



**THE CORPORATION OF THE TOWN OF OAKVILLE**

**BY-LAW NUMBER 2021-128**

Official Plan Amendment No.41

A by-law to adopt an amendment to the Livable Oakville Plan for the Bronte GO Major Transit Station Area, Official Plan Amendment Number 41 (File No. 42.15.58)

WHEREAS the Livable Oakville Official Plan, which applies to the Bronte GO Major Transit Station Area (the subject lands), was adopted by Council on June 22, 2009, and approved with modifications by the Ontario Municipal Board on May 10, 2011; and,

WHEREAS subsection 21(1) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, states that a council of a municipality that is within a planning area may initiate an amendment to any official plan that applies to the municipality, and section 17 applies to any such amendment; and,

WHEREAS it is deemed necessary to pass an amendment to the Livable Oakville Official Plan to implement recommendations of the Bronte GO Major Transit Station Area Study;

**COUNCIL ENACTS AS FOLLOWS:**

1. For the purposes of this by-law:
  - a. “Livable Oakville Official Plan” and “Livable Oakville Plan” mean the Official Plan for the Oakville Planning Area that currently applies to the lands south of Dundas Street and the lands north of Highway 407, and was adopted by Council on June 22, 2009, and approved with modifications by the Ontario Municipal Board on May 10, 2011, and as subsequently amended.
2. Official Plan Amendment Number 41 to the Livable Oakville Plan, attached as **Appendix “A”**, is hereby adopted.
3. Pursuant to subsection 17(27) of the Planning Act, R.S.O. 1990, c.P.13, as amended, this Official Plan Amendment comes into effect upon the day after the last day for filing a notice of appeal if no appeal is filed pursuant to subsections 17(24) and (25). Where one or more appeals have been filed under subsection 17(24) and (25) of the said Act, as amended, this Official Plan Amendment

comes into effect when all such appeals have been withdrawn or finally disposed of.

4. The Regional Municipality of Halton, being the Approval Authority, having declared this Official Plan Amendment to be not exempt, the Clerk is hereby authorized and directed to make application to the Approval Authority for approval of the aforementioned Official Plan Amendment Number 41.

PASSED this 1<sup>st</sup> day of November, 2021

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MAYOR

\_\_\_\_\_  
CLERK

## APPENDIX “A” to By-law 2021-128

### Official Plan Amendment Number 41 to the Town of Oakville’s Livable Oakville Plan

#### Constitutional Statement

The details of the amendment, as contained in Part 2 of this text, constitute Official Plan Amendment Number 41 to the Livable Oakville Plan.

#### Part 1 – Preamble

##### **A. Subject Lands**

The proposed Official Plan Amendment pertains to the lands as identified in **Attachment 1**, and includes the lands generally bound by the QEW to the north, Fourteen Mile Creek to the east, the established residential area to the south, and the properties west of Westgate Road to the west.

##### **B. Purpose and Effect**

The purpose of the Official Plan Amendment is to modify the text and schedules of the Livable Oakville Plan pertaining to the Bronte GO Major Transit Station Area (MTSA) to implement the findings of the Bronte GO MTSA Study, undertaken as part of the town’s Official Plan Review, and to be consistent with the Provincial Policy Statement, conform or not conflict with the applicable Provincial Plans, the Region of Halton Official Plan and the Livable Oakville Plan, and have regard for matters of provincial interest.

The effect of the proposed amendment to the Livable Oakville Plan is to:

- update the general policies and schedules to identify the Bronte GO Station and surrounding area as a protected MTSA and a strategic growth area;
- introduce area-specific policies for the protected Bronte GO MTSA, including a goal, objectives and development concept, as well as functional, urban design, land use, park and open space, and implementation policies, to enable redevelopment that is contextually appropriate;
- update the policies pertaining to the Speers Road Corridor Special Policy Area which would no longer apply to the area forming part of the protected Bronte GO MTSA;

- introduce a land use, building height, density, transportation, and urban design schedule for the protected Bronte GO MTSA; and,
- introduce new definitions into the Livable Oakville Plan.

### **C. Background and Basis**

#### ***Town of Oakville Official Plan Review & Urban Structure***

- The town’s Official Plan Review was launched at a Special Public Meeting of Planning and Development Council on May 11, 2015. At that time, a study pertaining to the Bronte GO MTSA was not identified.
- Planning staff has been advancing the Official Plan Review work program while also responding to an evolving Provincial policy regime (e.g., 2017 Growth Plan, 2017 Greenbelt Plan, 2020 Growth Plan (Office Consolidation), Bill 108, Bill 197, 2020 Provincial Policy Statement).
- As part of the Official Plan Review, Council adopted Official Plan Amendment 15 (OPA 15), 317 and 318 for a town-wide Urban Structure on September 27, 2017, which was approved by Halton Region on April 26, 2018. The Urban Structure 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. Appeals of OPA 15 to the Ontario Land Tribunal were withdrawn on July 9, 2021, and the town-wide urban structure is in full force and effect.
- The town-wide Urban Structure is shown on Schedule A1, Urban Structure, in OPA 15 and identifies the Bronte GO Station as a “major transit station” and “node for further study.” OPA 15 states that the future study “shall provide updated and new policies to delineate boundaries, the mix of land uses and the intensity and scale of development.”

#### ***Halton Region Municipal Comprehensive Review***

- As part of the ongoing Regional Official Plan Review (i.e. the required “municipal comprehensive review” or “MCR”), Halton Region is determining how to accommodate forecasted population and employment growth in the Region to 2051. This work is being conducted through the Region’s Integrated Growth Management Strategy (IGMS) project. The identification of strategic growth areas, which include major transit station areas, is an important component of the Region’s overall growth management strategy.
- Regional Council adopted Regional Official Plan Amendment No. 48, “An Amendment to Define a Regional Urban Structure” (ROPA 48), on July 7, 2021. ROPA 48 is the Region’s first Amendment adopted for the purpose

of its municipal comprehensive review and update to the Halton Regional Official Plan under Section 26 of the *Planning Act*, R.S.O. 1990, as amended. ROPA 48 provides policies that the town must conform to when preparing official plan amendments for the Bronte GO MTSA, including but not limited to the delineation of the Bronte GO MTSA boundary and a minimum density target. ROPA 48 is awaiting final approval from the Province.

### ***Bronte GO Major Transit Station Area Study***

- On June 11, 2018, the Bronte GO MTSA Study was initiated at the Livable Oakville Council Subcommittee. A consultant was retained in late 2018 to complete the study and prepare an Area Specific Plan for the Bronte GO MTSA.
- Throughout 2019 and 2020, a detailed study process, which included community engagement, undertaking supporting technical studies, as well as consultation and coordination with town, regional and agency staff took place.
- On March 8, 2021, an Area Specific Plan for the Bronte GO MTSA was presented to Planning and Development Council. Council directed staff to “develop a town-initiated Official Plan Amendment substantially in accordance with the Area Specific Plan for the Bronte GO MTSA, in consideration of comments received, and report back at a future Statutory Public Meeting of Planning and Development Council.”
- On April 15, 2021, a draft town-initiated Official Plan Amendment for the Bronte GO MTSA was made available for public review.
- On May 10, 2021, Planning and Development Council held a Statutory Public Meeting to consider the draft town-initiated Official Plan Amendment, provide comments, and solicit comments from the public. A presentation and associated staff report titled “*Public Meeting Report – Town-initiated Official Plan Amendment – Bronte GO Major Transit Station Area (File No.42.15.58) – May 10, 2021*” provided an overview of the study process and the draft official plan amendment.
- Comments were received and additional communications and meetings with area residents and landowners were held in summer and early fall 2021.
- On October 18, 2021, a recommended town-initiated Official Plan Amendment (OPA 41) for the Bronte GO MTSA was made available for public review.

- The recommended town-initiated official plan amendment implements the findings of the Bronte GO Major Transit Station Area Study, and fully considers and appropriately addresses written comments and oral submissions.
- The recommended town-initiated official plan amendment is consistent with the Provincial Policy Statement, conforms or does not conflict with applicable Provincial Plans, the Region of Halton Official Plan and the Livable Oakville Plan, has regard for matters of Provincial interest, and represents good planning for the reasons set out in the staff report titled “*Recommendation Report – Town-initiated Official Plan Amendment – Bronte GO Major Transit Station Area (File No. 42.15.58)*”.

## **Part 2 – The Amendment**

### **A. Text Changes**

The amendment includes the changes to the text of the Livable Oakville Plan as described in the following table, and as provided in **Attachment 2**.

In the “Description of Change” column, text that is **bolded and underlined** is new text to be inserted into the Livable Oakville Plan. Text that is crossed out (“~~strikethrough~~”) is to be deleted from the Plan. Notations are also made with **yellow highlights** to note changes stemming from other Official Plan Amendments that are in process.

*Note: This Official Plan Amendment proposes changes that would be subsequent to those adopted through the Hospital District Official Plan Amendment 35 (File No. 42.15.17). Official Plan Amendment 35 is with Halton Region for final approval.*

<b>Item No.</b>	<b>Section</b>	<b>Description of Change</b>
1.	<p><b>4</b> MANAGING GROWTH AND CHANGE</p> <p><i>Note: Highlights show changes as part of adopted OPA 35 (Hospital District), not yet approved by Halton Region.</i></p>	<p>Revise the fourth paragraph of the policy as follows:</p> <p><del>Within the existing built boundary shown on Schedule A2,</del>  <b>G</b>rowth is to occur primarily within the defined Growth Areas in Part E (Midtown Oakville, <b><u>Bronte GO major transit station area</u></b>, the Uptown Core, Palermo Village, Kerr Village, Bronte Village, <del>and</del> Downtown Oakville, <del>and</del> <b>Hospital District</b>). <i>Intensification</i> outside of the Growth Areas is to be provided in accordance with the policies as set out in this Plan.</p>

Item No.	Section	Description of Change
2.	<p><b>4.1</b> MANAGING GROWTH AND CHANGE Growth Areas</p> <p><i>Note: Highlights show changes as part of adopted OPA 35 (Hospital District), not yet approved by Halton Region.</i></p>	<p>Revise the fourth paragraph of the policy as follows:</p> <p>Midtown Oakville, <b><u>Bronte GO major transit station area</u></b>, the Uptown Core and Palermo Village are primary Growth Areas, which will accommodate the highest level of <i>intensification</i>, and the Hospital District is a Growth Area within a greenfield area. They are intended to be developed as mixed use centres with <i>transit-supportive development</i> focused around <i>major transit station areas</i> 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 <i>intensification</i> opportunities.</p>
3.	<p><b>12.5</b> MIXED USE Urban Core</p> <p><i>Note: Highlights show changes as part of adopted OPA 35 (Hospital District), not yet approved by Halton Region.</i></p>	<p>Revise the policy as follows:</p> <p><b>Urban Core</b></p> <p>The Urban Core designation is envisioned to have a strong urban focus and incorporate retail and service commercial, office and residential uses. <i>Development</i> should be oriented to the street and shall contribute to a high quality pedestrian oriented and <i>transit-supportive</i> environment. Midtown Oakville, <b><u>Bronte GO major transit station area</u></b>, and the Uptown Core, and Hospital District are the primary locations for this designation.</p>
4.	<p><b>*NEW* 27</b> BRONTE GO MAJOR TRANSIT STATION AREA</p>	<p>Insert a new policy section as <b>Section 27 Bronte GO Major Transit Station Area</b>, as shown in <b>Attachment 2</b> and renumber the remaining policies of the plan accordingly, including policy references.</p> <p><i>Note: a new policy Section 26 has been introduced as part of adopted OPA 35 (Hospital District).</i></p>
5.	<p><b>28.4.3 a)</b> SPECIAL POLICY AREAS Speers Road Corridor</p>	<p><i>Note: Previously Section 26.4.3 a), this section has been renumbered by OPA 35 (Hospital District) and Bronte GO Major Transit Station Area OPA (Item No.4).</i></p> <p>Revise policy 28.4.3.a), as follows:</p> <p>28.4.3 a) Bronte Creek to <del>East of Third Line District</del> <b><u>Bronte GO Major Transit Station Area</u></b></p> <p><del>New development within this district will support the establishment of a westerly node around the Bronte GO Station. The area around the Bronte GO Station is an</del></p>

