

APPENDIX B – POLICIES

Provincial Policy Statement 2020

1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d) avoiding development and land use patterns that would prevent the efficient expansion of *settlement areas* in those areas which are adjacent or close to *settlement areas*;
- 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;
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;
- g) ensuring that necessary *infrastructure* and *public service facilities* are or will be available to meet current and projected needs;
- h) promoting development and land use patterns that conserve biodiversity; and
- i) preparing for the regional and local impacts of a changing climate.

1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a *provincial plan*, that time frame may be used for municipalities within the area.

Within *settlement areas*, sufficient land shall be made available through *intensification* and *redevelopment* and, if necessary, *designated growth areas*.

Nothing in policy 1.1.2 limits the planning for *infrastructure*, *public service facilities* and *employment areas* beyond a 25-year time horizon.

1.1.3 Settlement Areas

Settlement areas are urban areas and rural settlement areas, and include cities, towns, villages and hamlets. Ontario's settlement areas vary significantly in terms of size, density, population, economic activity, diversity and intensity of land uses, service levels, and types of infrastructure available.

The vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities. Development pressures and land use change will vary across Ontario. It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures.

a.1.3.1 *Settlement areas* shall be the focus of growth and development.

a.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*;
- f) are *transit-supportive*, where transit is planned, exists or may be developed; and
- g) are *freight-supportive*.

Land use patterns within *settlement areas* shall also be based on a range of uses and opportunities for *intensification* and *redevelopment* in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for *transit-supportive* development, accommodating a significant supply and range of *housing options* through *intensification* and *redevelopment* where this can be accommodated taking into account existing building stock or areas, including *brownfield sites*, and the availability of suitable existing or planned *infrastructure* and *public service facilities* required to accommodate projected needs.

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.

- 1.1.3.5 Planning authorities shall establish and implement minimum targets for *intensification* and *redevelopment* within built-up areas, based on local conditions. However, where provincial targets are established through *provincial plans*, the provincial target shall represent the minimum target for affected areas.
- 1.1.3.6 New development taking place in *designated growth areas* should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, *infrastructure* and *public service facilities*.

1.2 Coordination

- 1.2.1 A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies and boards including:
- a) managing and/or promoting growth and development that is integrated with *infrastructure* planning;
 - b) economic development strategies;
 - c) managing natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources;
 - d) *infrastructure, multimodal transportation systems, public service facilities and waste management systems*;
 - e) ecosystem, shoreline, watershed, and Great Lakes related issues;
 - f) natural and human-made hazards;
 - g) population, housing and employment projections, based on *regional market areas*; and
 - h) addressing housing needs in accordance with provincial policy statements such as the Policy Statement: Service Manager Housing and Homelessness Plans.

1.4 Housing

- 1.4.1 To provide for an appropriate range and mix of *housing options* and densities required to meet projected requirements of current and future residents of the *regional market area*, planning authorities shall:
- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through *residential intensification* and *redevelopment* and, if necessary, lands which are *designated and available* for residential development; and
 - b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate *residential intensification* and *redevelopment*, and land in draft approved and registered plans.
- Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through lands suitably zoned to facilitate *residential intensification* and

redevelopment, and land in draft approved and registered plans.

1.4.2 Where planning is conducted by an upper-tier municipality:

- a) the land and unit supply maintained by the lower-tier municipality identified in policy 1.4.1 shall be based on and reflect the allocation of population and units by the upper-tier municipality; and
- b) the allocation of population and units by the upper-tier municipality shall be based on and reflect *provincial plans* where these exist.

