

The comment and response matrix below provides an overview of the comments received, town response, and actions taken. Actions taken are reflected in the recommended Official Plan Amendment, as applicable. Comments are organized chronologically. Full comments are attached below the response table.

No.	Commenter	Comment Summary	Town Response	Town Action
1	<p>Date Received: 2020-12-11</p> <p>Name: James Sciarra</p> <p>Affiliation: 515476 Ontario Inc. (property owner)</p> <p>Property: 2300 Speers Road and on behalf of 2284 Speers Road</p>	<p>Seeking expansion of the MTSA boundary to include property.</p>	<p>ROPA 48, adopted by Regional Council on July 7, 2021, finalized the delineation of the boundary for the MTSA, which did not include the 2300 Speers Road or 2284 Speers Road.</p> <p>The town’s OPA is required to conform to Regional Official Plan.</p>	<p>No action required.</p>
2	<p>Date Received: 2020-03-04</p> <p>Name: D. Walker</p> <p>Affiliation: MHBC on behalf of CRH Canada</p> <p>Property: 731 Third Line</p> <p><i>(Note: Letter 1 of 2)</i></p>	<p>Agree in principle with the Business Employment designation applied to site.</p> <p>Ensure consistency with the PPS, including policy 2.5.2.4 which considers an asphalt facility as a mineral aggregate operation given the definition in the PPS.</p>	<p>Town to maintain Business Employment designation.</p> <p>The town has considered consistency with the PPS 2020.</p>	<p>No action required.</p> <p>Update policies to reflect emerging provincial land use compatibility guidelines, while also considering existing D6 guidance.</p>

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		<p>Support maintaining the subject lands and surrounding area as an employment area.</p>	<p>731 Third Line and surrounding lands up to 300 metres are maintained as employment area, reflective of the minimum distance separation distance required from an asphalt facility, as per the existing Provincial D6 guidelines (Class III facility) and proposed Provincial land use compatibility guidelines (specific to an asphalt facility use).</p> <p>The employment area reflects ROPA 48, adopted by Halton Regional Council July 7, 2021.</p>	<p>Update policies to reflect emerging provincial land use compatibility guidelines, while also considering existing D6 guidance.</p>
		<p>Consider ROPA 48, including new policies 83.2(7), and 79.3(12)</p> <p><i>(Note: letter submitted prior to adoption of ROPA 48)</i></p>	<p>The town has considered the adopted ROPA 48 in its recommended policy framework.</p> <p>In regard to policy 83.2(7), the Bronte GO MTSA plan and policies:</p> <ul style="list-style-type: none"> - recognize the importance of protecting existing employment uses, 	<p>Update land use compatibility policies to conform to ROPA 48.</p>

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			<p>including major facilities, and provides opportunity for appropriate employment growth and intensification;</p> <ul style="list-style-type: none"> - provides an appropriate interface between the employment areas and adjacent non-employment uses through the use of linear green space, buffers, and separation distances; - Require a land use compatibility assessment to be completed to ensure new sensitive land uses are introduced in a manner which protects existing employment uses. <p>In regard to policy 79.3(12), the Bronte GO MTSA plan contains land use compatibility policies. Updated policies can be provided to better align with the adopted ROPA 48.</p>	

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		<p>Consider land use compatibility, including permitted sensitive land used within the 1000m area of influence from the facility.</p>	<p>The Bronte GO MTSA plan requires a compatibility assessment be completed for all development applications proposing a sensitive land use. The policies also provide that any expense associated with required mitigation measures shall be borne by the applicant and agreed upon by all effected parties.</p>	<p>No action required.</p>
		<p>Concern regarding future zoning considerations to ensure compatibility is maintained to ensure ECA compliance for major facilities.</p>	<p>A comprehensive approach to zoning is to be considered at a future date.</p>	<p>Update the policies to specify that as part of a comprehensive review of the zoning by-law to implement this plan, a holding symbol “H” shall be applied to require a compatibility assessment.</p>
<p>3</p>	<p>Date Received: 2021-03-05 Name: E. West</p>	<p>Seeking increase building height and density to permit tall building up to 20 storeys, given its close proximity to the GO station.</p>	<p>Staff have reviewed the location of 2172 Wycroft Road in relation to the GO station, and are of the opinion that it’s proximity, within less than 5 minute walk of the station and located south of</p>	<p>Incorporate the site into the Station District, and increase building height permissions on 2172 Wycroft Road</p>

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	<p>Affiliation: Bousfields on behalf of Northbridge Investment Management Inc.</p> <p>Property: 2172 Wycroft Road</p> <p><i>(Note: some comments received as part of this submission were addressed in the Statutory Public Meeting Report, under “Public Comments” received by PDC on May 10, 2021)</i></p>		<p>Wycroft Road, warrants consideration for greater building height and density permissions, commensurate with the “Station District”.</p> <p>Proposed changes are also considered in coordination with comments received on 2189 Speers Road, south of the rail corridor, to expand that Station District westward.</p>	<p>commensurate with the Station District.</p>
		<p>Integration of public service facilities, where required, would be more appropriately located in the podium of a tall building.</p>	<p>Tall building permissions are to be considered as per above, and may assist to enable the integration of public service facilities as they are identified.</p>	<p>See above.</p>
		<p>There are two proposed east-west roads on the property. The policy should provide that the <i>need</i> for all local roads would also be determined through future study.</p>	<p>The intent is that the need for local roads is to be determined through future study (development application). The policies state that “changes to the <u>requirements</u>, location or alignment of new transit services, <u>roads</u> and active</p>	<p>No action required.</p>

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			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.” (emphasis added)	
4	<p>Date Received: 2021-04-12</p> <p>Name: Ryan Courville</p> <p>Affiliation: Bell Canada</p> <p>Property: study area</p>	Ensure landowners are aware and familiar with Bell Canada conditions as they pertain to future development applications.	Applicable at time of future development application stage. General policies in Section 9 of the Livable Oakville Plan provide for physical services, including easements of private property.	No action required.
5	<p>Date Received: 2021-04-21</p> <p>Name: S. and K. Higginson</p> <p>Affiliation: Resident</p> <p>Property: Saxon Road</p>	Concern about strategic growth and change in land use policy for the area.	Bronte GO is a MTSA identified in the Provincial Growth Plan and Regional Official Plan. Town planning is required to conform to the Growth Plan, and Regional Official Plan and consider this area for strategic growth. This is	No action required.

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			confirmed in the town’s approved Urban Structure (OPA 15).	
6	<p>Date Received: 2021-05-04</p> <p>Name: Jim Levac</p> <p>Affiliation: GSAI on behalf of Speers Landowners Group</p> <p>Property: 2180 – 2300 Speers Road (south side)</p>	Seeking expansion of MTSA boundary.	<p>ROPA 48, adopted by Regional Council on July 7, 2021, finalized the delineation of the boundary for the MTSA, which did not include 2300 Speers Road or 2284 Speers Road.</p> <p>The town’s OPA is required to conform to Regional Official Plan.</p>	No action required.
		Seeking additional building height and density nearest Speers Road.	Upon review of the submission, additional building height, as contemplated in earlier versions of the Bronte GO MTSA plan, are appropriate along Speers Road, which enable greater redevelopment, employment and housing opportunities. Proposed changes must be accompanied by additional urban design policies, as contemplated for in the submission, for the appropriate transition of building height and	Increase building heights adjacent to Speers Road, and include additional design policy for appropriately transitioning to the residential area to the south.

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			<p>development to the adjacent residential area to the south.</p> <p>Transportation impact studies will be required as part of future development applications to confirm impacts and required improvements, as necessary.</p> <p>Densities provided on the Schedule S3 are expressed as minimum densities to ensure the minimum density target for the overall plan can be achieved. Minimum densities can be exceeded.</p>	
		<p>Seeking relocation of future east-west road proposed south of Speers Road, to be moved further south.</p>	<p>Moving the future road alignment south, to contribute to a larger separation distance and transition to the established residential community, is a design option which is appropriate.</p> <p>Providing additional clarity in the policies to ensure that future road alignments shall be determined</p>	<p>Update transportation policies to provide clarity that the future road alignments shall be determined through detailed transportation studies and the planning approval process.</p>

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			<p>through detailed transportation study and the planning approval process, is appropriate.</p> <p>Providing an option to consider the future road alignment as a mechanism to provide a greater buffer and separation distance between the existing residential area and future development, is appropriate.</p>	<p>Update urban design policies to consider the use of the future east-west road as a means to provide spatial separation distance between future development and the established residential area.</p>
		<p>Seeking design measures to provide enhanced buffer and transition to established residential area.</p>	<p>Commensurate with increased building height potential, urban design policies to ensure a suitable transition to the established residential area, are appropriate.</p>	<p>Provide new urban design policies regarding transition to existing residential area to the south.</p>
7	<p>Date Received: 2021-05-05</p> <p>Name: M. Bissett</p> <p>Affiliation: Bousfields Inc. on behalf of Apple Storage</p>	<p>Seeking site specific policy to permit residential uses, subject to capability studies and holding provisions (long-term).</p>	<p>ROPA 48, adopted by Regional Council on July 7, 2021, places this property within the Regional Employment Area. The town’s Official Plan is required to conform to the Regional Official Plan, and as such, must apply an employment</p>	<p>No action required.</p>

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	Property: 700 Third Line		<p>land designation to the property which prohibits residential uses.</p> <p>Further, these lands are located within the minimum separation distance (300 metres) from the existing major facility located at 731 Third Line, where sensitive land use are to be avoided in accordance with provincial policy and guidance. The use located at 731 Third Line is expected to stay in its current location.</p>	
		<p>Seeking to revise policy 27.8.1 g) to permit infill development on existing low-rise employment sites as an interim measure, prior to full redevelopment, and that infill development not be subject to minimum heights and minimum densities.</p>	<p>The proposed policies permit building additions and/or alterations to existing low rise employment and commercial uses without needing to comply with minimum building heights and densities. Permitting infill development has the potential to introduce new uses to a site, which may prolong achieving the intended vision for Bronte GO MTSA by allowing interim car-</p>	<p>No action required.</p>

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			oriented development and the full redevelopment of a site. It is staffs opinion that infill development should be subject to the building height and density policies of the plan to progress the intended vision for the Bronte GO MTSA.	
8	<p>Date Received: 2021-05-05</p> <p>Name: R. Victor</p> <p>Affiliation: Ruth Victor and Associates on behalf of Budds</p> <p>Property: 2071 South Service Road</p>	Seeking to revise section 27.8.1 g) to consider permissions for existing automotive uses to expand, similar to Midtown Oakville.	The intent of this policy is to include all existing uses.	Revise policy to include commercial uses, including automobile related uses, for clarity purposes.
9	<p>Date Received: 2021-05-05</p> <p>Name: R. Victor</p> <p>Affiliation: Ruth Victor and Associates on behalf of Policaro</p>	Seeking to revise section 27.8.1 g) to consider permissions for existing automotive uses to expand, similar to Midtown Oakville.	The intent of this policy is to include all existing uses.	Revise policy to include reference to commercial uses, including automobile related uses, for clarity purposes.

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	<p>Property: 2250 South Service Road West</p>			
<p>10</p>	<p>Date Received: 2021-05-10</p> <p>Name: B. MacNeil</p> <p>Affiliation: Resident</p> <p>Property: Trudale Court</p>	<p>Against the proposed Bronte GO MTSA plan.</p>	<p>The establishment of the Bronte GO MTSA is a requirement of the Provincial Growth Plan, and implements the Council adopted urban structure which provides a framework to manage and direct growth across the town.</p>	<p>No action required.</p>
		<p>Concerned about privacy impacts on established residential area from high rise development adjacent to Trudale Court.</p>	<p>The area adjacent to Trudale Court within the Bronte GO MTSA is to remain as an employment area, and no future high rise development or multi level townhouses development is permitted.</p> <p>In areas which are to be re-designated to a mixed use land use designations, buffers adjacent to the established residential community have been established, as well as angular plane policies which ensure transition down in building height toward established</p>	<p>Enhance policies regarding the transition of development to the established residential area, including angular plane policies to ensure transition in building heights.</p>

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		<p>Concerned about decreased property values attributed to future development.</p>	<p>residential areas, to minimize private impacts.</p> <p>Large scale investment and revitalization will be directed toward the Bronte GO MTSA as it transitions to a mixed use community, envisioned as a lively and attractive urban neighbourhood with enhanced transit and transportation connections. Through continued investment and revitalization, this area will be increasingly desirable over time. The transition of the Bronte GO MTSA from an industrial area to a mixed use community can create more compatible and desirable living conditions for abutting residential areas to the south.</p>	<p>No action required.</p>
11	<p>Date Received: 2021-05-10</p> <p>Name: C. Crawford</p>	<p>Concerned about potential for townhouse development behind Trudale Court on Wallace Road</p>	<p>The plan does not contemplate residential or mixed use development along Wallace Road.</p>	<p>No action required.</p>

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	<p>Affiliation: Resident</p> <p>Property: Trudale Court</p>		<p>This area is to remain as an employment area.</p>	
<p>12</p>	<p>Date Received: 2021-05-10</p> <p>Name: D. Walker</p> <p>Affiliation: MHBC on behalf of CRH Canada</p> <p>Property: 731 Third Line</p> <p><i>(Note: letter 2 of 2)</i></p>	<p>Seeking the maintenance of the industrial designation on the property or provide site specific policy to recognize existing land use permissions</p> <p>Concern about Eastern District and language indicating a transition to lighter employment uses.</p>	<p>Site specific policies to permit existing outdoor storage and processing facility is appropriate to recognize the continued aggregate operation located at 731 Third Line.</p> <p>The Eastern District and lands located east of Third Line are designated Business Employment, which permits a full range of employment uses and economic opportunities, primarily within enclosed buildings, to limit impacts on the surrounding area. New heavy industrial uses which would cause adverse impacts to the existing residential area and the envisioned mixed use area to the west, would not be permitted.</p>	<p>Add a site-specific exception policy for 731 Third Line that maintains existing outdoor storage and processing land use permissions.</p> <p>No action required. Provide calcification of “heavy industrial uses” as “major facilities”, to better align with land use compatibility guidance and ROPA 48.</p>

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		<p>Section 27.4.5 (d) does not implement the D6 guidelines, and site specific official plan amendments should not be considered for areas within the minimum separation distance of major facilities.</p>	<p>A site-specific official plan amendment would be required in any instance where an applicant proposes a use which is not permitted within the Plan. Sensitive land uses are not permitted within the minimum separation distance of a major facility. As such, policy 27.4.5 d) is redundant and not required.</p> <p>For further clarification, a revised policy speaking to the future comprehensive rezoning of properties to consider sensitive land uses, including holding “H” provisions, is appropriate.</p>	<p>Delete policy 27.4.5 d) and replace with a policy speaking to future comprehensive zoning process.</p>
		<p>Land use compatibility policy should set out more clearly that mitigation will be on the onus of the applicant developing the sensitive land use and include a terms of reference for noise and air quality study requirements.</p>	<p>A recommended policy states that “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</p>	<p>No action required.</p>

