

REPORT

LIVABLE OAKVILLE (OFFICIAL PLAN) COUNCIL SUB-COMMITTEE

MEETING DATE: JUNE 11, 2018

FROM: Planning Services Department

DATE: June 1, 2018

SUBJECT: Project Initiation - Bronte GO Major Transit Station Area Study

LOCATION: Bronte GO Station and surrounding area

WARD: Multiple Wards: 1 and 2

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RECOMMENDATION

That the report titled "*Project Initiation - Bronte GO Major Transit Station Area*", be received.

KEY FACTS

The following are key points for consideration with respect to this report:

- Planning and Development Council launched the town's five year Official Plan Review in May 2015.
- Updates to the Province's Growth Plan for the Greater Golden Horseshoe (2017), and official plan amendments approved as part of the Official Plan Review process to date, such as the town's new Urban Structure (OPA 15), have identified the need to study the area around the Bronte GO station, known as the "Bronte GO Major Transit Station Area".
- This report signals the town's initiation of the Bronte GO Major Transit Station Area Study, intended to be coordinated with the Halton Region Official Plan Review (municipal comprehensive review).
- A consulting team(s) is expected to undertake supporting studies necessary to realize the potential of the Bronte GO Major Transit Station Area.
- This report provides an overview of the current policy context of the Bronte GO Major Transit Station Area. It also provides a preliminary study scope, a listing of potential project inputs and a draft study timeframe.

- This report provides an opportunity for the Livable Oakville Council Subcommittee to provide preliminary input and guidance for the study.

BACKGROUND

The town's five-year Official Plan Review was launched in May 2015. At that time, a study pertaining to the Bronte GO Major Transit Station Area was not identified. However, subsequent updates to the Province's Growth Plan for the Greater Golden Horseshoe (2017), and official plan amendments approved as part of the town's Official Plan Review process (e.g. the town's new Urban Structure - OPA 15), have identified the need to study the area around the Bronte GO station. Specifically, OPA 15 identifies the Bronte GO Station as a "node for further study" and that a "future review shall provide updated and new policies to delineate boundaries, the mix of land uses and the intensity and scale of development."

POLICY CONTEXT OVERVIEW

The following section provides an overview of the provincial, regional, and local policy documents that planning decisions are required to be consistent with and conform to or not conflict with. It also provides a high level overview of the 2041 Regional Transportation Plan. A brief discussion of the evolving nature of the policy context is provided, where applicable.

Provincial Policy Statement (2014)

On February 24, 2014, the Ministry of Municipal Affairs and Housing issued a new Provincial Policy Statement (PPS) under Section 3 of the Planning Act. The new PPS replaced the 2005 statement and came into effect April 30, 2014. All planning decisions must be consistent with the PPS.

The 2014 PPS promotes a policy led system recognizing that there are complex relationships among environmental, economic and social factors in land use planning. Section 1 of the PPS provides policies related to building strong and healthy communities. It recognizes that Ontario's long-term prosperity, environmental health and social well-being depend on wisely managing change and promoting efficient land use and development patterns. Accordingly, section 1.1.1 of the PPS states that healthy, livable and safe communities are sustained by, among other matters:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

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- e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;
- h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

The Bronte GO Major Transit Station Area is located within a 'settlement area', as defined in the PPS. Section 1.1.3.1 states that "settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted." Section 1.1.3.2 goes on to note that land use patterns within settlement areas shall be based on densities and a mix of land uses which, among other matters, efficiently use land and resources, supportive active transportation, and are transit-supportive where transit is planned, exists or may be developed.

Sections 1.1.3.3 through 1.1.3.5 are also relevant to the Bronte GO Major Transit Station Area and note the following:

- 1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs. ...
- 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.
- 1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.

Section 1.2 of the PPS supports a coordinated, integrated and comprehensive approach to planning among municipalities and with other orders of government, agencies and boards. Section 1.2.4 notes that where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipality shall, among other matters:

- a) identify, coordinate and allocate population, housing and employment projections for lower-tier municipalities. Allocations and projections by upper-

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tier municipalities shall be based on and reflect provincial plans where these exist;

- b) identify areas where growth or development will be directed, including the identification of nodes and the corridors linking these nodes;
- d) where transit corridors exist or are to be developed, identify density targets for areas adjacent or in proximity to these corridors...