Item No.	Section	Description of Change
		<p><del>employment area and major transit station area and will be planned to accommodate growth and a minimum density target established in coordination with Halton Region. A future study of this major transit station area will update the policies to establish boundaries, land uses, and the intensity, form and scale of development. The study will be coordinated with Halton Region and will consider, among other matters, moving the existing bus transit terminal to the south side of the train tracks with access from Speers Road.</del></p> <p><del>The Bronte GO major transit station area is intended to support greater development densities than the adjacent areas along the corridor to support the provincial priority transit corridor. Major office and appropriate major institutional uses will be directed to this area. Development outside of the future Bronte GO major transit station area will be designed to integrate with and support the node and regional transit priority corridor.</del></p> <p>New development within this district will support the establishment of a node within the Bronte GO Major Transit Station Area. Development will be designed to integrate with and support the node and regional transit priority corridor.</p>
6.	<p><b>28.4.3 b)</b> SPECIAL POLICY AREAS Speers Road Corridor</p>	<p><i>Note: Previously Section 26.4.3 b), this section has been renumbered by OPA 35 (Hospital District) and Bronte GO Major Transit Station Area OPA (Item No.4)</i></p> <p>Revise policy 28.4.3 b), pertaining to the Speers Road Corridor Development Concept, as follows:</p> <p>26.4.3 b) <del>East of Third Line</del> <b><u>Bronte GO Major Transit Station Area</u></b> to Fourth Line District</p> <p>This district will contain a mix of employment uses, including service and <i>arterial commercial</i> uses, and is expected to maintain a larger industrial presence on the north side of Speers Road. The area will provide for modest <i>intensification</i> opportunities, with an increased focus on pedestrian facilities.</p>

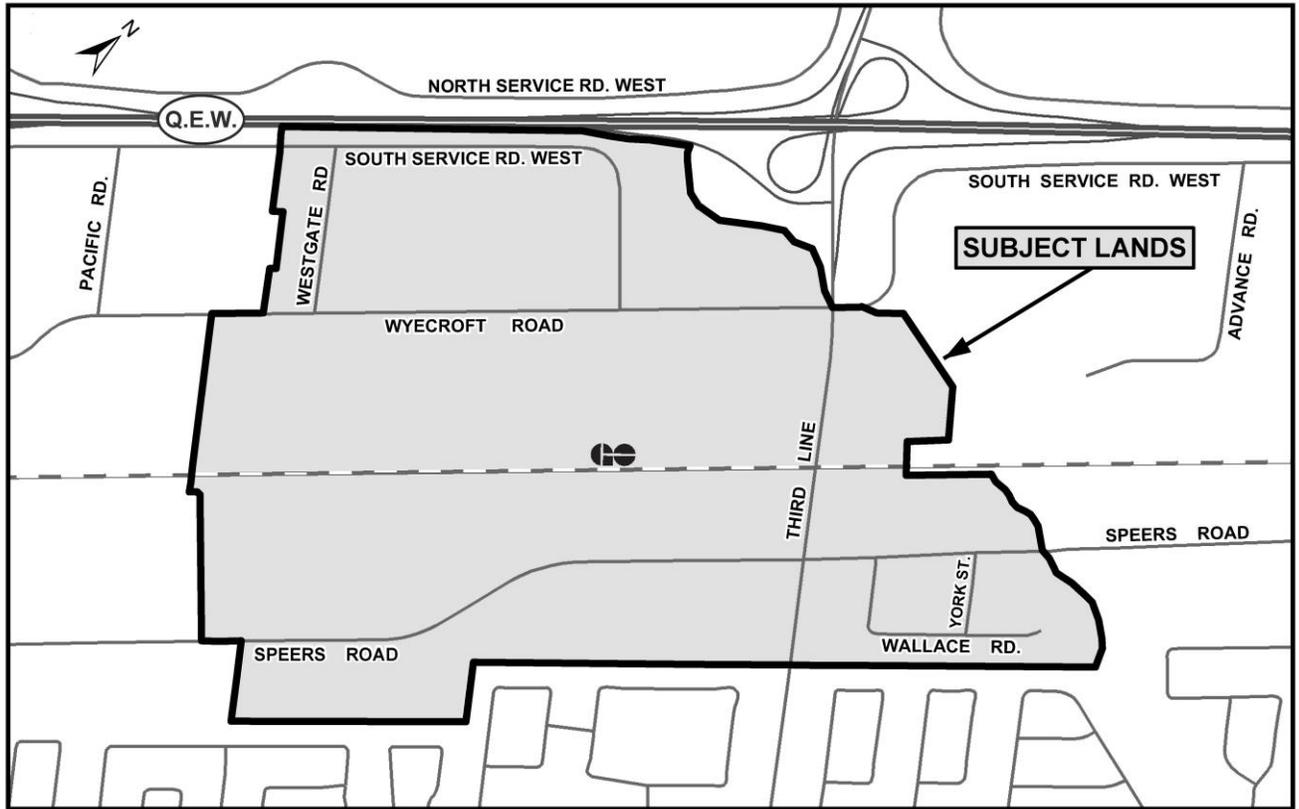
Item No.	Section	Description of Change
7.	<b>28.4.5 c) i)</b> SPECIAL POLICY AREAS Speers Road Corridor	<p><i>Note: Previously Section 26.4.5 c) i), this section has been renumbered by OPA 35 (Hospital District) and Bronte GO Major Transit Station Area OPA (Item No.4).</i></p> <p>Revise policy 28.4.5 c) i) as follows:</p> <p>i) Indoor sports facilities, places of entertainment, <i>arterial commercial</i> uses, service commercial uses, and accessory retail in conjunction with another permitted employment use may also be permitted. <del>Major offices may also be permitted within 500 metres of the Bronte GO Station.</del></p>
8.	<b>28.4.6 b) ii)</b> SPECIAL POLICY AREAS Speers Road Corridor	<p><i>Note: Previously Section 26.4.6 b) ii), this section has been renumbered by OPA 35 (Hospital District) and Bronte GO Major Transit Station Area OPA (Item No.4).</i></p> <p>Delete policy 28.4.6 b) ii):</p> <p><del>ii) The area around the Bronte GO Station is a major transit station area where major office and appropriate major institutional uses will be directed. Until such time that the Bronte GO major transit station area is geographically delineated, in consultation with Halton Region, the policies of the Speers Road Corridor Special Policy Area shall apply.</del></p>
9.	<b>28.4.6 c) iii)</b> SPECIAL POLICY AREAS Speers Road Corridor	<p><i>Note: Previously Section 26.4.6 c) iii), this section has been renumbered by OPA 35 (Hospital District) and Bronte GO Major Transit Station Area OPA (Item No.4).</i></p> <p>Delete the third bullet point of policy 28.4.6 c) iii):</p> <ul style="list-style-type: none"> <li><del>● Region of Halton's delineation of the Bronte GO major transit station area.</del></li> </ul>

Item No.	Section	Description of Change
10.	31.5 GLOSSARY	<p>Note: Previously Section 29.5 Glossary, this section has been renumbered by OPA 35 (Hospital District) and Bronte GO Major Transit Station Area OPA (Item No.41).</p> <p>Add new definitions alphabetically into the glossary of terms:</p> <p><b><u>Inclusionary zoning means a by-law passed under section 34 of the Planning Act that authorizes the inclusion of affordable housing units within buildings or projects, containing other residential units, which are maintained as affordable housing units over time.</u></b></p> <p><b><u>Major facilities means facilities which may require separation from sensitive land uses, including but not limited to airports, manufacturing uses, transportation infrastructure and corridors, rail facilities, marine facilities, sewage treatment facilities, waste management systems, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities.</u></b></p>
11.	31.5 GLOSSARY	<p>Note: Previously Section 29.5 Glossary, this section has been renumbered by OPA 35 (Hospital District) and Bronte GO Major Transit Station Area OPA (Item No.4).</p> <p>Revise the definition below, as follows:</p> <p><b><i>Major transit station area</i></b> means the area including and around any existing or planned higher order transit station within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 <b><u>to 800</u></b> metre radius of a transit station, representing about a 10-minute walk.</p>
<b>OTHER</b>		
12.	Miscellaneous	Adjust the policy numbering and policy references throughout the Livable Oakville Plan in accordance with the modifications above.
13.	Miscellaneous	Italicize defined terms within any new text added to the Livable Oakville Plan through the modifications above.

## **B. Schedule Changes**

This Official Plan Amendment includes modifications to the schedules to the Livable Oakville Plan, as shown in **Attachment 3**, pertaining to the subject lands.

# ATTACHMENT 1 to OPA 41 – Subject Lands



## ATTACHMENT 2 to OPA 41 – Bronte GO MTSA Policies

### 27. BRONTE GO

The Bronte GO Station, located on the Lakeshore West GO *provincial priority transit corridor*, is a major hub for current and planned transit. Rail and bus connections service the area and major improvements to local and inter-regional transit facilities are planned.

The Bronte GO Station and surrounding lands are a *major transit station area* and *strategic growth area* where significant population and employment growth is to be directed to support transit investment and create land use patterns that help to mitigate and adapt to the impacts of a changing climate. The *Growth Plan* requires that *major transit station areas* located on a *provincial priority transit corridor* be planned to achieve a minimum density of 150 residents and jobs combined by the year 2051.

The Bronte GO *major transit station area* was delineated by Halton Region, in consultation with the Town, as shown on Schedules S1 through S5. It is approximately 146 hectares in size, bounded by the QEW to the north, 14 Mile Creek to the east, the established residential area to the south, and *employment areas* to the west.

The Bronte GO *major transit station area* is planned to accommodate increased population and employment densities, and transform over the long-term from an area dominated by employment and industrial uses, to a *transit-supportive*, mixed use, urban community which maintains an employment focus. It will become home to thousands of new residents and employees who are attracted by the features of a *complete community* developed with a *compact urban form* which meet peoples' needs for daily living, including walkable streets, open spaces and amenities, options for getting around, and an attractive public realm.

As the area transforms, land use compatibility with surrounding *employment areas*, existing *major facilities*, and the residential area to the south, is a key objective.

The area is also identified as a protected *major transit station area* by Halton Region, providing opportunities for *affordable housing* through *inclusionary zoning*.

#### 27.1 Goal

The Bronte GO *major transit station area* will be a *transit-supportive complete community*. It will transition over time into a vibrant, urban, pedestrian-oriented place, functioning as both an origin and destination for employees and residents. It will be a focus area for employment growth while introducing *compatible* mixed

use *development*, including residential uses, primarily through mid-rise *development*. The immediate station area will serve as the heart of this community with the highest densities, building heights and mix of uses, with Speers Road as its spine.

## 27.2 Objectives

As the Bronte GO *major transit station area* develops, the Town will, through public actions and in the process of reviewing *development* applications, use the following objectives to guide decisions.

- 27.2.1 To create a multi-modal transportation network with seamless mobility by:
- a) providing multi-modal access to the Bronte GO Station that prioritizes the safe movement of pedestrians and cyclists;
  - b) integrating transit facilities and promoting efficient connections between them including the Bronte GO Station, bus terminal, passenger pick-up and drop-off areas, and *active transportation* facilities;
  - c) ensuring public *infrastructure* is designed to provide safe, reliable and efficient transit operations including transit service integration;
  - d) prioritizing pedestrians, cyclists, and public transit within the transportation network, while balancing the needs of vehicular movements and commercial vehicles;
  - e) providing clear wayfinding signage for transit users;
  - f) increasing *active transportation* and vehicular connections across the rail corridor to improve circulation within the transportation network; and,
  - g) developing an *active transportation* network with connections to the Bronte GO Station, along the rail corridor, and to the surrounding areas.
- 27.2.2 To develop a *transit-supportive* community that responds to the impacts of a changing climate by:
- a) ensuring *development* is provided in a *compact urban form*;
  - b) achieving employment and residential densities that support frequent transit service;
  - c) improving the quality of the built environment, including the public realm, to enhance the pedestrian experience and use of transit;

- d) integrating strategic parking management strategies and alternative development standards that reduce parking requirements and support transit use and *active transportation*;
- e) ensuring parking is provided in a *transit-supportive* manner, including siting and designing parking facilities to improve the quality of the area; and,
- f) creating a finer grain public road network to support *development*.

