

Appendix 5 – Planning Analysis

Matters of Provincial Interest (Planning Act – Section 2)

The proposed Zoning By-law amendment related to eliminating minimum parking requirements for most uses in key intensification areas of the City has regard to, among other matters, the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians (Section 2 q)). Eliminating minimum parking requirements also assists in mitigating greenhouse gas emissions, which helps to protect the environment and the health and well-being of residents in the Province. (Section 2 h), o) and s)).

The proposed amendment to eliminate minimum parking requirements in key intensification areas of the City is a step in the right direction towards achieving the City's long-term transportation goals and transit-oriented design objectives and to support the development of affordable housing, which are all matters of provincial interest.

Provincial Policy Statement (PPS), 2020

The PPS (2020) provides policy direction on matters of provincial interest related to land use planning and development that support our collective well-being, now and in the future, which are intended to be complemented by local policies addressing local interests.

The vision for Ontario's land use planning system includes carefully managing land uses to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns. Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel.

The proposed Zoning By-law amendment supports the following policy objectives of the PPS:

1. Decreases the reliance on private automobile ownership;
2. Promotes utilizing transit and active transportation opportunities, which assists in achieving the City's long-term transportation goals and rapid transit investments; and,
3. Supports the development of affordable housing.

Specifically, the proposed Zoning By-law amendment is consistent with the following PPS policies:

- 1.1.1 Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- e) promoting the integration of land use planning, growth management, *transit-supportive* development, *intensification* and *infrastructure* planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.

1.1.3.2 Land use patterns within *settlement areas* shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) are appropriate for, and efficiently use, the *infrastructure* and *public service facilities* which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) prepare for the *impacts of a changing climate*;
- e) support *active transportation*; and
- f) are *transit-supportive*, where transit is planned, exists or may be developed.

1.1.3.4 Appropriate development standards should be promoted which facilitate *intensification*, *redevelopment* and compact form, while avoiding or mitigating risks to public health and safety.

1.4.3 Planning authorities shall provide for an appropriate range and mix of *housing options* and densities to meet projected market-based and affordable housing needs of current and future residents of the *regional market area* by:

- f) establishing development standards for *residential intensification*, *redevelopment* and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the *impacts of a changing climate* through land use and development patterns which:

- a) promote compact form and a structure of nodes and corridors;
- b) promote the use of *active transportation* and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas.

Parking spaces, regardless if they are provided above or below ground, are expensive to build and maintain, and consume a significant amount of land. The more parking that is required, the less total housing can be built, and the less affordable that housing becomes. The proposed elimination of minimum parking requirements in key intensification areas of the City will help to minimize the cost of housing, help to facilitate compact built form and will help to reduce greenhouse gas emissions, which all align with the policy direction of the PPS.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019

The Growth Plan encourages compact development that reduces the rate at which land is consumed and emphasizes that communities in larger urban centres need to grow at transit-supportive densities, with walkable street configurations. Compact built form and intensification efforts go together with more effective transit and active transportation networks and are fundamental to where and how we grow and also supports reduced air pollution and improved public health outcomes.

A part of the vision for the Greater Golden Horseshoe is that “getting around will be easy”. To achieve this vision the Growth Plan identifies the following:

- public transit will be fast, convenient, and affordable;
- automobiles will not be the only mode of transportation;
- a variety of effective and well-used choices for transportation will be provided; and
- transit and active transportation will be practical elements of the urban transportation systems.

The proposed Zoning By-law amendment conforms with the following Growth Plan policies:

2.2.1.4 e) provide for a more *compact built form* and a vibrant *public realm*, including public open spaces

2.2.1.4 f) mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability.

2.2.5.4.1 In planning for employment, surface parking will be minimized and the development of *active transportation* networks and *transit-supportive* built form will be facilitated.

4.2.10.1 Upper- and single-tier municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals, aligned with other provincial plans and policies for environmental protection, that will include reducing dependence on the automobile and supporting existing and planned transit and *active transportation*.

The proposed Zoning By-law amendment will assist in minimizing land consumption and support the development of compact built form by ensuring that an over supply of parking is not being required for developments within the City's strategic growth areas. Eliminating minimum parking requirements for those uses that are encouraged along the City's intensification and transit corridors also eases the dependence on the automobile, encourages active transportation and supports existing and planned transit, which are all policy objectives of the Growth Plan.

