

Bronte Village Growth Area Review

Questions & Answers

Public Information Sessions
March 1, 2017

On March 1, 2017, Planning staff hosted public information sessions to present draft changes to the existing Livable Oakville (Official Plan) policies that guide growth and change in Bronte Village.

In this document, only questions related to the Bronte Village Growth Area Review, and associated town projects within the study area, have been addressed.

Comments received at the information sessions will be provided in a future report to the [Livable Oakville Council Subcommittee](#).

The Town's Official Plan

1. What does 'growth' mean?

Growth means more people and jobs. In the context of the town, this means more people living and working in Oakville.

2. Why does the town have to plan for growth?

The Province of Ontario provides population and employment forecasts for Halton Region through the [Growth Plan for the Greater Golden Horseshoe](#) to the year 2041. This growth plan requires Halton Region to show how the forecasted growth can be accommodated in the Region's Official Plan.

A portion of the Province's forecasted population and employment growth for Halton Region is allocated by the Region to each of the local municipalities: Oakville, Burlington, Milton, and Halton Hills.

The growth allocated to the Town of Oakville by the Region is distributed to identified locations and outlined in our Official Plan – Livable Oakville.

The Town of Oakville has planned to accommodate 55,000 people between Dundas Street and Highway 407 at "build-out". The town is planning for the majority of the town's remaining share of forecasted growth to be accommodated in the six growth areas, such as the town's main street growth areas (e.g. Downtown Oakville, Kerr Village, and Bronte Village), south of Dundas Street.

Below is a table of past, current and projected population for comparison:

Population

Area	2011	2016	2031 Forecast	2036 Forecast	2041 Forecast
Province of Ontario	12,851,821	13,448,494	16,428,017	17,205,184	17,948,908
Greater Golden Horseshoe	8,686,923	9,245,438	11,950,000	12,740,000	13,480,000
Halton Region	501,674	548,435	820,000	910,000	1,000,000
Town of Oakville	182,520	193,832	N/A*	N/A*	N/A*
City of Burlington	175,779	183,314			
Town of Milton	84,362	110,128			
Town of Halton Hills	59,013	61,161			

Sources: 2011 & 2016 Census; Ontario Ministry of Finance; Growth Plan for the Greater Golden Horseshoe, Amendment 2

* Each local municipality's share of Halton Region's forecasted growth is to be determined by the Region in consultation with the local municipalities.

3. What does 'intensification' mean?

The type of growth that is planned for the town's six growth areas, which includes the town's three main street areas (e.g. Downtown Oakville, Kerr Village, and Bronte Village) is called *intensification*. Intensification means the development of a property, site or area at a higher density (more people living or working) than currently exists.

4. When will we start to see change happen?

Change will be incremental and will take place over the long-term.

The Livable Oakville Plan guides how land should be used and developed south of Dundas Street and north of Highway 407. It has goals, objectives and policies to guide growth and change. The Plan's policies can enable, encourage and direct development or redevelopment. However, the policies **cannot** force a private land owner to redevelop their property to make change happen.

The Livable Oakville Plan currently sets out Council's growth and development vision to the year 2031, and through the Official Plan Review staff will be recommending updated policies with a planning horizon to the year 2041 as required by the Provincial Growth Plan. As such, the Plan will provide policies to guide growth and change over the next 25 years.

Draft Policy Changes for Bronte Village

Building height and bonusing

5. Why do the draft policies contemplate increased height?

Staff began looking for opportunities for additional development and increased building heights in Bronte Village to:

- a) Address the new population and employment growth forecasts as set out by the Province (see questions: Why does the town have to plan for growth?); and,
- b) In response to feedback from commercial landowners, developers and real estate professionals who said redevelopment to a maximum of four storeys (as permitted under the current policy regime for Bronte Village) is not financially feasible. The suggestion was that this is the primary reason for the lack of property redevelopment along Lakeshore Road since the Livable Oakville Plan came into effect.

With this in mind, the town hired a consulting team to conduct a study to examine development viability in town's main street areas, including Bronte Village.

On October 3, 2016, the Assessment of Redevelopment Viability Report, received by the Livable Oakville Council Subcommittee, notes that while four storey developments can produce feasible financial results to redevelop properties in Bronte Village, the costs of developing in Oakville generally requires developers to sell these properties in the luxury market, where demand is less robust creating conditions where properties take longer to sell and in turn take longer for properties to redevelop.