27.2.3 To create a vibrant *complete community* with a sense of identity by:

- a) providing a diverse mix of uses, including office, *major office*, retail, residential, major institutional *development* and *public service facilities* in appropriate locations that support the area in a pedestrian-oriented urban environment;
- b) ensuring the necessities for daily living to support *complete communities* are provided in tandem with growth;
- c) creating new public parks and other open space amenities throughout the area, and linking these spaces to the broader public realm;
- d) providing a pedestrian-friendly public realm and supporting the evolution of the area into an urban place with activity at street level;
- e) providing a strong visible employment presence along the QEW corridor; and,
- f) focusing the highest intensity mixed use *development* toward the Bronte GO Station to create a central area of activity, including gateways to this area; and,
- g) supporting the provision of *affordable housing*.

27.2.4 To ensure *compatible development* by:

- a) protecting existing industrial uses including *major facilities* within the *major transit station area* by ensuring land use compatibility with adjacent new *development*;
- b) balancing the needs of existing employment uses while ensuring the area can adapt and evolve to include a greater mix of office, residential and other *sensitive land uses*; and,
- c) providing a sensitive transition to the established low rise residential area to the south.

27.2.5 To enable the evolution of the Bronte GO *major transit station area* as prominent location for employment and population growth within the Town by:

- a) applying minimum densities to ensure a minimum gross density of 150 residents and jobs combined per hectare is achieved, in accordance with the *Growth Plan*;
- b) providing opportunities for increased building heights in exchange for required segments of future public roads, park and open spaces, and space to accommodate jobs; and,
- c) ensuring that *development* occurs in a comprehensive and progressive manner by monitoring key *development* indicators at regular intervals.

### 27.3 Development Concept

The Bronte GO *major transit station area* is comprised of seven districts, including four mixed use districts and three employment districts, respectively. Each district shall have a distinct *character* in terms of its context, land use, and built form, in accordance with Schedules S1 through S5, and the following policies.

#### 27.3.1 Mixed Use Districts

##### a) Station District

The Station District contains the transportation facilities and transit service that defines Bronte GO as a *major transit station area*, including the train platforms, station buildings, bus terminal, passenger pick up and drop off areas, and parking.

The district shall develop into a vibrant pedestrian oriented place, becoming the highest density and highest intensity mixed use area within the Bronte GO *major transit station area*. The district will host the tallest buildings and have a concentration of residential, office, *major office*, and commercial uses within mixed use buildings. Retail activity will be provided on the ground floor of buildings. The transformation of the District into a mixed use area will have regard for existing industrial uses and *major facilities* in the vicinity and the introduction of *sensitive land uses* will be phased and mitigated accordingly to ensure land use compatibility.

The district will be enhanced by gateways and transit plazas to provide interest and amenity to transit riders, residents, and employees. The eastern edge of the district will be defined by a passive open space area providing important north-south *active transportation* linkages, and providing a buffer from employment uses to the east.

##### b) Speers District

The Speers District shall evolve from an *employment area* to a mixed use area with low and mid-rise built form, and a focus on integrating *compatible*

employment uses, including offices and *major offices*. Employment, commercial and residential uses may be permitted in stand-alone and mixed use buildings. Employment and commercial uses shall be directed to locations adjacent to Speers Road, the future bus terminal and the *employment area* to the west.

Speers Road will evolve into a *regional priority transit corridor* providing important transit connections to the Bronte GO Station and beyond. The district will also accommodate the southerly extension of Westgate Road, an important north-south road connection with a grade separated crossing at the rail corridor.

This district is envisioned to accommodate two park and open space areas including one central to the district, adjacent to the rail corridor, and the other in proximity to the station district.

c) Transition District

The Transition District shall evolve from an *employment area* to a low-rise mixed use area that integrates *compatible* employment uses, including offices and *major offices*. Employment, commercial and residential uses may be permitted in stand-alone and mixed use buildings. In coordination with the Speers District and Station District to the north, employment and commercial uses shall be directed to locations adjacent to Speers Road. Residential uses should be directed toward the abutting residential area to the south.

The district will accommodate an appropriate transition to the established residential area to the south through landscape buffering, future road alignments, building placement, and *compatible* built form. Opportunities for pedestrian connections into the residential area to the south will be explored as part of future *development*. A park and open space area is envisioned abutting Speers Road central to the district, as well as linkages to the *active transportation* network.

d) Wyecroft District

The Wyecroft District shall evolve from an *employment area* to a mixed use area with a low and mid-rise built form, and a focus on integrating *compatible* employment uses, including offices and *major offices*. Employment, commercial and residential uses may be permitted in stand-alone and mixed use buildings. Employment and commercial uses should be directed to locations adjacent to Wyecroft Road and the *employment area* to the west.

The district will accommodate the southerly extension of Westgate Road, an important north-south road connection with a grade separated crossing at the rail corridor.

This district is envisioned to accommodate the largest park and open space area with the *major transit station area*, located central to the district and adjacent to the rail corridor. The park should provide active recreational opportunities and connections to an extensive east-west open space corridor and *active transportation* route along the rail corridor. Community services and facilities are encouraged to co-locate in areas adjacent to the park.

The transformation of the District into a vibrant mixed use area will have regard for existing industrial uses and *major facilities* in the vicinity and the introduction of *sensitive land uses* will be mitigated and/or phased accordingly to ensure land use compatibility.

### 27.3.2 Employment Districts

#### a) QEW District

The QEW District will support job growth and higher density employment uses. High quality employment uses and *development* are envisioned to locate in this district, taking advantage of the high visibility along the QEW corridor. Employment uses in this district will provide a buffer between nearby *major facilities*, including the Mid-Halton Wastewater Treatment Facility to the north, and the eventual introduction of *sensitive land uses* envisioned in the Wycroft and Station Districts to the south.

#### b) Third Line District

The Third Line District is a highly visible *employment area* adjacent to Third Line. The district provides the only north-south road extending beyond the *major transit station area*, offering convenient connections to the QEW interchange. The district will evolve to support job growth and higher density employment uses and commercial *development* integrated with employment uses along Wycroft Road and Speers Road. Employment and commercial uses in this district will provide a buffer between industrial uses and *major facilities* to the east, and the eventual introduction of residential and other *sensitive land uses* envisioned to the west. The district is envisioned to accommodate open space areas providing *active transportation* connections along the rail corridor and adjacent to the residential community in the south.

The intersections of Wycroft Road and Third Line, as well as Speers Road and Third Line, are critical intersections within the broader transportation network, and are identified for improvements.

#### c) Eastern District

The Eastern District is an *employment area* that will support a wide variety of business and economic activities. Over time, the *employment area* will transition to lighter employment uses, and new *major facilities* will not be permitted. Adjacent to Speers Road, service commercial, convenience retail,

and other *arterial commercial* uses are also envisioned to support the broader *employment area* and *major transit station area*.

*Development* along Speers Road will support the evolution of the Speers Road Corridor as a *strategic growth area* and will ensure the function of Speers Road as a *regional transit priority corridor* with *active transportation* connections is realized.

Wallace Road will be improved, and *development* shall provide an appropriate transition to the established residential area to the south.

The redevelopment of properties adjacent to 14 Mile Creek shall provide required buffers and will assist to improve the environmental conditions of the tributary.

## **27.4 Functional Policies**

### 27.4.1 Population and Employment Density

- a) The Bronte GO *major transit station area* has been planned to achieve a minimum gross density of 150 residents and jobs combined per hectare in accordance with the *Growth Plan* and the Regional Official Plan. Minimum density requirements are provided on Schedule S3, represented in *floor space index* (FSI), to achieve the minimum gross density.
- b) A general target proportion of approximately 40 percent residents and 60 percent jobs is to be achieved across the entire *major transit station area*.
- c) The Bronte GO *major transit station area* is planned to accommodate a minimum of 5,800 residential units and 997,000 square metres of retail, service commercial and employment space, resulting in approximately 8,200 residents and 18,600 jobs, for an estimated 26,800 residents and jobs.
- d) The overall mix of residents and jobs will be achieved over the long-term, and shall be monitored at intervals not less frequently than at the time of the next *required comprehensive Official Plan Review*. Monitoring is intended to assess progress toward achieving the general target proportion of residents and jobs. If there are significant deficits or deviations from these targets, a strategy may be developed to redress them in conjunction with the Region.

### 27.4.2 General

- a) Town master plans and implementation documents shall be updated and prepared to support the planned growth and change in the Bronte GO *major transit station area* to 2051 and beyond, as applicable.
- b) Innovative engineering and design solutions or alternate standards for *infrastructure*, parks and open spaces, that are appropriate for a high density

urban area and optimize environmental sustainability and life cycle costs shall be encouraged and implemented through master plans, implementation documents, *development*, and *infrastructure* projects, subject to any necessary approvals.

#### 27.4.3 Transportation

- a) Road, transit, and *active transportation infrastructure*, as shown on Schedules C, D, S4 and S5 should be provided to accommodate future growth and *development* in the Bronte GO major transit station area.
- b) A finer-grain grid of new public roads shall be established to provide access and address for new *development*.
- c) The Town shall protect for and may secure rights-of-way on alignments shown on Schedules C, D, S4 and S5 through the planning approval process. Final rights-of-way and road alignments shall be determined through detailed transportation studies, environmental assessments where required, and the planning approval process.
- d) Future transportation studies and environmental assessments should establish appropriate right-of-way widths for vehicular movements, while enabling a safe and comfortable environment for pedestrians, cyclists, and transit users.
- e) Changes to the requirement, location or alignment of new transit services, roads and *active transportation* facilities, as shown on Schedules C, D, S4 and S5, will not require an amendment to this Plan provided that the general intent and purpose of this Plan is maintained and *intensification* opportunities and overall connectivity is not precluded.
- f) Westgate Road and its planned extension southward to Speers Road, including the grade separated crossing at the railway corridor, shall be subject to an environmental assessment. The grade separated crossing should provide for enhanced active transportation facilities, separate from the roadway. As part of the environmental assessment process, the alignment of the Westgate Road extension should minimize property impacts to the extent possible so as to maximize development opportunities on the remainder of impacted properties.
- g) Future roads in proximity of the Bronte GO Station may require special rights-of-way widths, functional considerations, and facility requirements to accommodate transit facilities and connections with the Bronte GO Station, including pick-up and drop-off areas. Final roadway design shall be determined following a required transportation study or impact analysis, in coordination with Metrolinx. The mobility of, and amenity for, pedestrians, cyclists, and transit users shall be prioritized.

- h) Future roads and the enhancement to existing roads should be designed as complete streets and prioritize year-round walking, cycling and transit use, while balancing the needs of vehicular movements and commercial vehicles.
- i) *Active transportation* Network
  - i) The *active transportation* connections shown on Schedule S5 should primarily be provided off-street as part of an integrated open space system.
  - ii) The *active transportation* linkage areas shown on Schedule S5 are intended to provide pedestrian and cycling connections between the Bronte GO *major transit station area* and the established residential area to the south. *Active transportation* connections shall be explored as part of the planning application process in these areas, and may be protected for as part of *development*, and should be implemented, where feasible.
  - iii) As part of future updates to the Active Transportation Master Plan or other applicable study, an *active transportation* route, running east-west within the *utility* corridor north of the railway, should be studied and extended beyond the Bronte GO *major transit station area*, where feasible.
  - iv) Additional *active transportation* routes not shown on Schedule D may be identified on future local roads as part of detailed transportation studies.
  - v) A grade separated pedestrian crossing at the rail corridor that is incorporated with the Bronte GO Station, shown as an enhanced feature area on Schedule S5, which connects the north-south linear *active transportation* connection and open space network, shall be encouraged.
  - vi) A trail network adjacent to the 14 Mile Creek may be established to provide amenity and access to natural features within the Bronte GO *major transit station area*. Feasibility of a trail shall be subject to a future study.
- j) Transit Facilities
  - i) The existing bus terminal should be relocated to the south side of the railway with transit access from Speers Road. The location and orientation of the bus terminal shall be designed to provide direct pedestrian connections between bus and rail services, including convenient access to vehicular pick-up and drop-off areas.
  - ii) The incorporation of passenger amenities in buildings and open space areas adjacent to transit stops, the bus terminal and Bronte GO station, should be provided.

iii) The Town shall work with Metrolinx to ensure improvements to the Bronte GO Station are aligned and integrated with this Plan, including but not limited to:

- accommodating station access and connections for all transportation modes;
- the relocation of the bus terminal to the south side of the train tracks;
- the integration of local transit service on the *regional transit priority corridor* along Speers Road;
- future connections across the rail corridor associated with the Bronte GO Station; and,
- the reimagining of existing surface parking areas to structure parking or other innovative solutions.

k) Parking

- i) Reduced and/or maximum parking standards shall be provided in the implementing zoning.
- ii) *Transportation demand management* measures which reduce the need for parking shall be reviewed as part of the planning application process, and should be implemented where feasible.
- iii) The Town shall work with Metrolinx to ensure that a strategic approach to the provision of parking for the Bronte GO Station is undertaken as part of the *development* of Metrolinx lands to achieve the policies of this Plan.
- iv) Surface parking is discouraged in favour of structured and underground parking. Where surface parking is provided it shall be limited to the extent possible, located in the side or rear yard, and the visual impact shall be mitigated by a combination of setbacks and landscaping.
- v) Above ground parking structures should be integrated with *development*, and shall be appropriately sited and screened, including appropriate landscaping, to the satisfaction of the Town. Active uses at-grade should be provided within parking structures that face a public street, and shall be required adjacent to primary streets in accordance with Schedule S5.
- vi) On-street parking shall be encouraged on local streets, where possible.

