

## **515476 Ontario Ltd.**

**15 Bethridge Road, Etobicoke, ON M9W 1M6**

**Tel: 416.674.6858 • Fax: 416.674.5016**

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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



# BOUSFIELDS INC.

March 8, 2021

**Sent Via Email to: [townclerk@oakville.ca](mailto: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***

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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

March 4, 2021

Brad Sunderland  
Planner  
Town of Oakville

Email to: [brad.sunderland@oakville.ca](mailto: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**

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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", followed by a period.

Debra Walker, BES, MBA, MCIP, RPP

cc: Jessica Ferri, CRH





Figure 1  
Location Map

**LEGEND**



Subject Lands



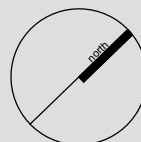
Bronte GO Station



Bronte GO Major Transit  
Station Study Area

DATE: March 4, 2021

SCALE 1:10000



731 Third Line,  
Oakville, Ontario

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PLANNING  
URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE

230-7050 WESTON ROAD WOODBRIDGE, ON, L4L 8G7  
P: 905 761 5588 F: 905 761 5589 | WWW.MHBCPLAN.COM



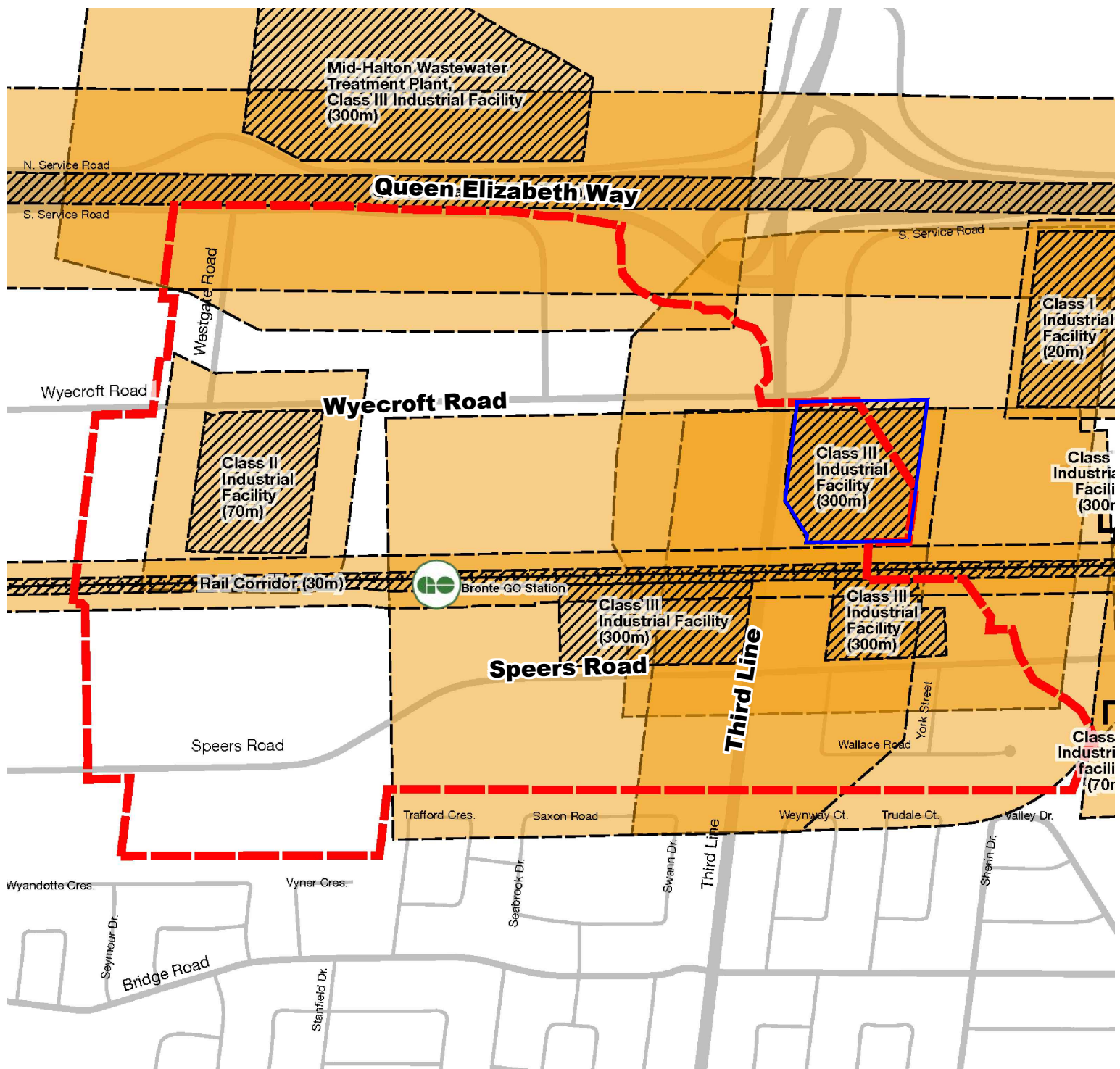


Figure 2  
Air Quality Buffers

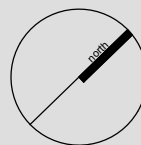
LEGEND

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

- Emitting Site
- Minimum Buffering Area

DATE: March 4, 2021

SCALE 1:10000



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731 Third Line,  
Oakville, Ontario

**MHBC** PLANNING  
URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE  
230-7050 WESTON ROAD WOODBRIDGE, ON, L4L 8G7  
P: 905 761 5588 F: 905 761 5589 | WWW.MHBCPLAN.COM



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](mailto: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](mailto:planninganddevelopment@bell.ca)