



The Corporation of the City of Brampton

By-law

Number 24 - 2026

To adopt Amendment Number OP2023-021
to the Official Plan of the
City of Brampton Planning

Whereas 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 4th day of February, 2026.

Approved as to
form.

2025/01/29

MKR

Patrick Brown, Mayor

Approved as to
content.

2026/01/29

HFZ

Genevieve Scharback, City Clerk

AMENDMENT NUMBER OP 2023 - 021
TO THE OFFICIAL PLAN OF THE CITY
OF BRAMPTON PLANNING AREA

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1.0 Purpose:

The purpose of this Official Plan Amendment (OPA) is to amend the Bram East Secondary Plan Area 41 to guide development within The Gore Major Transit Station Area (MTSA).

The effect of the proposed amendment is to:

- identify a portion of the Bram East Secondary Plan lands as The Gore MTSA on Land Use Schedule 41(a);
- introduce area-specific policies for The Gore MTSA, including a vision, land use, public realm, mobility and transportation, and servicing, to enable development that contributes to the building of complete transit-oriented communities;
- delete policies which would no longer apply to the area forming The Gore MTSA; and
- add a potential building height and density distribution figure, demonstration plan and road cross section for The Gore MTSA, as Appendices, to the Bram East Secondary Plan.

Location:

The lands subject to this OPA are situated within an 800-metre radius of The Gore higher-order 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 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 the legend on 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 B – Brampton Plan Schedule 13k – Brampton Major Transit Station Areas QUE-14 The Gore Land Use Plan'.
- d) By adding 'Appendix C – Height and Density Distribution Guideline'
- e) By adding 'Appendix D - Potential Demonstration Plan'
- f) By adding 'Appendix E – Example of an MTSA Road Cross Section'

- g) By deleting Section 3.1.7.1, 3.1.27, 3.2.7.1, 3.2.20, 3.2.21, 3.2.22, 3.2.23, 3.2.24, 3.2.39 and 3.6 in their entirety.
- h) 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 Gore MTSA. Where there is conflict or inconsistency between a provision in Brampton Plan and a provision in this Secondary Plan (whether directly in the text or, included by reference), the policies in this Secondary Plan shall apply.

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

The policies in Section 8.0 apply solely to The Gore MTSA.

8.1 Vision

The Gore MTSA is a strategic growth area in the City where population, employment and office growth are to be directed to support transit investment and create land use patterns that make use of land more efficiently. 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 and office 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.

8.2 Population and Jobs

- a) In accordance with the Provincial Planning Statement, 2024, The Gore MTSA is planned to achieve a minimum gross density of 160 residents and jobs combined per hectare by 2051. The target of a minimum of 160 people and jobs per hectare will not be applied on a site-specific basis and will only be applied cumulatively for all lands within the MTSA boundary. As part of a development application, the applicant shall demonstrate how the proposed development contributes to meeting the minimum MTSA density target.
- 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 Land Use

Lands fronting the south side of Queen Street East are protected Employment Areas, where a diverse range of light industrial and ancillary uses are to be provided to meet Brampton's job targets and to help support the long-term economic success of the City.

Portions of The Gore MTSA are to be developed for mixed-use, including major offices, business parks and institutional. Retail, commercial, hotels, and other ancillary uses are permitted within a mixed-use building where people can easily access a range of services. Compatible residential uses may be permitted subject to the relevant policies of Brampton Plan.

- 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* included as Appendix B to this Secondary Plan and the associated land use policies found in Chapters 2 and 4 of *Brampton Plan*.
- b) Automobile sales and automobile related uses that existed on the day of the Secondary Plan adoption are permitted to continue, including automobile service stations and drive-through facilities. The development and expansion of new automobile-oriented land uses, such as gas bars and drive through establishments, are prohibited within any land use designation.
- c) The full extent of maximum development permissions 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, negative environmental impacts, transportation, stormwater management, cultural heritage resources, land use compatibility and/or infrastructure capacity.
- d) To maintain the intent of the office node function of the 'Office Mixed-Use' designation on MTSA Land Use Schedule 13k, office, business and institutional uses shall be provided either as a stand-alone building or a mixed-use building and shall be developed in advance of, or concurrently with non-office/business uses.

8.4. Built Form, Height and Density

A variety of built form and height are encouraged to help activate the public realm and to achieve a diversity in design. Buildings are to be transit-supportive and pedestrian-friendly to create a desirable urban environment. The distribution and hierarchy of height and density is important to create a well-balanced community, and to generate place-making activity in public spaces.

