

**Date:** 2023-01-10

**Subject:** **Information Report: City-Initiated Amendment to the Official Plan – Major Transit Station Areas City-wide**

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**Report Number:** Planning, Bld & Growth Mgt-2023-074

**Recommendations:**

1. **That** the report titled: **Information Report, City-Initiated Amendment to the Official Plan – Major Transit Station Areas, City-wide**, dated January 3, 2023, to the Planning and Development Committee meeting of February 13, 2023 be received, and,
2. **That** City Planning and Design staff be directed to report back to the Planning and Development Committee with the results of the Public Meeting and a staff recommendation.

**Overview:**

- **Major Transit Station Areas (MTSAs) are lands generally within a 500 to 800 metre radius (a 10 minute-walk) of a transit station or stop, primarily located along existing or planned rapid transit corridors, such as a GO rail line, Light Rail Transit (LRT) or Bus Rapid Transit (BRT).**
- **Brampton has a total of 27 MTSAs classified as either “Primary” or “Planned” per the Region of Peel’s Official Plan (OP). Minimum density targets (number of people and jobs) and the guiding policies to achieve transit-supportive development within MTSAs is provided in the Region’s OP. The Region’s OP also provides direction for Brampton to develop and implement detailed policies for each MTSA.**
- **Brampton is undertaking a MTSA Study to implement a local policy framework to facilitate transit-supportive development in MTSAs. The MTSA**

Study, including technical study recommendations, will provide the building block upon which future land use schedules, policies, zoning and urban design guidelines will be created for the “Primary” MTSA.

- Brampton is in a new phase of city-building, with planned future growth occurring through intensification along some of the City’s prime rapid transit corridors where “Primary” MTSA are located.
- The current 2006 Official Plan includes general policies for MTSA, but these are outdated, and new policies are needed to guide growth and investment within these strategic growth areas.
- The draft Brampton Plan includes up-to-date policies for MTSA, but approval of the Plan is delayed until the province provides clarification and timing in regards to conformity requirements of Bill 23, the *More Homes Built Faster Act, 2022*.
- The proposed Official Plan policies are therefore an interim measure to guide development in MTSA while the detailed planning and technical studies for “Primary” MTSA are completed and before Brampton Plan is in effect.
- A City-initiated Official Plan Amendment is proposed to amend Brampton’s 2006 Official Plan to:
  1. Add a new schedule showing the boundaries of “Primary” MTSA and the location of “Planned” MTSA;
  2. Add an interim set of MTSA policies to support intensification and to guide development while the City completes its MTSA land use planning and studies and awaits clarity from the province on implementing Bill 23 in regards to Brampton Plan; and
  3. Delete outdated “Mobility Hub” policies, schedule references and definitions.

### **Background:**

The Province is directing growth to strategic areas close to transit, services and amenities. These areas include Major Transit Station Areas (MTSA), and Brampton must strategically plan to accommodate new jobs, services and community amenities to support new and existing residences and businesses.

*What is a Major Transit Station Area (MTSA)?*

A MTSA is the area around a higher order (rapid) transit station, such as a GO Station or a station stop on a Light Rail Transit (LRT) or Bus Rapid Transit (BRT) line. A MTSA generally includes the land within approximately 500 to 800 metre radius of a rapid transit station, representing about a 10-minute walk. MTSA's are identified as areas for future growth because they are key locations which integrate the Region and City-wide transportation system, facilitate easy access to transit and multi-modal connections, and provide a focus for transit-supportive development and intensification.

### *Where are MTSA's located in Brampton?*

There are a total of 27 MTSA's in Brampton. The Region of Peel's Official Plan classifies MTSA's into the following three categories:

- *Primary Station* – areas delineated in the ROP that have existing or planned transit supportive built forms and can meet or exceed the minimum transit supportive density target.
- *Secondary Station* – areas delineated in the ROP that are constrained by existing land use patterns and built forms and may require an alternative density target. These stations may take on a commuter station function with a mix of uses that support increased transit ridership.
- *Planned Station* – areas identified in the ROP that are intended to become future MTSA's and are not yet delineated, but will be when infrastructure planning and investment and/or land use changes unlock potential.

