

Bronte GO Major Transit Station Area Study

Draft Land Use Scenarios Report

October, 2019



Consultant Team



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Planning

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ASSOCIATES LTD**  **L U R A**
LISTEN · UNDERSTAND · RELATE · ADVANCE

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Introduction

As part of the Town's ongoing Official Plan Review, the Town of Oakville is addressing the ways in which it will accommodate future population and employment growth to the year 2041. The Town's Urban Structure identifies the Bronte GO Station as a Major Transit Station, Regional Transit Node, and Node for Further Study.

Major Transit Station Areas (MTSAs) share many characteristics with Mobility Hubs. The key difference being that Mobility Hubs are planned to accommodate two or more Regional Rapid Transit Lines. MTSAs and Mobility Hubs both serve a critical function in the regional transportation system as the origin, destination or transfer point for a significant number of trips. As such, the process for planning for an MTSA is like that for a Mobility Hub. Areas to consider during planning include:

- Multi-modal transportation;
- Residential and employment density;
- Accommodating high levels of pedestrian priority;
- The role of Technology;
- Economic vitality and competitiveness; and
- Promoting a strong sense of place.

The goal is to create a complete community, with a focus on employment, supported by regional express rail and local transit.

As a node identified for additional growth and change, there is a desire to develop the MTSA into a complete community in line with provincial and regional policy, while maintaining a focus on employment. The Bronte GO MTSA Study (the Study) will identify tangible plans and strategies to create a vibrant mixed use pedestrian-friendly area for commuters, workers, and residents.

The Study commenced in December 2018 and is expected to be completed in June 2020. The Study is comprised of the following five Study Phases and associated key deliverables:

- **Phase 1: Background Research, Baseline and Vision** (*December 2018 – February 2019*)
 - o Background research and analysis
 - o Public engagement strategy
 - o Study launch and visioning session
 - o Engagement workshop
- **Phase 2: Scenario Development** (*January 2019 – June 2019*)
 - o Vision and guiding principles
 - o Draft land use scenarios
 - o TAC Meeting #1
- **Phase 3: Evaluation of Scenarios** (*January 2019 – October 2019*) * we are here
 - o Evaluation criteria
 - o Technical studies
 - o Public meeting to present draft scenarios
 - o Evaluate scenarios
- **Phase 4: Area Specific Plan** (*June 2019 – December 2019*)

- Develop draft preferred Area Specific Plan
- TAC Meeting #2
- Draft preferred Area Specific Plan report
- Present draft preferred Area Specific Plan to Livable Oakville Council Subcommittee
- **Phase 5: Enabling the Plan – Official Plan Amendment and Guidance** (*February 2019 – June 2020*)
 - Draft final Area Specific Plan report
 - Statutory public meeting of Planning and Development Council
 - Final report and recommendations

This Report provides a summary of the work completed in Phase One (Background Research, Baseline & Vision), and Phase Two (Scenario Development).

1.0 Study Objectives

The Study will be guided by the initial **objectives** identified by the Town, as follows:

- Ensure that population and employment densities are transit-supportive (including active transportation, planned transportation, transit, and associated facilities) and meet the Growth Plan’s minimum growth targets of 150 people and jobs per hectare;
- Accommodate an appropriate mix of land uses (including employment, residential and commercial uses), which will enable the creation of a complete community that is both compact and sustainable;
- Identify land uses and built forms that are compatible with the surrounding areas while protecting the area’s natural heritage;
- Protect employment uses and functions that are compatible with other uses and that contribute to the function of the MTSA;
- Develop a transportation strategy that provides multi-modal access to various transportation facilities and safe connections to the Station and surrounding areas;
- Prioritize transit users and active transportation (cycling and walking);
- Establish compatible urban design principles that allow for an inviting and high-quality public realm (including connected trails and open spaces);
- Ensure that the Town’s approved urban structure (OPA 15) is upheld;
- Ensure consistency and conformity with provincial and regional plans and policies including Region Official Plan policy 77(5); and
- Ensure a close coordination with the Regional Municipal Comprehensive Review (MCR).

In addition to the objectives listed above, the redevelopment of the Bronte GO MTSA will be informed by the consultant team’s **understanding and approach** for the project, including the following “big ideas” and principles:

- A Clear and Realistic Vision;
- Active Coordination with the Region’s MCR;
- An Appropriate Mix of Land Uses that Maintains and Strengthens Existing Employment Uses;
- A Strengthened Planning Framework;

- Balanced Intensification;
- A Diverse Mix of Housing;
- Enhanced Community Services;
- A Connected, Welcoming Public Realm;
- A Clear Understanding of the Relationship between Land Use and Built-Form;
- An Integrated Planning and Design Framework;
- Meaningful Engagement; and
- An Implementation Plan that Attracts and Encourages Private Investment.

2.0 Study Area

In the broader context, the Bronte GO Station is located within the south western quadrant of Oakville. The Bronte GO Station is approximately a quarter of the distance between Third Line and Bronte Road. It is approximately 2.5 kilometres from the Bronte Village area at Lakeshore Road West and Bronte Road, the closest major mixed use node.

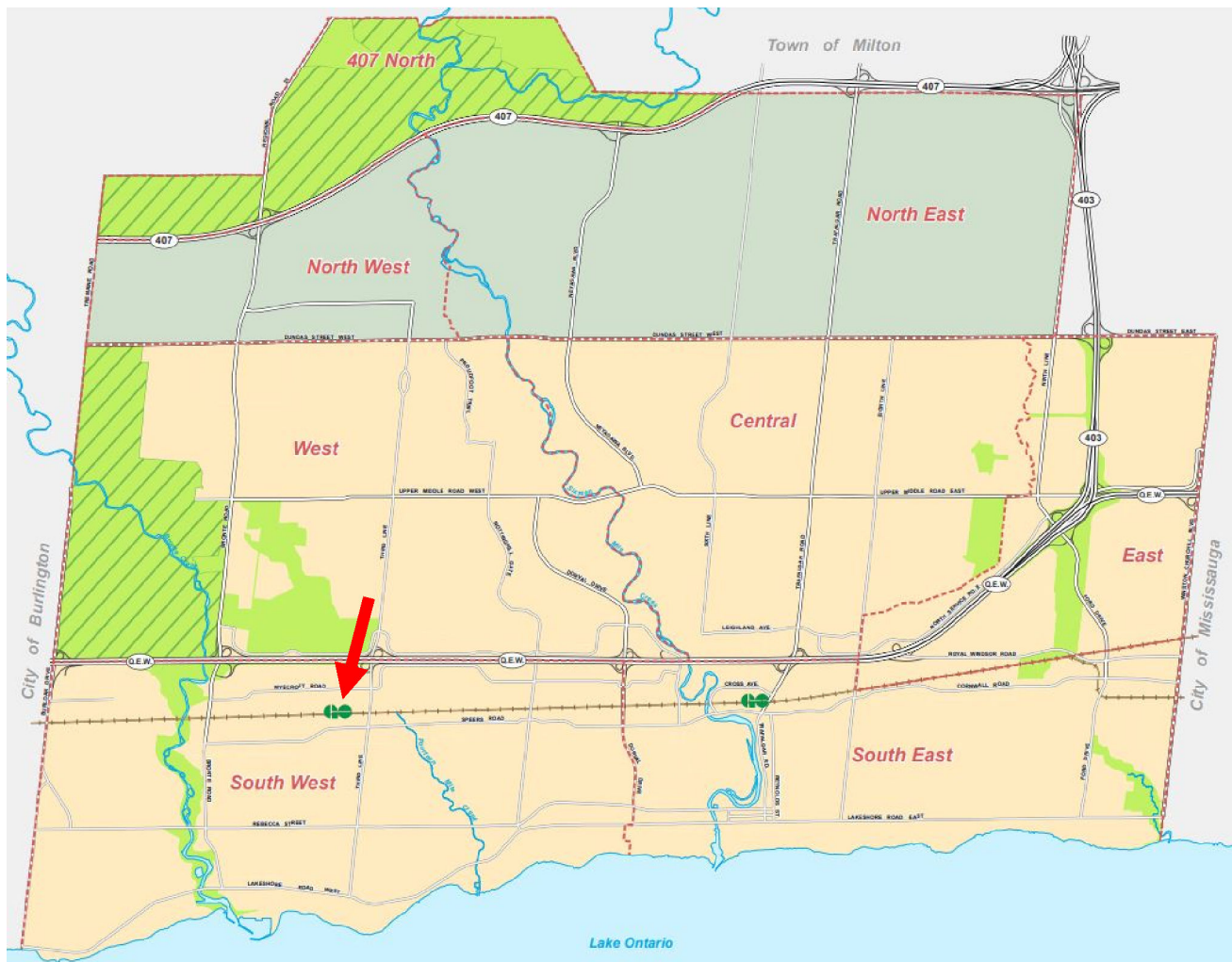


Figure 1: Context Map (Schedule E, Livable Oakville Official Plan)

The preliminary Study Area was centered around the Bronte GO Station and includes the area within approximately 800 metres from the station buildings, equivalent to a 10-minute walk.

The Diagram below illustrates the 500 metre and 800 metre radii drawn around a central point at the Bronte GO Station site. The major streets within these areas are Third Line to the east (north-south), Wyecroft Road to the north, and Speers Roads to the south (both east-west).



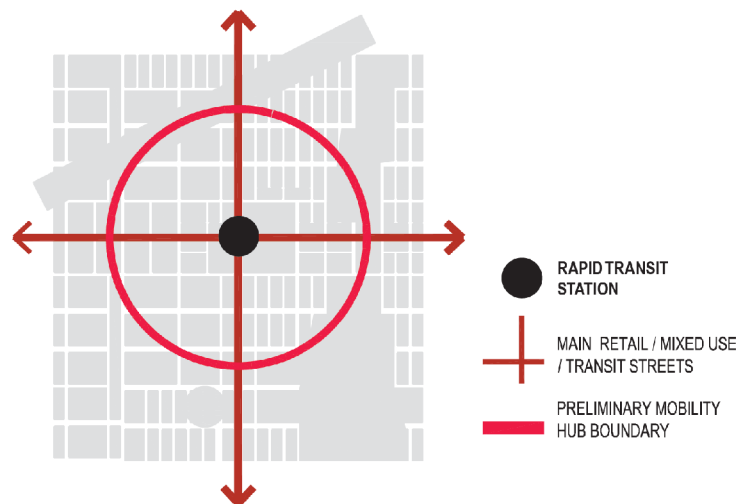
Figure 2: Context Map (500 and 800 m radii)

2.1 Study Area Boundaries

Based upon the preliminary Study Area, and as outlined in Metrolinx's Mobility Hub Guidelines (September 2011), the following criteria should be considered when developing a final Study Area.

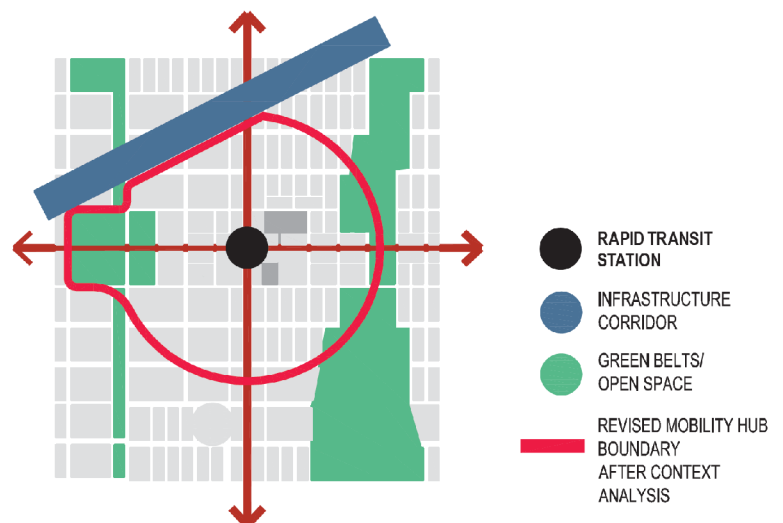
Base Case Mobility Hub Boundary

"The 800m/10 min walking circle from the transit station is used as a preliminary guide for the mobility hub boundary. In this case, the rapid transit station is planned at the intersection of two main streets which have potential for high density mixed uses and urban infill."