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			<p>effected parties.” (<u>emphasis added</u>).</p> <p>Noise and air quality study terms of reference are available by the Region and Town.</p>	
		<p>Consider Ontario’s proposed land use compatibly guideline.</p>	<p>The provinces proposed land use compatibility guidelines have been reviewed and change to these proposed policies are required to reflect the revised classification system and method for requiring land use compatibility assessments.</p>	<p>Update policies to reflect emerging provincial land use compatibility guidelines, while also considering existing D6 guidance.</p>
		<p>Building Heights – consider impacts from industrial operations on tall buildings (section 27.7.11 should be revised).</p>	<p>Agree.</p>	<p>Add a new policy to ensure that building height permissions must be confirmed as part of a compatibility assessment, and that limitations to maximum building heights may be necessary.</p>

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13	<p>Date Received: 2021-05-10</p> <p>Name: L. Longo</p> <p>Affiliation: Aird and Berlis on behalf of Rodenbury Investments</p> <p>Property: 2189 Speers Road</p>	<p>Schedule S1 – The proposed boundaries of the “Station District” should be realigned to include our client’s property.</p>	<p>Staff have reviewed the location of 2189 Speers Road. The eastern edge of the property currently provides for the tallest buildings within the Bronte GO MTSA of 5-20 storeys, with options for additional building height to 24 storeys. This is due to its close proximity to the rail station. However, these lands are also identified as a potential park. As such, to balance objectives for future parks, and realize tall buildings close to the station, it is staffs opinion that it is appropriate to move the future park to the west, and expand the Station District over the easterly portion of the property.</p> <p>Proposed changes are also considered in coordination with comments received on 2172 Wycroft Road, north of the rail corridor, which also expand the Station District westward.</p>	<p>Expand the Station District westward to include lands planned for tall buildings (5 – 20 storeys).</p> <p>Reposition the location for the future open space / park.</p>

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		<p>Schedule S2 - The proposed boundaries of the “5-20 Storeys” designation should be realigned to include our client’s property.</p>	<p>The eastern portion of 2189 Speers Road includes building height permissions for 5-20 storey buildings, in proximity to the train station, as it to be included as part of the Station District (see above).</p> <p>It is staff’s opinion that the tallest buildings are to be concentrated in the Station District to create a height peak, in accordance with the plan’s development concept, and that the area around the Station District should be predominantly mid-rise.</p> <p>Notwithstanding the above, and in consideration of the large scale nature of this site which will likely be able to accommodate several buildings, additional flexibility for height permission is considered appropriate, whereby the transfer of permitted building height across the development site, up to 12 storeys, would be appropriate and</p>	<p>Add a policy to allow flexibility for the transfer of permitted building heights within the same development to provide for a variety of building forms and heights.</p>

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			will encourage a greater variety of building forms and heights.	
		Schedule S3 - The proposed boundaries of the “3.0 Minimum FSI” designation should be realigned to include our client’s property.	The floor space indexes provided on Schedule S3 are minimums. They can be exceeded.	No action required.
		Schedule S5 – The location and extent of the “Open Spaces” designation on our client’s property.	The open space areas are shown conceptually on Schedule S5. In coordination with the comments above, it is staff’s opinion that moving the park westward, outside of, but adjacent to, the Station District, is appropriate.	Move the conceptually located park westward, in coordination with the redefined boundary of the Station District, and off from the lands with the highest development potential.
14	<p>Date Received: 2021-05-10</p> <p>Name: O. Kemal</p> <p>Affiliation: MHBC on behalf of O.E. Local 793</p> <p>Property: 2245 Speers Road</p>	General concerns regarding land use compatibility given existing operations are predominantly outdoor.	Land use compatibility is a prominent consideration for all land use planning and decision making in the Bronte GO MTSA. All applicants for future development will be required to undertake land use compatibility assessments as part of the submission of a	Updates to the Land Use Compatibility policies are provided to reflect recently adopted ROPA 48, and in consideration of updates being proposed to the

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			<p>development application to ensure the development is compatible, and to identify any mitigation measures required, at the expense of the development proponent, as applicable.</p>	<p>provincial D6 land use compatibility guideline.</p>
		<p>Concerns over proposed road network and the need for future roads identified on the subject property, including their alignment. In particular, the proposed Westgate Road extension with a future grade separated crossing.</p>	<p>The proposed north-south collector road (Westgate Road extension), which is to be grade separated at the railway and determined through a future environmental assessment, is necessary to ensure the transportation network can accommodate future anticipated traffic in the Bronte GO MTSA. The location of the grade separated crossing is located approximately midway between the underpass at Bronte Road and at Third Line.</p> <p>In regard to other local roads identified, the need for and precise location of local roads is to be determined through future study (development application). The</p>	<p>Provide new policy language to ensure any future environmental assessment process considers road alignments that maximize developable area to the extent possible.</p>

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			<p>policies state that “changes to the <u>requirements</u>, location or <u>alignment</u> of new transit services, <u>roads</u> 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.” (<u>emphasis added</u>)</p>	
		<p>Provide flexibility in the location for future parks and open space areas and how they are shown on the mapping.</p>	<p>Parks and open space are shown conceptually on Schedule S5. The recommended policies provide that 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. However, the approximate location should be provided in order to realize the broader land use planning objectives of the plan,</p>	<p>No action required.</p>

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			including land use compatibility considerations.	
15	<p>Date Received: 2021-05-10</p> <p>Name: S. DeStephanis</p> <p>Affiliation: Resident</p> <p>Property: Trudale Court</p>	Does not support plan.	Planning for growth and development within identified MTSA’s is a requirement of the Provincial Growth Plan.	No action required.
16	<p>Date Received: 2021-05-10</p> <p>Name: S. Lalla</p> <p>Affiliation: Resident</p> <p>Property: Trudale Court</p>	Does not support plan.	Planning for growth and development within identified MTSA’s is a requirement of the Provincial Growth Plan.	No action required.
17	<p>Date Received: 2021-05-10</p> <p>Name: E. West</p> <p>Affiliation: Bousfields on behalf of Acclaim Health</p> <p>Property: 2250 Speers Road</p>	Concern regarding how land uses are shown on the demonstration plan within the Area Specific Plan, and how they are to be implemented.	The demonstration plan within the Area Specific Plan is a conceptual location of how residential and employment uses may be deployed. The proposed policies provide that as part of future redevelopment, space for jobs be maintained on site. Any future	No action required.

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			employment component of a future development, should be directed to Speers Road to provide active frontages.	
		Do not support the proposed east-west local road shown on the property.	<p>The need for and precise location of local roads is to be determined through future study (development application). The policies state that “changes to the <u>requirements</u>, location or alignment of new transit services, <u>roads</u> 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.” <u>(emphasis added)</u></p> <p>Local roads would be reviewed and potentially secured for as part of future development applications,</p>	No action required.

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			at the time of property redevelopment.	
18	<p>Date Received: 2021-06-04</p> <p>Name: C. Bonifacio</p> <p>Affiliation: Resident</p> <p>Property: Swann Drive</p>	<p>Height of developments to the immediate north of the existing neighborhoods.</p> <p>Has there been resolution of the strategy for the gradual increase of those building heights? It seems that all the building height standards have a + or - option that could see those in the closest proximity be built to a max of 6 stories. Is that correct?</p> <p>Can there be a cap placed on those building heights to the immediate north of existing residences while allowing other heights closer to the GO station to be flexible?</p>	<p>The plan provides that the maximum building height on lands abutting the residential neighbourhood to the south of the major transit station area is 3 storeys.</p> <p>Buildings heights south of Speers Road have been adjusted to permit taller buildings, and policies are introduced to ensure appropriate transition to the established residential area to the south.</p> <p>It is an objective of the plan to transition building heights down toward the established residential community, and to establish an appropriate and compatible transition to existing homes.</p>	<p>Provide additional urban design policies to ensure an appropriate transition to the established residential area, while also providing for additional development opportunity south of Speers Road.</p>
		It seems there are proposed walkways or "access" to the	The town is not actively seeking to acquire property to establish	No action required.

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		<p>neighborhoods to the immediate south of the Proposed Development Plan.</p> <p>Our neighborhood may be one of those access points.</p> <p>Has the Town been keeping an eye out to buy properties that go up for sale on those northern streets to allow for constructing that access?</p> <p>Real Estate is hot in these areas and I wouldn't want the Town to miss an opportunity.</p>	<p>pedestrian linkages at this time. While the linkages are intended to provide pedestrian and cycling connections between the Bronte GO major transit station area and the established residential neighbourhood to the south, the connections are to be explored as part of privately initiated development applications, and may be protected for as part of development. They may be implemented where feasible. The acquisition of properties to create a pedestrian linkage may be considered as part of a future land acquisition strategy, as identified in the plan. Staff note, however, that the acquisition of properties for pedestrian linkages will be a challenging endeavour for the town.</p>	
		<p>In terms of streetscape, walkway, and public use of the new streets and public spaces, does the Proposal Team design those public</p>	<p>The policies for the Bronte GO MTSA identify that the town may develop or assist in developing implementation strategies for the</p>	<p>No action required.</p>

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		<p>areas or do the Developers design those spaces?</p> <p>We are concerned that the streetscapes may not provide well for sitting areas, sidewalk cafes, gathering spaces and an environment that encourages community.</p> <p>When does the street infrastructure plan get presented to the Town and by whom?</p>	<p>Bronte GO area, including streetscape plans and additional urban design direction. These plans would help inform the “look and feel” of the street. The timeframe on developing these implementation documents has not yet been determined.</p> <p>In regard to existing streets in the study area, several Environmental Assessments have already been completed which give a clear indication on facility needs within the town’s right-of-way on some of the areas busier roads (e.g. number of car lanes, turning lanes, and active transportation facilities). This includes the Speers Road Environmental Assessment, and the Wycroft Road Environmental Assessment.</p> <p>In regard to new streets, the town has engineering standards which are applied based on the</p>	

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			<p>classification of road that is being designed, such as a “local road” or “arterial road” etc. These standards are used to inform the development of future public roads that are acquired through plans of subdivision, which are privately initiated development applications.</p> <p>As part of a privately initiated development application, town staff review the development proposal against the town’s policies, plans, standards and guidelines. In the situation of Bronte GO, the overall policies in the plan call for the design of future roads and the enhancement to existing roads to be designed as complete streets and prioritize year-round walking, cycling and transit use, while balancing the needs of vehicular movements and commercial vehicles. The plan also indicates areas where commercial uses are to be directed, fronting</p>	

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			<p>onto the street, and the creation of pedestrian friendly streetscapes.</p> <p>All of these components inform the design of the streetscape, and the final location of sitting areas, sidewalk cafes, and gathering spaces are ultimately determined and approved through a site plan application (another privately initiated development application, with its own approval process. Site plans provide the most detail).</p> <p>The development application process is a public process, and members of the public are encouraged to get involved to help inform future development, including how the public road and private development interface with one another.</p>	
		<p>The creation of safe bike lanes running along Third Line from</p>	<p>Creating safe, active transportation routes for cyclists is very important. Within the Active</p>	

No.	Commenter	Comment Summary	Town Response	Town Action
		Lakeshore is a great idea that shouldn't get lost.	Transportation Master Plan and the Bronte GO MTSA policies, the town is planning for a multi-use trail on Third Line, extending south to Rebecca Street. From Rebecca Street to Lakeshore Road, there are existing on-street bike lanes.	
19	<p>Date Received: 2021-06-10</p> <p>Name: Metrolinx</p>	The Bronte GO MTSA policies align with the Metrolinx Transit Oriented Communities Program.	Noted.	No action required.
	<p>Affiliation: Agency</p> <p>Property: Multiple</p>	Conversion of Employment Areas to non-employment uses would provide flexibility for mixed-use, transit-supportive development that would benefit the transit station area and encourage ridership.	The OPA seeks to convert employment areas to mixed use designations for this purpose.	No action required.
		Policy 27.4.3 j) - “the reimagining of existing surface parking areas to structure parking or other innovative solutions” provides flexibility to provide parking through alternative innovative	Agree. Flexibility is built into the policy framework to ensure adaptability over time, while also encouraging urban parking arrangements.	No action required.

No.	Commenter	Comment Summary	Town Response	Town Action
		<p>solutions in the future which may or may not include structured parking.</p>		
		<p>Policy 27.4.5 k) - municipalities should consider the use of environmental easements for operational emissions from rail, registered on title of development properties within 300 metres of the railway right-of-way, and granted to the railway owner. Consider adding policy.</p>	<p>The town will incorporate proposed policy recommendation from Metrolinx.</p>	<p>Insert new policy: “An environmental easement for operational emissions from the railway should be registered on title for properties within 300 metres of the railway corridor, in favor of the railway owner, at the time of property redevelopment.”</p>
		<p>Consider a policy regarding “vegetation clearance zones” along the rail corridor, in accordance with GO Expansion program.</p>	<p>Town to incorporate proposed policy recommendation from Metrolinx.</p>	<p>Insert new policy: “Unless otherwise directed by the property owner of the railway right-of-way, no tall growing vegetation shall be planted within 3.5</p>

No.	Commenter	Comment Summary	Town Response	Town Action
				metres of the railway right of way.”
20	<p>Date Received: 2021-07-12 Name: C. Wood Affiliation: Resident Property: Emily Circle</p>	Provide pedestrian connections to the established residential area to the south.	The plan and policies provide for this opportunity should they arise.	No action required.
21	<p>Date Received: 2021-08-09 Name: J. Finelli Affiliation: Property Owner Property: 2009 Wycroft Road and 2125 S. Service Road</p>	Seeking permissions for mixed use development within lands designated as employment.	<p>Both properties fall within a minimum separation distance of an existing industrial facility that is not intended to relocate. Sensitive land uses, such as residential and mixed use development, are not permitted within these areas.</p> <p>Both properties are also within the Regional Employment Area as per ROPA 48, which was adopted by Regional Council in July 2021. The town’s plan is required to conform to the Regional Official Plan.</p>	No action required.

No.	Commenter	Comment Summary	Town Response	Town Action
		Seeking the removal of the policy that would prohibit new vehicle dealerships.	Both properties have established office and light industrial uses. Replacing these existing developments to permit new vehicle dealerships does not achieve the plans vision or intent for providing high density employment uses in a compact built form.	No action required.
22	<p>Date Received: ongoing Name: Town Staff Departmental Review</p> <p>Affiliation: Town Departments Property: study area</p>	Opportunities to consolidate development districts.	Transition districts seek to accomplish the same thing and are largely redundant.	Consolidate the west and east transition districts within the plan.
		Opportunities to add view corridors on urban design schedule	Urban design and policy staff have reviewed the urban design scheduled and corresponding policies in regard to view corridors, and have not identified any views worthy of specific identification within the plan at this time.	No action required.
		Review land use compatibility policies	Policy staff have reviewed the emerging updates to the provincial land use compatibility guideline	Update policies to reflect the potential of updated provincial land

No.	Commenter	Comment Summary	Town Response	Town Action
			<p>and have noted areas where policy changes to the land use compatibility policies, as propped for Bronte GO MTSA, are appropriate. This is in response to the new classification system and specific uses identified in the draft provincial guidance document.</p>	<p>use compatibility guidelines.</p>
		<p>Coordination with Halton Region MCR</p>	<p>Staff have reviewed the adopted ROPA 48 to ensure conformity with the delineation of the Bronte GO MTSA, employment areas, density targets and proportional target mix of residents and jobs. Halton Region will have final approval of the Bronte GO MTSA OPA.</p>	<p>Update policies to reflect the target proportional mix of residents and jobs to be achieved within the Bronte GO MTSA.</p>

515476 Ontario Ltd.

15 Bethridge Road, Etobicoke, ON M9W 1M6

Tel: 416.674.6858 · Fax: 416.674.5016

December 11, 2020

Region of Halton
1151 Bronte road
Oakville, Ontario
L6M 3L1
Tel: 905-827-9833

Attention: Curt Benson, Director of Planning at the Region of Halton

Dear Mr. Curt Benson,

Re: Inclusion of 2300 Speers Road in the MTSA area

Further to our recent meeting with Mr. Sean O'Meara. We would like to have our property at 2300 Speers Road included in the MTSA area

- 1) Our properties or portions thereof, do currently lie in the 800 meter radius as determined by the Province
- 2) We understand that there are environmental concerns with regards to properties on the Eastern portion of the MTSA boundary that may inhibit the Region's ability to have residential where both draft documents have indicated.
- 3) We wish to be included in the MTSA area as we believe it is a better fit for the resident neighbors directly to the South, as we already back on to an already existing residential properties, where there is a very long history of friction between commercial/industrial uses along the south side of Speers Road and the residents backing onto our properties. To allow more residential along this boundary will greatly reduce complaints from residents once residential construction is complete in this zone.

