

Appendix 2 – Detailed Planning Analysis

The recommended OPA is consistent with the Provincial Policy Statement, conforms or does not conflict with applicable Provincial Plans, the Region of Peel Official Plan and Brampton's Official Plan, has regard for matters of provincial interest, and represents good planning for the reasons set out below.

The Planning Act

Matters of Provincial Interest

Section 2 of the *Planning Act* sets out matters of provincial interest that decision makers must have regard to when making decisions under the Planning Act. There are a number of matters of provincial interest that address a wide range of matters including protecting resources, ensuring orderly development and ensuring the health and safety of people.

The *Planning Act* provides the Region of Peel the authority to protect MTSA's in Brampton and to direct the City to focus growth around these transit stations. The Planning Act identifies matters of provincial interest, including the appropriate location of growth and development and the promotion of development that is designed to be sustainable, to support public transit and to be orientated to pedestrians, among many other matters.

The *Planning Act* provides direction for Protected (equivalent to the "Primary" MTSA classification in the Region's Official Plan) MTSA's through Section 16(16):

(16) The official plan of an upper-tier municipality may include policies that identify the area surrounding and including an existing or planned higher order transit station or stop as a protected major transit station area and that delineate the area's boundaries, and if the official plan includes such policies it must also contain policies that,

- (a) identify the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the area; and
- (b) require official plans of the relevant lower-tier municipality or municipalities to include policies that,
 - (i) identify the authorized uses of land in the area and of buildings or structures on lands in the area; and
 - (ii) identify the minimum densities that are authorized with respect to buildings and structures on lands in the area.

According to Section 16 (15) of the *Planning Act*, Brampton is required to adopt Official Plan policies in 16 (a) and (b) for "Primary" (Protected) MTSA's by November 22, 2023 (within 1 year after the approval of the Region's Official Plan). The proposed MTSA OPA satisfies subclauses (16) (a) of the *Planning Act*, however it does not include the prescribed information in subclauses (16) (b) (i) and (ii) of the *Planning Act*. As required by the *Planning Act*, a subsequent OPA will be forwarded to Council for adoption by November 22, 2023 (within 1 year of the Province's approval of the Region's Official Plan that will include the required information in subclauses (16) (b) (i) and (ii)).

The Provincial Policy Statement (PPS), 2020

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. Municipalities in making planning decisions, including creating and amending Official Plans, must be consistent with the policies in the PPS.

The PPS speaks to promoting transit-supportive development and the optimization of transit investments (1.1.1 e)). In Settlement Areas, land use patterns are to include a mix of land uses and densities that “are transit-supportive, where transit is planned, exists or may be developed” (1.1.3.2 f)). Transit-supportive is defined as follows by the PPS: “*Transit-supportive: in regard to land use patterns, means development that makes transit viable, optimizes investments in transit infrastructure, and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities, including air rights development, in proximity to transit stations, corridors and associated elements within the transportation system. Approaches may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives.*”

The PPS requires that the necessary *infrastructure* and *public service facilities* are or will be available to meet current and projected needs. Section 1.1.3.7 b) states that Planning authorities should establish and implement phasing policies to ensure the orderly progression of development within *designated growth areas* and the timely provision of the *infrastructure* and *public service facilities* required to meet current and projected needs. The proposed OPA includes a requirement that a Growth Management Strategy be submitted for applications and Tertiary Plans submitted within a “Primary” MTSA prior to Brampton completing its MTSA Study.

The proposed MTSA OPA aligns with provincial interests and set out the appropriate policies that are consistent with the policy objectives of 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 identifies strategic growth areas such as MTSAs and urban growth centres UGCs). These strategic growth areas are a key focus for development each with a set of relevant policies and minimum density targets established in accordance with the Growth Plan (2019). The Province expects municipalities to complete detailed planning for MTSAs and UGCs as focal areas for investment, able to accommodate and support the transit network at the regional scale and provide connection points for inter- and intra-regional transit. 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.

