



BRONTE VILLAGE PUBLIC REALM AND STREETSCAPE DESIGN STUDY

NOVEMBER 2025

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Appendices

(Links to Separately Posted Files)

[Appendix A – Bronte Village Presentation Materials – June 2024](#)

[Appendix B – Bronte Village ‘What We Heard Report’ – June 2024](#)

[Appendix C – Bronte Village Presentation Materials – September 2024](#)

[Appendix D – Bronte Village ‘What We Heard Report’ – September 2024](#)

[Appendix E – Bronte Village Presentation Materials – June 2025](#)

[Appendix F - Bronte Village ‘What We Heard Report’ – June 2025](#)

[Appendix G - In-Service Safety Audit and Corridor Microsimulation Report - March 2025](#)



1.0 Introduction

The Bronte Village Public Realm and Streetscape Design Study establishes the long term vision for the look, feel and function of the streets and public spaces in Bronte Village. It will guide municipal investment in trees, surface treatments, furniture, lighting, wayfinding, public art and other amenities that define the sense of place and enhance the experience of everyone who enjoys Bronte Village.

1.1 Scope of Work

Bronte Village is one of eight Growth Areas identified in the Town's Official Plan. Oakville's Livable by Design Manual describes Bronte Village as a historical area that retains the character of a village community and is focused on the pedestrian-oriented areas along and around Lakeshore Road West and Bronte Road, with the surrounding residential uses, the waterfront, and the harbour contributing to its unique heritage and sense of place. Bronte Village is undergoing revitalization as a mixed use area with a thriving commercial area and a variety of housing options that provide a year-round environment for residents, employees, and visitors.

A fundamental component of encouraging growth in Bronte Village includes consideration of the public realm and streetscape as key contributors to creating livable communities.

This study has two principal components: the Public Realm Framework and the Streetscape Design Plan. Together they provide a vision and key directions to guide investments by the public and private sectors over the short, medium and long term.

The public realm is a term used to describe all of the publicly accessible spaces of the town including streets, boulevards, pedestrian ways, parks and urban squares. Collectively, these are the spaces that we think of as 'public' and create a shared identity of the district. They play host to special events and the activities of daily living. They welcome all people at all times.

The **Public Realm Framework** identifies opportunities to enhance the spaces and connections between the traditional commercial main street and surrounding community. Lakeshore Road West and Bronte Road are the commercial spines of Bronte Village, the focus of shopping, dining, entertainment and services for the neighbourhood. The Public Realm Framework establishes:

- A hierarchy of spaces that have different roles, such as for public gathering, active play, or quiet recreation, and caters to different types of users at different times;
- A hierarchy of streets and connections that have various roles, such as main streets and quieter residential streets, which will have different design standards and streetscape elements; and,
- Placemaking elements that create a memorable environment that is unique to Bronte Village.

The streetscape is the physical environment and amenities of a street used by pedestrians, cyclists and motorists. It includes both publicly owned land within the street right of way as well as privately owned land beside it up to the building facades. The streetscape improvements and materials on public land should extend over private land to the building face to create a seamless interface. The streetscape includes, for example, the sidewalk, trees and other landscape elements, furnishings and lighting. This study sets out the direction for publicly owned lands.

The **Streetscape Design Plan** illustrates the addition of street trees and other landscape materials, special paving, lighting, street furniture, wayfinding, public art, on-street parking, travel and bike lanes. All of these elements work together to create a vibrant streetscape, one that accommodates all ways of traveling, supports business success, and provides amenities and comfort for pedestrians.

1.2 Organization of the Report

1 Introduction

- Scope of Work
This document provides guidance for Bronte Village's public realm and streetscapes
- Study Area
Geographical area this plan applies to

2 Engagement

- Engagement Process
Study participants and timeline of activities
- Key Themes
Most common feedback received from participants

3 Foundation

- Background
Related studies and reports that inform this plan
- Policy
Town policies that establish direction for this plan
- Guiding Design Principles
Five foundational principles that underpin this plan

4 Public Realm Framework

- Component Layers
The individual component parts of the Public Realm Framework
- Public Realm Framework
Putting it all together

5 Transportation Analysis

- Centre Turn Lane on Lakeshore Road W
- Bronte Road South One-way Section
- Cycling Network Options through Bronte Village

6 Streetscape Design Plan

- Purpose
What the streetscape plan provides direction on
- Street Segments
○ Future Opportunities + Interim Improvements
- Lakeshore Road W
Approach Design Elements 5 segments
- Bronte Road
Approach Design Elements 2 segments
- Ontario Street
Approach Design Elements 2 segments

7 Implementation

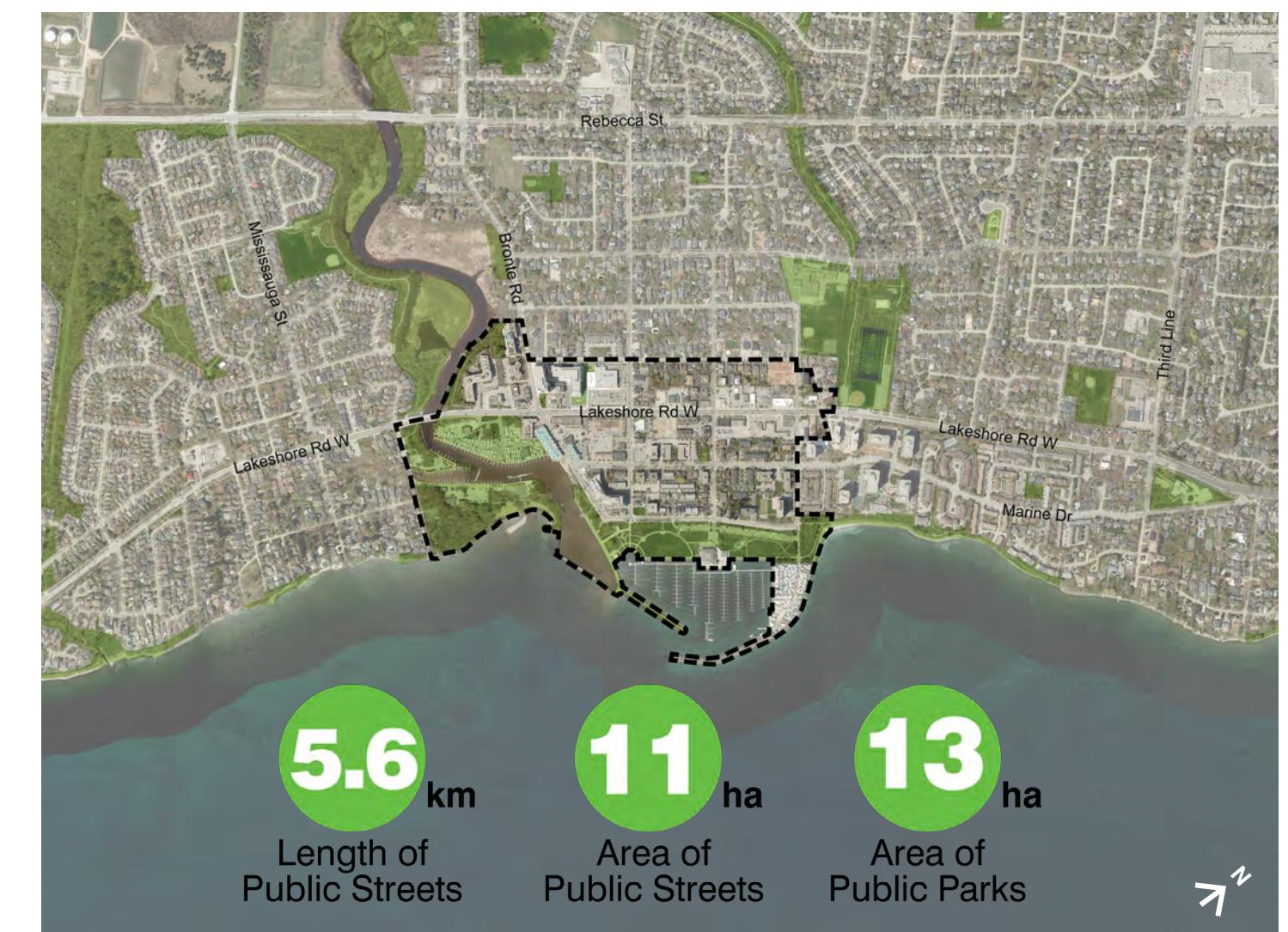
- Detailed Design
- Potential Road Widening
- Capital Cost, Maintenance & Operations

1.3 Study Area

The Bronte Village Public Realm and Streetscape Design Study is focused on the two primary commercial streets in Bronte Village: Lakeshore Road West and Bronte Road. The study area, outlined in the black dashed line on the map below, includes other primarily residential streets in Bronte Village, public open spaces, and residential uses.

There are approximately 5.6 kilometres of public streets in the study area, comprising an area of 11 hectares of public land in the rights-of-way, and 13 hectares of public parks. The area within the right-of-way of public streets is almost equal to the area of the area of public parks. Public parks have a clear role in creating the character of Bronte Village. With public streets comprising almost the same amount of public parks, their role in enhancing the character of Bronte Village can be equally significant.

Context map of the Bronte Village study area



The Study Area focuses on Lakeshore Road West and Bronte Road. It includes the network of streets that include some commercial, mixed use and primarily residential uses. Select images of the Village are presented on the following page as referenced on the map below.

Map of the Bronte Village study area, numbered dots reference images on the following page



1 Bronte Market Square along Lakeshore Road West



2 Sidewalk along Lakeshore Road West near Jones Street looking west



3 Sidewalk along Lakeshore Road West near East Street looking west



4 Bronte Road looking from Marine Drive towards Ontario Street



5 Marine Drive at Bronte Road looking east



6 Jones Street looking towards Ontario Street and Bronte Heritage Waterfront Park



2.0 Engagement

The study was undertaken from April 2024 to August 2025 during which time the residents, business owners, Town staff and Ward Councillors were invited to share their thoughts. The team presented their work in progress as it was evolving through understanding existing conditions, developing the public realm framework and considering opportunities for change through to preliminary streetscape design concepts.

2.1 Engagement Process

Bronte Village is home to diverse businesses, services that support residents and visitors, and will attract more people as it continues to change over time. It has been important to consult with and reflect the input of various members of the Bronte Village community to ensure its future public realm provides diverse opportunities that balance many different needs.

This document has been created through conversations among the Town of Oakville staff from all departments, groups with an interest in Bronte Village, and the public.

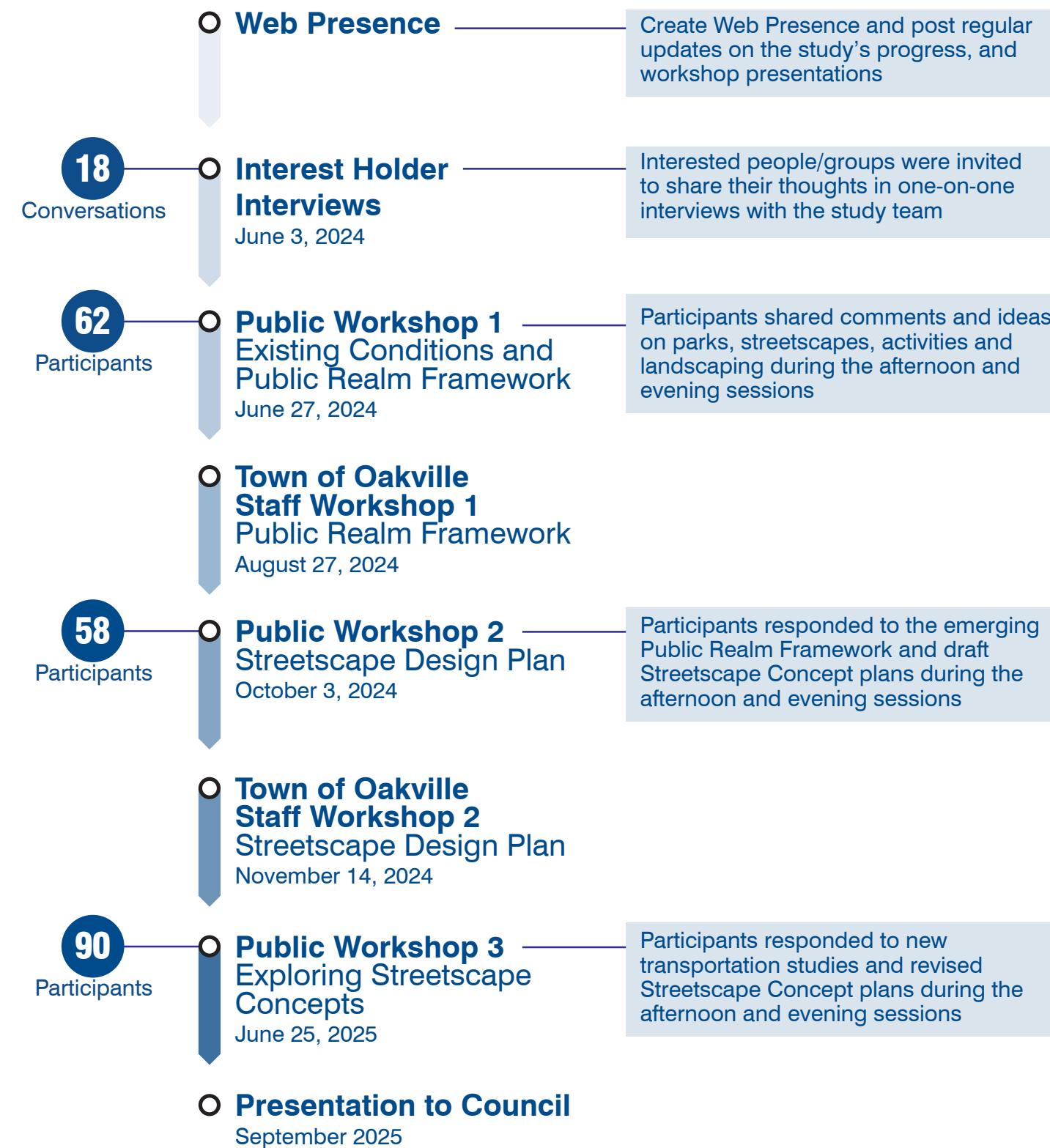


Participants in the creation of The Public Realm and Streetscape Design Study were invited to share their thoughts throughout the process, including at one-on-one interviews with a member of the project team, and at three public workshops.



Participants at the public workshops

Timeline of engagement events during The Public Realm and Streetscape Design Study



2.2 Key Themes

From the initial conversations through to the public workshops, participants have expressed common ideas that have helped to shape the team's work, and have been reflected in the streetscape design concept and implementation strategies. The following illustrates the common themes.