- vii) Shared parking facilities shall be encouraged.
- viii) No more than 20 percent of required parking should be provided as surface parking within the Station District.
- ix) Where *development* is to proceed in phases and surface parking is located where future *development* will be accommodated, a parking plan and strategy demonstrating how parking areas will be staged during construction and accommodated in future *development* phases, shall be provided.
- x) Parking structures are permitted throughout the Bronte GO *major transit station area*.

#### 27.4.4 Stormwater Management

- a) *Development* within the Bronte GO *major transit station area* shall be required to implement the stormwater management techniques in accordance with the policies of this Plan and the recommendations of the Town's Stormwater Master Plan (2019) and any other subsequent studies or updates.
- b) Low impact *development* techniques to manage stormwater and reduce runoff should be incorporated into the design of new roads, providing for the conveyance of stormwater, infiltration and increased water quality.
- c) New off-site stormwater management facilities should be provided as subsurface storage facilities, and may be located and integrated with future park and open space areas, where possible, to maintain the developable area in the Bronte GO *major transit station area*.
- d) Existing ditches adjacent to South Service Road West should be maintained and enhanced in the design of any future road improvements or adjacent *development*.

#### 27.4.5 Land Use Compatibility

- a) *Sensitive land uses* shall be planned, phased and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from noise, vibration, odour, dust and other contaminants, and ensure risk to public health and safety is minimized.
- b) The entire Bronte GO *major transit station area* is within a potential influence area of one or more existing *major facilities*. As part of a complete application, all *development* applications proposing *major office*, residential or other *sensitive land uses* shall include a land use compatibility assessment, including but not limited to:
  - i) noise and vibration study; and,

- ii) air quality report.
- c) Compatibility assessments shall be prepared in accordance with a terms of reference approved by the Town, and undertaken in accordance with applicable Provincial and Regional guidelines, standards and procedures, and demonstrate that:
  - i) there is an identified need for the proposed use;
  - ii) alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;
  - iii) adverse effects to the proposed *sensitive land use* are minimized and mitigated; and,
  - iv) potential impacts to industrial, manufacturing or other uses are minimized and mitigated.
- d) Notwithstanding any land use designation permitting otherwise, to protect the operational and economic viability of existing *major facilities*, a new *sensitive land use* shall not be permitted within the minimum separation distance of a *major facility*, in accordance with Provincial and Regional guidelines.
- e) Should the Town undertake a comprehensive review to update the zoning by-law to implement this plan, a holding provision “H” symbol shall be applied to require a land use compatibility assessment be undertaken where a *sensitive land use* is proposed, prior to the removal of the holding “H” symbol.
- f) Where a compatibility assessment demonstrates that source and/or site receptor mitigation actions are required, the mitigation measures shall be at the expense of the applicant and agreed upon by all effected parties.
- g) Noise attenuation walls adjacent to public streets shall be avoided. Where a noise attenuation wall is unavoidable, it shall be designed to contribute to a high-quality public realm, including landscaping where appropriate.
- h) For the purpose of noise and vibration studies, the Bronte GO *major transit station area* shall be a Class 4 area under the Provincial NPC-300 guidelines, as applicable.
- i) Warning clauses in offers of purchase and sale, lease or rental agreements and condominium declarations, or other development agreements as applicable, shall be determined and secured through the planning application process, and may include, but not limited to, advising purchasers and future occupants of:
  - i) the proximity of *major facilities* including associated heavy truck traffic;

- ii) the proximity of the railway and associated rail traffic and operations; and,
  - iii) the property being located within a Class 4 area as per the Provincial NPC-300 guidelines.
- j) Where new light industrial uses, or expansion of existing industrial uses, are proposed in the Bronte GO *major transit station area*, a noise and vibration study and air quality report, or other technical and environmental reports as appropriate, may be required as part of a complete application to ensure the proposed facility or expansion will not impact the achievement of this Plan, and to identify and implement appropriate mitigation measures to reduce and minimize potential adverse effects.
- k) Rail
- i) Compatibility assessments may be required for *development* adjacent to the railway right-of-way to identify measures required to mitigate any identified safety, security, noise and vibration issues.
  - ii) Unless otherwise directed by the property owner of the railway right-of-way:
    - buildings shall be setback a minimum of 30 metres from the property line of the railway right-of-way. Notwithstanding the required setback, *infrastructure*, parking areas, transit facilities including ancillary uses and amenities related thereto, and parks and open spaces, may be permitted within the setback; and,
    - no tall vegetation should be planted within 3.5 metres of the railway right-of-way.
  - iii) Warning clauses in offers of purchase and sale, lease or rental agreements and condominium declarations, or other development agreements as applicable, shall be determined and secured through the planning application process, and may include, but not limited to, advising purchasers and future occupants of the proximity of the railway and associate rail traffic and operations.
  - iv) An environmental easement for operational emissions from the railway should be registered on title for properties within 300 metres of the railway corridor, in favour of the railway owner, at the time of property redevelopment.

#### 27.4.6 Housing

- a) Within the Bronte GO *major transit station area*, residential *development* should include:

- i) purpose-built rental housing,
  - ii) a range of building and unit types and sizes to accommodate a variety of households;
  - iii) a mix of medium and high density housing; and,
  - iv) *affordable housing*.
- b) Residential *development* and buildings should be designed to accommodate various household sizes and include:
- i) storage for use by the unit occupant;
  - ii) operable windows;
  - iii) balconies or terraces, and common outdoor amenity areas; and,
  - iv) common indoor amenity areas.
- c) *Affordable housing and Inclusionary Zoning*
- i) An *inclusionary zoning* framework may be established for the Bronte GO protected *major transit station area*.
  - ii) An *inclusionary zoning* framework shall be informed by an assessment report prepared in coordination with Halton Region.
  - iii) The assessment report may inform the development of a Town-initiated official plan amendment for the Bronte GO *major transit station area* including:
    - an *affordable housing* target, as applicable; and,
    - the minimum number of *affordable housing* units and/or the minimum gross floor area of *affordable housing* required within residential and mixed use buildings, as applicable.

#### 27.4.7 Public Service Facilities

- a) The Town shall monitor *public service facility* needs as the Bronte GO *major transit station area* develops, and work with Halton Region and public agencies to enable the *development* of required facilities as they are identified.
- b) New *public service facilities* shall be provided in a timely manner to support growth.

- c) *Educational facilities* may be required as *development* proceeds and projected demand aligns with student population growth. *Educational facilities* are encouraged to be incorporated into mixed use *development*.
- d) *Development* may be required to contribute to the delivery of *community service facility* needs identified through the planning application process or other Town master plan or strategy by providing:
  - i) new space for on-site community facilities;
  - ii) new space for off-site community facilities within an appropriate distance; and/or,
  - iii) a contribution towards a specific *community service facility* that meets identified needs.
- e) *Public service facilities* including child care centres, *educational facilities*, libraries, and cultural and recreational facilities, should be directed toward the mixed use areas within the Bronte GO *major transit station area*.
- f) *Public service facilities* should be planned and designed to meet the requirements of the Town and/or public agencies, and should:
  - i) be provided in visible locations with strong pedestrian, cycling and transit connections;
  - ii) be co-located with each another in mixed used buildings, where possible, and provide for integrated pick-up and drop-off areas, as applicable;
  - iii) be located adjacent to parks and open spaces to enable synergies between facilities, where appropriate and applicable; and,
  - iv) provide for multi-functionality through flexible, accessible, multi-purpose spaces that can be programmed in different ways and can adapt over time to meet the varied needs of the community.

## **27.5 Urban Design**

In addition to the Urban Design policies in section 6 of this Plan, the following policies shall apply specifically to the Bronte GO *major transit station area*.

### **27.5.1 General**

- a) The urban design plan for the Bronte GO *major transit station area* is provided on Schedule S5.
- b) *Development* and public realm improvements shall be evaluated in accordance with the urban design direction provided in the Livable by Design Manual,

and any other Council endorsed policies and documents relevant to the Bronte GO *major transit station area*.

- c) The Town may develop additional urban design direction for the Bronte GO *major transit station area*.

#### 27.5.2 Public Realm and Skyline

- a) View corridors and view termini may be identified as part of the *development* process and should be created or enhanced at appropriate locations to highlight and frame:
  - i) civic buildings;
  - ii) important architectural features, buildings or landmarks, including the Bronte GO Station and gateway locations; and,
  - iii) parks and open space areas.
- b) The design of new *development* shall improve access to and from existing and planned transit stations and stops. Improvements may include, but are not limited to, wayfinding solutions, new pathways, weather protected links and enhancing existing transit facilities.
- c) A height peak shall be created within the Station District, with buildings closest to the Bronte GO Station being the tallest buildings within the Bronte GO *major transit station area*.

#### 27.5.3 Streetscapes

- a) Streets within the Bronte GO *major transit station area* shall provide pedestrian-oriented streetscapes through a combination of wide sidewalks, landscaping, tree plantings, and street furniture including benches, transit shelters and bike racks, appropriate for an urban context. Places for gathering and public art installation are encouraged.
- b) Active street frontages with active at-grade uses that contribute to a lively, pedestrian-oriented environment are encouraged throughout the Bronte GO *major transit station area*, and in particular at intersections, in the Station District, and along Speers Road.
- c) Buildings and structures along primary streets identified on Schedule S5 shall, and on secondary streets identified on Schedule S5 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 and limited office uses adjacent to the street which foster an active street environment.

#### 27.5.4 Pedestrian and Cyclist Access and Connections

- a) *Active transportation* connections that are established as part of the planning application process within the linkage areas shown on Schedule S5, should be designed to ensure pedestrian and cyclist safety, including lighting.

#### 27.5.5 Gateways and Enhanced Feature Areas

- a) Through public actions and the *development* process, gateway treatments shall be provided in the Bronte GO *major transit station area*.
- b) Gateways are identified on Schedule S5 and indicate locations which are visually prominent entry points to the Bronte GO Station and Station District, the heart of the *major transit station area*. Gateway treatments shall be provided at these locations, and can include well-designed landmark built form or structures, distinctive streetscape treatments, landscaping and/or public art. Identified gateways include:
  - i) the intersection of Speers Road with a new street adjacent to the relocated bus terminal; and,
  - ii) the intersection of Wycroft Road and South Service Road, including the extension of a new public street to the south.
- c) Through public actions and the *development* process, enhanced feature areas identified on Schedule S5 shall be provided. These locations shall provide for distinct public realm features specific to their context and may include:
  - i) enhanced streetscape treatments and public art associated within the future grade separated crossing and Westgate Road extension; and,
  - ii) enhanced pedestrian amenities and grade separated crossing as part of the north-south open space system, coordinated with the Bronte GO Station.

#### 27.5.6 Mid-block Connections

- a) The transportation network should be supported by mid-block connections, shown conceptually on Schedule S5, which may be provided as additional streets if detailed transportation studies deem them warranted, or as other publicly accessible connections or laneways.
- b) Mid-block connections may be established through the planning application process, and may also be considered in an east-west configuration not shown on Scheduled S5.

- c) Mid-block connections should improve and consolidate access to *development*, and enhance connections and mobility within and through the area.