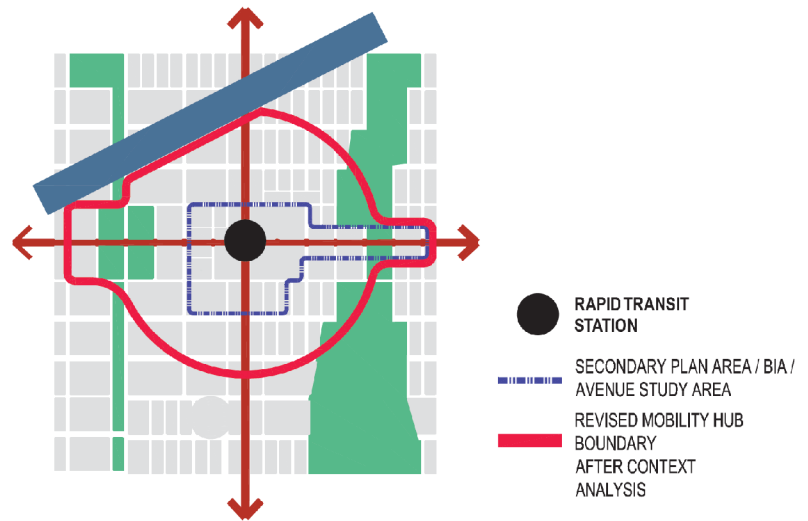
Accounting for Environmental Features and Barriers

"The boundary is remapped to incorporate natural systems, greenways, and open space, while considering the effects of barriers such as rail and hydro corridors."



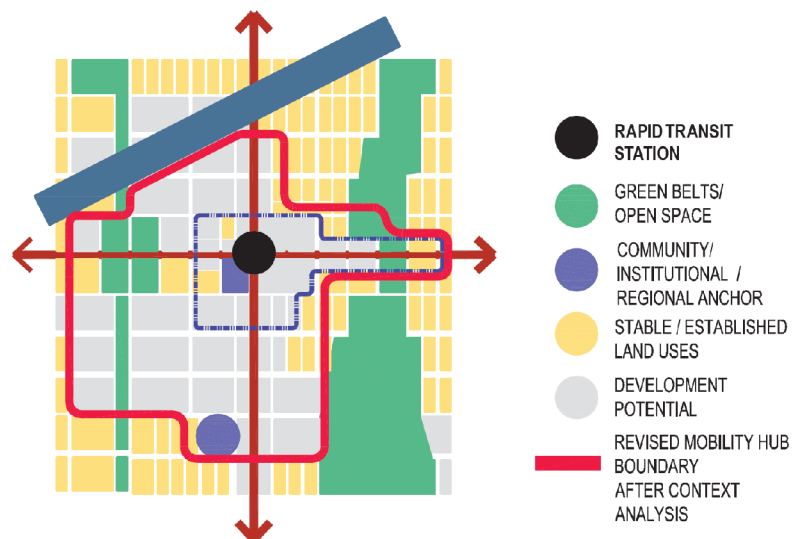
Accounting for the Legislative, Policy and Planning Framework

“The boundary is modified to include development boundaries established under existing municipal planning processes such as official plans, secondary plans, avenue studies, community improvement plans, etc.”



Accounting for Existing Land Use Type

“The boundary is further modified to include sites with development and intensification potential. Similarly, nearby community features and regional destinations are included in the mobility hub boundary as they have significant potential to attract ridership and contribute to the character of the hub.”



The Draft Study Area illustrated below, see Figure 3, has been developed in coordination with the Region of Halton. This Study Area will be incorporated in the draft growth concepts presented to Regional Council in the fall and as part of broader evaluation and public consultation undertaken through the MCR process.

The boundary below accounts for natural features to the east bounded by Fourteen Mile Creek, the Queen Elizabeth Highway to the north. In addition, it accounts for existing land uses and parcel fabrics as illustrated by the southern boundary excluding the stable low density residential neighbourhoods, and a delineation of the large parcel fabric to the west (also reflecting the 800 metre radius from the GO Station).

Study Area



Figure 3: Draft Study Area Boundary

3.0 Draft Vision and Guiding Principles

3.1 Vision Statement

The Bronte GO MTSA will be a complete community. It will maintain a focus on employment while introducing residential uses through mid-rise mixed use developments. Over time the Bronte GO MTSA will transition from a primarily commuter function into a vibrant pedestrian friendly hub, serving as both an origin and destination for commuters and future residents alike. The immediate Station Area will serve as the heart of this predominantly mid-rise mixed use community with Speers Road as its spine.

3.2 Guiding Principles

Development within the Bronte GO MTSA will be informed by Metrolinx's Mobility Hub Guidelines (2011) with a focus on seamless mobility, placemaking and successful implementation. The following sets out a series of preliminary guidelines to help achieve these goals:

Seamless Mobility

1. The MTSA will adopt a balanced transportation hierarchy that recognizes existing needs for auto and truck movement while accommodating future needs as the area transitions into a more pedestrian friendly mixed use community
2. Development should be predicated on a transportation hierarchy based on the following priorities:
 - a. Pedestrians and Cyclists;
 - b. Public Transit;
 - c. Commercial Trucks; and
 - d. Private Automobiles.
3. Ensure seamless integration between transit facilities including the bus terminal, Bronte GO Station and passenger pick-up and drop-off (PPUDO) areas and facilities while prioritizing the safe mobility of pedestrians and cyclists
4. Develop an active transportation network along the rail corridor to the north. This may include connections to new parks, Fourteen Mile Creek, mid-block connections and pedestrian connections to the residential neighbourhoods to the south
5. Improve connections across the rail corridor for both active and vehicular circulation

Placemaking

1. New development should include active frontages incorporating glazing, seating, shelters, increased lighting, etc. Retail uses should primarily be focused along Speers Road and in the immediate Station Area
2. Locate higher density uses to the north of the Study Area, providing a strong visible presence along the highway, and in the immediate Station Area
3. Provide sensitive transitions to stable residential neighbourhoods to the south

4. Establish safe pedestrian friendly streetscapes throughout the study area, including parks, open spaces, and improved signage (i.e. wayfinding) in order to create an inviting public realm
5. Develop primary gateways at major intersections with secondary gateways leading to the immediate Station Area

Successful Implementation

1. Introduce a mix of uses while maintaining a focus on employment including office uses
2. Include a phased approach to development that considers the needs of existing users with future adaptability in mind as the area is expected to shift from a focus on industrial/manufacturing uses to office-focused uses and building typologies
3. Adopt a strategic and holistic approach to parking management (e.g. shared parking, flexible partnerships with developers) while incentivizing transit use and active modes of transportation, including bike parking and storage facilities

4.0 Existing Conditions

4.1 Policy Framework

The following subsection briefly outlines the key provincial, regional and local policy documents guiding development of the Bronte GO MTSA. Plans and recommendations coming out of this Study will be consistent with and conform to all relevant policy documents.

Section 6.1.5 of this report outlines specific ways in which the following policy documents have informed Draft Land Use Scenarios for the MTSA.

Provincial Policy

Provincial Policy Statement (PPS) (2014)

- As per the PPS, the Bronte GO Station is located within a settlement area, defined in Section 1.1.3.1 as *“the focus of growth and development, and their vitality and regeneration shall be promoted.”*
- Land patterns within settlement areas shall include a mix of densities and land uses that are transit-supportive and promote active transportation.

The government is currently consulting on the proposed policy changes to the PPS to increase the supply of housing, support jobs and streamline development approvals. The comment period closes on October 21, 2019.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)

- The Bronte GO Station Area is identified as a MTSA, strategic growth area and employment area to be further studied
- Section 2.2.4.3 notes that the Bronte GO MTSA is to be planned for a minimum density of 150 residents and jobs combined per hectare.

- The Bronte GO MTSA is identified by the Province as being within a Provincially Significant Employment Zone (PSEZ). Consideration of employment area conversions within PSEZs can only be considered through the Regional MCR.

2041 Regional Transportation Plan for the GTHA (2018)

- The Bronte GO Station is part of the GO Lakeshore West line which is planned for regional express rail (15-minute two-way all-day service) by the year 2025.
- Bronte Road/Regional Road #25 is identified for bus priority.

Regional Policy

Region of Halton Official Plan

- As per the Halton OP Regional Structure (Map 1), the lands around the Bronte GO Station are designated as a MTSA, urban area and employment area.
- Section 79 identifies MTSA as intensification areas (500 metres radius from the station).
- A MCR of the Region's Official Plan is currently underway, to be completed by the year 2020. The intent of the MCR is to update the Plan's policies to conform and be consistent with the provincial policy framework.

Local Policy

Livable Oakville Official Plan

The Bronte GO MTSA is within the Livable Oakville Official Plan area. Livable Oakville was adopted by Council in 2009 and approved by the Ontario Municipal Board in 2011. The plan establishes the desired land use pattern for lands within the town, south of Dundas Street and north of Highway 407, to the year 2031. The town's Official Plan Review is ongoing and includes the Bronte GO MTSA.

Within the Livable Oakville Plan, the Bronte GO Station is located in an employment area.

Urban Structure Review and OPA 15

Through the Urban Structure Review, the town identifies how its urban structure (including natural heritage, open space, residential, commercial, employment and mixed use areas) will accommodate required growth and if changes are necessary.

- The Bronte GO Station is identified as a major transit station, regional transit node and node for further study in the approved town-wide urban structure.
- Furthermore, the Bronte GO Station is located on a provincial priority transit corridor (Lakeshore West GO Line), a regional transit priority corridor (Speers Road), and is within one of three major transportation corridors.

While the Region of Halton approved the town-wide urban structure in 2018, OPA 15 is currently under appeal. As a result of this appeal we note that the urban structure set out for the town is not yet in full force and effect.

Employment and Commercial Review and OPA 26

The employment and related commercial land use designations and policies in the Livable Oakville Plan and the North Oakville East and West Secondary Plans are being updated to meet Oakville's long-term needs, align with the approved Urban Structure (OPA 15), and implement the Growth Plan for the Greater Golden Horseshoe.

- Policy 14.1.7 pertains to the Bronte GO MTSA, noting that intensification of employment uses should be directed to lands designated as employment mixed use corridors and lands with access to transit priority corridors and active transportation routes.
- Policy 14.1.8 pertains to the Bronte GO MTSA, noting that new major office buildings shall be developed within *“major transit station areas and strategic growth areas with existing or planned frequent transit service.”*
 - o Of relevance to the Bronte GO MTSA, Section 14.2.3 notes that the *“conversion of lands within employment areas to non-employment uses shall only be permitted through a municipal comprehensive review completed by Halton Region”*. As mentioned above, the MCR is to be completed by the year 2020.

OPA 26 is not approved by Halton Region. Additional changes to the Livable Oakville Plan and North Oakville Secondary Plans may be required to conform to the Regional Official Plan at the conclusion of the Regional OP Review.

4.2 Land Use Parameters

The following subsection provides the residential (population) and employment (jobs) densities for the Bronte GO MTSA. These parameters will be used to calculate densities yielded from the draft land use options in this Study.

Residential Densities

As per the 2016 Census data for the Town of Oakville, population densities are defined by the average household size by dwelling type (person per unit – PPU) (see **Table 1**).

Table 1: Average Household Size by Dwelling Type (Oakville)	
Total average (total dwellings by household size)	2.9 PPU
Single-detached house	3.3 PPU
Apartment in a building (>5 storeys)	1.7 PPU
Other attached dwelling	2.6 PPU
Semi-detached house	3.0 PPU
Row house	2.7 PPU
Apartment or flat in a duplex	2.7 PPU
Apartment in a building (<5 storeys)	1.8 PPU
<i>Source: Town of Oakville, Census (2016)</i>	

Employment Densities

As per the Ontario Building Code, minimum employment densities by built form are to be calculated based on the Occupant Load Determination guidance (see **Table 2**). The Occupant Load Determination figures represent the maximum number of employees permissible under the Ontario Building Code.

