

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 20 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. Relevant to the Bronte GO MTSA matters of provincial interest include:

- **The protection of ecological systems, including natural areas, features and functions:** The OPA does not include any areas designed for natural area, features or functions, but ensures that the buffering to the adjacent natural area along 14 Mile Creek is provided for, including enhanced trail amenity, where possible.
- **The conservation and management of natural resources and the mineral resource base:** The plan allows for the continued use and operation of the aggregate operation facility located at 731 Third Line, and includes land use compatibility policies to ensure it remains economically viable.
- **The supply, efficient use and conservation of energy and water:** The plans vision and objectives work to achieve a land use pattern that responds to the impacts of a changing climate. The foundation of this type of urban development pattern addresses a number of matters to support energy efficiency and conservation. The plan also identifies that additional studies and strategies may be developed as part of the implementation of the Bronte GO MTSA plan, including sustainability initiatives and district energy.
- **The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems:** The plan enables an urban environment that is transit-supportive to make efficient use of transit. The mobility network ensures the adequate provision of transportation infrastructure, with a focus on active transportation and transit. The preliminary functional servicing study undertaken as part of the Bronte GO MTSA Study identified the necessary infrastructure improvements to support required growth, including the need for additional region-wide master plans to consider downstream infrastructure. Functional servicing reports, as part of the planning application process, will continue to be required at the development stage to verify adequate servicing.
- **The orderly development of safe and healthy communities:** A foundational component of the plan is to set out a framework to ensure the orderly development of the area and ensure safe and healthy communities.

- **The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies:** The plan provides that a complete streets approach be taken for the development of new roads, which includes the accommodation of accessibility. Other accessibility matters are handled through the planning application process.
- **The adequate provision and distribution of educational, health, social, cultural and recreational facilities:** A review of community services and facility needs was undertaken as part of this study and priorities for these facilities are identified in the plan.
- **The adequate provision of a full range of housing, including affordable housing:** The plan provides that residential development should include purpose built-rental housing, a range of building and unit types and sizes to accommodate a variety of households, a mix of high and medium density housing and affordable housing. Inclusionary zoning may also be implemented following the completion of the necessary assessment reporting.
- **The adequate provision of employment opportunities:** The plan is premised on the achievement of a proportional target mix of 60 percent jobs and 40 percent residents. The plan provides that space for employment be retained in the redevelopment of all employment lands. Lands along the QEW corridor, Third Line corridor, and east of Third Line, maintain employment land use designations requiring employment.
- **The protection of the financial and economic well-being of the Province and its municipalities:** The plan's implementation policies for infrastructure safeguards the town's financial and economic wellbeing.
- **The co-ordination of planning activities of public bodies:** The plan has been prepared in coordination with Halton Region and agencies, including Metrolinx and the school boards, among other departments and agencies.
- **The resolution of planning conflicts involving public and private interests:** The plan addresses comments received as part of the public process.
- **The protection of public health and safety:** The plan takes into consideration the need for land use compatibility assessments, including noise studies and air quality reports as part of the planning application process, to ensure the health and safety of the public is factored into planning decisions.
- **The appropriate location of growth and development:** The OPA implements the regional urban structure (ROPA 48) and town's urban structure by directing growth to the strategic growth area and major transit station area.

- **The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians:** The plan enables the development of a compact, transit-supportive development that is oriented to the street, including a local road network to enhance a grid network of streets which promotes walkability and active transportation options.
- **The promotion of built form that, is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant:** The plan provides urban design policies to ensure that the community includes built form that is contextually appropriate and enables the creation of spaces that are vibrant, safe, and accessible.
- **The mitigation of greenhouse gas emissions and adaptation to a changing climate:** The plan for the Bronte GO MTSA enables land use patterns and development permissions that are compact, transit-supportive and provide mobility options, which in turn reduce sprawl, create walkable and complete communities, and reduce people's reliance on personal automobiles. These qualities within the urban environment assist to reduce greenhouse gas emissions through the way we live, work and move around.

Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS) sets the policy foundation for land use planning in Ontario, providing policy direction on matters of provincial interest and key land use planning issues. The PPS recognizes that municipal official plans are the most important vehicle to implement the PPS and achieve comprehensive, integrated and long-term planning. The PPS 2020 is issued under Section 3 of the *Planning Act* and came into effect on May 1, 2020. All planning decisions must be consistent with the PPS.

The recommended OPA sits within a comprehensive policy framework forming part of the Halton Region Official Plan and the town's Livable Oakville Plan. These two plans provide region-wide and town-wide policies that address many of the themes in the PPS. Considering the Bronte GO MTSA specifically, the recommended OPA is consistent with the PPS.