Building heights and densities shall generally correspond to the land use designations on Schedule 13c in *Brampton Plan*. A potential range of building heights and densities are illustrated on Appendix I of this Plan.

- a) 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.

- b) Mid and high-rise buildings shall have consideration for the building design principles in Brampton's Urban Design Guidelines, including minimum lot area, tower separation, overlook, relative height, floor plate area, building length, tower placement, orientation and building proportion, among others.
- c) Building heights and densities beyond those prescribed in the Zoning By-law may be considered through a development application that satisfies all the following criteria:
 - i. the overall intent, goals, objectives, and policies of the MTSA and *Brampton Plan* are achieved;
 - ii. developable site area is appropriate to accommodate the proposed height and density;
 - iii. the type and scale of the development 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 minimizing 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.
- d) It will be the responsibility of proponents of development applications to comply with Airport related height restrictions, including those of Greater Toronto Airports Authority, NAV CANADA and Transport Canada. As a result of any regulations by these agencies, the range of building heights indicated on the MTSA Height and Density Distribution Plan found in Appendix B1 to this Plan and the maximum building height provisions in the Zoning By-law may not be achievable.
- e) Any new construction shall be compatible with the requirements of the Airport, including height limitations, navigational aids, visibility and communications.

8.5 Public Realm

The successful development of The Gore MTSA as a transit-oriented community will require the provision of a high-quality public realm that supports safe and comfortable pedestrian movement and activities. Public realm guidance is provided in Brampton Plan, Urban Design Guidelines and in the Precinct Area Plan Guidelines. Conceptual public realm elements have been identified on Appendix K – The Gore MTSA Potential Demonstration Plan to this Plan.

- a) New developments 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, pathways and weather protected links.

8.6 Parks and Open Space System

Parks and open spaces are fundamental to a walkable, healthy and complete community.

- a) Development shall contribute to a system of well-connected parks and open space system, which will support the creation of sustainable, livable and resilient communities. The following types of parks and open space system are generally shown on Schedule 13k and on Appendix K – The Gore MTSA Potential Demonstration Plan:
 - i. Neighbourhood Park
 - ii. Urban Park

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 network of multimodal streets will play a functional role in providing access to planned high-order transit stations, moving people and be a defining element, shaping development and contributing to the public realm's character and connectedness.

Planning for and supporting a transportation network that accommodates efficient goods movement by truck is key to the future economic prosperity of Brampton.

- a) Development shall support a pedestrian-scaled network of connected streets, sidewalks and bicycle lanes linking neighbourhoods, transit, parks, services and other major trip generators as illustrated on both Schedule 13k – Brampton Major Transit Station Areas QUE-14 The Gore Land Use Plan and The Gore Potential Demonstration Plan found in Appendices A and C to this Plan, respectively.
- b) Development proposals shall include comfortable and direct access to the planned BRT stop for all modes of active transportation.
- c) Development proposals are encouraged to be located on public streets, unless it can be satisfactorily demonstrated to the City that a private street is equally desirable from the standpoints of functionality, community safety, efficiency, servicing, neighborhood connectivity, supports active transportation and provides access to transit stations/stops.
- d) All new local public streets will be developed in accordance with Brampton's Complete Street Guidelines and shall accommodate sidewalks on both sides; bicycle facilities; vehicle travel lanes; and *low impact development* (LID) stormwater management facilities, such as bio-swales, where appropriate. An example of a 25.2 metre right-of-way cross section implementing these measures is included in Appendix E.
- e) Any public right-of-way identified through the development application process shall be protected and secured through the submission of a Draft Plan of Subdivision Application.

- f) Future streets in proximity to bus rapid transit facilities may require special rights-of-way widths, functional considerations, and facility requirements to accommodate transit infrastructure 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.
- g) The street network within and adjacent to Employment Areas shall accommodate efficient goods movement by truck and shall adhere to the Brampton Complete Streets Guide which provides design guidelines to balance the movement of goods while accommodating the safety and comfort of all users that travel alongside trucks.

8.8 Active Transportation Network

Creating a safe and continuous pedestrian and cycling network can help reduce traffic congestion, reduce carbon emissions, and contribute to the livability and vibrancy of the area. A well-connected active transportation network will support safe and efficient travel, provide space for recreation and enjoyment, and support connections to transit and major trip generators, such as parks and open spaces, shopping, and public service uses.