We have spoken to our neighbour, 2284 Speers Road, and they feel the same. We would formally request that the Region and the Town include both our properties in the MTSA.

Please let us know what we need to do to further has us move forward with this.

Thank you,


James Sciacca

March 4, 2021

Brad Sunderland
Planner
Town of Oakville

Email to: brad.sunderland@oakville.ca

Dear Mr. Sunderland:

**RE: BRONTE GO MAJOR TRANSIT STATION AREA SPECIFIC PLAN
COMMENTS BY CRH CANADA GROUP INC. ("CRH")
731 THIRD LINE
TOWN OF OAKVILLE FILE NO. 42.15.58
OUR FILE NO. 9061DR**

MHBC has been retained by CRH Canada Group Inc. ("CRH") to review and provide comments on the Staff Report titled "Discussion Report – Bronte GO Major Transit Station Area Study: Area Specific Plan". We appreciate the opportunity to provide comments as follows on this initiative.

CRH owns and operates the Dufferin Construction asphalt plant operation at 731 Third Line in the Town of Oakville (see **Figure 1** for a Location Map) (referred to herein as "Subject Lands" or "site"). The asphalt plant has been in operation in this location for the past 50 years. CRH is a proud and active member of the community.

This is a highly strategic site for CRH currently and in the long term. The large parcel, 5.7 ha (14.2 acres) in area, is situated in an ideal location for asphalt processing. The site has direct access onto a major arterial road and a full movement interchange of the QEW, providing efficient and close access to construction sites and growth markets. The site is generally isolated, being surrounded by the rail corridor (to the south), Third Line (to the west), the QEW/interchange (to the north) and Fourteen Mile Creek Corridor (to the east). The site is currently surrounded by employment uses and is adequately separated from sensitive land uses.

Attached to the Staff Report is Appendix 1: Into the Mix: Area Specific Plan for the Bronte GO Major Transit Station Area (Final Report, February 2021) ("Into the Mix Report"). Overall, we generally agree in principle with the preferred land use framework as set out in Section 4.1 of the Into the Mix Report, which would provide for a 'business employment' land use designation on the Subject Lands and surrounding area.

Figure 3-5 of the Report appropriately identifies CRH's operation as a potential Class III facility and the need for a minimum separation distance of 300 m from sensitive land uses, in accordance with the D-6 Guideline recommendations (see attached **Figure 2**). It should be noted that 300 metres is the minimum separation distance and the potential influence area is up to 1000 metres for an asphalt facility.

PROVINCIAL POLICY STATEMENT

The revised framework, as set out in Section 4.1 of the Report is generally consistent with direction provided for in the PPS. Any area-specific policy will need to be consistent with the Land Use Compatibility policies and the Employment Area policies of the PPS 2020 which provides policy direction for the protection and preservation of Employment Areas that are planned for industrial and manufacturing uses.

Further, certain existing uses (i.e. asphalt plant) situated on the Subject Lands is considered a mineral aggregate operation given the definition in the PPS and would also be afforded protection by Policy 2.5.2.4.

GROWTH PLAN

CRH supports maintaining the Subject Lands and surrounding area as an employment area in the Region and Town's Official Plans. This will help ensure that CRH's operations are protected from any potential future conversions to a non-employment use and the potential for encroachment of sensitive land uses within the necessary separation distance identified in the D-6 Guidelines.

HALTON REGION OFFICIAL PLAN REVIEW & MTSA POLICY AMENDMENT

The Subject Lands and surrounding area are identified by Halton Region as a Regional Employment Area.

ROPA 48 proposes to maintain the Regional Employment Area designation as well as identifying the Subject Lands as being within a MTSA.

ROPA 48 also proposes to add Section 83.2(7) which states: "Where *Employment Areas* are located within a *Major Transit Station Area* as delineated on Map 1H, recognize the dual role and function of these *Major Transit Station Areas* as mixed use *Strategic Growth Areas* as well as the location of important existing employment uses, and, require Local Municipalities to plan for these areas by:

- a) Recognizing the importance of existing employment uses and the potential for employment growth and *intensification* within the *Employment Area* and within adjacent mixed use areas;
- b) Providing an appropriate interface between the *Employment Area* and adjacent mixed use areas to maintain land use compatibility; and
- c) Only permitting *development* within adjacent mixed use areas if land use compatibility can be addressed in a manner that protects existing employment uses in accordance with Section 79.3(12) of this Plan.

Generally consistent with PPS Policy 1.2.6.2, ROPA 48 proposes to add Section 79.3(12) which states: "Ensure the long-term operational and economic viability of major employment uses, and achieve land use compatibility between major employment uses and *sensitive land uses* within or adjacent to *Strategic Growth Areas*, by requiring that such uses are planned and developed to avoid, or if avoidance is not

possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, and risk to public health and safety is minimized, in accordance with Section 143(12) of this Plan.

LAND USE COMPATIBILITY STUDY FINDINGS

The entire Bronte MTSA falls within the potential influence area (1000 m) of the asphalt plant facility and within the potential influence area of other existing industries located within this MTSA.

In principle, permitting sensitive land uses within this MTSA potentially triggers a need for considerable mitigation required to ensure compatibility between existing industries and the introduction of new sensitive land uses. The more sensitive land uses that continue to encroach on the industrial operations, the amount of mitigation needed and potential for complaints increases.

Despite industrial uses being present 'first', existing industries are required to ensure any emissions from their operations are properly mitigated to meet Provincial Standards through the Environmental Compliance Approval (ECA) process regulated by the Ministry of Environment, Conservation and Parks (MECP). The CRH facilities have an ECA approved by the MECP based on the current separation distance of existing residential uses.

Once sensitive land uses are permitted in a land use designation in an official plan, the Planning Act requires that that municipal zoning by-law be amended to conform with the official plan. Once designated, it is understood that such lands would be zoned to include zoning permissions for sensitive land uses.

Once the zoning permits a sensitive land use, an ECA must assume a sensitive receptor is present on the zoned lands (even if a sensitive land use is not present). This change transfers the responsibility of mitigation for noise control to the industry. Therefore, any proposed Area-specific Plan policy must keep this in mind so a wrongful transfer of responsibility does not result.

Please be advised that CRH and MHBC welcome any further discussion with the Town (and Region) staff. We thank you for the opportunity to comment on this important initiative and request notification of any future meetings or decisions relating to the Bronte GO Major Transit Station Area and associated Town-initiated Official Plan Amendment.

Yours truly,

MHBC

A handwritten signature in black ink, appearing to read "Debra Walker", with a horizontal line extending to the right.

Debra Walker, BES, MBA, MCIP, RPP

cc: Jessica Ferri, CRH



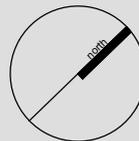
Figure 1
Location Map

LEGEND

- Subject Lands
- Bronte GO Major Transit Station Study Area
- Bronte GO Station

DATE: March 4, 2021

SCALE 1:10000



731 Third Line,
 Oakville, Ontario

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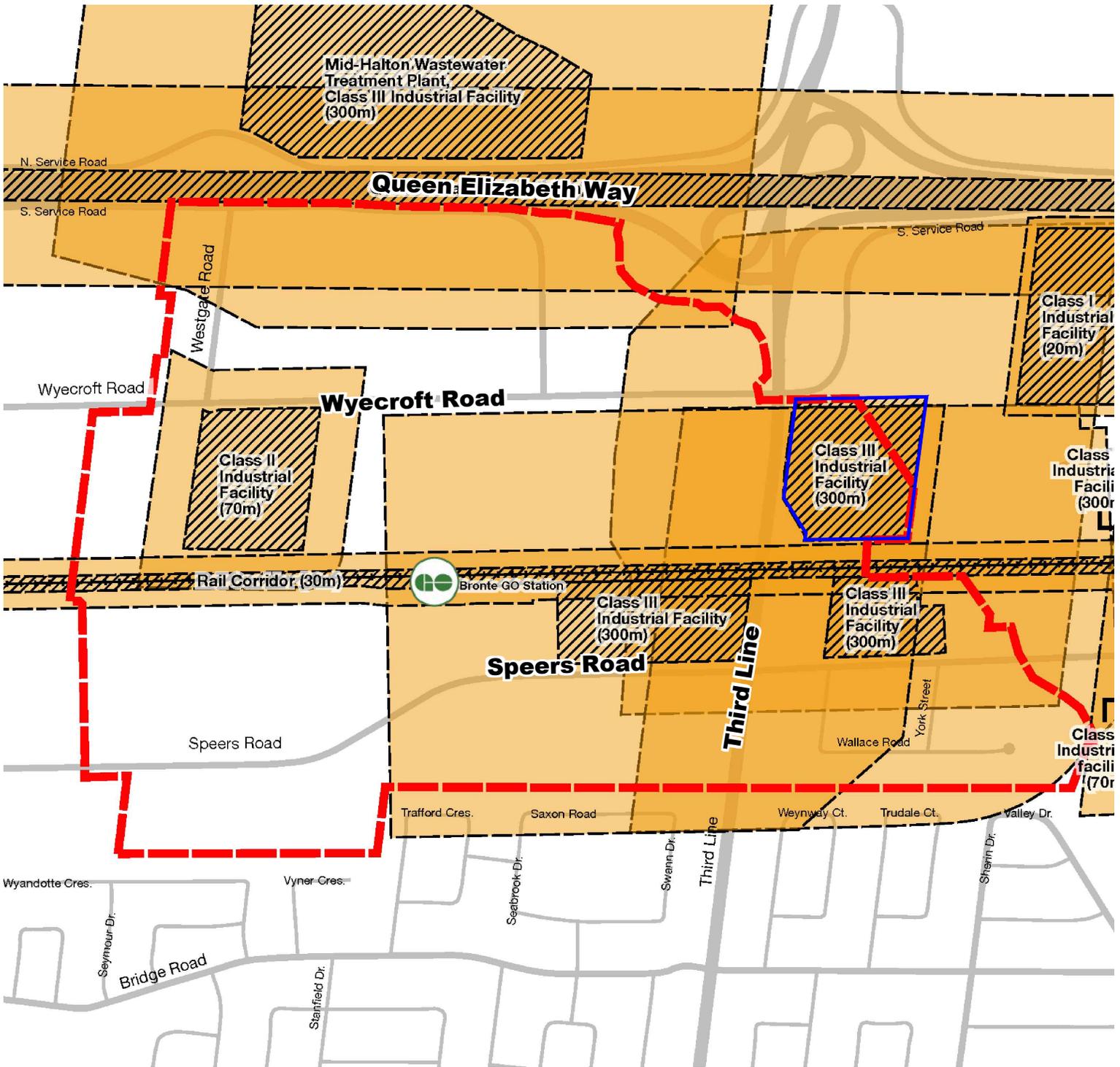


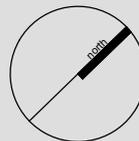
Figure 2
Air Quality Buffers

LEGEND

- Subject Lands
- Bronte GO Station
- Bronte GO Major Transit Station Study Area
- Emitting Site
- Minimum Buffering Area

DATE: March 4, 2021

SCALE 1:10000



731 Third Line,
Oakville, Ontario

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BOUSFIELDS INC.

March 8, 2021

Sent Via Email to: townclerk@oakville.ca

Brad Sunderland, Planner
Geoff Abma, Senior Planner
Town of Oakville
1225 Trafalgar Road
Oakville, ON
L6H 7H6

Dear Mr. Sunderland and Mr. Abma,

Re: Bronte GO Major Transit Station Area Study

We are writing on behalf of Northbridge Investment Management Inc. (“Northbridge”) with respect to the Bronte GO Major Transit Station Area (“MTSA”) Study (the “Study”) including the Town staff Discussion Report and the “Into the Mix: Area Specific Plan for the Bronte GO Major Transit Station Area” report, dated February 2021.

As you are aware, Northbridge own the lands at 2172 Wyecroft Road (the “subject site”), a parcel directly west of the GO station lands. The subject site has an area of approximately 2.38 hectares (5.88 acres), a frontage along Wyecroft Road of 93 metres, and a varying depth of 240 to 260 metres. It is currently occupied by three single-storey buildings, all of which currently have commercial, industrial and/or office tenants. A significant amount of surface parking surrounds all three buildings.

Northbridge has been participating in the Study process, including attendance at the November 2019 community meeting and a letter submitted to the Town in December 2019 regarding the draft land use scenarios.

We have reviewed the report to Planning and Economic Development Committee (#2020-P-27), including Attachment #1: Major Transit Station Areas – Proposed Policy Directions (the “Report”). We are supportive of the general direction of the report, particularly the vision to establish a mixed use community in the MTSA, which is in keeping with Policy 2.2.4(9) of the 2019 Growth Plan,

We appreciate the opportunity to provide the following comments and requests for clarification:

- In the demonstration plans in Figures 4-18 and 4-19, the building footprints and massing shows a blue tone as 'Employment/Commercial' whereas purple is 'Mixed Use'. It is unclear how the demonstration plan relates to the mix of uses that would be permitted in the Urban Core and Urban Centre designations.
- The report provides that the Bronte GO MTSA would be developed in two key phases. Phase 2 is considered the long-term plan to introduce a mix of uses on some of the lands in the MTSA. This Phase would not be initiated until some of the industrial facilities are relocated. It is only in Phase 2 that the subject site would be permitted to develop with a broader mix of uses, including residential, than currently permitted. However there is no timeline associated with Phase 2 and it is unclear if the densities discussed in Section 4.2, Projected Density and in Figure 4-13, which include three time horizons (2031, 2041 and 2051) are related to Phase 1 and 2.
- With respect to height and density, given the subject site's adjacency to the GO station site, it would be appropriate to permit High Mid Rise to Tall buildings on the subject site (up to 20 storeys) or at a minimum on the east side of the site, given that it is within easy walking distance of the station (from 100 to 300 metres to the platform). Developing these lands with high density would allow for the integration of additional density in proximity to the station which could perhaps develop in advance of the build out of the station lands.
- We also note that the plan considers the integration of a Community Centre onto the subject lands. It is not clear if this a requirement and or if it would be a stand-alone building or integrated into a mixed use building. The site that it is shown on is one of the closest mixed use sites to the station. If the intention is to integrate the Community Centre into the base of a mixed use building, that would be more appropriately located in the podium of a tall building that in the lower floors of a midrise building.
- The road network for the preferred land use framework shows two proposed local roads on the subject site, one shared north-south road (Road K) and one east-west road (Road B). While we recognize the importance of public streets for redevelopment in the MTSA, but the need for two east-west streets south of Wyecroft Road in this area and the need for Road B. While Section 4.1.4 provides that the precise location of roads will be determined, the policy should also provide that the need for all of the local roads would also be determined.