1.4.3 Planning authorities shall provide for an appropriate range and mix of *housing options* and densities to meet projected market-based and affordable housing needs of current and future residents of the *regional market area* by:

- a) establishing and implementing minimum targets for the provision of housing which is *affordable to low and moderate income households* and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;
- b) permitting and facilitating:
 - 1. all *housing options* required to meet the social, health, economic and well-being requirements of current and future residents, including *special needs* requirements and needs arising from demographic changes and employment opportunities; and
 - 2. all types of *residential intensification*, including additional residential units, and *redevelopment* in accordance with policy 1.1.3.3;
- c) directing the development of new housing towards locations where appropriate levels of *infrastructure* and *public service facilities* are or will be available to support current and projected needs;
- d) promoting densities for new housing which efficiently use land, resources, *infrastructure* and *public service facilities*, and support the use of *active transportation* and transit in areas where it exists or is to be developed;
- e) requiring *transit-supportive* development and prioritizing *intensification*, including potential air rights development, in proximity to transit, including corridors and stations; and
- f) establishing development standards for *residential intensification*, *redevelopment* and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

Growth Plan 2019

2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on the following:

- a. the vast majority of growth will be directed to settlement areas that:
 - i. have a delineated built boundary;
 - ii. have existing or planned municipal water and wastewater systems; and
 - iii. can support the achievement of complete communities;
- c. within settlement areas, growth will be focused in:

- i. delineated built-up areas;
- ii. strategic growth areas;
- iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and
- iv. areas with existing or planned public service facilities

2.2.1.4 Applying the policies of this Plan will support the achievement of *complete communities* that:

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and *public service facilities*;
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- c) provide a diverse range and mix of housing options, including second units and *affordable* housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- d) expand convenient access to:
 - i. a range of transportation options, including options for the safe, comfortable and convenient use of *active transportation*;
 - ii. *public service facilities*, co-located and integrated in community hubs;
 - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and
 - iv. healthy, local, and affordable food options, including through urban agriculture;
- e) ensure the development of high quality *compact built form*, an attractive and vibrant *public realm*, including public open spaces, through site design and urban design standards;
- f) mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities; and
- g) integrate *green infrastructure* and *low impact development*.

2.2.6.3 To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

Livable Oakville Plan

Preserving and Creating a Livable Town

3. URBAN STRUCTURE

The urban structure sets out the framework for where and how the Town will grow and how to determine Oakville's *character* and form.

Urban structure elements are not intended to be land use designations, and are not intended to grant development rights or to predetermine the specific land uses that will be permitted on any particular parcel of land.

The Town's urban structure has been shaped by the shoreline of Lake Ontario, its environmental features, historic routes and original settlements. The lake, together with Sixteen Mile Creek, Bronte Creek and other tributaries, provided for the original harbours and their associated commercial centres, resources, trade and

manufacturing industries. The lake, creek valleys and tributaries have been used as travel routes for centuries and today form a network of green connections across the town.

Historic routes include Dundas Street, one of Ontario's earliest military and colonization roads, Lakeshore Road and the CN railway. These routes, in addition to the grid of former township roads, the Queen Elizabeth Way (QEW), Highway 403 and Highway 407, have contributed to Oakville's existing *development* pattern.

The Town is a growing and attractive destination for businesses and residents. This appeal comes from a high quality of life and from its location within the *Greater Golden Horseshoe* and southern Ontario. The range of available lifestyle choices will continue to make the Town a place to which residents and businesses feel a sense of pride and connection.

The urban structure builds on these attributes and provides for the long-term protection of natural heritage, public open space and cultural heritage resources, maintains the character of residential areas and is the foundation to direct growth to identified nodes and corridors. The Town's urban structure is comprehensive and provides certainty to guide major *infrastructure* investment and to maximize cost effectiveness. It is the basis for the policies in this Plan and for making planning decisions.

The urban structure consists of a number of distinct and interconnected elements shown on Schedule A1, Urban Structure.

3.6 Nodes and Corridors

Nodes and Corridors are key areas of the Town identified as the focus for mixed use development and intensification.

