISE PLUS RESIDENTIAL) | POTENTIAL MID-BLOCK CONNECTION            |
| MIXED-USE (MID-RISE MIXED-USE)            | STORMWATER MANAGEMENT POND                |
| MIXED-USE (HIGH-RISE MIXED-USE)           | DESIGNATED HERITAGE PROPERTY              |
| MIXED-USE (INSTITUTIONAL)                 | HEIGHT TRANSITION AREA                    |
| MIXED-USE EMPLOYMENT (OFFICE MIXED-USE)   | MTSA BOUNDARY                             |
| EMPLOYMENT (PRESTIGE INDUSTRIAL)          | MTSA STATION                              |
| NATURAL SYSTEM                            |   |
| EXISTING PARK                             |   |
| CEMETERY                                  |   |
| PROPOSED NEIGHBOURHOOD PARK               |   |





## APPENDIX B



CLAIREVIEW  
CONSERVATION  
AREA

NORTH

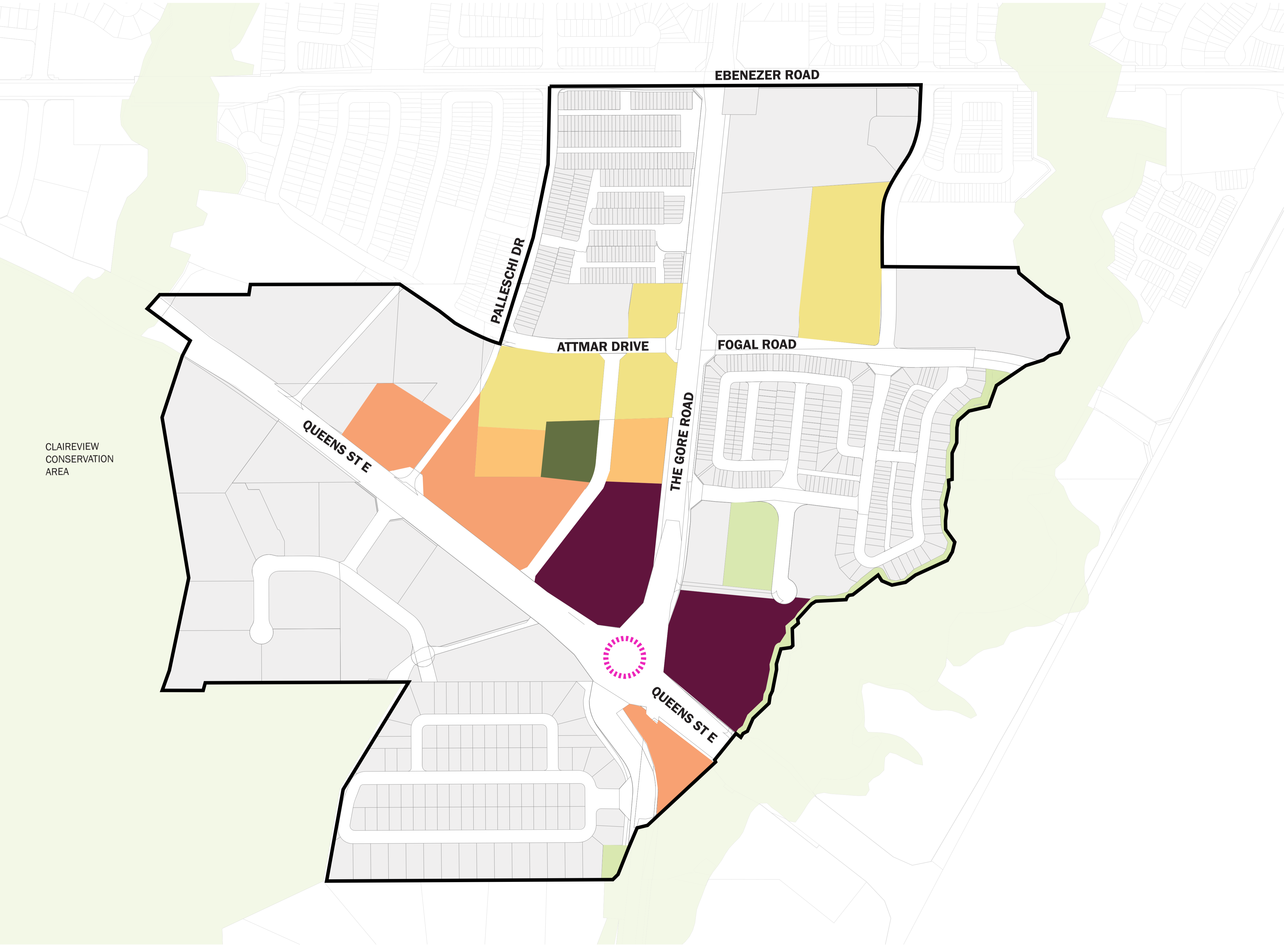
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# PROPOSED DENSITY DISTRIBUTION

