



The Corporation of the City of Brampton

# By-law

Number 25 - 2026

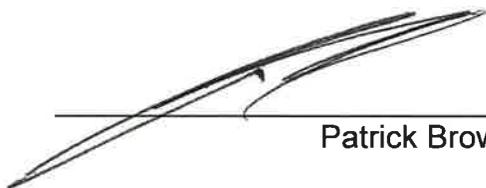
To Adopt Amendment Number OP2023-~~022~~ to the Official Plan of the City of Brampton Planning Area

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:

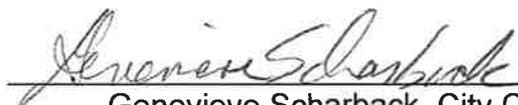
1. Amendment Number OP2023- 022 to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this by-law.

ENACTED and PASSED this 4th day of February, 2026.

Approved as to form.
2026/02/02
MR

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

Approved as to content.
2026/01/29
HFZ

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

AMENDMENT NUMBER OP 2023 - XXX 022  
TO THE OFFICIAL PLAN OF THE CITY  
OF BRAMPTON PLANNING AREA

AMENDMENT NUMBER OP 2023 - 022  
TO THE OFFICIAL PLAN OF THE CITY  
OF BRAMPTON PLANNING AREA

1.0 Purpose:

The purpose of this Official Plan Amendment (OPA) is to add policies pertaining to the Mount Pleasant GO “Primary” Major Transit Station Area (MTSA), within the Mount Pleasant Secondary Plan Area 51.

The lands identified as the Mount Pleasant GO Primary MTSA are subject to the land use designations on Schedule 13c Brampton MTSA KIT-4 Mount Pleasant GO Land Use Plan and policies of *Brampton Plan*.

The effect of the proposed amendment is to:

- Delete the Mount Pleasant GO MTSA lands from the Fletcher’s Meadow Secondary Plan Area 44;
- Delete policies from the Fletcher’s Meadow Secondary Plan Area 44 that no longer apply to the Mount Pleasant GO MTSA;
- Add lands to the Mount Pleasant Secondary Plan Area 51 and identify the Mount Pleasant GO MTSA boundaries on Schedule 51(a);
- Introduce area-specific policies for the Mount Pleasant GO MTSA; and
- Add a potential building height and density distribution figure, demonstration plan and road cross section for the Mount Pleasant GO MTSA, as Appendices, to the Mount Pleasant Secondary Plan Area 51.

Location:

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

The Mount Pleasant GO MTSA is bounded by Bovaird Drive West to the south, Ganton Heights to the north and lands east and west of Creditview Road.

2.0 Amendments and Policies Relevant Thereto:

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

- a) By removing from Schedule 10, Secondary Plan Areas, the lands within the delineated boundaries of the Mount Pleasant GO MTSA from the Fletcher’s Meadow Secondary Plan Area 44 and adding them to the Mount Pleasant Secondary Plan Area 51 as shown outlined on Schedule “A” to this amendment.
- b) By adding to the list of amendments pertaining to Secondary Plan Area Number 51: Mount Pleasant Secondary Plan as set out in Part II: Secondary Plans, thereof, Amendment Number OP 2023– .

2.2 The document known as Fletcher's Meadow Secondary Plan, being Chapter 44 of Part II: Secondary Plans, of the City of Brampton Official Plan, as amended, is hereby further amended:

- a) By removing on "Schedule SP 44(a) Land Use Plan" the lands and associated land use designations as shown outlined on Schedule "B" to this amendment.

2.3 The document known as Mount Pleasant Secondary Plan, being Chapter 51 of Part II: Secondary Plans of the City of Brampton Official Plan, as amended, is hereby further amended:

- a) By adding to Schedule "SP 51(a)", the boundaries of the Mount Pleasant GO MTSA, and associated legend reference as shown on Schedule "C" to this amendment.
- b) By adding to the lands shown as the "Mount Pleasant GO Major Transit Station Area on Schedule "SP51(a)" the following note: "Refer to *Brampton Plan Schedule 13c – Brampton Major Transit Station Areas KIT-4 Mount Pleasant GO MTSA Land Use Plan*" as shown on Schedule "C" to this amendment.
- c) By adding 'Appendix H – Brampton Plan Schedule 13c – Brampton MTSA – KIT – 4 Mount Pleasant GO Land Use Plan' as shown on Schedule "D" to this amendment.
- d) By adding 'Appendix I – Mount Pleasant GO Major Transit Station Area Height and Density Distribution Map' as shown on Schedule "E" to this amendment.
- e) By adding 'Appendix J - Potential Mount Pleasant GO MTSA Demonstration Plan' as shown on Schedule "F" to this amendment.
- f) By adding the following new section as "**Section 13.0 – The Mount Pleasant GO Major Transit Station Area (MTSA)**" and renumbering the existing Section 13.0 to new Section 14.0 "Interpretation."

