



**File Number:** Oakville OPA 41  
**Municipality:** Town of Oakville  
**Subject Lands:** Town of Oakville  
Bronte GO Major  
Transit Station Area

**Date of Decision:** November 25, 2022  
**Date of Notice:** November 25, 2022  
**Last Date of Appeal:** December 15, 2022

**NOTICE OF DECISION**  
**With respect to an Official Plan Amendment**  
**Section 17(35) of the Planning Act**

A decision was made by the Regional Municipality of Halton on the above-noted date to approve, with modifications, Amendment No. 41, "Bronte GO Major Transit Station Area" to the Town of Oakville Official Plan. The "Bronte GO Major Transit Station Area" is identified as a Protected Major Transit Station Area in the Regional Official Plan pursuant to Section 16 (16) of the *Planning Act*, R.S.O. 1990 as amended.

**Purpose and Effect of the Official Plan Amendment**

The purpose and effect of Official Plan Amendment No. 41 (OPA 41), adopted by the Oakville Town Council through By-Law No. 2021-128 enacted and passed on November 1, 2021, is to implement the findings of the Bronte GO Major Transit Station Area Study, undertaken as part of the Town's Official Plan Review in conformity with the Regional Official Plan, Provincial Policy Statement, Growth Plan, and other applicable Provincial Plans. The effect of the amendment is to identify Bronte GO Station and its surrounding area as a protected Major Transit Station Area and a strategic growth area, introduce area-specific land use and design policies that enable contextually appropriate redevelopment, and introduce new definitions into the Livable Oakville Plan.

**Effect of Written Submissions on Decision**

The written submissions received by Halton Region regarding OPA 41 were considered as a part of the Region's review process. Site-specific policy modifications are proposed through the Region's decision.

**When and How to File an Appeal**

Pursuant to subsection 17(36.1.4) of the *Planning Act*, R.S.O. 1990, as amended, there is no appeal in respect of Protected Major Transit Station Policies except where the conditions in subsection 17(36.1.5) have not been met, in the circumstances set out in subsection 17(36.1.5) or an appeal by the Minister pursuant to subsection 17(36.1.7).

Any appeal to the Ontario Land Tribunal must be filed with Halton Region no later than 20 days from the date of this notice, shown above as the "Last Date of Appeal".

The notice of appeal should be sent to the attention of the Regional Clerk at the address shown below and it must:

- 1) set out the reasons for the appeal,
- 2) set out the specific part or parts of the proposed Official Plan Amendment to which the appeal applies, and
- 3) be accompanied by the fee required by the tribunal and as directed by the tribunal.

**Address for Filing a Notice of Appeal**

By Mail: Office of the Regional Clerk  
Regional Municipality of Halton  
1151 Bronte Road  
Oakville ON L6M 3L1

Submit Notice of Appeal to the attention of:  
Graham Milne, Regional Clerk

By E-mail: [RegionalClerk@halton.ca](mailto:RegionalClerk@halton.ca)

**Who Can File an Appeal**

Only individuals, corporations or public bodies may appeal a decision of the approval authority to the Ontario Land Tribunal. A notice of appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be filed in the name of an individual who is a member of the association or the group on its behalf.

No person or public body shall be added as a party to the hearing of the appeal unless, before the official plan amendment was adopted, the person or public body made oral submissions at a public meeting or written submissions to the council or, in the opinion of the Ontario L Tribunal, there are reasonable grounds to add the person or public body as a party.

**When the Decision is Final**

The decision of the Regional Municipality of Halton is final if a notice of appeal is not received on or before the Last Date of Appeal.

**Getting Additional Information**

Additional information about the amendment and the decision is available for public inspection by appointment. The Office of the Regional Clerk can be contacted at [RegionalClerk@halton.ca](mailto:RegionalClerk@halton.ca) or by dialling 311.

**Other Related Applications**

- n/a



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**DECISION**

**with respect to Official Plan Amendment No. 41  
to the Town of Oakville Official Plan  
Section 17(34) of the *Planning Act***

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**Town of Oakville – Official Plan Amendment No. 41 (OPA 41) – Bronte GO Major Transit Station Area**

Official Plan Amendment No. 41 – “Bronte GO Major Transit Station Area” to the Town of Oakville Official Plan is modified as set out in Schedule “A” to this Decision and approved with these modifications by the Director of Planning Services and Chief Planning Official for the Regional Municipality of Halton, pursuant to Section 17(36.1.4) of the *Planning Act*, R.S.O. 1990, as amended, there is no appeal in respect of Protected Major Transit Station Policies except where the conditions in subsection 17(36.1.5) have not been met, in the circumstances set out in subsection (36.1.5) or an appeal by the Minister pursuant to subsection 17 (36.1.7).