Table 2: Occupant Load Determination (Employment Densities) ¹	
Office uses	0.11 ppl/sq. m. of floor area
Manufacturing facilities	0.22 ppl/sq. m. of floor area
Warehouse uses	0.04 ppl/sq. m. of floor area

With respect to high-level employment density assumptions, Oakville's 2016 Employment Report² outlines job densities identified for employment lands, in addition to other general employment trends for the Town. Key takeaways from Section 4.7 of the Report include the following statistics:

- Average employment density on employment lands: 28 jobs / net hectare;
- Development on Town's employment lands between 2005-2014: average of 55 jobs / net hectare (numerous high density office and multi-tenant commercial developments); and
- Forecasted employment densities by sector / anticipated mix on employment lands by sector (2015-2041): minimum density of 40 jobs / net hectare.

Employment density inputs are also to consider data from the Region of Halton's Development Charges Background Study (2017).

4.3 Existing Conditions Diagrams

Official Plan Land Uses

The majority of the lands within the Study Area are designated as Employment. The Official Plan categorizes Employment land uses as the following:

- Industrial: Includes the Bronte GO Station and the heaviest uses along the rail corridor;
- Business Employment: North of Wyecroft Road;
- Office Employment: Includes smaller land parcels south of Speers Road and Wallace Road; and
- Business Commercial: Includes gas stations and other auto-oriented businesses near Third Line and Speers Road.

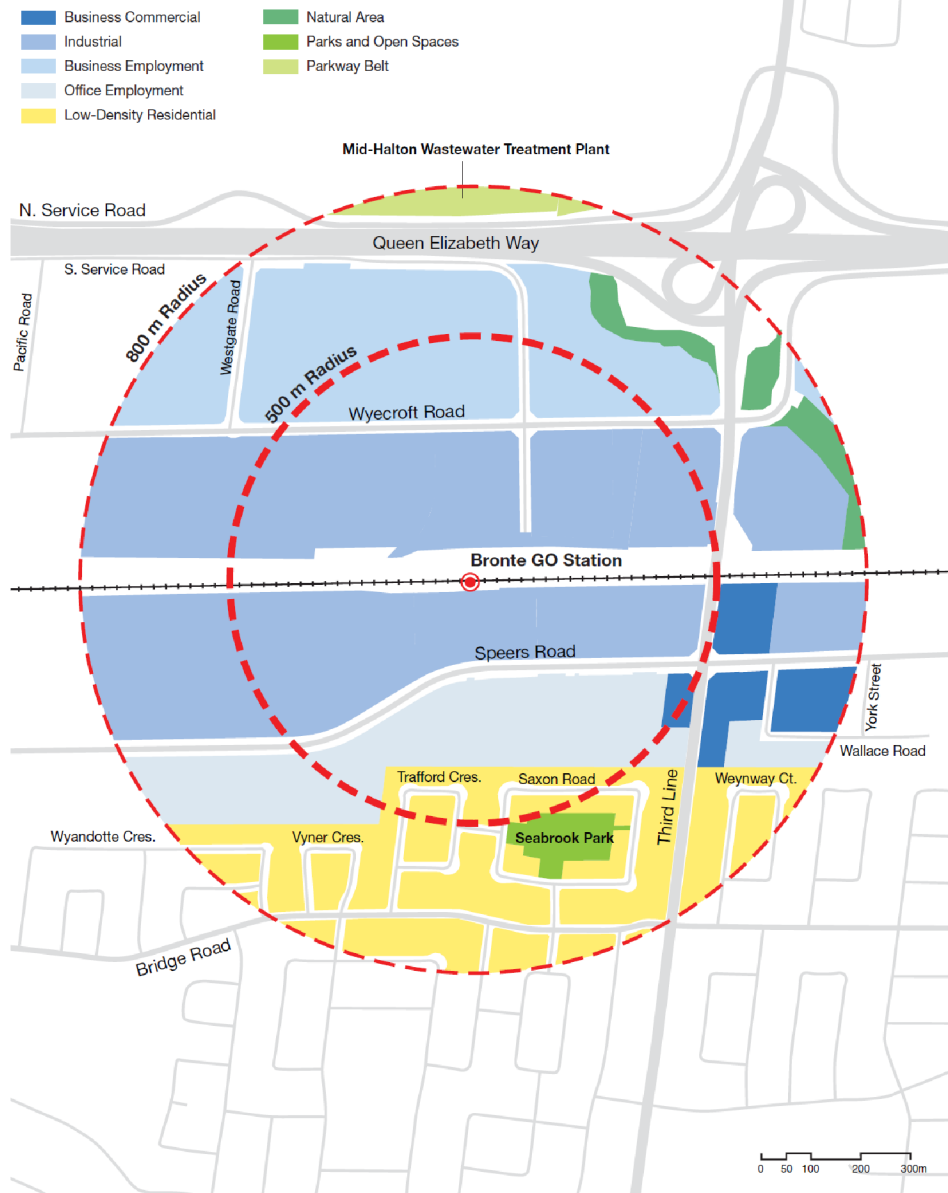
The residential neighbourhood to the south of Speers Road is designated as Low-Density Residential. The remaining land uses include Natural Areas along Fourteen Mile Creek, Seabrook Park to the south

¹ Ontario Building Code (2017), Occupant Load Determination – Table 3.1.17.1: Office 9.30 sq. m. per person; Manufacturing 4.60 sq. m. per person; Warehouse 28.00 sq. m. per person.

² Dillion Consulting. (October 2016). Town of Oakville: Employment and Commercial Review – Appendix B: Employment Report.

(Parks and Open Spaces), and the Mid-Halton Wastewater Treatment Plant lands to the north (Parkway Belt).

Official Plan Land Uses



Zoned Land Uses

The majority of the lands within the Study Area are zoned as Employment Zones in the Town's Zoning By-law 2014-014. These include Office Employment (E1), Business Employment (E2), Industrial (E3), and Business Commercial (E4).

The properties to the south of the Study Area are zoned Residential Low (RL3-0; RL5-0). The remaining properties are zoned Natural Area (N), Parkway Belt Public Use (PB1), and Park (O1).

Parcel Fabrics

While parcel fabrics within surrounding residential districts are regular, those within the employment lands vary in size and shape. The largest properties are located adjacent to the Bronte GO Station, between Wycroft Road and Speers Road, reflecting their heavier uses and historic engagement with the railway.

Properties north of Wycroft Road are medium in size, while those south of Speers Road are smaller. Blocks to the south of Speers Road and east of Third Line contain the finest lot fabric.

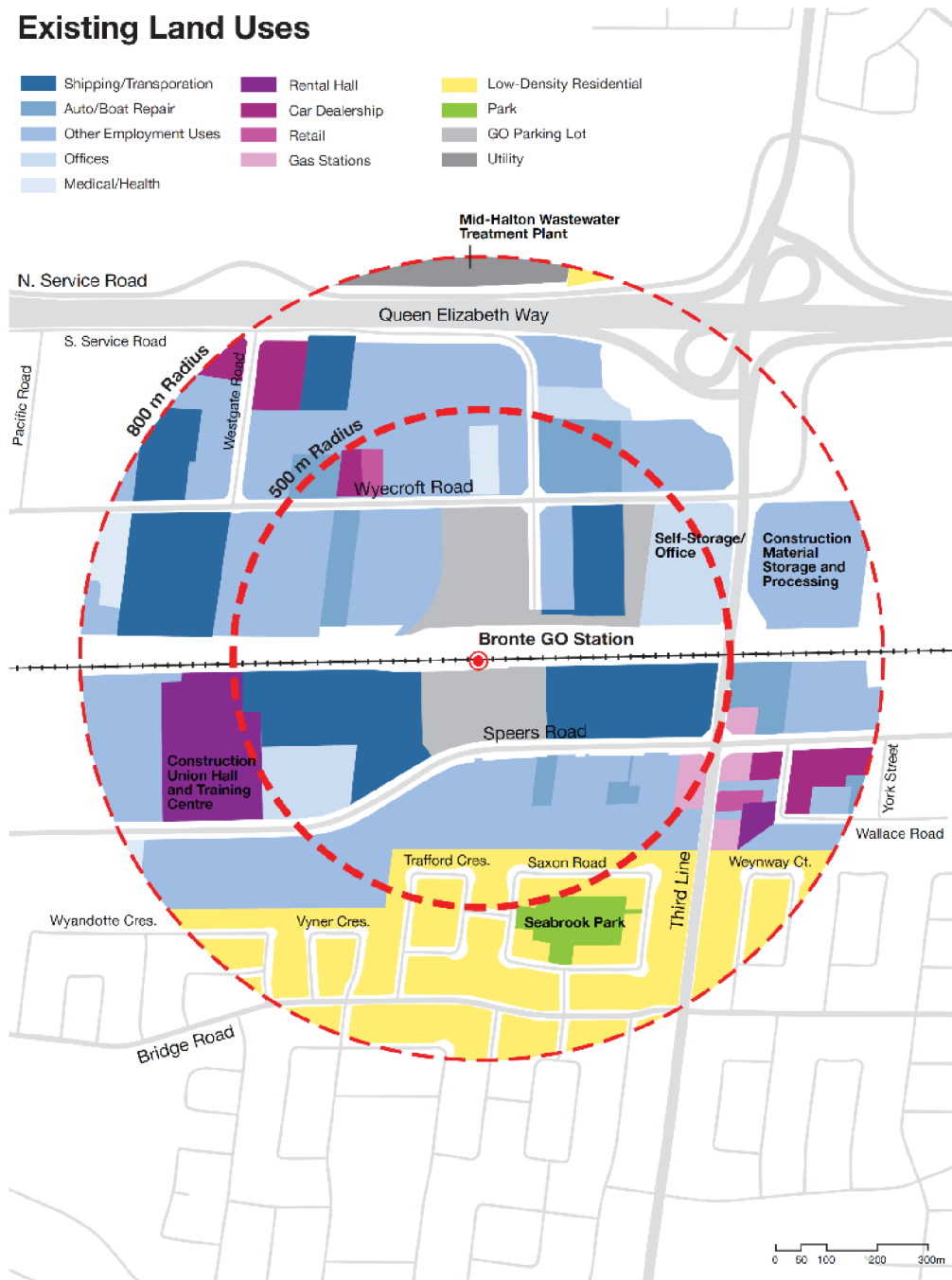


Existing Development

Employment lands make up most of the land uses within the 500 and 800 metre radii of the Bronte GO Station. The Employment land uses include heavy shipping and transportation-related uses, auto and boat repair operations, heavy and light manufacturing, warehousing operations, and offices.

To the southeast of the Study Area is a cluster of car dealerships, small retail uses, a rental hall, and gas stations. Car dealerships and retail uses are also located northwest of the Study Area. Further south are low-rise residential neighbourhoods and Seabrook Park, located just outside the 500 metre radius.