### **"13.0 - The Mount Pleasant GO Major Transit Station Area (MTSA)**

The policies contained in Section 13.0 of this Secondary Plan shall be read in conjunction with all policies in *Brampton Plan*, with specific regard to the MTSA policies in Chapters 2 and 4.

The policies in Section 13.0 apply solely to the Mount Pleasant GO MTSA as shown on Schedule 51(a). The following sections in the Mount Pleasant Secondary Plan Area 51 that are not in conflict with Section 13.0 will also apply to land located within the Mount Pleasant GO MTSA:

- Section 3.0 Effect of this Chapter and its Relationship to the Official Plan
- Section 7.0 Servicing and Environmental Management
- Section 8.0 Cultural Heritage
- Section 12.1 Implementation
- Section 12.4 Cost Sharing

Where there is conflict or inconsistency between a provision in *Brampton Plan* and a provision in the Secondary Plan (whether directly in the text or, included by reference), the policies in this Secondary Plan shall apply.

### **13.1 Vision**

The Mount Pleasant GO MTSA is intended to be a complete and sustainable community. Population growth is to be directed to the MTSA to support transit investment.

With GO train service, the Mount Pleasant GO MTSA shall be an active and vibrant place with safe and convenient access to transit, major trip generators, the surrounding community and other areas of the City and Region.

The policies in Section 13.0 provide guidance for the development of a transit-oriented community around the Mount Pleasant GO Station.

### 13.2 Population and Employment Density

In accordance with the Provincial Planning Statement, 2024, the Mount Pleasant GO MTSA is planned to achieve a minimum density of 150 residents and jobs combined per hectare by 2051.

- a) The target of a minimum of 150 people and jobs combined per hectare will not be applied on a site-specific basis and will only be applied cumulatively for all lands within the entire MTSA boundary. As part of a development application, applicants shall demonstrate how the proposed development contributes to meeting the minimum 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.

### 13.3 Land Use

The predominant use of land within the Mount Pleasant GO MTSA shall be mixed-use with a focus on providing a well-integrated, compact urban form where people can easily access a range of services.

- a) The use of land delineated as “Mount Pleasant GO MTSA” on Schedule 51(a) shall be developed in accordance with *Schedule 13c Brampton Major Transit Station Areas KIT-4 Mount Pleasant GO Land Use Plan* and the associated land use policies found in Chapters 2 and 4 of *Brampton Plan*. Schedule 13c - *KIT-4 Mount Pleasant GO Land Use Plan* is provided in Appendix H to this Secondary Plan for reference.
- b) The development or expansion of 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, transportation, stormwater management, cultural heritage resources, land use compatibility and/or infrastructure capacity
- d) Changes to the location or alignment of the street network, mid-block connections and parks shown on *Schedule 13c Brampton Major Transit Station Areas KIT-4 Mount Pleasant GO Land Use Plan* will not require an amendment to this provided that their general intent and purpose is maintained.

### 13.4 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. the developable site area is appropriate to accommodate the proposed additional height and density;
  - 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. servicing infrastructure capacity such as water, stormwater and wastewater, transit, street network, parks 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.

### **13.5 Public Realm**

The successful development of the Mount Pleasant GO 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 J – Mount Pleasant GO MTSA Potential Demonstration Plan to this Plan.

- a) The design of all development proposals shall provide public realm improvements that include safe and direct and bike and pedestrian connections from and to the GO station for all users. Improvements may include, but are not limited to, wayfinding solutions, pathways and weather protected links.

### 13.6 Parks and Open Space System

Parks and open spaces are fundamental to a walkable, healthy and complete community. Development shall contribute to a system of high-quality, well-connected parks and open space system, which will support the creation of sustainable, livable and resilient communities.

- a) The parks and open space system shown on Schedule 13c and on Appendix J - Mount Pleasant GO MTSA Potential Demonstration Plan includes the following types of parks:
  - i. Neighbourhood Park
  - ii. Urban Park

### 13.7 Mobility and Transportation

The long-term vision 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.