Thank you for the opportunity to provide comments on the Bronte GO Major Transit Station Area Study. If you have any questions regarding these comments, please do

not hesitate to contact the undersigned. Finally, we request that we continue to be kept apprised of any further consideration of this matter.

Yours very truly,

BOUSFIELDS INC.



Emma West, MCIP, RPP



April 12th, 2021

Bronte GO Major Transit Station Area Study
Town of Oakville

Brad Sunderland
Planner

Re: Bronte GO Major Transit Station Area Study

Dear Brad,

Thank you for circulating Bell Canada on this Area Study. We truly appreciate being in receipt of this information. While we don't have any specific comments or concerns pertaining to the Area Study itself, Bell Canada would like to ensure that the landowners are aware and familiar with our conditions as they pertain to forthcoming Site Plans, Draft Plans of Subdivision and/or Draft Plans of Condominium (see below). Furthermore, we request that future reports and studies pertaining to the Growth Area as well as any future development applications within this Growth Study Area be circulated to Bell Canada.

"The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell.

The Owner agrees that should any conflict arise with existing Bell Canada facilities or easements within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost."

The Owner is advised to contact Bell Canada at planninganddevelopment@bell.ca during the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed to service the development.

Yours truly,

Ryan Courville
Bell Canada Access Network Provisioning Manager
Planning and Development
Phone: 416-570-6726
Email: planninganddevelopment@bell.ca

EMAIL

Date: 04-21-2021

To: Town Clerk, Brad Sunderland

From: S. and K. Higginson

Council c/o the Town Clerk at the Town of Oakville

Please review this written concern regarding the Plan amendment for Bronte Go Transit Station Area, as a home owner at ### Saxon Rd, Oakville for the past 35 years we have backed onto the industrial land on South side of Speers Rd, we reviewed all the By-Laws before the home was purchased and over the years have had a good relationship with Town's office, plus the owners of the land. If the proposed amendment is approved , Town By laws will be gone and all will be with the Province, I have experienced this previously when I contacted The Town regarding The GO Pubic announcement system and was told I had to speak with Go directly.

This proposed plan is for a Livable Oakville Plan, (as per letter), But not for those who live next to the proposed subject land , I ask that the Council will strongly review my concerns and continue to make Oakville Livable for all , not just for Strategic Growth

I plan to attend Videoconference

Stafford and Karen Higginson

Saxon rd



Our file: 1374-001

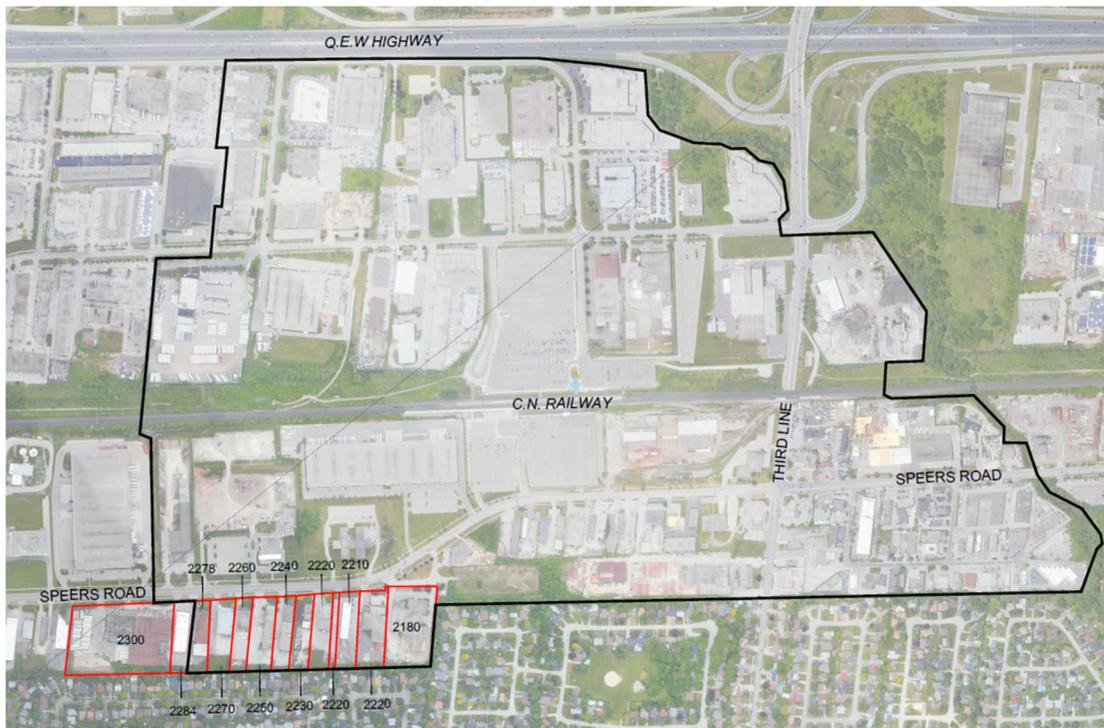
May 4, 2021

Chairman and Members of the Town of Oakville
 Planning and Development Council
 Town of Oakville
 1225 Trafalgar Road
 Oakville, Ontario
 L6H 0H3

Attention: Ms. Franca Piazza
Legislative Coordinator

RE: Statutory Public Meeting, May 10, 2021
Proposed Town-initiated Official Plan Amendment:
Bronte GO Major Transit Station Area

Glen Schnarr & Associates Inc. (GSAI) have recently been retained by multiple landowners within and just outside of the Bronte GO Major Transit Station Area (MTSA) who have participated as stakeholders and attended the various open houses and public meetings since this project was initiated. Our clients own lands, with the areas outlined in red below, along the south side of Speers Road, west of the Bronte Go Station.



10 KINGSBRIDGE GARDEN CIRCLE
 SUITE 700
 MISSISSAUGA, ONTARIO
 L5R 3K6
 TEL (905) 568-8888
 FAX (905) 568-8894
 www.gsai.ca



The properties extend from 2180 Speers Road west to 2300 Speers Road and comprise an area of approximately 24.06 acres. The specific property owners who have participated in the MTSA exercise include Valley Creek Inc. (2220, 2240 & 2270 Speers Road), O,S & B Holdings Ltd. (2200 Speers Road), Jelinek Cork Ltd. (2260 Speers Road), 1884329 Ontario Inc, (2278 Speers Road), (2284 Speers Road) and 515476 Ontario Ltd. (2300 Speers Road). While included as a potential expansion area within this landowner group, the owner of 2300 Speers Road (515476 Ontario Ltd.) had made a separate request for inclusion on December 10, 2020. The landowners group is in the process of including the owners at 2180, 2190, 2230 and 2250 Speers Road. Our client supports the MTSA initiative, acknowledges the challenges associated with converting and phasing the re-use of Employment lands, but has several concerns pertaining to the final Bronte Go MTSA Study Area Specific Plan as it relates the recommendations regarding proposed height and densities on their lands.



The graphic above depicts a massing model that from the final Area Specific Plan that is intended to reflect the recommended heights and densities in the recommended Land Use Plan for the MTSA Study Area. Our client's lands are shown in the lower left corner as outlined in red. Our client supports the recommended "Urban Centre" designation proposed for these lands and acknowledges that, while being within 800 m of the Bronte GO station, which is considered the epicentre of the study area, these lands are located at a perimeter location and should provide a transition to the stable residential area which abuts to the south and east. Within this area outlined in red a 2-4 storey height limit has been recommended.

The Provincial Growth Plan for the Greater Golden Horseshoe ("Places To Grow") directs area municipalities to identify and plan for designated MTSA's within urban settlement areas. Section 2.2.4.8 of Places To Grow states, "All major transit station areas will be planned to be transit



supportive....” Places to Grow defines “Transit Supportive” as “Relating to development that makes transit viable and improves the quality of the experience of using transit. It often refers to compact, mixed use development that has a higher level of employment and residential densities.”

During earlier phases of the Bronte GO MTSA study as outlined on Page 38 of the Area Specific Plan the area south of Speers Road, in which our clients own lands, was previously identified as a “Mid Rise” area (see map below) capable of supporting heights of 5-12 storeys along the Speers Road frontages with a Low Rise (2-4 storey) area bordering the mid rise height areas where they abut existing low density uses. At that time, Option 1 was identified as a preferred option.

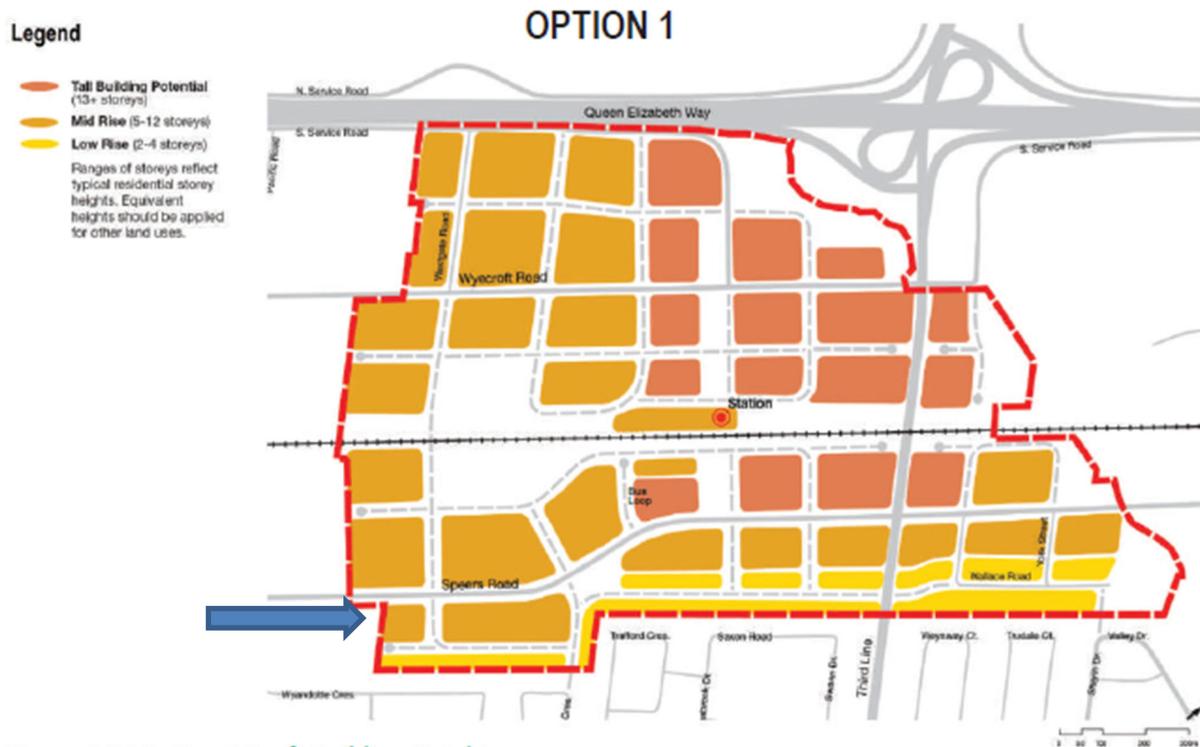


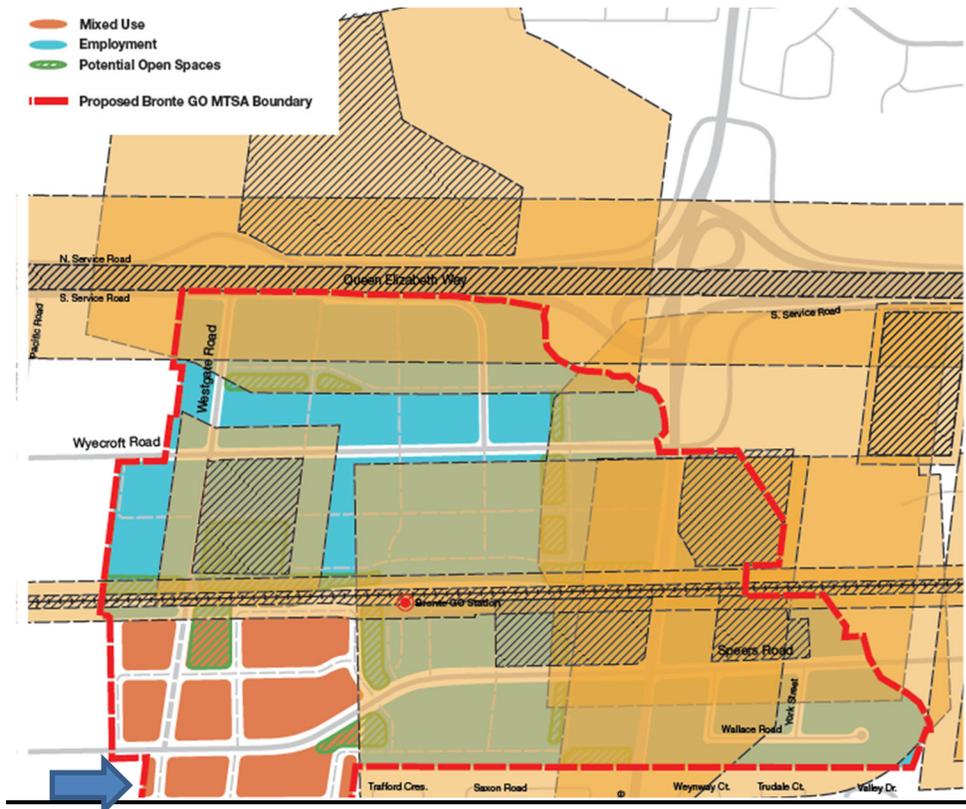
Figure 3-3 | Option 1 Draft Building Heights

The final Bronte GO MTSA Study: Area Specific Plan (Feb. 2021) subsequently recommended that all of the lands owned by our clients south of Speers Road remain at the “Low Rise” threshold with heights of 2-4 storeys. There was little, if any, justification provided in the Area Specific Plan for reducing the heights, and consequently the density within the portion of the MTSA Study Area.

