

Date: 2023-04-28

Subject: **Supplementary Recommendation Report – City-initiated Official Plan Amendment – Major Transit Station Areas, City Wide**

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Report Number: Planning, Bld & Growth Mgt-2023-400

Recommendations:

1. That the report titled, “**Recommendation Report – City-initiated Official Plan Amendment – Major Transit Station Areas , City-wide**”, to the April 24, 2023 Planning and Development Committee agenda be received;
2. That the report titled, “**Supplementary Recommendation Report - City-initiated Official Plan Amendment – Major Transit Station Areas, City-wide**” to the Planning and Development Committee meeting of May 15, 2023, be received; and
3. That the amendments to the Official Plan, generally in accordance with the attached Appendix 1 to the “**Supplementary Recommendation Report - City-initiated Official Plan Amendment – Major Transit Station Areas, City-wide** be adopted.

Overview:

- The report titled “**Recommendation Report – City-initiated Official Plan Amendment – Major Transit Station Areas, City-wide**” was forwarded to Planning and Development Committee on April 24, 2023 for consideration. The report and the associated correspondence was deferred to the May 15, 2023 Planning and Development Committee meeting.
- After the report titled, “**Recommendation Report – City-initiated Official Plan Amendment – Major Transit Station Areas, City-wide**” was published as part of April 24, 2023 Planning and Development Committee meeting agenda, staff received seventeen (17) letters of correspondence.

- **The purpose of the Supplementary Recommendation Report is to present an amended City-initiated Official Plan Amendment that addresses some of the correspondence received.**
- **On the basis of the information and analysis provided both in the Recommendation Report – City-initiated Official Plan Amendment – Major Transit Station Areas that was forwarded to Planning and Development Committee on April 24, 2023, and the information provided in this Supplementary Recommendation Report, it is recommended that the Official Plan Amendment, attached as Appendix 1 to this report, be adopted by Council.**

Background:

The report titled “Recommendation Report – City-initiated Official Plan Amendment – Major Transit Station Areas, City-wide” was forwarded to Planning and Development Committee on April 24, 2023 for consideration. The report and the associated 17 pieces of correspondence were deferred to the May 15, 2023 Planning and Development Committee meeting.

Current Situation:

After the report titled, “Recommendation Report – City-initiated Official Plan Amendment – Major Transit Station Areas, City-wide” was published as part of the April 24, 2023 Planning and Development Committee meeting agenda, staff received seventeen (17) letters of correspondence related to the proposed Official Plan Amendment. Staff has had the opportunity to review the correspondence received and has made some minor amendments to the Official Plan Amendment that was included on the April 24, 2023 Planning and Development Committee agenda.

The purpose of the Supplementary Recommendation Report is to describe the amendments to the Official Plan Amendment that are being proposed, and to recommend that the Official Plan Amendment, attached as **Appendix 1** to this report, be adopted by Council.

Proposed Amendments

Below is a summary of the proposed amendments to the Official Plan Amendment that was attached as Appendix 1 to the report titled, “Recommendation Report – City-initiated Official Plan Amendment – Major Transit Station Areas, City-wide” that was included on the April 24, 2023 Planning and Development Committee agenda for the Committee’s consideration.

1. Transition Policies

To ensure that transit-oriented development can be achieved in those areas of MTSAAs that abut low density residential areas, some additional wording has been added to the transition policies found in Sections 3.2.5.1 b) and 3.2.5.2 d).

Policy 3.2.5.1 b) has been separated into two subsections b) and c) and has been amended as follows (additional wording in red/underlined):

- b) Concentrate the highest intensity within close proximity to the transit station or stop,, and transitioning to a lower intensity built form for properties that do not have frontage along existing or planned high order transit corridors;
- c) Provide to achieve an appropriate transitions in height and density to adjacent established low density residential areas, provided planning outcomes are achieved for MTSA areas, including density targets;

Policy 3.2.5.2 d) has been amended as follows (additional wording in red/underlined):

- d) Appropriate transitions in height and density to adjacent established low-density residential uses provided planning outcomes are achieved for MTSA areas, including density targets.