#### 13.7.1 Street Network

- a) Streets play an essential role in supporting mobility for a broad range of users and contributing to a connected public realm. Development shall support the vision of creating a fine-grained block pattern and street network that allows greater permeability movement and connectivity at ground level and supports convenient pedestrian and cyclist movements throughout the MTSA and specifically to/from the GO station.
- b) Development proposals shall support a pedestrian-scale network of connected streets, sidewalks, bicycle lanes and clear and intuitive wayfinding, linking neighbourhoods, parks, transit stops, the GO station, and services as illustrated on *Brampton Plan Schedules 3C and 13c* (Appendix H) and the Mount Pleasant GO MTSA Potential Demonstration Plan (Appendix J).
- 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 standpoint of functionality, community safety, efficiency, servicing, neighborhood connectivity, supporting active transportation and providing connections to the GO Station.
- d) All new public local streets will be developed in accordance with Brampton's Complete Street Guidelines and shall accommodate sidewalks on both sides; bicycle lanes; vehicle travel lanes; and *low impact development* (LID) stormwater management facilities, such as bio-swales, where appropriate.
- e) The final right-of-way requirements and necessary easements for private roads will be determined through the development application process.
- f) Development shall support a pedestrian scaled network of connected local streets, sidewalks and bicycle lanes to link neighbourhoods, parks, transit stops, services and other destinations.
- g) 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.
- h) 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.

### **13.7.2 Active Transportation Network**

- a) 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.
- 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.

### **13.7.3 Metrolinx**

- a) As per the RAC FCM Guidelines for New Development in Proximity to Railway Operations, and the Metrolinx Adjacent Development Guidelines GO Heavy Rail Corridors, any development within 300m of a rail corridor with Metrolinx services and / or operations, shall include the “Metrolinx Noise Warning Clause”; and, the registration of an Environmental/Operational Easement in favour of Metrolinx, over the subject lands to the satisfaction of Metrolinx. The intent of the Easements is to provide the railway and/or operators, with a legal right to create easements over a development property and to reduce the potential for future land use conflicts.

## **13.8 Servicing and Stormwater**

The Mount Pleasant GO MTSA will be planned as a resilient complete community that reduces environmental impacts by combining sustainable planning, servicing, building, design, and low impact development (LID) practices with a commitment to a more mixed-use, transit-supportive environment and by implementing the goals and actions of Brampton’s Community Energy and Emissions Reduction Plan (CEERP). Ensuring there is sufficient municipal servicing capacity to accommodate the projected growth is essential for the proper development of the area.

- a) A Functional Servicing Report (FSR) shall be submitted in conjunction 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.