In regards to employment, section 1.3.1 of the PPS directs planning authorities to promote economic development and competitiveness by, among other matters:

- c) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities; and
- d) ensuring the necessary infrastructure is provided to support current and projected needs.

The PPS defines “employment areas” to mean “those areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities.” The Bronte GO Major Transit Station Area is currently located within an employment area within the Halton Region Official Plan and the town’s Livable Oakville Plan.

Within identified employment areas, section 1.3.2.2 states that “planning authorities may permit conversion of lands within *employment areas* to non-employment uses through a *comprehensive review*, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion.”

A “comprehensive review” as defined in the PSS for the purpose of section 1.3.2.2, means an official plan review or official plan amendment initiated or adopted by a planning authority which is based on a review of population and employment projections which reflect projections and allocations by upper-tier municipalities and provincial plans, and utilizes opportunities to accommodate projected growth or development through intensification and redevelopment, among other matters.

In regard to transportation systems, section 1.6.7 of the PPS states that:

- planned infrastructure shall be used efficiently, including the use of transportation demand management strategies, where feasible (1.6.7.2);

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- in a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved (1.6.7.3);
- land use patterns, densities and a mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future transit use and active transportation (1.6.7.4); and,
- transportation and land use considerations shall be integrated at all stages of the planning process (1.6.7.5).

From an energy conservation, air quality and climate change perspective, section 1.8.1 of the PPS directs planning authorities: to promote compact form and a structure of nodes and corridors; provide land use and development patterns which focus major employment, commercial and other travel intensive land uses on sites which are well served by transit where it exists or is to be developed, and improving the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

Growth Plan for the Greater Golden Horseshoe (2017)

On May 18, 2017, the 2017 Growth Plan for the Greater Golden Horseshoe (hereinafter 'Growth Plan') was released and it came into effect on July 1, 2017, replacing the 2006 Growth Plan for the Greater Golden Horseshoe. The Growth Plan is a long-term plan that works together with the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan and the Niagara Escarpment Plan to manage growth, build complete communities, curb sprawl and direct growth to a system of nodes and corridors. All decisions made on or after July 1, 2017 in respect of the exercise of any authority that affects a planning matter are required to conform to the 2017 Growth Plan.

Under the Growth Plan, and as directed by the town's approved Urban Structure, the Bronte GO station is a major transit station area and strategic growth area (to be further studied) located on a priority transit corridor (i.e. Lakeshore West GO Line). The area is currently identified as an employment area. These terms are defined in the Growth Plan as follows:

Strategic Growth Areas – Within settlement areas, nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Strategic growth areas include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent

transit service or higher order transit corridors may also be identified as strategic growth areas.

Priority Transit Corridors – Transit corridors shown in Schedule 5 or as further identified by the Province for the purpose of implementing this Plan.

Employment Area – Areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities.

Major Transit Station Area – The area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 metre radius of a transit station, representing about a 10-minute walk.

In regard to ‘where and how to grow’, the Growth Plan directs growth to delineated built-up areas and strategic growth areas (including transit corridors and station areas). The allocation of population and employment growth provided in the Growth Plan are to be distributed by the upper-tier municipality (Halton Region) to the lower-tier municipalities (e.g. Town of Oakville).

Section 2.2.1.3, Managing Growth, notes that upper and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will, among other matters:

- c) provide direction for an urban form that will optimize *infrastructure*, particularly along transit and transportation corridors, to support the achievement of *complete communities* through a more *compact built form*; and,
- e) be implemented through a *municipal comprehensive review* and, where applicable, include direction to lower-tier municipalities.

Section 2.2.1.4, Managing Growth, goes on to note that applying the policies of the Growth Plan will support the achievement of complete communities that, among other matters:

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities.

Within the delineated built-up area, section 2.2.2.4 notes that “all municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:

- a) encourage intensification generally to achieve the desired urban structure;
- b) identify the appropriate type and scale of development and transition of built form to adjacent areas;
- c) identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;
- d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;
- e) prioritize planning and investment in infrastructure and public service facilities that will support intensification; and
- f) be implemented through official plan policies and designations, updated zoning and other supporting documents.”