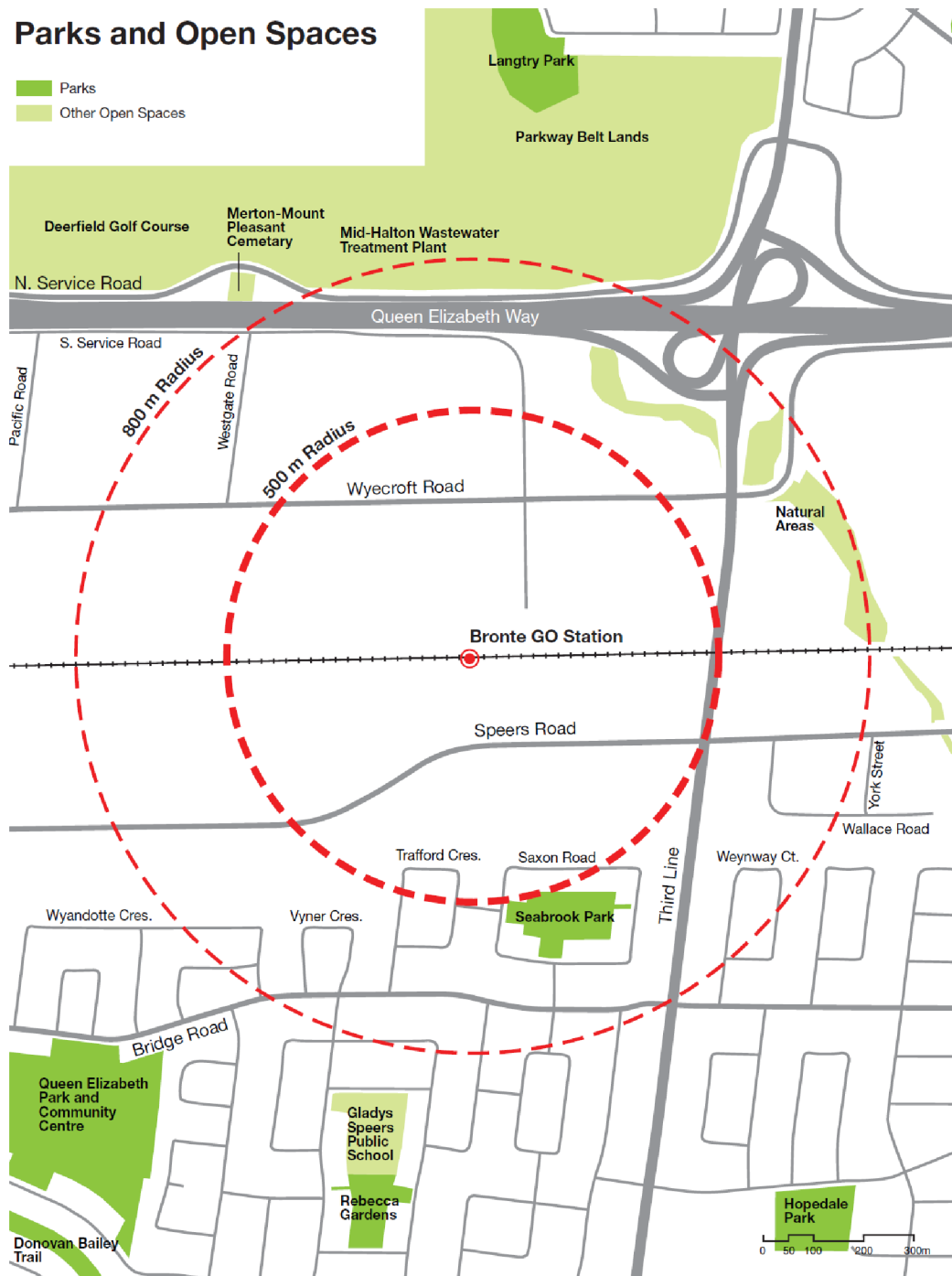
Existing Land Uses



Parks and Open Spaces

The Study Area includes little green space with no parks or open spaces located within a 500 metre radius of the Bronte GO Station.

One park and natural area are located within an 800 metre radius of the Bronte GO Station. Seabrook Park is located within the residential neighbourhood to the south of the Station, and a natural area is located along Fourteen Mile Creek to the east of the Station.



Movement and Connectivity

Street Network

The Livable Oakville Official Plan classifies the streets in the Study Area as follows:

- Multi-Purpose Arterials: Wyecroft Road and Speers Road;
- Minor Arterial: Third Line and North Service Road;
- Minor Collectors: South Service Road (west of Third Line) and Bridge Road; and
- All other roads are considered Local.

Transit

Transit service is provided by Oakville Transit with 8 regular service routes currently operating on Wyecroft Road (connecting to the GO Station), Bronte Road, Third Line, and Bridge Road. Additionally, rush hour service operates on North Service Road and South Service Road (both east of Third Line) and Speers Road (west of Third Line).

In addition, both the Halton Region Transportation Master Plan (TMP) (The Road to Change 2011) and Town of Oakville TMP (Switching Gears 2013) outline several transportation related targets. Together, the Region and Town each **anticipate a 20% modal split** for transit-based travel by 2031 throughout the municipal area.

As indicated in the Transportation Tomorrow Survey (2016), Oakville residents currently make 7% of trips by transit or GO Train while 6% trips to Oakville are by transit. The Bronte GO MTSA also has a present non-auto modal split of 6% and a target of a 20% modal split. It is expected that the Bronte GO MTSA will achieve this modal split.

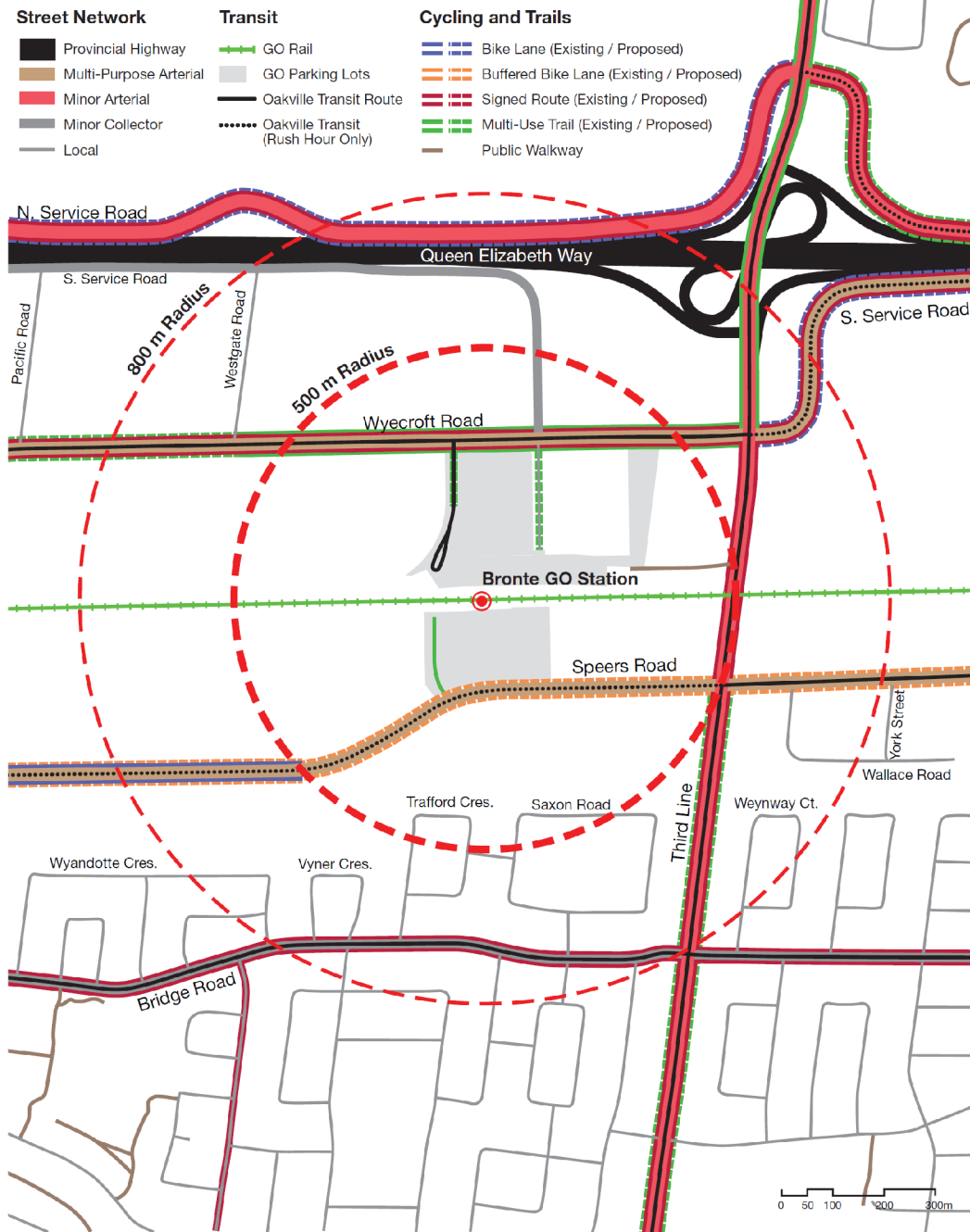
Active Transportation

As stated in the Livable Oakville Official Plan, bicycle facilities are planned for all major roads within the Study Area, including an existing bike lane along a segment of Speers Road and a signed bike route along Wyecroft Road. Enhanced streetscapes shall be provided in conjunction with new developments, such as improvements to sidewalks and crosswalks.

A set of stairs and a small mid-block connection on the north side of the railway corridor connect Third Line to the Bronte GO Station. Additional multi-use trails are proposed to connect Wyecroft Road to the Station.

The Transportation Tomorrow Survey (2016) indicates that walking and cycling modes of transportation make up around 7% of all trips by Oakville residents, and around 7% of all trips to Oakville by GTHA residents. Throughout the Town, for trips less than 10km in length, the current mode share for walk-cycle-other is 17% (Switching Gears 2013).

Movement and Connectivity



5.0 Consultation

This subsection provides a chronology and brief summary of meetings and consultations completed to date.

5.1 Project Initiation Meeting and Site Visit (December 14, 2018)

As part of the Project Initiation Meeting, Town Staff and the Consultant Team provided a presentation, which included an overview of the study purpose, objectives, understanding and approach, policy framework, project schedule and next steps.

Following the presentation, Town Staff and the Consultant Team completed a walking tour of the Bronte GO MTSA.



Site photos

5.2 Engagement Workshop with Stakeholders and the Public (March 21, 2019)

The first engagement workshop was held March 21 with Town / Agency Staff and stakeholders.

The event began with an open house, where participants were invited to browse the display boards prepared by the consultant team. The display boards provided an introduction and overview of the Bronte GO MTSA Study. The second hour involved a presentation, followed by an interactive workshop designed to gather feedback from participants to best understand participants priorities for the Study Area. During the workshop activities, participants were split into four stations to discuss public spaces, private building, mobility and anything else. Each station included a map of the study area, sticky notes and a facilitator to guide the discussion. Of the 17 participants, a total of 14 signed in.

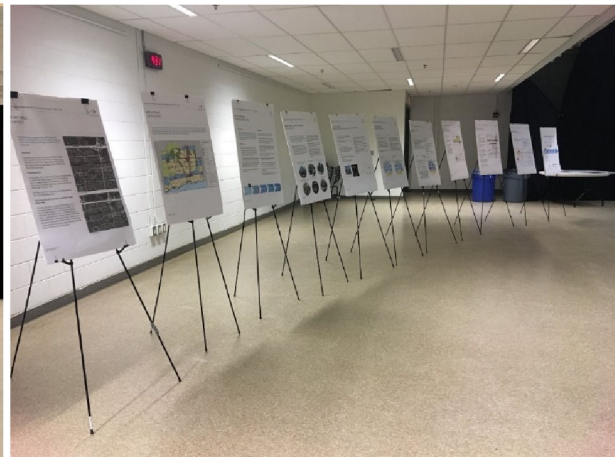
The evening workshop with members of the public adopted the same structure as the afternoon session. Of the 35 participants, a total of 30 signed in.

Please refer to Appendix C for additional information on the workshop activities and summaries of all feedback received.

Online Comment Form (March 27 – April 10, 2019)

Following the engagement workshop, an online comment form was posted on the Bronte GO MTSA project website. The online content mirrored the structure of the engagement workshop with the purpose to provide additional and alternative opportunities for the public to submit feedback. The public could also provide their feedback via email. A total of 28 respondents completed the online comment form.

Please refer to Appendix C for a summary of the online feedback.



Public Engagement Workshop (March 21, 2019)

5.3 TAC Meeting #1

On May 7, 2019, a meeting was held with the Town's Technical Advisory Committee consisting of members from the Town, Region, Conservation Halton and Metrolinx to present and discuss the Draft Land Use Scenarios. The Halton District School Board (HDSB) provided comments subsequently as they could not attend the meeting.

Please refer to Appendix D for a full summary of the feedback received.

6.0 Draft Land Use Scenarios

Based on an analysis of the Community Services and Facilities Inventory, Best Practices Review, Consultation Feedback, Existing Conditions and Provincial, Regional and Local Policy (see Section 6.1) two Draft Land Use Scenarios were developed including the following framework:

1. Streets and Blocks;
2. Parks and Open Spaces;
3. Land Uses; and
4. Building Heights.

The following options have been developed to ensure:

- The Town's approved urban structure (OPA 15 is upheld);
- Population and employment densities are transit supportive;
- An appropriate mix of land uses that support complete, compact and sustainable communities is provided;
- Land uses and built forms are compatible with surrounding uses;
- The transportation network facilitates direct and multi-modal access;
- Existing employment uses are protected and enhanced and new uses integrated;
- Consistency with the Region's ongoing MCR; and
- Appropriate land uses for the protection of the natural heritage network.