The recommended OPA manages and directs land uses to achieve efficient and resilient development and land use patterns, and ensures a healthy, livable and safe community (Section 1.1). This is done by, among other matters:

- directing growth to the settlement area;
- enabling efficient, cost-effective and transit-supportive development and land use patterns;

- enabling for a range and mix of residential uses, commercial uses, employment opportunities, community uses, recreation, park and open spaces;
- ensuring land use patterns that may cause environmental or public health and safety concerns are avoided, and that appropriate studies be undertaken to ensure land use compatibility is maintained;
- enabling and 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;
- ensuring the timely delivery of necessary infrastructure and public service facilities to meet current and projected needs;
- enabling the creation of an urban place which is inherently supportive of climate change mitigation, and which is a direct response in adapting to a changing climate; and,
- enabling a plan which address minimum intensification targets for redevelopment within the built-up area in accordance with provincial and regional targets.

In regard to municipal coordination (Section 1.2), the recommended OPA has been developed as part of the town's official plan review, and will feed into the Halton Region municipal comprehensive review. The policies assist to implement the town's approved urban structure and conform to Halton Region's ongoing municipal comprehensive review and the regional adoption of ROPA 48 which directs growth and development to a system of nodes and corridors, and establish minimum intensification targets.

In regard to land use compatibility (Section 1.2.6), the recommended OPA provides detailed policies to ensure major facilities and sensitive land uses are planned and developed to avoid, or if avoidance is not possible, to minimize and mitigate any potential adverse effects from odour, noise and other contaminants, in order to minimize risk to public health and safety, and ensure the long-term operational and economic viability of major facilities, in accordance with provincial and regional guidance, standards and procedures. The plan requires that a detailed land use compatibility assessment be undertaken to ensure development is contextually appropriate.

In regard to employment (Section 1.3), the recommended OPA promotes economic development by requiring a mix of employment, institutional and broader mixed uses are incorporated into redevelopment. The plan for the Bronte GO MTSA provides a range of land use designations and permissions to promote a wide range of economic activities, taking into account the existing and future businesses. The policies also promote economic development by enabling compact, mixed-use development that incorporates compatible employment uses in the form of offices, major offices, and other commercial development, to support livable and resilient communities. Employment areas are maintained in the eastern portion of the MTSA, and are

protected from conversion in coordination with Halton Region Official Plan and ongoing municipal comprehensive review (ROPA 48).

In regard to housing (Section 1.4), the recommended OPA provides for a range and mix of housing options and densities, conducive to a transit-supportive environment, which generally facilitate affordable housing options. The consideration for inclusionary zoning is also provided, subject to a required assessment report. Housing is directed to the Bronte GO MTSA because it is planned to support active transportation, and transit options, and coordinated with future public service facility needs.

In regard to public spaces, recreation, parks, trails and open spaces (Section 1.5), the recommended OPA provides land use designations and conceptual park and trail locations to ensure a full range and equitable distribution of publically accessible settings for recreation, parks, open spaces and trails are provided. The plan also considers the existing utility corridor north of the railway to expand active transportation connections beyond the Bronte GO MTSA into the surrounding area, as well as opportunities to enhance pedestrian facilities along the 14 Mile Creek.

In regard to infrastructure public service facilities (Section 1.6), the recommended OPA requires that the provision of new public service facilities to be provided in a timely manner to support growth as needs are identified, and include policies for how and where they are to be accommodated within the plan, ensuring they are provided in a cost-effective and transit-supportive manner and consider public health and safety.

In regard to sewage, water and stormwater (Section 1.6.6), the recommended OPA provides that area servicing plans are to be completed in coordination with Halton Region as an implementation component of the plan, and coordinated with updates to future master plans.

Beyond the general stormwater management policies already provided for in the Official Plan, policies pertaining to the Bronte GO MTSA ensure that stormwater facilities are to be provided and integrated with development, and in in sub-surface facilities below parks where off-site facilities are required, which will assist to maximize pervious surfaces within parks, and that stormwater management should be undertaken in accordance with town master plans, including low-impact development techniques.

In regard to the transportation system (Section 1.6.7), the recommended OPA provides a transportation system, including a network of new roads, which provides safe movement for people and goods to address projected needs, and create an finer grid network of streets. Efficient use of existing and planned infrastructure has been considered, including the use of transportation demand management techniques to support redevelopment. A multimodal transportation system is planned, and connectivity between modes is a foundational component of the plan at the major transit station. A land use pattern, density and mix of uses is planned that enables the minimization of the number of vehicle trips and supports the use of transit and active transportation.