The Growth Plan provides the following policies for MTSAs:

2.2.4.3 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.

2.2.4 8. All major transit station areas will be planned and designed to be transit supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate: a) connections to local and regional transit services to support transit service integration; b) infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and, c) commuter pick-up/drop-off areas.

2.2.4 9. Within all major transit station areas, development will be supported, where appropriate, by: a) planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels; b) fostering collaboration between public and private sectors, such as joint development projects; c) providing alternative development standards, such as reduced parking standards; and d) prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.

The Growth Plan is about accommodating forecasted growth in complete communities. These are communities that are well designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes. Infrastructure planning, land use planning, and infrastructure investment will be co-ordinated to implement the Growth Plan. To ensure that public service facilities and infrastructure are adequately provided to service the growth in Brampton's MTSA it is essential to understand the provision, timing and delivery of such services and infrastructure. The proposed OPA includes a requirement that a Growth Management Strategy be submitted for applications and Tertiary Plans submitted within a "Primary" MTSA prior to Brampton completing its MTSA Study.

The proposed OPA is consistent with the Growth Plan objectives for MTSAs and it also includes a table that outlines the minimum number of residents and jobs combined per hectare for each "Primary" MTSA in accordance with the minimum density targets prescribed by the Growth Plan.

Region of Peel 2051 Official Plan

The Region of Peel's 2051 Official Plan (referred herein as "the Plan") was approved by the Province in November 2022. One of the main goals of the Plan 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.

MTSAs in the Region of Peel are to be planned to create a compact urban form with a diverse mix of land uses, varied housing types, tenures and affordability, employment and amenities in close proximity that supports existing and planned transit and active transportation infrastructure.

The Plan sets out the station classification (Primary, Secondary or Planned) for each MTA, delineates the boundaries of Primary and Secondary MTSAs and the location of Planned MTSAs on Schedule E-5, as well as provides minimum number of residents and jobs combined per hectare in Table 5 that must be achieved. The Region's MTA policies provide direction to 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 proposed OPA adds a new schedule delineating the boundaries of Brampton's "Primary" MTSAs and the location of "Planned" MTSAs in accordance with Schedule E-5, as well as it adds a new table that indicates the minimum number of residents and jobs combined per hectare to be achieved for "Primary" MTSAs in accordance with Table 5 of the Region's Plan. Other policies are included in the proposed OPA, such as MTA objectives, policies to guide growth and development, implementation policies and policies pertaining to "Planned" MTSAs. A number of the proposed development and implementation policies require that the Region of Peel be satisfied as MTSAs are a critical element in the Region's growth management strategy.

One essential component of achieving transit-oriented development in MTSAs is to ensure infrastructure and services are delivered in a manner that supports complete communities, including open space, accessible public amenities and active transportation infrastructure. To support this, the proposed OPA includes a requirement that a Growth Management Strategy be submitted for applications and Tertiary Plans submitted within a "Primary" MTA prior to Brampton completing its MTA Study.

The proposed OPA conforms with the Region's Official Plan. The future OPA that will be adopted by Brampton City Council by November 22, 2023 will conform with all of the applicable MTA policies in the Region's Official Plan.

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 MTSAs, with the goal of creating more vibrant, mixed-use, transit-supportive communities where significant regional rapid transit is provided.

MTSAs

Schedule 1 – City Concept identifies MTSAs that coincide with the location of the designated Mobility Hubs. The current MTSA policies recognize 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. MTSAs 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 MTSAs 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 proposed OPA includes a number of objectives for “Primary” MTSAs in order to achieve the development of transit-oriented communities. These general objectives are similar to the current MTSA and Mobility Hub policies of the Official Plan.

The OPA proposes to delete all references to MTSAs on Schedule 1 – City Concept and to delete all MTSA policies in the Official Plan. A new Official Plan schedule is proposed to be added that identifies and delineates the boundaries of “Primary” MTSAs and the location of “Planned” MTSAs and a new table is proposed to be added that includes the minimum number of residents and jobs, collectively, per hectare for all “Primary” MTSAs in accordance with the Region of Peel Official Plan.