6.1 Key Inputs to Inform Land Use Scenarios

The Draft Land Use Scenarios have been developed based on consultations with the Town, Region, Consultant Team, members of the public, and agency staff and stakeholders. The following section outlines inputs and considerations that have influenced their development:

6.1.1 Community Services and Facilities Inventory

The Community Services and Facilities (CS&F) Inventory completed as part of Phase 1 provides a summary of all facilities located within 1.6 kilometres of the Bronte GO Station, including:

- Two public schools
 - o Gladys Speers Public School and Brookdale Public School
- Five licensed child care centres

- Monkey See Monkey Do/Abbeywood, Kinderhuis Montessori, Oakville Family TMCA SACC – Gladys Speers, Smart Little Children Daycare Centre and Today’s Family – Brookdale
- 57 hectares of parks, open space and natural areas
- Three community and recreation facilities
 - Brookdale Pool, Queen Elizabeth Park Community and Cultural Centre and Langtry Park Outdoor Ice Rink
- Three human and social services
 - Oakville Recreation and Culture, Safetynet Children and Youth Charities, and The Women’s Centre of Halton
- One emergency facility (Fire Station 5)

At this stage in the study, new community services and facilities have not been identified for the preliminary land use scenarios. The CS&F requirements will be identified following the development of a preferred scenario, including facilities such as schools, parks, libraries, and others.

Please refer to Appendix A for additional information on the community services and facilities inventory.

6.1.2 Best Practices Review

Key findings from the Best Practices Review of MTSA’s in Niagara, Midtown Oakville, Hamilton, Newmarket, Burlington, and Denver (Colorado) have informed the Draft Land Use Scenarios. Particularly relevant guidelines for the Bronte GO MTSA include:

- Striking a balance between land uses to accommodate an appropriate mix of uses (incl. residential, retail, commercial, parks and open spaces) while maintaining a focus on employment;
- Locating highest densities adjacent to the GO Station and at major gateways (key intersections);
- Providing sensitive transitions to stable residential areas (“stepping down” heights and densities);
- Promoting a green corridor to enable a safe, attractive and high-quality pedestrian-oriented streetscape, giving priority to active transportation users (e.g. pedestrians, cyclists, public transit); and
- Increase permeability throughout the Study Area by way of finer grain blocks, new streets, mid-block connections and pedestrian connections to link the north and south sides of the rail corridor.

6.1.3 Consultation Feedback

Feedback gathered at the first round of **Public Engagement Workshops** held with staff and agency as well as community members served as valuable input during the development of the Draft Land Use Scenarios. Key feedback noted from the workshops on the themes of Community Features/Public Spaces, Getting Around/Transportation, and Buildings/Private Spaces include the following³:

Priorities for the Bronte GO MTSA

³ Refer to Appendix C (Public Engagement Workshop Summaries) of this Report for complete feedback summary

- Vibrant public realm and green spaces (e.g. wide sidewalks, bike lanes)
- Pedestrian and cycling linkages (e.g. paths, bridges) from residential areas to the GO Station, and to existing parks and natural areas
- Provide access to Bronte Creek Trails at Wyecroft Road
- Provide trail connections along rail corridor
- Reduce surface parking by providing underground parking
- Develop a finer-grain road network and provide additional arterial connections
- Improve east-west connections along the rail corridor and north-south connections across the rail corridor
- Develop a unique character and community identity that compliments downtown Oakville
- Increase density to support transit
- Separate bus and car traffic at the bus loop
- Develop a year-round destination with various amenities (e.g. daycares, libraries, coffee shops, etc.)
- Shift to office-based employment and mixed use developments
- Provide active transportation facilities for pedestrians and cyclists

Comments from **TAC Meeting #1** will inform revisions to the Draft Land Use Scenarios and will be considered when developing and refining the preferred option. Overall, the TAC preferred Option 1. Key priorities noted from the TAC's feedback on the draft scenarios (per theme) include the following⁴:

Streets and Blocks

- New north-south pedestrian connections over the railway
- Westgate Road's location between Bronte Road and Third Line makes an opportune location for an extension
- Confirm the appropriateness of medium density block sizes (80-120 metres)

Parks and Open Spaces

- Utilization of natural areas for trail connections
- Window streets along the rail corridor provides visibility and safety
- Investigate the location of active parkland

Land Uses

- Concern that the emphasis on residential (mixed use) is too strong
- Clarify and refine the specific uses to be included within the "mixed use" designation
- Remove structure parking from the land uses
- Ensure an appropriate mix of retail and service commercial uses
- Consider the balance of employment and residential uses (in reference to Growth Plan, 2019)
- Encourage office uses to leverage and target reverse commuters

Building Heights

- Consider Metrolinx lands for highest densities and underground parking

⁴ Refer to Appendix D (TAC Meeting #1) of this Report for complete feedback summary

6.1.4 Existing Conditions

The existing conditions analysis outlined in Section 4 of this report have informed the development of the Draft Land Use Scenarios, including (among others):

- Setbacks – required setbacks from rail corridor to accommodate potential active transportation trail;
- Residential neighbourhoods – sensitive height transitions towards residential neighbourhoods to the south;
- Truck traffic – accommodate existing patterns for business operations;
- Parcel fabric – introduce finer grain parcel fabric by breaking up deep blocks with mid-block connections and an appropriate mix of uses;
- Green space – establish clear pedestrian and cyclist connections to green spaces / natural areas located within the Bronte GO MTSA; and
- Street Network – Locate densities adjacent to GO Station and along multi-purpose arterials (Wycroft and Speers Road) and highways (QEW).

6.1.5 Provincial, Regional, and Local Policies

The Draft Land Use Scenarios have been informed by Provincial, Regional and Town policies as they relate to accommodating future growth while addressing current demands and needs. Significant policies that will direct and guide the development of the Bronte GO MTSA include the following⁵:

A Place to Grow, Growth Plan for the Greater Golden Horseshoe (2019)

- Provides justification for the residential and employment density projections for the Bronte GO MTSA (minimum density of 150 residents and jobs combined per hectare)⁶
- The Bronte GO MTSA is within a Provincially Significant Employment Zone (PSEZ), providing further justification for the location of employment uses within the MTSA

Regional Official Plan and Region of Halton Municipal Comprehensive Review (MCR)

- As per the Regional Structure (Map 1), the lands around the Bronte GO Station are designated as a MTSA, urban area and employment area
- As identified in the Regional OP, MTSA's are expected to accommodate intensification within 500 metres from the Station
- Considering the ongoing MCR process, the draft boundaries for the Bronte GO MTSA (which have been drafted based on preliminary/draft direction from the Region) may require revisions to remain consistent and conform to existing and new policies

Livable Oakville Official Plan (incl. complimentary Master Plans)

- Recognition that the Bronte GO Station is within an employment area and is identified as a higher order transit station/MTSA
- Urban Structure Review and OPA 15 (under appeal):

⁵ Refer to Section 4.1 – Policy Framework for additional policies guiding the development of the Bronte GO MTSA

⁶ Refer to Section 7.0 – Density Estimates Methodology for complete methodology

- Identified as a Node/Corridor and MTSA, the area is intended to accommodate mixed use and transit-supportive development and intensification, including the integration of first and last mile connections
- Given that the Bronte GO Station is located on a Provincial Priority Transit Corridor (Lakeshore West GO Line), a Regional Transit Priority Corridor (Speers Rd), the Bronte GO MTSA will be planned to accommodate a multi-modal transportation system (including multi-modal facilities focused on active transportation)
- The existing employment area designation for the Bronte GO MTSA overlaps with the employment mixed use corridor and is in place in order to conform to the employment overlay in the existing Regional Official Plan. We recognize that the base employment area structure of this node may change through further study
- We also recognize that future review of the Plan will provide updates and new policies to delineate boundaries, the mix of land uses and the intensity and scale of development
- Employment and Commercial Review and OPA 26 (not approved by Halton Region):
 - Of particular significance for the Bronte GO MTSA, revised policies pertaining to the conversion of employment lands to non-employment uses shall only be permitted through a MCR (currently ongoing)
 - Direction from the Employment and Commercial Review promotes the *“transition of the lands around the Bronte GO Station from an industrial area to a mixed use, transit supportive area that leverages the planned level of transit investment by Metrolinx”*
- The land uses proposed in the Draft Land Use Scenarios are consistent with uses outlined in the Town’s OP
- The Draft Land Use Scenarios have been informed by the OP’s Urban Design directions (Section 6) the OP’s vision for the Town, including the following objectives and considerations, among others:
 - Complete streets, gateways, urban squares, and public realm
 - Barrier free pedestrian access and circulation, including networks of interconnected pedestrian-oriented spaces and walkable street lengths
 - Setbacks that create appropriate transitions from the public to private realms
 - Locating utilities underground (e.g. parking)
 - Finer grain street grid pattern to disperse traffic by providing alternative routes
 - Transit-supportive development and active transportation trails and connections
 - Major gateways located at visually prominent sites and major entry points into the Bronte GO MTSA

6.1.6 Land Use Parameters

Preliminary residential and employment densities for the Bronte GO MTSA have been informed by existing research and studies, including the following:

- Halton Region’s 2017 Development Charges Background Study;
- Building types and uses in mid-sized municipalities in the GTA including Newmarket, Cambridge, Markham, and Vaughan;
 - Specific FSIs and associated height ranges have been derived based on our comparable work for Mobility Hubs and MTSA studies including a recent project in Milton.

- 2016 Census data for the Town of Oakville;
- Occupant Load Determination in the Ontario Building Code; and
- North American industry standards for floor plate efficiency rates (including AECOM and General Services Administration – Public Buildings Service).

6.2 Draft Land Use Scenario Diagrams

The following section provides an overview of the Draft Land Use Scenarios, including diagrams for each option, in addition to associated explanations by theme.

Streets & Blocks

Both options feature similar street networks designed to break up large industrial blocks and improve permeability. The approach is to create a modified grid that extends and works within the existing grid as much as possible. Resulting major blocks are typically 100-200 metres in dimension. In areas that would include residential uses, a potential finer-grained local street network is shown conceptually, which halves or quarters large blocks.

Informed by public feedback, a pedestrian trail connecting the Station Area to the established residential neighbourhood to the south will be considered. The appropriate location for this potential connection will be discussed in close coordination with the Town and Metrolinx, as to minimize and mitigate any unwanted implications for homeowners in the neighbourhood. The diagrams illustrate potential connections from the Station to Trafford Crescent and/or Vyner Crescent. The location of Trafford Crescent presents an opportunity to connect the new bus terminal. ****Please note that the pedestrian connection locations are conceptual and warrant further discussions with the Town, Metrolinx and the community.***

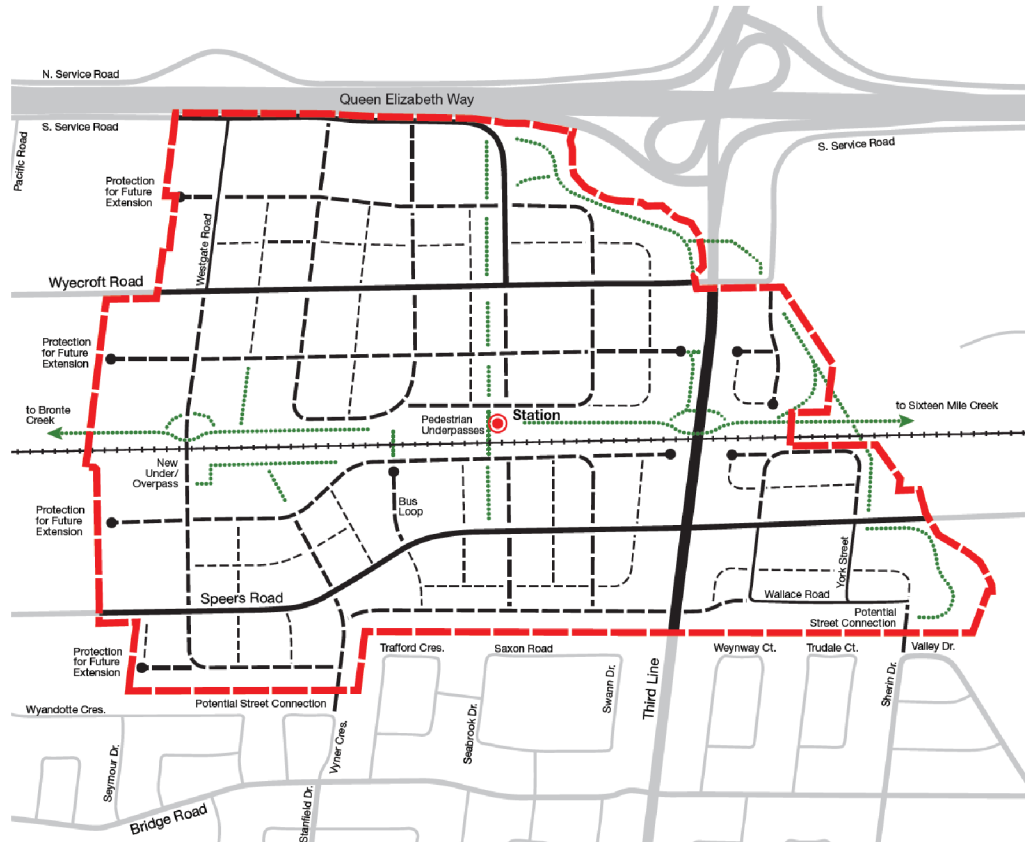
Option 1 includes more residential uses (and consequently a finer street local pattern) and places greater emphasis on creating connections to existing neighbourhoods to the south.