Nodes and Corridors shown on Schedule A1 – Urban Structure are referred to in this Plan as Growth Areas and corridors and include Midtown Oakville, Uptown Core, Palermo Village, Kerr Village, Bronte Village, Downtown Oakville, Trafalgar Road Corridor (QEW to Dundas Street) and the corridors along Dundas Street and Speers Road. This Plan also identifies Nodes and Corridors through the defined terms *intensification areas* and *intensification corridors*.

Nodes and Corridors are identified in the North Oakville Plans as the Health Oriented Mixed Use Node as well as urban core areas and include Trafalgar Urban Core Area, Dundas Urban Core Area and Neyagawa Urban Core Area.

The Nodes and Corridors identified in this Plan and in the North Oakville Plans comprise the town's *strategic growth areas* as that term is defined in the Growth Plan, 2017.

Midtown Oakville is identified as an *Urban Growth Centre* in the *Growth Plan* and is planned to accommodate a significant portion of Oakville and Halton's required intensification.

Bronte GO Station is identified as a *Major Transit Station Area* by the *Growth Plan* and is intended to accommodate *transit-supportive* growth and intensification.

The remaining Nodes and Corridors each have a unique existing and planned *character*, scale and potential to accommodate growth.

Downtown Oakville, Kerr Village and Bronte Village are intended to develop as mixed use centres with viable main streets.

They are recognized in the urban structure as Main Street Areas for their distinctive *character* and are intended to accommodate lesser amounts of intensification.

This Plan, along with the North Oakville Plans, provide detailed policies for the *development* of the identified Nodes and Corridors.

For those areas identified on Schedule A1 – Urban Structure as Nodes and Corridors for Further Study, future review shall provide updated and new policies to delineate boundaries, the mix of land uses and the intensity and scale of *development*.

4.1 Growth Areas

The majority of *intensification* in the Town is to occur within the Growth Areas as defined in Part E.

Midtown Oakville, the Uptown Core and Palermo Village are primary Growth Areas, which will accommodate the highest level of *intensification*. They are intended to be developed as mixed use centres with *transit-supportive development* focused around *major transit station areas* and along corridors. These areas have been the subject of detailed, comprehensive land use studies or secondary planning exercises which have resulted in objectives and policies to provide for *intensification* opportunities.

Bronte Village, Kerr Village and Downtown Oakville are also Growth Areas. These areas are intended to develop as mixed use centres with viable main streets. The revitalization of Bronte Village and Kerr Village has been the subject of detailed, comprehensive land use studies which have resulted in objectives and policies to provide for growth opportunities. Downtown Oakville will continue to provide for *intensification* opportunities within its defined planning framework.

12. MIXED USE

The Mixed Use designations provide areas where residential, commercial and office uses are integrated in a *compact urban form* at higher *development* intensities. Mixed Use areas are to be pedestrian-oriented and *transit-supportive*.

12.1 General

- 12.1.1 The intent of the Mixed Use designations is to allow for a diversity of residential, commercial and office uses which are integrated in buildings to provide for the efficient use of municipal services and *infrastructure*.
- 12.1.2 Mixed use *development* will be focused on lands located within Oakville's Growth Areas and along identified corridors.
- 12.1.3 The Mixed Use designations are intended to create animated streets by providing retail and service commercial uses on the ground floor of mixed use buildings, fronting onto the street and other pedestrian environments. The location and size of any use on upper and/or lower floors within mixed use buildings will be determined through the *development* process and regulated by the implementing zoning.
- 12.1.4 All *development* within the Mixed Use designations shall be of a high quality design that considers the integration of new and existing buildings, as well as building façade treatment.
- 12.1.5 The uses listed in sections 11.1.6 and 11.1.7 may also be permitted in the Mixed Use designations.
- 12.1.6 Motor vehicle related uses, including motor vehicle sales and motor vehicle service stations, shall be prohibited in all of the Mixed Use designations.