A handwritten signature in black ink, appearing to read "Curt Benson".

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Curt Benson MCIP RPP  
Director of Planning Services & Chief Planning Official

November 25, 2022

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Date

## Schedule “A” – Regional Municipality of Halton Modifications

Additions are shown in red underline and deletions are shown in ~~yellow strikethrough~~.

Region No.	Section No.	Modification	Explanation of Modification
	<b>27</b>	<b>BRONTE GO</b>	
1)	27	<p>Is modified to read as follows:</p> <p>“[...]”</p> <p>The Bronte GO Station and surrounding lands are a <i>major transit station area</i> and <i>strategic growth area</i> where significant population and employment growth is to be directed to support transit investment and create land use patterns that help to mitigate and adapt to the impacts of a changing climate. The <i>Growth Plan</i> requires that <i>major transit station areas</i> located on a <i>provincial priority transit corridor</i> be planned to achieve a minimum density of 150 residents and jobs combined <u>per hectare</u> by the year 2051.</p> <p>The Bronte GO <i>major transit station area</i> was delineated by Halton Region, in consultation with the Town, as shown on Schedules S1 through S5. It is approximately 146 hectares in size, bounded by the QEW to the north, <del>14</del><u>Fourteen</u> Mile Creek to the east, the established residential area to the south, and <i>employment areas</i> to the west.</p> <p>“[...]”</p>	Modified for consistency with phrasing in the Growth Plan.
	<b>27.2</b>	<b>Objectives</b>	
2)	27.2.4	<p>Is modified to read as follows:</p> <p>“To ensure <i>compatible development</i> by:</p> <ul style="list-style-type: none"> <li>a) protecting existing industrial uses including major facilities within <u>and adjacent to</u> the major transit station area by ensuring land use compatibility with adjacent new development;</li> <li>b) balancing the needs of existing employment uses while ensuring the area can adapt and evolve to include a greater mix of office, residential and other sensitive land uses; <del>and,</del></li> <li>c) providing a sensitive transition to the established low rise residential area to the south; <u>and,</u></li> <li><u>d) protecting and enhancing the biological diversity and ecological functions of Fourteen Mile Creek with adjacent development and site alteration.”</u></li> </ul>	To ensure compatible development by expanding protection to existing industrial uses adjacent to the major transit station area, as well as the Fourteen Mile Creek for consistency with Regional Official Plan (ROPA 49) policies.
	<b>27.3</b>	<b>Development Concept</b>	
3)	27.3.2 b)	<p>Is modified to read as follows:</p> <p>“Third Line District</p> <p>The Third Line District is a highly visible <i>employment area</i> adjacent to Third Line. The district provides the only north-south road extending beyond the <i>major transit station area</i>, offering convenient connections to the QEW interchange. The district will evolve to support job growth and higher density employment uses and commercial <i>development</i> integrated with employment uses along Wyecroft Road and Speers Road. Employment and commercial uses in this district will provide a buffer between industrial uses and <i>major facilities</i> to the east, and the eventual introduction of residential and other <i>sensitive land uses</i> envisioned</p>	To add additional policy references for consistency with the Regional Official Plan (ROPA 49) Natural Heritage System goal and objectives.