- a) Development shall support a pedestrian-scaled network of connected local streets, sidewalks and bicycle lanes.
- b) Continuous sidewalks shall be provided to prioritize pedestrians and cyclists by 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.
- c) 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, other public institutions and retail uses.

8.9 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 with a mixed-use, transit-supportive environment by implementing the goals and actions of Brampton's Community Energy and Emissions Reduction Plan (CEERP).

- a) A Functional Servicing Report (FSR) shall be submitted with a development application in accordance with the City's and Infrastructure Provider's Terms of Reference. The FSR shall expand on the findings of the MTSA Master Servicing Report prepared by ARUP dated March 2025.
- b) If a development proposal includes lands dedicated for a public street, 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.

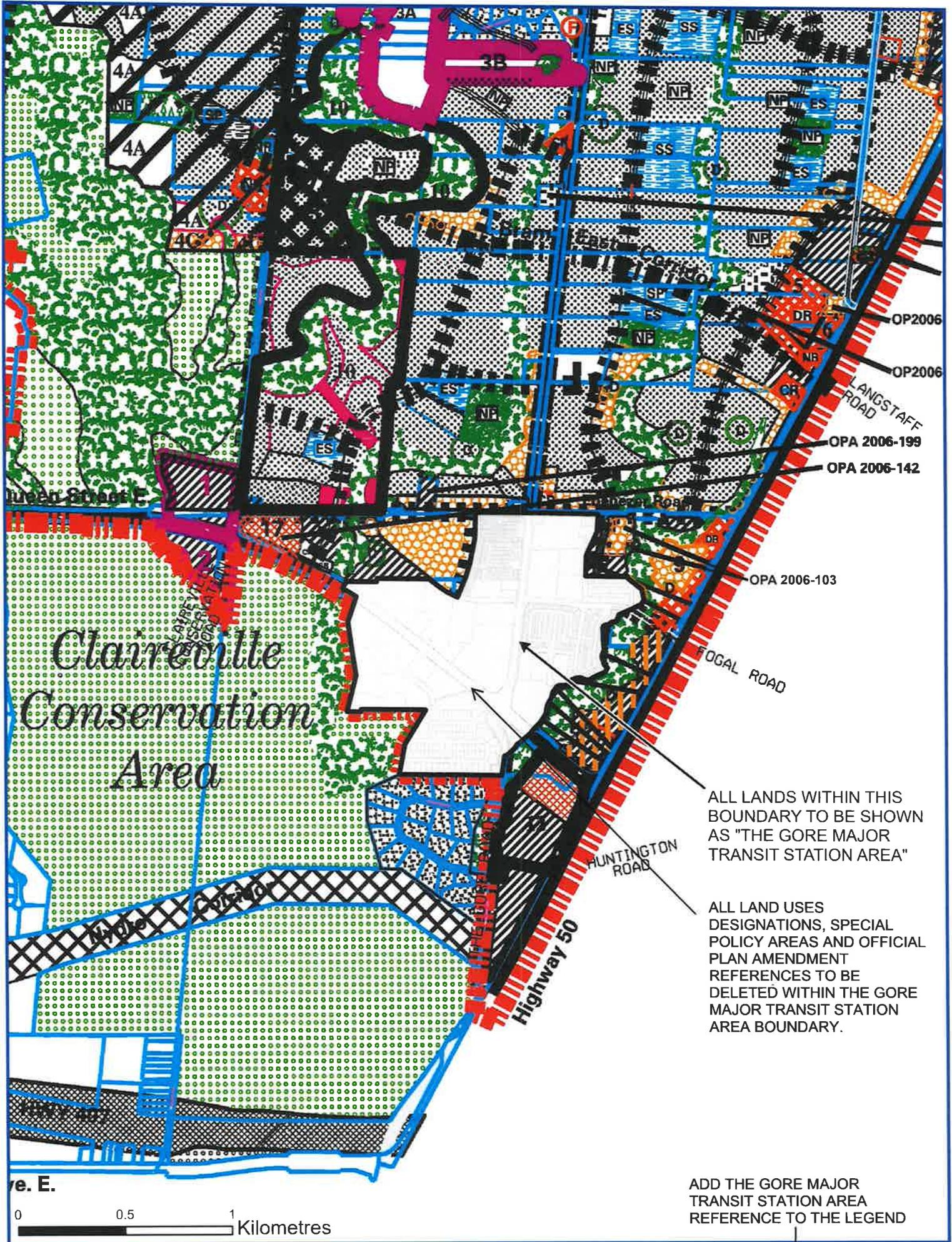
- c) Development shall have adequate regard for sustainable water conservation technologies and low impact development (LID) measures for stormwater volume control.

