



# BOUSFIELDS INC.

Distributed at the Planning and Development Council Meeting of  
March 8, 2021

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**Re: Item 8 - Discussion Report - Bronte GO Major Transit Station  
Area Study: Area Specific Plan (File No. 42.15.58)**

**Sent Via Email to**

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