Region of Peel

The over-arching theme of the Region of Peel's Official Plan is sustainability, which refers to meeting the needs of the present without compromising the ability of future generations to meet their own needs.

The Region in conjunction with the area municipalities plays a significant role in creating healthier and sustainable communities. Air quality can be improved by the Region through the land use and infrastructure planning processes and through leadership in reducing emissions associated with corporate operations. Policies to improve air quality are also valuable in mitigating the effects of climate change, as both issues require changes to land use, minimizing use of fossil fuels, decreasing auto modal share and shifting towards alternative energy sources.

Active transportation offers an alternative to trips made by automobile, especially for trips covering short distances. Active transportation, in the form of walking, is a component of most trips made using transit. The Region of Peel's Official Plan stresses the importance of increasing our reliance on active transportation, by itself or in combination with other sustainable modes, to help reduce the strain on the transportation system. In addition, increasing the share of trips made by active transportation would help increase the sustainability of the transportation system, reduce transportation related pollutant emissions, provide health benefits and increase peoples' connection to their communities.

The proposed Zoning By-law amendment conforms with the following Region of Peel Official Plan policies:

- 1.3.6.4 To support growth and development which takes place in a sustainable manner, and which integrates the environmental, social, economic and cultural responsibilities of the Region and the Province.
- 2.2.3.2.1 To improve local air quality and reduce greenhouse gas emissions.
- 5.3.1.5 To achieve an urban structure, form and densities which are pedestrian friendly and transit-supportive.
- 5.5.3.1.1 To achieve compact and efficient urban forms.
- 5.5.3.1.5 To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian friendly urban environments.

- 5.8.3.1.1 To increase the supply of affordable rental and affordable ownership housing.
- 5.8.3.2.3 Encourage the area municipalities to develop alternative development and design standards, where appropriate, to encourage affordable housing development. Examples include reduced setbacks, narrower lot sizes, reduced road allowance, cash-in-lieu of parking, reduced parking standards and on-street parking.
- 5.9.10.1.1 To increase the share of trips made using active transportation.

The proposed Zoning By-law Amendment conforms to the Region of Peel's Official Plan and support its goals of developing sustainable and healthy communities.

City of Brampton's Official Plan

The principle of sustainable development represents the foundation of the Official Plan as it continues to guide Brampton's growth. Sustainable development promotes a holistic approach to planning to achieve a balance between the social and economic needs of the community, and environmental and cultural conservation. The Official Plan promotes the use of active transportation such as, walking and cycling as safe, and sustainable and healthy modes of travel and also encourages that development within the City's Urban Growth Centre be transit-supportive densities, uses and built form designed to foster a pedestrian-friendly environment (Section 3.0 – City Structure).

The Official Plan acknowledges that the continued evolution and design of Brampton's urban form must address sustainability, demographics, natural environment, human need, land use and transportation. A number of urban design policies in the Official Plan promote a pedestrian-friendly, transit-sensitive streetscape design along arterial roads (Section 4.11.3.3.5). Mixed-use development shall cater to all modes of travel but priority shall be given to transit and walking (Section 4.11.3.4.4).

The Official Plan encourages transit-oriented design in mixed-use development that ensures direct pedestrian linkages to transit facilities; includes park and ride facilities; includes amenities for cyclists; encourages shared parking; and, allows for a lower parking requirement to encourage use of alternative modes including transit, walking and cycling (Section 4.11.3.4.5).

The Transportation policies (Section 4.5) of the Official Plan encourage that the City move towards decreasing the dominance of roads and our reliance on private automobile as the City's primary means of transportation as it is not sustainable. The Official Plan states, *"Although the automobile enables greater mobility, there is increasing awareness that our dependency on the automobile is affecting human health and the environment. Increasing travel times, trip lengths, parking demand, congestion, increased fuel consumption and the high costs of transportation infrastructure are all matters for serious consideration."* The Official Plan fosters a major shift from automobiles to transit use and active transportation and, therefore, the proposed amendment is a step in the right direction to

building a Green City. The proposed elimination of minimum parking requirements in areas of the City that are planned for intensification and the requirement of providing bicycle parking spaces for an apartment dwelling will assist in decreasing the reliance on private automobile ownership. It will also place more emphasis on utilizing transit and active transportation opportunities.