We believe that this portion of the study area warrants a further review of heights and densities given its proximity to the GO station, but also because of its locational attributes from a built form and phasing perspective. In many urban jurisdictions, heights of up to 4 storeys are typical of a “Neighbourhoods” condition. Typically, low density neighbourhood designations permit all forms of ground related built forms 4 storeys or less to locate throughout their settlement areas, while other designations are used to promote greater heights and densities within intensification



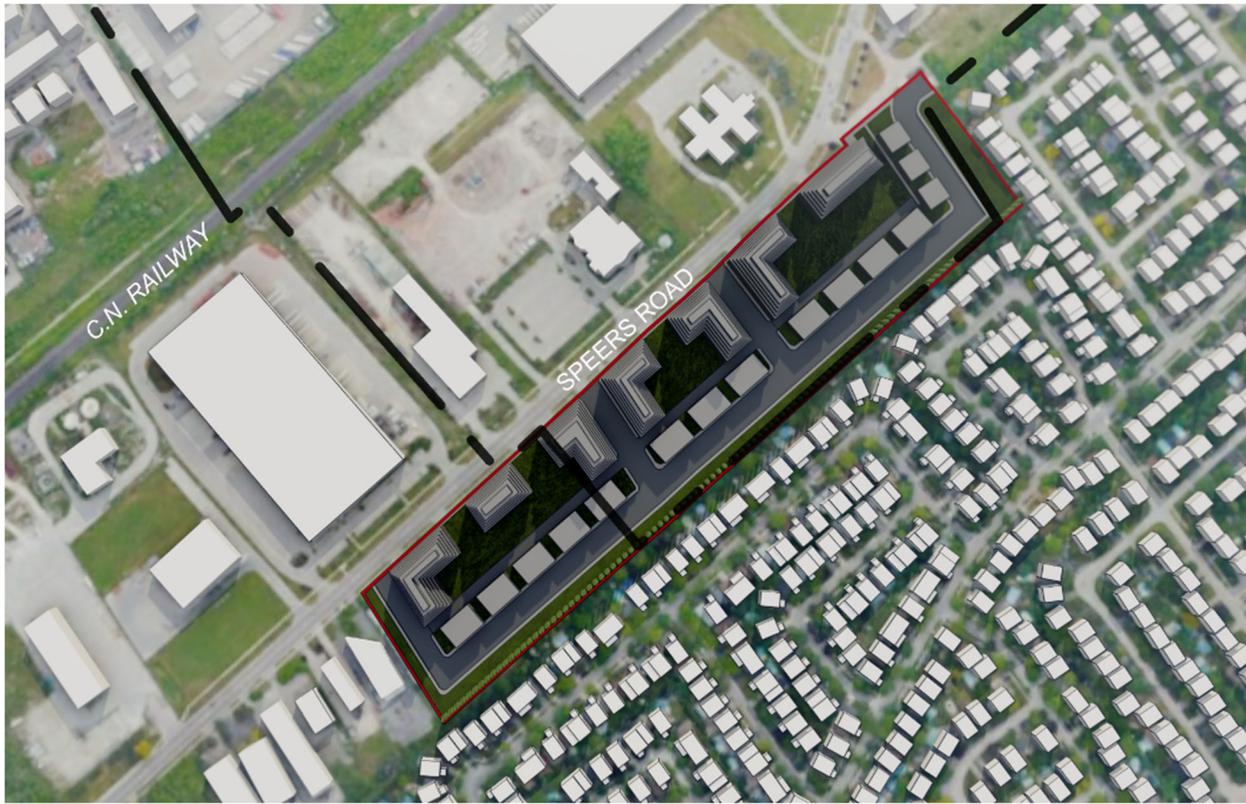
areas such as major nodes and avenues/corridors. Many of these intensification areas are also designated MTSA locations where greater heights and densities are promoted as per the provincial policy regime on intensification. In our view, capping heights within an MTSA to 4 storeys or less within such close proximity is an underutilization of lands and more typical of a suburban condition where transit supportive densities would not be encouraged. While we acknowledge this area is seen as “transitional” to lower density areas nearby, we believe there is sufficient area and depth within these blocks to achieve that transition at greater heights and densities without unacceptable adverse impact to the established residential area to the south. Also, from a phasing perspective, Page 60 of the Area Specific Plan identifies these lands to be the least impacted as far as land use compatibility with existing employment uses of various classifications having various distance separation requirements based on their current emissions. See map below. Consideration for increased height and density should be given to these lands because of their proximity and close walking distance to transit and given the reality that this area will be the first area to support mixed use redevelopment to support the Bronte GO MTSA. Depending on which employment uses in the MTSA choose to stay or relocate, there could be areas within the MTSA which will never be redeveloped because of compatibility issues.





An Alternative Approach

As stated earlier, it is our opinion that a blanket 2-4 storey height limitation in this portion of the MTSA Study Area south of Speers Road simply replicates a typical suburban neighbourhood height and density scenario along an arterial road and, as such, represents an underutilization of opportunities to create more compact transit supportive height and density within an MTSA. While we acknowledge and agree with the need to provide transition within this area to adjacent established low density areas, we recommend that the Town consider alternative ways to provide such transition in height and density. What is often typically utilized as a common and accepted method of doing so along many arterial roads, avenues and transit corridors within other jurisdictions is the application of a 45 degree angular plane to provide a gradual transition in heights and densities such that the higher heights and densities are achieved along arterial road frontages where a higher intensity of transit supportive mixed use development within an MTSA should occur.



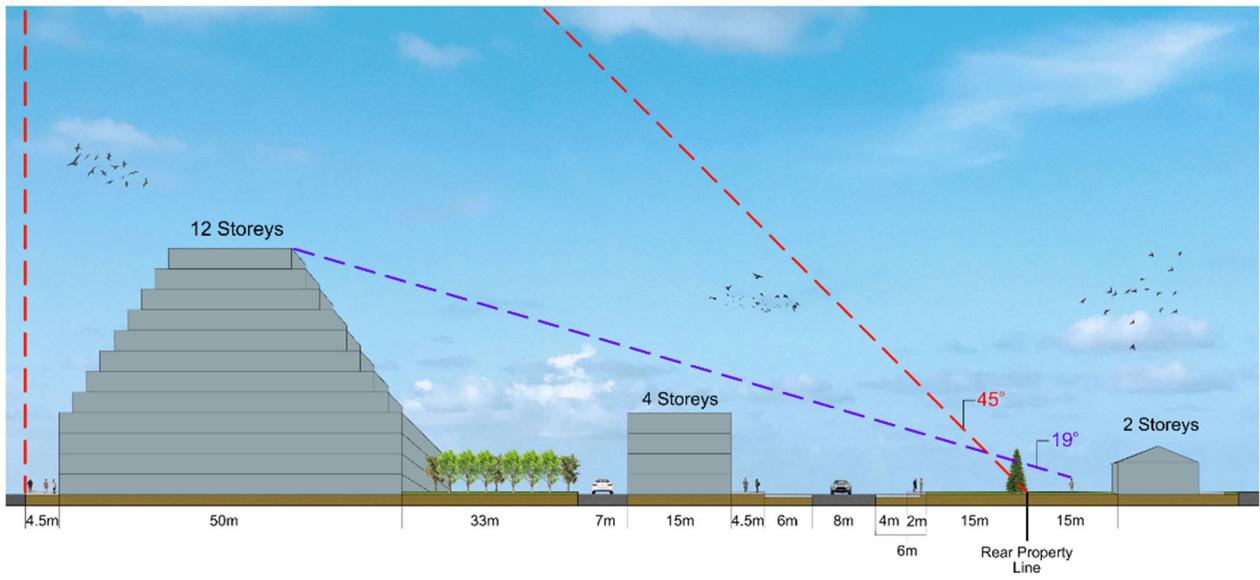
As an alternative to the low rise 2-4 storey massing option presented in the Area Specific Plan, we recommended an alternative approach that includes the following two key elements:

- Relocate the proposed east/west internal road further south such that all new proposed development is internalized within blocks separated by a local road. This serves to increase separation distances from existing residential dwellings, reduce any potential



shadow/overlook impacts, provide buffering and ensures an appropriate height and density transition within these blocks;

- Protect and enhance the existing tree lined buffer. Incorporate a linear 15 m public open space corridor between the proposed new local street and the shared property boundary with abutting low density residential uses which buffers existing single detached dwellings and provides a critical segment for a larger linear open space network which can provide pedestrian and active transportation opportunities and link the surrounding residential communities to the Bronte GO station.





As shown above, using the 45 degree angular plane as a benchmark, much higher buildings could potentially locate along the Speers Road frontage and provide an appropriate height/density transition to adjacent low density areas. Our clients are not proposing or requesting heights or densities of this magnitude. As an alternative, buildings in the 8-12 storey range which terrace towards 3-4 storey medium density blocks along the north side of the proposed internal local road could provide an appropriate transition well within even a 20 degree angular plan and well below the sightlines of adjacent residents.

In conclusion, we believe this is a feasible alternative appropriate for an MTSA and would respectfully request the Town give consideration to this request for the following reasons:

- We believe the West Transitional Area within which the lands south of Speers Road are located have the depth and the area to warrant increased heights and densities while providing a landscaped linear open space feature which provides improved wall to wall separation distances from residential areas to the south. The use of angular plane models to provide transition within this block will result in greater and more transit supportive height and densities at more appropriate locations within the West Transitional Area while protection and buffering low density areas to the south;
- The West Transitional Area has been identified as the area least impacted by various class emissions source locations within the MTSA which would have to relocate before mixed use redevelopment could occur. This makes this area the logical first phase for implementing mixed use redevelopment within the MTSA. In our opinion population and employment projections need to factor the reality that some employers within the MTSA will not relocate or it is cost prohibitive for them to do so.
- Based on the May 10, 2021 staff report, there remains uncertainty as to the proposed 60:40 jobs to residents ratio proposed for this MTSA, as proposed by the Region of Halton. As future office and retail employment trends emerge during the post covid era, there may be a need to re-evaluate these ratios in areas such as the Bronte GO MTSA where new and



future mixed use redevelopment is being directed. Even at a 50:50 jobs to residents ratio, our proposal allows for increased employment levels form what currently exist in this area.

We trust that our comments will be taken into consideration as the Town and Region work towards a final OPA to implement the MTSA policies in the future and appreciate the opportunity to participate in the process. Thank you for your consideration.

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.

Jim Levac, MCIP, RPP
Partner

Copy: Sean O'Meara, Town Councillor Ward 1
Guy Dorbeck et al, Speers Road Landowners
Brad Sunderland, Planner, Town of Oakville
Gabe Charles, Acting Planning Director, Town of Oakville



BOUSFIELDS INC.

Project No. 15216

May 5, 2021

Sent Via Email to: townclerk@oakville.ca

Planning and Development Council
Town of Oakville
1225 Trafalgar Road
Oakville, ON L6H 7H6

Dear Members of Planning and Development Council:

**Re: *Bronte GO Major Transit Station Area Study and Draft OPA
Town File No. 42.15.58
Item 6.3 to Planning and Development Council (May 10, 2021)***

We are writing on behalf of Apple Self Storage (“Apple”), the owner of the existing self-storage and office suites facility located at 700 Third Line (the “Apple site”) (see Attachment A for the Apple site location). The Apple site is located immediately adjacent to the existing Bronte GO Station platform and the existing station parking area.

The purpose of this letter is to provide comments on the Draft OPA relating to the Bronte GO Major Transit Station Area (the “Bronte Go Study”). It is our understanding that the Draft OPA is now being released for comments, with the intent to bring it back for recommendations some time in the fall.

As you may know, Apple has been active over the past few years in expanding their existing self-storage and office suites facility, and has been monitoring the ongoing Bronte GO Study. Specifically, the studies and preferred options provided in late 2019 identified the Apple site for higher density mixed use development proximate to the Bronte Go Station. Only recently have we become aware of a very different approach to the Apple site, where the Bronte GO Study now removes any residential permissions and limits heights to a maximum of 8 storeys, with the ability to extend up to 12 storeys for offices.

From our recent discussions with planning staff, we understand that this recent change was made due to the results of the land use compatibility studies to buffer residential use permissions from existing surrounding Class III industrial facilities. While we understand that the location of Class III facilities could introduce limitations to locating sensitive uses on the Apple site, we do not believe it is necessary or appropriate to completely remove the potential for residential permissions of a higher density.

The Bronte GO Study and related Draft OPA introduces policies that seek to achieve objectives to the year 2051. In our view it is not appropriate to negate any residential permissions on the Apple site for the horizon of this planning study. There are many policy options that can be considered to allow the potential for residential permissions

on all, or at least portions, of the Apple site. This could be achieved without any constraints or impacts on the surrounding Class III industries. One such method would be to introduce a site-specific policy such as the following:

"Lands at 700 Third Line

(a) Residential units may be permitted within 300 metres of the property line of a lot containing a Class III industrial facility where it has been demonstrated, through studies to the satisfaction of both the Director of Planning and a peer reviewer(s) selected by the Town and paid for by the applicant, that future residents on these lands would not experience material adverse noise, vibrations, traffic, odour or other emission effects generated from such a nearby industrial facility. Town Council may enact a zoning by-law pursuant to Sections 34 and 36 of the Planning Act with an 'h' Holding Symbol in respect of residential uses on the lands municipally known as 700 Third Line.

(b) The 'H' Holding Symbol applicable to the zoning, for the lands known municipally as 700 Third Line, may be removed by Town Council and these lands may be used for residential and/or residential/commercial purposes upon receipt by City Council of a report from the Director of Planning that confirms:

- i. That a development proposal has been submitted that is to the satisfaction of the Director of Planning, and*
- ii. That the studies referred to in paragraph a) above have shown that future residents on those lands would not experience material adverse noise, vibration, traffic, odour or other emission effects generated from the nearby industrial facility.*

Town Council may also lift the 'H' holding symbol where the industrial activity that was the basis of implementing the 'H' holding symbol has ceased and is not replaced by another operation of the same or similar use for a period of one year measured from the date of closure of the original operation."

Notwithstanding that surrounding Class III facilities have expressed interest to remain in the area proximate to the GO Station, it is our opinion that the policy framework should include some balanced flexibility for residential, while also demonstrating that the continued operations of the surrounding industrial facilities are not impacted or frustrated.

While the foregoing comments deal with the long term potential for the Apple site, we also believe that the Draft OPA should provide some additional flexibility for more near term, or interim, redevelopment. Specifically, while Policy 27.8.1 provides opportunity for redevelopment of low-rise employment uses, it does not reference the potential for "infill" development. We propose the following modification to address this concern, which would allow for the gradual redevelopment of the site:

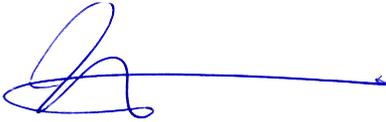
27.8.1 (g) The redevelopment of existing low-rise employment uses may occur gradually over the long-term. Notwithstanding the minimum building heights shown on Schedule S2, and minimum densities shown on Schedule S3, infill

development, 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.

Thank you for the opportunity to provide comments on the Bronte GO Study and Draft OPA. If you have any questions regarding these comments, please do not hesitate to contact the undersigned. Finally, we request that we continue to be kept apprised of any further consideration of this matter.