Traffic and Parking

More on-street parking and clear parking regulations

Support for shifting away from prioritizing cars to prioritizing cyclists and public transit

Rejuvenation and Beautification

More large trees on Lakeshore

Spectacular gateways

Wider sidewalks

Modern, uniform lighting

On-street parking seems like a huge waste: progressive cities all over the world are trying to reclaim car space for people

Cycling and Pedestrian Safety

Bronte/Lakeshore intersection is a major hazard for pedestrians

More cycling lanes, especially on Lakeshore

Traffic calming on Marine Drive

Safety concerns for pedestrians and cyclists on the bridge

We need physically separated bike lanes on Lakeshore

Wayfinding

Clear wayfinding signs needed at each end of Lakeshore and improve signage for amenities like beaches, playgrounds, public washrooms

Community Identity

Desire for unique streetscape elements interesting lighting standards and more green infrastructure

Mixed feelings on adopting a similar identity to Downtown Oakville - many prefer a distinct Bronte

3.0 Foundation

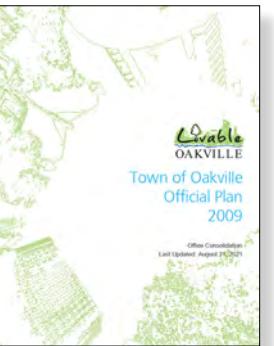
The Public Realm and Streetscape Design Study is built on direction provided in policies and studies. Five guiding design principles were established based on a review of policies and key studies, understanding of existing and planned conditions and discussions with staff. The guiding design principles were subsequently validated through public engagement.



3.1 Background

○ 2009

Official Plan



The **Livable Oakville Plan** establishes the policy direction for the Town as a whole. Bronte Village is a designated Growth Area intended to develop as a mixed use centre with viable main streets.

Specific policies in Section 24 promote Bronte Village as a vibrant community and commercial area:

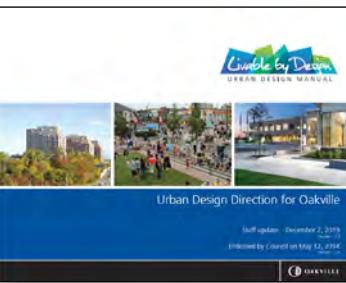
- Promote pedestrian and cycling-oriented mixed use development;
- Improve pedestrian and cycling circulation and connections;
- Increase efficiencies for alternate modes of transportation; and
- Promote high quality streetscapes and open spaces.

As part of the ongoing Livable Oakville Official Plan Growth Area policy review, the Bronte Village review was completed in 2017.

The Livable Oakville Plan also establishes urban design directions that are further articulated by the **Livable by Design Urban Design Manual**.

○ 2014

Livable by Design Urban Design Manual



The **Livable by Design Urban Design Manual** provides Town-wide design direction to visually articulate the design objectives of the Official Plan, set expected design and development outcomes, establish a design assessment framework for the review of development proposals, and provide direction for the creation of detailed design documents. This document provided the foundation for the design direction specific to Bronte Village.

○ 2017

Active Transportation Master Plan



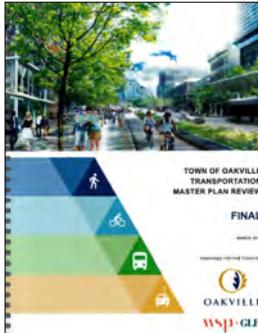
The **Active Transportation Master Plan** is a blueprint for improving walking and cycling infrastructure, programs and initiatives. The recommendations illustrated the:

- existing bike lane on Lakeshore Road West
- the existing signed bike route on Bronte Road north of Lakeshore Road West, Ontario and East Street south of Lakeshore Road West.
- a proposed signed bike route on Jones Street north of Lakeshore Road West.

The Town is undertaking a new Transportation Master Plan study which will also serve as an update to the Active Transportation Master Plan.

○ 2018

Transportation Master Plan

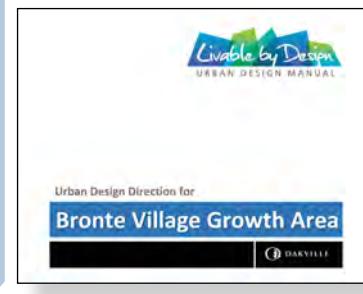


The **Transportation Master Plan** provides a framework for the Town's transportation system and identifies future needs based on anticipated growth.

The Town is undertaking a new Transportation Master Plan study which will serve as an update to the 2018 Transportation Master Plan and 2017 Active Transportation Master Plan.

○ 2019

Livable by Design Urban Design Manual (Part B): Urban Design Direction for Bronte Village Growth Area



The **Livable by Design Urban Design Manual (Part B): Urban Design Direction for Bronte Village Growth Area** provides more detail for how Bronte Village will evolve. Guidelines are organized under the following themes:

- Distinguish the district through a sense of arrival, and incorporate expressive, unifying elements;
- Foster activity at the street level with active spaces in the boulevard and active uses on the ground floor of buildings;
- Frame the street through built form;
- Be compatible with surroundings through transitions; and
- Create links to and throughout the district that prioritize pedestrian access and movement.

Some of the guidelines under these themes that resonated with participants include:

- Incorporate gateway elements;
- Coordinate the look and feel of public spaces and streetscape elements;
- Install public art;
- Establish activity zones along pedestrian routes of travel;
- Create places for gathering and pausing;
- Create a comfortable pedestrian environment;
- Minimize the impacts of vehicle access;
- Provide ample bike parking; and,
- Establish mid-block connections.

3.2 Guiding Design Principles

Five foundational principles establish the base for the Public Realm and Streetscape Design Study. These principles represent best practices for streetscape design with respect to creating complete streets,



1

Create Complete Streets

Complete streets provide safe, attractive and comfortable travel for users of all ages and abilities: pedestrians, cyclists, transit users and motorists. Complete streets accommodate the mobility, social and recreational needs of their users.

The benefits of creating complete streets are:

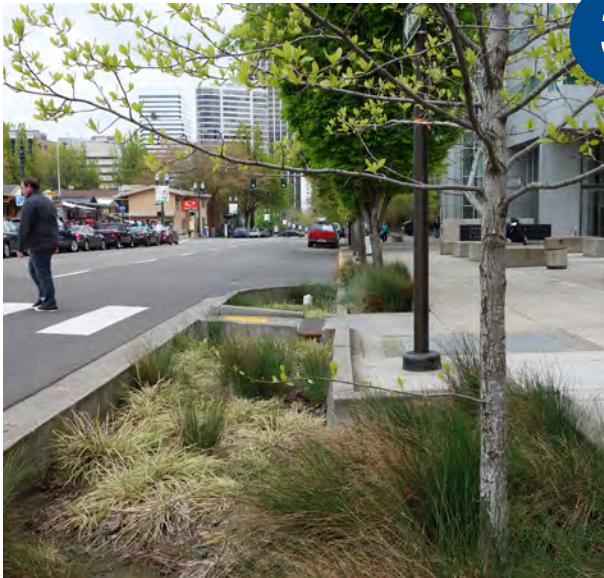
- Promotes healthy lifestyles through walking and biking;
- Improves safety by, for example, slowing traffic, accommodating all users in defined spaces, enhancing connectivity;
- Creates opportunities for social interaction;
- Provides a stronger sense of place;
- Encourages alternatives to cars; and
- Lowers transportation costs.



2

Context Specific Design

Bronte Village will be distinguished from its surroundings as a unique and special place in the Town of Oakville. The streetscape design will vary through the village based on the specific conditions of the form, location and character of existing and planned buildings, land uses, landscape character, access and views.



3

Green Infrastructure

Green infrastructure manages rainwater by protecting and mimicking the natural water cycle. It uses soils, plants, trees and engineered systems to capture, store and filter urban runoff.

Considering underground infrastructure and the availability of space in the right-of-way, tree planting in spacious planting beds will be enhanced using soil cells to promote healthy tree growth.



4

Accessible for All

The **Accessibility for Ontarians with Disabilities Act (2005)** includes Accessibility Standards for the Built Environment. The intent is to remove barriers to buildings and public spaces, making it easier for everyone to access the places they work, travel, shop and play. The streetscape concept removes barriers and provides access for all.



5

Vibrant and Engaging Public Realm

Streetscapes will be designed with clear zones for tree planting and furnishings, a pedestrian clearway for movement on the sidewalk and merchandising zone at the front of buildings. Vibrant spaces will enrich the village in every season for young and old, for day to day and special events.

The streetscape will be coordinated and punctuated with places to meet and gather.



4.0 Public Realm Framework

The Public Realm Framework describes the publicly accessible spaces within Bronte Village, and sets the context, role and function of the component parts to create a cohesive public realm. The Public Realm Framework is comprised of six character areas, a hierarchy of streets, a cycling network, parks and open spaces, gateways and public art considerations.

4.1 Introduction

The **Public Realm Framework** builds on the foundational direction of the Livable by Design Manual and the Urban Design Direction for Bronte Village Growth Area.

The public realm includes all outdoor spaces, including public spaces such as parks, playgrounds, urban squares, and streets. Many essential activities part of our daily lives take place in and depend on public spaces.

The framework stitches the components of the public realm together and identifies opportunities to enhance the spaces and connections within the study area and into the immediate surroundings.

The **Public Realm Framework** identifies:

- The character and key opportunities for change in six areas;
- Street typologies with different roles and streetscape character;
- Cycling routes through Bronte Village;
- A hierarchy of public green space/open space with opportunities for enhancement;
- Gateways to mark the entrances to and define Bronte Village; and,
- Opportunities for public art.

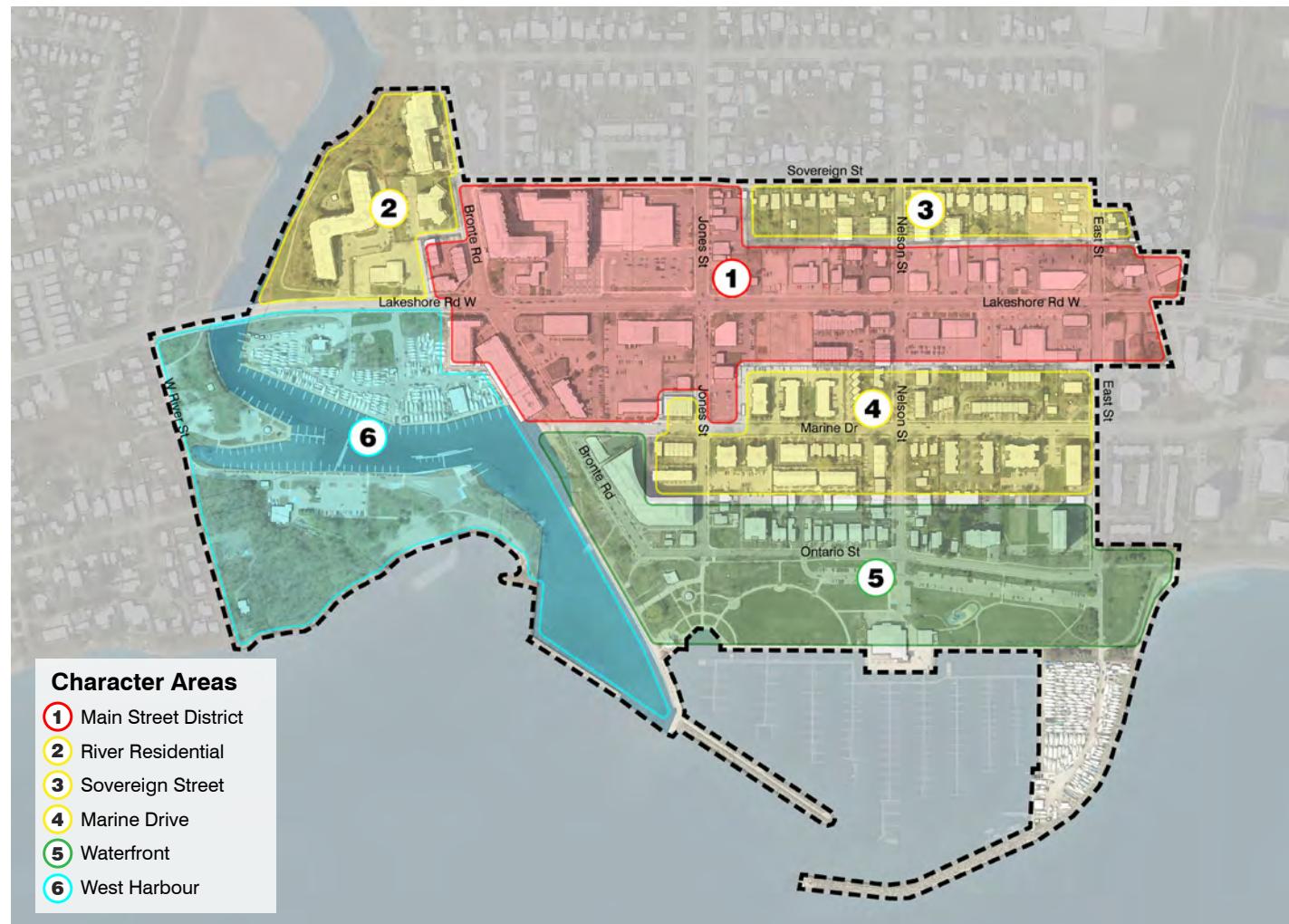
4.2 Character Areas

The first layer of the Public Realm Framework is the character areas of Bronte Village. It has distinct character areas, a reflection of the sequence of development over its history, and the type of development that occurred and is proposed or under construction.

The character of each area is a result of:

- **Public realm characteristics:** the street pattern, right of way widths, vehicular lane configurations, sidewalk location, street trees, street furniture, utilities, and the character and location of parks and green space.

Public Realm Framework Map of the Bronte Village Character Areas



- **Private realm characteristics:** the scale of buildings, their relationship to sidewalks, ground floor uses, and the presence of private parking.

The following is a summary of the key defining characteristics of each character area with key opportunities that were considered in the development of the Streetscape Design Plan.



1

Main Street District

- Bronte Village's commercial corridor along Lakeshore Road West and part of Bronte Road.
- Character changes from commercial plazas to newer medium and large-scale mixed-use developments.
- Commercial plazas are typically one - two storeys with front parking and minimal landscaping.
- Newly built and planned developments reflect an urban character with buildings closer to the street.
- Varying building setbacks from the sidewalk and long blocks.

Opportunities

- Streetscape enhancements will focus on strengthening this heart and the hub of the Village.
- Create a unified and consistent street environment with pedestrian spaces, furnishings and a continuously tree-lined boulevard.
- Introduce lay-by parking and a tree-lined boulevard along the curb.
- Plan for a second row of trees between buildings and the sidewalk.
- Explore opportunities to enhance Bronte Market Square with a framework to accommodate events, including the consideration of a flex street on Lakeshore Road West along the frontage of Bronte Market Square.
- Change the Bronte Road/Lakeshore Road West intersection to create a pedestrian friendly crossing.
- Integrate the streetscape with the future development along Lakeshore Road West and Bronte Road.
- Define a gateway to Bronte Village at East Street.
- Augment the wide green boulevards west of Jones Street with additional planting and seating.
- Opportunities to widen the right-of-way in narrow locations to provide more space for pedestrian amenity and merchandising zones in front of buildings.



2 River Residential

- Area of higher density residential buildings along the west side of Bronte Road and along Bronte Creek.
- Includes Walton Memorial United Church property.
- The Creek frames the western gateway with large green public spaces.

Opportunities

- Enhance the approach/gateway to Bronte Village from the north and west.
- Enhance the pedestrian/cycling connections across the bridge.
- Explore the opportunity to create a pedestrian overlook at the bridge.



3 Sovereign Street

- Sovereign Street is a local residential street with primarily single detached houses located between East Street and Jones Street.
- This area provides a transition to the residential neighbourhood to the north.
- Significant improvements were made with pedestrian connections and landscape enhancements associated with redevelopment on the south side of Sovereign Street west of Jones Street.
- Limited streetscape enhancements are planned.