#### 27.5.7 Transition to Existing Residential Area

- a) Where *development* is proposed on a lot abutting the existing residential area south of the *major transit station area*, it shall be designed to achieve an appropriate transition between the new *development* and existing residential area, which may include compatible built form, appropriate transition of height, spatial separation and landscape buffering.
- b) As part of the planning application process, a landscape buffer shall be maintained, established and/or enhanced abutting the existing residential area.
- c) Where the future east-west road is planned south of Speers Road, as part of the planning application process, the road may be aligned to create a single loaded road and assist in providing a larger spatial separation distance between future *development* and the established residential area.
- d) For properties south of Speers Road and west of Third Line:
  - i) a 20 degree angular plane shall be applied from the property line along the southern edge of the *major transit station area*;
  - ii) the angular plane shall inform built form and building heights in this area to provide an appropriate transition;
  - iii) the angular plane shall only apply to the portion of a building greater than three storeys; and,
  - iv) minor deviations in building height above the angular plane may be permitted.

#### 27.5.8 Built Form

- a) Buildings shall have a *transit-supportive* built form that is oriented to the street to create a pedestrian-friendly urban environment.
- b) Building separation and side property setbacks for tall and mid-rise buildings should be achieved in accordance with the Livable by Design Manual.
- c) Tall building tower spacing and orientation, as well as floorplate control, should be achieved in accordance with the Livable by Design Manual.

### 27.6 Parks and Open Spaces

- 27.6.1 Parks, open spaces, and transit plazas, shall be provided in a timely manner to support growth in the Bronte GO *major transit station area*.

- 27.6.2 Through the planning application process, open space areas shown conceptually on Schedule S5, should be provided or enhanced. The precise size and configuration of parks and open spaces shall be determined as part of the planning application process or as other public initiatives proceed.
- 27.6.3 The approximate location of open space areas should be provided generally in accordance with Schedule S5, in order to realize the broader land use planning objectives of this Plan, including land use compatibility considerations.
- 27.6.4 This plan should achieve approximately 14 hectares of publicly accessible land for parks and open space, which includes the appropriate enhancement and joint use of the open space lands within the *utility* corridor for *active transportation*.
- 27.6.5 New parks, open spaces and transit plazas will be sized and configured to accommodate a range of active and passive recreational opportunities, suitable to their location. As part of future park programming, the inclusion of dog park areas and community gardens shall be an objective.
- 27.6.6 Active parkland facilities, such as playgrounds, should be avoided in open space areas that are within the buffer area of an existing *major facility* to maintain land use compatibility.
- 27.6.7 Parks and open space areas should incorporate green *infrastructure* that enhances the ecological function of the area and supports stormwater management, including subsurface stormwater facilities where appropriate.
- 27.6.8 As a priority measure, parkland dedication collected within the Bronte GO *major transit station area* should be used toward the implementation of the park and open space network within the Bronte GO *major transit station area*.
- 27.6.9 The plan provides for the following:
- a) Open Space Corridor
    - i) an east-west open space corridor, located north of the railway within the *utility* corridor, providing *active transportation* connections to the Bronte GO Station, and beyond; and,
    - ii) a north-south open space corridor providing a buffer between planned mixed use areas in the west and employment uses in east, as well as off-street *active transportation* connections and enhanced pedestrian facilities at the rail corridor.
  - b) Wyecroft District Parks
    - i) a new park facility abutting the rail corridor, providing opportunities for active parkland and connections to the *active transportation* network; and,

- ii) a new park facility abutting the QEW District, providing amenity to nearby employment uses and the northwest area of the *major transit station area*.
- c) Speers District Parks
  - i) a new park facility on the south side of the rail corridor, providing opportunities for active parkland uses and connections to the *active transportation* network to the Bronte GO Station; and,
  - ii) a new open space area in proximity to the relocated bus terminal to provide amenity to transit users and future residents.
- d) Transition District Park
  - i) a new open space area providing amenity to emerging mixed use areas on the south side of Speers Road.
- e) Transit Plazas
  - i) a transit plaza on the north and south side of the rail corridor, associated with the Bronte GO Station, providing enhanced amenity to the station area and a more pleasant experience for people using the station.

27.6.10 A public trail may be provided along the west side of Fourteen Mile Creek connecting South Service Road to Wyecroft Road. The trail should be provided primarily within the buffer area of the Natural Area, where possible.

27.6.11 Publicly accessible private open spaces (POPS), which are incorporated into individual *development* sites, may be pursued by the Town as a means to complement and add to the open space network and the other objectives of this Plan. Where applicable, these spaces should serve as transition areas between the public and private realms.

## **27.7 Land Use Policies**

Land use designations are provided on Schedule S1. In addition to the policies in Part D of this Plan, the following policies apply specifically to the Bronte GO *major transit station area*.

27.7.1 On the lands abutting the Fourteen Mile Creek, the land use boundary between the Natural Area designation and the applicable urban designation shall be determined as part of the planning application process, including the staking of *stable top-of-bank* and the determination of the associated buffer.

27.7.2 The following uses shall not be permitted:

- a) new automobile sales and automobile related uses, including automobile service stations, except for lands within the Eastern District;
- b) new *major facilities*, as determined by applicable Provincial and Regional guidelines;
- c) new outdoor storage and processing; and,
- d) new drive-through facilities.

27.7.3 *Major office* and major institutional uses shall be permitted in all land use designations, subject to the land use compatibility policies of this Plan, as applicable. Where a building is located on a primary street as shown on Schedule S5, commercial uses shall be provided on the ground floor facing the street.

27.7.4 *Public service facilities* and community uses are permitted in all land use designations, subject to the land use compatibility policies of this Plan, as applicable. Locations for *public service facilities* and community uses shall be guided by section 27.4.7 of this Plan, and are encouraged to be located within mixed use buildings.

27.7.5 On the lands designated Urban Core:

- a) Stand-alone residential, commercial and office buildings may be permitted. However, as part of any redevelopment, a similar number of jobs must be accommodated on-site in accordance with section 27.7.11.
- b) Notwithstanding policy 27.7.5 a) all *development* within the Station District shall be within mixed use buildings.
- c) Commercial uses shall be provided on the ground floor of buildings facing primary streets and are encouraged throughout the mixed use area.
- d) On the lands within the Station District adjacent to the Bronte GO Station, the transit station including all related transit *infrastructure* and amenities, such as but not limited to, passenger pick-up and drop-off areas and the bus terminal, shall be permitted.

27.7.6 On the lands designated Urban Centre:

- a) Mixed use buildings are encouraged.
- b) Stand-alone residential, commercial and office buildings may be permitted. However, as part of any redevelopment, a similar number of jobs must be accommodated on-site in accordance with section 27.7.11.
- c) Commercial uses shall be provided on the ground floor of buildings facing primary streets.

- d) As part of redevelopment, commercial and employment uses should be located adjacent to Speers Road, Wycroft Road, the Westgate Road extension, and the *employment areas* to the west.

27.7.7 On the lands designated Utility within the Station District, transit-related and *transit supportive* uses and facilities may also be permitted, subject to the protection of *utilities*, including:

- a) station buildings and related office and commercial uses;
- b) bus terminals;
- c) passenger amenity areas and public open spaces;
- d) passenger pick-up and drop-off areas; and,
- e) surface and structured parking.

27.7.8 On the lands designated Office Employment and Business Employment, retail, service commercial, including restaurants, and *arterial commercial* uses, may also be permitted in conjunction with permitted uses, where they face a primary street or secondary street as shown on Schedule S5.

27.7.9 All proposed *sensitive land uses* are subject to the land use compatibility policies in this Plan.

27.7.10 The lands designated Parkway Belt are subject to the Parkway Belt West Plan. The policies of the Parkway Belt West Plan shall govern the use of these lands until such time that the lands are removed from the Parkway Belt West Plan and come under the jurisdiction of the Town and this Plan. Upon removal of the lands from the Parkway Belt West Plan, the lands shall be subject to the policies pertaining to the adjacent land use, building heights, and densities, as applicable.

27.7.11 Retaining Employment Space for Jobs in Redevelopment

- a) On land designated Urban Centre and Urban Core where a *development* application proposes the redevelopment of an employment use or building, the new *development* shall provide space for a similar number of jobs to be accommodated on-site. This may be achieved by, but not be limited to:
  - i) providing the same or similar amount of commercial and/or employment ground floor area in the new *development* that was previously on the site for the same type of employment use; or,
  - ii) providing a proportional amount of commercial and/or employment ground floor area in the new *development* that would yield a similar number of jobs and which accounts for an average floor area required per employee for the proposed use.

- b) For the purpose of section 27.7.11 a) ii), the determination of the average floor space per worker should follow best practices and industry standards as they evolve.
- c) The Town may utilize tools such as Community Improvement Plans, implementing Zoning By-laws, or development guidelines, for retaining employment space for jobs in redevelopment, and support the development of employment uses.
- d) Required commercial and/or employment ground floor area should be developed in advance of, or concurrent with, non-employment uses. However, where required commercial and/or employment ground floor area is to be accommodated within a *major office* or stand-alone employment *development* that will generate substantially more jobs than previously on-site, provisions shall be established in the implementing zoning by-law which determines the phasing of *development* for employment and non-employment uses.

#### 27.7.12 Building Heights

Permitted building heights are provided on Schedule S2. The following additional policies apply.

- a) Notwithstanding the permitted building heights shown on Schedule S2:
  - i) the maximum building height on lands abutting the residential area to the south of the *major transit station area*, east of Third Line, shall be 3 storeys.
  - ii) building heights on lands south of Speers Road and west of Third Line shall be subject to the policies in section 27.5.7 to ensure an appropriate transition to the existing residential area.
  - iii) where building heights south of Speers Road and west of Third Line are permitted to exceed the maximum building height on Schedule S2, in accordance with the implementation policies in section 27.9.2, the additional building height shall be directed away from the established residential area and meet the angular plane policies in section 27.5.7 d) of this plan.
  - iv) maximum building heights on lands designated Utility shall be compatible with the utility corridor and surrounding area.
  - v) building height permissions shall be confirmed as part of a land use compatibility assessment as set out in section 27.4.5 b). Limitations to maximum building height permissions may apply if mitigation cannot be appropriately address, where applicable.
  - vi) minimum building heights shall not apply to:

- lands required for parks and open space;
- building podiums;
- community uses operated by a public authority; and,
- above ground parking structures.

#### 27.7.13 Densities

Required minimum densities are provided on Schedule S3. The following additional policies apply.

- a) Notwithstanding the minimum densities shown on Schedule S3, minimum densities shall not apply to:
  - i) lands required for parks and open spaces;
  - ii) community uses operated by a public authority; and,
  - iii) above ground parking structures.

### **27.8 Bronte GO Major Transit Station Area – Exceptions**

The following additional policies apply to certain lands on Schedule S1, Bronte GO MTSA Land Use.

- 27.8.1 On the lands designated Business Employment and known as 731 Third Line, existing outdoor storage and processing may be permitted.

### **27.9 Implementation Policies**

In addition to the Policies in Part F of this Plan, the following implementation policies apply specifically to the Bronte GO *major transit station area*.

#### 27.9.1 Phasing/Transition

- a) *Development* will occur gradually over the long-term and be coordinated with the provision of *infrastructure*, including:
  - i) transit, including a relocated bus terminal;
  - ii) pedestrian and cycling facilities;
  - iii) road network capacity and connections;
  - iv) water and wastewater services;
  - v) stormwater management facilities;

- vi) streetscape improvements; and,
  - vii) *utilities*.
- b) Land use compatibility considerations may influence the ability for residential and other *sensitive land uses* from being introduced within the mixed use districts. All *development* shall have regard for existing *major facilities* in the vicinity, and the *development* of *sensitive land uses* will be mitigated and/or phased accordingly to ensure land use compatibility can be maintained as the mixed use areas transition over time.
- c) Initial phases of *development* shall not preclude the achievement of a compact, pedestrian-oriented and *transit-supportive* urban form including the future transportation network.
- d) Where a *development* is proposed to proceed in phases or is required to address coordination issues between landowners, an area design plan, including a development concept report and a phasing plan, shall be required from the applicant. The area design plan shall demonstrate how the *development* will not preclude the achievement of a compact, pedestrian-oriented and *transit-supportive* urban form, including accommodation of required facilities, if any. The area design plan will demonstrate conformity with the policies of this Plan and will provide details including:
- i) the specific location and boundaries of land uses and designations;
  - ii) the detailed road pattern including on-street parking, *active transportation*, transit facilities and streetscape/public realm enhancements;
  - iii) the size and location of parks and open spaces;
  - iv) the size and location of *public service facilities*, if any;
  - v) the size, location and general configuration of stormwater management facilities, if any;
  - vi) coordination with land uses, road patterns, and conceptual redevelopment of lands outside, but adjacent to, the lands which are the subject of the area design plan; and,
  - vii) the density and distribution of built form, building heights, and housing types including *affordable housing*.
- e) Where the planned scale or configuration of *development* is not feasible on an individual property within the Bronte GO *major transit station area*, property consolidation shall be required. Where property consolidation is not possible, development permissions may be limited.