Yours very truly,

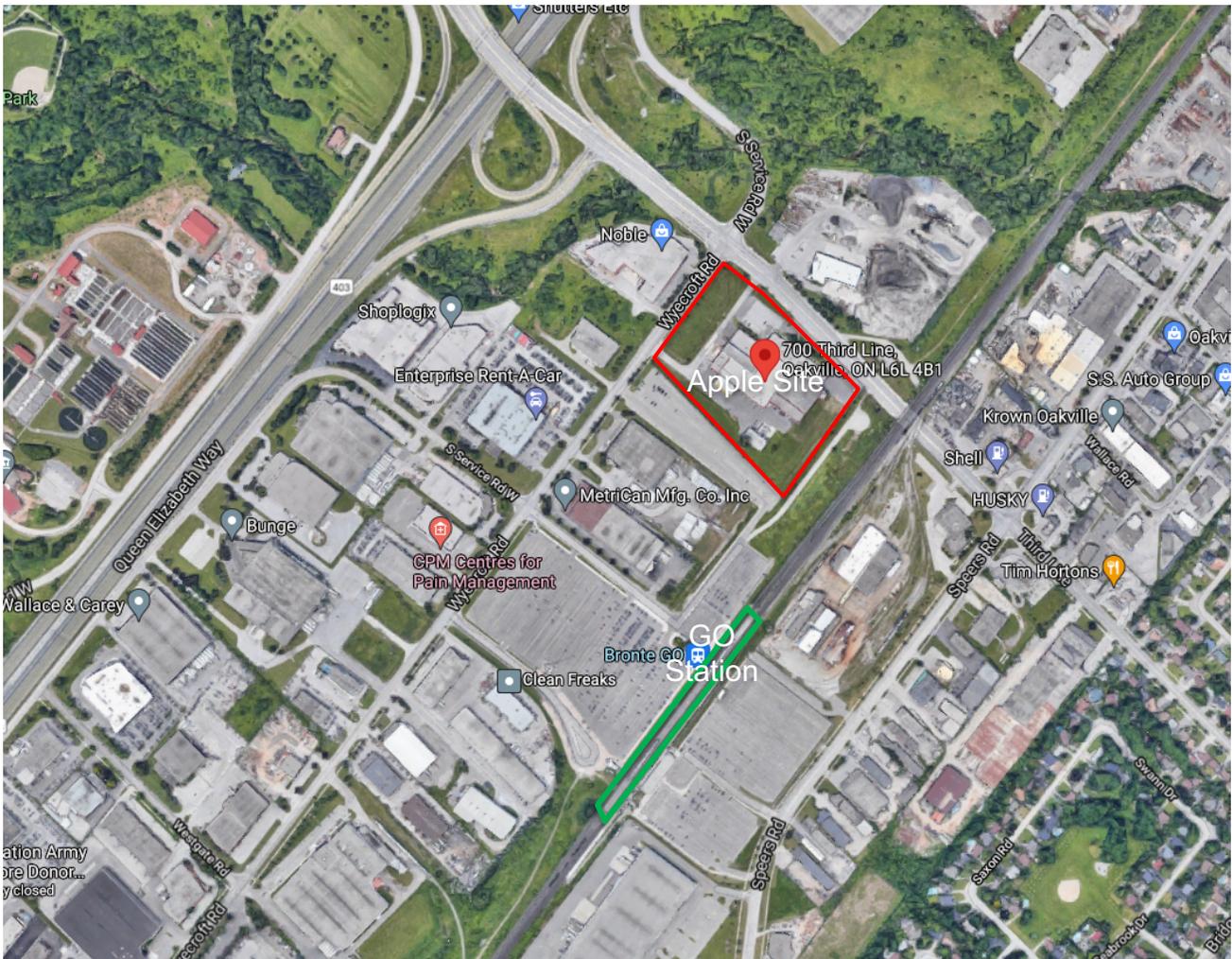
Bousfields Inc.



Michael Bissett, MCIP, RPP

- c. Brad Sunderland, Planner
Geoff Abma, Senior Planner

ATTACHMENT "A" – APPLE SITE LOCATION (700 Third Line)



Sent Via Email

May 5, 2021

Mayor and Members of Council
Town of Oakville

RE: Statutory Public Meeting Proposed Official Plan Amendment

Bronte GO Major Transit Station Area

I am writing to you on behalf of Roczamb Holdings Limited, the landlord of Budds' Imported Cars Collision Services located at 2071 South Service Road, Oakville, ON L6L 5V6. We have had the opportunity to review the draft Official Plan Amendment for the Bronte Go Station MTSA and offer the following comments.

Budds Collision Services provides support to seven of Budds' dealerships and businesses within the immediate area. These dealerships and this facility were established based on permissions within the Official Plan and Zoning By-law and are an important hub for automotive services for Oakville and the broader communities. Protecting and enhancing this hub is a priority for Budds.

The Bronte MTSA will take many years to redevelop. The planning horizon for implementing this Official Plan Amendment is 2051. The collision facility is an appropriate interim use until such time as the MTSA redevelops for the intended uses.

We do note that Section 27.8 f) states that "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. "

Section g) allows for the expansion of existing low rise employment uses however this provision historically has not applied to automotive uses. It is our position that existing automotive uses should have the same permissions re expansion within the Bronte MTSA as was permitted within the Midtown MTSA due to the similarity of the policy context for both MTSA. We are requesting that Section g) be amended to include language that would include, in addition to the low rise employment uses, these automotive uses. This would allow these uses to change in response to market over time, including expansion, until such time as the MTSA redevelops.

We look forward to working with Town staff to resolve this matter.

Yours truly,



Ruth Victor | MCIP RPP MRTPI

Sent Via Email

May 5, 2021

Mayor and Members of Council
Town of Oakville

RE: Statutory Public Meeting Proposed Official Plan Amendment Bronte Go MTSA

I am writing to you on behalf of the Policaro Group, the owners of Porsche Centre Oakville located at 2250 South Service Road West. We have had the opportunity to review the draft Official Plan Amendment - the Bronte Go Station MTSA and offer the following comments.

The Porsche dealership was established on these lands in accordance with approved Official Plan and Zoning By-law requirements. These permissions within these documents were based upon the automotive uses study completed by the Town of Oakville to determine where within the Town, automotive uses such as this car dealership were an appropriate land use in this location.

The Bronte MTSA will take many years to redevelop. The planning horizon for implementing this Official Plan Amendment is 2051. The automotive dealership in this location is an appropriate interim use until such time as the MTSA fully redevelop for the intended uses. We do note that Section 27.8 f) states that “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.”

Section g) allows for the expansion of existing low-rise employment uses however this provision would not apply to automotive uses which are considered a commercial use. Within the Midtown policies of the Livable Oakville Plan, we note that the permission for expansion of existing uses included commercial uses. It is our position that existing automotive uses should have the same permissions re expansion within the Bronte MTSA as was permitted within the Midtown MTSA due to the similarity of the policy context for both MTSA.

For this reason, we are requesting that Section g) be amended to either specifically include “automotive uses” in addition to “employment uses” or in the alternative, a reference to the broader term of “commercial uses” in addition to “employment uses” within this provision.

We look forward to working with Town staff to resolve this matter.

Yours truly,



Ruth Victor | MCIP RPP MRTPI

EMAIL

Date: 05-10-2021

To: Town Clerk

From: B. MacNeil

I live at ### Trudale Court and I'm against this project. Putting high rises and multi level townhomes next to my property will take my privacy away and also lower the value of my property.

EMAIL

Date: 05-10-2021

To: Town Clerk, Brad Sunderland

From: C. Crawford

My name is Corbin Crawford and I live at ### Trudale ct. in Oakville.

I received your letter concerning the development of the Brontie Go train and surrounding areas. I have reviewed both "option one" and "option two" defining the proposed land use areas. I am concerned with the massive increase in the population density of the affected area. Oakville has a wonderful open comfortable feel to it. And much of the atmosphere that draw people to Oakville in my opinion has to do with the low density of the housing developments. Higher density areas in Oakville like the Kerr St. corridor are much less desirable and now it seems that this is the intended future of the Brontie Go train area.

One of the reasons I purchased this property twelve years ago was because my back yard is quite private. I back on to Wallace Road and the light industry is only there Monday to Friday 9-5 and make for great neighbors. Now in both proposed options there will be town houses being built behind me. And the trend in this type of housing is to build a three story structure the parking on the bottom floor, living space on the second and bed rooms on the third. Also town houses are by their very nature quite narrow. This means I could easily have 5 to 8 different houses looking in to my back yard. This will destroy the privacy I have enjoyed since I moved in.

I understand that a city must grow and be developed. However, I am hoping that another option could be developed with greater consideration to the people who back onto this new development. I propose another option that could ideally include a green space buffer between the existing homes and the new houses. Or at least change the town house area into single family detached homes.

I am also concerned with the lack of information concerning lot size and how tall the building will be. Under appendix 2, table 4 high density areas are able to be 9 – 20 stories and medium density is 2-6. This is much too great of a range and need to be better defined.

I will be attending the town hall meeting on May 10 and hope that some of my concerns can be addressed.

I would like to be notified of any and all proposals, desertions and time lines. My email address is XXX or my phone number is ###.

May 10, 2021

Brad Sunderland
Planner
Town of Oakville

Email to: brad.sunderland@oakville.ca

Dear Mr. Sunderland:

**RE: BRONTE GO MAJOR TRANSIT STATION AREA SPECIFIC PLAN
COMMENTS BY CRH CANADA GROUP INC. ("CRH")
731 THIRD LINE
TOWN OF OAKVILLE FILE NO. 42.15.58
OUR FILE NO. 9061DR**

Further to our submission dated March 4, 2021 (attached), MHBC has reviewed the "Draft Official Plan Amendment (dated Draft – April 15, 2021) for the Bronte GO Major Transit Station Area" relative to CRH's asphalt operation situated at 731 Third Line. We appreciate the opportunity to provide the following comments as part of the statutory public meeting. We will not be making an oral presentation at this meeting.

Firstly, we would like to recognize Town Staff's efforts in this first Draft Official Plan Amendment that generally aims to address land use compatibility and the protection of existing industrial uses in the Bronte GO MTSA area. With that said, we have concerns that the proposed draft Amendment does not go quite far enough with respect to land use compatibility and protecting CRH's industrial operations.

This letter is intended to provide a general overview of those concerns and we intend to provide a more detailed submission in the next couple of weeks including proposed wording for review and consideration by Town Staff.

1. Maintain Industrial designation

CRH's lands at 731 Third Line are currently designated Industrial on Schedule F (South West Land Use) of the Town's Official Plan. Industrial areas are intended to provide for heavy industrial operations and are limited to well screened, highly accessible locations (14.5). The 'Industrial' designation permits heavy industrial operations such as manufacturing, assembling, processing, fabricating, refining, repairing warehousing and wholesaline amongst other uses. Outdoor storage

may be permitted on lands in this designation (14.5.1.a). Therefore, CRH's asphalt plant operation and associated outdoor storage uses are permitted by the current Industrial designation.

The proposed OPA would redesignate the lands from Industrial to 'Growth Area' on Schedule F and, more specifically, 'Business Employment' on proposed new Schedule S1.

By contrast, 'Business Employment' areas "are intended to provide for a wide range of business and industrial uses. The uses in the Business Employment areas are intended to be predominantly within enclosed buildings and provide for light and service industrial operations with minimal impacts on the surrounding areas" (14.4). The 'Business Employment' designation permits "offices and light industrial uses." amongst other uses (14.4.1.a). Limited outdoor storage and display areas shall be adequately screened and may be permitted through the implementing zoning (14.4.4).

In effect, the proposed OPA will remove land use permissions that currently recognize CRH's asphalt operation as a permitted use and will limit outdoor storage which is a necessary for the nature of the main permitted use. CRH objects to this approach, which is inconsistent with Policy 2.5.2.4 of the PPS.

As noted in our previous submission, this is a highly strategic site for CRH currently and in the long term. Therefore, it is imperative to CRH to have the current land use permission maintained. This can be achieved by either:

- (i) designating CRH's lands as 'Industrial' (preferred)
- (ii) designating CRH's lands as "Business Employment" but include a site-specific policy for 731 Third Line that maintains current heavy industrial and outdoor storage land use permissions

2. Eastern District

Similar to the comments noted above, the Eastern District policies state that: "over time, the *employment area* will transition to lighter employment uses, and new heavy industrial uses will not be permitted. This policy implies that existing heavy industrial uses will be transitioned and will no longer be permitted.

CRH does not intend to relocate its operations and does not agree with the removal of land use permissions for the reasons noted above.

3. Land Use Compatibility Policies

The proposed Land Use Compatibility policies in Section 27.4.5(d) does not properly implement the recommendations of the D-6 Guidelines and the background noise and air quality study recommendations and should be deleted or reworded. Site-specific official plan amendments should not be considered for areas identified within the Minimum Separation Distance but the Area of Influence, as set out in the D-6 Guidelines.

Furthermore, land use compatibility policies should set out more clearly that mitigation will be on the onus of the applicant developing the sensitive land use and include Terms of Reference for noise and air quality study requirements.

4. Ontario's Proposed Land Use Compatibility Guideline

The proposed OPA should also take into account the Province's recently released Draft Land Use Compatibility Guideline (March 2021). The Guidelines will play a considerable role in planning this MTSA given the presence of significant established industrial uses in the MTSA. Once updated, the Guideline is intended to be used by municipalities when making land use planning decisions, particularly in light of recent changes to the PPS that aim to protect employment areas planned for industrial or manufacturing uses. The Guideline is intended to help ensure certain land uses can co-exist and thrive for the long-term within a community, including major industrial facilities and more sensitive residential land uses.

5. Building Heights

Building height permissions set out on Schedule S2 may not be achievable depending on the findings of a detailed land use compatibility assessment. Therefore, the proposed wording of Section 27.7.11 should be revised to clearly indicate that building height permissions are also subject to further detailed land use compatibility assessment as set out in Section 27.4.5(b).

Please be advised that CRH and MHBC will be submitting further detailed comments for review and consideration by Town staff.

We thank you for the opportunity to comment and we hope to work with Staff to address and resolve our concerns and comments over the next few months.

Yours truly,

MHBC



Debra Walker, BES, MBA, MCIP, RPP

cc: Jessica Ferri, CRH

Attachment: March 4, 2021 Letter Submission by MHBC (on behalf of CRH)

March 4, 2021

Brad Sunderland
Planner
Town of Oakville

Email to: brad.sunderland@oakville.ca

Dear Mr. Sunderland:

**RE: BRONTE GO MAJOR TRANSIT STATION AREA SPECIFIC PLAN
COMMENTS BY CRH CANADA GROUP INC. ("CRH")
731 THIRD LINE
TOWN OF OAKVILLE FILE NO. 42.15.58
OUR FILE NO. 9061DR**

MHBC has been retained by CRH Canada Group Inc. ("CRH") to review and provide comments on the Staff Report titled "Discussion Report – Bronte GO Major Transit Station Area Study: Area Specific Plan". We appreciate the opportunity to provide comments as follows on this initiative.

CRH owns and operates the Dufferin Construction asphalt plant operation at 731 Third Line in the Town of Oakville (see **Figure 1** for a Location Map) (referred to herein as "Subject Lands" or "site"). The asphalt plant has been in operation in this location for the past 50 years. CRH is a proud and active member of the community.

This is a highly strategic site for CRH currently and in the long term. The large parcel, 5.7 ha (14.2 acres) in area, is situated in an ideal location for asphalt processing. The site has direct access onto a major arterial road and a full movement interchange of the QEW, providing efficient and close access to construction sites and growth markets. The site is generally isolated, being surrounded by the rail corridor (to the south), Third Line (to the west), the QEW/interchange (to the north) and Fourteen Mile Creek Corridor (to the east). The site is currently surrounded by employment uses and is adequately separated from sensitive land uses.

Attached to the Staff Report is Appendix 1: Into the Mix: Area Specific Plan for the Bronte GO Major Transit Station Area (Final Report, February 2021) ("Into the Mix Report"). Overall, we generally agree in principle with the preferred land use framework as set out in Section 4.1 of the Into the Mix Report, which would provide for a 'business employment' land use designation on the Subject Lands and surrounding area.

Figure 3-5 of the Report appropriately identifies CRH's operation as a potential Class III facility and the need for a minimum separation distance of 300 m from sensitive land uses, in accordance with the D-6 Guideline recommendations (see attached **Figure 2**). It should be noted that 300 metres is the minimum separation distance and the potential influence area is up to 1000 metres for an asphalt facility.