Within major transit station areas (i.e. Bronte GO) located along priority transit corridors (i.e. Lakeshore West GO line), section 2.2.4.1 states that planning will be prioritized, including zoning in a manner that implements the policies of the Growth Plan. Section 2.2.4.2 states that upper-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas. Section 2.2.4.3 goes on to state that the Bronte GO Major Transit Station Area is to be planned for a minimum density target of 150 residents and jobs combined per hectare. However, the policies of the Growth Plan in section 2.2.4.4 b) provides that through a municipal comprehensive review (i.e. Halton Region Official Plan Review), an alternative minimum density target may be established which would:

- i. support the achievement of a more compact built form, where appropriate;
- ii. maximize the number of potential transit users within walking distance of the station;
- iii. increase the existing density of the area;
- iv. be appropriate given the existing design of streets and open spaces, levels of feeder service and the range of densities across the transit network; and

- v. not preclude planning for the minimum density targets established in policy 2.2.4.3 in the future; and
- c) where there are four or more major transit station areas within the upper- or single-tier municipality along the same priority transit corridor or subway line, the average of the targets established for those major transit station areas will meet or exceed the applicable minimum density target established in policy 2.2.4.3. ...

Notwithstanding which minimum density will ultimately be established for the Bronte GO Major Transit Station Area, section 2.2.4.6 notes that:

- 6. Within *major transit station areas* on *priority transit corridors* or subway lines, land uses and built form that would adversely affect the achievement of the minimum density targets in this Plan will be prohibited.

When planning for lands adjacent to higher order transit corridors and facilities, section 2.2.4.11 states that “municipalities will identify and protect lands that may be needed for future enhancement or expansion of transit *infrastructure*, in consultation with Metrolinx, as appropriate.”

In regard to employment, section 2.2.5 notes the following:

- 2. Major office and appropriate major institutional development will be directed to urban growth centres, major transit station areas or other strategic growth areas with existing or planned frequent transit service.
- 3. Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.
- 4. In planning for employment, surface parking will be minimized and the development of active transportation networks and transit-supportive built form will be facilitated.
- 7. Municipalities will plan for all employment areas within settlement areas, with the exception of any prime employment areas, by:
 - a) prohibiting residential uses and limiting other sensitive land uses that are not ancillary to the primary employment use;

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- b) prohibiting major retail uses or establishing a size or scale threshold for any major retail uses that are permitted and prohibit any major retail uses that would exceed that threshold; and
- c) integrating employment areas with adjacent non-employment areas and developing vibrant, mixed-use areas and innovation hubs, where appropriate.

Of interest is policy section 2.2.5.7 that prohibits residential uses within “employment areas.” The Bronte GO Major Transit Station Area lands are currently found within the employment area overlay in the Regional Official Plan. In order to fully realize the vision and direction for major transit station areas as provided for in the Growth Plan, and the Regional Official Plan as discussed later in this report, a revised policy approach to the current employment area overlay in the Bronte GO Major Transit Station Area will need to be considered.

The Growth Plan also provides policies for infrastructure to support growth. Section 3.1 states that:

The *infrastructure* framework in this Plan requires that municipalities undertake an integrated approach to land use planning, *infrastructure* investments and environmental protection to achieve the outcomes of the Plan. Co-ordination of these different dimensions of planning allows municipalities to identify the most cost-effective options for sustainably accommodating forecasted growth to the horizon of this Plan to support the achievement of *complete communities*.

Section 3.1 goes on to state that “transit is the first priority for transportation planning and investment. The transit network will support and facilitate improved linkages between strategic growth areas and other areas planned for a mix of uses and transit-supportive densities.”

Section 3.2.1, pertaining to integrated planning, notes that:

1. *Infrastructure* planning, land use planning, and *infrastructure* investment will be co-ordinated to implement this Plan.
2. Planning for new or expanded *infrastructure* will occur in an integrated manner, including evaluations of long-range scenario-based land use planning and financial planning, and will be supported by *infrastructure* master plans, asset management plans, community energy plans, *watershed planning*, environmental assessments, and other relevant studies where appropriate...

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2041 Regional Transportation Plan for the GTHA (2018)

The 2041 Regional Transportation Plan (RTP) for the Greater Toronto and Hamilton Area (GTHA) is a blueprint for creating an integrated, multimodal regional transportation system that will serve the needs of residents, businesses and institutions. It supports the Growth Plan and identifies policies on transportation planning in the GTHA.

