

Official Plan Amendment Number **XX** to the Town of Oakville's Livable Oakville Plan

Constitutional Statement

The details of the amendment, as contained in Part 2 of this text, constitute Amendment Number **XX** to the Livable Oakville Plan.

Part I — Preamble

A. Purpose

The purpose of the proposed official plan amendment is to incorporate into the Livable Oakville Plan site-specific modifications to the text and schedules necessary to implement land uses and policies for the Bronte Green Lands and the Bronte Road West Lands.

The Bronte Green Lands comprise the former Saw-Whet Golf Course known municipally as 1401 Bronte Road. The Bronte Green Lands also include a portion of the Region of Halton's campus known as the Halton Regional Centre at 1151 Bronte Road.

The Bronte Road West Lands comprise the privately owned lands on the west side of Bronte Road known municipally as part of 1300 Bronte Road, and 1316, 1326, 1342 1350, 1354 and 1372 Bronte Road.

The Bronte Green Lands and the Bronte Road West Lands are within a larger area known as the Merton Lands that are generally located north of the QEW and south of Upper Middle Road between Fourteen Mile Creek and Third Line to the east and Bronte Road to the west.

The effect of the changes to the text of the Plan will be to insert into Section 27 – Exceptions:

- Policies that provide for the protection of natural environment areas including enhancement areas and linkages within the Bronte Green Lands and the Bronte Road West Lands;
- Site-specific policies for the redevelopment of private open space lands and public institutional lands within the Bronte Green Lands;
- Site-specific policies for the redevelopment of Parkway Belt West Plan lands within the Bronte Road West Lands upon removal of such lands from the Parkway Belt West Plan.

The effect of the changes to the schedules of the Plan will be to:

- Identify a minor collector road providing access to the Bronte Green Lands on Schedules C and H and a proposed road providing access to the Bronte Green West lands on Schedule H ;
- Redesignate several properties and identify land uses subject to an exception for the Bronte Green Lands and the Bronte Road West Lands on Schedule H, West Land Use;
- Apply the Parkway Belt – Overlay to the Bronte Road West Lands for the time the lands remain within the Parkway Belt West Plan.

B. Background

- Council adopted the Livable Oakville Plan on June 22, 2009. Halton Region then approved the Plan, with modifications, on November 30, 2009, as it was deemed to conform to the Growth Plan, 2006, and be consistent with the Provincial Policy Statement, 2005, and the Region's Official Plan, as amended, including the proposed ROPA 38. That decision was appealed by a number of parties.
- Following the resolution of a majority of the appeals, the Ontario Municipal Board approved the Plan with further modifications on May 10, 2011. More modifications were approved by the Board throughout 2012 to resolve outstanding site-specific appeals.
- The Plan is in force except for two outstanding site-specific appeals identified in Appendix 2, including an appeal that applies to the Bronte Road West Lands.

C. Basis

- The Region of Halton Official Plan (ROPA 38) identifies the Bronte Green Lands and the Bronte Road West Lands, as Regional Natural Heritage System and Urban Area. A Parkway Belt – Overlay is applicable to the Bronte Road West Lands.
- Section 26.6 of the Livable Oakville Plan identifies the Merton Lands (including the Bronte Green Lands and Bronte Road West Lands) as an area for potential future development and which should be comprehensively studied to determine future land uses and policies.
- The Merton Planning Study was initiated in 2012 and the outline and objectives for the study were endorsed by Council on November 12, 2012. A notice of study commencement was provided on March 14, 2013. A public open house was held on May 15 and 16, 2013, to introduce the study and draft development options prepared for the Merton Lands.

- Council received the Merton Planning Study terms of reference and draft development options June 10, 2013. An online user forum and survey were made available on the Town of Oakville website throughout the summer and fall of 2013 and winter 2014 to solicit additional public input. Several meetings were also held with area stakeholders over the summer and fall of 2013. A public open house was held on March 19, 2014 to provide feedback on the draft preferred plan prepared by town staff.
- A statutory public meeting for town staff's draft proposed Official Plan Amendment was held on April 14, 2014.
- A privately initiated Official Plan Amendment was received in May 2014 and subsequently appealed to the Ontario Municipal Board. Through the OMB process, the private amendment was revised based on town and agency review and input and now forms this amendment.
- The land uses and policies being introduced by this amendment are supported by detailed background studies addressing servicing and infrastructure needs, transportation needs, noise, air quality, natural heritage and related matters.