12.3 Main Street 2

The Main Street 2 designation shall provide for mixed use *development* characterized by high quality design standards and appropriately scaled pedestrian environment for emerging Growth Areas such as Kerr Village and the Uptown Core and the gateway areas within Bronte Village.

12.3.1 Permitted Uses

- a) A wide range of retail and service commercial uses, including restaurants, commercial schools, offices and residential uses, may be permitted in the Main Street 2 designation. The ground floor of buildings in the Main Street 2 designation shall be primarily occupied by retail and service commercial uses. Limited office uses, and ancillary residential uses, may also be permitted on the ground floor of mixed use buildings.
- b) The requirement for and the size and location of retail, service commercial and office uses on the ground floor of buildings shall be determined through the *development* process and regulated by the implementing zoning.

12.3.2 Building Heights

- c) Buildings within the Main Street 2 designation shall be a minimum of four storeys in height and a maximum of six storeys in height.
- d) Additional building height may be considered in accordance with the applicable bonusing policies in this Plan.

12.3.3 Parking

Surface parking should be provided only within a side and/or rear yard or in areas that can be appropriately screened. Surface parking on corner lots should only be permitted in the rear yard or in areas that can be appropriately screened.

24. BRONTE VILLAGE

Bronte Village is a historical area, located where Bronte Creek meets Lake Ontario, which began as a port and evolved into a fishing village and a summer holiday destination. It retains the *character* of a village community and is focused on the pedestrian-oriented areas along and around Lakeshore Road West and Bronte Road. The surrounding residential uses, the waterfront, and the harbour contribute to its unique heritage and sense of place.

Bronte Village is intended to continue to evolve and serve as an *intensification area*. Growth will be managed at clearly defined locations and will contribute to the Town's residential *intensification* targets.

24.1 Goal

Bronte Village will be a vibrant community, with a thriving commercial area and a variety of housing opportunities that provide a year round environment for residents, employees, and visitors.

24.2 Objectives

As Bronte Village develops, the Town will, through public actions and in the process of reviewing planning applications, use the following objectives to guide decisions.

24.2.1 To nurture, *conserve* and enhance the historic lakeside village *character* of Bronte Village by:

- a) promoting a predominately low-rise and pedestrian-oriented built form along Lakeshore Road West, Bronte Road and Jones Street;
- b) ensuring high quality urban design that complements and contributes to the historic lakeside village *character*;
- c) protecting, conserving and enhancing *cultural heritage resources* and integrating them with new developments;
- d) integrating public and private open spaces into the streetscape along Lakeshore Road West;

- e) applying a co-ordinated streetscape and urban design plan, with recurring defining elements;
- f) defining and conserving the *cultural heritage landscape character* of the harbour, lake and creek; and,
- g) providing a sensitive transition between the concentration, mix and massing of uses and buildings within, and adjacent to, the village.

24.2.2 To revitalize Bronte Village and maintain a *complete community* by:

- a) permitting uses that attract different users throughout the day and throughout the year, by including a mix of residential, commercial, office, cultural and recreational uses, complemented by public open spaces;
- b) providing for a variety of residential unit sizes in new buildings;
- c) focusing retail, service commercial and office uses along Lakeshore Road West, Bronte Road and Jones Street;
- d) providing for a variety of retail unit sizes and improved retail space to encourage commercial revitalization;
- e) defining the gateways to the village through enhanced urban design treatments;
- f) developing a community gathering space on Lakeshore Road West between Bronte Road and Jones Street; and,
- g) facilitating public investment in *infrastructure*, transit, recreation and cultural facilities to support existing and future residents, employees and visitors.

24.2.3 To maintain and improve waterfront connections by:

- a) protecting, enhancing and connecting existing waterfront open spaces;
- b) maintaining existing views from public streets through to the lake and harbour;
- c) enhancing the streetscape along streets connecting and adjacent to the waterfront and harbour;
- d) encouraging active main floor uses along portions of streets connecting and adjacent to the waterfront and harbour; and,
- e) developing improved pedestrian and cycling access around the inner harbour.