The goals of the 2041 RTP are to achieve strong connections, complete travel experiences, and sustainable and healthy communities. The 2041 RTP was developed by Metrolinx as a successor to The Big Move, the first regional transportation plan for the GTHA that was released in 2008. It has been developed to further implement the Provincial Growth Plan (2017).

A specific strategy of the 2041 RTP is to integrate transportation and land use, and notes that intensifying and integrating development at major transit station areas is crucial. The RTP states that “sufficient land use density at stations is important to ensure significant two-way, all-day ridership on GO RER” (Pg.91). The RTP goes on to state:

The Growth Plan prioritizes planning and sets density targets for development for stations on Priority Transit Corridors—corridors where investments in frequent rapid transit are committed. The Growth Plan requires the design of Major Transit Station Areas to feature transit-supportive densities and multimodal access options that focus on walking, cycling and transit. Major Transit Station Areas can be attractive locations for new employment, public institutions and regionally significant services, as well as prime opportunities for collaboration by public and private sectors to create transit-oriented developments that enhance transit service.

Within the 2041 RTP, the GO Lakeshore West line is planned for regional express rail (RER) which will provide 15-minute two-way all-day service. This includes service to Bronte GO Station. This project is identified as “in delivery” (Project 30 - Map 3: Projects in Delivery), and is to be in place by 2025. This is a significant increase in transit service to and from Bronte GO.

The 2041 RTP also identifies Bronte Road/Regional Road #25, connecting Bronte GO Station to Steeles Avenue in Milton for priority bus (Project 56 – Map 5: 2041 Frequent Rapid Transit Network).

Region of Halton Official Plan

The Ontario Municipal Board has issued a series of decisions regarding the partial approval of Regional Official Plan Amendment 38 (ROPA 38) to the Halton Region Official Plan (Regional Plan). The policies of ROPA 38 to the Regional Plan are in force with the exception of site-specific matters.

The Region of Halton Official Plan designates the lands around the Bronte GO Station as an Urban Area and identifies them as a major transit station area and an employment area (Map 1, Regional Structure).

Section 79 of the Regional Plan considers major transit station areas as “intensification areas” which generally consist of areas within 500 metres of a major transit station (Section 80(2)).

Among the many objectives for intensification areas (Section 78), they are to provide an urban form that is complementary to existing developed areas, use space more economically, promote live-work relationships, foster social interaction, enhance public safety and security, reduce travel by private automobile, promote active transportation, and are to enhance environmental sustainability. The objectives also state that intensification areas are:

- to provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighbourhoods;
- to cumulatively attract a significant portion of population and employment growth;
- to generally achieve higher densities than the surrounding areas; and,
- to achieve an appropriate transition of built form to adjacent areas.

Section 78(11) provides specific objectives for major transit station areas which are:

- to increase residential and employment densities to ensure the viability of existing and planned transit infrastructure and service;
- to achieve a mix of residential, office, institutional and commercial development, where appropriate; and,
- to provide access from various transportation modes to the transit facility, including consideration of, but not limited to, pedestrians, bicycle routes and

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bicycle parking, commuter pick-up and drop-off areas, carpool parking, car share vehicles, and parking/recharging stations for elective vehicles.

Section 81(3) of the plan requires local municipalities to prepare detailed official plan policies or an area specific plan for the development of a new intensification area or the redevelopment of an existing intensification area, in accordance with Sections 48 and 77(5) of the Regional Plan. These policies provide a detailed list of requirements for local policy frameworks and supporting study requirements.

Section 81(2) of the plan requires local official plans to identify intensification area boundaries in accordance with the objectives and policies of this plan. However, staff note that the delineation of major transit station area boundaries is now the authority of Halton Region as per the new Growth Plan (2017) policy section 2.2.4.2 which states that upper-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas. As such, the delineation of the Bronte GO Major Transit Station Area boundary must be coordinated between the local official plan amendments and the ongoing Regional Official Plan Review (municipal comprehensive review). The Regional Official Plan Review is currently scheduled for completion in the year 2020.