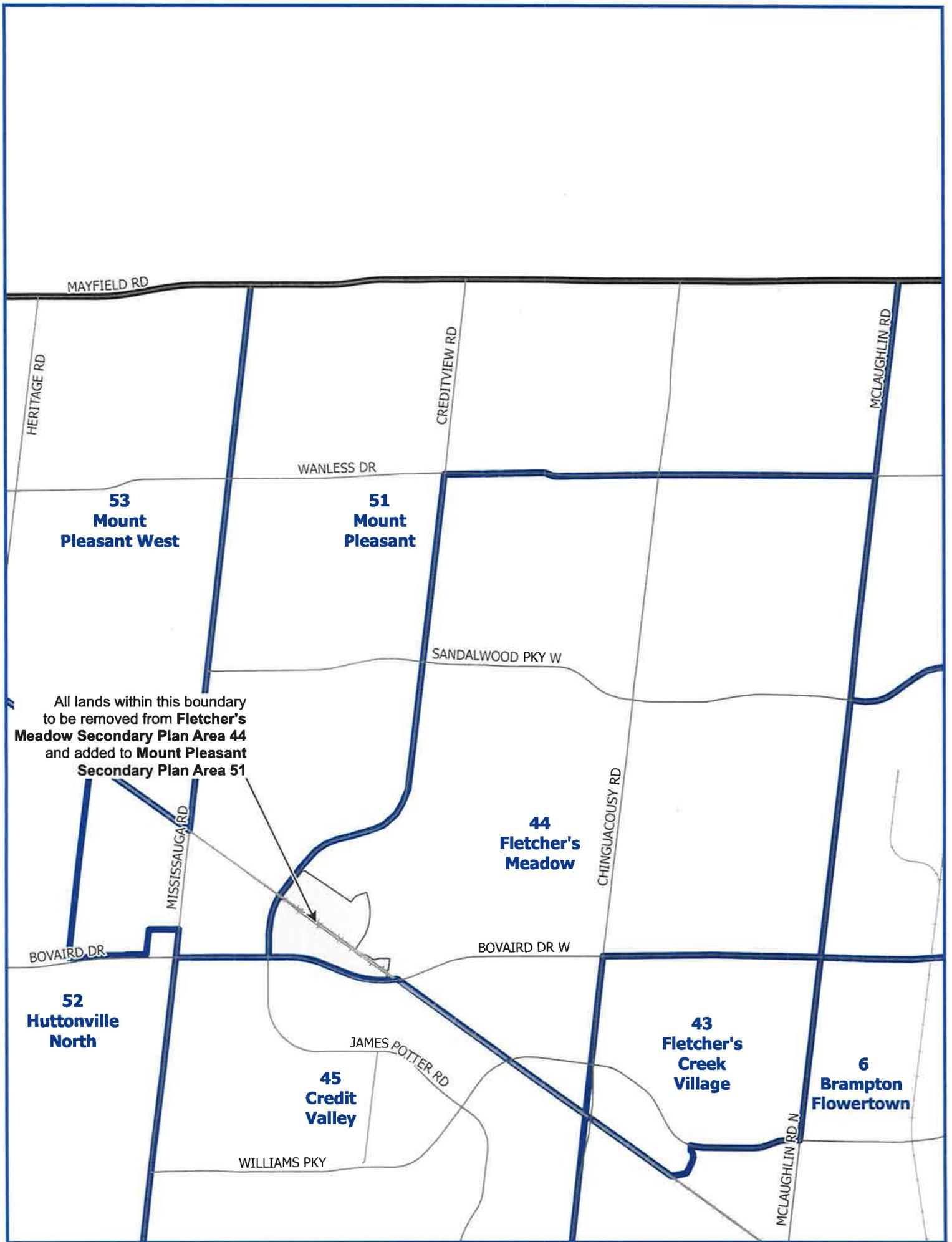
## **13.9 Healthy Communities and Sustainability**

- 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 (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.
- e) Infrastructure to support vehicle and transit electrification, such as electric vehicle (EV) ready parking, is encouraged.

### **13.10 Implementation and Monitoring**

- a) Through the development application review 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, affordable housing, fire and emergency services, higher-order transit infrastructure, active transportation networks and schools related to growth.
- 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, in accordance with the policies of this Plan.
- c) The City will monitor the level of development every 5 years to ensure the density targets prescribed in 13.1 Population and Employment Density are being met.
- d) The City may, in conjunction with the planning application process, monitor the level of development against:
  - i. the achievement of the City's Provincial housing targets;
  - ii. delivery of higher-order transit;
  - iii. the ratio of jobs to residents;
  - iv. the provision of servicing infrastructure and,
  - v. the identification and need for public service facilities, as applicable."