8.10 Healthy Communities and Sustainability

- a) Development shall implement the applicable recommendations of the Region of Peel's Healthy Development Framework.
- b) Buildings are encouraged to include universal accessibility and design features and unit types (e.g. rough-ins, size, or configuration) that respond to community needs to support age-friendly healthy built environments, multi-generational households, and core housing needs.
- c) Area Plans, Draft Plan of Subdivision and Site Plan Applications must achieve a minimum Sustainability Score that falls within the Silver Sustainability Score Threshold.
- d) Development will advance and, as appropriate, implement the recommendations of Brampton's Community Energy and Emissions Reduction Plan (CERRP), and support the achievement of low/zero carbon energy using district energy systems, renewable and alternative energy, sustainable building measures, and other innovative approaches.
- e) Infrastructure to support vehicle and transit electrification, such as electric vehicle (EV) ready parking, is encouraged.

8.11 Implementation and Monitoring

- a) Through the development application process, development proponents shall collaborate with the City and applicable external agencies to address public service facility needs such as, but not limited to licensed child care or early years centres, parks, recreation centres, fire and emergency services, higher-order transit infrastructure, active transportation networks and schools necessary to accommodate growth in the Secondary Plan.
- b) The timing and progression of development will be phased in coordination with service and infrastructure providers and plans, and subject to the availability of required infrastructure, including transportation, transit, sewage and water, parkland and public service facilities, and if applicable, the delivery of jobs in accordance with the policies of this Plan.
- c) The City will monitor the level of development within The Gore MTSA to ensure the minimum density targets prescribed in Section 8.2 – Population and Jobs are being met.
- d) The City may, in conjunction with the planning application process, monitor the level of development against:
 - i. the delivery of higher order transit;
 - ii. the ratio of jobs to residents;
 - iii. the provision of servicing infrastructure and,
 - iv. the identification and need for public service facilities, as applicable."