Other features include:

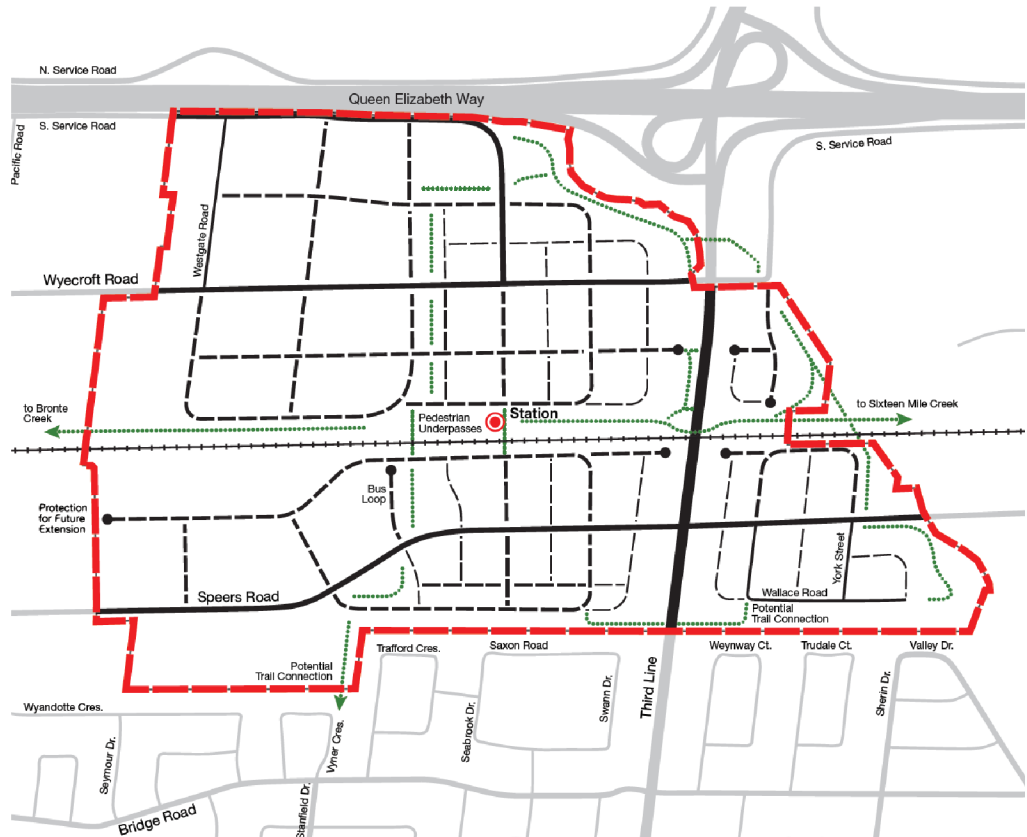
- A new under/overpass at Westgate Road (Option 1).
- An east-west connection across Third Line south of Speers Rd. (Option 1).
- Two street linkages to existing neighbourhoods (Option 1) or one trail linkage (Option 2).
- Termination of new east-west streets at the west of the study area, with protection for future extension.
- Creation of T-intersection on South Service Road, east of Third Line.

Option 1

- Existing Street
- - - Potential Street
- - - - Potential Dead End / Loop
- - - Potential Local Street (Conceptual)
- Potential Trail / Walkway



Option 2



Parks and Open Spaces

Each option features three open space and trail systems: a natural trail along a restored Fourteen Mile Creek, an east-west linear park in the corridor parallel to the railway, and a north-south linear park exposing the station area to Wyecroft and Speers Roads and creating a pedestrian and cycle entry point. The two linear systems converge at the station.

- Option 1: Approximate public park and open space area of 20 hectares
- Option 2: Approximate public park and open space area of 18 hectares

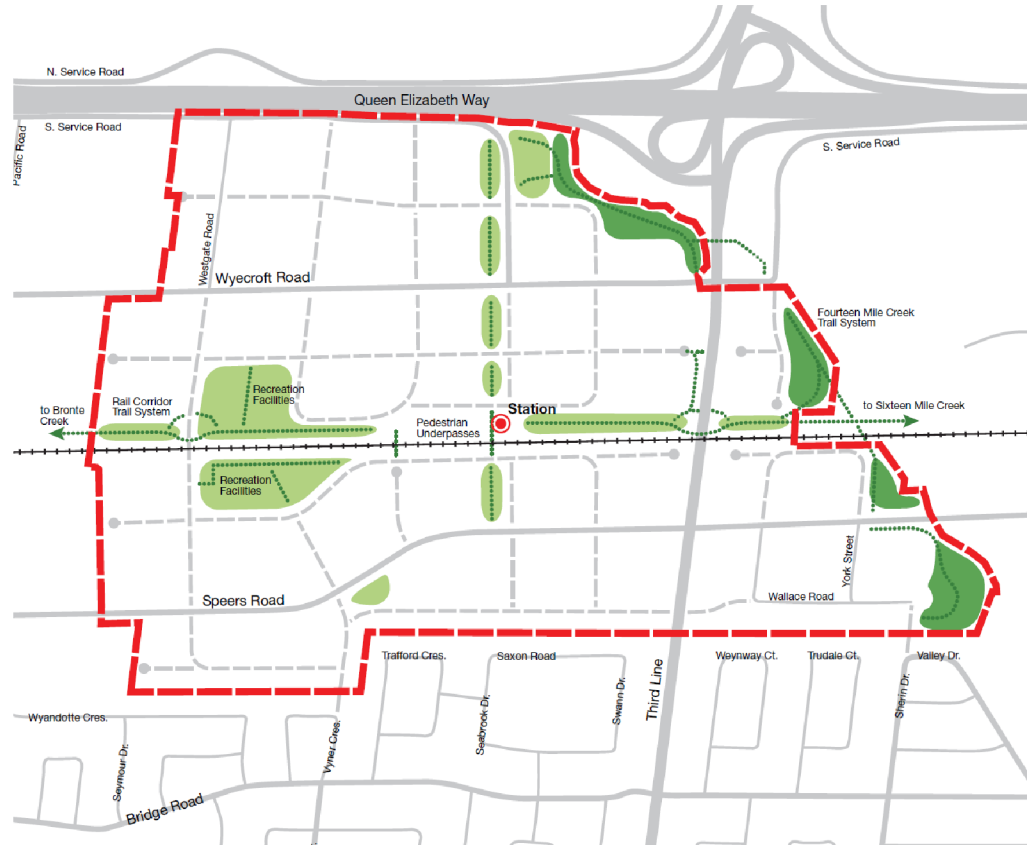
Option 1 includes two additional large recreational parks (reflecting its greater emphasis on residential uses). Option 2 uses the north-south park system as a buffer between mixed use and office areas, as well as a trail linkage to the neighbourhoods to the south. The area of parks (in both Options) may need to be adjusted to respond to the Town's needs or following park dedication calculations. Restoration of Fourteen Mile Creek will also need to consider lands on its east bank (outside of the study area).

The appropriate location for the potential pedestrian connection in Option 2 will be discussed in close coordination with the Town and Metrolinx, as to minimize and mitigate any unwanted implications for homeowners in the neighbourhood. ****Please note that the pedestrian connection locations are conceptual and warrant further discussions with the Town, Metrolinx and the community.***

Option 1

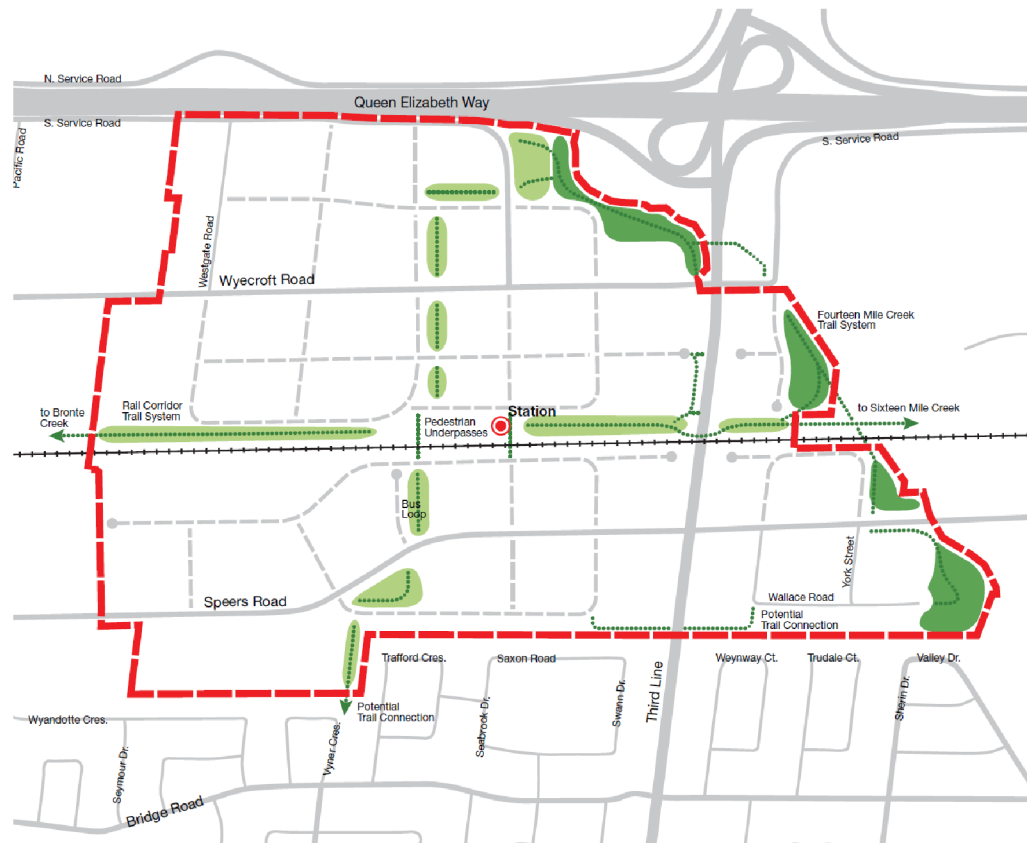
- Potential New Natural Area
- Potential New Parks / Open Spaces
- ⋯ Potential Trail / Walkway

Approximate Public Park and Open Space Area: 20 ha



Option 2

Approximate Public Park and Open Space Area: 18 ha



Land Uses

Option 1 places greater emphasis on mixed use and residential designations. Office employment areas are retained as a buffer or transition between the highway to the north and the existing heavier industrial uses to the west. The extended Westgate Road will serve as a dividing line.

Along the southern edge of the study area, townhouses will serve as a transition between existing neighbourhoods and more intensive apartment or mixed use areas. Apartment areas are sited to the east and west along Speers Road.

Option 2 retains much more substantial employment areas (changed to office employment) at the west of the study area. The north-south chain of linear parks is used as a buffer or transition between mixed use and office areas. Reflecting Option 2's greater emphasis on jobs, no apartment areas are identified, and the mixed use area extends along Third Line to the southern edge of the study area.

