

Attachment 2 – Detailed Planning Analysis

The proposed MTSA land use policies and schedules are consistent with the Provincial Policy Statement, conform or do not conflict with applicable Provincial Plans, the Region of Peel Official Plan and Brampton's Official Plan, have regard for matters of provincial interest, and represent 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 for "Primary" (Protected) MTSA's by November 4, 2023 (within 1 year after the approval of the Region's Official Plan). The proposed OPA includes the prescribed information in subclauses (16) (b) (i) and (ii) of the *Planning Act*. It is the intent that proposed MTSA land use and minimum density policies and schedules will be incorporated into the new Brampton Plan that will be forwarded to Council for adoption on November 1, 2023.

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 proposed MTSA land use policies align with provincial interests and set out the appropriate land use 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 MTSA and urban growth centres (UGC). 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 MTSA and UGC 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 MTSA:

2.2.4.3 For MTSA on priority transit corridors, upper-and single-tier municipalities, in consultation with lower-tier municipalities, shall delineate the boundaries of MTSA 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. MTSA 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. *Major Trip Generators* are defined as origins and destinations with high population densities or concentrated activities which generate many trips (e.g., urban growth centres and other downtowns, *major office* and office parks etc.

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 states that *major office* and appropriate major institutional development will be directed to urban growth centres, major transit station areas or other strategic growth areas with existing or planned frequent transit service. *Major Office* is defined as freestanding office buildings of approximately 4,000 square metres of floor space or greater, or with approximately 200 jobs or more.

The proposed MTSA land use policies are consistent with the Growth Plan objectives for MTSA and include the authorized use of land use (including a minimum ratio of jobs to population for 4 office-focused MTSA) and the required minimum densities to achieve the overall minimum density targets for each “Primary” MTSA.

Proposed Provincial Planning Statement, 2023

On April 6, 2023, the Government of Ontario released the proposed Provincial Planning Statement 2023 (proposed PPS 2023), which integrates the Provincial Policy Statement 2020 (PPS 2020) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) into a singular, province-wide policy document. The proposed PPS is intended to simplify and integrate existing policies to achieve housing objectives while providing tools for municipalities to deliver on housing objectives. The PPS recognizes

that the objectives for achieving housing outcomes are not universal and provides a more flexible approach for municipalities to adapt and implement policies based on the municipality's requirements.

Through this proposed new PSS, the government is proposing policies grouped under five pillars:

- Generate an appropriate housing supply
- Make land available for development
- Provide infrastructure to support development
- Balance housing with resources
- Implementation

Key Changes in the proposed PPS 2023 that may impact Brampton's MTSAs include:

1. Housing

- Identifies "large and fast-growing municipalities" where growth must be directed to strategic growth areas;
- Removes mandatory intensification and density targets for all municipalities;
- Establishes broader permissions for residential intensification;
- Expands the definition of "housing options"; and
- Removes the definition of "affordable" as it applies to housing.

2. Employment protection and conversion

- Revises the definition of employment areas, to prohibit any commercial uses that are not associated with the primary employment use and institutional uses;
- Scopes and clarifies the test for employment conversion requests and removes the requirement for a municipal comprehensive review;
- Does not carry forward the concept of Provincially Significant Employment Zones found in the Growth Plan to the proposed PPS 2023; and
- Removes office and institutional uses from employment areas.

3. Schools

- Establishes schools as an element of a "complete community" and collaboration between planning authorities and school boards is specifically directed; and
- Recognizes innovative approaches in the design of schools, including schools located in high rise developments.

4. Land use compatibility

- Maintains current protections for existing or planned industrial and manufacturing uses or other major facilities;

- Removes requirement for proponent of sensitive land uses to demonstrate need or evaluate alternative locations for sensitive land uses where avoidance of adverse effects is not possible;
- Increases restrictions on uses permitted in employment areas; and
- Encourages industrial, manufacturing and small-scale manufacturing uses in strategic growth areas and other mixed-use areas where frequent transit service is available.

5. Natural heritage

- Natural heritage policies and related definitions remain under consideration by the government; and
- There are indications of relaxing environmental considerations in favour of balancing with increasing the housing supply.

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 MTSA, 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 MTSA 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.

Several of Brampton's MTSA's are designated as "Employment Areas" on Schedule E-4. As part of a Regional municipal comprehensive review, a comprehensive evaluation of the regional Employment Area designation was conducted which identified the potential for select MTSA's to support the integration of Employment Areas with non-employment uses to develop vibrant mixed-use areas and innovations hubs, subject to further technical study. Section 5.8.36, states that residential, commercial, and non-ancillary uses may be permitted in the following "Primary" MTSA's: Bramalea GO, The Gore and Steeles at Mississauga Road. The introduction of residential uses in these MTSA's is subject to the completion of a planning study initiated by a local municipality that addresses a number of criteria (outlined in Section 5.8.36) to the satisfaction of the Region.

Brampton staff note that Ray Lawson MTSA is not included in the "select MTSA's" to permit non-employment uses. Confirmation from the Region of Peel is pending to understand why the Ray Lawson MTSA was excluded from permitting non-employment uses.

The proposed MTSA policies conform to the Region's Official Plan as they include the authorized use of land and the required minimum densities to achieve the overall minimum density targets for each "Primary" MTSA. Future City-initiated OPAs that will supplement the proposed MTSA land use policies will be required once the comprehensive land use planning has been completed for each "Primary" MTSA. The future OPAs will amend the applicable Secondary Plans to include policies pertaining to urban design; built form; transportation; active transportation; community services; infrastructure; parks and open space; phasing and implementation.

City of Brampton 2006 Official Plan

To better guide development and land use decisions in MTSA's as the detailed planning and technical studies for "Primary" MTSA's is being completed and until the new Official Plan (*Brampton Plan*) is in effect, Brampton Council adopted an Official Plan Amendment (OP2006-247) on May 17, 2023 to add a number of short-term MTSA policies. OP2006-247 delineated the Protected ("Primary") MTSA's identified in the ROP and identified the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within each "Primary" MTSA. This OPA also included the location of "Planned" MTSA's.

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.

It is the intent that the proposed MTSA land use and minimum density policies and schedules will be included within *Brampton Plan*, which is targeted to be forwarded to Council for adoption on November 1, 2023.