- f) 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.
- g) The redevelopment of existing low-rise employment and commercial uses, including motor vehicle related uses, may occur gradually over the long-term. Notwithstanding the minimum building heights shown on Schedule S2, and minimum densities shown on Schedule S3, building additions, and/or alterations may be permitted, where they can be demonstrated not to preclude the long-term redevelopment of the property as set out in this Plan.
- h) When road classifications and alignments of future roads are determined through detailed transportation study or Environmental Assessment, the abutting land use designation, building heights, and minimum density as shown on Schedule S1, S2 and S3 may be adjusted to align accordingly, without the need for amendment to this Plan. If a future road is determined to be not required, no adjustment to the alignment of the land use designation, building height and minimum density is required.

#### 27.9.2 Additional Height Potential

- a) Future Roads, Parks and Open Spaces

The gross floor area generated by calculating the minimum *floor space index*, as shown on Schedule S3, which could otherwise be accommodated on the portion of a lot required to be dedicated for a public road, park or other open space, may be transferred to the retained lot or block, and accommodated on the lot or block as increased building height above the maximum permitted height, as shown on Schedule S2, to a maximum of four additional storeys, subject to all other policies of this Plan.

- b) Accommodating Office Uses

One additional storey in building height may be permitted, above the maximum permitted height as shown on Schedule S2, for every 800 square metres of net leasable floor area of office space provided. This does not include the gross floor area which is required to be accommodated to provide for a similar number of jobs on-site.

- c) Transfer of Permitted Building Height

Where lower than the permitted maximum building heights are provided, the transfer of the unused building height to another building within the same *development* may be permitted to provide a variety of building forms and heights.

- d) Total Additional Height

Notwithstanding subsection a), b) and c) above, in no instance shall the building height exceed four additional storeys above the maximum building height as shown on Schedule S2.

e) Interpretation

Where the portion of a lot is required to be dedicated for a public road, park or open space, and the public road park or open space aligns with the boundaries of the minimum floor space index shown on Schedule S3, the greater minimum *floor space index* may be permitted to be transferred.

27.9.3 Program and Initiatives

The Town may, in coordination with Halton Region, the Province and Metrolinx, as applicable, develop or assist in developing, implementation strategies, programs and initiatives for the Bronte GO *major transit station area*, including:

- a) a parkland strategy for the Bronte GO *major transit station area*;
- b) detailed station planning including a parking strategy or management plan;
- c) detailed transportation studies, environmental assessments or transit project assessment process;
- d) area servicing plans;
- e) streetscape plans;
- f) a *community improvement plan*;
- g) sustainability initiatives, including *district energy*; and,
- h) a land acquisition strategy.

27.9.4 Monitoring

- a) The Town will monitor the level of *development* within the Bronte GO *major transit station area*.
- b) The Town may, in conjunction with the planning application process, monitor the level of *development* against:
  - i) associated traffic conditions within the Bronte GO *major transit station area* in order to assess and determine required transportation improvements, as applicable;
  - ii) the ratio of jobs to residents;
  - iii) the provision of *affordable housing*; and,

iv) the identification and need for *public service facilities*, as applicable.

# ATTACHMENT 3 to OPA 41 – Schedule Changes

## SCHEDULE A1 URBAN STRUCTURE

**LEGEND 1**

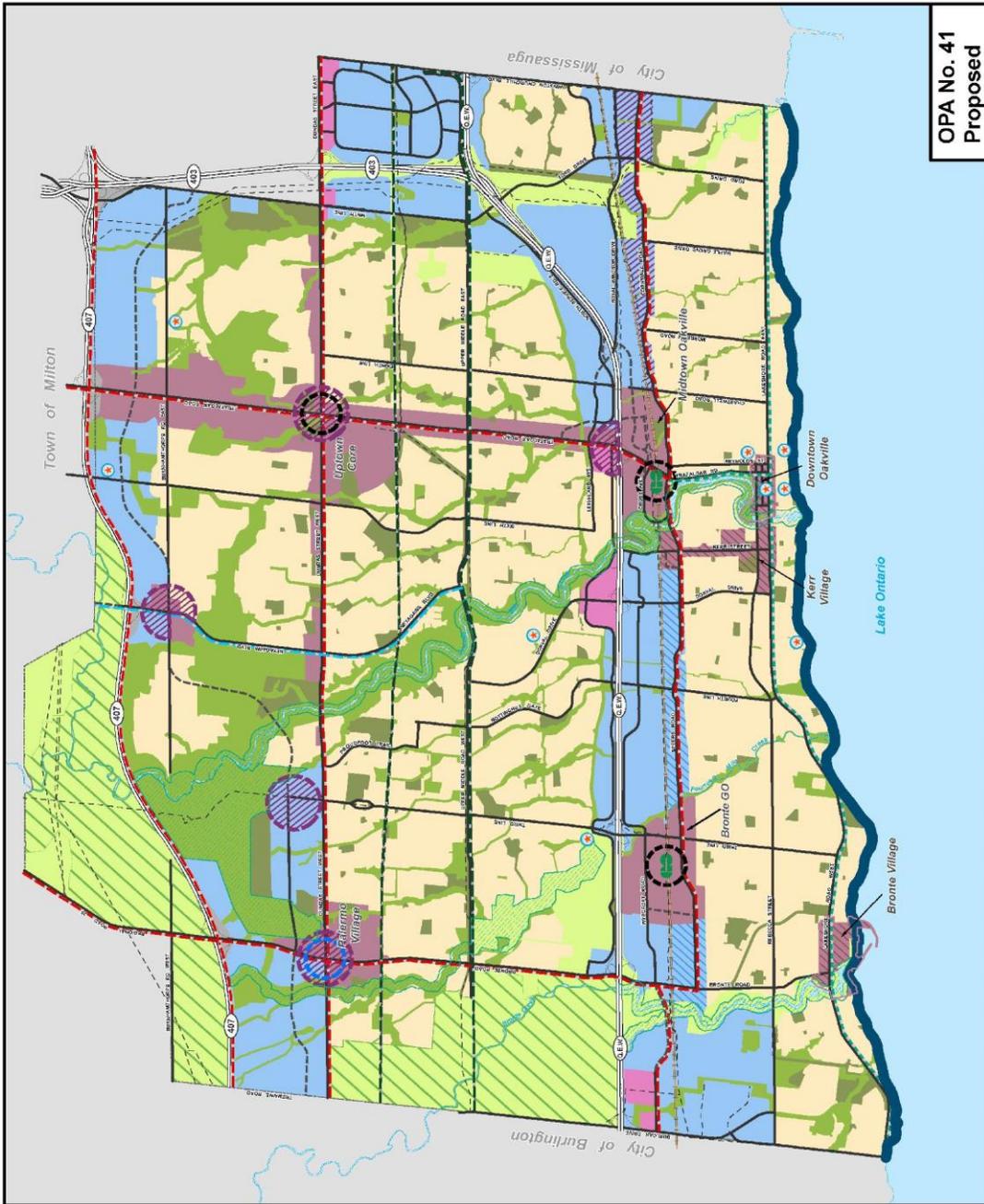
- PARKWAY BELT
- GREENBELT
- GREENBELT - URBAN RIVER VALLEY
- NATURAL HERITAGE SYSTEM
- PARKS, OPEN SPACE & CEMETERIES
- WATERFRONT OPEN SPACE
- NODES AND CORRIDORS
- EMPLOYMENT AREAS
- MAJOR COMMERCIAL AREAS
- RESIDENTIAL AREAS
- MAIN STREET AREA
- EMPLOYMENT MIXED USE CORRIDOR
- REGIONAL TRANSIT NODE
- PROPOSED REGIONAL TRANSIT NODE
- NODES AND CORRIDORS 2 FOR FURTHER STUDY
- MAJOR TRANSPORTATION CORRIDOR 3
- PROPOSED MAJOR TRANSPORTATION CORRIDOR
- REGIONAL TRANSIT PRIORITY CORRIDOR
- MOBILITY LINK
- MAJOR ACTIVE TRANSPORTATION CONNECTIONS
- SCENIC CORRIDOR
- UTILITY CORRIDOR
- PROVINCIAL PRIORITY TRANSIT CORRIDOR
- MAJOR TRANSIT STATION
- HERITAGE CONSERVATION DISTRICTS/4
- CULTURAL HERITAGE LANDSCAPES

NOTE 1: This Schedule does not represent land use designations having the potential for information subject further study in more previous delineate the extent of such areas.

NOTE 2: Transportation corridors, with the exception of provincial priority corridors, are shown including walking, cycling, pedestrian and bicycle facilities.

NOTE 3: Heritage Conservation Districts and cultural heritage landscapes are elements of the urban structure. As such, they are protected and registered under the Ontario Heritage Act. They shall be added to Schedule A1, Urban Structure.

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# SCHEDULE C TRANSPORTATION PLAN

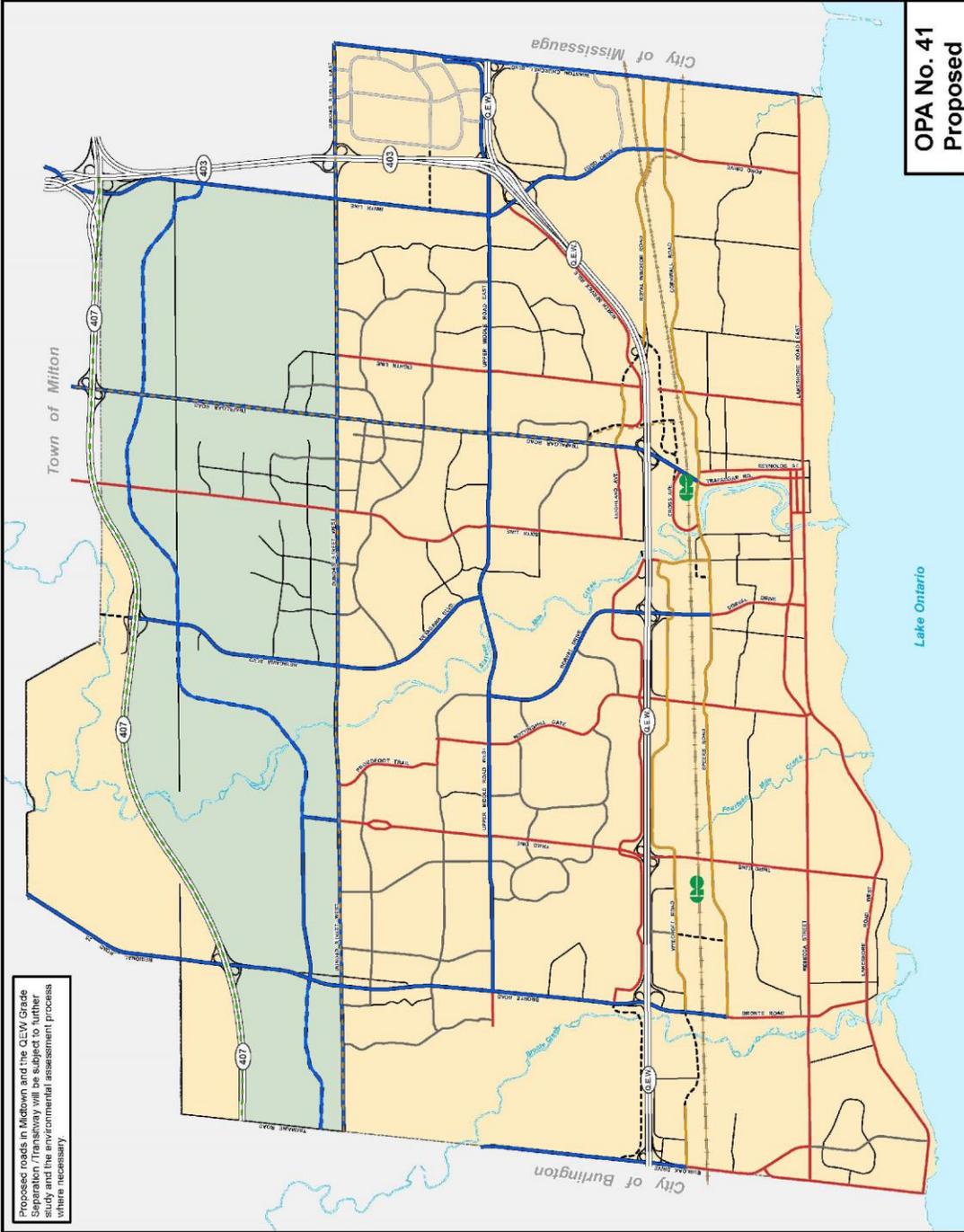
- PROVINCIAL HIGHWAY
- MAJOR ARTERIAL
- MULTI-PURPOSE ARTERIAL
- MINOR ARTERIAL
- INDUSTRIAL ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR
- FUTURE ROADS
- TRANSITWAY
- BUSWAY CORRIDOR
- RAILWAY LINE
- MAJOR TRANSIT STATION
- LANDS NOT SUBJECT TO THE POLICIES OF THIS PLAN



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October 18, 2021

ESSENTIAL SERVICES AND INFRASTRUCTURE DIVISION, MISSISSAUGA  
 500 WESTERN AVE. MISSISSAUGA, ONT. L5R 4W2  
 PHONE: 905.874.2000 EXT. 2200 FAX: 905.874.2000



Proposed roads in Midtown and the QEW Grade Separation are shown in red. The map is based on the QEW Grade Separation study and the environmental assessment process where necessary.