4 Marine Drive

- Marine Drive has a primarily residential character with a mix of low-rise apartments, townhouses and houses.
- This area is a transition from the Main Street District to the Waterfront.
- Over time this area may accommodate redevelopment with medium density residential forms.
- The area has a tree lined boulevard on both sides of the street that will be augmented.
- The area has two small green spaces that could be enhanced in the longer term.
- East Street provides a key connection to the waterfront.
- Limited streetscape enhancements are planned.



5

Waterfront

- There is a variety of unique streetscape conditions and treatments along Bronte Road, Ontario Street and East Street.
- The Bronte Road and Ontario Street segments have buildings on the north and east sides and the harbour and waterfront park on the other.
- Curb face sidewalks and treed boulevards alternate along the streets, adding to the variety of conditions in the public realm.
- Creates an inviting pedestrian-scaled environment.

Opportunities

- Design Bronte Road, Ontario Street and East Street as a waterfront loop with a unified design.
- Coordinate with Bronte Waterfront Strategy.
- Consider a widened multi use path on the south side of Ontario Street.
- Reserve the public land in the north east corner of Jones Street and Ontario Street for a future small park.
- Consider an opportunity to create a flex street on Bronte Road south of Lakeshore Road West.



6

West Harbour

- The area west of Bronte Creek, defined by the predominance of open space, is an opportunity to enhance the western gateway to the Village.
- The transition from the commercial spine along Lakeshore Road West occurs at the Bronte Creek bridge, with low rise residential to the west.
- West River Street, which leads to Bronte Beach Park and Bronte Bluffs Park, is not well signed or connected by sidewalks.
- This area is a Cultural Heritage Landscape.

Opportunities

- This area is included in the Bronte Waterfront Strategy recently initiated by the Town
- There is an opportunity to enhance the pedestrian and cycling connection over the bridge with a pedestrian viewing area incorporated that overlooks the harbour.

4.3 Street Typology

The second layer of the Public Realm Framework is the street network. It comprises the primary movement corridors for pedestrians, cyclists, transit riders and motorists in Bronte Village. The streets are planned to be complete streets as set out in the guiding principles. The streets are destinations in themselves, because they play host to shopping, entertainment and recreational activities, as well as residential uses. They are key contributors to establishing the character of each area. The public realm framework has established three street types:

Main Streets are the primary commercial/shopping streets in Bronte Village. They will have a more urban character, with wide sidewalks accommodating higher volumes of pedestrians and providing access to shop fronts. It is important to remember that no matter how people arrive in Bronte Village (even if they drive), everyone is a pedestrian when they access the shops and services along main streets. Main Streets wrap the corner onto side streets. There is a future opportunity to consider a flex street design for Bronte Road south of Lakeshore Road West and on Lakeshore Road West along the frontage of Bronte Market Square. A flex street includes elements such as raising the road bed to the elevation of the sidewalk and special paving to identify a pedestrian priority zone in specific areas.

Residential Streets in Bronte Village have a greener character, buildings are often set back, and there may be grassy boulevards adjacent to the roadway.

The **Waterfront Drive** is Ontario Street as it runs along Bronte Heritage Waterfront Park. It creates the north edge of the Park with sweeping views of Lake Ontario.

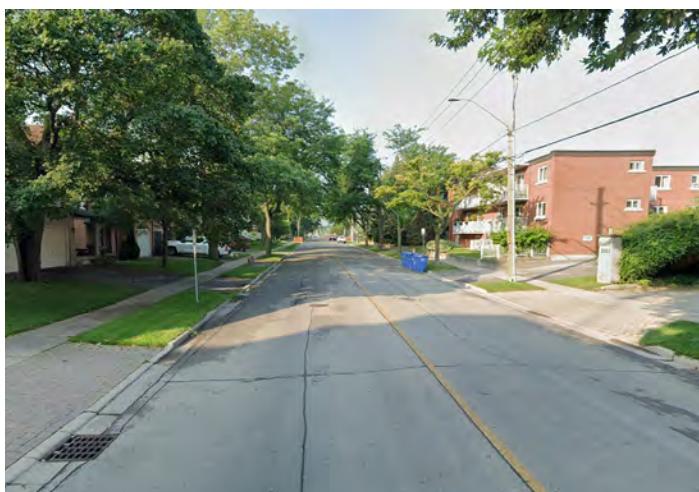
In addition to the three street types, **Mid-Block Pedestrian Connections** are corridors that provide active transportation linkages at a finer scale than the street network. Pedestrian connections bisect private development blocks, providing through access from adjacent streets.



Lakeshore Road West at East Street - a Main Street

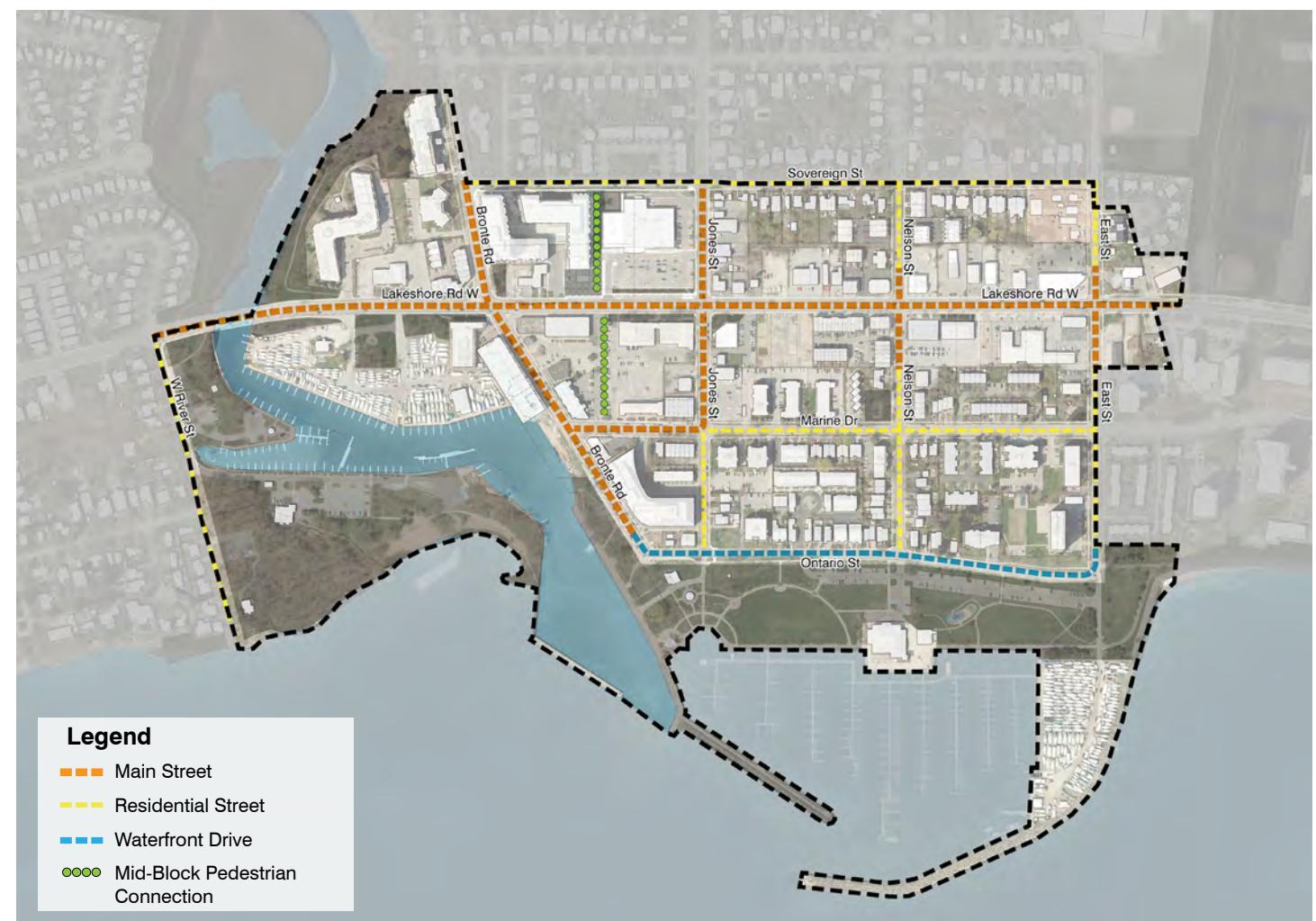


Bronte Road looking towards Lakeshore Road West from Ontario Street - a Main Street

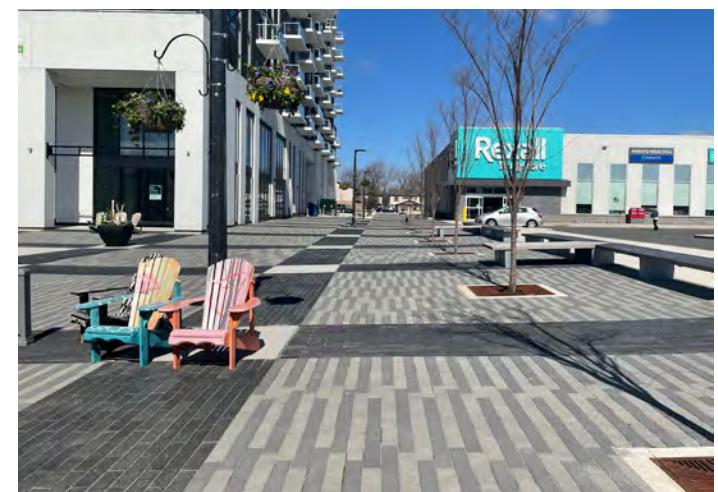


Marine Drive west of Nelson Street - a Residential Street

Public Realm Framework Map of the Bronte Village Street Typologies



Ontario Street looking east at Jones Street - a Waterfront Drive



Existing mid-block pedestrian connection between Lakeshore Road West and Sovereign Street

4.4 Cycling

The third layer of the Public Realm Framework is the cycling network. Bronte Village will support cycling as a transportation choice by maintaining the existing bike routes and providing new bike facilities. New bike facilities are based on direction in the Town's Active Transportation Master Plan (ATMP) update that is currently underway and opportunities identified through this Study. 'Ontario By Bike' identifies Lakeshore Road West as part of the Oakville Local Loop, extending from Downtown Oakville, to Kerr Village, and Bronte Village. Bronte Village was also recently certified as a bike-friendly business area by the same organization.

Lakeshore Road West currently has painted and signed dedicated bike lanes through Bronte Village. The draft ATMP maintains the painted and signed bike lane. This Study recommends that protected cycle tracks be constructed along Lakeshore Road West, from East Street to Bronte Road, and in-boulevard multi-use paths be constructed from Bronte Road to West River Street. The new cycle tracks would be positioned between the on-street parking and the curb edge, where they will be buffered from drive lanes.

Bronte Road south of Lakeshore Road West is recommended as a signed bike route in the draft ATMP, while Bronte Road north of Lakeshore Road West is an existing signed bike route with a recommendation for a multi-use path. Bronte Road south of Lakeshore Road West to Marine Drive will remain with one-way vehicle travel. Given the one-way travel south of Lakeshore Road West, a contra flow cycle track will enable cyclists to travel north, with a shared bike/travel lane south of Marine Drive. Between Ontario Street and Marine Drive, Bronte Road will be a signed bike route with sharrows (the shared use lane symbol).

Ontario Street is recommended as a signed bike route in the draft ATMP. This Study recommends that sharrows be added. As a future opportunity, a multi-use path in the boulevard of the right-of-way may be implemented.

Jones Street north of Lakeshore Road West has an existing signed bike route.

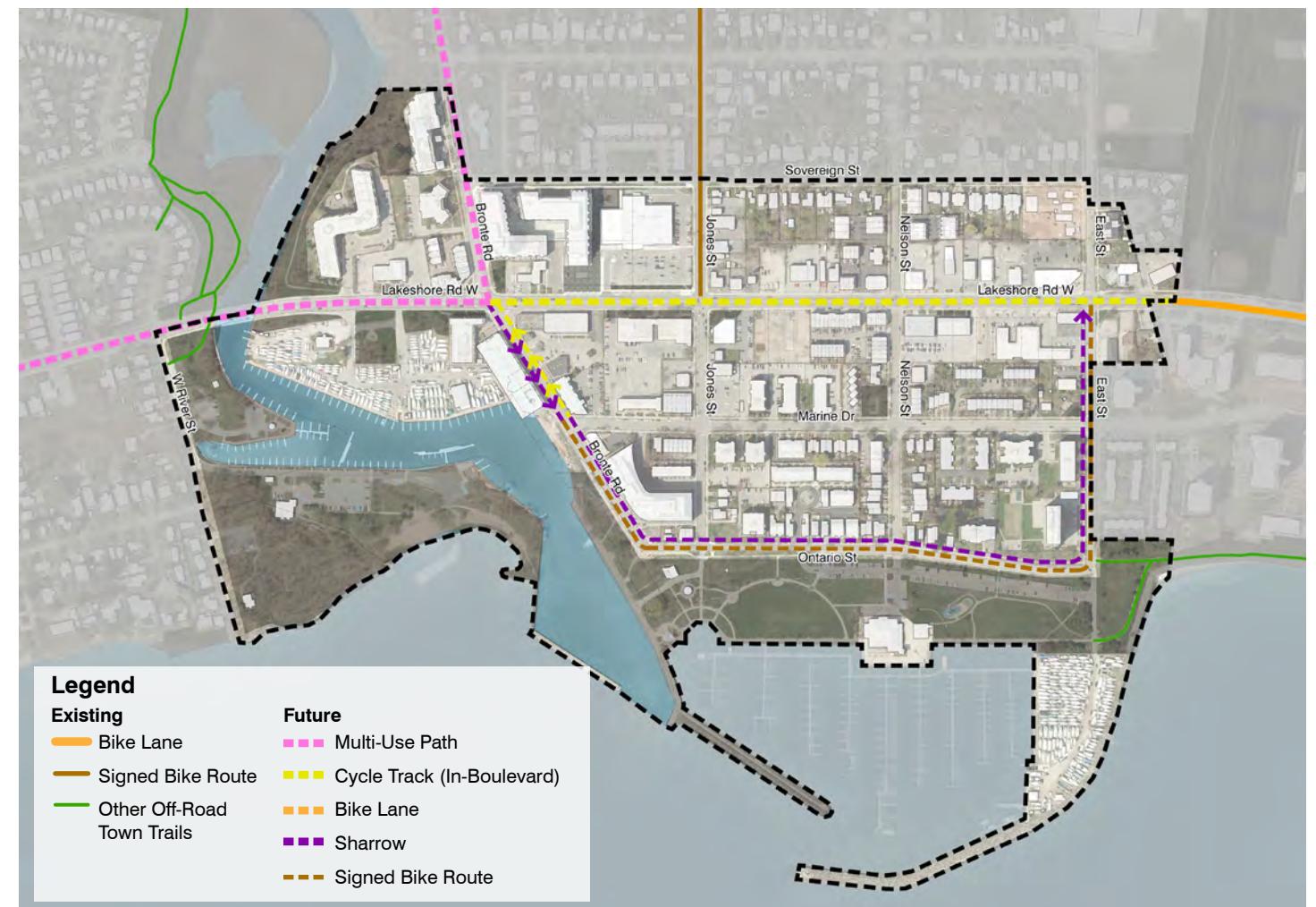
East Street is recommended for a signed bike route in the draft ATMP, with sharrows.