Part 2 - The Amendment

A. Text Changes

The amendment includes the changes to the text of the Livable Oakville plan listed in the following table, and shown in Appendix 1.

Item No.	Section	Description of Change
1.	27.3 EXCEPTIONS 27.3 West Exceptions – Schedule H	<i>Insert a new section "27.3.9 Bronte Green Lands and 27.3.10 Bronte Road West Lands," as provided in Appendix 1.</i>

B. Schedule Changes

The amendment includes the changes to the schedules to the Livable Oakville Plan listed in the following table, and shown in Appendix 2.

Item No.	Schedule	Description of Change
4.	Schedule C	<i>Amend Schedule C as shown in Appendix 2 to:</i>

	TRANSPOR- TATION PLAN	- identify the proposed road on the Bronte Green Lands
4.	Schedule H WEST LAND USE	<p><i>Amend Schedule C as shown in Appendix 2 to:</i></p> <ul style="list-style-type: none"> - identify the new land uses and proposed roads on the Bronte Green Lands - identify the new land uses on the Bronte Road West Lands subject to the Parkway Belt - Overlay - add symbols ("⊙") and outlines ("-----") to identify sites subject to an exception policy within the Bronte Green Lands and the Bronte Road West Lands.

APPENDIX 1
New Sections
27.3.9 Bronte Green Lands
and
27.3.10 Bronte Road West Lands

27.3.9 Bronte Green Lands

The Bronte Green Lands comprise the former Saw-Whet Golf Course known municipally as 1401 Bronte Road. The Bronte Green Lands also includes a portion of lands owned at the time by the Region of Halton situated north of the southerly section of the proposed Collector Road shown on Schedule H.

The Bronte Green Lands are within a larger area known as the Merton Lands that are generally located north of the QEW and south of Upper Middle Road between Fourteen Mile Creek and Third Line to the east and Bronte Road to the west.

The following policies provide a framework for *development* of the Bronte Green Lands.

27.3.9.1 Development Concept

The Bronte Green Lands consist of a preserved and enhanced natural environment area along Fourteen Mile Creek and its tributaries. These lands provide for environmental protection and linkages with Bronte Creek to the west.

Development of the Bronte Green Lands intends to provide for environmental protection and the redevelopment of existing private open spaces and public institutional lands.

Development of the Bronte Green Lands shall contribute to a *complete community* with a mix of uses including a range of residential uses, commercial uses, recreation and open space areas, convenient access to public transportation and local services, and community facilities such as a school, if required.

Development within 400 metres of Bronte Road, a *higher order transit* corridor with frequent transit service, shall be transit-supportive with built form oriented toward Bronte Road.

The proposed minor collector road shall be the primary route through the Bronte Green Lands. The proposed minor collector shall support multiple mobility choices and connections and shall link community facilities including a neighbourhood park. The minor collector road shall form a minor gateway location at the northern intersection with Bronte Road. Multiple mobility choices and connections to urban squares and an open space trail network shall also be supported through the local road network to be developed.

27.3.9.2 Functional Policies

In addition to the policies in Part C of this Plan, the following policies apply to the Bronte Green Lands.

a) Urban Design

- i) *Development* should be designed to provide a sense of place and neighbourhood character.
- ii) *Development* shall provide a high quality public realm incorporating focal points such as parks and urban squares featuring gathering spaces, enhanced landscaping, seating and public art.
- iii) *Development* shall be designed to provide for a mix of uses and various lot patterns and housing choices.
- iv) *Development* shall provide a seamless transition between the public and private realms and promote pedestrian access between the built form and public realm along the street edge.
- v) Buildings should be oriented towards higher-order street frontages, open spaces and parks to provide interest and comfort at ground level for pedestrians.
- vi) Residential buildings should feature active frontages with living spaces and/or porches to support pedestrian streetscape.
- vii) Residential uses shall be designed to reduce the visual appearance of garage doors along the street edge.
- viii) To avoid a garage-dominated streetscape where lot frontages are narrow, rear laneways may be permitted.
- ix) For *development* adjacent to Bronte Road:
 - Buildings should be located close to Bronte Road to provide visual interest to pedestrians and a sense of enclosure to the street.
 - Building frontages and main entrances shall address Bronte Road;
 - Midblock pedestrian connections from Bronte Road into the interior of the community shall be provided for blocks longer than 200 meters;
 - A window street may be permitted with limited frontage along Bronte Road.
 - Land uses directly abutting the Natural Area shall be comprised of a combination of residential lots, single loaded vista roads and open space.
- x) Views and pedestrian connections from the developed area into the Natural Area and Parks and Open Space areas along the west side of Fourteen Mile Creek valley shall be encouraged.

