

Appendix 3 – Planning Analysis

Matters of Provincial Interest (Planning Act – Section 2)

The proposed Zoning By-law amendment related to parking standards has regard to, among other matters, the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians (Section 2 q)). Reducing the minimum parking requirements for some residential and commercial uses also assists in mitigating greenhouse gas emissions, which helps to protect the environment and the health and well-being of residents in the Province. (Section 2 h), o) and s)).

The purpose of the proposed amendment is to to modernize the Zoning By-law's off-street parking standards to achieve the City's long-term transportation goals and transit-oriented design objectives and to support the development of affordable housing, which are all matters of provincial interest.

Provincial Policy Statement (PPS), 2020

The PPS (2020) provides policy direction on matters of provincial interest related to land use planning and development that support our collective well-being, now and in the future, which are intended to be complemented by local policies addressing local interests.

The vision for Ontario's land use planning system includes carefully managing land uses to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns. Efficient development patterns optimize the use of land, resources 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.

The proposed Zoning By-law amendment supports the following policy objectives of the PPS:

1. Decreases the reliance on private automobile ownership;
2. Promotes utilizing transit and active transportation opportunities, which assists in achieving the City's long-term transportation goals and rapid transit investments; and,
3. Supports the development of affordable housing.

Specifically, the proposed Zoning By-law amendment is consistent with the following PPS policies:

1.1.1 Healthy, liveable and safe communities are sustained by:

- e) promoting the integration of land use planning, growth management, *transit-supportive* development, *intensification* and *infrastructure* planning to achieve cost-effective development patterns,

optimization of transit investments, and standards to minimize land consumption and servicing costs.

1.1.3.2 Land use patterns within *settlement areas* shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) are appropriate for, and efficiently use, the *infrastructure* and *public service facilities* which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) prepare for the *impacts of a changing climate*;
- e) support *active transportation*; and
- f) are *transit-supportive*, where transit is planned, exists or may be developed.

1.1.3.4 Appropriate development standards should be promoted which facilitate *intensification*, *redevelopment* and compact form, while avoiding or mitigating risks to public health and safety.

1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the *impacts of a changing climate* through land use and development patterns which:

- a) promote compact form and a structure of nodes and corridors;
- b) promote the use of *active transportation* and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019

The Growth Plan encourages compact development that reduces the rate at which land is consumed and emphasizes that communities in larger urban centres need to grow at transit-supportive densities, with walkable street configurations. Compact built form and intensification efforts go together with more effective transit and active transportation networks and are fundamental to where and how we grow and also supports reduced air pollution and improved public health outcomes.

A part of the vision for the Greater Golden Horseshoe is that “getting around will be easy”. To achieve this vision the Growth Plan identifies the following:

- public transit will be fast, convenient, and affordable;
- automobiles will not be the only mode of transportation;
- a variety of effective and well-used choices for transportation will be provided; and

- transit and active transportation will be practical elements of the urban transportation systems.

The proposed Zoning By-law amendment conforms with the following Growth Plan policies:

- 2.2.1.4 e) provide for a more *compact built form* and a vibrant *public realm*, including public open spaces
 - 2.2.1.4 f) mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability.
- 2.2.5.4.1 In planning for employment, surface parking will be minimized and the development of *active transportation* networks and *transit-supportive* built form will be facilitated.
- 4.2.10.1 Upper- and single-tier municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals, aligned with other provincial plans and policies for environmental protection, that will include reducing dependence on the automobile and supporting existing and planned transit and *active transportation*.

The proposed Zoning By-law amendment will assist in minimizing land consumption and support the development of compact built form by ensuring that an over supply of parking is not being required for developments across the City. Reducing parking requirements also eases the dependence on the automobile, encourages active transportation and supports existing and planned transit, which are all policy objectives of the Growth Plan.

Region of Peel

The over-arching theme of the Region of Peel's Official Plan is sustainability, which refers to meeting the needs of the present without compromising the ability of future generations to meet their own needs.

The Region in conjunction with the area municipalities plays a significant role in creating healthier and sustainable communities. Air quality can be improved by the Region through the land use and infrastructure planning processes and through leadership in reducing emissions associated with corporate operations. Policies to improve air quality are also valuable in mitigating the effects of climate change, as both issues require changes to land use, minimizing use of fossil fuels, decreasing auto modal share and shifting towards alternative energy sources.

Active transportation offers an alternative to trips made by automobile, especially for trips covering short distances. Active transportation, in the form of walking, is a component of most trips made using transit. The Region of Peel's Official Plan stresses the importance of increasing our reliance on active transportation, by itself or in combination with other

sustainable modes, to help reduce the strain on the transportation system. In addition, increasing the share of trips made by active transportation would help increase the sustainability of the transportation system, reduce transportation related pollutant emissions, provide health benefits and increase peoples' connection to their communities.

The proposed Zoning By-law amendment conforms with the following Region of Peel Official Plan policies:

- 1.3.6.4 To support growth and development which takes place in a sustainable manner, and which integrates the environmental, social, economic and cultural responsibilities of the Region and the Province.
- 2.2.3.2.1 To improve local air quality and reduce greenhouse gas emissions.
- 5.3.1.5 To achieve an urban structure, form and densities which are pedestrian friendly and transit-supportive.
- 5.5.3.1.1 To achieve compact and efficient urban forms.
- 5.5.3.1.5 To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian friendly urban environments.
- 5.9.10.1.1 To increase the share of trips made using active transportation.

The proposed Zoning By-law Amendment conforms to the Region of Peel's Official Plan and support its goals of developing sustainable and healthy communities.

City of Brampton's Official Plan

The principle of sustainable development represents the foundation of the Official Plan as it continues to guide Brampton's growth. Sustainable development promotes a holistic approach to planning to achieve a balance between the social and economic needs of the community, and environmental and cultural conservation.

The Official Plan acknowledges that the continued evolution and design of Brampton's urban form must address sustainability, demographics, natural environment, human need, land use and transportation. A number of urban design policies in the Official Plan promote a pedestrian-friendly, transit-sensitive streetscape design along arterial roads (Section 4.11.3.3.5). Mixed-use development shall cater to all modes of travel but priority shall be given to transit and walking (Section 4.11.3.4.4).

The Official Plan encourages transit-oriented design in mixed-use development that ensures direct pedestrian linkages to transit facilities; includes park and ride facilities; includes amenities for cyclists; encourages shared parking; and, allows for a lower parking requirement to encourage use of alternative modes including transit, walking and cycling (Section 4.11.3.4.5).

The Transportation policies (Section 4.5) of the Official Plan encourage that the City move towards decreasing the dominance of roads and our reliance on private automobile as the City's primary means of transportation as it is not sustainable. The Official Plan states, *"Although the automobile enables greater mobility, there is increasing awareness that our dependency on the automobile is affecting human health and the environment. Increasing travel times, trip lengths, parking demand, congestion, increased fuel consumption and the high costs of transportation infrastructure are all matters for serious consideration."* The Official Plan fosters a major shift from automobiles to transit use and active transportation and, therefore, the proposed amendment is a step in the right direction to building a Green City by proposing to eliminate minimum parking requirements for second residential units. The proposed amendments to the City's parking standards and the introduction of bicycle parking space requirements will assist in decreasing the reliance on private automobile ownership and is intended to place more emphasis on utilizing transit and active transportation opportunities.

It is recommended that the parking amendments be supported in order to achieve the sustainable development, urban design and transportation policy objectives of the Official Plan.