Note that blocks labeled Mixed Use are assumed to include a mix of residential, office and retail uses, but the balance of that use is to be determined (refer to Table 3).

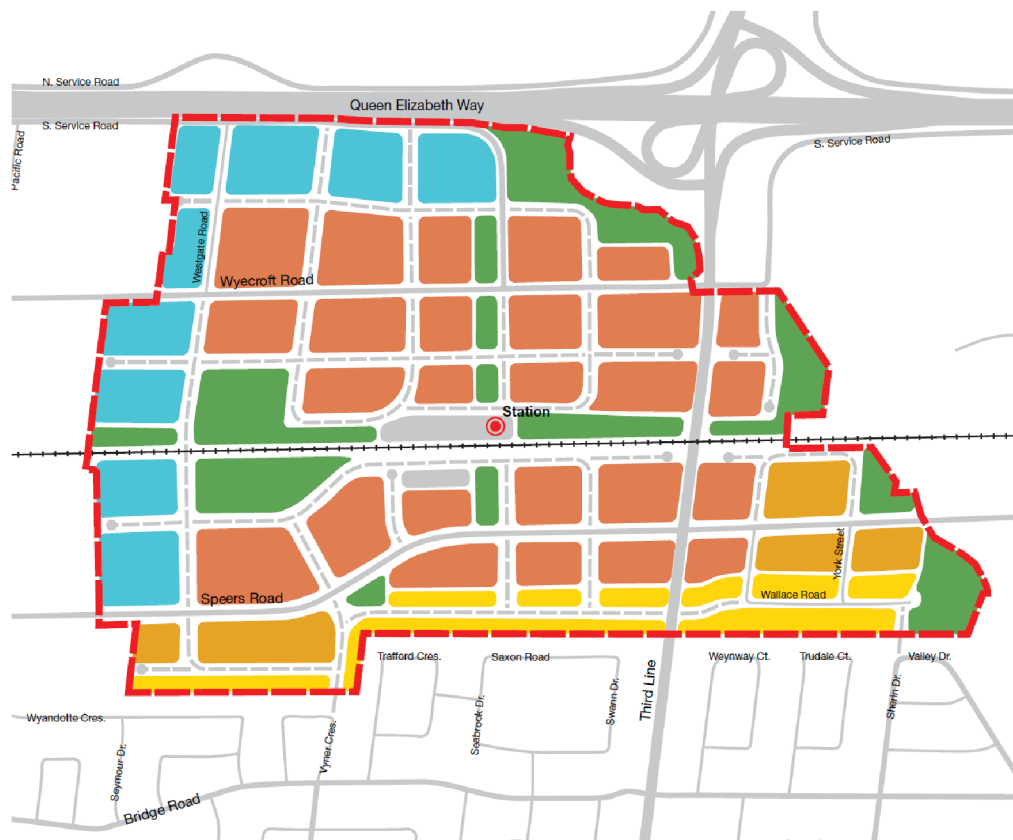
Table 3: Land Use Breakdown per Option		
Land Uses	Option 1	Option 2
	% by ground area	
Mixed Use	31%	24%
High Density Residential	6%	0%
Medium Density Residential	7%	4%
Office Employment	12%	31%
Station / Structured Parking	1%	1%
Parks	15%	13%
Rail Corridor	3%	3%
Roads	25%	24%

Option 1

- Mixed Use
- High Density Residential (Apartments)
- Medium Density Residential (Townhouses)
- Office Employment
- Station / Structured Parking
- Parks

Breakdown of Land Uses (by ground area):

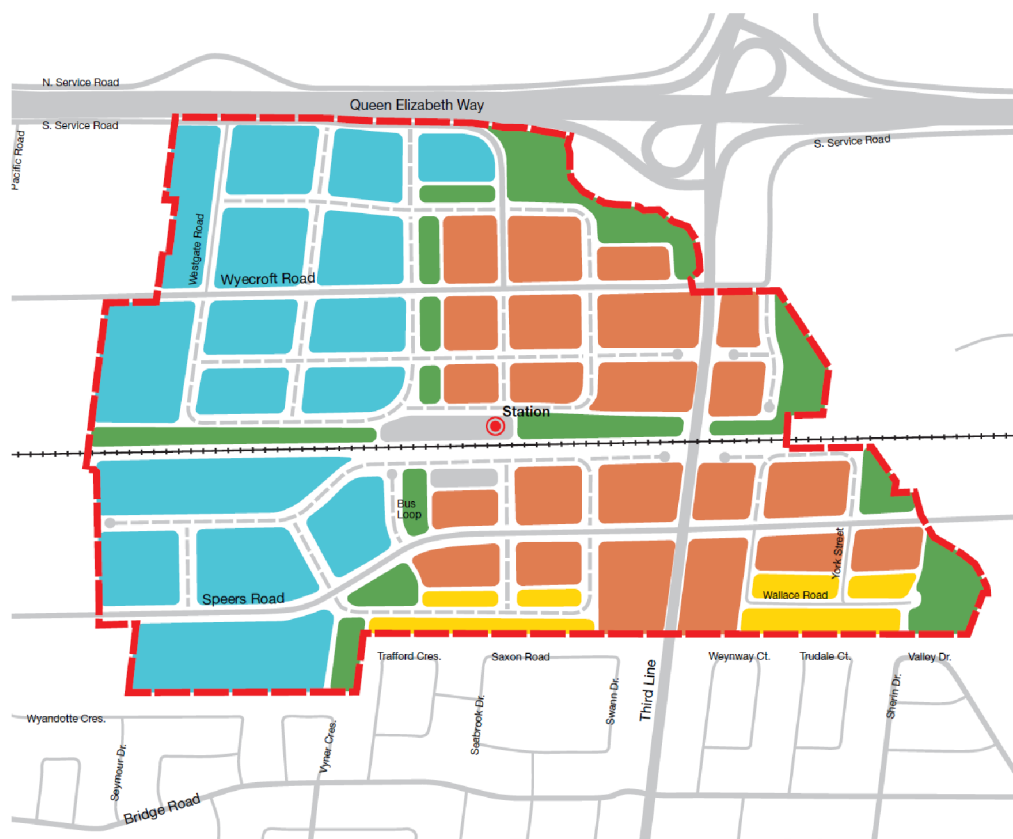
Mixed Use: 31%
 High Density Residential: 6%
 Medium Density Residential: 7%
 Office Employment: 12%
 Station / Structured Parking: 1%
 Parks: 15%
 Rail Corridor: 3%
 Roads: 25%



Option 2

Breakdown of Land Uses (by ground area):

Mixed Use: 24%
 High Density Residential: 0%
 Medium Density Residential: 4%
 Office Employment: 31%
 Station / Structured Parking: 1%
 Parks: 13%
 Rail Corridor: 3%
 Roads: 24%



Building Heights

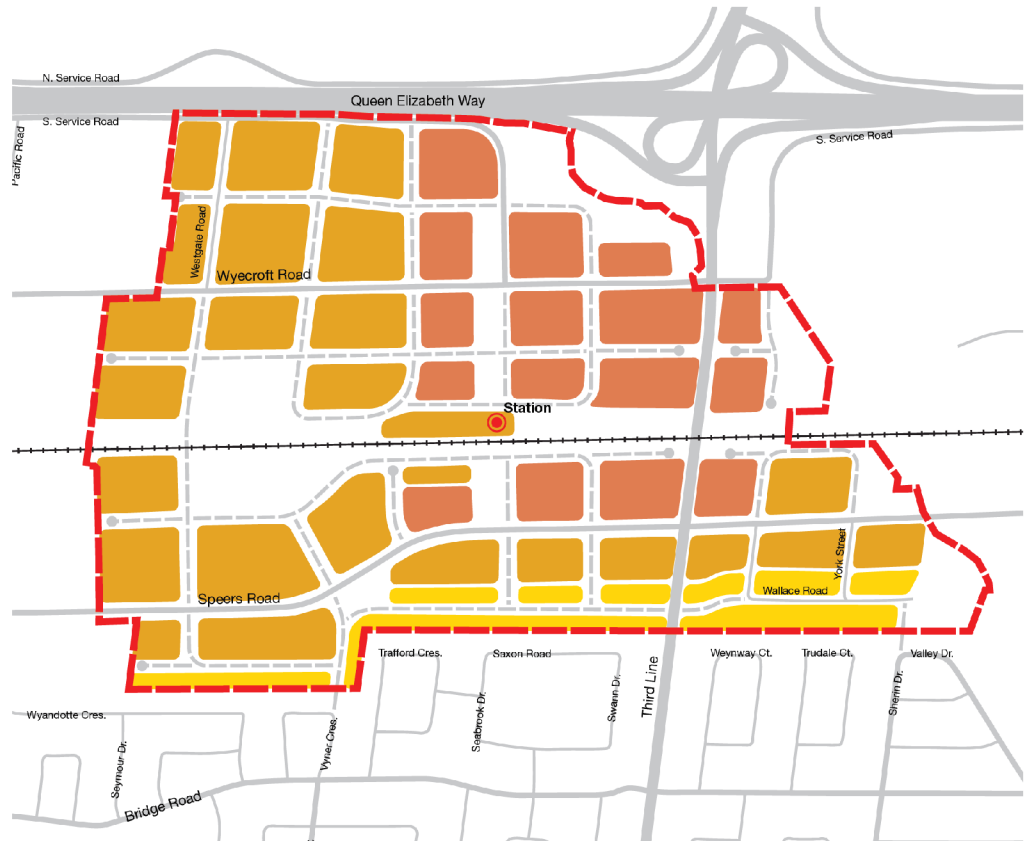
Both options situate the greatest heights between from the GO Station to immediately east of Third Line, and from Wycroft Road to Speers Road. One office employment block adjacent to the highway is considered for tall buildings in both options. Low-rise areas represent proposed townhouse blocks along the southern edge of the study area. Where mid-rise areas abut the neighbourhoods to the south (Option 2) they will be subject to policies on height transition.

Building height differences between the two options are minor, largely reflecting the difference in land uses.

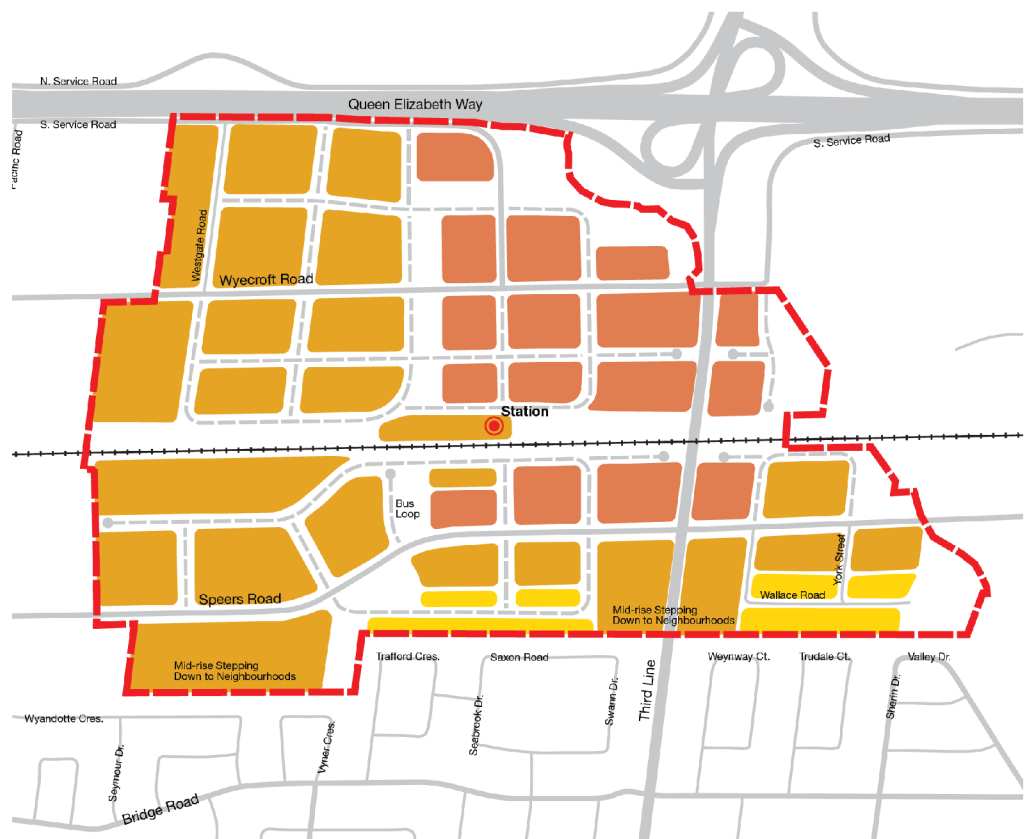
A more refined and context specific approach to heights will be developed over the course of this Study.