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		<p>to the west. The district is envisioned to accommodate open space areas providing <i>active transportation</i> connections along the rail corridor and adjacent to the residential community in the south.</p> <p>The intersections of Wycroft Road and Third Line, as well as Speers Road and Third Line, are critical intersections within the broader transportation network, and are identified for improvements.</p> <p><u>The redevelopment of properties adjacent to the Fourteen Mile Creek shall provide required buffers and will assist to protect and enhance the environmental conditions of the Natural Area designation.</u></p>	
4)	27.3.2 c)	<p>Is modified to read as follows:</p> <p>“Eastern District</p> <p>The Eastern District is an <i>employment area</i> that will support a wide variety of business and economic activities. Over time, the <i>employment area</i> will transition to lighter employment uses, and new <i>major facilities</i> will not be permitted. Adjacent to Speers Road, service commercial, convenience retail, and other <i>arterial commercial</i> uses are also envisioned to support the broader <i>employment area</i> and <i>major transit station area</i>.</p> <p><i>Development</i> along Speers Road will support the evolution of the Speers Road Corridor as a <i>strategic growth area</i> and will ensure the function of Speers Road as a <i>regional transit priority corridor</i> with <i>active transportation</i> connections is realized.</p> <p>Wallace Road will be improved, and <i>development</i> shall provide an appropriate transition to the established residential area to the south.</p> <p>The redevelopment of properties adjacent to <del>14</del>Fourteen Mile Creek shall provide required buffers and will assist to <del>improve</del> <u>protect and enhance</u> the environmental conditions of the <del>tributary</del> <u>Natural Area designation.</u>”</p>	Modified for consistency with the Regional Official Plan (ROPA 49) Natural Heritage System goal and objectives.
	<b>27.4</b>	<b>Functional Policies</b>	
5)	27.4.3 e)	<p>Is modified to read as follows:</p> <p>“Changes to the requirement, location or alignment of new transit services, roads and active transportation facilities, as shown on Schedules C, D, S4 and S5, will not require an amendment to this Plan provided that the general intent and purpose of this Plan is maintained, <u>to the satisfaction of the Town and the Region</u>, and intensification opportunities and overall connectivity is not precluded.”</p>	To ensure any changes to the proposed road network do not impact the functions of the Regional road network.
6)	27.4.3 i) vi)	<p>Is modified to read as follows:</p> <p>“A trail network adjacent to the <del>and within</del> <del>14</del>Fourteen Mile Creek may be established to provide amenity access to natural features within the Bronte GO <i>major transit station area</i>. <u>Passive recreation uses such as pedestrian trails where they are adjacent to natural features shall be located and designed for the protection and enhancement of natural features and shall be developed in accordance with the Natural Area designation policies of this Plan.</u> Feasibility of a trail shall be subject to a future study <u>as reviewed</u></p>	Modified for consistency with the Regional Official Plan (ROPA 49) Natural Heritage System policies.

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		<u>and approved by the Town and Halton Region, in consultation with Conservation Halton.</u>	
7)	27.4.4 e) [new]	A new policy is added to read as follows:  "Stormwater management components including compatible Low Impact Development infrastructure (i.e., vegetated swales) required to convey flow from facilities outside of the Natural Area designation to Fourteen Mile Creek may be permitted, where deemed essential, and it is determined that there is no negative impact on the ecological features and functions through an Environmental Impact Statement and approved by the Town, Halton Region and in consultation with Conservation Authority."	To add clarification of the Regional Official Plan (ROPA 49) Natural Heritage System requirements for stormwater management.
8)	27.4.5 e) [deletion]	Is deleted in its entirety:  "Should the Town undertake a comprehensive review to update the zoning by-law to implement this plan, a holding provision "H" symbol shall be applied to require a land use compatibility assessment be undertaken where a sensitive land use is proposed, prior to the removal of the holding "H" symbol."	The policy is deleted as the result of the Town of Oakville's consultation with local stakeholders.
9)	27.4.5 f) [renumber]	Is renumbered to read as follows:  "27.4.5 <del>f</del> e)"	To renumber policy due to deletion.
10)	27.4.5 g) [renumber]	Is renumbered to read as follows:  "27.4.5 <del>g</del> f)"	To renumber policy due to deletion.
11)	27.4.5 h) [renumber]	Is renumbered to read as follows:  "27.4.5 <del>h</del> g)"	To renumber policy due to deletion.
12)	27.4.5 i) [renumber]	Is renumbered to read as follows:  "27.4.5 <del>i</del> h)"	To renumber policy due to deletion.
13)	27.4.5 j) [renumber]	Is renumbered to read as follows:  "27.4.5 <del>j</del> i)"	To renumber policy due to deletion.
14)	27.4.5 k) [renumber]	Is renumbered to read as follows:  "27.4.5 <del>k</del> j)"	To renumber policy due to deletion.
	<b>27.5</b>	<b>Urban Design</b>	
15)	27.5.4 a)	Is modified to read as follows:  "Active transportation connections that are established as part of the planning application process within the linkage areas shown on Schedule S5, <del>should</del> <i>shall</i> be designed to ensure pedestrian and cyclist safety, <del>including</del> <i>and may include</i> lighting."	To strengthen the active transportation requirement to ensure pedestrian and cyclist safety.
16)	27.5.7 a)	Is modified to read as follows:  "Where <i>development</i> is proposed on a lot abutting the existing residential area south of the <i>major transit station area</i> , it shall be designed to achieve an appropriate transition between the new <i>development</i> and existing residential area, which may include <del>compatible</del> <i>compatible</i> built form, appropriate transition of height, spatial separation and landscape buffering."	To italicize a defined term in the Livable Oakville Plan.

