

Appendix 3 – Planning Policy Framework

This section will describe the key Provincial, Regional and City policies that inform and guide growth within MTSAs.

The Planning Act

The *Planning Act* sets out land use planning matters of Provincial interest that must be considered when making land use planning decisions. These interests are diverse and include:

- providing a full range of housing, including affordable housing;
- providing employment opportunities;
- promoting development that is sustainable, supportive of public transit, oriented to pedestrians, and to promote well-designed built form and, that encourages the development of a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

For Protected MTSAs (classified as “Primary” by the Region of Peel’s Official Plan), municipalities must adopt Official Plan policies within one year of the approval of the Regional Official Plan that cover:

1. Minimum number of residents and jobs per hectare;
2. Permitted land uses in the major transit station area; and
3. Minimum densities with respect to building and structures on lands in the area.

The Provincial Policy Statement (PPS)

The PPS requires municipalities to plan for efficient development patterns that make the best use of land 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.

A key part of supporting the increased use of active transportation and transit is to optimize existing investments in transit, such as the investments made by the Province in GO Rail service and in the existing GO stations in the City. All land use decisions must be consistent with the PPS.

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

A Place to Grow is the Province’s plan for growth and development in the Greater Golden Horseshoe (GGH). The Growth Plan’s vision includes building complete communities in a way that transit and active transportation will be practical elements of the urban transportation system.

The Growth Plan directs growth to urban area and prioritizes intensification in strategic growth areas including Urban Growth Centres and MTSAs and establishes minimum density targets that serve as a guide for municipalities to establish more detailed land

use plans. These more detailed plans must consider a wide range of issues in order to prepare policies that set out permitted uses, heights and other development standards.

MTSAs are defined by the Growth Plan as the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. MTSAs generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing approximately a 10-minute walk.

For MTSAs on priority transit corridors, upper-and single-tier municipalities, in consultation with lower-tier municipalities, shall delineate the boundaries of MTSAs in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station. MTSAs on priority transit corridors will be planned for a minimum density target of 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network.

Region of Peel Official Plan (RPOP)

The RPOP was approved by the Province in November 2022. One of the main goals of the RPOP is to ensure that growth is accommodated in a compact and sustainable manner that supports the development of compact complete communities that are transit supportive and provide a range of choice in mobility options, while ensuring the protection of the natural heritage system. The Regional structure accommodates growth in the urban area directing residential and employment densities to areas such as Urban Growth Centres, intensification corridors, nodes/centres and MTSAs that ensure the viability of existing and planned transit infrastructure and service, while promoting multi-modal connectivity to the surrounding neighbourhoods.

The RPOP sets out the station classification (Primary, Secondary or Planned) for each MTSA, delineates the boundaries for the Primary and Secondary MTSAs, as well as provides minimum density targets that must be achieved. The RPOP MTSA policies provides direction to the local municipalities to delineate the boundaries of all Primary and Secondary MTSAs in their Official Plan and to undertake comprehensive planning to identify minimum density targets and to establish land uses to support complete communities while leveraging infrastructure investment and achieving transit supportive densities.

The RPOP MTSA policies acknowledge that local municipalities will be reviewing proposed developments within a MTSA prior to that municipality establishing local MTSA policies in accordance with the Planning Act and that those proposed developments shall be reviewed in consideration to the objectives of the RPOP.

City of Brampton 2006 Official Plan

The City is currently undertaking a review of its Official Plan. The new Official Plan (Brampton Plan) will provide the path forward to implement the aspirations of the Brampton 2040 Vision and achieve a sustainable, urban, and vibrant future for the City.

The current Official Plan, as well as the draft Brampton Plan, directs significant population and employment growth to key strategic growth areas in the City, which includes MTSA's, with the goal of creating more vibrant, mixed-use, transit-supportive communities where significant regional rapid transit is provided.

The current Official Plan includes some general policies for MTSA's that recognizes these areas as centres planned to accommodate a concentration of higher density residential and/or commercial, institutional or employment development around an existing or future higher order transit station. MTSA's are to be planned to accommodate an appropriate mix of uses that support the role of the area as a transit station area, and have a built form that is pedestrian friendly and easily accessible by all modes of travel. The official Plan recognizes that these centres have City-wide significance as part of the City's transit network. The Official Plan currently requires development within MTSA's to achieve a Floor Space Index (FSI) of 1.5 over the entire MTSA within buildings 3 to 10 stories in height that result in a maximum density of approximately 100 units per net residential hectare.

The purpose of the proposed City-initiated amendment is to add interim Official Plan policies to better guide development and land use decisions in MTSA's as the detailed planning and technical studies for "Primary" MTSA's are being undertaken as part of the MTSA Study. Further MTSA policies that meet Provincial and Regional plan requirements will be implemented once the City has completed its MTSA Study and Brampton Plan is in effect.