Option 1

- **Tall Building Potential**
(13+ storeys)
 - **Mid Rise** (5-12 storeys)
 - **Low Rise** (2-4 storeys)
- Ranges of storeys reflect typical residential storey heights. Equivalent heights should be applied for other land uses.



Option 2



7 Population and Employment Densities (Methodology)

The sections below outline high-level draft residential and employment density estimates for both Draft Land Use Scenarios. This includes floor space index (FSI) assumptions, floor space per employee, unit mix and size rates and people per unit. ****Please note that the density calculations are preliminary and will be refined during the next phase of the Study.***

7.1 Block Floor Space Indexes, Gross Floor Areas, and Net Floor Areas

Floor Space Index (FSI)

Following the identification of block areas, specific FSIs were assigned to each block. The FSI assumptions are based on research conducted for various building types and uses for MTSA's and other mid-sized municipalities in the Greater Toronto Area.⁷ FSI values have been assigned as they relate to the specific forms of development expected to occur within the Bronte GO MSTA Study Area (refer to Table 4).

Table 4: FSI values by land use and height		
LAND USE	Floor Space Index	Height (storeys)
High Density Residential (Apartment)	3.0-3.5	9-20 storeys
Medium Density Residential	1.0-2.0	2-6 storeys
Growth Area Mixed Use	2.5-3.5	6-20 storeys
Office	2.0-3.0	4-8 storeys

The following land uses are anticipated:

- High Density Residential
 - o Mid-Rise and Taller Apartments
- Medium Density Residential
 - o Mid-Rise, Townhouses and Stacked Townhouses
- Growth Area Mixed Use
 - o Mid-Rise and Taller mixed use buildings including residential, office and retail uses
- Office
 - o Standalone office uses that are not part of a retail development

Based on the heights and land uses assigned for both options, FSI values were applied to each block, with close consideration to their development potential. In cases where blocks have 2 or more land uses, separate FSI values were determined for each use. As such, certain blocks have two or more FSIs.

Block-level FSI values are preliminary and do not consider the following:

⁷ Including Newmarket, Cambridge, Markham, Vaughan, and Milton

- Parcel size and property ownership;
- Lands omitted for streets / open spaces;
- The developable area per block (setbacks); and
- Market analysis and absorptions rates.

Gross Floor Area (GFA)

Estimated gross floor areas (GFAs) were then calculated for each block by multiplying the FSI by total block area. As mentioned above, in cases where blocks have 2 or more land uses, GFAs were calculated based on the assigned FSIs per use.

Net Floor Area (NFA)

Total net floor areas (NFAs) were calculated by building type, based on the percentages identified in Table 5.

The High-Rise Residential NFA of 75% is only applied in Option 1, for blocks 32, 40, and 41. These blocks are designated as High Density Residential (exclusively in Option 1). NFAs of 83% have been applied to all other blocks with a Mixed Use designation.

Table 5: Floor Plate Efficiency	
Building Type	Average Floor Plate Efficiency (%)
Mid-rise office building	75%
Townhouse / Neighbourhood	85%
Mid-rise residential (including mixed use at grade)	83%
High-rise residential (including mixed use at grade)	75%
<i>Sources include: AECOM (2014) "The Economics of Building Tall"; GSA (2012) "Circulation: Defining and Planning"; Efficiency Lab for Architecture (2016) "Efficiency: Understanding the Typical Conditions"</i>	

Subsequently, retail and residential NFAs were calculated for blocks designated mixed use. An assumed split of 20% for retail uses, and 80% for residential uses was assigned to mixed use blocks. For context, these figures assume that a 10-storey mixed use building would have a 2-storey retail podium with residential above.

7.2 Land Use Mix

Employees / Square Metre

Employment density inputs are based on data from the Region of Halton's Development Charges Background Study (2017). Floor space assumptions (square feet and square metres) are characterized by unit type, including commercial, industrial, institutional, retail, and non-retail (refer to Table 6). At this phase in the Study, it is assumed that the employment designations within the Bronte GO MTSA will primarily accommodate both retail and non-retail (office) uses. As per the DC Background Study, non-retail development is defined as "*non-residential development which is not retail development, and shall include offices that are not part of a retail development*".

Based on the above, total jobs per block were calculated by multiplying the square metre per employee value by the block's net floor area.

Table 6: Floor Space per Employee		
Unit Type	Square Foot per Employee, 2017-2031 (Built Boundary)	Square Metre per Employee, 2017-2031 (Built Boundary)
Commercial	400	37.2
Industrial	1389	129.0
Institutional	609	56.6
Retail	492	45.7
Non-Retail	760	70.6
<i>Source: 2017 Development Charges Background Study, Region of Halton</i>		

Population / Square Metres

a. Apartments: Total Units

The total amount of apartment units was calculated based on an average apartment unit size of 85 m², informed by the data in the Table 7 below⁸. The total unit amount is calculated by multiplying the average unit size by the block's net floor area. This calculation was conducted for blocks designated as apartments in Option 1 (blocks 32, 34, 35, 40, and 41).

Table 7: Unit Mix and Type for Apartments (Apartments Reclassified by Halton DC Study Residential Unit Category)				
Unit Type	# Units	% Total	Avg. Size (sf)	Avg. Size (m²)
<2 bedrooms	159	33%	675	62.7
>2 bedrooms	324	67%	1024	95.2
Total	483	100%	909	84.5
Assumed average apartment unit size of approx. 900 sf			900	83.6
<i>Source: Background study in progress by N. Barry Lyons Consultants</i>				

b. Neighbourhoods: Total Units

The total amount of units in residential (designated neighbourhood) areas was calculated based on an average unit size of 110 m², informed by data from the City of Brampton⁹. The latter is calculated by multiplying the average unit size by the block's NFA. This calculation was conducted for blocks designated as neighbourhoods in Option 1 (blocks 36 to 44) and Option 2 (blocks 31 to 36).

⁸ The average residential unit size of 85 m² is based on a combined estimated average taken from work in progress by NBLC on high-density projects in the Greater Toronto and Hamilton Area

⁹ Sources referenced include: City of Brampton Current Development Applications website; City of Brampton (2015). "Transit Supportive Townhouse Design Guidelines".

c. Mixed Use Residential: Total Units

Similar to the total unit calculation for Apartments, the Mixed Use Residential formula for calculating total units was based on the average apartment unit size of 85 m², informed by the data in the Table 7.¹⁰ The total unit amount is calculated by multiplying the average unit size by the block's NFA. This calculation was conducted for all blocks with Mixed Use designations, in both Options 1 and 2.

Household Size / Dwelling Type

Population (resident) densities were determined based on the 2016 Census data for the Town of Oakville.

a. Apartment PPU

Population densities for Apartments were based on an assumed rate of 1.75 person per unit (PPU), calculated by multiplying this figure by the total units, described in the previous sub-section - *Population/Square Metres*.

b. Neighbourhood PPU

Population densities for Neighbourhoods were based on an assumed rate of 2.6 person per unit (PPU), calculated by multiplying this figure by the total units, described in the previous sub-section - *Population/Square Metres*.

7.3 Findings

Option 1

The total projected estimated people and jobs at full build out of Option 1 is 29,633. Divided by the land area of 107 hectares, Option 1 provides a density of 277 people and jobs per hectare exclusive of roads and the rail corridor (refer to Table 8).

Table 8: Option 1 – Population and Employment Densities (exclusive of roads and rail corridor)					
Total Jobs	Total People	Total People + Jobs	Total Study Area (m²)	Total Study Area (ha)	Total People + Jobs / Hectare
10,241	19,392	29,633	1,070,519	107	277

Accounting for all roads and rail corridors the net density for the Study Area is **200 people and jobs per hectare**.

¹⁰ The average residential unit size of 85 m² is based on a combined estimated average taken from a study completed by NBLC (2018).

Option 2

The total projected estimated people and jobs at full build out of Option 2 is 26,691. Divided by the land area of 110 hectares, Option 2 provides a density of 244 people and jobs per hectare exclusive of roads and the rail corridor (refer to Table 9).

Table 9: Option 2 – Population and Employment Densities (exclusive of roads and rail corridor)					
Total Jobs	Total People	Total People + Jobs	Total Study Area (m2)	Total Study Area (ha)	Total People + Jobs / Hectare
11,262	15,429	26,691	1,096,132	110	244

Accounting for all roads and rail corridors the net density for the Study Area is **180 people and jobs per hectare**.

Options 1 and 2 both surpass the minimum density target for MTSAs of 150 residents and jobs per hectare as identified in A Place to Grow (2019) Policy 2.2.4.3c. These population and employment estimates are based on the study area boundaries outlined in Section 2.1 and are subject to revisions based on comments from the Town of Oakville.

8 Next Steps

Next steps are to select and refine a preferred land use scenario based on comments from the Livable Oakville Council Subcommittee, input from technical studies and stakeholder and public consultation. Prior to selecting a preferred land use scenario, we will prepare evaluation criteria that will be used as a common measure against which to test the draft scenarios.

The following six (6) technical studies will be completed to inform and confirm the concept(s):

Environmental Impact Study

A scoped Environmental Impact Study will be completed including:

1. Pre-consultation with Conservation Halton and the Region of Halton to confirm EIS requirements;
2. Terms of Reference to support and scope the EIS – to be submitted to both Conservation Halton and the Region for review and acceptance; and
3. Environmental Impact Study (scoped) to identify potential impacts and recommended mitigation and monitoring requirements in regards to natural heritage features in the Study Area, including the identification of future permit and approval requirements for future design and construction.

Pre-Feasibility Noise and Vibration Study

A Pre-Feasibility Noise and Vibration Study will be completed to identify existing sources of noise and vibration, such as facilities, railways and roadways within and surrounding the study area which may impact new sensitive land uses. The purpose of this Study will be to identify risks related to noise and

vibration impacts in order to inform decision making as it relates to the preferred option (Area Specific Plan).

Air Quality Impact and Risk Assessment

An Air Quality Impact and Risk Assessment will be completed to determine impacts from transportation uses as well as external and tertiary uses that may impact potential redevelopment. Based on the findings, the significance of potential effects of land use scenarios (including the preferred Area Specific Plan) will be discussed on a qualitative level.

Financial Impact Study

A scoped Financial Impact Study will be prepared to provide guidance on potential future development and redevelopment of the Bronte GO MTSA. The work will provide guidance on the impact of the preferred Area Specific Plan on revenue implications for the Town, and on a more general level for Halton Region and the Halton District School Boards.

Transportation Overview and Impact Analysis

We will undertake a review to examine the existing transportation network and capacity, including but not limited to pedestrian and cycling facilities, transit service, street networks, traffic volumes and intersection operations. Following this review, a Transportation Impact Analysis will be completed to identify the effects of the preferred Area Specific Plan on the existing transportation network and recommend mitigation measures to address travel demands (if necessary).

The Transportation Impact Study will assess the impacts of the Bronte GO Station in the 2031 traffic horizon, including a high-level review of the active transportation network and recommended potential improvements to fill gaps in coverage.

Functional Servicing Study

A Functional Servicing Study will be completed to identify the overall impacts on water, wastewater and stormwater service capacities, as well as the required improvements to municipal servicing infrastructure (incl. any mitigation measures to minimize negative impacts).

****The above work will occur during the Summer through the Fall / Winter of 2019-2020.***

9 Appendices

Appendices A-D as outlined below are grouped as a Technical Backgrounder and may be viewed on the study webpage at <https://www.oakville.ca/planoakville/bronte-go-mts.html>

- Appendix A. Community Services and Facilities Inventory
- Appendix B. MTSA Best Practices
- Appendix C. Public Engagement Workshop Summaries
- Appendix D. TAC Meeting #1 Summary