EXTRACT FROM 2023 Official Plan Schedule 10 Secondary Plan Areas

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



OMB Decision File No.: PL090459

OP93-198

OP93-160

OP93-205

OP06-90

OP06-021

OP06-079

BOVAIRD DR

Bovaird Drive West

BOVAIRD DR W

Bovaird Drive West

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

WILLIAMS PKY

JAMES POTTER RD

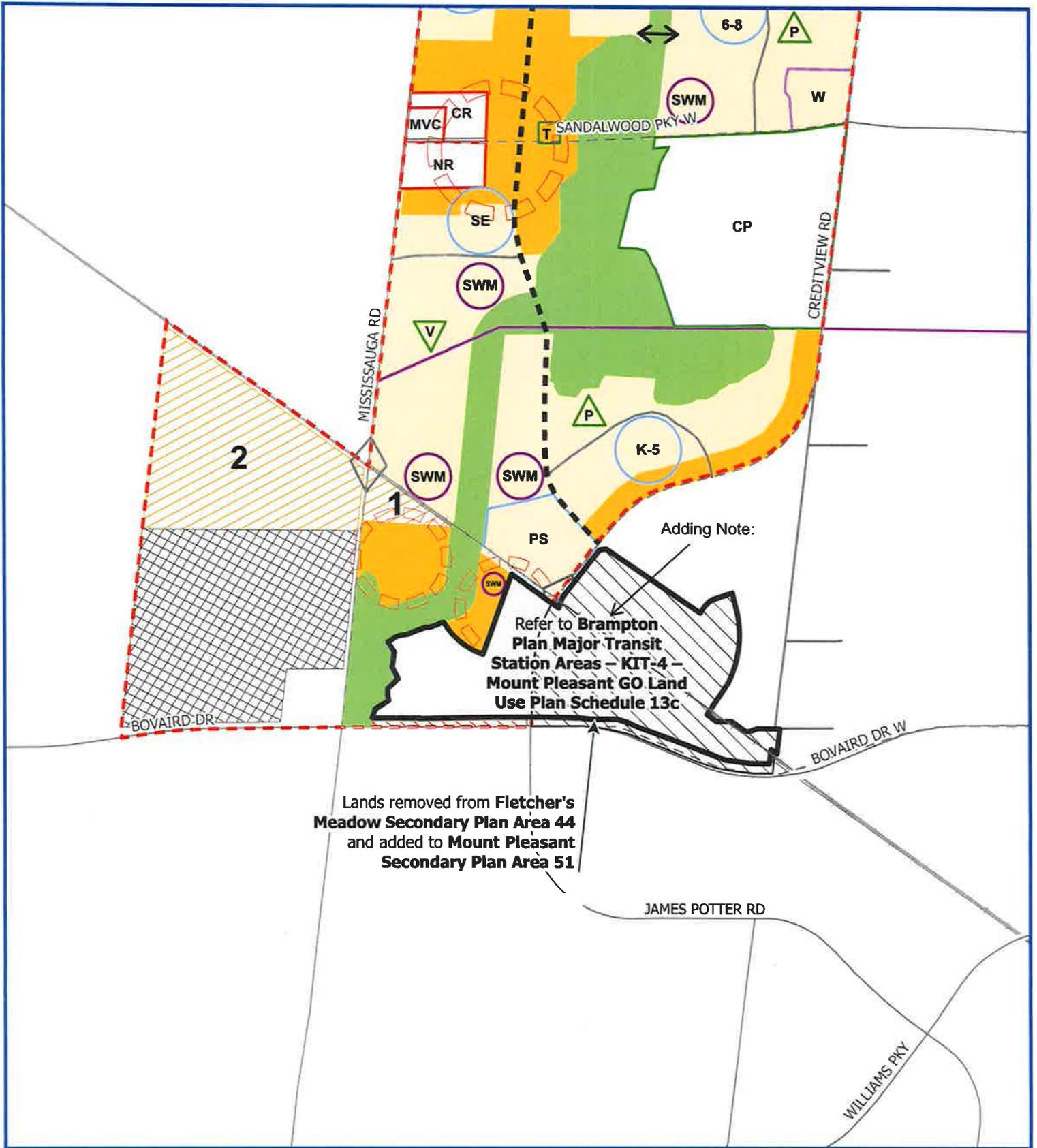
Williams

Parkway

EXTRACT FROM Schedule SP44(a) Fletchers Meadow Secondary Plan Land Use Plan

<b>Subject Lands</b>		
<b>RESIDENTIAL</b>		
	LOW DENSITY RESIDENTIAL	
	LOW / MEDIUM DENSITY RESIDENTIAL	
	MEDIUM DENSITY RESIDENTIAL	
	MEDIUM / CLUSTER / HIGH DENSITY RESIDENTIAL	
<b>TRANSPORTATION</b>		
	GRADE SEPARATION	
	ARTERIAL ROADS	
	COLLECTOR ROADS	
	GO TRANSIT STATION SPECIAL POLICY AREA 1	
	SECONDARY PLAN BOUNDARY & AREA SUBJECT TO AMENDMENT	
	MIXED USE NODE	
	TRANSCANADA GAS PIPELINE	
	HYDRO	
	SPECIAL POLICY AREA 2	
	STORM WATER MANAGEMENT FACILITY	
<b>OPEN SPACE</b>		
	COMMUNITY PARK	
	NEIGHBOURHOOD PARK	
	WOODLOT	
	CEMETERY	
	PRIMARY VALLEY LAND	
	SECONDARY VALLEY LAND	
<b>INSTITUTIONAL</b>		
	SENIOR PUBLIC SCHOOL	
	ELEMENTARY SCHOOL	
	SECONDARY SCHOOL	
	PLACE OF WORSHIP	
<b>COMMERCIAL</b>		
	DISTRICT RETAIL	
	NEIGHBOURHOOD RETAIL	
	CONVENIENCE RETAIL	
	HIGHWAY / SERVICE COMMERCIAL	
	SPECIAL POLICY AREA	