As such, maintaining a four storey height limit would slow opportunities for growth in Bronte Village and contribute to unaffordable housing conditions.

The Assessment of Redevelopment Viability Report also states that permitting development heights of six storeys is likely to have a "significant impact" on redevelopment viability and could act as a catalyst to encourage investment. Further, it advances the town's ability to achieve broader Provincial policy objectives, such as accommodating growth to the year 2041.

In an effort to balance the community desire to create a revitalized low-rise main street area while addressing the economic reality of this vision, staff have proposed increased height through bonusing as seen in the draft policy changes.

6. What is bonusing? How does it work?

Bonusing is a tool provided by the Provincial *Planning Act*. It allows Council to consider a proposal for additional building height, as provided for in official plan policies, in exchange for a local public benefit. To get “bonused” development, a developer must apply to amend the zoning by-law and demonstrate that the proposed additional height would not create adverse impacts and that the local benefit warrants the increased height. Proposals are evaluated through a public process and can only be approved by Council. The specific public benefits to be considered are outlined in the town’s Official Plan and can include a number of public benefits such as affordable housing units or public art, among others.

Land use

7. Are you removing the mouth of Bronte Creek from the Parkway Belt?

No. The lands designated *Parkway Belt* implement the Province’s [Parkway Belt West Plan](#). Given that these lands are still subject to the Parkway Belt West Plan, they would remain designated as *Parkway Belt* in the town’s Livable Oakville Plan. However, the draft policy changes include an underlying land use designation of *Waterfront Open Space*. Under this approach, if the Province were to remove the lands from the Parkway Belt West Plan, the underlying *Waterfront Open Space* designation and associated policies in the Livable Oakville Plan would automatically apply.

The existing policies in the Livable Oakville Plan encourage the removal of lands from the Parkway Belt West Plan (by the Province), and direct that the harbour be designated *Waterfront Open Space*. The *Waterfront Open Space* designation would allow for the full range of uses associated with the harbour and permit open space, trails, and parks.

8. What are the proposed permissions for the Bronte Legion property? Is the Legion moving?

The draft policies would change the designation of the Bronte Legion property from *Main Street 1* to *Main Street 2*. This change would permit a building height of 4 to 6 storeys, and allow for residential, commercial or office uses on the ground floor and residential uses above. A building height of six storeys reflects the buildings height of adjacent buildings. Any plans to move, sell or redevelop the property would be at the discretion of the land owners.

9. If the Bronte Village Mall redevelops, will there still be a grocery store?

The existing policies for Bronte Village strongly encourage the retention of a food store should the Bronte Village Mall site redevelop. Although the town cannot

require a food store be built, it can and does require that commercial and retail space be provided, and encourages it in the form of a food store.

Functional Policies

10. Is parking considered in the policies?

There are several existing policies in the Livable Oakville Plan that pertain to parking in Bronte Village. A combination of private parking areas and on-street parking are intended to serve the existing and planned commercial uses in Bronte Village. The policies permit on-street parking to be counted toward non-residential parking requirements, and encourage underground parking which helps to support the vision of Bronte Village as a main street area. The existing policies also commit the town to complete a parking utilization monitoring program within Bronte Village which looks at the parking supply/demand.

Parking requirements are evaluated during the review of any privately initiated development application. As part of a complete application, a parking study is required to be submitted. A parking study outlines the issues and overall parking concept for a proposed development, identifies the parking demand and determines the on-site parking requirements. The study would take into consideration existing policies, zoning, site constraints and local conditions (such as an inventory of area parking facilities), including available local survey data.

The number of parking spaces required as part of a development is determined by the implementing Zoning By-law. The zoning by-law requires a certain number of parking spaces be provided per residential unit and in relation to the amount of commercial floor space that is provided.

11. How can we ensure there are fewer driveways that cut across the pedestrian sidewalk?

The existing policies in the Livable Oakville Plan restrict individual driveway access to Lakeshore Road West or Bronte Road within Bronte Village. Where driveway access is not possible from a side street, shared driveways are encouraged.