2. Mobility Hub Density and Building Heights

The 2006 Official Plan allows for opportunities to exceed maximum height and density permissions. It is proposed that the policy direction to exceed height and density permission be carried forward in the MTSA, Accordingly, Policies 3.2.5.4 and 3.2.5.4 have been amended as follows (additional wording in red/underlined):

- 3.2.5.4 The Brampton GO (KIT-3) MTSA as shown on **Schedule 1b** shall generally achieve a floor space index of 4.0 over the entire MTSA within buildings 4 – 25 storeys in height. Variation to the applicable floor space index and building heights, which do not alter the intent of this Plan, shall be considered without an Official Plan Amendment.
- 3.2.5.5 The Bramalea GO (KIT-2), Gateway Terminal (HLRT-22) and Mount Pleasant GO (KIT-4) MTSAAs as shown on **Schedule 1b** shall generally achieve a floor space index of 3.0 over the entire MTSA within buildings 3-25 storeys in height. Variation to the applicable floor space index and building heights, which do not alter the intent of this Plan, shall be considered without an Official Plan Amendment.

3. Tertiary Plans

It is not the intent that a combined Planning Justification Report and Growth Management Strategy should be required for all development applications, such as as-of-right development, prior to comprehensive redevelopment. In addition, the submission of a joint Tertiary Plan amongst various applicants in the same MTSA is not a mandatory requirement. To clarify this intent, the Official Plan Amendment has been amended as follows (additional wording in red/underlined):

- 3.2.6.1 A Tertiary Plan may not be required for development applications located within either a draft approved Plan of Subdivision or an approved Block Plan area or for properties that have as of-right permissions.
- 3.2.6.3 To ensure co-ordination between applications in the same Tertiary Plan area, applicants will be advised through the Pre-consultation Application process if there are other development applications submitted within the same Tertiary Plan area. All applications within the same Tertiary Plan area ~~will~~ may be required to submit one joint Tertiary Plan.

To acknowledge that a Tertiary Plan is not a statutory instrument under the Planning Act the terminology of “approved” has been replaced with “endorsed” in Section 3.2.6.4.

4. Implementation for “Primary” MTSAs

To ensure that a Growth Management Strategy is only required for those development applications that have a residential component and is not required for as-of-right developments, the implementation policies contained in Section 3.2.7 have been amended as follows (additional wording in red/underlined):

3.2.7.1 Preamble:

The planning, coordination and delivery of infrastructure at all scales will address the development of complete communities. It is important that new residential development in each “Primary” MTSA provides a full range of public realm improvements, community amenities and the required infrastructure to service new population.

- 3.2.7.1 To ensure that growth takes place in a coordinated and fiscally responsible manner, a Growth Management Strategy is required to be submitted by the applicant for development applications that contain a residential component, and for Tertiary Plans submitted within a “Primary” MTSA...

A copy of the amended Official Plan Amendment that staff is recommending to be adopted by Council is attached as **Appendix 1** to this report.

Financial Implications:

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

Other Implications:

There are no other implications associated with the proposed Official Plan Amendment.

Term of Council Priorities:

This report and associated recommendations comply with the 2019-2022 Term of Council Priorities “Opportunities” priority by assisting to achieve a number of the “Connected” initiatives, such as creating complete communities and supporting community hub concept.

Living the Mosaic – 2040 Vision

This report has been prepared in full consideration of the overall vision that the people of Brampton will “Live the Mosaic”.

Conclusion:

On the basis of the information and analysis provided both in the Recommendation Report – City-initiated Official Plan Amendment – Major Transit Station Areas that was forwarded to Planning and Development Committee on April 24, 2023, and the information provided in this Supplementary Recommendation Report, it is recommended that the Official Plan Amendment found in Appendix 1 be adopted by Council.

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Attachments: Appendix 1 – Official Plan Amendment