Region No.	Section No.	Modification	Explanation of Modification
	<b>27.6</b>	<b>Parks and Open Spaces</b>	
17)	27.6.10	<p>Is modified to read as follows:</p> <p>"A public trail may be provided along the west side of Fourteen Mile Creek connecting South Service Road to Wycroft Road. The trail <del>should be provided primarily</del> <u>may be permitted in the buffer, outside of natural features, if demonstrated there will be no negative impact on natural features or their ecological functions through an Environmental Impact Statement and approved by the Town, Halton Region and in consultation with the Conservation Authority, within the buffer area of the Natural Area, where possible.</u>"</p>	Modified for consistency with the Regional Official Plan (ROPA 49) Natural Heritage System policies.
	<b>27.7</b>	<b>Land Use Policies</b>	
18)	27.7.1	<p>Is modified to read as follows:</p> <p><del>"On the lands abutting the</del> <u>Development or site alteration proposed within 120 metres of the Natural Area designation shall be subject to policies under the Natural Area designation policy of this Plan. Fourteen Mile Creek, the land use boundary between <u>The boundaries of the Natural Area designation may be refined, with additions, deletions and/or boundary adjustments, through an Environmental Impact Study designation and the applicable urban designation shall be determined as part of the planning application process, including the staking of stable top of bank delineation of all natural hazards and significant woodlands and the determination of a final width of the required the associated buffer and Conservation Halton's regulatory allowances.</u>"</u></p>	Modified for consistency with the Regional Official Plan (ROPA 49) Natural Heritage System policies.
	<b>27.8</b>	<b>Bronte GO Major Transit Station Area - Exceptions</b>	
19)	27.8.1	<p>Is modified to read as follows:</p> <p>"On the lands designated Business Employment and known as 731 Third Line, <del>the existing</del> <u>asphalt plant operation, concrete batching plant operation and associated</u> outdoor storage, <del>and</del> processing <u>and recycling</u> may be permitted."</p>	Modified to permit an existing employment use as the result of the Town of Oakville's consultation with local stakeholders.
20)	27.8.2 [new]	<p>A new policy is added to read as follows:</p> <p><u>"On the lands designated urban centre and known as 2250 Speers Road, the existing one storey dementia care centre, which includes overnight accommodation, shall be permitted."</u></p>	To address the Town of Oakville Council direction to recognize the existing dementia care centre as a permitted use.
	<b>27.9</b>	<b>Implementation Policies</b>	
21)	27.9.3 [new]	<p>A new policy is added to read as follows:</p> <p><u>"Zoning By-law</u></p> <ul style="list-style-type: none"> <li><u>a) New sensitive land uses contemplated in this plan may not be permitted as-of-right within the minimum separation distance or potential influence area of an existing major facility.</u></li> <li><u>b) New sensitive land uses shall be protected from existing major facilities through the development approval process, including the implementing zoning, which may require appropriate spatial separation and set backs, buffers, and limited building heights.</u></li> <li><u>c) A holding "H" symbol may be applied to ensure mitigation is appropriately addressed."</u></li> </ul>	To add sensitive land use requirements as the result of the Town of Oakville's consultation with local stakeholders.

Region No.	Section No.	Modification	Explanation of Modification
22)	27.9.3 [renumber]	Is renumbered to read as follows: "27.9.3 4"	To renumber policy due to new addition.
23)	27.9.3 4 c) [renumber]	Is renumbered and modified to read as follows: "27.9.3 4 c) detailed transportation studies, environmental assessments, <u>Environmental Impact Statement</u> , or transit project assessment process;"	To add a requirement for an Environmental Impact Statement for consistency with the Regional Official Plan (ROPA 49) Natural Heritage System policies.
24)	27.9.4 [renumber]	Is renumbered to read as follows: "27.9.4 5"	To renumber policy due to new addition.
25)	27.9.6 [new]	A new policy is added to read as follows: <u>Transportation</u>  a) <u>A detailed, intersection level, Transportation Study for the Bronte GO major transit station area shall be completed in accordance with an approved Terms of reference, to the satisfaction of the Town and Region, to assess impacts of traffic on Regional and local roadways and to identify road infrastructure upgrades and access improvements required to facilitate development in the Bronte GO major transit station area.</u>  b) <u>Should the results of the Transportation Study show that capacity is not available, development may not be permitted until the required improvements to address the capacity constraints have been implemented or a coordinated staging and monitoring plan has been developed to ensure that Regional roads function efficiently as major routes within the Secondary Plan area.</u> "	To clarify transportation planning requirements for any Transportation Study that will confirm the infrastructure required to support development within the Major Transit Station Area.