xi) Gateways

- The northern intersection of Bronte Road with the proposed minor collector road shall be a minor gateway location.
- Gateway locations should be enhanced by features including prominent buildings, strategic building placement, landscape features and public art.

b) Transportation

- i) The proposed public road east of Bronte Road , shown on Schedule H, West Land Use, shall be classified as a minor collector road.
- ii) Notwithstanding Table 4 in section 8.4 Rights-of-Way, the right-of-way for:
 - The minor collector road shall be a minimum of 19 metres wide.
 - The minor collector road where it contains the Region of Halton trunk sewer easement shall be a minimum of 24 metres wide. A portion of the 24m right-of-way containing part of the Region of Halton trunk sewer easement shall be a boulevard.
 - Local roads shall be a minimum of 17 metres wide but may be reduced by 1 metre in width when a sidewalk is not required on both sides of the road in accordance with Section 8.10.7 of this Plan.
- iii) *Development* shall provide for modified grid road patterns, coordinated road connections and coordinated intersections. Culs-de-sac shall be discouraged.
- iv) Single loaded roads shall be encouraged abutting portions of the Natural Area.
- v) Roadway alignments shall be coordinated with existing infrastructure wherever feasible to minimize impact on the surrounding area.
- vi) *Development* shall provide for a complete and connected active transportation network including bike routes, trails, pedestrian connections and sidewalks as well as improved connectivity with the existing active transportation network.
- vii) On-street parking shall be encouraged on the proposed minor collector road.

c) Sensitive Land Uses

- i) Sensitive land uses shall not be located within 300 metres of the property line of the Mid-Halton Wastewater Treatment Plant.

ii) Noise from all existing stationary sources of sound emanating from the Woodlands Operation Centre and works yard, Halton Regional Centre, future Emergency Medical Services building, and associated facilities, and the reasonable or planned expansion of such Regional facilities shall be appropriately mitigated by the proponents of the proposed development to achieve the MOECC NPC-300 guidelines for all sensitive land uses within the development. The costs associated with the required acoustic barriers and all recommended site source controls to achieve MOECC NPC-300 noise criteria shall be borne solely by the proponents of a proposed development.

d) Community Facilities

i) The opportunity for an elementary school block shall be provided through the *development* process if required. In determining the location for a potential school block if required, the following criteria shall be considered:

- the site shall be located on the proposed minor collector road;
- the site is located to limit traffic infiltration;
- the site is located adjacent to, or in proximity to a neighbourhood park where practical and where land efficiencies can be achieved through joint programming;
- the site is designed to reduce the overall land requirements through means such as incorporation of on-street parking, multiple storeys, and joint use to reduce land requirements.

ii) A neighbourhood park shall be provided. In determining the location for the neighbourhood park, the following criteria shall be considered:

- the site is located along the minor collector road.

iii) Two urban squares shall be provided. In determining the location of the urban squares the following criteria shall be considered:

- the site(s) supports walkability across the balance of the residential areas and are correspondingly distributed;
- the site(s) is located to support the enhancement of Natural Area or identified natural features, where feasible;
- the site(s) is located to support and enhance the higher density development along Bronte Road, where feasible.

- iv) A trail system shall be provided along the west side of Fourteen Mile Creek and its tributaries and may include pedestrian crossings where feasible. The trail system shall support future connections to the planned trail system on the east side of Fourteen Mile Creek.
 - v) A trail system shall be provided primarily within the buffer and enhancement areas in the Natural Area and adjacent to the land uses directly abutting the Natural Area.
 - vi) The provision of the trail system adjacent to the land uses directly abutting the Natural Area shall not preclude future connections to the planned trail system on the east side of Fourteen Mile Creek.
 - vii) A trail system shall be encouraged on the lands designated Parkway Belt containing the transmission corridor in consultation with the owner.
- e) Sustainability
- i) *Development* of the Bronte Green Lands will provide for the long-term protection, preservation and enhancement of the related features, functions and linkages of the natural heritage system.
 - ii) *Development* shall provide tree canopy cover in accordance with the North Oakville Urban Forest Strategic Management Plan.
- f) Stormwater Management
- i) Stormwater management shall not increase risk to downstream flood prone areas.
 - ii) Stormwater management shall take into consideration the ecological sensitivity of 14 Mile Creek and shall adhere to all local, provincial and federal requirements.
 - iii) Best management practices including low impact development shall be required.