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# SCHEDULE F SOUTH WEST LAND USE



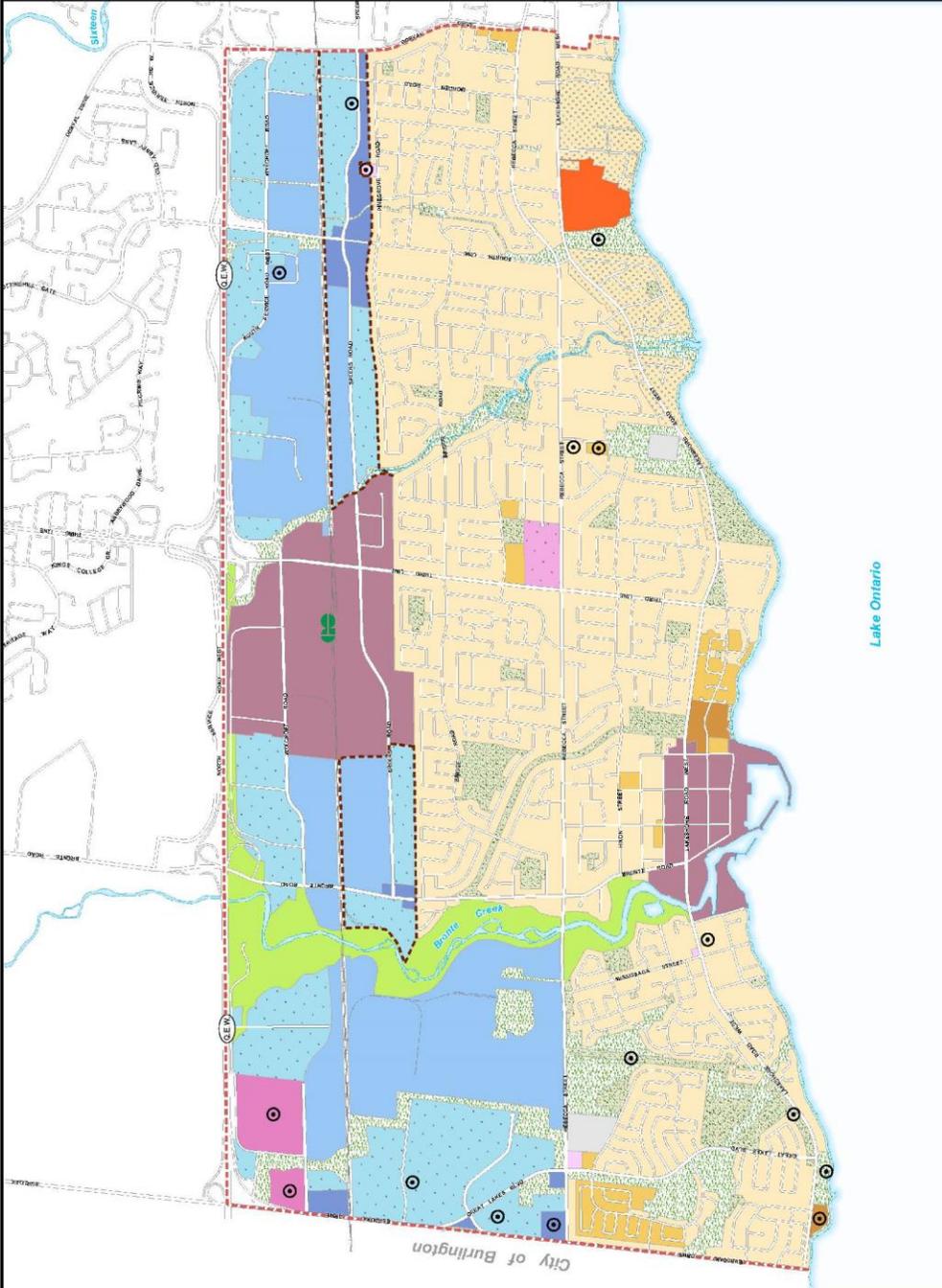
- SCHEDULE AREA BOUNDARY
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- NEIGHBOURHOOD COMMERCIAL
- COMMUNITY COMMERCIAL
- CORE COMMERCIAL
- OFFICE EMPLOYMENT
- BUSINESS EMPLOYMENT
- INDUSTRIAL
- BUSINESS COMMERCIAL
- INSTITUTIONAL
- NATURAL AREA
- PARKWAY BELT
- PARKS AND OPEN SPACE
- WATERFRONT OPEN SPACE
- UTILITY
- GROWTH AREA \*
- SPECIAL POLICY AREA
- SPECIAL POLICY AREA - SPEERS ROAD CORRIDOR
- RAILWAY
- MAJOR TRANSIT STATION

\* Refer to Part E, Growth Area Policies  
 Refer to Part E, Exceptions



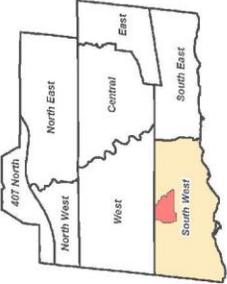
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# SCHEDULE S1 BRONTE GO MTSA LAND USE



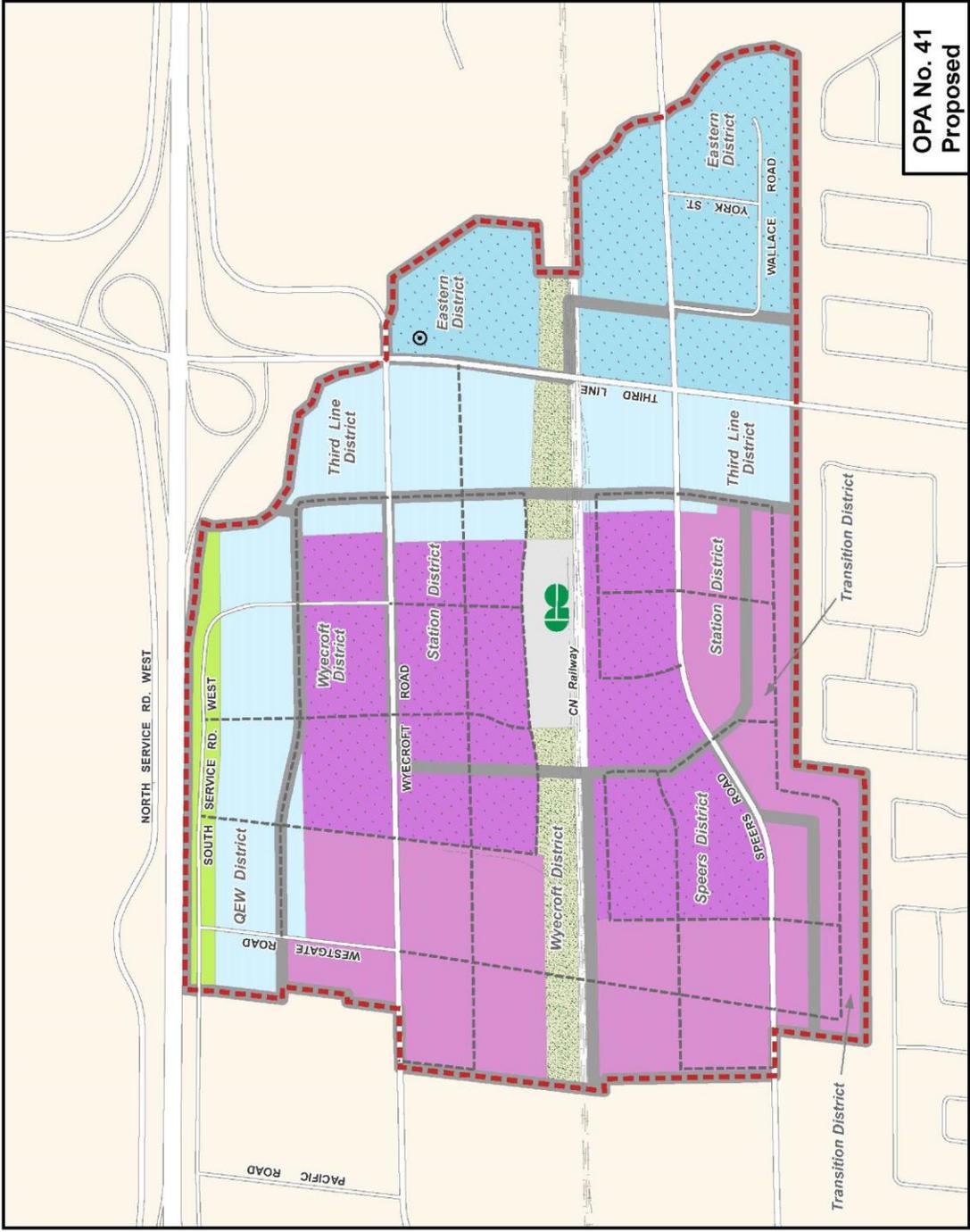
- - - - GROWTH AREA BOUNDARY
- URBAN CENTRE
- URBAN CORE
- OFFICE EMPLOYMENT
- BUSINESS EMPLOYMENT
- PARKWAY BELT
- PARKS AND OPEN SPACE
- UTILITY
- DISTRICT BOUNDARIES
- FUTURE ROADS  
(Refer to Schedule S1 for more detail)
- RAILWAY
- + MAJOR TRANSIT STATION

Refer to Part E, Bronte GO MTSA, for Growth Area Policies  
 Refer to Part E, Exceptions