EXTRACT FROM Schedule SP51(A) Mount Pleasant Secondary Plan

Major Transit Station Area

**ROAD NETWORK**

- - ARTERIAL ROAD
- COLLECTOR ROAD
- POTENTIAL CONNECTION
- TRANSIT SPINE COLLECTOR ROAD
- <- -> all other values

**NATURAL HERITAGE SYSTEM**

NATURAL HERITAGE SYSTEM AREA

**RESIDENTIAL**

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

Lands added to SP 51 Mount Pleasant Secondary Plan

**INFRASTRUCTURE**

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

**INSTITUTIONAL**

- Public Junior Elementary School Site
- Public Senior Elementary School Site
- Separate Elementary School Site
- Public Secondary School Site
- Separate Secondary School Site
- Place of Worship

**RECREATIONAL OPEN SPACE**

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

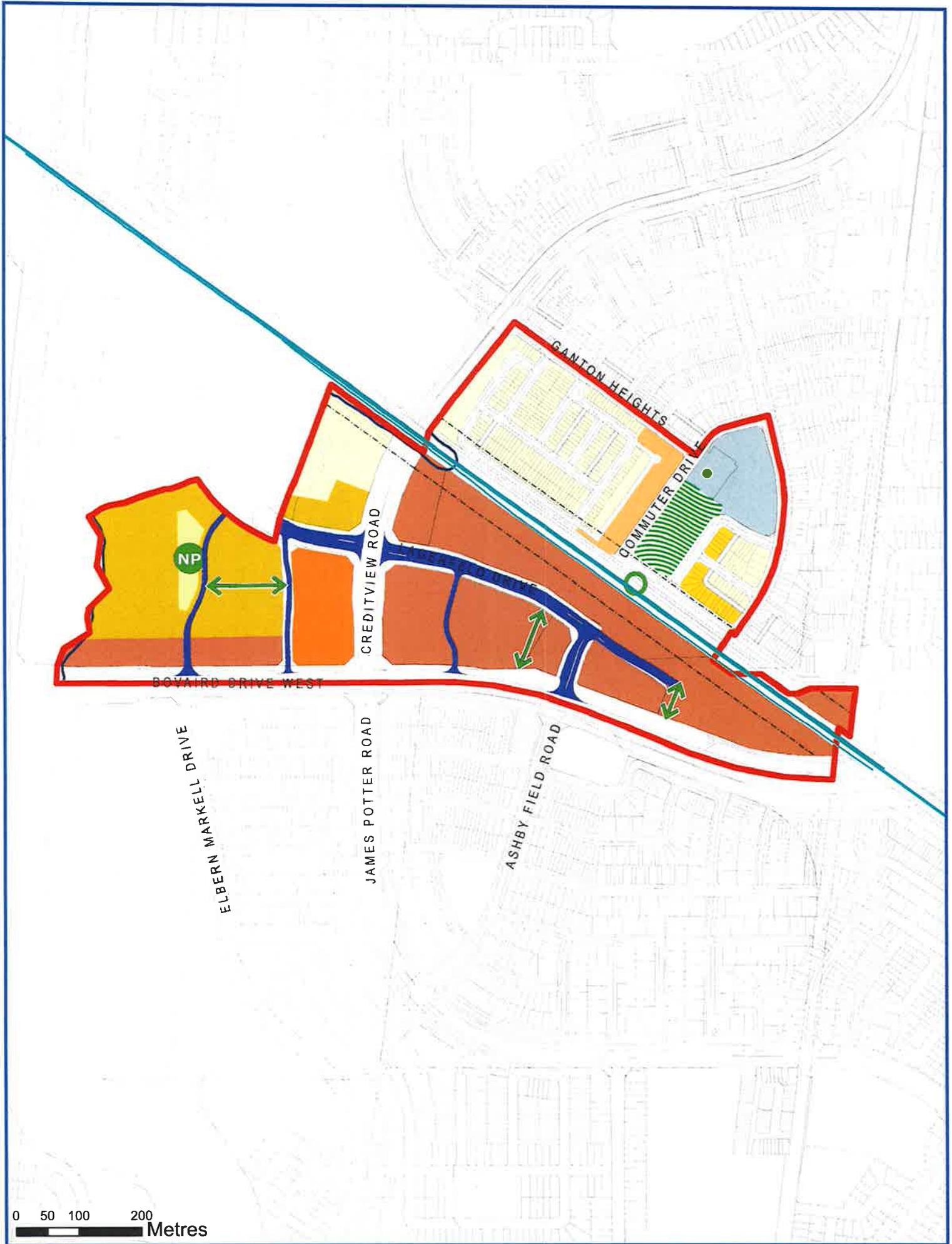
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- District Retail
- Convenience Retail
- Neighbourhood Retail
- Motor Vehicle Commercial