As mentioned previously, the Regional Plan also identified the Bronte GO area as an Employment Area. An objective of employment areas is to provide for a fully-diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses (Section 77.1). Employment areas prohibit residential and other non-employment uses including major retail uses (Section 77.4(1)) and are prohibited to be converted to non-employment uses including major retail uses unless considered through a municipal comprehensive review (Section 77.4(4)).

Given the conflicting policy framework for major transit station areas and employment areas between the Growth Plan (2017) and the Regional Official Plan, a revised policy approach to the current employment area overlay pertaining to the Bronte GO Major Transit Station Area in the Regional Official Plan should be considered in order to fully realize the vision and direction for major transit station areas in the Growth Plan (2017).

Halton Region is currently undertaking an Official Plan Review (municipal comprehensive review) to update its policies to conform and be consistent with the updated provincial policy framework. This review is currently scheduled to be completed by the year 2020.

Livable Oakville Official Plan

The Livable Oakville Plan was adopted by the Council on June 22, 2009, approved by Halton Region on November 30, 2009, with modifications, as it was deemed to conform to the Growth Plan, 2006, and the Region's Official Plan, as amended, and to be consistent with the Provincial Policy Statement, 2005. A number of parties appealed the Region's approval to the Ontario Municipal Board. The Board approved the Livable Oakville Plan with further modifications, adjudicating the majority of the appeals, on May 10, 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.

Since the time the Livable Oakville Plan was approved, a number of provincial policy documents have been updated, with a planning horizon to the year 2041. As part of the town's ongoing Official Plan Review, a consistency and conformity exercise will take place to update the official plan.

Within the Livable Oakville Plan, the Bronte GO Station is currently within an employment area. Section 14.1.7 of the Livable Oakville Plan, pertaining to the general employment land use policies (being updated through the Employment and Commercial Review discussed later in this report) states:

The Oakville and Bronte GO Stations are *higher order transit* stations, and the surrounding areas are considered *major transit station areas* to which employment *intensification* including *major office* and appropriate major institutional uses are to be directed.*

(*Note: This policy is to be deleted and replaced as per the Council adopted OPA 26 – discussed later in this report.)

Urban Structure Review and OPA 15

As part of the town's ongoing Official Plan Review, the Urban Structure Review was completed and a new urban structure was adopted by Council on September 26, 2017, and approved with modifications by the Region of Halton on April 26, 2018 through Official Plan Amendment No.15 (OPA 15). The OPA has two appeals to the Local Planning Appeals Tribunal (formerly referred to as the Ontario Municipal Board).

The urban structure sets out the foundation for how the town will accommodate required growth to the year 2041, while protecting natural heritage, open space and cultural heritage, maintaining the character of residential areas and directing growth to an identified system of nodes and corridors. The approved urban structure

identifies the Bronte GO Station as a Major Transit Station, Regional Transit Node and Node for Further Study.

Section 3.6, pertaining to Nodes and Corridors, states:

Nodes and Corridors are key areas of the town identified as the focus for mixed use development and *intensification*...

The Nodes and Corridors identified in this Plan and in the North Oakville Plans comprise the town's *strategic growth areas* as that term is defined in the Growth Plan, 2017...

Bronte GO Station is identified as a *Major Transit Station Area* by the *Growth Plan* and is intended to accommodate *transit-supportive* growth and *intensification*...

For those areas identified on Schedule A1 – Urban Structure as Nodes and Corridors for Further Study [*e.g. Bronte GO Station*], future review shall provide updated and new policies to delineate boundaries, the mix of land uses and the intensity and scale of development.

Section 3.15, pertaining to Major Transit Station and Regional Transit Node, states:

Major Transit Stations, Regional Transit Nodes and Proposed Transit Nodes are at key locations to integrate with the town-wide transportation system and to provide a focus for *transit-supportive* development that facilitates first mile-last mile connections and solutions.

The urban structure also identifies that the Bronte GO Station is located on a Provincial Priority Transit Corridor (i.e. Lakeshore West GO Line), a Regional Transit Priority Corridor (i.e. Speers Road), and is situated among three Major Transportation Corridors.

Section 3.11, pertaining to Major Transportation Corridors and Provincial Priority Transit Corridors, states:

The future of transportation is based on the principle of “mobility-as-a-service” and a focus on a *multi-modal* transportation system. Major Transportation Corridors... are identified in the urban structure as the foundation of the Town's *multi-modal* transportation system. These major elements include arterial roads and major collector roads [i.e. Speers Road, Third Line, and Wyecroft Road].