24.3 Development Concept

Bronte Village is intended to be revitalized as a mixed use area. The primary focus of revitalization and change, including opportunities for *development* and *intensification* is in the area identified as the Bronte Village Main Street District as shown on

Schedule P1. This district shall have a distinct *character* in terms of land use and function as set out in the following policies.

The area of Bronte Village outside of the Main Street District is a residential neighbourhood and shall continue to support a variety of housing forms while providing for some change.

24.3.1 Bronte Village Main Street District

New *development* in the Bronte Village Main Street District shall primarily be provided in mixed use buildings.

New commercial and office uses provided in developments shall be reflective of the existing street-related and pedestrian-oriented main street function. Commercial and office uses shall occur along frontages facing Lakeshore Road West and Bronte Road, south of Lakeshore Road, at grade level. The community commercial retail function should be retained and integrated with redevelopment.

New residential uses shall primarily be provided in mixed use buildings. However, apartments and *multiple-attached dwellings* may also be permitted in single use buildings when they form part of a comprehensive redevelopment proposal and there are no residential uses on the ground floor facing Lakeshore Road West or Bronte Road, south of Lakeshore Road. Lakeshore Road West and Bronte Road shall provide a commercial main street function.

Higher residential densities shall be directed to the gateways of the District and serve to anchor Lakeshore Road West within Bronte Village as the main street.

The District shall provide for well-defined landscaped streetscapes and integrated open spaces which provide opportunities for enhanced pedestrian focused activity and connections. A public urban square shall be located along Lakeshore Road West between Bronte Road and Jones Street. Community uses and facilities which support daily pedestrian activity are encouraged to locate within the District.

Jones Street, between Sovereign Street and Marine Drive, will be animated by a mix of retail and residential uses, which are intended to strengthen it as an important link to the waterfront.

24.3.2 Lands Outside of the Bronte Village Main Street District

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24.4 Functional Policies

In addition to the policies in Parts C and D of this Plan, the following functional policies shall apply specifically to Bronte Village.

24.4.1 Transportation

- a) Parking
 - i) On-street parking shall be permitted throughout Bronte Village and may be counted toward non-residential parking requirements as established by the implementing zoning.
 - ii) Parking shall be encouraged to be provided below-grade within the Bronte Village Main Street District.
 - iii) Above grade parking structures shall:
 - be discouraged adjacent to Lakeshore Road West;
 - incorporate active at-grade uses facing public streets, except along Sovereign Street; and,
 - in all cases be screened from adjacent residential uses.
 - iv) Individual driveway access to Lakeshore Road West or Bronte Road shall be restricted. Where driveway access from a side street is not possible, shared driveways shall be encouraged.
- b) Through the *development* process, pedestrian, cycling and transit amenities within Bronte Village are to be enhanced, including improved connectivity to, and within, the waterfront and harbour.
- c) As part of the class environmental assessment process for Lakeshore Road West, the Town shall consider streetscape design and public realm improvements for Bronte Village to support and enhance pedestrian and cycling activity, transit use, as well as on-street parking opportunities within the right-of-way, to complement and contribute to Bronte Village's lakeside village *character*.

24.4.2 Cultural Heritage

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24.4.3 Minimum Density

A minimum planned density shall be established for Bronte Village through Provincial conformity coordinated with Halton Region.

24.5 Urban Design

In addition to the Urban Design policies in section 6 of this Plan, the following policies shall apply specifically to Bronte Village. The urban design plan for Bronte Village is provided on Schedule P2.

- 24.5.1 Built form and public realm elements should be designed to recognize and enhance a historic lakeside village *character*.

24.5.2 *Development* and public realm improvements, including the streetscape for Lakeshore Road West, shall be evaluated in accordance with the urban design direction provided in the Livable by Design Manual.