Of Brampton's 27 MTSA's, 14 are delineated as "Primary" and 13 are classified as "Planned". There are currently no "Secondary" MTSA's delineated in Brampton. The designated "Primary" MTSA's in the Regional Official Plan are considered to be "Protected" MTSA's in accordance with the *Planning Act*.

Brampton's MTSA's are located along existing or planned rapid transit corridors (Kitchener GO line, Hurontario/Main LRT, Queen Street BRT and Highway 407 transitway).

**Appendix 1** shows the boundaries of "Primary" MTSA's and the location of "Planned" MTSA's in Brampton.

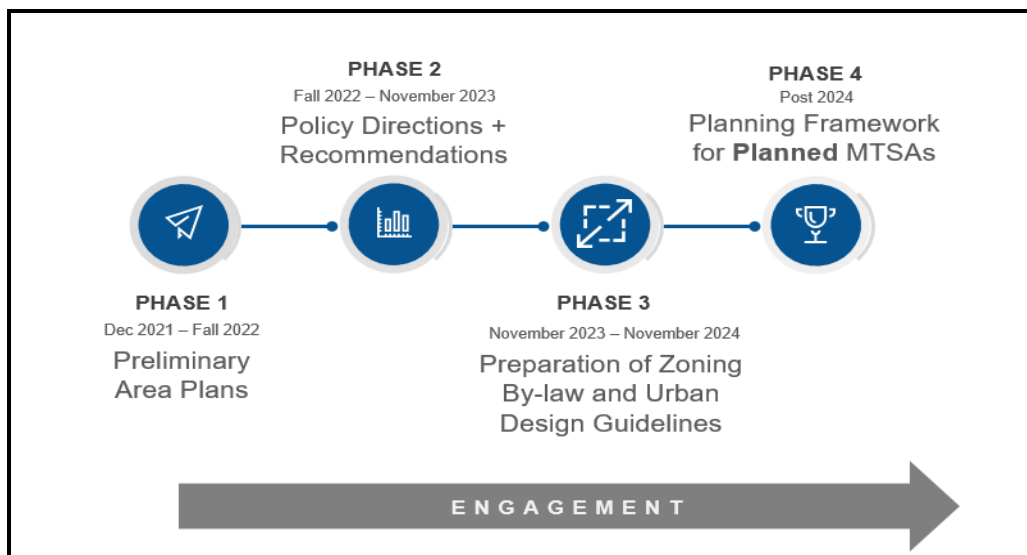
### *Why is Brampton Undertaking a MTSA Study?*

Under the Growth Plan and *Planning Act* requirements for MTSA's, the Region's Official Plan, which was approved by the Province in November 2022, classifies and delineates MTSA's in Peel Region. The Regional Official Plan set minimum density targets, and established policies to guide how growth will be accommodated within MTSA's to achieve the creation of complete, transit-supportive communities across the Region.

Brampton is required to adopt Official Plan policies for “Primary” MTSAs by November 2023 (within 1 year after the approval of the Region’s Official Plan) that include:

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.

Brampton’s MTSA Study that will support the required policy framework for MTSAs noted above was initiated in December 2021 where the scope, key study objectives and work plan were identified. The MTSA Study includes 4 phases, as shown in the study timeline below:



Work is currently underway on both Phases 1 and 2. This includes the preparation of preliminary draft area plans and retaining a consultant to undertake a Master Servicing Plan and Transportation Study.

The MTSA Study, including the technical study recommendations, will provide the building block upon which future land use schedules, policies, zoning and urban design guidelines for “Primary” MTSA's will be created.

### *“Mobility Hub” versus “Major Transit Station Area”*

The term “Mobility Hub” was found in Metrolinx’s 2008 Regional Transportation Plan called *The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area*. In defining the term Mobility Hub, The Big Move referenced the term “Major Transit Station Areas”, which is a defined term in the Provincial Growth Plan. Subsequently, Metrolinx prepared the 2041 Regional Transportation Plan (RTP) in 2018 which replaced

The Big Move and shifted the Mobility Hubs discussion to focus on identifying Mobility Hubs on Priority Transit Corridors. Mobility Hubs are a general planning concept focused on encouraging transit connectivity and mixed-use development, whereas through Growth Plan policy, the Province sets land use planning guidance and mandatory density targets (number of people and jobs) that must be planned for within MTSAs.