Urban Design

12. What are gateways?

Gateways are visually prominent sites located at key entry points such as an entrance into a special district like the Bronte Village Main Street District. Gateways are intended to create a sense of entrance and arrival and can be emphasized using a number of treatments including well-designed buildings, enhanced streetscape

treatments, landscaping and public art that contribute to community image and identity.

13. To improve the look of Lakeshore Road, can we encourage underground hydro wires?

While, the existing policies in the Livable Oakville Plan encourage the gradual elimination of above ground facilities (e.g. hydro wires) with a primary emphasis on commercial areas, the town cannot require utility companies to move their facilities underground.

The main commercial streets through Bronte Village, namely Lakeshore Road West and Bronte Road, already have underground hydro and telecommunication wires.

In any major reconstruction within a commercial district, the town would explore the feasibility to relocate hydro lines underground. One major factor to consider is the cost associated with doing this, which is quite significant.

14. How do the draft urban design policies get implemented? Do developers do it?

Urban design policies are implemented through collective actions by the town and the development industry. When a developer submits an application to redevelop a property, the application is reviewed by the town's urban design staff who ensure that the urban design policies and design direction that apply to the site are implemented by the developer through the development process. The town's urban design policies also guide the design and functionality of town-led development and redevelopment projects.

Other Projects and Related Matters

15. What is the Lakeshore Road West Environmental Assessment? Can we participate?

The town initiated a [Municipal Class Environmental Assessment](#) (Class EA) study for improvements along Lakeshore Road West between Mississauga Street and Dorval Drive. This includes the segment of Lakeshore Road West that goes through Bronte Village.

The purpose of the study is to assess the current and future traffic conditions along Lakeshore Road West and identify opportunities to improve road user safety and promote active transportation, such as walking and cycling, to ensure a healthy and vibrant community. The town's Livable Oakville Plan and the Active Transportation Master Plan both identify the need for improvements to meet the town's vision and growth demands.

A key component of the study is public consultation. Visit the [project webpage](#) for the most up to date information, learn more, and get involved.

16. What is the status of the Harbours Master Plan? Are they proposing to expand Bronte Harbour?

To ensure Oakville and Bronte Harbour continue to thrive for years to come, the town is developing a [Harbours Master Plan](#). The review is ongoing.

Based on the work done to date, several key directions for the Harbours Master Plan have been developed. The focus will be to determine the future use and operations of existing harbour lands and facilities.

There is no current plan for expanding Bronte Harbour. The Harbours Master Plan looked at possible locations for Harbours expansion in the near future. The process outlined five possible locations for a “potential” harbour as the demand for harbours grows. Should the Town look into developing more or expanded harbours, further studies and public engagement would be required.

17. What is happening with the Bronte Marina building in Bronte Harbour?

In 2014, Town Council approved a heritage designation for the former Metro Marine building (Bronte Marina building) in recognition of the significant role the building has played in the harbour’s rich marine history. A stakeholder focus group determined that the future use of the [Bronte Marina Building](#) will be best determined within the context of the broader Harbours Master Plan (see above). There is still no definitive direction on the future use of the building.

18. What is the status of the development application at the southeast corner of Lakeshore Road and East Street?

The development application at the southeast corner of Lakeshore Road West and East Street (Symgine) is under appeal at the Ontario Municipal Board. Hearing dates have been scheduled for June 2017.

Question about the Study Process

19. Are the draft policy changes what staff will recommend to Council for adoption?

The draft policy changes are still draft. Staff intend to refine the policies, as necessary, based on comments received from the public and further findings identified as part of the ongoing review process.

20. What are the next steps?

Staff intend to provide a report to the Livable Oakville Council Subcommittee in spring of 2017 on what was heard at the information sessions and provide the comments received on the draft policy changes.

Following the consideration of comments by staff and the subcommittee, staff will prepare a draft Official Plan Amendment for each of the main street growth areas (i.e. Downtown Oakville, Kerr Village, and Bronte Village). A statutory public meeting, where staff will present the proposed policy changes to Council, is anticipated in the fall of 2017. A decision making meeting, where Council will vote to adopt, deny, or modify the staff recommended Official Plan Amendment, is anticipated in late 2017.

21. How can we participate?

Town staff are currently accepting written comments on the draft policy changes. While we accept comments at any time, we encourage your comments before **April 28, 2017** so we can ensure that written comments can be provided in staff's update report to the Livable Oakville Council Subcommittee.

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