The Provincial Priority Transit Corridor... are also identified in the Town's urban structure in support of the transportation system.

The function of this transportation system is to provide connectivity locally, between the Town's Nodes and Corridors and throughout the Region. This connectivity shall be achieved by delivering a full range of *multi-modal* facilities.

Section 3.12, pertaining to Regional Transit Priority Corridors, states:

Regional Transit Priority Corridors... are identified in a town-wide grid network that is key to connecting people via transit throughout the region as well as to local destinations including nodes, mobility hubs, *major transit station areas* and *employment areas*.

Regional Transit priority corridors provide a key focus for *transit-supportive* development.

Currently, the Bronte GO Station area is identified in the urban structure as an Employment Area, and overlaps with the Employment Mixed Use Corridor. The employment area framework is provided on these lands in order to conform to the current Region of Halton Official Plan employment overlay. Given the area is a "node for further study," the base "employment area" structure of this node may change through further study of the area.

Employment and Commercial Review and OPA 26

A town-wide Employment and Commercial Review was conducted as part of the Official Plan Review. The review involved the assessment of the employment and commercial lands and policies throughout the town in terms of the overall commercial and employment hierarchy, function and range of permitted uses, current demand and future needs, including the implementation of the Provincial Growth Plan. An official plan amendment (OPA 26) resulting from the review was adopted by Council on April 19, 2018. The amendment is currently with Halton Region for approval.

The Council adopted policy through OPA 26 pertaining to Bronte GO Major Transit Station Area will provide a new policy 14.1.7 and add a new policy 14.1.8 as follows:

- 14.1.7 The *intensification* of employment uses is encouraged throughout the Town and in particular should be directed to the *Employment Mixed Use Corridor* and lands with access to *transit priority corridors* and active transportation routes as identified on Schedule A1, Urban Structure.

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- 14.1.8 New *major office* buildings shall primarily be developed within Midtown Oakville, *major transit station areas* and *strategic growth areas* with existing or planned *frequent transit* service. Other locations providing high visibility and excellent accessibility adjacent to highway corridors and *Regional Transit Priority Corridors* may also be considered.

Of particular note are the revised policies pertaining to the conversion of employment lands to non-employment uses. The new policies are informed by the updated Growth Plan 2017, and note 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” (Section 14.2.3). As such, the lands may only be removed from the Employment Area as directed by and in coordination with the Region of Halton’s Official Plan Review (municipal comprehensive review). This review is currently scheduled to be completed by the year 2020.

Apart from OPA 26, several directions for related projects were also identified as part of the Employment and Commercial Review. On September 11, 2017 the Livable Oakville Council Subcommittee received a report outlining several directions for related projects, including direction to revitalize the lands around Bronte GO Station:

To facilitate the transition of the lands around 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 town should complete a detailed Station Area Plan to identify the long term potential of the area.

The town’s response and proposed action to this direction was as follows:

The Bronte GO station is recognized as a Major Transit Station Area (MTSA) in the Growth Plan, Halton Region Official Plan, and the town’s Official Plan. MTSA’s are to be planned to achieve increased residential and employment densities that support and ensure the viability of existing and planned transit service levels. Metrolinx has commenced the required work to deliver Regional Express Rail (RER) and 15-minute service along the Lakeshore West GO Train line.

The town’s Urban Structure Review identifies the Bronte GO station area as an additional/expanded node... These areas are identified due to existing policy directions and planned/existing transit infrastructure investment to be [provided at] key locations to accommodate future intensification.

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The Halton Region Mobility Management Strategy has also identified the Bronte GO Station as a Regional Transit Node and identified the corridor where Bronte GO is located as a priority transit corridor.

The Bronte GO Station is strategically located on a high order transit line and has policy direction from several land use studies to support more intensive land uses. The area warrants further study to confirm the area's potential.

Proposed Action

Provide direction to the Bronte GO Major Transit Station Area Study to consider this policy direction as part of the study analysis.