24.5.3 Public Realm

- a) Where the Lakeshore Road West right-of-way is greater than that required by the policies of this Plan, the Town may permit minor encroachments in the form of small open spaces, such as landscaped areas and patios related to adjacent retail uses, to enhance the streetscape.
- b) Views to the lake and harbour from public streets shall be maintained. Through the planning application process, view corridors as indicated on Schedule P2 shall be enhanced by appropriate built form and public realm elements.
- c) Enhanced streetscape areas, as indicated on Schedule P2, should be incorporated in the design of new *developments*, streetscapes and open space areas, and utilized as a unifying public realm element through the use of compatible, consistent and complementary design treatments while contributing to a distinctive and unique streetscape. Enhanced streetscape areas may include the preservation of existing large stature trees and open space areas, as well as larger setbacks in built form and the creation of additional pedestrian-oriented spaces.

24.5.4 Streetscapes

- a) Enhanced streetscape treatments including cycling, transit and pedestrian-oriented amenities shall be provided on primary and secondary streets identified on Schedule P2.
 - i) Wider sidewalks and additional street furniture and landscaping shall be provided.
 - ii) Gathering spaces and public art shall be encouraged.
- b) Buildings along primary streets identified on Schedule P2 shall:
 - i) incorporate a high degree of transparency on the ground floor;
 - ii) provide building openings and principal entrances facing the street; and,
 - iii) contain commercial, community, cultural, or limited office uses adjacent to the street which foster an active main street environment.
- c) Buildings along secondary streets identified on Schedule P2 should:
 - i) incorporate a high degree of transparency on the ground floor;
 - ii) provide building openings and principal entrances facing the street; and,

- iii) contain commercial, community, cultural and office uses adjacent to the street which support the main street district, and may also contain residential uses on the ground floor.

24.5.5 Pedestrian Access and Circulation

- a) Through the planning application process, a mid-block pedestrian connection identified on Schedule P2 shall be provided to enhance pedestrian access and circulation within the Main Street District. A mid-block pedestrian connection across Lakeshore Road is encouraged if a controlled crossing can be provided.
- b) Additional pedestrian connections beyond those shown on Schedule P2 are also encouraged at mid-block locations, transit stops and locations which enhance connectivity to the waterfront and harbour.

24.5.6 Gateways

- a) Through public actions and the planning application process, gateway treatments which enhance the historic lakeside village *character* shall be provided.
- b) Gateways are identified on Schedule P2 and indicate locations which are visually prominent entry points into Bronte Village. These locations shall provide gateway treatments which may include well designed built form or structures, distinctive streetscape treatments, landscaping, and/or public art. Gateways include the:
 - i) intersection of Lakeshore Road West and East Street;
 - ii) intersection of Lakeshore Road West and Bronte Road;
 - iii) intersection of Sovereign Street and Bronte Road; and,
 - iv) Lakeshore Road West bridge over Bronte Creek, including adjacent areas.

24.5.7 Urban Squares

Through the *development* process, a new urban square shall be provided along Lakeshore Road as shown on Schedule P2. Built form and land uses surrounding the urban square are to complement and enhance the area as a community gathering space.

24.5.8 Built Form

To maintain a pedestrian-scaled environment, new *development* should generally be two to four storeys in height along the street edge, with taller elements stepped back from the street.

24.6 Land Use Policies

Land use designations are provided on Schedule P1. In addition to the policies of Parts C and D of this Plan, the following policies apply specifically to Bronte Village.

24.6.1 ...

24.6.2 ...

24.6.3 ...

24.6.4 ...

24.6.5 On the lands designated Main Street 1 and Main Street 2, residential uses may be permitted on the ground floor, including *multiple-attached dwellings* and apartments, except where adjacent to Lakeshore Road West and Bronte Road (south of Lakeshore Road West) where commercial, community, cultural or limited office uses shall be provided on the ground floor facing the street, to maintain and enhance a pedestrian-oriented main street function.