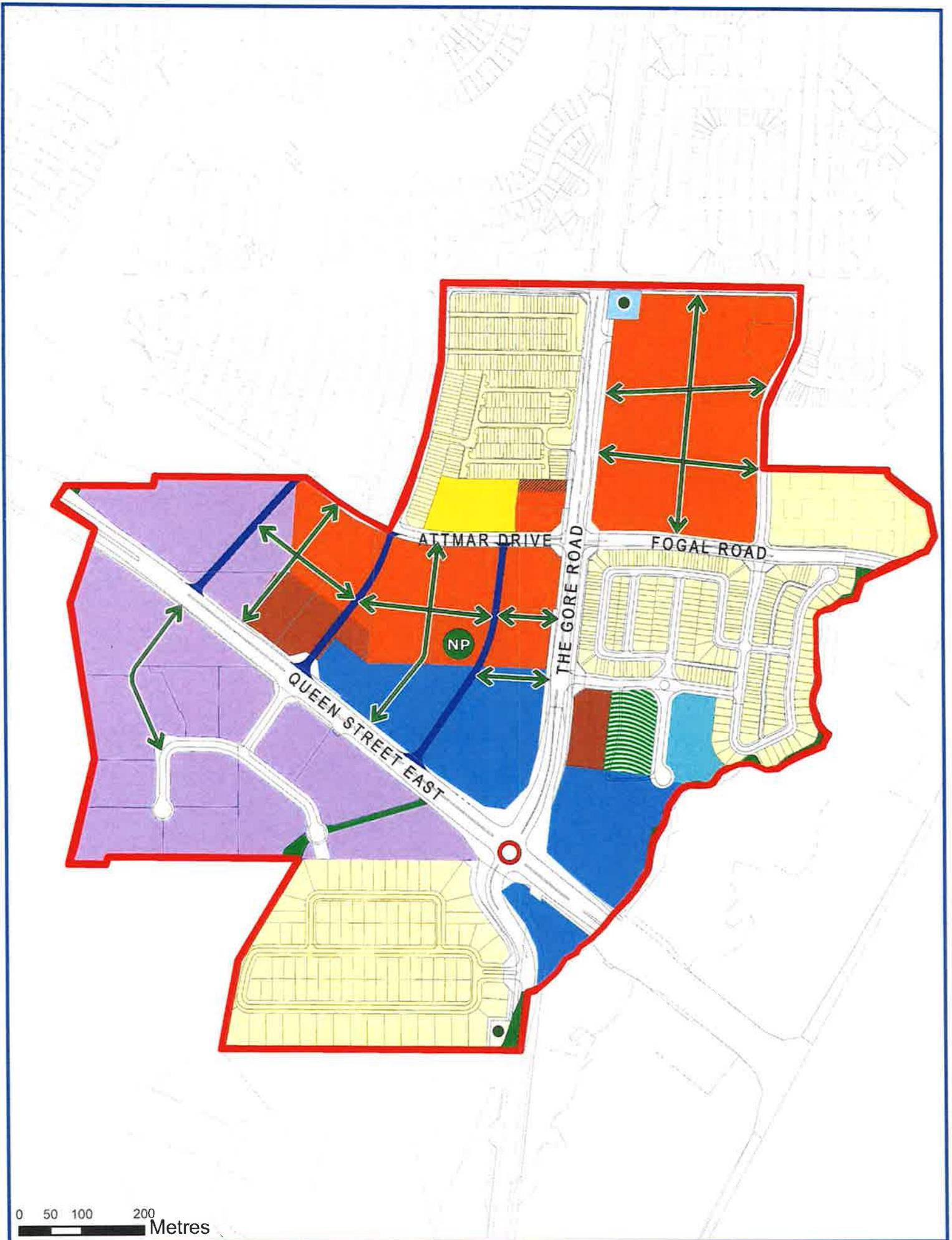


SP41(A) the document known as The Bram East Secondary Plan

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| <p>RESIDENTIAL LANDS:</p> <ul style="list-style-type: none"> Estate Residential Low Density Medium Density Cluster / High Density <p>EMPLOYMENT LANDS:</p> <ul style="list-style-type: none"> Office Node Mixed Commercial / Industrial District Retail Neighbourhood Retail Convenience Retail Highway / Service Commercial <p>ROAD NETWORK :</p> <ul style="list-style-type: none"> Highway Major Arterial Minor Arterial Collector Road Local Road | <p>OPEN SPACE:</p> <ul style="list-style-type: none"> Valleyland Conservation Lands Private Commercial Recreation Community Park Neighbourhood Park Woodlot Storm Water Management Facility Cemetery <p>INSTITUTIONAL:</p> <ul style="list-style-type: none"> Elementary School (JK-5 or JK-8) Senior Public School (6-8) Secondary School (9-0 A.C.) Place Of Worship <p> Fire Hall</p> <p> Heritage Resource</p> <p> OPA 201 (Woodlands)</p> <p> Secondary Plan Boundary</p> | <ul style="list-style-type: none"> Special Policy Area 1 (Office) Special Policy Area 2 (Public Use / Commercial) Special Policy Area 3 (Upscale Executive Housing) Special Policy Area 3A (Upscale Executive Housing Area) Special Policy Area 3B (The Gore Road Upscale Executive Housing) Special Policy Area 4 (McVean Corridor) Special Policy Area 5 (Residential/Commercial) Special Policy Area 6 (Commercial) Special Policy Area 7 (Low Density Residential) Special Policy Area 8 (Office Node - Mixed Commercial / Industrial) Special Policy Area 9 (Medium Density Residential) Special Policy Area 10 (Riverstone) Special Policy Area 11 (Mixed Commercial/Industrial) Special Policy Area 12 (Office Node & Mixed Commercial/Industrial) Special Policy Area 13 (Low/Medium Density Residential) Special Policy Area 17 (Office/Mixed Use) |
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The Gore Major Transit Station Area (Refer to Brampton Plan Schedule 13k - Brampton Major Transit Station Areas - QUE-14 The Gore Land Use Plan)