Bike lock up posts should be distributed along the Main Streets and public spaces in Bronte Village.



Examples of a bike lane between the curb and lay-by parking

Public Realm Framework Map of the Bronte Village Cycling Network



Existing signed bike lane on Lakeshore Road West



Examples of a bike lane with a pedestrian crossing

4.5 Public/Green Space

The fourth layer of the Public Realm Framework is public/green space. This is a key contributor to creating a vibrant and engaging pedestrian realm. Bronte Village is wrapped with green space from the Riverside Park and Bronte Harbour on the west, to Bronte Heritage Waterfront Park on the south to the Bronte Athletic Park on the east. Public green spaces are publicly accessible parcels of land, often but not always municipal parkland. Bronte Village also is home to Bronte Market Square, undeveloped pockets of green space and widened boulevards/ linear green space along Lakeshore Road West and in mid block pedestrian connections.

Bronte Village is anchored by waterfront parks, including Bronte Bluffs Park, Bronte Beach Park, Fisherman's Wharf, Berta Point Bronte Harbour Park and Bronte Heritage Waterfront Park.

Bronte Market Square is a new public urban square that was delivered as part of the adjacent development. It hosts a weekly farmers' market in summer and is programmed with community events throughout the year. There is an opportunity to rebalance the hard and soft scape of the Square with more green space, trees and landscaped spaces around the edges.

There are three small green spaces that provide existing and possible pockets of pedestrian amenity in Bronte Village:

- Bronte Gore Park on the north east corner of Bronte Road and Lakeshore Road West with seating, planting and a memorial.
- Marine Drive Parkette, on the north west corner of Nelson Street and Marine Drive.
- north west corner of East Street and Marine Drive.

Chapter 6.4 provides direction for some of these.

There are a number of locations along Lakeshore Road West, such as on the south side west of Jones Street, that have widened boulevards that are opportunities to enhance the streetscape with additional planting and seating.



Farmer's market at Bronte Market Square



Bronte Heritage Waterfront Park



Marine Drive Parkette

Public Realm Framework Map of the Bronte Village Public/Green Space



4.6 Gateways

The fifth layer of the Public Realm Framework are the gateways. Gateways provide an opportunity to incorporate streetscape elements and features that enhance the sense of arrival to Bronte Village, establishing memorable thresholds that define a unique sense of place. Landscape, public art, special



Lakeshore Road West looking east from West River Street



Lakeshore Road West and Bronte Road intersection



Lakeshore Road West looking west near East Street



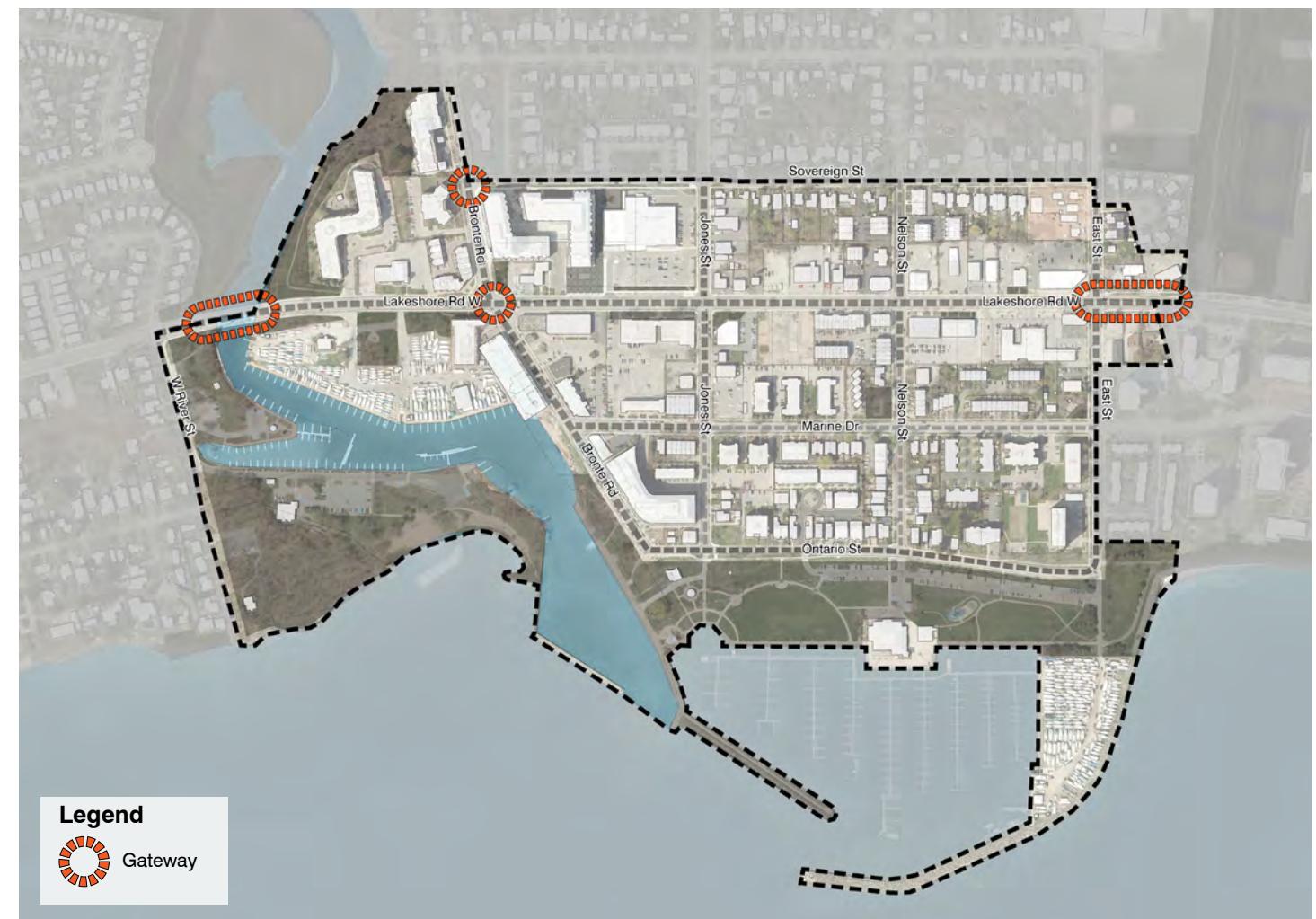
Bronte Road at Sovereign Street



Examples of gateways created through signage, streetscape elements, and public art



Public Realm Framework Map of the Bronte Village Gateways



Existing gateway features on Lakeshore Road West at East Street



4.7 Opportunities for Public Art

The final layer of the Public Realm Framework is public art. Livable by Design's Urban Design Direction for Bronte Village recommends incorporating expressive elements such as public art to distinguish the area. The Town has a Public Art Procedure to facilitate the integration of public art into Town projects and private sector developments. This will be an important guide to add more public art to Bronte Village.

Opportunities for public art can be found throughout the public realm, within open spaces or along the streetscapes. It can take many forms, from permanent large-scale sculptural installations at focal points or gateways, to small-scale installations that could be temporary or ephemeral art integrated into furnishings, lighting or bridges, as examples.

There are three types of public art that are suitable for Bronte Village:

- **Independent:** a freestanding work that is created independent of its site, and that could be moved to another location without losing its meaning and aesthetic qualities;
- **Site Specific:** A work that is created as a response to its immediate context and which would lose its meaning, function or relevance if moved to another location; and
- **Integrated:** A work that is directly integrated within the physical architecture or structure of a site. Integrated artworks may be a functional part of the design of open space, infrastructure, buildings, paving, or other streetscape elements.

These types are distinct from the scale or nature of the artwork itself. For example, artwork could be small or large in scale, include kinetic elements or lighting, or incorporate natural or cultural elements. Public art can also be temporary or permanent.

Public art is appropriate throughout Bronte Village following the Town's Public Art Procedure.

Locations include:

- Within **public parks** such as Bronte Heritage Waterfront Park, Fisherman's Wharf or small existing or future parkettes along Lakeshore Road West;
- At **gateways**, particularly at the Lakeshore Road West and Bronte Road intersection and at the western and eastern limits of Bronte Village.
- Integrated with the **streetscape** design such as special paved surfaces, customized benches, banners (programs implemented by the Bronte BIA) to create special accents;
- **Event/celebration/festival based** public art, such as Toronto's Nuit Blanche;
- Integrated with **private development projects**.



Mural on wall of the Bronte Legion building



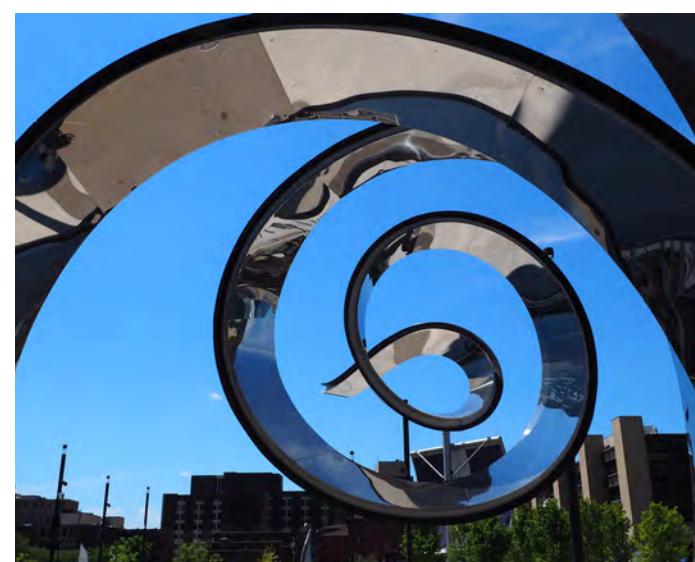
At Home in Bronte painted muskoka chairs



Gateway feature at Lakeshore Road West and East Street



Mural painted on surface of Bronte Market Square



4.8 Public Realm Framework

The Public Realm Framework is the composite of its six layers: the character areas, streets, cycling network, parks/green spaces, gateways and opportunities for public art. It illustrates an interlinked system that functions as both movement corridors and destinations throughout the Village.

The character of Bronte Village is defined by its public realm. The beautiful tree lined neighbourhood streets, the Creek edge boardwalk, the sweeping lawns of Heritage Park and the outdoor cafés and small shops on Bronte Road create a distinct and memorable image.

The structure of the public realm in the Village is in part defined by the large open spaces that surround it on three sides, including Bronte Creek to the west, Bronte Athletic Park to the east and Bronte Waterfront Heritage Park to the south. They create an open space armature that embraces the area and reinforces a strong sense of place. Within the Village, the hierarchy of streets provide for a range of uses and experiences and include the Main Street, residential streets and waterfront drive. The streets themselves comprise almost 50% of the public realm area and contribute significantly to the neighbourhood character.

Lakeshore Road West will undergo significant change transforming from a car centric suburban retail strip mall typology, consisting of individual buildings surrounded by surface parking, to an urban mixed-use, pedestrian, transit and cycling street that accommodates vehicles but does not prioritize them. With this transformation, more people will be living in proximity to Lakeshore Road West with the ease of walking to neighbourhood shops and destinations. To respond to this paradigm shift, Lakeshore Road West is being re-imagined as a street lined with trees and seating to provide a comfortable space for pedestrians. A market zone will be provided adjacent to the commercial and retail uses that will provide space for outdoor

cafés and contribute to the animation of the street. Ultimately, Bronte's Lakeshore Road West and Bronte Road will be animated, beautiful, comfortable and a four-season destination.

Key Directions

1. Explore specific opportunities for enhancement in the Streetscape Design Plan in each one of the character areas.
2. Focus streetscape improvements on the Main Streets in the Streetscape Design Plan.
3. Reflect the cycling recommendations in the Streetscape Design Plan.
4. Include as a future opportunity a re-balancing of the hard and soft scape in Bronte Market Square with more green space, and landscaped spaces around the edges.
5. Consider a future opportunity for a flex street on Lakeshore Road West along the frontage of Bronte Market Square and Bronte Road south of Lakeshore Road West.
6. Include as a future opportunity the enhancement of pedestrian amenities in the three small green spaces in Bronte Village.
7. Include consideration of special features at each of the gateway locations in the Streetscape Design Plan.
8. Identify locations for public art in the Streetscape Design Plan.

Overall Public Realm Framework Map of Bronte Village





5.0 Transportation Analysis

Additional transportation analysis was undertaken to understand opportunities created by removing the continuous centre turn lane from Lakeshore Road West, options for a cycling network through Bronte Village and creating one-way travel south on Bronte Road from Lakeshore Road West to Marine Drive.

5.1 Additional Transportation Analysis

Following the September 2024 public information sessions on various streetscape options, additional transportation analysis was undertaken before proceeding to develop a preferred streetscape design. The purpose of the additional analysis was to examine:

- the impacts and opportunities of removing the dedicated two-way centre turn lane on Lakeshore Road West;
- the impacts and opportunities of one-way travel south on Bronte Road from Lakeshore Road West to Marine Drive; and,
- the impacts and options for a cycling network through Bronte Village with an analysis of the implications on parking, including incorporating dedicated and contra-flow bikeways.

A public information centre was held on June 25, 2025 to share the results of the analysis, the new options and to seek input. An afternoon and an evening session were held with approximately 90 participants. This chapter summarizes the additional transportation analysis, the key themes of the input received and direction for the streetscape design concept included in Chapter 6.

5.2 Centre Turn Lane on Lakeshore Road West

A safety audit and microsimulation of Lakeshore Road West between Bronte Road and East Street was completed to determine the feasibility of removing the two-way centre turn lane (Appendix G). From a streetscape perspective, this enabled the opportunity to reassign the space to parking, cycling lanes, planting and widened pedestrian space.

The additional safety audit and microsimulation assessed the impacts of removing the centre two-way left-turn lane to understand the high-level functionality of the road, to analyze the intersections and driveways, the potential for queueing caused by turning vehicles and the impact to the overall operations of the corridor.

To ensure a safe, accessible, and efficient corridor design, geometric recommendations were provided focusing on dimensions for bike lanes, sidewalks, and other critical roadway elements. These criteria are based on best practices and design standards from the Town of Oakville, Ontario Traffic Manual, and Transportation Association of Canada Geometric Design Guide for Canadian Roads to accommodate all users, including pedestrians, cyclists, and drivers.

These recommendations include:

- **Cycling Facility Widths:** East of Bronte Road, dedicated cycle tracks are recommended; these protected bike lanes should be 1.7m wide with a 0.6m buffer (total 2.3m, which is the minimum width for one-way facilities on each side of the roadway). West of Bronte Road, multi-use paths on both sides of the road are recommended; these should be a minimum of 3.0m wide.
- **Sidewalk/Walkway Widths:** sidewalks should be designed and installed to be 3.1m wide, to allow two persons to walk side-by-side comfortably, and a wheelchair or stroller to pass. In constrained, localized areas where this width cannot be achieved, a reduced width of 2.1m may be permitted.