27.3.9.3 Land Use Policies

Land use designations for the Bronte Green Lands are provided on Schedule H, West Land Use. In addition to the policies in Part D of this Plan, the following policies apply to the Bronte Green Lands.

- a) Transit-supportive density targets
- i) Residential *development* within 400m of Bronte Road shall achieve an overall minimum transit supportive density target of 37 units per gross hectare.

b) Low Density Residential

- i) On the lands designated Low Density Residential, a row of townhouses may be permitted on the north side of the southerly section of the proposed Collector Road shown on Schedule H to buffer from adverse impacts from the Regional lands located to the south. The need for, and design of, the potential townhouse block will be determined through a Noise Study.

c) Medium Density Residential

- i) On the lands designated Medium Density Residential, the minimum building height shall be 3 storeys for *development* abutting Bronte Road.
- ii) On the lands designated Medium Density Residential, permitted residential uses on the north side of the southerly section of the proposed collector road shown on schedule H, may require a buffer to mitigate adverse impacts from the Regional lands located to the south. The need for a buffer and the design of the buildings will be determined through a noise study.

d) High Density Residential

- i) On the lands designated High Density Residential adjacent to Bronte Road, the minimum building height shall be 4 storeys and the maximum building height shall be 6 storeys.
- ii) For the lands designated High Density Residential at the south-east corner of Bronte Road and Upper Middle Road the maximum density shall be 200 units per ha.

e) Neighbourhood Commercial

- i) On the lands designated Neighbourhood Commercial, the minimum building height shall be 2 storeys. *Development* shall be in the form of two storey buildings while a portion of the second storey shall contain functional office space. The extent of functional office space shall be determined through implementing zoning and site plan design.

27.3.10 Bronte Road West Lands

The Bronte Road West Lands comprise the lands on the west side of Bronte Road municipally known as part of 1300 Bronte Road, and 1316, 1326, 1342, 1350, 1354 and 1372 Bronte Road.

The Bronte Road West Lands are within a larger area known as the Merton Lands that are generally located north of the QEW and south of Upper Middle Road between Fourteen Mile Creek and Third Line to the east and Bronte Road to the west. The Bronte Road West Lands comprise the portion of the Merton Lands located west of Bronte Road and east of the Bronte Creek.

The following policies provide a framework for *development* of the Bronte Road West Lands.

27.3.10.1 Development Concept

The Bronte Road West Lands are adjacent to and include a portion of a preserved natural environment area along Bronte Creek, Fourteen Mile Creek and its tributaries.

Development of the Bronte Road West Lands shall provide for the long-term protection, preservation and enhancement of the related features, functions and linkages of the natural environment area.

Development of the Bronte Road West Lands shall contribute to a *complete community*.

Development within 400 m of Bronte Road, a *higher order transit* corridor with frequent transit service, shall be transit-supportive with built form oriented toward Bronte Road.

A public road shall be the primary access into the Bronte Road West Lands supporting multiple mobility choices and connections.

The proposed road shall form a minor gateway location at the intersection of Bronte Road.

27.3.10.2 Functional Policies

In addition to the policies in Part C of this Plan, the following policies apply to the Bronte Road West Lands.

a) Cultural Heritage

- i) *Cultural heritage resources* shall be maintained and integrated into new *development*.
- ii) A heritage impact assessment shall be required on sites containing *cultural heritage resources*.

iii) *Cultural heritage resources* shall be conserved through *compatible* transition in height and built form from adjacent lands designated Medium Density Residential.

b) Urban Design

i) *Development* should be designed to provide a sense of place and neighbourhood character.

ii) *Development* shall provide a seamless transition between the public and private realms and promote pedestrian access between the built form and public realm along the street edge.

iii) Development shall be designed to provide for various lot patterns and housing choices.

iv) Buildings should be oriented towards higher-order street frontages parks, if required, and open space to provide interest and comfort at ground level for pedestrians.

v) Residential buildings should feature active frontages with living spaces and/or porches to support pedestrian streetscape.

vi) Residential uses shall be designed to reduce the visual appearance of garage doors along the street edge.

vii) To avoid garage-dominated streetscape where lot frontages are narrow, rear laneways may be permitted.

viii) For *development* adjacent to Bronte Road:

- Buildings should be located close to Bronte Road to provide visual interest to pedestrians and a sense of enclosure to the street.
- Building frontages and main entrances shall address Bronte Road;
- Midblock pedestrian connections from Bronte Road into the interior of the community shall be provided for blocks longer than 200 meters;

ix) Land uses directly abutting the Natural Area and Bronte Creek shall be comprised of a combination of residential lots, and open space.