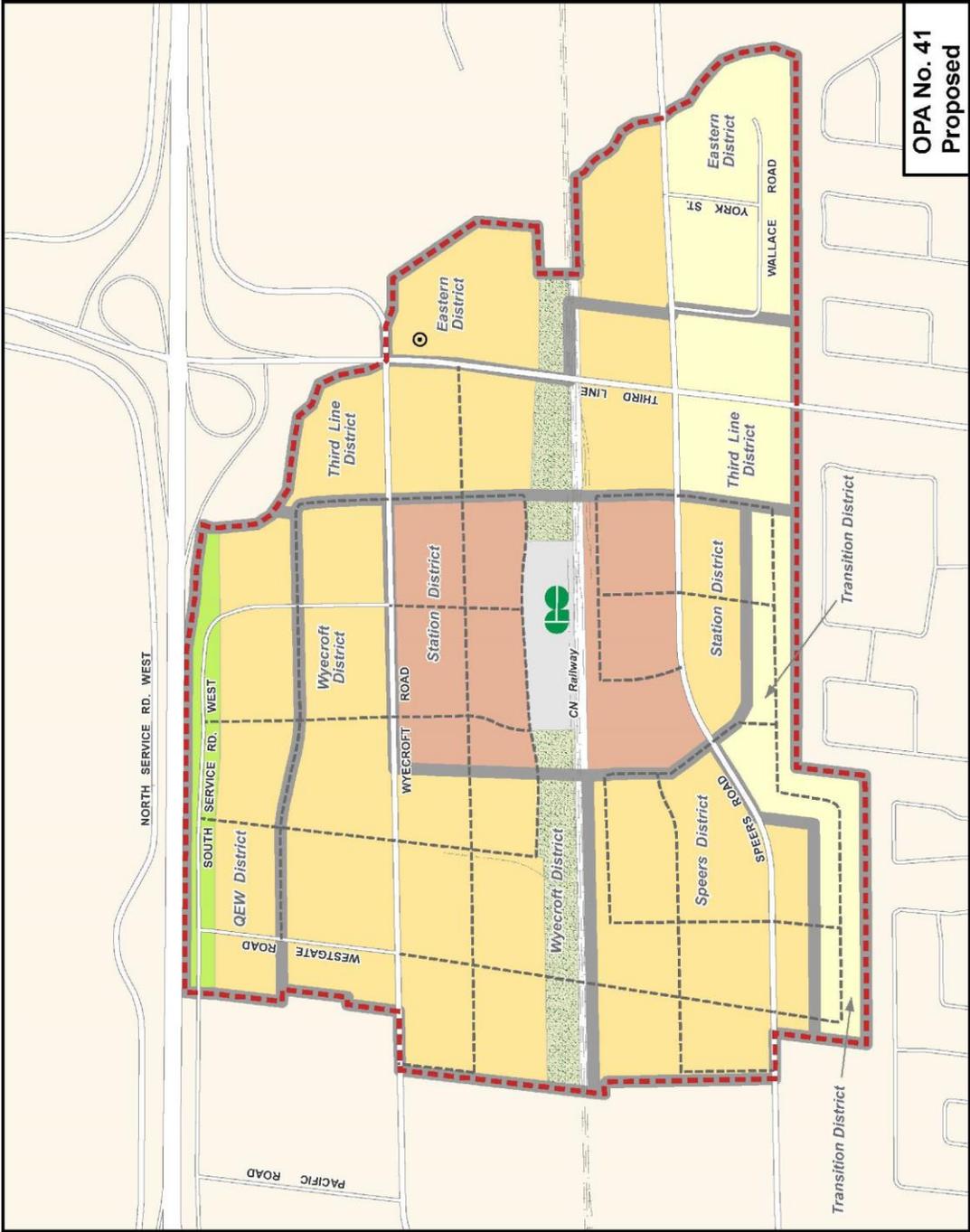


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# SCHEDULE S3 BRONTE GO MTSA DENSITY

**GROWTH AREA BOUNDARY**

- 1.0 MINIMUM FSI
- 1.5 MINIMUM FSI
- 2.0 MINIMUM FSI
- 2.5 MINIMUM FSI
- 3.0 MINIMUM FSI
- PARKWAY BELT
- PARKS AND OPEN SPACE
- UTILITY
- DISTRICT BOUNDARIES
- FUTURE ROADS  
(Refer to Schedule S4 for more detail)
- RAILWAY
- MAJOR TRANSIT STATION

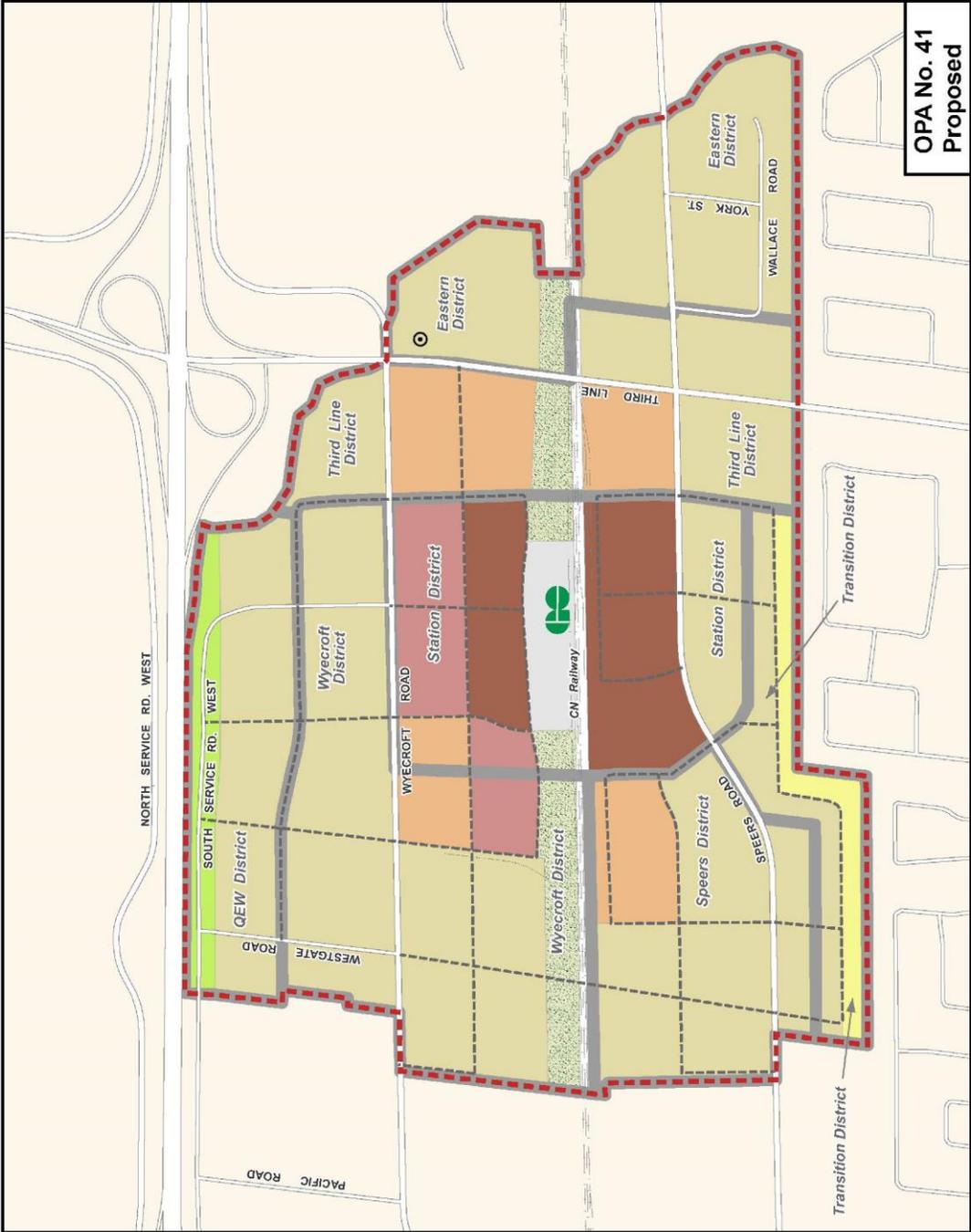
Refer to Part E, Bronte GO MTSA, for Growth Area Policies

Refer to Part E, Exemptions

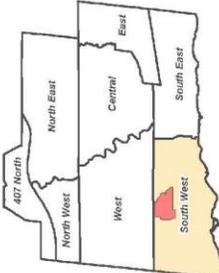
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October 18, 2021

REGULATORY AND OPERATIONAL LIMITS: CHANGELISTED, JARVIS, OPA, PAVING, FUTURE, TRANSITION, DISTRICTS, TRANSITION, DISTRICT, OPA



# SCHEDULE S4 BRONTE GO MTSA TRANSPORTATION NETWORK



-  GROWTH AREA BOUNDARY
-  FUTURE MAJOR COLLECTOR
-  FUTURE LOCAL ROADS
-  FUTURE RAILWAY GRADE SEPARATION
-  RAILWAY
-  TRANSIT TERMINAL
-  MAJOR TRANSIT STATION

Refer to Part E, Bronte GO MTSA, for Growth Area Policies  
 Ⓞ Refer to Part E, Exceptions

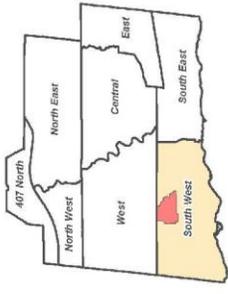


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October 18, 2021

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**SCHEDULE S5  
BRONTE GO MTA  
URBAN DESIGN**

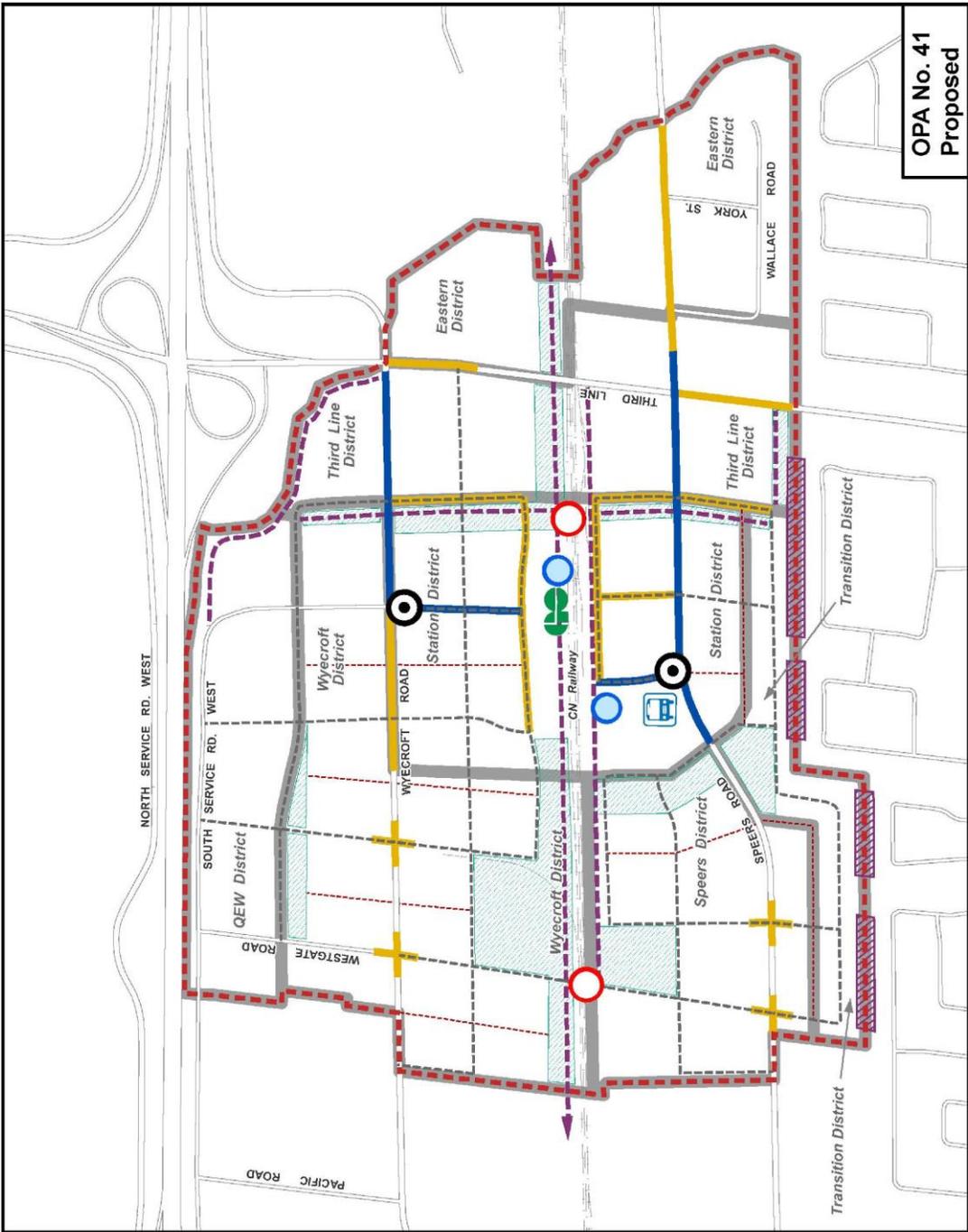


- GROWTH AREA BOUNDARY
- PRIMARY STREET
- SECONDARY STREET
- OPEN SPACES
- TRANSIT PLAZA
- GATEWAY SITE
- ENHANCED FEATURE AREA
- ACTIVE TRANSPORTATION CONNECTIONS
- ACTIVE TRANSPORTATION LINKAGE AREA
- MID-BLOCK CONNECTIONS
- DISTRICT BOUNDARIES
- FUTURE ROADS
- RAILWAY
- TRANSIT TERMINAL
- MAJOR TRANSIT STATION



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October 18, 2021

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MAPS: © 2019/2020/2021, LUTEL, © 2019/2020/2021, JAMES, © 2019/2020/2021, BROWN



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