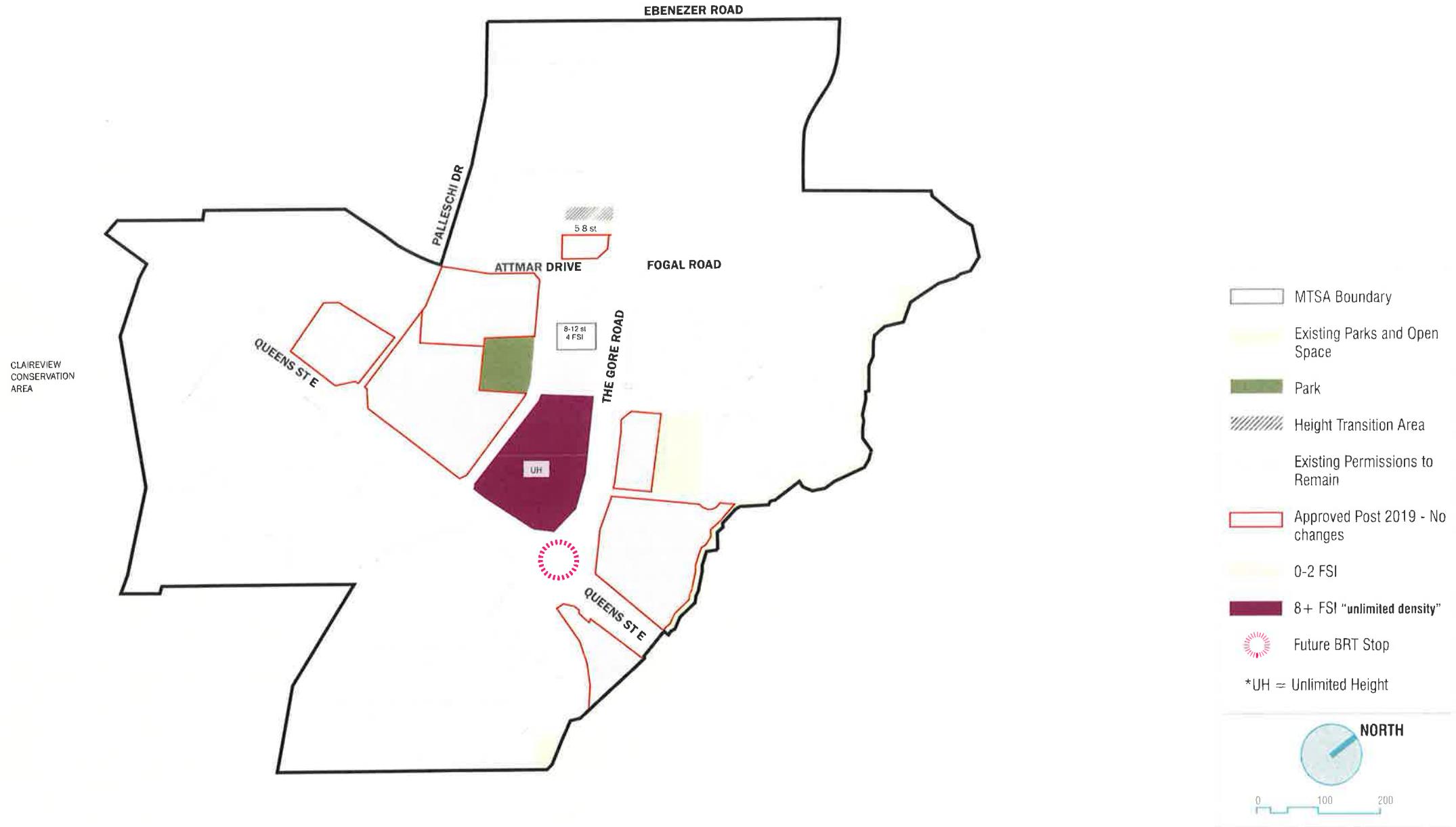
Parcel Fabric



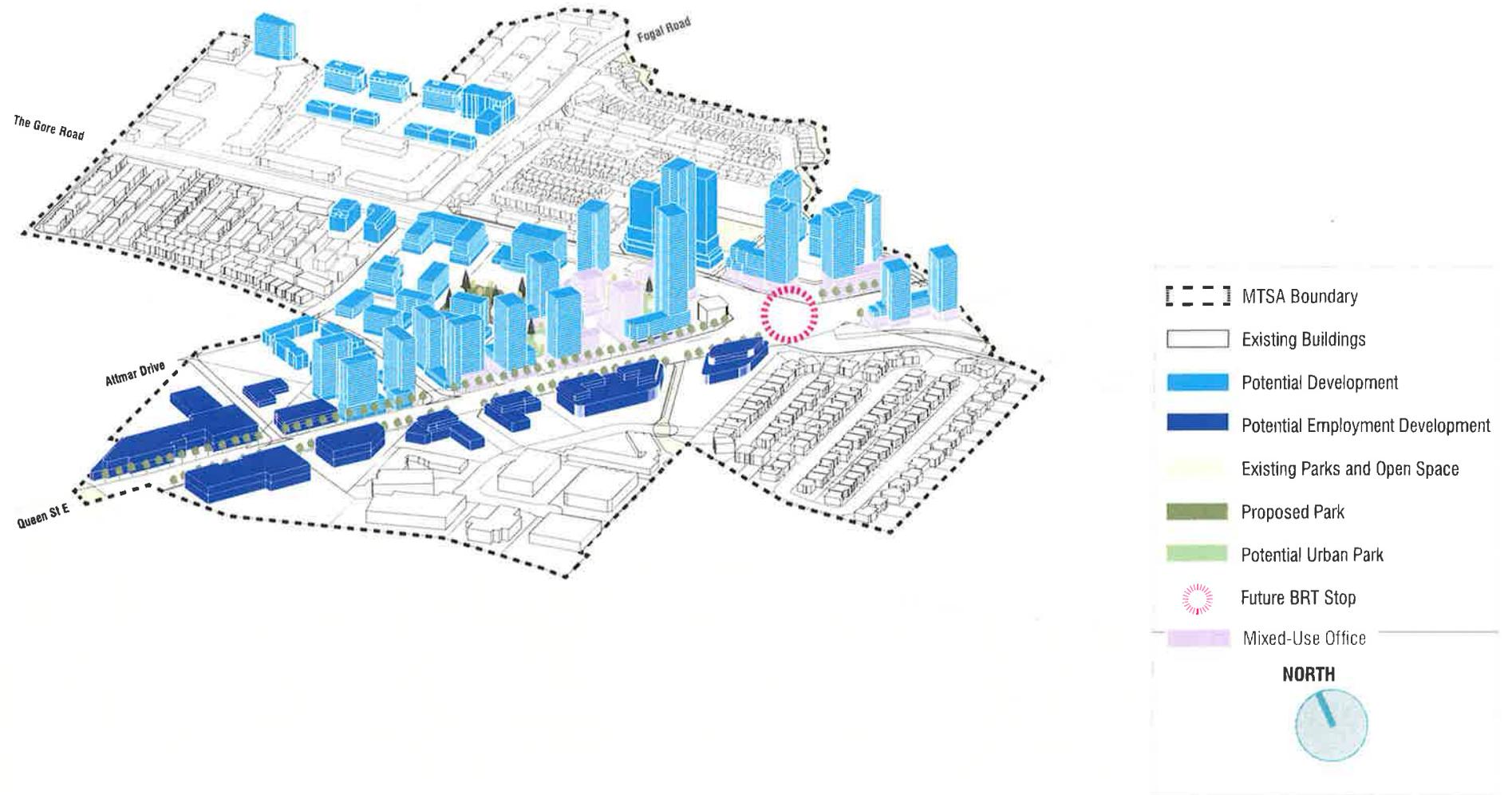
Appendix B - Brampton Plan Schedule 13k Brampton Major Transit Station Areas QUE-14 The Gore Land Use Plan

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| 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 | |