x) Views and pedestrian connections from the developed area into the Natural Area shall be encouraged.

xi) Gateways

- The intersection of Bronte Road with the proposed road shall be a minor gateway location.
- Gateway locations should be enhanced by features including prominent buildings, strategic building placement, landscape features and public art.

c) Transportation

- i) The development of the proposed road and access to the Bronte Road West Lands shall be on a public road and coordinated with the intersection and access to development to the east of Bronte Road.
- ii) For any subsequent planning or development applications on the Bronte Road West Lands, the completion of a transportation impact study shall be required to determine the width of the proposed road.

d) Community Facilities

- i) A trail system shall be provided primarily within the buffer in the Natural Area and adjacent to the land uses directly abutting the Natural Area.

e) Sustainability

- i) *Development* of the Bronte Road West Lands shall provide for the long-term protection, preservation and enhancement of the related features, functions and linkages of the natural heritage system.
- ii) *Development* shall provide tree canopy cover in accordance with the North Oakville Urban Forest Strategic Management Plan.

f) Stormwater Management

- i) The final type, size and location of stormwater management facilities shall be determined through the development process.
- ii) Stormwater management shall not increase risk to downstream flood prone areas.
- iii) Stormwater management shall take into consideration the ecological sensitivity of Bronte Creek and Fourteen Mile Creek and shall adhere to all local, provincial and federal requirements.
- iv) Best management practices including low impact development shall be required.

27.3.10.3 Land Use Policies

Land use designations for the Bronte Road West Lands are provided on Schedule H, West Land Use. In addition to the policies in Part D of this Plan, the following policies apply to the Bronte Road West Lands.

a) Parkway Belt West Plan

- i) The lands identified by Parkway Belt – Overlay form part of the Parkway Belt West Plan. Until such time that these lands are removed from the Parkway Belt West Plan and come under the jurisdiction of the Town and this Plan, the policies of the Parkway Belt West Plan shall govern the use of land.

b) Transit-supportive density targets

- i) Residential *development* within 400m of Bronte Road shall achieve an overall minimum transit supportive density target of 37 units per net hectare.

c) Low Density Residential

- i) Development shall be on public roads.

d) Medium Density Residential

- i) On the lands designated Medium Density Residential adjacent to Bronte Road the minimum building height shall be 3 storeys and the maximum building height shall be 6 storeys.
- ii) An office use may be permitted in conjunction with adaptive reuse and conservation of the identified *cultural heritage resources*.