Mobility Hubs

Mobility Hubs are places of connectivity where different modes of movements, from walking and cycling to higher order transit intersect seamlessly. A Mobility Hub is made up on an area where a transit station is surrounded by an attractive, intensive concentration of employment, living, shopping and public spaces.

Anchor Hubs

The area around the Downtown GO Station is designated as an Anchor Mobility Hub on Schedule 1 – City Concept, a special mobility hub having strategic regional and interregional importance in its ability to anchor the regional transportation system, providing interregional, regional and local transit connections to the City’s Urban Growth Centre and other Urban Growth Centres across the GTHA. It is the intention of the current Official Plan that lands in the immediate vicinity of the Anchor Hub should generally be planned to accommodate the highest combined people and jobs per hectare within the Urban Growth Centre and that development within the Anchor Hub shall generally be designed to achieve a FSI of 4.0 over the entire Anchor Hub Area within buildings 4 – 25 storeys in height. This Anchor Hub is now delineated as the “Brampton GO Primary MTSA” in the Region’s Official Plan and has a minimum density target of 150 people and jobs combined per hectare.

Gateway Hubs

Gateway Hubs designated on Schedule 1 – City Concept include Gateway Terminal, Bramalea GO and Mount Pleasant GO. Gateway Hubs are planned to accommodate a concentration of higher density residential and/or commercial, institutional and employment development and have regional significance due to their connection to centres outside the Region.

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, the references (schedules, policies and definitions) to “Mobility Hubs” in the current Official Plan are proposed to be deleted. Until such time as the City’s MTSA Study is completed and the final MTSA OPA is adopted by Council in November 2023, it is necessary to recognize existing permissions regarding floor space index (FSI) and building height ranges for the Brampton GO, Bramalea GO, Mount Pleasant GO and Gateway Terminal MTSAs. The draft OPA that was presented at the statutory public meeting has been revised to include the applicable FSI and building height range policies.

MTSA Definitions

In the Official Plan, MTSAs are defined as *“the area including and around any existing or planned higher order transit station within a settlement area; or the area including and around a major bus depot in an urban core. Station areas generally are defined as the area within an approximate 500m radius of a transit station, representing about a 10-minute walk”*. The proposed OPA recommends that this definition be deleted and replaced with three separate definitions to conform with the defined station classifications (Planned, Primary and Secondary) in the Region’s Official Plan.

Managing Growth

The Managing Growth section of the Official Plan indicates that Brampton administers a Growth Management Program that coordinates and stages the level and distribution of new development in relation to the delivery of specific infrastructure (roads, sewers and water) and community services (schools, fire stations, parks and recreation facilities and transit) required to support such growth in a manner that minimizes public costs and optimizes service levels to both residents and business.

To ensure that growth takes place in a coordinated and fiscally responsible manner in Brampton's Primary MTSA's, the proposed OPA includes a requirement that a Growth Management Strategy (a section within the Planning Justification Report) be submitted in conjunction with a development application and Tertiary Plan. This requirement is intended to be an interim measure while Brampton completes its MTSA Study. The Growth Management Strategy shall outline the adequate and timely provision of both hard and soft infrastructure and services to support future growth so that all members of the transit-oriented communities will have convenient access to these resources.

Conclusion

The proposed OPA is a proactive initiative to ensure that Brampton has the relevant planning framework to manage the on-going transformation of lands along Brampton's high order transit corridors while Brampton completes its comprehensive planning for MTSA's. The proposed OPA includes some of the mandatory Provincial and Regional MTSA policy requirements. All obligatory MTSA requirements will be included in a subsequent OPA that will be forwarded to City Council for adoption by November 23, 2023. To ensure consistency amongst terminologies in the Official Plan, all of the MTSA and Mobility Hub schedule references, policies and definitions are proposed to be deleted and replaced with solely MTSA schedule references, policies and definitions. The proposed OPA conforms to Brampton's Official Plan.