In regard to transportation and infrastructure corridors (Section 1.6.8), the recommended OPA protects these right-of-way corridors for the long-term, and provides policies to direct new development on adjacent lands.

In regard to energy supply (Section 1.6.11), the recommended OPA recognizes that an implementation initiative for the Bronte GO MTSA may include district energy.

In regard to long-term economic prosperity (Section 1.7), the recommended OPA supports long-term economic prosperity as it:

- provides opportunities for economic development and advances community investment-readiness;
- provides a range of housing options for a diverse workforce;
- encourages the creation of a viable urban centre;
- promotes a sense of identity through well-designed building form and considering features that help define character;
- provides an integrated multimodal transportation system; and,
- considers the impacts from a changing climate by virtue of supporting transit-supportive development in conjunction with a rail station, and the benefits of the natural environment.

In regard to energy conservation, air quality and climate change (Section 1.8), the recommended OPA would put in place a plan that:

- enables a compact form within a node as identified in the town-wide urban structure;
- promotes the use of active transportation through the identification of new on-street and off-street facilities;
- focuses major employment and travel intensive uses toward an area well served by transit;
- enables transit supportive development and intensification to improve the mix of employment and housing to shorten commute journeys and decrease transportation congestion; and,
- increases opportunities for vegetation and open space areas over existing conditions.

In regard to the wise use and management of resources (Section 2), the recommended OPA proposed a plan that protects the areas limited natural features along 14 Mile Creek.

In regard to mineral aggregate resources (Section 2.5), the recommended OPA provides for the protection of the existing aggregate operation located at 731 Third Line, and provides land use compatibility policies to ensure future development is compatible with the existing major facility.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Office Consolidation 2020)

On May 16, 2019, A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) came into effect. It was later amended by Growth Plan Amendment 1, which came into effect on August 28, 2020 (Office Consolidation 2020). All decisions that affect a planning matter must conform with the Growth Plan. The OPA for the Bronte GO MTSA conforms, or does not conflict with, the Growth Plan.

The Growth Plan is a long-term plan to manage growth and build complete communities. It provides a horizon year for land use planning to 2051. The Growth Plan builds upon the policy foundation provided by the PPS and provides additional and more specific land use planning policies to address issues facing the Greater Golden Horseshoe, which includes Oakville. Its policies are grouped into three thematic areas: where and how to grow, infrastructure to support growth and protecting what is valuable.

Where and How to Grow

Where and how to grow is premised on managing and accommodating forecasted population and employment growth and the building of complete communities. Complete communities are communities that are 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, mobility options, parkland and recreation options, and a full range of housing to accommodate a range of incomes and household sizes. Complete communities are also those which support climate change mitigation by increasing modal share for transit and active transportation and minimizing land consumption through compact built form.

The plan for the Bronte GO MTSA addresses the policies for where and how to grow and the creation of complete communities as it:

Managing Growth (Section 2.2.1)

- directs growth to a settlement area that is within the delineated built boundary, and which is focused in a strategic growth area, and located in an area with existing and planned transit and public service facilities;
- is integrated and coordinated with growth management frameworks (urban structure) for Halton Region and the Town, including the ongoing Halton Region municipal comprehensive review;
- is coordinated with the provision of infrastructure;
- enables an urban form to that is compact in order to optimize infrastructure, including transit and transportation;
- enables a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and public service facilities;
- enables conditions to support and improve social equity and quality of life;
- provides for a range and mix of housing options which are transit supportive and a variety of unit sizes;
- ensures convenient access to a range of transportation options and active transportation, public service facilities that are encouraged to be collocated, publically accessible open space, parks, trails and other recreational facilities, and ensuring the needs of daily living are provided for;
- enables a more compact built form and vibrant public realm with urban design policies, including public open spaces,
- enables land use patterns and land uses that assist to mitigate and adapt the impacts of a changing climate, including the integration o green infrastructure and low impact development

Delineated Built-up Areas (Section 2.2.2)

- implements the region-wide and town-wide urban structure to manage growth, which directs growth to a system of nodes and corridors (strategic growth areas) to achieve intensification targets;
- provides permissions for growth that is contextually appropriate;

Transit Corridors and Station Areas (Section 2.2.4)

- conforms to the delineation for the Bronte GO MTSA established in coordination with Halton Region and provided for in ROPA 48;