Lands removed from Fletcher's Meadow Secondary Plan Area 44 and added to Mount Pleasant Secondary Plan Area 51

Refer to Brampton Plan Major Transit Station Areas – KIT-4 – Mount Pleasant GO Land Use Plan Schedule 13c

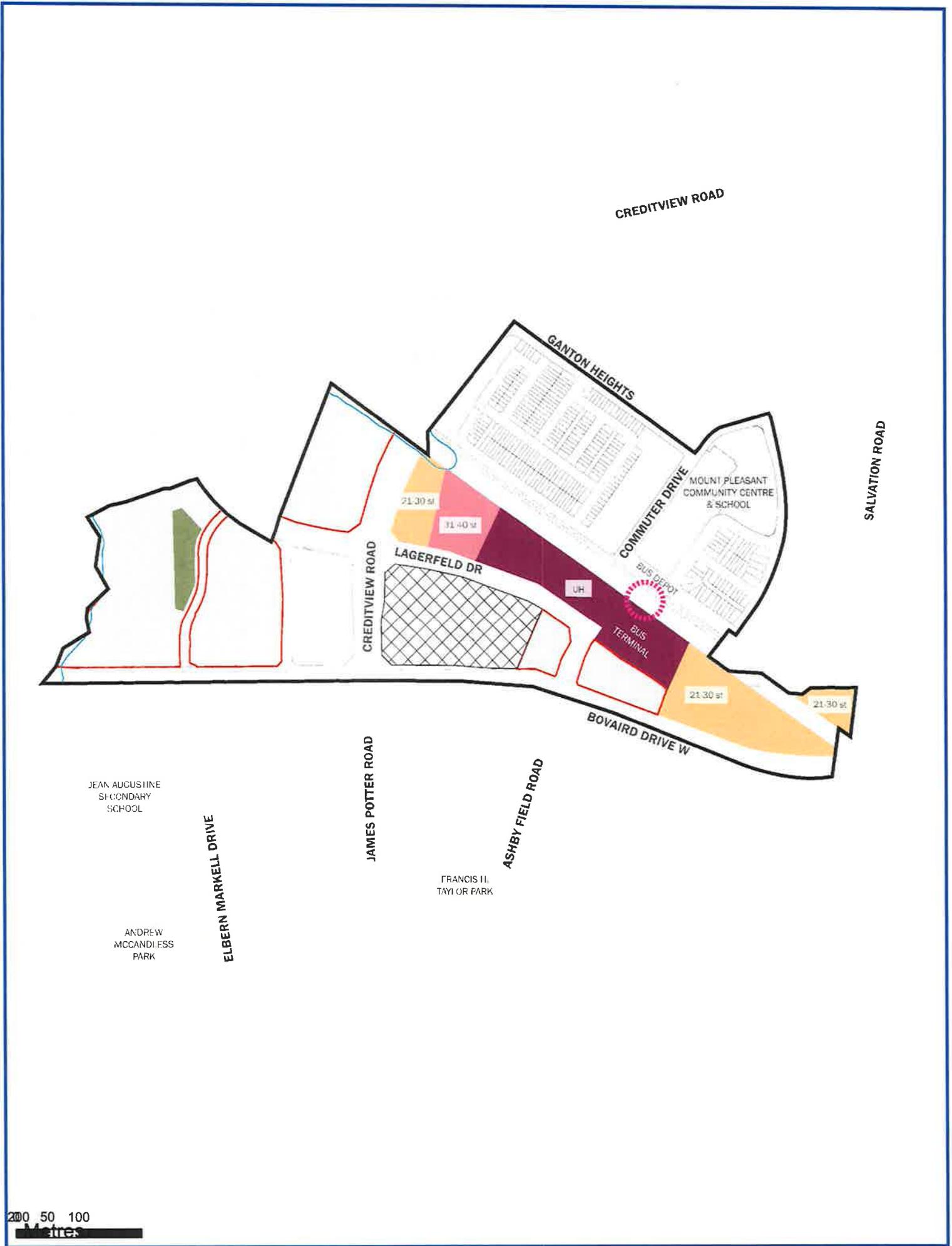
Adding Note:



