

## Appendix C: Planning Analysis

### Matters of Provincial Interest

#### ***Planning Act***

The proposed Official Plan Amendment has regard for Provincial Interest as set out in Section 2 of the *Planning Act*. The Official Plan Amendment is consistent with the following policies:

- the orderly development of safe and healthy communities, Section 2(h);
- the appropriate location of growth and development, Section 2(p), and;
- the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians, Section 2(q).

#### ***Provincial Policy Statement, 2020***

The 2020 Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS aims to guide appropriate development while ensuring that resources, safety, public health and the natural environment are protected. Section 3 of the *Planning Act* requires that decisions affecting planning matters “*shall be consistent with*” policy statements issued under the PPS.

Section 1.0 *Building Strong Healthy Communities*, of the PPS outlines policies associated with future development, encourages a variety of land use patterns within communities, and promotes initiatives that make efficient use of infrastructure.

The proposed Official Plan Amendment is consistent with Sections 1.1 and 1.3 of the Provincial Policy Statement in terms of:

- promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term, Section 1.1.1(a);
- avoiding development and land use patterns which may cause environmental or public health and safety concerns, Section 1.1.1(c);
- 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; Section 1.1.1(e);
- ensuring that necessary infrastructure is or will be available to meet current and projected needs; Section 1.1.1(g);

- Planning for infrastructure shall be coordinated and integrated with land use planning and growth management so that they are available to meet current and projected needs, Section 1.6.1(b)
- Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs, Section 1.6.7.1, and;
- Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, to meet current and projected needs, Section 1.6.8.1.

The Official Plan Amendment provides for the protection of the necessary right-of-way for Clarkway Drive, to meet the needs of the projected population within the Area 47-1 and 47-2 block plans. Clarkway Drive is designated as a “Collector Road” in the City’s Official Plan, which is intended to be a significant corridor and will facilitate the efficient movement within the secondary plan area.

***A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020***

The Growth Plan for the Greater Golden Horseshoe, 2020 (Growth Plan) is a higher level plan intended to provide further direction on managing growth by building complete communities, curbing sprawl and protecting natural heritage. The Growth Plan also provides direction in terms of the provision of adequate infrastructure that is coordinated with land use planning. During the block plan approval process, a growth management strategy was prepared to ensure the provision of the necessary infrastructure to meet the demand of the estimated population in the area.

The following policies of the Growth Plan apply to the proposed Official Plan Amendment:

- Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will be supported by planning for infrastructure and public service facilities, Section 2.2.1.3b);
- Infrastructure planning, land use planning, and infrastructure investment will be co-ordinated to implement this Plan, Section 3.2.1.1;
- Planning for new or expanded infrastructure will occur in an integrated manner, and will be supported by relevant studies, Section 3.2.1.2, and;
- In the design, refurbishment, or reconstruction of the existing and planned street network, a complete streets approach will be adopted that ensures the needs

and safety of all road users are considered and appropriately accommodated, Section 3.2.2.3

### Region of Peel Official Plan

The proposed Official Plan Amendment conforms to the Region of Peel Official Plan general goals contained in Section 1.3.6, in particular to:

- create healthy and sustainable regional communities for those living and working in Peel;
- support growth and development which takes place in a sustainable manner.

In addition, the protection of the appropriate right of way for Clarkway Drive conforms to Section 5.5.1.5 with respect to optimizing the use of the existing and planned infrastructure and services.

### Brampton Official Plan:

The proposed Official Plan Amendment is required to align the Clarkway right of way widths from Schedule B1 of the Official Plan with the right of way approved through the block plan approval process for Areas 47-1 and 47-2.

The amendment conforms to policies contained within Section 4.5 Transportation of the Official Plan:

- The required minimum right-of-way widths for the designated major road network for the City of Brampton are shown on Schedule “B1”, Section 4.5.2.5
- The City shall endeavour to reserve or obtain the necessary Right-of-way shown on Schedule “B1” through subdivision, land severance, site plan control or agreements, Section 4.5.2.6
- The City will require specific arrangements through secondary plans, block plans and cost share agreements, to the City’s satisfaction, to ensure that the right-of-ways and road widenings to accommodate the construction or widening of arterial, collector and other roads deemed essential will be provided when required, Section 4.5.2.11