PROVINCIAL POLICY STATEMENT

The revised framework, as set out in Section 4.1 of the Report is generally consistent with direction provided for in the PPS. Any area-specific policy will need to be consistent with the Land Use Compatibility policies and the Employment Area policies of the PPS 2020 which provides policy direction for the protection and preservation of Employment Areas that are planned for industrial and manufacturing uses.

Further, certain existing uses (i.e. asphalt plant) situated on the Subject Lands is considered a mineral aggregate operation given the definition in the PPS and would also be afforded protection by Policy 2.5.2.4.

GROWTH PLAN

CRH supports maintaining the Subject Lands and surrounding area as an employment area in the Region and Town's Official Plans. This will help ensure that CRH's operations are protected from any potential future conversions to a non-employment use and the potential for encroachment of sensitive land uses within the necessary separation distance identified in the D-6 Guidelines.

HALTON REGION OFFICIAL PLAN REVIEW & MTSA POLICY AMENDMENT

The Subject Lands and surrounding area are identified by Halton Region as a Regional Employment Area.

ROPA 48 proposes to maintain the Regional Employment Area designation as well as identifying the Subject Lands as being within a MTSA.

ROPA 48 also proposes to add Section 83.2(7) which states: "Where *Employment Areas* are located within a *Major Transit Station Area* as delineated on Map 1H, recognize the dual role and function of these *Major Transit Station Areas* as mixed use *Strategic Growth Areas* as well as the location of important existing employment uses, and, require Local Municipalities to plan for these areas by:

- a) Recognizing the importance of existing employment uses and the potential for employment growth and *intensification* within the *Employment Area* and within adjacent mixed use areas;
- b) Providing an appropriate interface between the *Employment Area* and adjacent mixed use areas to maintain land use compatibility; and
- c) Only permitting *development* within adjacent mixed use areas if land use compatibility can be addressed in a manner that protects existing employment uses in accordance with Section 79.3(12) of this Plan.

Generally consistent with PPS Policy 1.2.6.2, ROPA 48 proposes to add Section 79.3(12) which states: "Ensure the long-term operational and economic viability of major employment uses, and achieve land use compatibility between major employment uses and *sensitive land uses* within or adjacent to *Strategic Growth Areas*, by requiring that such uses are planned and developed to avoid, or if avoidance is not

possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, and risk to public health and safety is minimized, in accordance with Section 143(12) of this Plan.

LAND USE COMPATIBILITY STUDY FINDINGS

The entire Bronte MTSA falls within the potential influence area (1000 m) of the asphalt plant facility and within the potential influence area of other existing industries located within this MTSA.

In principle, permitting sensitive land uses within this MTSA potentially triggers a need for considerable mitigation required to ensure compatibility between existing industries and the introduction of new sensitive land uses. The more sensitive land uses that continue to encroach on the industrial operations, the amount of mitigation needed and potential for complaints increases.

Despite industrial uses being present 'first', existing industries are required to ensure any emissions from their operations are properly mitigated to meet Provincial Standards through the Environmental Compliance Approval (ECA) process regulated by the Ministry of Environment, Conservation and Parks (MECP). The CRH facilities have an ECA approved by the MECP based on the current separation distance of existing residential uses.

Once sensitive land uses are permitted in a land use designation in an official plan, the Planning Act requires that that municipal zoning by-law be amended to conform with the official plan. Once designated, it is understood that such lands would be zoned to include zoning permissions for sensitive land uses.

Once the zoning permits a sensitive land use, an ECA must assume a sensitive receptor is present on the zoned lands (even if a sensitive land use is not present). This change transfers the responsibility of mitigation for noise control to the industry. Therefore, any proposed Area-specific Plan policy must keep this in mind so a wrongful transfer of responsibility does not result.

Please be advised that CRH and MHBC welcome any further discussion with the Town (and Region) staff. We thank you for the opportunity to comment on this important initiative and request notification of any future meetings or decisions relating to the Bronte GO Major Transit Station Area and associated Town-initiated Official Plan Amendment.

Yours truly,

MHBC



Debra Walker, BES, MBA, MCIP, RPP

cc: Jessica Ferri, CRH

May 10, 2021

VIA EMAIL: TownClerk@oakville.ca

Our File No. 162234

Planning & Development Council
c/o Clerk's Department
Town of Oakville
1225 Trafalgar Road,
Oakville, ON L6H 0H3

Attention: Vicki Tytaneck, Town Clerk

Dear Ms. Tytaneck:

**Re: May 10, 2021 Meeting
Agenda Item 6.3
Bronte GO MTSA Draft OPA**

**Re: Rodenbury Investments Group
2189 Speers Road**

We are counsel to Rodenbury Investments Group in this matter and welcome the opportunity of providing some preliminary comments to Council on the above-captioned draft OPA.

Last week we had an initial meeting with your Policy Planning Manager Diane Childs and Policy Planner Brad Sunderland and others to advise them of our client's property and interest in fully participating in this significant Town planning initiative.

Our client's 6.19 ha. [15.3 acres] property abuts the rail corridor and the Bronte GO Station parking lot. Its large size and close proximity to the station makes the redevelopment potential of this site to be of significant and strategic importance to the achievement of many of the draft OPA's goals and objectives.

Matters we believe need to be further reviewed and addressed before the final OPA is presented to Council for adoption include:

- Schedule S1 – The proposed boundaries of the “Station District” should be realigned to include our client's property;
- Schedule S2 - The proposed boundaries of the “5-20 Storeys” designation should be realigned to include our client's property;
- Schedule S3 - The proposed boundaries of the “3.0 Minimum FSI” designation should be realigned to include our client's property; and

May 10, 2021
Page 2

- Schedule S5 – The location and extent of the “Open Spaces” designation on our client’s property.

We look forward to discussing these and other items with Town Staff in the coming months as their work continues in finalizing this MTSA OPA.

Yours truly,

AIRD & BERLIS LLP



Leo Longo
Partner

LFL/ly

c. Client
Diane Childs
Brad Sunderland

44510509.1

May 10, 2021

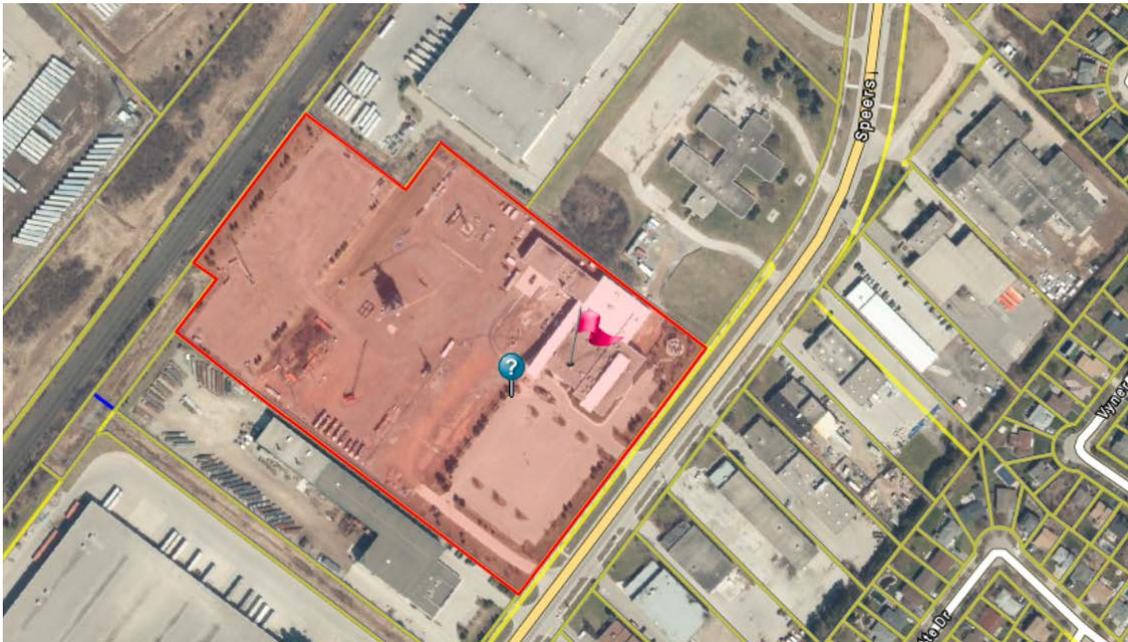
Mayor Burton and Members of Council
c/o the Town Clerk
Town of Oakville, Clerk's department,
1225 Trafalgar Road, Oakville, ON L6H 0H3

TownClerk@oakville.ca

Dear Mayor Burton and Members of Council:

RE: PROPOSED BRONTE GO OAKVILLE PLAN AMENDMENT
2245 SPEERS ROAD, OAKVILLE
OUR FILE: 21197D

O.E. Local 793 are the owners of the lands at 2245 Spears Road, and have retained MacNaughton Hermesen Britton Clarkson Planning Ltd. (MHBC) to represent their land interests in Oakville, Ontario. The property is located south of the railway tracks on the north side of Spears Road, west of the Bronte GO station. O.E Local 793, through MHBC, is grateful that the Town of Oakville Council is receiving property owner comments and recommendations regarding the proposed amendment to Livable Oakville, under the *Planning Act*.



Aerial Photo of Subject Lands

The recommendation is to update Livable Oakville, and applicable Schedules by incorporating S1 to S5 (Land Use, Building Heights, Density, Transportation Network, Urban Design) and update the section with new policy text and schedules forms the basis of our input. The following provides an overview of: subject land context; the impact of the proposed policies on the subject lands; and recommendations regarding the amendment.

Subject Lands: Context

The subject lands are contained within the policy area boundary of Bronte GO MTSA. This area is identified as the Town's Urban Growth Centre, and is currently designated 'Employment' within the Urban Structure and Land Use Schedules. The subject lands are also identified as part of the Speers Road corridor. Policy 26.4.2 notes that this corridor should be further studied to confirm long-term land uses and opportunities for intensification suitable for this area. Further to this, Policy 27.1.11 notes that the lands addressed as 2245 Speers Road may also permit a public hall.

The subject property is approximately 5.55 ha (13.72 acres) in area and is located on the south side of rail corridor, north of Speers Road with frontage along Speers Road. There is an existing two storey structure on site that contains local union offices as well as acts as a training centre for crane operators. The rear of the property (abutting the rail corridor) is open air with various crane machinery used and stored for training purposes. To the east, west, and south are existing one and two storey industrial buildings with surface parking lots.

Region Official Plan Amendment 48 (ROPA 48)

Halton Region initiated its Official Plan Review in 2014 but recently determined to amend its Plan incrementally in a piecemeal manner. One of the first amendments, Region Official Plan Amendment 48 (ROPA 48), was released for public and agency consultation on February 17, 2021 as required under the *Planning Act*. This amendment "identifies non-discretionary components of a Regional Urban Structure that support local plans and priorities" (Region of Halton Staff Report: LPS17-21: Draft Regional Official Plan Amendment 48 – An Amendment to Define a Regional Urban Structure). Halton Region's proposed Map 1H "Regional Urban Structure" shows the area of Bronte GO in Oakville having all lands within its boundary as now being contained within a delineated Major Transit Station Area. This signifies that Halton Region's proposed Urban Structure mapping is based on the Town of Oakville's current Official Plan's urban structure, as found on Schedule A1: Urban Structure (April 28, 2018), which designates Bronte GO as "Growth Areas".

The subject lands, under the proposed ROPA 48, will be within the new delineated Major Transit Station Area (MTSA) boundary of Oakville GO Station, which is identified as a priority station. The proposed amendment states that the Oakville MTSA minimum density will be 150 people and jobs/hectare.

Bronte GO MTSA: Proposed Official Plan Amendment Draft Policies Applicable to Subject Land

The Town of Oakville proposes to modify the Livable Oakville Plan by including policies for the Bronte GO MTSA, as well as modified Schedules A1, C, D, F, and new Schedules S1 to S5. The purpose of the amendment, in part, is to reflect Halton Region's delineation of the Oakville GO Major Transit Station Area (MTSA) boundary and to impose a new grid transportation network throughout the area. 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.

- Urban Centre

The Urban Centre Designation encourage mixed use buildings, but at the same time permits redevelopment of stand-alone residential, commercial and office buildings subject to a similar number of jobs as the previous use to which it was redeveloping. Commercial uses shall be provided on the ground floor of buildings facing primary streets. The policies also require where redevelopment includes commercial and employment uses, they should be located adjacent to Speers Road, Wyecroft Road, the Westgate Road extension, the relocated bus terminal, and the employment areas to the west.

Overall, the proposed policies are somewhat similar to the current policies such as the proposed density for the area (e.g. 150 residents and jobs/hectare), but have introduced revisions that affect the subject lands, 2245 Speers Road. Several key proposed amendments include:

- Reconfiguration of Roads

Existing roads and road networks are proposed to be abandoned, realigned, widened or replaced based on the new Schedule S4: Transportation Networks.

Schedule S4 shows the new configuration of the Westgate Road extension and rail crossing will cut through the subject property along the west portion of the subject lands in a vertical manner to Speers Road. This new road is classified as a Future Major Collector and will be subject to an environmental assessment. The policies note that it is anticipated that enhanced streetscape treatments and public art associated within the future grade separated crossing and Westgate Road extension enhanced pedestrian amenities and grade separated crossing as part of the north-south open space system, coordinated with the Bronte GO Station.

Further to this, Schedule S4 also shows a new east-west local road network through the centre of the subject lands along with a second north-south vertical local road in proximity to the east edge of the subject lands.

- Phasing/Transition:

The redevelopment of existing low-rise employment 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.

27.2.4 notes that protecting existing industrial uses within the major transit station area by ensuring land use compatibility is a key objective. Accordingly, the Town is trying to balance 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;

Policy 27.4.5 also requires a land use compatibility assessment, including but not limited to a noise and vibration study; and, air quality report. The draft OPA notes the minimum separation distances for sensitive uses within proximity to industrial development.

- Additional Building height:
The permissible building heights are anticipated to be approximately 2 to 4 storeys in height. Additional heights may be considered in exchange for required segments of future roads, park and open spaces, and space to accommodate jobs. One additional storey for every 800 m² of net leasable floor area of office uses (to a maximum of 4 additional storeys)
- Additional Density:
The minimum density anticipated for the subject lands will be 1.5 FSI. It is acknowledged that the redevelopment of existing low-rise employment uses may occur gradually over the long-term. Notwithstanding the 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. The gross floor area generated by calculating the minimum floor space index 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.
- Parking:
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. On-street parking is encouraged for local streets where possible and shared parking arrangements are encouraged. Give the MTSA status, the Town intends to work with Metrolinx to ensure a strategic approach to the provision of parking is undertaken. Reduced and/or maximum parking standards shall be provided in the implementing zoning.
- Open Space:
An Open Space system is proposed on the north portion of the site currently used as the crane training facility. We note the open space system is proposed to take up almost half of the property (north portion). The policies do note that the areas shown are conceptual and the precise size and configuration of parks and open space shall be determined as part of the planning application process.

Impacts for 2245 Speer Road

The proposed amendment to the Oakville Official Plan policies will have both positive and negative impacts:

- Positive Impacts
 - Increased building heights
 - Increased population and employment densities

The proposed policies that increase building heights in the Trafalgar District will support investment and population/job growth in the area.