Two policies in the Parking Management Section of the Official Plan that are relevant to the proposed amendment to eliminate minimum parking requirements:

- Policy 4.5.5.2 - *“The City shall continue to set parking standards in zoning by-laws for all uses appropriate to their traffic generation and in that process shall recognize and anticipate reductions in parking demand in locations to be provided with enhanced transit service.”*
- Policy 4.5.5.7 – *“The City shall consider limiting the parking supply within the Office Centers and Retail areas to encourage transit use and reduce single occupancy vehicle trips. Within the Central Area, the City may consider limiting or eliminating on-site parking requirements for specific developments or areas as determined to be appropriate on a site or area-specific basis.”*

The proposed elimination of minimum parking requirements for those uses that are encouraged within the City’s Downtown, Central Area and Main-Hurontario Corridor and the requirement of providing bicycle parking spaces for an apartment dwelling will contribute to the development of sustainable, resilient and healthy communities. It is recommended that the proposed Zoning By-law amendment be supported in order to achieve the sustainable development, urban design and transportation policy objectives of the Official Plan.

Secondary Plans

The proposed Zoning By-law amendment applies to the lands located in the Downtown, Central Area and Hurontario-Main Corridor, which are covered by the Downtown Brampton (Area 7), Queen Street Corridor (Area 36) and Hurontario-Main Corridor (Area 55) Secondary Plans.

The Downtown Brampton Secondary Plan is envisioned to be a mixed-use area that will function as an urban district where: housing, shopping, community facilities and public spaces are mixed with workplaces; and, office, retail and residential uses are supported by public transit and improvements to the local road network. The Downtown Secondary Plan promotes the character of Main Street and Queen Street as a strong pedestrian and transit environment.

The following policies (Sections 6.1 – Transportation Network, 6.3 – Transit, 6.6 - Parking) from Secondary Plan Area 7 support the proposed elimination of minimum parking requirements and the proposed Zoning By-law provisions for surface parking and bicycle parking:

- 6.1.1 (iv) Promote the use of public transit in conjunction with land use policies that will provide the support and ridership for an enhanced transit system.

- 6.3.3 The City shall attempt to promote increased transit usage in the Downtown Brampton Secondary Plan from the current modal split of 16% to the ultimate target of 29% by encouraging a decrease in the number of private automobile movements through “The Four Corners” and reducing current parking standards in relevant zoning by-laws.
- 6.6.1 Less stringent parking standards to facilitate commercial, residential and mixed-use development/ redevelopment within the Secondary Plan Area. This flexible approach is based on the current supply of parking spaces.
- 6.6.2 Council discretion on exemption from ‘commercial and mixed-use developments within the Downtown Brampton and Queen Street Corridor Secondary Plans from on-site parking requirements of the appropriate zoning by-law and/or may enact a comprehensive by-law to establish reduced parking standards across the Secondary Plan Areas’.

It is the objective that the Queen Street Corridor will evolve from an automobile-oriented commercial corridor to a higher-density, pedestrian- and transit-oriented, bicycle-friendly, mixed-use corridor. The following policies (Sections 6.1 – Transportation Network, 6.3 – Transit, 6.6 - Parking) from Secondary Plan Area 36 support the proposed elimination of minimum parking requirements for those uses that are encouraged to be located in the Central Area and the proposed Zoning By-law provisions for surface parking and bicycle parking:

- 6.1.1(iv) Promote the use of public transit in conjunction with land use policies that will provide the support and ridership for an enhanced transit system.
- 6.3.3 The City shall attempt to promote increased transit usage in the Secondary Plan Area from the current modal share of 8% to the ultimate target of 24% by encouraging alternative transportation modes other than private automobile movements, and reducing current parking standards of the appropriate zoning by-law
- 6.6.1 The City shall encourage flexible and less stringent parking standards to facilitate commercial, residential and mixed-use development/redevelopment within the Secondary Plan Area. This flexible approach is based on the current supply of parking spaces, the existence of non-auto facilities for bus, rail, bicycle and pedestrian travel, and the proposed improvements to these facilities as detailed in this Plan.
- 6.1.1 Council may from time-to-time exempt commercial and mixed-use developments within the Queen Street Corridor Secondary Plan from onsite parking requirements of the appropriate zoning by-law and/or may enact a comprehensive by-law to establish reduced parking standards across the Secondary Plan Area.

The Hurontario-Main Corridor is planned to be a compact, connected and sustainable district that will be supported by higher order transit (including Light Rail). The objective for this Secondary Plan area is to establish a public realm including a pedestrian-scaled, pedestrian-oriented, vibrant streetscape and a built form that is attractive and has a superior standard of design and architecture. The development of a traffic network that supports active transportation such as pedestrian and cycling opportunities, travel choices, and transit access is encouraged throughout the Secondary Plan area.