Draft for Discussion Purposes

## APPENDIX C



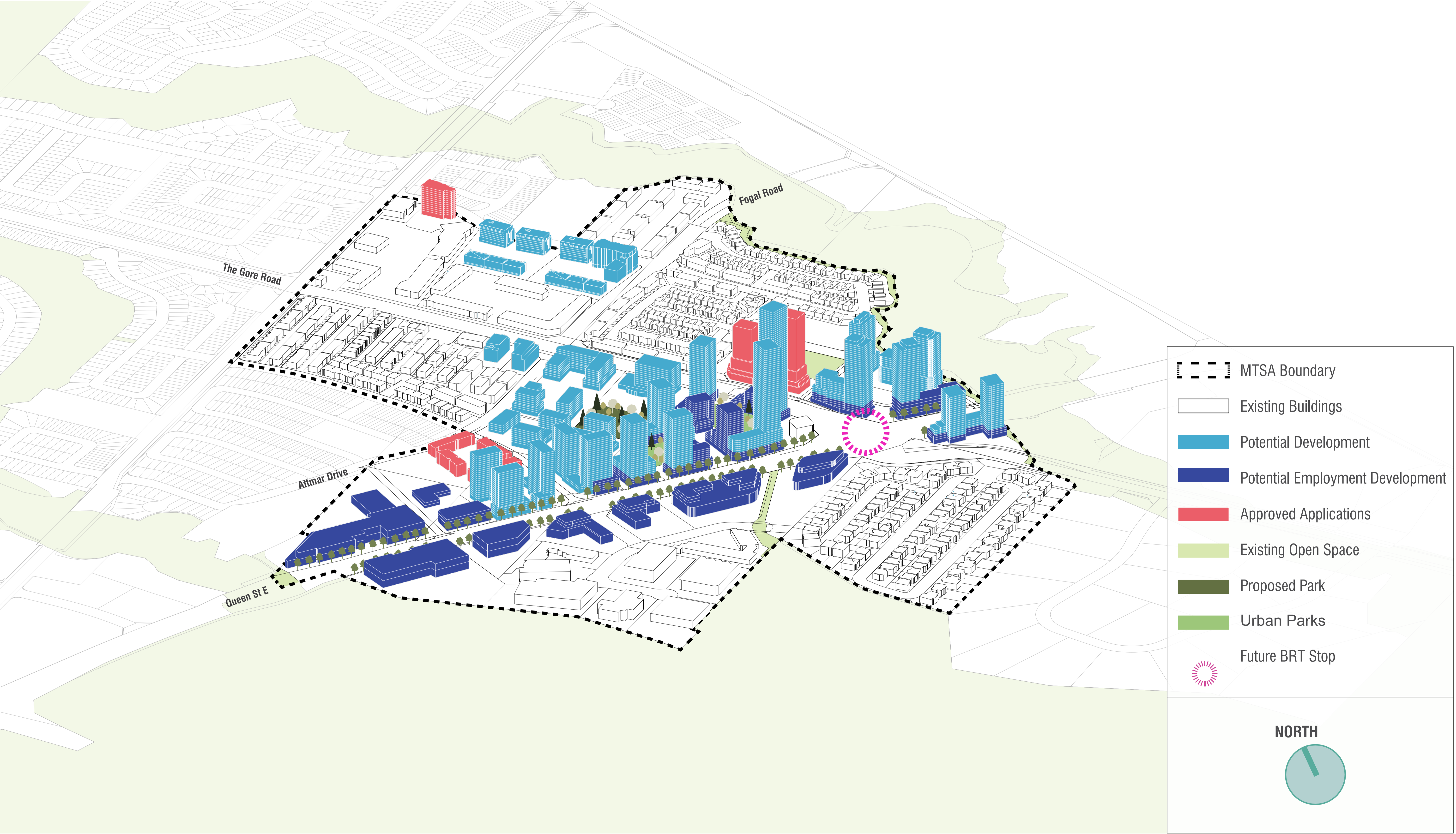
- MTSA Boundary
- Open Space
- Proposed Park
- Existing Permissions
- 0-2 FSI
- 3 FSI
- 4 FSI
- 5 FSI
- 6 FSI
- 7 FSI
- 8 FSI
- 8+ FSI "unlimited density"
- Future BRT Stop