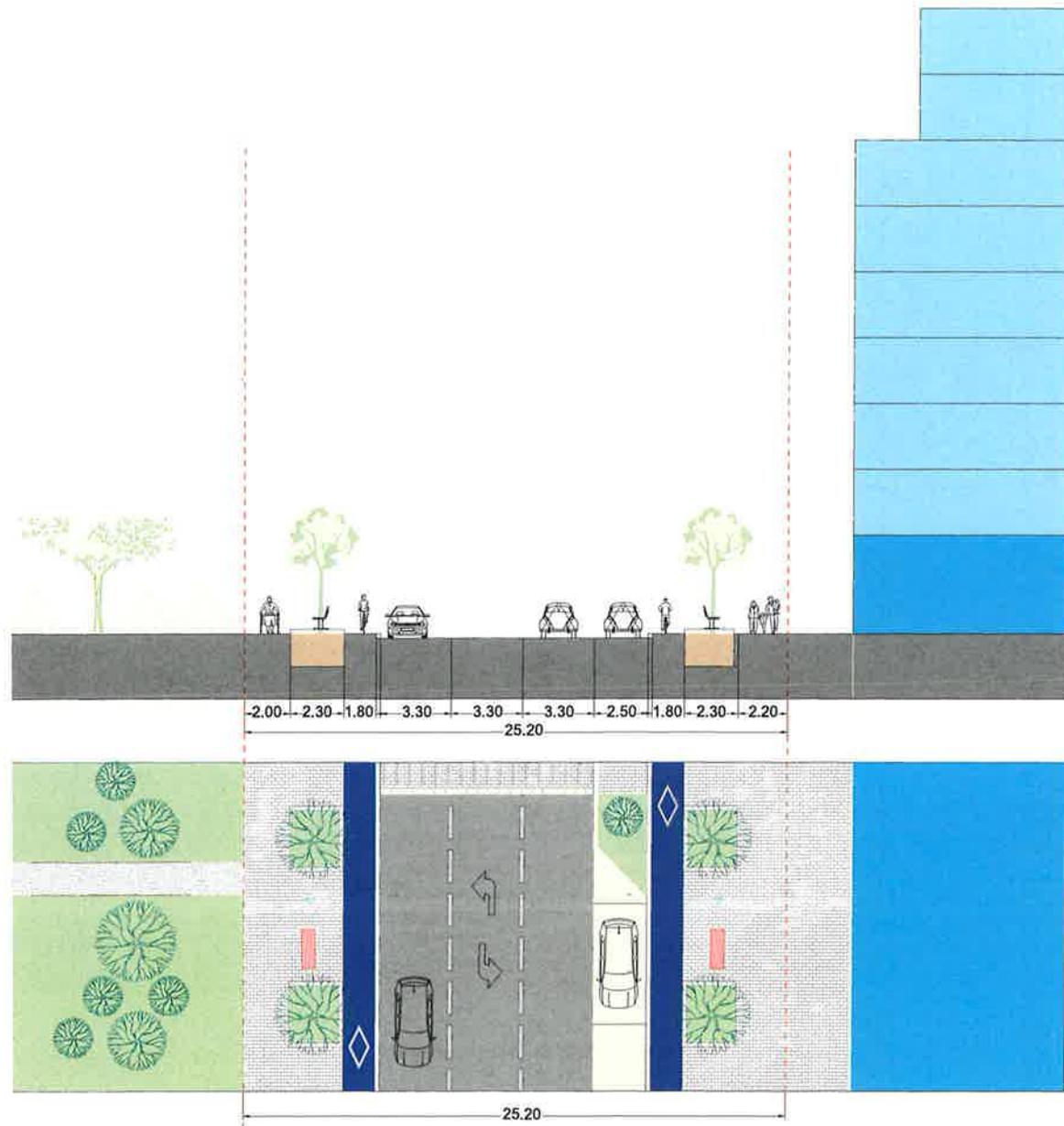
This Appendix is provided for reference purposes only. For official land uses, refer to Brampton Plan Schedule 13k. The Mixed-Use Employment (Office Mixed-Use) designation is appealed on a city-wide basis (OLT Case No. OLT-24-000688)



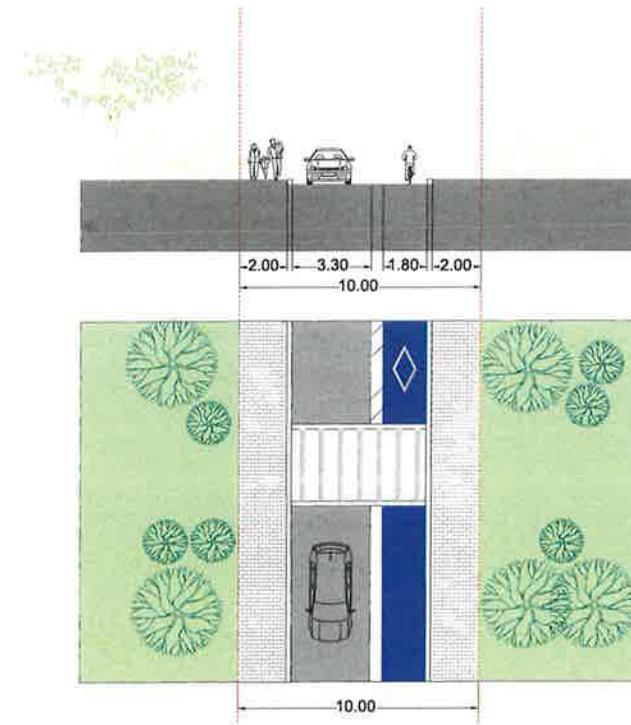
CLAIREVIEW
CONSERVATION
AREA



APPENDIX E - EXAMPLE OF AN MTSA ROAD CROSS SECTION



25.2m R.O.W Boulevards



Mid-Block Connections