The following policies (Sections 4.1 Planning Principles, 5.9.5 Cycling, 5.9.6 – Parking, 5.11.1 Design, 5.11.2 Place-Making) from Secondary Plan Area 55 support the proposed elimination of minimum parking requirements and the proposed Zoning By-law provisions for surface parking and bicycle parking:

6.2 The Planning Vision for the Hurontario-Main Corridor Secondary Plan is to:

- a) Create a complete street, with attractive “places” along the corridor featuring expanded mobility, vibrant economic activity, and livable, Mixed-Use neighbourhoods, integrated with the higher order transit system;
 - b) Recognize and reinforce the Regional Urban System and the planned Sustainable City Structure of Brampton and, accordingly, encourage Mixed-Use, compact, intensified transit oriented development along the corridor, customized to suit the varying and distinct nature of each existing community and sensitive to the presence of adjacent stable neighbourhoods and the local natural heritage system; and
 - c) Take advantage of reliable, frequent, comfortable and convenient public transit with easy access throughout the corridor, with effective connections to other links in the inter-regional transit network.
- 5.9.6 vi) Parking standards along the corridor shall be reviewed periodically in conjunction with the implementation of higher order transit along the Hurontario-Main Corridor and the expected reduction in parking requirements;
- 5.9.6 vii) Reduced parking requirements will be phased in over time through zoning by-law amendments as the higher order transit system is implemented and the Corridor intensifies;
- 5.9.5.1 ii) Bicycle parking shall be provided by all residential, commercial, institutional, employment, recreational and civic buildings. Residential buildings shall offer secure bike parking at a rate of at least 1 bicycle parking space for every two units and employment uses shall offer secure bike parking at a rate of at least 1 bicycle parking space for every 500 square metres of gross commercial floor space. In addition these buildings are encouraged to provide showers and change facilities.

- 5.11.1 v) Streets and buildings shall be designed and developed to ensure attractive streetscapes, walkable and human-scale communities and to promote social interaction, transit usage and safety.
- 5.11.2 ii) Growth is intended to support transit, facilitate 'place-making' and to enhance the Corridor.

City Initiatives

The importance of focusing pedestrian friendly compact development around transit and decreasing our reliance on private automobile ownership are the goals and objectives of a number of initiatives that can be found in Council approved Plans and within on-going work across the City. The proposal to eliminate minimum parking requirements for most uses and the requirement of providing bicycle parking spaces and maximum surface parking requirements for an apartment dwelling in the City's Downtown, Central Area and Hurontario-Main Corridor is consistent with the following Council approved Plan's.

The Transportation and Transit Master Plan

The Transportation and Transit Master Plan (2015) is the City's blueprint strategic transportation planning and direction for the future. The Plan provides a direction towards increasing the use of transit and active transportation within Brampton, which will reduce energy demands and total emissions as Brampton continues to grow.

The City is currently in the process of updating its Transportation Master Plan (TMP) to respond to changing policy, demographics, and transportation planning best practices. The key drivers informing this TMP Review are alignment of the City's long-range transportation strategy with the 2040 Vision more broadly, and more specifically through the guiding principles of Complete Streets.

Active Transportation Master Plan

In 2019, Council endorsed the Active Transportation Master Plan that includes goals and objectives for creating a pedestrian and cycling-friendly City. It aims to improve the safety of walking and cycling; provide options to all residents, including enhancing the accessibility of the transportation network; improve access to transit; and provide active transportation options for the first/last mile. By providing residents with more viable non-emitting transportation options, the Active Transportation Master Plan supports and assists in meeting the Community Energy and Emission Reduction Plan's energy and greenhouse gas emission reduction targets.

Environmental Master Plan

In 2014, the City of Brampton released Brampton Grow Green, the City's first Environmental Master Plan (EMP). Brampton Grow Green establishes a comprehensive framework to improve Brampton's environmental performance, including principles, goals, actions, metrics, and targets organized around the core components of People, Air, Water, Land, Energy, and Waste. The proposed elimination of minimum parking

requirements would support the goals of the EMP, particularly related to Air, Water, and Land. For a complete analysis on how the proposed elimination of minimum parking requirements would support the City's environmental sustainability and climate change goals and targets, please refer to the comments in Appendix 8 that have been prepared by the City's Environmental Planning Division.