NORTH

0 100 200



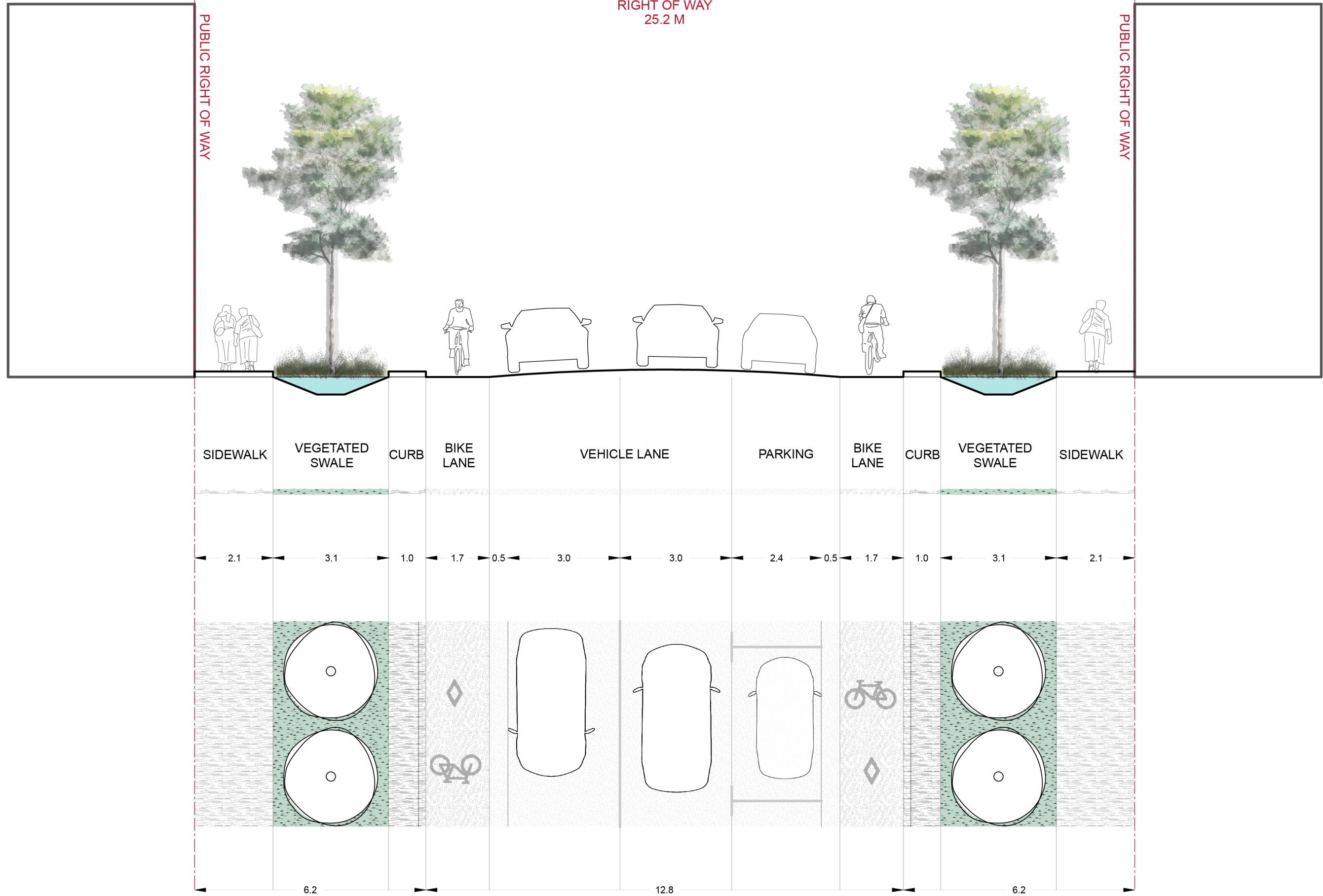
APPENDIX D





# Appendix E

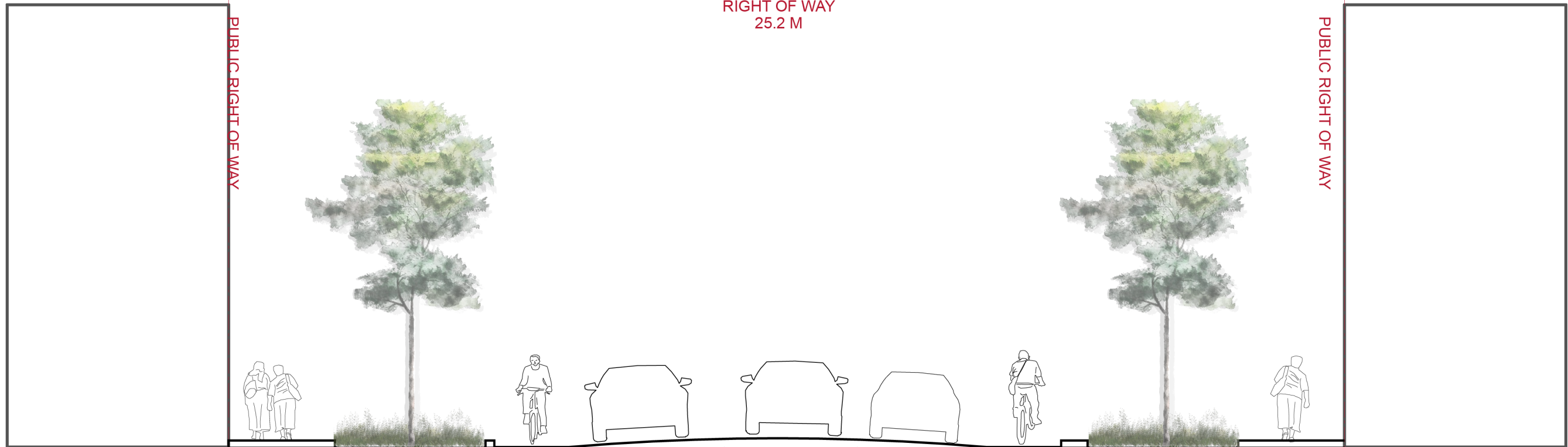
RIGHT OF WAY  
25.2 M



RIGHT OF WAY  
25.2 M