- **Transit Stop Dimensions:** island boarding transit stops should be at a minimum of 2.5m wide, with a width of 3.0m to 3.5m to provide additional comfort to passengers. For shared cycle track transit stops, a 0.5m to 1.0m buffer and alighting zone is recommended. A 30m long area is required to provide sufficient space for a single bus to enter and exit the stop.
- **Pedestrian Crossings:** crosswalks should be a minimum of 2.5 m wide, with 3.0 to 4.0 m preferred in high volume pedestrian areas.
- **Furnishing/Tree Zone:** the recommended width of the Furnishing/Tree Zone is 2.0 m to 3.0 m. Where curb bump-outs occur, additional plantings and furnishings should be provided.

In addition to geometric recommendations, mitigation measures were provided to address the identified challenges and enhance the functionality and safety of Lakeshore Road West. These measures include:

- **Realignment of Skewed Intersection:** realigning Bronte Road and Lakeshore Road West to improve navigation, sight lines, and safety.
- **Removing the continuous centre Left-Turn Lane:** reducing conflict points, particularly the risk of head-on collisions and erratic lane changes. It is recommended dedicated left-turn lanes be provided only at intersections to improve safety and traffic flow.
- **Removing the Channelized Right-Turn Lanes at the intersection of Bronte Road and Lakeshore Road West:** creating safer turning angles, reducing vehicle speeds at intersections, and improving pedestrian safety by shortening the distance of pedestrian crossings.
- **Integrating Protected Bicycle Lanes:** implementing protected bicycle lanes separated by curbs or buffers to enhance cyclist safety and encourage active transportation.
- **Improve Transit Stop Configuration:** relocating transit stops from the near side to the far side of intersections to minimize conflicts with turning vehicles, improve traffic flow, and enhance pedestrian safety.

- **Pavement Rehabilitation:** addressing pavement deficiencies, including cracking and rutting, particularly near transit stations, to improve vehicle traction and reduce the risk of accidents.
- **Access Management:** consolidating and managing driveway accesses along the corridor to minimize abrupt stops, reducing conflict points and improving traffic flow.
- **Signal Timing Optimization and Coordination:** reviewing and adjusting signal timings to balance traffic demand, reduce queueing, and enhancing intersection efficiency.

The proposed design improvements and mitigation measures for Lakeshore Road West aim to address the identified operational and safety challenges while fostering a more balanced and multimodal transportation corridor. These enhancements will not only reduce conflict points and improve traffic flow, but also support active transportation and public transit, aligning with the Town of Oakville's vision for a complete street. The recommendations provide a framework for creating a sustainable and community-focused street that enhances the quality of life for all residents and visitors. The removal of the two-way centre turn lane became a foundation of the Streetscape Design Plan.

5.3 Bronte Road South: One-Way Section

The Town undertook a traffic analysis to evaluate an option of one-way traffic south versus two way traffic on Bronte Road from Lakeshore Road West to Marine Drive in a separate but concurrent initiative led by CIMA+, an engineering consultant. This section of the road was converted to one-way southbound in March 2024 due to construction of a new mixed use development in the north east corner of the intersection that necessitated closure to accommodate hoarding and storage. The results of this analysis were intended to help inform the recommendations of the Streetscape Design Plan.

As part of the analysis, CIMA+ evaluated the proposed layout to assess expected traffic operations within the focus area, and accounted for additional traffic on Lakeshore Road West from ongoing developments and general traffic growth.

The analysis included the following findings:

- Expected vehicular delays and queues are comparable between one-way operation vs. two-way operation.
 - One-way presents shorter queues and delays for the southbound movements at Lakeshore Road West & Bronte Road (no northbound traffic).
- Longer queues and delays expected for vehicles as compared to existing conditions, but they are restricted to the afternoon peak period. Typical of a downtown core area.
- No significant operational impacts expected on surrounding intersections: Marine Drive & Bronte Road and Marine Drive & Jones Street.
- Some queues and delays expected at Lakeshore Road West & Jones Street mostly during the afternoon peak period, but typical of a downtown core area.

The results of this additional work recommended maintaining one-way traffic south on Bronte Road.

Expected benefits of one-way operation include:

- Prioritization of pedestrians and cyclists.
- Reduction in conflict points along one-way section of Bronte Road and at either end.
- Reduction in potential for angle collisions within the Lakeshore Road West & Bronte Road intersection.
- Reduced pedestrian crossing distance on south leg of the Lakeshore Road West & Bronte Road intersection.
- Larger area for enhanced streetscaping and public art on the southeast corner of Lakeshore Road West & Bronte Road.

Traffic impacts for one-way operation would be typical of a downtown core area. Additional recommendations included considering removal of 1-2 parking stalls along Bronte Road near parking garage entrances to improve visibility.

During the supplemental public information centre, participants were asked to comment on the option of one-way on Bronte Road. Of the comment cards received, approximately twice as many people preferred permanently modifying Bronte Road between Lakeshore Road West and Marine Drive as one-way.

The Bronte Road One-way Traffic Assessment between Lakeshore Road West and Marine Drive was received by Town Council on August 11, 2025. Council approved the one-way south operation for Bronte Road between Lakeshore Road West and Marine Drive.

5.4 Cycling Network Options through Bronte Village

Three network options were prepared to explore various cycling networks (shown in yellow) through Bronte Village. The options were shared at a Public Information Centre on June 25, 2025. Each network option had associated street cross sections included in the public presentation (Appendix E).

Network A: Dedicated Bike lane on Lakeshore Road West



Network A illustrates a dedicated cycling facilities on Lakeshore Road West with a multi use path west of Bronte Road, and a cycle track east of Bronte Road. There are two options for cycling on Bronte Road:

- Option 1 - one-way traffic south shared from Lakeshore Road West to Marine Drive, and contra flow north. Two-way traffic with signed bike route from Marine Drive to Ontario Street.
- Option 2 - two-way traffic shared with signed bike route from Lakeshore Road West to Ontario Street.

Network A has the most direct cycling route, causes no change in parking on Marine Drive and Ontario Street and creates/maintains the most on-street parking.

Network B: Dedicated Bike lanes on Marine/East/Bronte



Network B illustrates dedicated cycling facilities on Marine Drive, with connecting dedicated bike lanes on East Street with a shared cycle/driving lane on Lakeshore Road West (shown in dashed yellow line). The options for cycling on Bronte Road are:

- Option 1 - one-way traffic south shared from Lakeshore Road West to Marine Drive, and contra flow north. Two-way traffic with signed bike route from Marine Drive to Ontario Street.
- Option 2 - two-way traffic, dedicated bike lanes from Lakeshore Road West to Marine Drive. Two-way traffic shared with signed bike route from Marine Drive to Ontario Street.

Network B presents a less direct dedicated cycling route, loss of on-street parking on Marine Drive, Bronte Road and East Street, with new on-street parking on Lakeshore Road West.

Network C: Dedicated Bike lanes Ontario/East/Bronte



Network C illustrates dedicated cycling facilities on Ontario Street with connecting dedicated bike lanes on East Street and a shared cycling/driving lane on Lakeshore Road West (shown in dashed yellow line). The options for cycling on Bronte Road are:

- Option 1 - one-way traffic south shared from Lakeshore Road West to Marine Drive, and contra flow north. Two-way traffic with dedicated bike lanes in each direction from Marine Drive to Ontario Street.
- Option 2 - two-way traffic with dedicated bike lanes in each direction from Lakeshore Road West to Ontario Street.

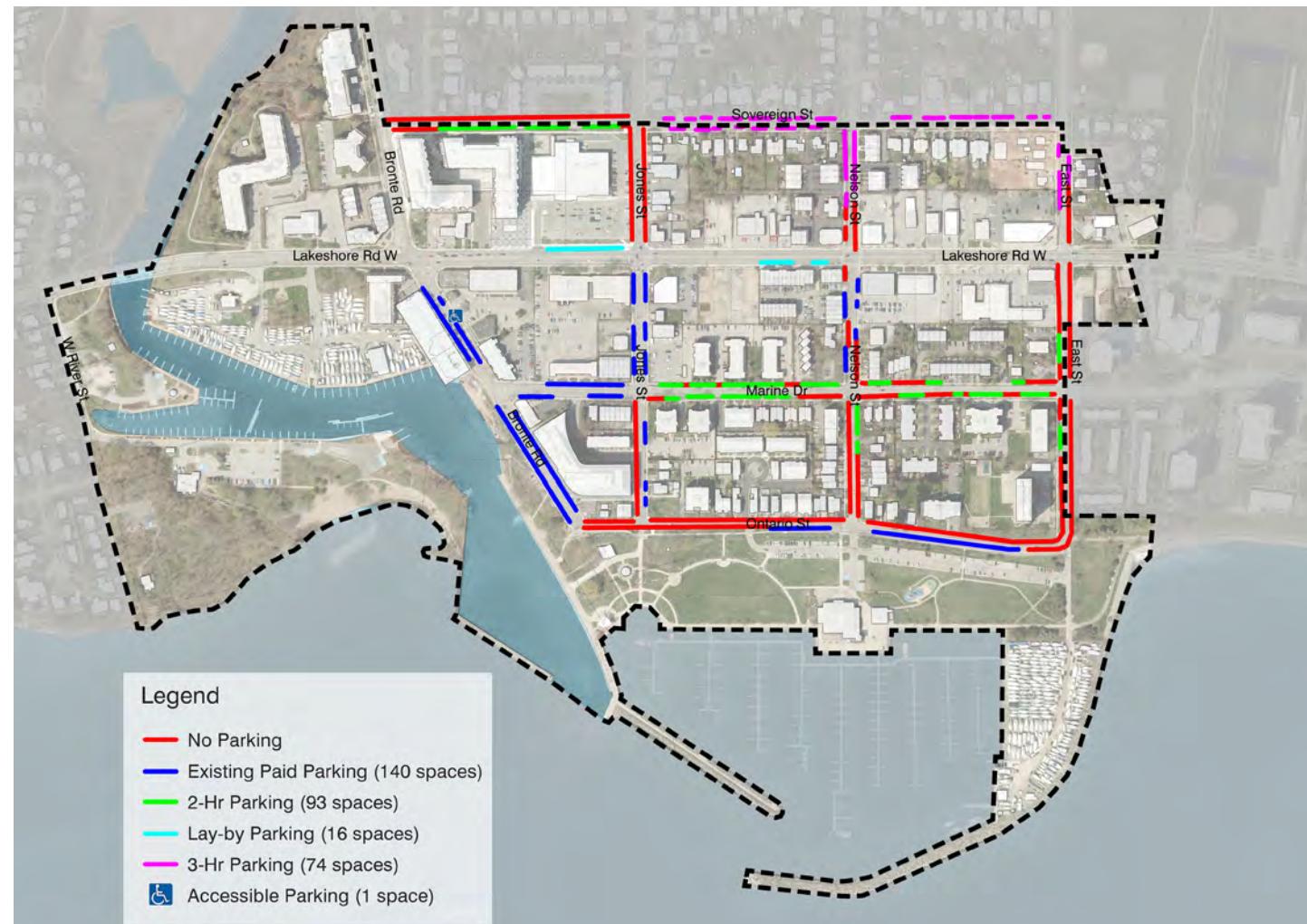
Network C has the least direct dedicated cycling route, loss of parking on Bronte Road and new on-street parking on Lakeshore Road West.

The provision of on-street parking was a key consideration in developing the three cycling network options. The map on this page locates all of the on-street parking in the Bronte Village study area. The table is an estimate of the number of on-street parking spaces maintained in each of the network options with their associated street cross sections.

The estimates will be subject to detailed road design, taking into consideration site conditions such as sight lines, utilities, and driveways.

Road	Existing On-Street Parking	Bike Network Options		
		A - Lakeshore Road West	B - Marine Drive	C - Ontario Street
		Estimated Future On-Street Parking		
Lakeshore Rd W (East St to Bronte Rd)	16	75	75	75
Marine Dr	74	74	14 (east of East St)	74
Ontario St	31	31	31	31
East St (Lakeshore Rd W to Ontario St)	4	4	0	0
Bronte Rd	54 (plus 1 accessible)	Option 1: 46 Option 2: 53	Option 1: 46 Option 2: 38	Option 1: 8 Option 2: 0
Nelson St (South of Lakeshore Rd W)	16	16	16	16
Jones St	25	25	25	25
Total	221	271-278	199-207	221-229

Map of Existing On-Street Parking



The cycle network options and the associated street cross sections were evaluated against a number of considerations such as travel time, travel distance and facility protection for cyclists, the maintenance of existing and accommodation of new on-street parking, and public preference. The following is a summary of the team's evaluation and direction for the streetscape design concept described in the following chapter.

Best Option for Cycling Given Travel Time, Travel Distance and Facility Protection

Network A is the best option given its dedicated bike lane, protected between on-street parking and the sidewalk, and the shortest and most direct travel distance.

Best Option to Maintain and Accommodate New On-Street Parking

Network A with the contra flow bike lane north and shared cycling lane south causes no change in parking on Marine Drive and Ontario Street and creates/maintains the most on-street parking.

Public Preference

Generally, based on input received from the 90 people attending the June 2025 Public Information Centre, Network A with dedicated bike lane on Lakeshore Road West and a contra flow bike lane north and shared cycling lane south on Bronte Road. There was also support for a multi use trail within the right-of-way of Ontario Street on the south side along the north edge of the park.

The cycling network is illustrated in the Public Realm Framework, Section 4.4.

Dedicated Bikeway on Lakeshore Road West



Removal of Centre Turn Lane on Lakeshore Road West



Removal of Dedicated Turn Lanes at Bronte Road and Lakeshore Road West Intersection



One Way Travel Lane on Bronte Road



Contra Flow Bikeway North on Bronte Road With Shared Bike Lane South



Direction for the Streetscape Concept Plan

Diagram illustrating the recommendations in this chapter resulting in direction for the Streetscape Concept Plan



6.0 Streetscape Design Plan

6.1 Introduction

Intent

The Streetscape Design Plan provides a design concept for the public rights-of-way within Bronte Village; it builds upon the guiding principles established in the Public Realm Framework, and identifies the component elements of the streetscape as well as their arrangement along the street.

Guiding Principles:

- Complete Streets
- Context Specific Design
- Green Infrastructure
- Accessible for All
- Vibrant and Engaging

The Streetscape Design Plan is not the final design. Although the Streetscape Design Plan was developed using digital base information available from the Town's GIS database, it is not a detailed plan for construction. Further review and assessment of existing site conditions, topographic surveys, technical studies and field investigation will be required in future stages of detailed design and approvals for construction and implementation.

The Streetscape Design Plan will affect existing street parking. Lakeshore Road West, between Bronte Creek and East Street, is proposed to change from a car-dominated corridor to a more balanced street that is welcoming to motorists, cyclists, and pedestrians.

Most significantly, the existing continuous centre turn lane along Lakeshore Road West, is to be removed in favour of lay-by parking, protected cycle tracks, and wider sidewalks. However, left turn lanes will continue to be provided at intersections.

These changes will introduce approximately 50 to 75 additional parking spaces along the street.

The detailed Streetscape Design Plan will incorporate smart city technology, fibre optics and power vaults for EV chargers and wayfinding.