BRONTE GO MAJOR TRANSIT STATION AREA STUDY

The policy updates in the Growth Plan 2017 have enhanced the focus on major transit station areas and provided municipalities more detailed policy direction to plan for the evolution of these areas. Given this, both the Regional Official Plan Review (municipal comprehensive review) and the town's Official Plan Review, must address these conformity matters. As such, the Bronte GO Major Transit Station Area Study is necessary and the initiation of the study is timely as both the region and the town are currently reviewing their Official Plans.

Study Scope

The Bronte GO Major Transit Station Area is identified as a node for further study in the town's urban structure (OPA 15). The study will provide updated and new policies to delineate boundaries, the mix of land uses and the intensity and scale of development. In completing this work, consistency and conformity with applicable planning documents, including those discussed above, is required. Given this, the scope of work will consider the introduction of residential uses within the Bronte GO Major Transit Station Area, as directed by the Growth Plan (2017). The scope of work will be coordinated with Halton Region, and where opportunities exist, may be undertaken jointly to better enable policy alignment and avoid duplicative study processes.

The study should include a long-range scenario based land use planning exercise, including financial planning, which ensures that plans for new or expanded infrastructure occurs in an integrated manner (Growth Plan 3.2.1.2). In preparing the area specific plan and policies for the Bronte GO Major Transit Station Area, the study will consider, and provide as applicable, the matters outlined in Section 77(5) of the Regional Official Plan, such as:

- a general statement of the intended character of the area;

- delineated boundaries of the Bronte GO Major Transit Station Area;
- minimum planned density;
- land use patterns that promote mixed-use, compact, transit-supportive, walkable communities, including the location of public service facilities;
- location, types and density of residential and employment lands that contribute to creating healthy communities through: urban design, diversity of land uses, appropriate mix and densities of housing, provision of local parks and open space, strengthening live-work relationship through a proper balance of residential and employment land uses, and promoting active transportation and public transit use;
- land use compatibility;
- transportation network that promotes public transit and active transportation;
- development phasing;
- storm water management or a sub-watershed study if the scale of development justifies;
- air quality impact assessment;
- water and wastewater servicing plans;
- provision of utilities;
- a fiscal impact analysis; and,
- community infrastructure plan.

Study Area

With respect to nodes and major transit station areas, there are two documents providing direction and guidance for the area that should be studied.

Firstly, “Major Transit Station Area” is defined in the Growth Plan 2017 as:

The area including and around any existing or planned *higher order transit* station or stop within a *settlement area*; or the area including and around a major bus depot in an urban core. *Major transit station areas* generally are

defined as the area within an approximate 500 metre radius of a transit station, representing about a 10-minute walk.

As such, a minimum study area for the Bronte GO Major Transit Station Area will include the area within a 500 metre radius from the main station building providing pedestrian access to the train platforms, representing a 10-minute walk.

Secondly, guidance material in the Provincial Ministry of Transportation - Transit Supportive Guidelines (2012) suggests that the area within an 800 metre radius of a transit stop should be considered when planning for nodes, which is also based on a relative walking distance. As such, this area is also appropriate to be reviewed as part of the study.

The identified study area does not suggest that the full area will be included within the Bronte GO Major Transit Station Area. The precise delineation of the major transit station area will be determined through the study process and a review of constraints and opportunities within the study area. For example, given there are strong policies to protect existing residential neighbourhoods to preserve their character, staff anticipate this may strongly influence the delineation of the node adjacent to Bronte GO Station.

An example image below shows a study area with an 800 metre radius from a transit focal point, and a solid red line which would represent the delineated area for change (e.g. major transit station area), based on a study and local conditions.