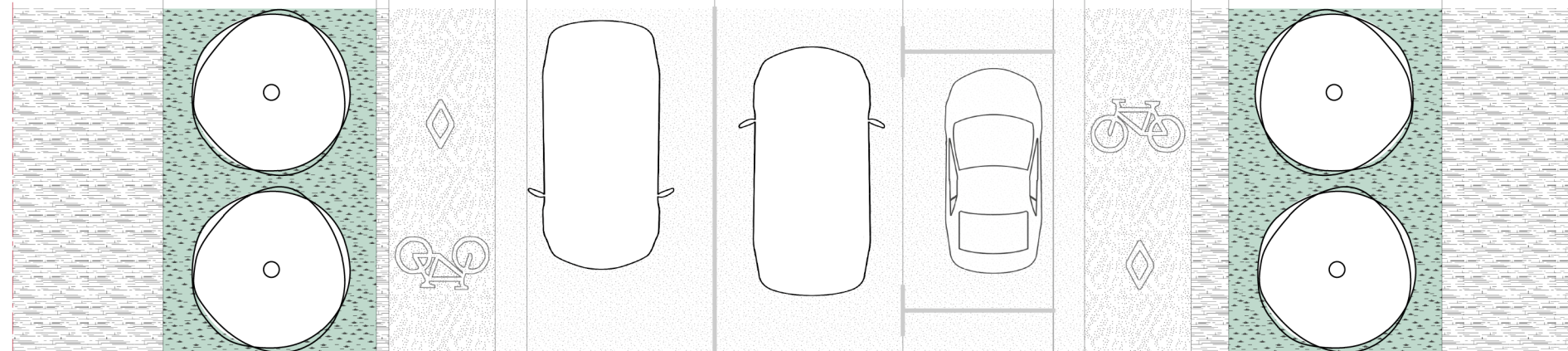
PUBLIC RIGHT OF WAY

PUBLIC RIGHT OF WAY



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

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



6.0 12.8 6.4