- Negative Impacts
 - Potential compatibility with future development applications
 - Private land investment converted to a public road
 - Extension of Westgate Avenue through 2245 Speer Road

- o Open Space Area

Overall, the proposed policies support intensification in the general area, but at the same time is supportive of the existing employment lands in the area of the Bronte GO station. We appreciate the policy direction to support the existing employment lands and allowance of 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.

We do have general concerns on compatibility given the existing operations at the subject lands are predominantly outdoor. Further to this, we have major concerns over the proposed road alignment through the subject lands. We understand the intent is to facilitate the development through redevelopment of the subject lands, but the road network is proposed is extensive with new roads proposed on the west, east and through the middle of the property in an east-west manner. We would like clarification on how any expansions to the existing operations could be facilitated given this extensive road network.

Policy Recommendations

Having reviewed the proposed new policies for the Livable Oakville Plan that will guide development at the Bronte GO MTSA for the next decade to 2031, under the current Halton Region Official Plan (ROPA 38), the following recommendations are provided for consideration:

1. Maintain the current road network instead of the proposed Schedule S4 Bronte GO MTSA Transportation Network that Council adopted in 2017 as it does not negatively impact any landowner. While we acknowledge that finer grain road network is required. This could be accomplished by policy text outlining the key requirements for the road network, and not pre-supposing a local road network that may not be achievable due to existing employment uses. There should be flexibility in the grid network shown depending on the development applications. We note that policy 27.5.6 notes that the connections shown are conceptually depicted on Schedule S5.
2. We are concerned with the extension of Westgate Avenue as the current general alignment proposes to go through the west portion of the subject lands, and potentially creates an unusable development parcel to the west of the new north-south extension. We would request that the alignment be re-examined such that should this extension be required, it align to the westerly property line and note into the property at 2245 Speers Road to avoid potential disruption of the existing operations/business.
3. The extensive open space area appears to take almost 50% of the clients land area. When coupled with the internal road network proposed as well as the Westgate extension, it reduces the developable land area significantly. As noted above, we would recommend adjustments to the schedules be undertaken and to the policy to simply note that open space areas are anticipated but not propose to prescribe the area/configuration of these areas. A simple dot on a map creates the effect of noting that an open space area is anticipated in a general area. Pre-supposing the size and shape of the area on a schedule is problematic when considering the additional constraints being prescribed.

The above policy recommendations ensure that development may continue to occur on the lands at 2245 Speers Road. While we understand the need for intensification around the Bronte MTSA, we hope

that the Town can re-examine their road network through existing properties. We would welcome an opportunity to speak with the Town in person regarding our concerns to ensure that the Town's policies are supported and at the same time our client's existing operations are able to continue well into the foreseeable future. We hope that the Town of Oakville considers the above policy recommendations to ensure that 2245 Speers Road remains a viable and developable property that can support the vision for the Bronte GO MTSA.

Thank you.

Yours Truly,

MHBC

A handwritten signature in black ink, appearing to read 'Oz Kemal', written in a cursive style.

Oz Kemal, BES, MCIP, RPP

cc. L.Nakaza

EMAIL

Date: 05-10-2021

To: Town Clerk

From: S. DeStaphanis

To Whom it may Concern,

My name is Scott DeStephanis and I'm a homeowner at ### Trudale Court, here in Oakville.

I recently read your plans for development of the Bronte Area and I would like to have this act as my official notice of appeal to say I disagree with this amendment and do not condone this proposal. Please register this as a formal protest against this plan.

I plan to attend tonight's call but would like to use this written correspondence as my notice.

Thank you,
Scott

EMAIL

Date: 05-10-2021

To: Town Clerk

From: S. Lalla

Hi there

My name is Sacha Lalla and I am the home owner of ### Trudale Court in Oakville

I am writing for two reasons:

First is to request a chance to speak at today's meeting that is set for 630pm est to obtain instructions on how to participate and be able to speak about this proposal as I would like to make an oral submission regarding this matter.

Secondly I would like to also have this act as my official notice of appeal to say I disagree with this amendment and do not condone this proposal. Please register this as a formal protest against this plan.

Feel free to contact me if you have any questions at this email address or at XXX.

Thank you

Sacha Lalla

May 10, 2021

Sent Via Email to: townclerk@oakville.ca

Brad Sunderland, Planner
Geoff Abma, Senior Planner
Town of Oakville
1225 Trafalgar Road
Oakville, ON
L6H 7H6

Dear Mr. Sunderland and Mr. Abma,

Re: *Bronte GO Major Transit Station Area Study*
Item 6.3 May 10, 2021 Planning and Development Council

We are writing on behalf of Acclaim Health and Community Care Services (“Acclaim Health”) with respect to Item 6.3 (the Bronte GO Major Transit Station Area (“MTSA”) Study (the “Study”)) on the May 10, 2021 Planning and Development Council agenda. On behalf of Acclaim Health, we have also reviewed the Town’s staff Discussion Report and the “Into the Mix: Area Specific Plan for the Bronte GO Major Transit Station Area” report, dated February 2021.

As you are aware, Acclaim Health is the owners of 2250 Speers Road, a site that is located within the Bronte GO MTSA study area. As you are aware, Acclaim Health the Town supported and approved a Temporary-Use Zoning By-law (2019-085) in September 2019 to permit the use of the site for a dementia care facility that permits respite care including overnight care in association with day programs. In the review of the application, it was demonstrated through planning analysis and land use compatibility studies that the introduction of sensitive uses on the site was acceptable. However, the permission was temporary because the use would need to be considered in the overall context of land use changes in the area through the Bronte GO MTSA study.

We note that construction to renovate the existing building is well underway and the facility will be open in September 2022.

In this regard, we have reviewed the report to Planning and Economic Development Committee dated May 10, 2021 and have also reviewed the Report #2020-P-27, including Attachment #1: Major Transit Station Areas – Proposed Policy Directions. We are supportive of the general direction of the report, particularly the vision to

establish a mixed use community in the MTSA, which is in keeping with Policy 2.2.4(9) of the 2019 Growth Plan.

In the draft materials for the Bronte GO MTSA study, the plan proposes the following for Acclaim Health's site at 2250 Speers Road:

- Acclaim Health's site at 2250 Speers Road is proposed to become the 'Urban Centre' land use designation with permissions for low-rise (2-4 storeys). The site is also included in the an area identified as Phase 1 Mixed Use Area which includes the north half of the site as 'Speers Corridor' and the southern half as 'West Neighbourhood Transition Area'.
- The report provides that the Bronte GO MTSA would be developed in two key phases to deal with changes in use in the context of the air quality buffers required for existing industrial facilities. In this regard Phase 1 will occur in the shorter-term.
- A new Local Road ('Road G') is proposed to cross Acclaim Health's site in an east-west direction through the southern half of the site where the existing building is located. In addition, 'Areas for Potential Active Transportation Linkages' is also proposed on the southern part of the Acclaim Heath site.
- In the demonstration plans presented in Figures 4-18 and 4-19, the proposed building footprints and massing are shown as 'Employment/Commercial' on the north part of the site and residential on the south end of the site.

While we support the introduction new land uses that would permanently support sensitive uses on the Acclaim Health site, we are concerned that this permission does not apply to the entire property given that the demonstration plan identifies the north half as an employment commercial buildings. Further, we do not support the proposal for a Local Road through the property, even as a long-term vision, because Acclaim Health plans to maintain the dementia care facility on this site for a long time. We do support the inclusion of Acclaim Health's site in the Phase 1 area, as this direction with respect to land use compatibility is consistent with the findings of the land use compatibility study completed for Acclaim Health's zoning by-law application in 2019.

Given the importance of this facility to the community and the Town's support for the development, we request that the Bronte GO MTSA study be revised to integrate Acclaim Health's facility at 2250 Speers Road into the long-term vision for this area.

Thank you for the opportunity to provide comments on the Bronte GO Major Transit Station Area Study. If you have any questions regarding these comments, please do

not hesitate to contact the undersigned. Finally, we request that we continue to be kept apprised of any further consideration of this matter.

Yours very truly,

BOUSFIELDS INC.



Emma West, MCIP, RPP

cc. Angela Brewer, Acclaim Health
Melissa Cameron, Acclaim Health

EMAIL

Date: 2021-06-04

To: Sean O'Meara

From: C. and J. Bonifacio

Hey Sean,

Thanks for these updates, very helpful!

We were wondering.

Judy and I live on Swann Drive, east of Third line, one of the last housing neighborhoods before the proposed developments near the Bronte Go Station.

We've followed the last couple of meetings on the proposed plan and had a few comments that I believe are still being discussed.

1) Height of developments to the immediate north of the existing neighborhoods.

Has there been resolution of the strategy for the gradual increase of those building heights?

It seems that all the building height standards have a + or - option that could see those in the closest proximity be built to a max of 6 stories. Is that correct?

Can there be a cap placed on those building heights to the immediate north of existing residences while allowing other heights closer to the GO station to be flexible?

2) It seems there are proposed walkways or "access" to the neighborhoods to the immediate south of the Proposed Development Plan.

Our neighborhood may be one of those access points.

Has the Town been keeping an eye out to buy properties that go up for sale on those northern streets to allow for constructing that access?

Real Estate is hot in these areas and I wouldn't want the Town to miss an opportunity.

3) In terms of streetscape, walkway, and public use of the new streets and public spaces, does the Proposal Team design those public areas or do the Developers design those spaces?

We are concerned that the streetscapes may not provide well for sitting areas, sidewalk cafes, gathering spaces and an environment that encourages community.

When does the street infrastructure plan get presented to the Town and by whom?

4) Counselor Beth Robinson's comment on the creation of safe bike lanes running along Third Line from Lakeshore is a great idea that shouldn't get lost.

Thanks for your very close attention and specific questions to the proposal team. We love your thorough approach!

Charlie and Judy Bonifacio

Swann Drive, Oakville.



June 10th 2021

Brad Sunderland, MCIP RPP
Policy Planner
Town of Oakville
1225 Trafalgar Road
Oakville, Ontario

RE: Town Initiated Official Plan Amendment - Bronte GO Major Transit Station Area (File No. 42.15.58)

Dear Mr. Sunderland,

Enclosed within the letter below, please find consolidated comments from Metrolinx on the Town Initiated Official Plan Amendment - Bronte MTSA as presented at the Statutory Public Meeting on May 10th 2021.

Metrolinx looks forward to remaining an engaged stakeholder throughout the OPA process and receiving future updates.

Relevant section of the document	Comment/Question
Public Meeting Report - Town-initiated Official Plan Amendment Report Appendix C Attachment 2 Section 27	The "Bronte GO MTSA Policies" in Appendix C Attachment 2 to OPA provide a transit supportive development framework that aligns well with overall regional strategies to focus growth around higher order transit. The policies align with the objectives of the Metrolinx Transit Oriented Communities Program and the implementation of the Growth Plan for the Greater Golden Horseshoe.
Public Meeting Report - Town-initiated Official Plan Amendment - Bronte GO Major Transit Station Area (File No. 42.15.58) - May 10, 2021	(pg. 15 "Halton Region Official Plan"): It is recognized that to achieve the minimum density target of 150 people/jobs per hectare, Town staff are advocating for the removal of lands within Bronte GO protected MTSA from the Regional Employment Area designation overlay. The conversion of Employment Areas to non-employment uses would provide flexibility for mixed-use, transit-supportive development that would benefit the transit station area and encourage ridership.

<p>Public Meeting Report - Town-initiated Official Plan Amendment Report Appendix C Attachment 2 Section 27.4.3 J</p>	<p>We note that reference is made to “the reimagining of existing surface parking areas to structure parking or <i>other innovative solutions</i>” which provides flexibility to provide parking through alternative innovative solutions in the future which may or may not include structured parking.</p>
<p>Town-initiated Official Plan Amendment Report Appendix C, Section 27.4.5 k) Rail</p>	<p>In accordance with Section 3.9 of the “Guidelines for New Development in Proximity to Railway Operations” (The Railway Association of Canada and Federation of Canadian Municipalities, 2013), municipalities should consider the use of environmental easements for operational emissions, registered on title of development properties within 300 metres of the railway right-of-way, and granted to the railway owner. Easements will provide the railway with a legal right to create emissions over a development property and reduce potential for future land use conflicts. We suggest including the following language to this section:</p> <p>iv) An environmental easement for operational emissions shall be registered on all development properties within 300 metres of the railway corridor, in favour of the railway owner.</p>
<p>Town-initiated Official Plan Amendment Report Appendix C, Section 27.4.5 k) Rail</p>	<p>As part of Metrolinx’s GO Expansion program, a 3.5 metre vegetation-clearance zone has been established along the rail corridor. Within this area, tall-growing vegetation (like trees) are not allowed. Some low-lying vegetation, such as decorative grasses and shrubs may be accommodated. More information can be found on Metrolinx’s website. Suggested language:</p> <p>v) Unless otherwise directed by the property owner of the railway right-of-way, no tall growing vegetation (e.g. trees) shall be planted within 3.5 metres of the railway right of way.</p>

EMAIL

Date: 2021-07-12

To: Brad Sunderland

From: C. Wood

Hi Brad,

Meant to attend your recent webinar on Bronte GO plans.

I read the article in the Beaver regarding plans to make Bronte GO more accessible.

I have a suggestion but not sure how practical.

For the residents who live in the subdivisions south of Bronte GO, they have to walk south then take Bridge to Third line and then north to Speers and west along Speers

Having pedestrian access from Seabrook Park/Trafford area to Speers/GO would cut the walk time considerably and cut down on traffic and parking.

My 2 cents anyway.

PS Have been an Oakville resident since 1984 River Oaks/Glen Abbey/Bronte

Chris Wood

Emily Circle

Oakville, ON

EMAIL

Date: 2021-08-06

To: Brad Sunderland

From: J. Finelli

Hello Brad,

This e-mail is to follow up on a telephone conversation we had in mid June 2021. I appreciate you taking the time to answer our questions at that time. I wanted to send you a quick note so as that some of our concerns (as Elli-Fin Construction Limited owner of 2125 South Service Rd. and 2009 Wyecroft Rd. in Oakville) are noted as part of the future discussions/developments with relation to this plan around the Bronte Go Station. I know that the ability to appeal may be very limited but I hope that this feedback will preserve our potential rights to appeal as well if so permitted and needed.

I understand that our two properties (2009 Wyecroft Rd. and 2125 South Service Rd.) had their usage changed from the initial draft proposals due to the uses of other properties in the area and our property falling less than the separation distances required for sensitive uses (i.e residential uses) either under current regulations or proposed Ontario guidelines. I understand that other developments have been able to manage these type of sensitive uses closer to industrial uses in the past via mitigation measures but I understand there are changes proposed with the new provincial guidelines which may limit this so that is why Town of Oakville has proposed the current zoning . Our preference would be to have the broadest use possible for future developments but I understand that this is not likely to be possible for our two properties with respect to the possibility of residential use and that is why the change was made to the initial draft.

One item that we would like flexibility on was with respect to the prevention of car dealership use in the existing proposal. Many of the properties along the QEW have been developed into car dealerships and removing the possibility of such use could have a negative impact on the value of our land for future development. We understand the Town of Oakville's intent of this is to try to maximize the number of jobs being created in the employment zones yet we wanted to express our concern with regards to this proposed restriction with regards to future use of the land as a result of this potential impact on the value of the land for resale/redevelopment in the future.

Thank you,

Jerry