- conforms to the minimum density target of 150 residents and jobs combined per hectare, as required by the Growth Plan and Regional Official Plan (ROPA 48);
- ensures that new land uses and built form that would adversely affect the achievement of the minimum density target are prohibited;
- is planned and designed to be transit supportive and achieve multimodal access the station with connections throughout the area, including connections between local and regional transit services and active transportation connections, and commuter pick-up and drop-off locations;
- provides for a diverse mix of uses, including opportunities for affordable housing and inclusionary zoning (subject to an assessment report), fosters collaboration between public and private sectors to achieve results, allows for alternative development standards to reduce parking requirements, and prohibits new land uses and built form that would not achieve the required minimum density targets,

Employment (Section 2.2.5)

- promotes economic development by enabling more efficient use of existing employment areas and underutilised employment lands;
- permits and directs major office, office, major institutional and retail development to this area;
- encourages underground and structured parking and seeks to limit surface parking areas;
- preserves lands adjacent to major goods movements facilities for employment;
- conforms to the employment areas provided as part of the Regional Official Plan (ROPA 48), and prohibits residential uses and sensitive land uses within them;
- ensures the development of sensitive lands uses, including major office, are planned to be avoided, and where avoidance is not possible, minimize and mitigate impacts on major facilities or other uses that are particularly vulnerable to encroachment;
- requires that space be retained for a similar number of jobs to be maintained on site as part of future redevelopment of employment land;
- encourages, and in some location requires, the integration of retail uses;

Housing (Section 2.2.6)

- assists to accommodate forecasted growth to 2051 and is planned to achieve the required minimum density target of 150 residents and jobs combined per hectare;
- assists to diversify the overall housing stock across the municipality;
- provides for higher density housing forms which are more affordable;
- encourages the development of multi-unit residential developments that incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes; and,
- provides opportunity for inclusionary zoning should an assessment report deem it appropriate.

Infrastructure to Support Growth

The Growth Plan directs municipalities to undertake an integrated approach to land use planning, infrastructure investments and environmental protection. The plan for the Bronte GO MTSA addresses the policies for infrastructure to support growth as it:

Integrated Planning (Section 3.2.1)

- provides phasing and transition policies to ensure that development occurs gradually over the long-term in coordination with the provision of infrastructure;
- plans for the Bronte GO MTSA were developed based on an evaluation of long-range scenario-based land use planning which considered exiting infrastructure and required improvements;
- considers required infrastructure investment required to facilitate intensification and higher density development within the strategic growth area;

Transportation, Moving People and Goods (Section 3.2.2, 3.2.3 and 3.2.4)

- provides a transportation system and future investment that is co-ordinated with land use planning;
- provides connections among transportation modes for moving people and goods;
- balances the transportation choices that reduced the reliance on private automobiles and promotes transit and active transportation, which also contribute to the reduction in green house gas emissions;
- plans for a transportation system that provides multimodal access to the community and surrounding areas;

- ensures that a complete streets approach is used in the design, refurbishment and reconstruction of the existing and planned street network;
- supports transportation demand management measures;
- establishes that public transit is to be prioritized within transportation considerations;
- provides land use patterns that are integrated with transportation planning and investment;
- established a plan that was developed with input from partner agencies including Oakville Transit and Metrolinx;
- enables the development of an active transportation network;
- considers major goods movement facilities and corridors, including the QEW corridor, by establishing land use patterns appropriate to this area, including employment investment opportunities, and the consideration of existing operations requiring the movement of freight.

Infrastructure Corridors (Section 3.2.5)

- ensures land use designations along infrastructure corridors support their planned function.

Stormwater Management (Section 3.2.7)

- aligns the town's stormwater master plan with the plan for the Bronte GO MTSA, and encourages the use of low impact development techniques, and the integration of infrastructure to ensure efficient development patterns.

Public Service Facilities (Section 3.2.8)

- provides policies to coordinate and direct the establishment of public service facilities as needs are identified.

Protecting what is Valuable

In regard to *protecting what is valuable*, the policies provide that important hydrological and natural heritage features and areas are to be protected for the long-term. While there are no identified natural heritage resources within the Bronte GO MTSA, the eastern boundary of the MTSA aligns with 14 Mile Creek, located outside of the subject lands. These lands continue to be designated as Natural Area, and the town-wide policies pertaining to the town's Natural Area land use designation apply, including required buffers.

Protecting what is valuable also considers public open space. The plan for the Bronte GO MTSA addresses the policies for public open space (Section 4.2.5) as it:

- develops a plan to establish a system of publicly-accessible parkland, open space and trails that is based on a coordinate approach to trail planning and good stewardship practices for public and private lands.