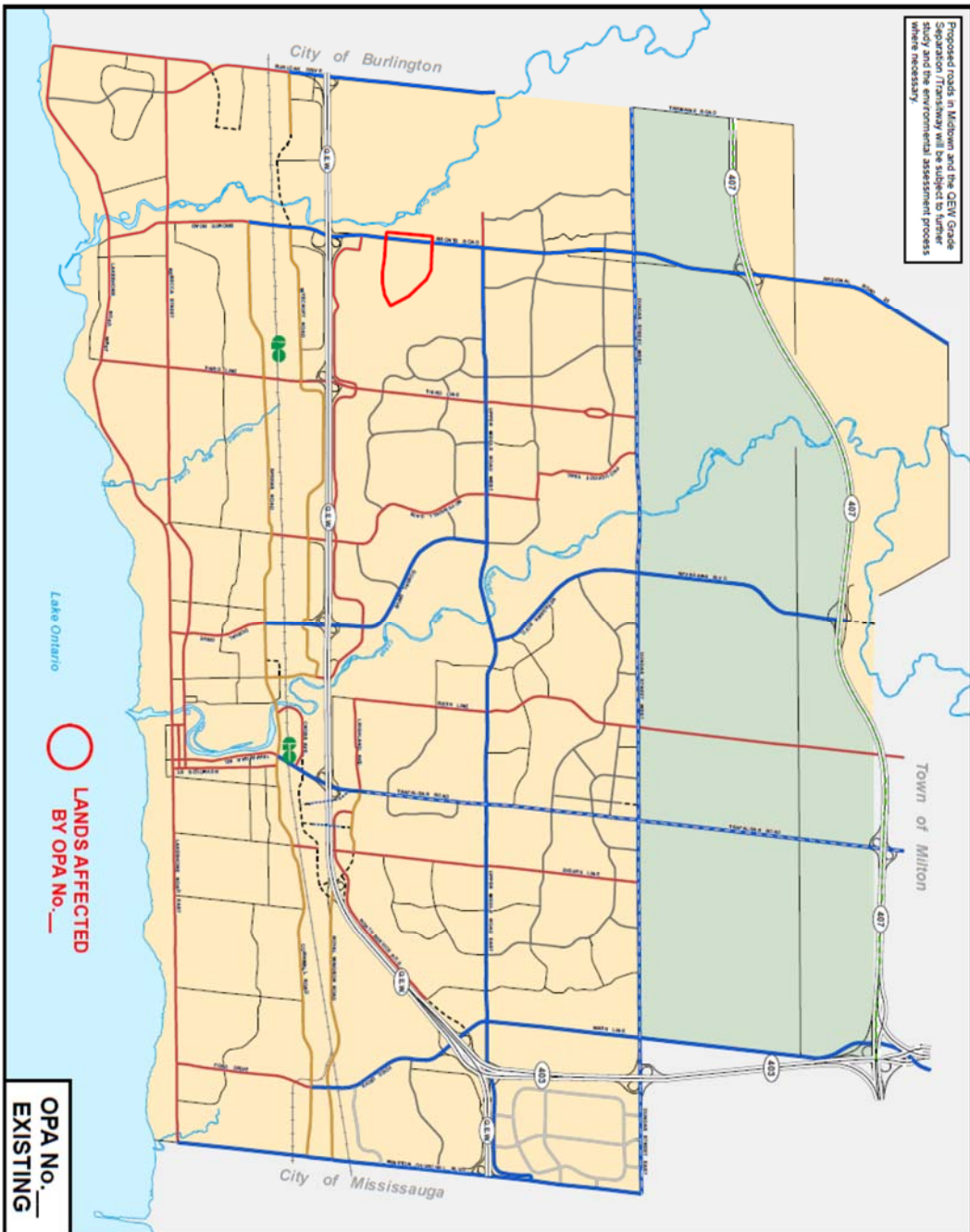
e) Natural Area

- i) The Natural Area as shown on Schedule H includes the buffer to the natural heritage features and corresponds to a refinement to the boundaries of the Regional Natural Heritage System on the Bronte Road West Lands. A minimum 30 m buffer shall be required from following components of the Regional Natural Heritage System on the Bronte Road West Lands: significant wetlands, significant woodlands and watercourses that are within a Conservation Authority Regulation Limit or that provide a linkage to a wetland or significant woodlands and watercourses, as such components are defined in Sections 115.3(1) b), 115.3(1) d) and 115.3(5), respectively, of the Regional Official Plan. The 30 m buffer, as shown on Schedule H, West – Land Use may only be further refined through an EIA approved by the Region.

27.3.10.4 Implementation Policies

- a) The uses and buildings that legally existed prior to the adoption of this Plan may be permitted to continue, however, they are intended to be redeveloped in conformity with this Plan.
- b) For any subsequent planning or development applications on the Bronte Road West Lands, the completion of a noise study shall be required to confirm there are no negative impacts from adjacent land use and transportation facilities.
- c) For any subsequent planning or development applications on the Bronte Road West Lands, the proposed development must be supported by a geotechnical assessment to confirm there are no negative impacts to slope stability.
- d) Any development or site alteration, as these terms are defined in the Regional Official Plan on the Bronte Road West Lands shall be subject to the policies of the Regional Official Plan, including without limitation Section 118(3).

APPENDIX 2
Changes on Schedules
Of the Livable Oakville Plan



Proposed roads in Milton and the GEV Grade Separation / Transitway will be subject to further study and the environmental assessment process where necessary.

LANDS AFFECTED BY OPA No. ___

OPA No. ___ EXISTING

SCHEDULE C TRANSPORTATION PLAN

- PROVINCIAL HIGHWAY
- MAJOR ARTERIAL
- MULTI-PURPOSE ARTERIAL
- MINOR ARTERIAL
- INDUSTRIAL ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR
- PROPOSED ROADS
- GEV / GRADE SEPARATION / TRANSITWAY
- TRANSITWAY
- BUSWAY CORRIDOR
- RAILWAY LINE
- MAJOR TRANSIT STATION
- LANDS NOT SUBJECT TO THE POLICIES OF THIS PLAN

1:50,000
October 5, 2016

© CANTONMENT/AMHS/STATION/LANDS/CONVEYANCE/NEW/NEW/REVISED/2016/001/001/001/001