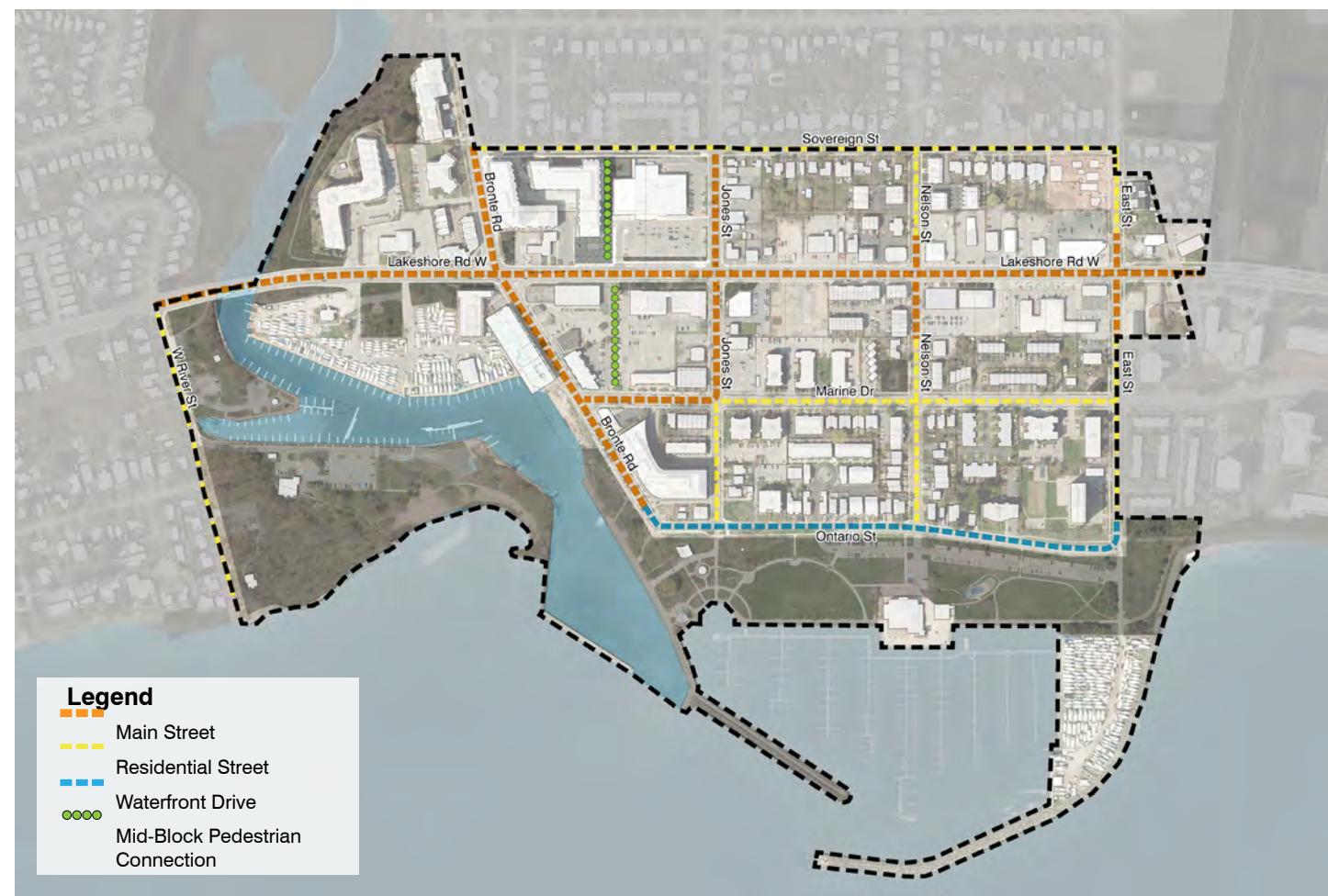
Street Typologies

Streets in Bronte Village are generally categorized into three typologies, these are:

- Main Streets
- Residential Streets
- Waterfront Drive

Lakeshore Road West and **Bronte Road** are the primary main streets, with high pedestrian activity supporting successful retail environments. As the main streets, they provide amenities and gathering places, and function as destinations in their own right. Commercial on-street loading/delivery spaces should be located on local streets with locations to be determined through detailed design.

Both Lakeshore Road West and Bronte Road are proposed to have the most transformative streetscape treatments.



Parts of **Jones Street** and **Marine Drive** also have some commercial uses, however with a more residential character. Enhancements here will focus on improving pedestrian connectivity and further greening of the streetscape.

Residential Streets are not envisioned to change, except at street corners where they transition to the Main Street. At these locations, the streetscape treatment proposed along Lakeshore Road West is intended to wrap around the corner, generally to the rear lot line of the lot facing the main street.

Waterfront Drive is Ontario Street as it runs along the waterfront parks providing an open frontage to the waterfront. The approach for Ontario Street is to generally maintain the existing street cross section with potential to convert the existing sidewalk into a multi-use path.

Streetscape Zone

The Streetscape Zone is the area from curb to building frontage. Where a dedicated cycle track is proposed above the curb, it forms part of the Streetscape Zone.

The Streetscape Design Plan provides guidance for the design of the elements within the Streetscape Zone:

- Treatment of sidewalks and crosswalks including their width, and materials;
- Sidewalk widenings, and curb-bump outs;
- Location of street trees and landscaped areas;
- Condition of planting, e.g. trees in paved areas with tree grates, trees in open planters, etc;
- Where additional planting can be accommodated;
- Location and distribution of furniture elements;
- Distribution and configuration of on-street parking, including design e.g. special paving with rolled curb; and,
- Location of special features such as gateways, public art, and other public realm enhancements.

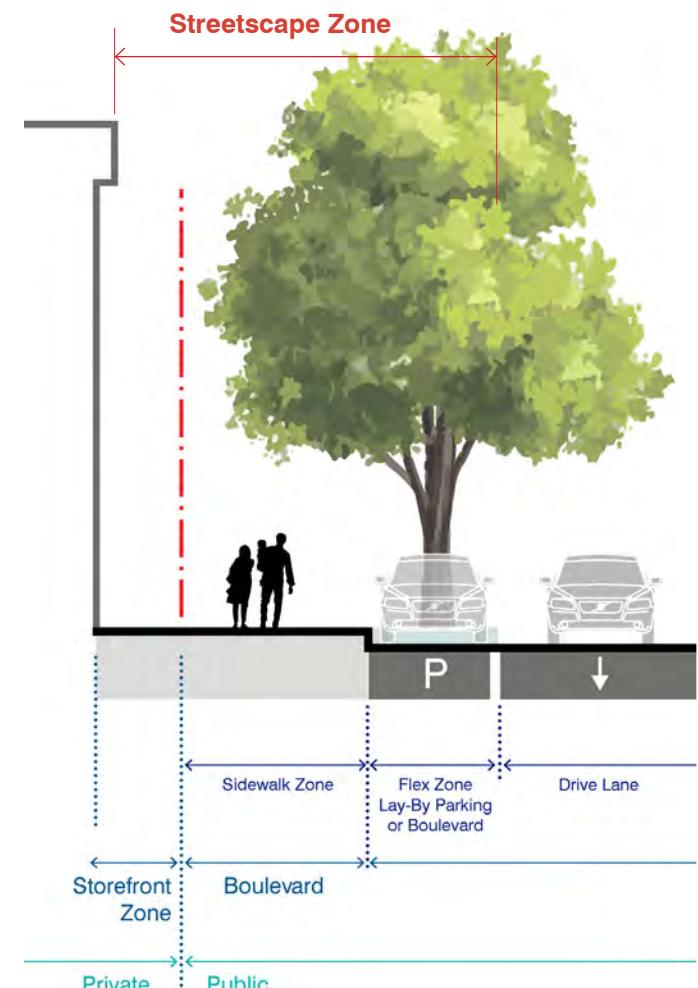


Diagram illustrating the location of the Streetscape Zone

Streetscape Elements

The design approach will be supported by detailed streetscape elements including paving, street furnishings, lighting, and planting. The design, quality, and coordination of these elements will enhance the public realm and streetscape and serve to promote the character and identity of Bronte Village. The selection, design and arrangement of these elements should balance considerations for function, aesthetics, maintenance and availability. During the detailed design work for the streetscape elements of the Bronte Village Streetscape Study, Town staff should also consider any appropriate concepts that are being proposed in the Bronte Waterfront Study.

Paving



Intersection and Lay-by Parking Paving

Concrete Unit Paver Herringbone Pattern, installed on concrete base (Unilock Promenade Paver)



Furnishing/Tree Zone Paving

Similar to existing condition along Lakeshore Road West, between Bronte Road and Jones Street



Pedestrian Clearway

Brushed CIP Concrete

Furniture



Waste/Recycling Receptacles

As per Downtown Oakville approved standard (Victor Stanley SDC36)



Bicycle Lock-up

As per Downtown Oakville approved standard (Maglin MRB200)



Benches

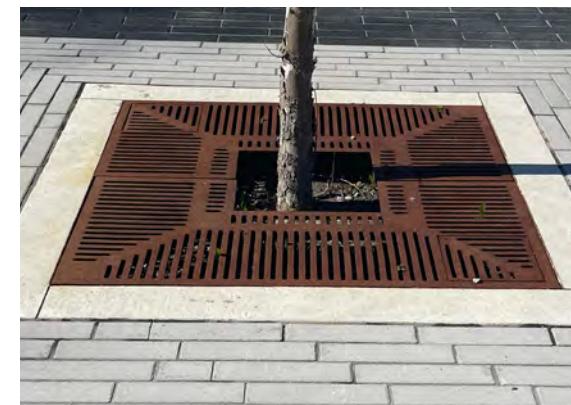
Wood Bench with back and armrests (Maglin MLB1200 Backed bench)



Light Poles and Luminaires

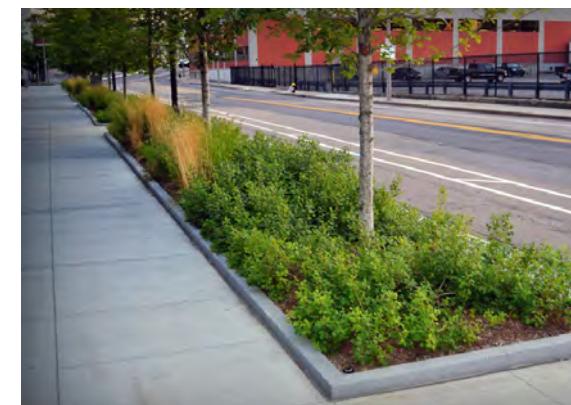
Existing lighting to be maintained

Tree Planting



Trees Planted in Paving with Tree Grate

Design/product to match existing tree grates



Trees in Open Planters

Planter areas to be delineated by 100mm - 150mm concrete curb



Curb Bump-out

Bump-out areas will extend approximately 2.5 m (the depth of the lay-by parking zone) from the existing curb, at the ends of block.

Street Trees

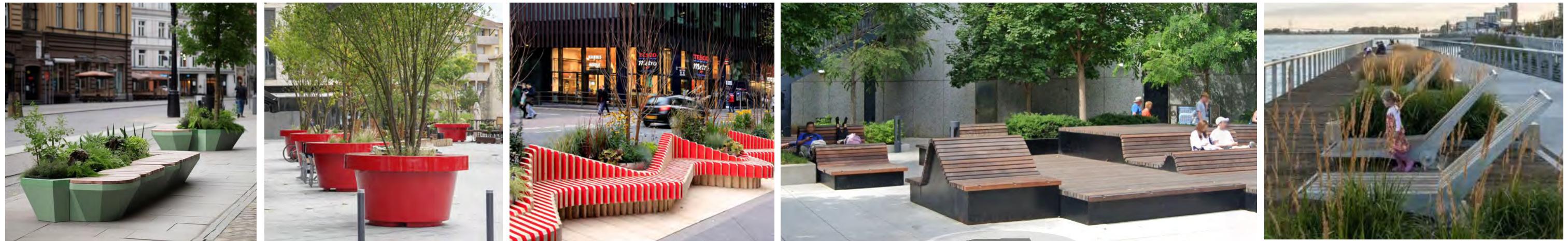
Street trees are important streetscape elements that have a significant role in enhancing pedestrian comfort, the character of the community, and the urban tree canopy. Street tree planting will be optimized along all public streets in Bronte Village. Where space permits, it is preferable for trees to be planted in open planters. Tree grate covers will be considered in locations where space is constrained, to maintain minimum pedestrian clearways. In both scenarios, soil cells shall be required to ensure optimum soil volumes and tree growth.



A traditional curb & gutter street with tree pits utilizing soil cells, open planters and stormwater to provide passive irrigation

Special Moments

Furniture



Paving



Patios



Wayfinding



Lighting



6.2 Lakeshore Road West Streetscape

The long-term vision for the Bronte Village Growth Area includes street related buildings with active ground floor uses, and parking in underground structures. This will be supported by streetscape improvements on Lakeshore Road West that focus on organizing the street to place emphasis on the quality and experience of the pedestrian realm. This includes generous sidewalks, opportunities for public art, green infrastructure, and a coordinated and high quality palette of street furnishings that include benches and bike racks, etc.

The existing Lakeshore Road West right-of-way varies in width, from approximately 20.0 m to 28.0 m. The existing conditions along the street are similarly varied, and include on-street parking, parking lots behind the sidewalk, narrow and wide private driveway accesses, buildings that are located at the street line, and buildings that are set back behind surface parking areas.

Throughout the Bronte Village study area, Lakeshore Road West is planned to be widened to provide a minimum of 26.0 m (as identified in the *Lakeshore Road West Improvements Environmental Study* Report, 2021). The Town has taken road widenings in the past as part of conditions of development approval. Additional locations for widening (approximately 8 properties) may be required based on proposed cross sections and demonstration plans. These areas, conceptually identified in Section 7.2 - Potential Future ROW Widening, are to be confirmed at detailed design.

Design Approach

The diagram plan below illustrates the design approach for a typical block of the Lakeshore Road West corridor from East Street to Bronte Road. It shows the preferred organization of the major elements within the right of way such as the roadway, on-street parking, sidewalks, planting zones, and a dedicated bikeway.

These organizational principles generally form the basis for the blocks between Bronte Road and East Street. The cross section should include:

1. **A Pedestrian Clearway Zone**, of a minimum clear width of 3.1 m is to be provided along Lakeshore Road West. In constrained, localized areas where this width cannot be achieved, a reduced width of 2.1 m may be permitted. The Pedestrian Clearway Zone will typically be located between the edge of the cycle track or furnishing zone and the building, and paved with concrete.
2. Where buildings are set back from the edge of the right-of-way, the paving treatment of

the pedestrian clearway should extend to the building face as a continuous surface, particularly where adjacent uses are retail. Where building setbacks are larger, the setback zone, which is private property, may also be used for landscaping, patios, marketing, and/or amenities.

3. **A Furnishing/Tree Zone** should be provided adjacent to the pedestrian clearway; this zone shall accommodate street trees, seating, waste/recycling receptacles, and bicycle parking. Where space permits, trees should be planted in open planters. Where space is limited, trees may be planted in paved areas. Street trees are important components of the community's green infrastructure, thus, for optimal tree growth/health, a soil cell system should be implemented.

4. **A Protected Bikeway (Cycle Track)** installed between the furnishing zone and lay-by parking, above the curb (i.e. at the same level as the sidewalk).