**Appendix H - Brampton Plan Schedule 13c Brampton Major Transit Station Areas KIT-4 Mount Pleasant GO Land Use Plan**

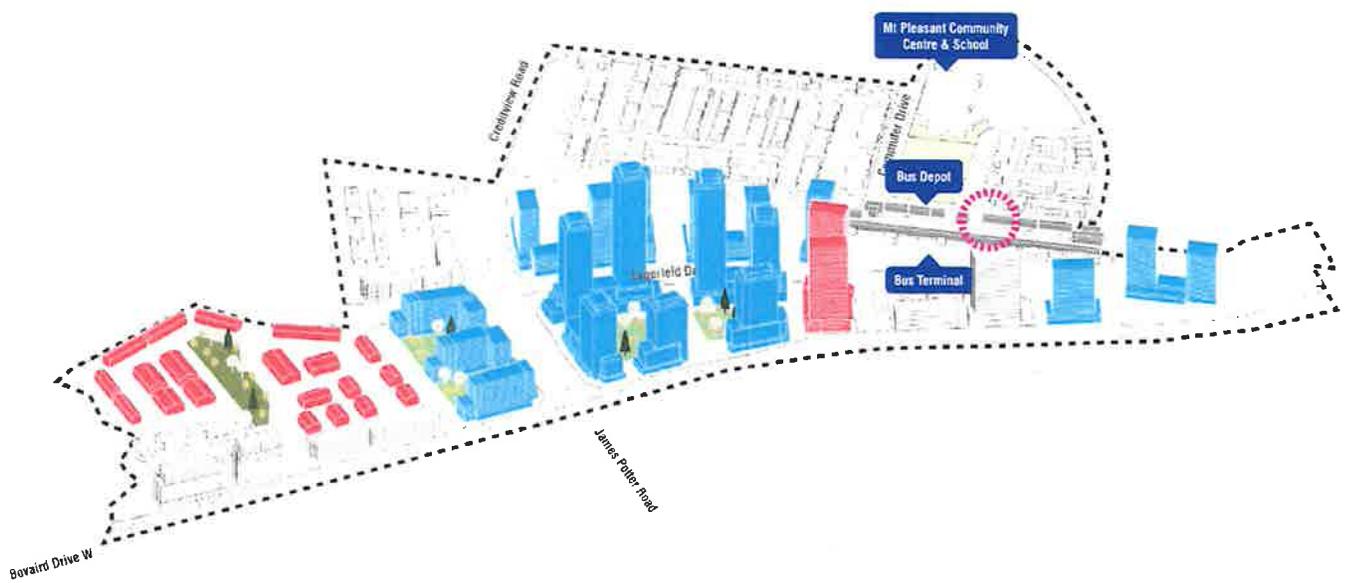
This Appendix is being provided for reference purposes only. For official land uses, refer to Brampton Plan Schedule 13c

- |   |   |
|---|---|
|  NEIGHBOURHOOD (LOW-RISE RESIDENTIAL) |  PROPOSED PUBLIC OR PRIVATE STREET NETWORK |
|  NEIGHBOURHOOD (MID-RISE RESIDENTIAL) |  POTENTIAL MID-BLOCK CONNECTION            |
|  NEIGHBOURHOOD (INSTITUTIONAL)        |  DESIGNATED HERITAGE PROPERTY              |
|  MIXED-USE (LOW-RISE MIXED-USE)       |  CVC REGULATION LIMIT                      |
|  MIXED-USE (LOW-RISE PLUS MIXED-USE)  |  RAIL LINE                                 |
|  MIXED-USE (MID-RISE MIXED-USE)       |  MTSA BOUNDARY                             |
|  MIXED-USE (HIGH-RISE MIXED-USE)      |  MTSA TRAIN STATION                        |
|  EXISTING PARK                        |   |
|  PLANNED NEIGHBOURHOOD PARK           |   |
|  RAILWAY 30M BUFFER                   |   |



**Appendix I - Potential Height and Density Distribution Guideline**

- MTSA Boundary
- Neighbourhood Park
- Existing Permissions to Remain
- Development Application Under Appeal
- Approved Post 2019 - No changes
- 4 FSI
- 6 FSI
- 8+ FSI "unlimited density"
- GO Train Station
- \*UH = Unlimited Height



-  MTSA Boundary
-  Existing Buildings
-  Potential Development
-  Approved Applications
-  Natural Heritage System, Parks and Open Space
-  Proposed Park
-  Proposed Privately Owned Publicly Accessible Open Space
-  GO Train Station

## Appendix J - Mt. Pleasant MTSA Potential Demonstration Plan

Appendix K - Example of an MTSA Road Cross Section