To avoid confusion between Mobility Hubs and MTSAs and to clarify the focus on meeting mandated Provincial requirements, it is proposed that all of the references (schedules, policies and definitions) to “Mobility Hubs” in the Official Plan be deleted.

### *Brampton Plan*

At the January 25, 2023 Council meeting, a staff report entitled “*Recommendation Report: The Impacts of Bill 23, More Homes Built Faster Act, 2022 on Brampton Plan*” was approved by Council. The report outlined how significant changes arising from Bill 23 require a review and update of Brampton Plan (which was nearing completion), but that the province to-date has provided no clarity on timing of key pieces needed to inform a conformity exercise, thereby delaying finalization and approval of Brampton Plan. With the approval of the recommendation report and in light of impacts to Brampton Plan timelines, staff received direction to bring forward amendments to Brampton’s 2006 Official Plan, including policy updates as an interim measure to guide ongoing development in MTSAs.

### **Current Situation:**

Brampton is in a new phase of city-building, with future growth occurring through intensification along some of the City’s prime rapid transit corridors where “Primary” MTSAs are located. Over the next three decades it is anticipated that over 60% of development will be high density. Additionally, it is estimated that approximately 40% of development will be in the form of intensification within the built-up area. It is also expected that approximately two thirds of new development will be directed to Strategic Growth Areas (Urban and Town Centres – including the UGC) and along key higher order transit corridors such as Queen Street East, where a number of the City’s “Primary” MTSAs are located.

The current Official Plan includes some general policies for MTSAs, but new policies are needed to achieve the creation of complete, transit-supportive communities within Brampton’s MTSAs.

The purpose of this report is to present an Official Plan Amendment (OPA) that proposes to add interim Official Plan policies to better guide development and land use decisions

in MTSAAs as the detailed planning and technical studies for “Primary” MTSAAs are being completed and until Brampton Plan is in effect.

### *Proposed Official Plan Amendment*

The effect of the proposed Official Plan Amendment is to amend the current 2006 Official Plan to:

1. Add a new schedule showing the boundaries of “Primary” MTSAAs and the location of “Planned” MTSAAs;
2. Add an interim set of MTSA policies to support intensification and to guide development as the City completes its MTSA Study and awaits clarity from the province on implementing Bill 23 in regards to Brampton Plan ; and
3. Delete “Mobility Hub” policies, schedule references and definitions.

The final MTSA studies will provide guidance for establishing and implementing the required *Planning Act* Protected MTSA policies, including the authorized use of land and buildings and the minimum densities with respect to buildings and structures on lands in a MTSA.

The draft MTSA Official Plan Amendment is provided as **Appendix 2** to this report.

### **Planning Policy Framework:**

The proposed Official Plan Amendment provides alignment and conformity with Provincial and Regional plans. These matters will be assessed as part of a final recommendation report to Council.

A summary of the planning policy framework is provided as **Appendix 3** to this report.

### **Next Steps:**

Following the statutory public meeting and further analysis of the comments received, staff will bring forward a recommendation report for consideration (decision) by Planning and Development Committee and Council.

### **Public Meeting Notification Area:**

The proposed City-initiated Official Plan amendment was advertised in the Brampton Guardian. This report has also been posted on the City’s website.

### **Corporate Implications:**

Financial Implications:

There are no financial implications associated with the proposed City-initiated Official Plan Amendment.

Other Implications:

There are no other corporate implications associated with the proposed City-initiated Official Plan Amendment.

**Term of Council Priorities:**

This Information Report and the associated public meeting facilitate compliance with the Term of Council Priorities 2019-2022 “A Well-run City (Good Government)” and the “Create Complete Communities” priorities. It is the intent that the proposed City-initiated Official Plan Amendment will meet the direction and goals of the Term of Council Priorities 2019-2022, which will be discussed in the future Recommendation Report.

**Living the Mosaic – 2040 Vision**

This report has been prepared in full consideration of the overall Brampton 2040 Vision.

**Conclusion:**

In compliance with the requirements of the *Planning Act*, the City is holding a statutory public meeting to present an Official Plan Amendment that proposes to amend the 2006 Official Plan to add policies, definitions and to amend schedules with respect to Brampton’s MTSA’s for public review and comment.

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**Attachments:**

Appendix 1: Location Map of Brampton's MTSA's  
Appendix 2: Draft Official Plan Amendment  
Appendix 3: Planning Policy Framework