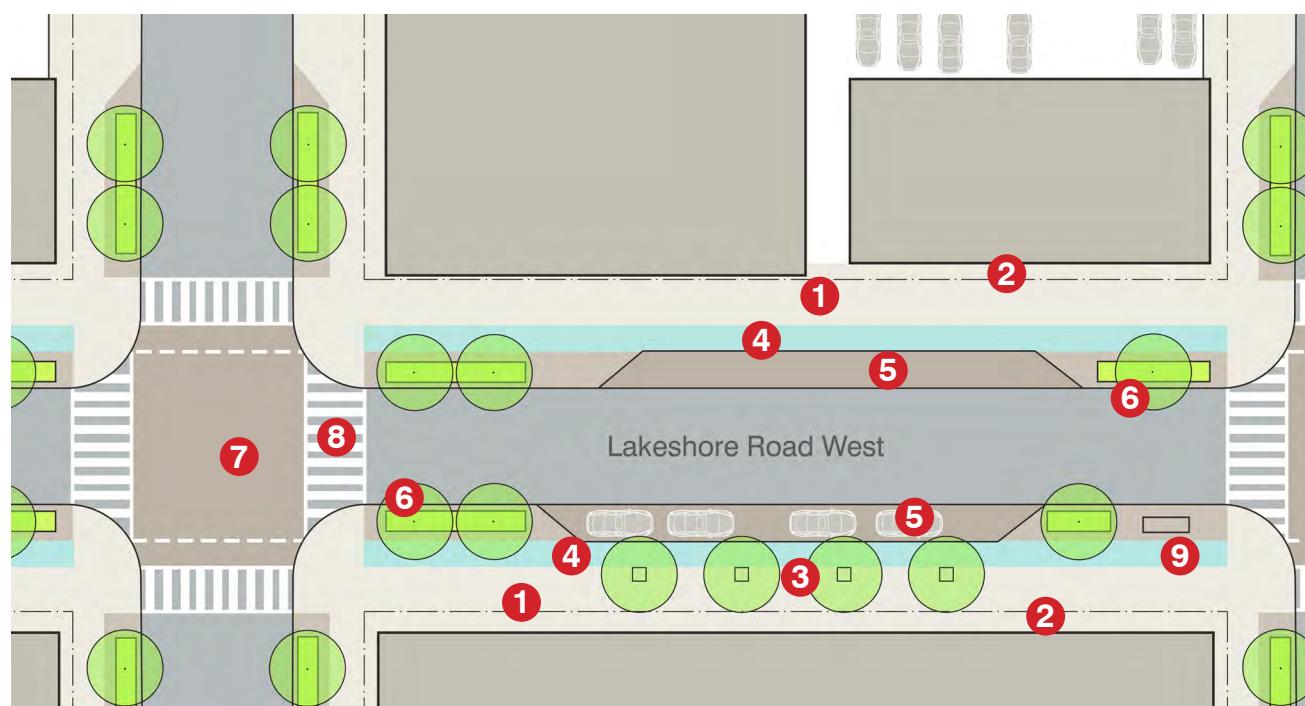
5. **A Lay-by Parking Zone** maintained along the street, and generally consolidated towards the mid portion of the block, between curb bump-outs. These areas should be paved with concrete unit pavers.

6. **Curb Bump-Outs**, at mid- or end-points of the block, to define lay-by parking areas and shorten pedestrian crossing distances at intersections. As part of the green infrastructure of the community, these areas should be designed as rain gardens to capture surface runoff from stormwater. Lay-by parking will be set back from the painted stop bar a minimum of 15.0 m to ensure visibility of pedestrians and cyclists. All pedestrian crossings will be designed to be barrier-free. Where transit stops, including shelters, are to be located, curb bump-outs and lay-by parking areas shall be adjusted to reflect Transit Bus Stop Design criteria.

7. Decorative roadway paving installed at key intersections (Gateways) to distinguish these locations, provide traffic calming, and to unify the streetscape.

8. Pedestrian crosswalks paved with asphalt and painted with zebra stripes.

9. Where transit stops, including shelters, are to be located, curb bump-outs and lay-by parking areas shall be adjusted to reflect Transit Bus Stop Design criteria.



Plan illustrating the design approach for a typical block along Lakeshore Road West from East Street to Bronte Road

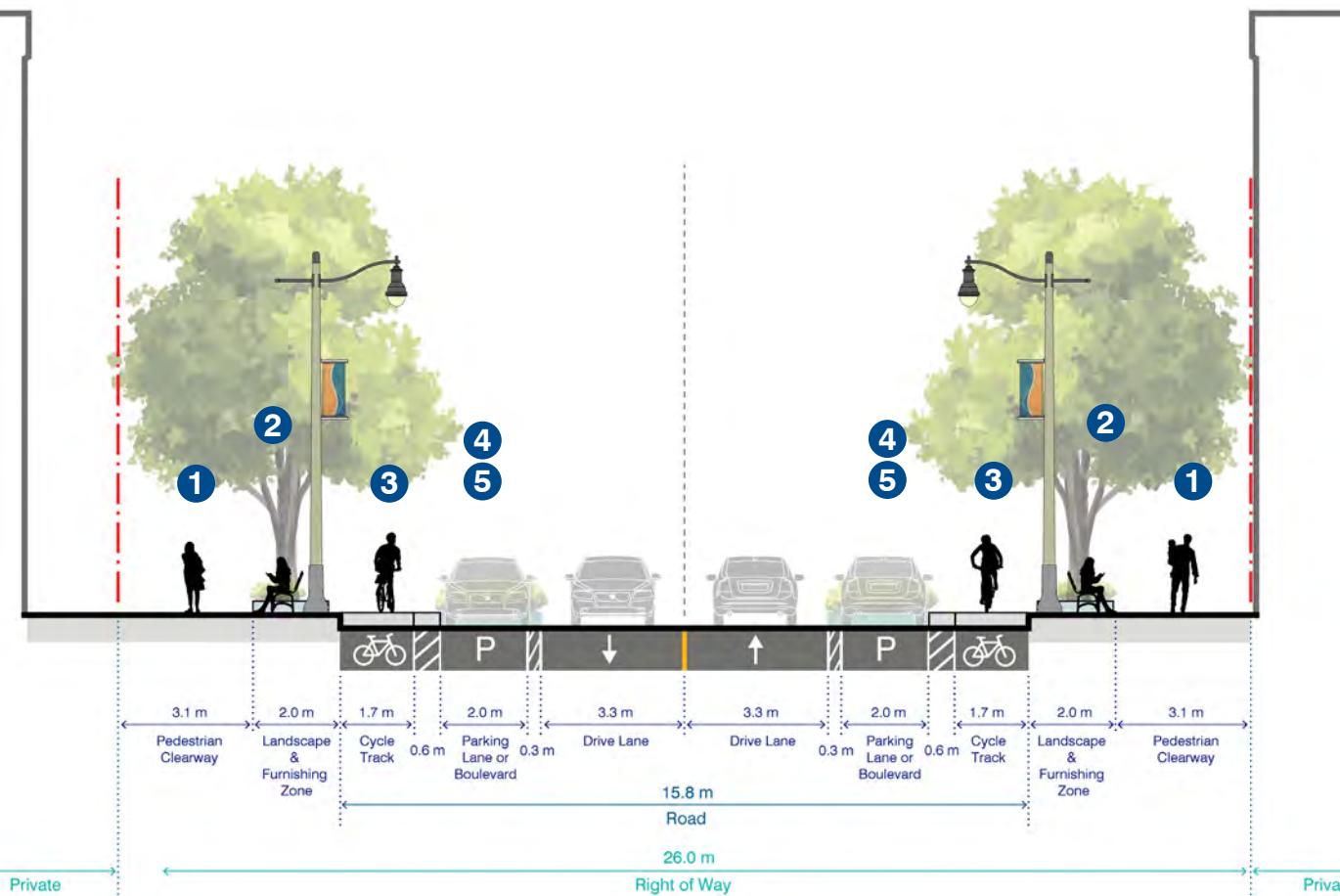
Proposed Cross Sections

The cross section below left shows the key components of the future Lakeshore Road West, which apply **from East Street to Bronte Road**. They include:

1. A continuous **Pedestrian Clearway Zone** with a width of 3.1 m ((in constrained, localized areas where this width cannot be achieved, a reduced width of 2.1 m may be permitted)).
2. A **Furnishing/Tree Zone**, with street trees in at-grade planters preferred, and street trees in paving, where space is limited.
3. A **Cycle Track** installed between the furnishing zone and lay-by parking, east
4. An **On-Street Parking Zone**, re-organized with curb bump-outs at corners and, in some instances, at mid-block locations; parking to be located a minimum of 15.0 m behind the stop bar at intersections.
5. **Curb Bump-Outs** at corners provide the opportunity for street trees and landscaping, and shorten the crossing distance at intersections.

of Bronte Road, and an on-road bike lane beside the curb, west of Bronte Road.

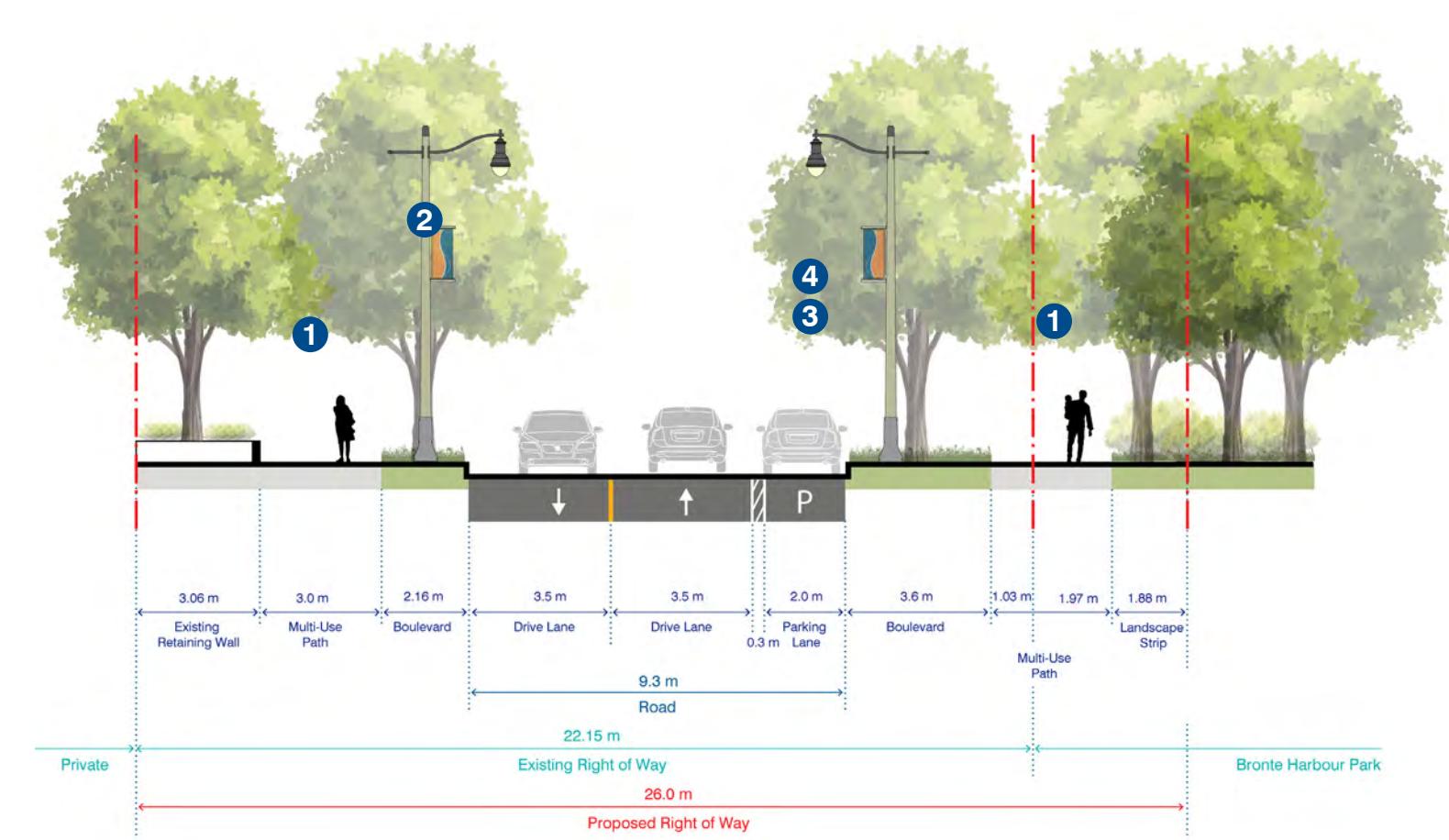
4. An **On-Street Parking Zone**, re-organized with curb bump-outs at corners and, in some instances, at mid-block locations; parking to be located a minimum of 15.0 m behind the stop bar at intersections.
5. **Curb Bump-Outs** at corners provide the opportunity for street trees and landscaping, and shorten the crossing distance at intersections.



Typical cross section for Lakeshore Road West from East Street to Bronte Road

The cross section below right shows the key components of the future Lakeshore Road West, which apply **from Bronte Road to West River Street**, at the western end of Bronte Village, outside of the commercial/main street area. They include:

1. A continuous **Multi-Use Path (MUP)** with a width of 3.0 m, on both sides of the road.
2. A planted **Boulevard**, where space is available.
3. An **On-Street Parking Zone**, re-organized with curb bump-outs at corners, where space is available; parking to be located a minimum of 15.0 m behind the stop bar at intersections.
4. **Curb Bump-Outs** at key locations to define the on-street zone and to provide opportunities for landscaping, and rain gardens.