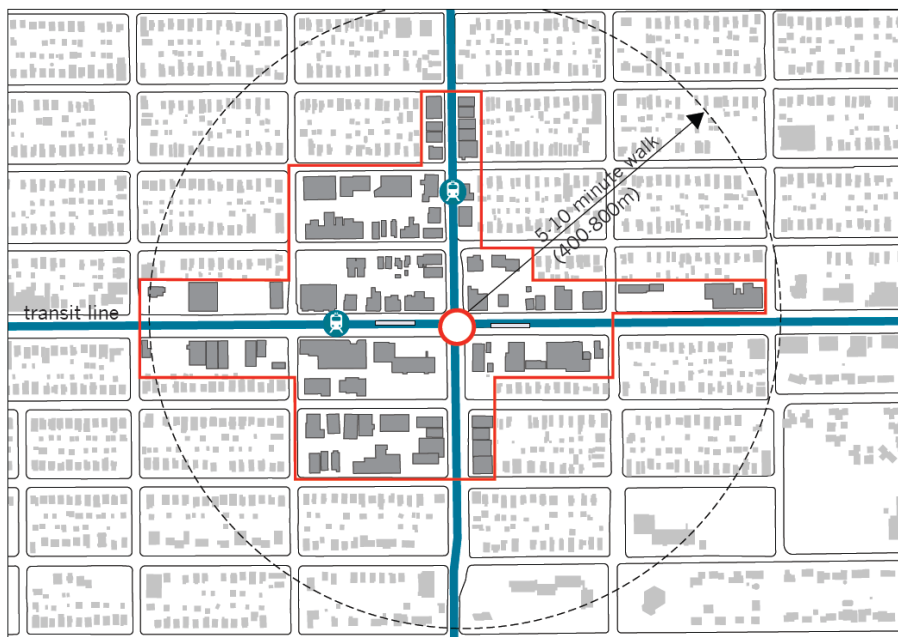


Image: Ministry of Transportation – Transit Supportive Guidelines (2012)

Study Inputs and Guidance

There are a number of policy documents, master plans and guidance documents that may be reviewed when developing the plan for the Bronte GO Major Transit Station Area. The listing below is not exhaustive and additional study inputs and guidance material will likely be consulted:

Province of Ontario

- Provincial Policy Statement (2014)
- Growth Plan for the Greater Golden Horseshoe (2017)
- Metrolinx – 2041 Regional Transportation Plan (2018)
- Metrolinx – GO Rail Station Access Plan (2016)
- Metrolinx – Bronte GO Station Master Plan (2013)
- Ministry of Transportation – Transit Supportive Guidelines (2012)
- Draft Technical Guidance on the Application of the Intensification and Density Targets (*currently draft and in commenting period - EBR 013-2359*)

Region of Halton

- Regional Official Plan (2009)
- Official Plan Review - Municipal Comprehensive Review (ongoing)
- Transportation Master Plan – Road to Change (2011)
- Active Transportation Master Plan (2015)
- Mobility Management Strategy for Halton (2017)

Town of Oakville

- Livable Oakville Official Plan (2009 as amended)
- Official Plan Review (ongoing)
- Transportation Master Plan (2013) and Review (2018)
- Active Transportation Master Plan (2017)
- Speers Road Environmental Assessment (2009) and Addendum (ongoing)
- Wyecroft Road Environmental Assessment (ongoing)
- Livable by Design – Urban Design Manual (2014)

Draft Timeframe

Given both Halton Region and the town have a role in developing the plans and policies for the Bronte GO Major Transit Station Area, it is anticipated that the work on this study will be coordinated, and where possible, completed jointly.

A detailed work program and terms of reference has yet to be developed. However, the study will include a number of key project milestones to be coordinated between the town and region.

These may include:

- Draft land use options and policy directions (Q1 2019)
- Public consultation (Q2 – Q3 2019)
- Options Refinement and Statutory Planning Process (Q3 – Q4 2019)
- Council Adoption (Q1 2020)

As stated earlier in this report, the Halton Region Official Plan review is targeted for completion in 2020. In order for the results and recommendations from the Bronte GO Major Transit Station Area Study to feed into the Regional Official Plan Review process, a Council adoption date is targeted for Q1 2020.

CONCLUSION

This is the first report on Bronte GO Major Transit Station Area Study and provides a starting point for further and more detailed study.

CONSIDERATIONS

(A) PUBLIC

There will be public engagement opportunities built into the Bronte GO Major Transportation Area Study process.

(B) FINANCIAL

None arising from this report.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

Coordination with other departments will be required as part of the study, including Region of Halton staff.

(D) CORPORATE AND/OR DEPARTMENT STRATEGIC GOALS

This report addresses the corporate strategic goal to:

- be accountable in everything we do
- be honest in everything we do
- be dedicated in everything we do

From: Planning Services Department

Date: June 1, 2018

Subject: Project Initiation - Bronte GO Major Transit Station Area Study

(E) COMMUNITY SUSTAINABILITY

The Bronte GO Major Transit Station Area Study will work to enhance the social, economic and environmental aspects of the community.

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