24.6.6 ...

24.6.7 ...

24.6.8 ...

24.6.9 ...

24.7 Bronte Village Exceptions – Schedule P1

The following additional policies apply to certain lands on Schedule P1, Bronte Village Land Use.

24.7.1 ...

24.7.2 ...

24.7.3 ...

24.7.4 ...

24.7.5 ...

24.8 Implementation Policies

In addition to the policies in Part F of this Plan, the following implementation policies apply specifically to Bronte Village.

24.8.1 Phasing / Transition

- a) *Development* will likely occur gradually over the long-term and be co-ordinated with the provision of *infrastructure*, including:
 - i) transit;
 - ii) transportation improvements;
 - iii) water and wastewater services;
 - iv) stormwater management facilities;
 - v) pedestrian and cycling facilities;
 - vi) streetscape improvements; and,
 - vii) *utilities*.
- b) The uses and buildings that legally existed prior to the adoption of this Plan may be permitted to continue, however, they are intended to be redeveloped in conformity with this Plan.

24.8.2 Bonusing

- a) In the areas of Bronte Village identified as lands eligible for bonusing on Schedule P1, the Town may allow increases of building height beyond the maximum permitted height, without amendment to this Plan, as follows:
 - i) two storeys west of East Street; and,
 - ii) four storeys east of East Street.

The additional height may be allowed in exchange for the provision of public benefits as listed in section 28.6.2, and with priority given to those public benefits noted in section 24.8.2 b).

- b) Public benefits considered appropriate for the application of increased height in Bronte Village may include, but are not limited to:
 - i) improved local transit service and transit user amenities;
 - ii) *affordable housing*;
 - iii) public parking facilities;
 - iv) streetscape enhancements;
 - v) cultural heritage conservation and enhancements;
 - vi) parkland improvements beyond the minimum standards for public squares; and,

vii) public art.

24.8.3 Programs and Initiatives

- a) The Town shall implement a parking utilization monitoring program within Bronte Village.
- b) The Town shall prepare a *community improvement plan* for a *community improvement project area* within Bronte Village in accordance with section 28.14 of this Plan and the *Planning Act*.

28.6 Bonusing (Bonus By-laws)

28.6.1 *Development* standards may be incorporated into the Zoning By-law to permit increases in height and/or density of *development*, where such *development* provides public benefits above and beyond what would otherwise be required.

28.6.2 The public benefits may include but are not limited to:

- a) public transit *infrastructure*, facilities, services and improved pedestrian access to public transit;
- b) public parking;
- c) *affordable housing* for a wide array of socio-economic groups;
- d) conservation and preservation of *cultural heritage resources*;
- e) protection and/or enhancement of natural features and functions;
- f) community centres and/or facilities and improvements to such centres and/or facilities;
- g) parkland and improvements to parks;
- h) day care centres;
- i) public art;
- j) integration of office uses in mixed use *developments*;
- k) green buildings; and,
- l) other local improvements that contribute to the achievement of the Town's building, landscape and urban form objectives as set out in this Plan and supporting documents.

28.6.3 The public benefits should generally be provided in the area in which the bonusing is provided.

28.6.4 Bonus by-laws should only be considered where such increases can be accommodated by the existing or improved *infrastructure*. Studies supporting the increased height and/or density proposed may be required to address *infrastructure* capacity for the subject *development* as well as the impacts on the surrounding area.

28.6.5 Bonus by-laws shall only be considered where such increases are *compatible* with the surrounding area.

28.6.6 Increased height and/or density provisions enacted in the Zoning By-law as outlined above shall specify the *development* standards that would apply where increases are to be permitted in accordance with this Plan.

28.6.7 The Town shall require the execution of agreements for *development*, which include increased height and/or density in exchange for public benefits.

28.6.8 Additional bonusing policies related to individual Growth Areas are contained in Part E.