Community Energy and Emissions Reduction Plan

At the September 23, 2020 Committee of Council meeting, Members of City Council took a significant step towards meeting the City's goal of reducing greenhouse gas (GHG) emissions in Brampton by 80 per cent by 2050 by unanimously endorsing the City's first Community Energy and Emission Reduction Plan (CEERP). The CEERP outlines a number of actions over the next 20 years to meet the Plan's objectives and targets.

Building a climate resilient City includes the reduction of greenhouse gas emissions. The importance of focusing development around transit and the role of parking in shifting transportation mode is highlighted in a number of the Plan's transportation strategic priorities pertaining to green communities, mobility and green infrastructure. For a complete analysis on how the proposed elimination of minimum parking requirements would support the City's environmental sustainability and climate change goals and targets, please refer to the comments in Appendix 8 that have been prepared by the City's Environmental Planning Division.

Other On-going City Initiatives

Housing Strategy

The City of Brampton is developing its first affordable housing strategy, *Housing Brampton* – to respond to the varying housing needs of our local residents and improve housing choices for all. *Housing Brampton* will focus on increasing the number of affordable rental and ownership housing units that are developed. The City will be working with residents, builders and developers, community stakeholders, and other levels of government to develop a strategy responding to the current and future housing needs of Brampton residents. The proposal to eliminate minimum parking requirements will assist in the delivery of affordable housing because parking requirements can increase construction costs, increase residential unit prices and rents and decreases the amount of housing being built.

Complete Streets Guidelines

Taking its cues from the Transportation Master Plan (2015), the 2040 Vision, and emerging industry best practices, the City has been developing an approach for Complete Streets in Brampton, which is currently in progress. The Brampton Complete Streets Guidelines is being developed to inform a rethink of street design to facilitate a more equitable planning and design process that considers service levels and experience of roads for all users, and not just automobile drivers – emphasizing needs of pedestrians, cyclists, and transit users.

Hurontario Light Rail Transit

Hurontario LRT is an 18-kilometre Light Rail Transit (HuLRT), running north - south from the Port Credit GO Station in Mississauga to Brampton Gateway Terminal. There are three stops in Brampton: Ray Lawson, County Court, and Gateway Terminal. As part of the project, the Operations, Maintenance and Storage Facility for the LRT vehicles will also be constructed within Brampton. The HuLRT project will also include improvements to City infrastructure to support active transportation mode and public realm enhancements. The HuLRT is one of the key transportation projects to help achieve the visions laid out in the Metrolinx 2041 RTP as well in the Brampton 2040 Vision - a transportation system that is sustainable, safe, integrates walking, cycling, and transit, to support a high quality of life; healthy and complete communities, and prosperous economy with protected environment; that is aligned with land use.

The Contract was awarded to Mobilinx Consortium in October 2019. Currently, design is in progress at various stages and some early works construction activities, such as utility relocations are in progress within the City. Brampton will likely see a significant ramp up in construction activities by Fall 2021 with tentative completion and commissioning of the system by fall of 2024.

Queen Street Bus Rapid Transit (BRT)

Queen St – Hwy 7 BRT infrastructure is planned to connect Mississauga Road in Brampton to Helen Street in Vaughan using dedicated centre median lane in each direction except in downtown Brampton where curb side configuration will be considered and connect with Highway 7 Rapidway, the York Region Transit system. The Queen St – Hwy 7 BRT will offer frequent rapid transit with service integration between Brampton and York Region leading to increase in ridership, faster travel time, and encourage transit oriented development.

Metrolinx follows a benefits management framework that evaluates major infrastructure projects through five stages of feasibility (initial business case), preliminary design business case, detailed design/ procurement business case, and construction before the infrastructure is in-service. Metrolinx completed the Queen St – Hwy 7 BRT Initial Business Case in Dec 2020, and currently work is ongoing for the preliminary design business case.

The construction timelines will be guided by the outcomes of the benefits management process and funding. The BRT infrastructure is forecasted around 2027.

Hurontario/Main Street Light Rail Transit Extension

The Brampton Light Rail Transit Extension (LRT) Environmental Assessment (EA) Study is examining alternatives to extend light rail transit (LRT) on Hurontario/Main Street, from the Brampton Gateway Terminal at Steeles Avenue East to the Brampton GO Station in Downtown Brampton. The EA is anticipated to be completed before the end of 2021 and construction is anticipated to begin within 6 to 10 years.