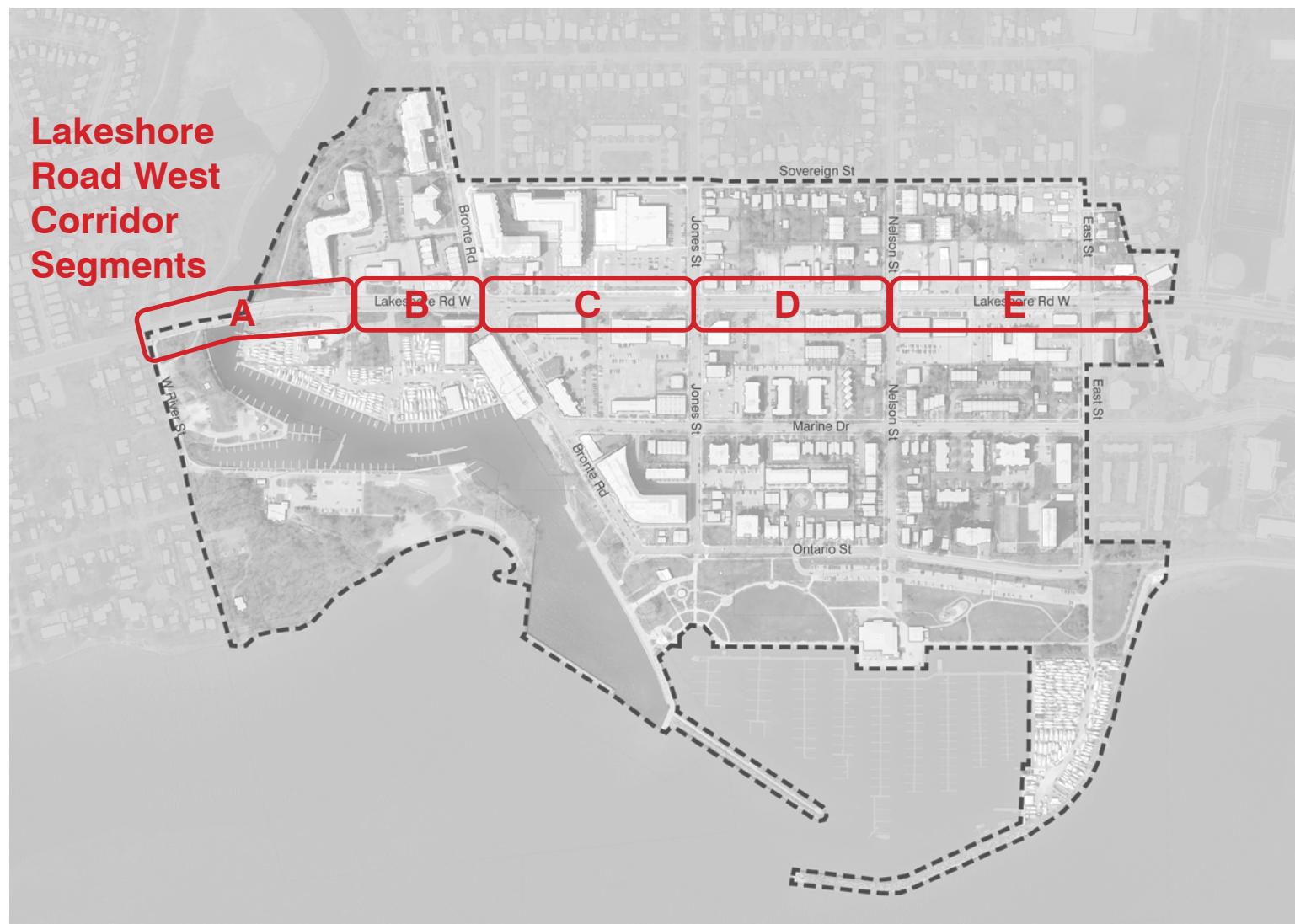


Typical cross section for Lakeshore Road West from Bronte Road to West River Street

Corridor Segments

Demonstration Plans for each of the Lakeshore Road West Corridor Segments follow.

The Demonstration Plans are conceptual in nature, intended to illustrate how the design recommendations may be applied to the various segments of the streets. Although the Plans generally account for variations in the street width, existing street elements, building locations, they are not detailed construction drawings. Verification of existing site conditions, above and below-ground, as well as a topographic survey and subsurface utility engineering (SUE) investigations will be required before detailed design proceeds.



Lakeshore Road West Corridor Segments Map

A West River Street to Memorial Park

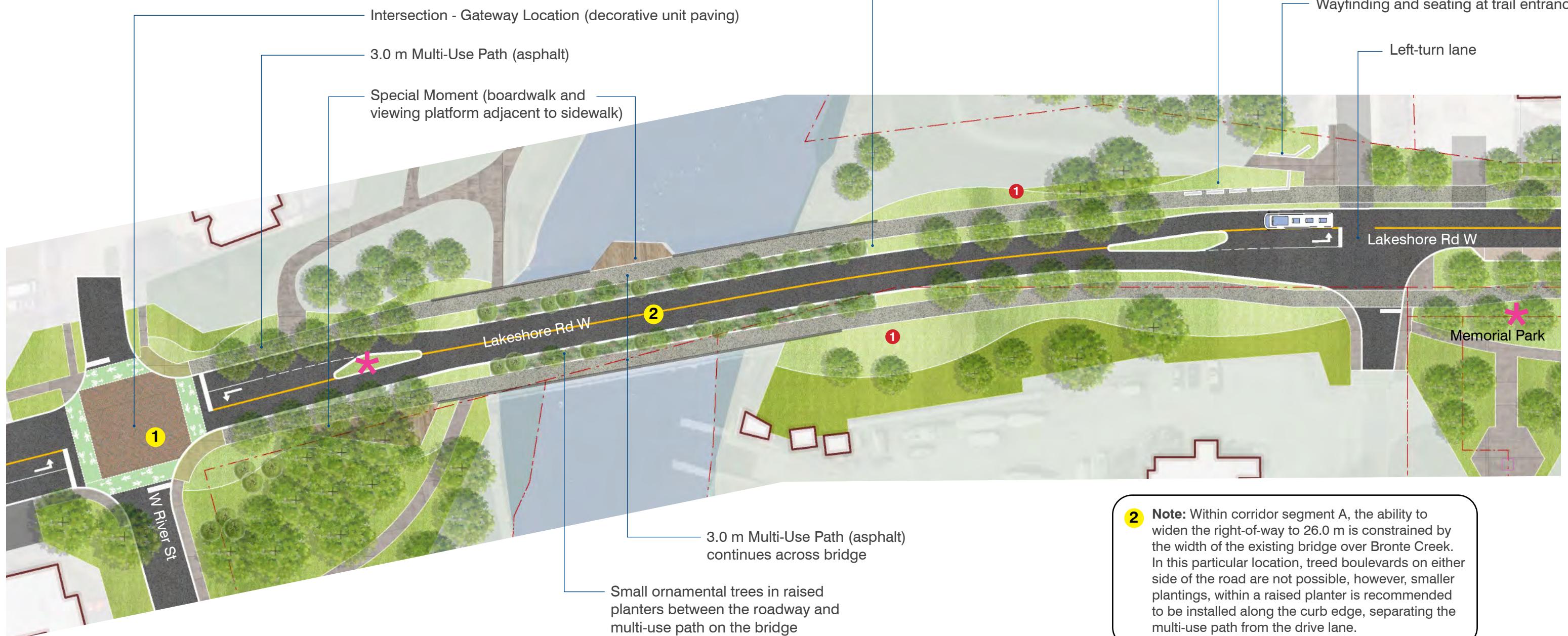
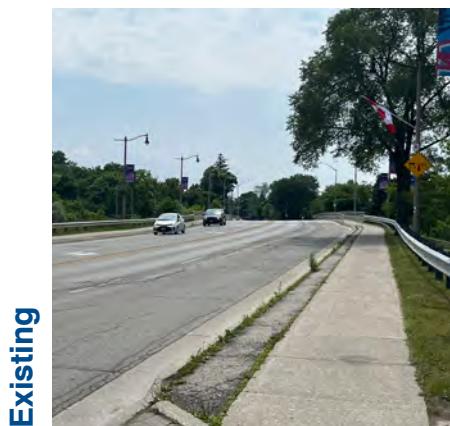
Transit Stop as per Oakville Transit Design Guidelines

Potential Public Art

1 Note: This Gateway Location, marks an entry point into Bronte Village. It is recommended to express this gateway role, and to create a greener, more pedestrian and cyclist friendly sense of arrival. Consideration for conversion to a fully signalized intersection.

1 Future Consideration

To reinforce the gateway, and to integrate a more pedestrian-friendly public realm between Bronte Road and the Bronte Creek Bridge, provide coordinated landscaping along the frontage of the adjacent open spaces along Lakeshore Road West, and provide direct connections to features such as the Chris Volkes Memorial Park.



B Memorial Park to Bronte Road

Transit Stop as per Oakville Transit Design Guidelines

Potential Public Art

② Future Consideration

Bronte Gore Park is a small open space with historic significance that may be redesigned to better support passive enjoyment of green space with the addition of walkways, seating, and plantings.

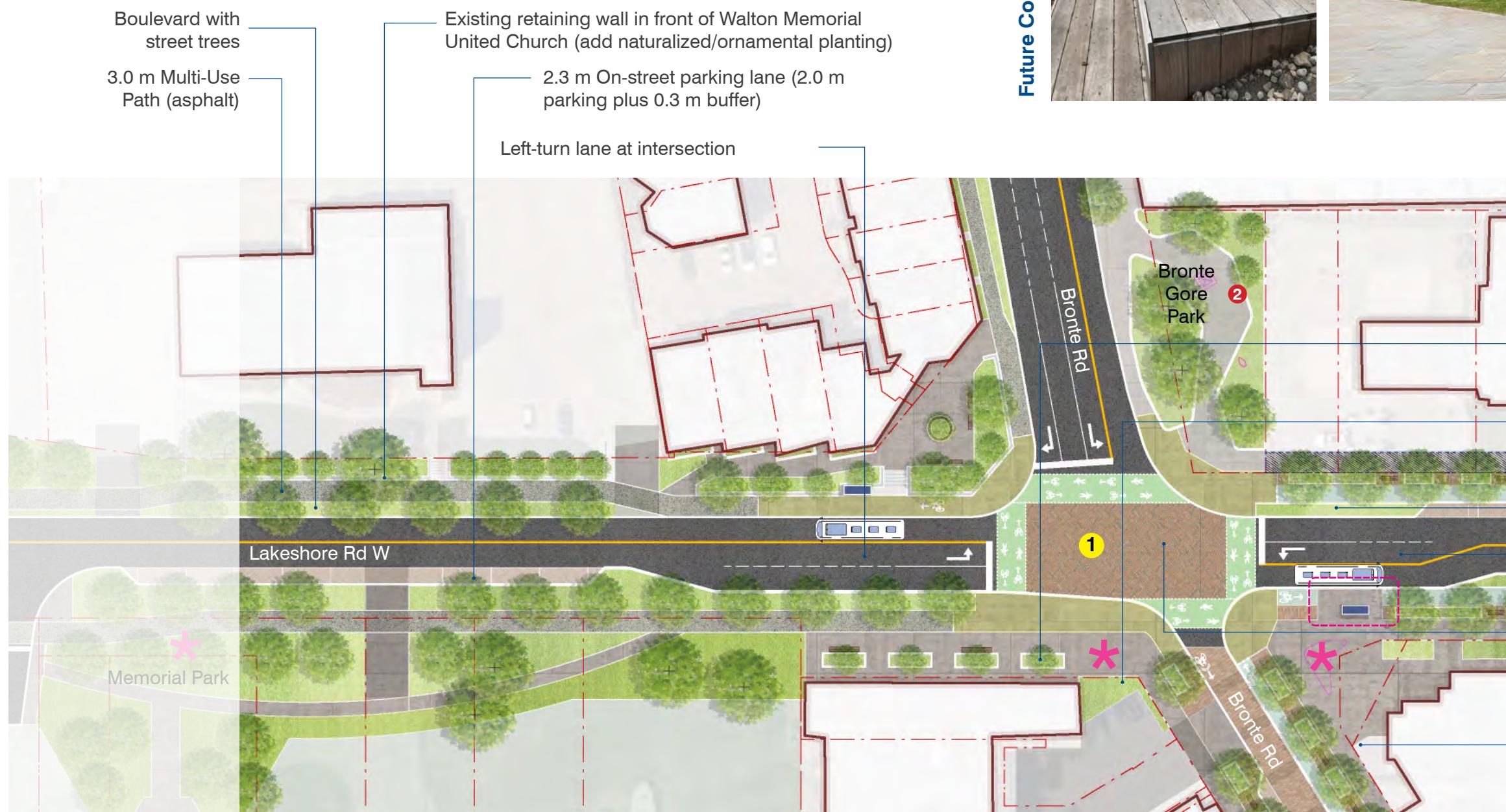
There is also an opportunity to work with the Bronte Horticultural Society to integrate horticultural displays.



Existing



Future Consideration



1 Note: This Gateway Location, marks an entry point into Bronte Village. It is recommended to express this gateway role, and to create a greener, more pedestrian and cyclist friendly sense of arrival.

Furnishing/Tree Zone (trees in open planter)

Streetscape interface with private parking (decorative screen/public art)

Curb Bump-Out (rain garden)

Left-turn lane at intersection (allow for 2 to 3 car queue)

Intersection - Gateway Location (decorative unit paving)

Streetscape interface with private development (coordinate proposed landscape with streetscape)

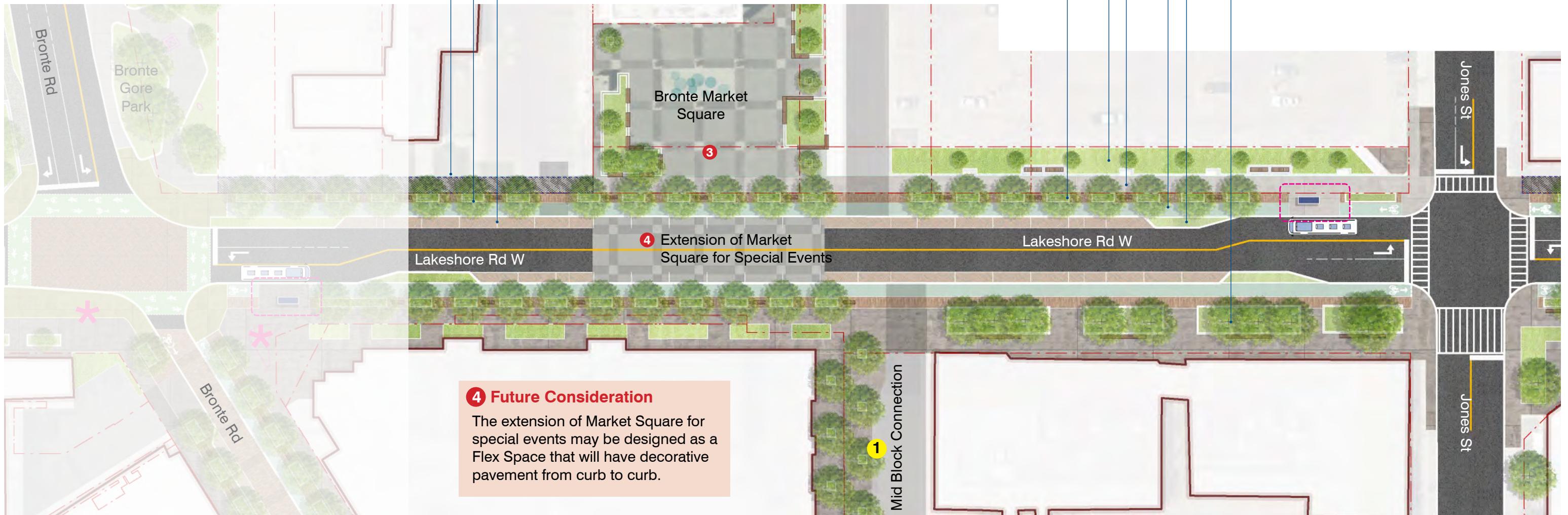
C Bronte Road to Jones Street

Transit Stop as per Oakville Transit Design Guidelines

Potential Public Art

1 Note: The **Mid-Block Connection** is identified in Livable Oakville Section 24 Bronte Village and intended to be implemented through private development. In addition to 'incorporating a variety of elements that can animate the space; such as lighting, landscaping, furnishings, public art and weather protection features', design should be coordinated with the Lakeshore Road West streetscape and Urban Plaza.

Road widening may be necessary to accommodate pedestrian clearway (blue line)



4 Future Consideration

The extension of Market Square for special events may be designed as a Flex Space that will have decorative pavement from curb to curb.

3 Future Consideration

Bronte Market Square is a predominantly hardscaped open space that could benefit from more canopy trees and soft landscaping.

Existing landscape to remain (add benches along sidewalk)

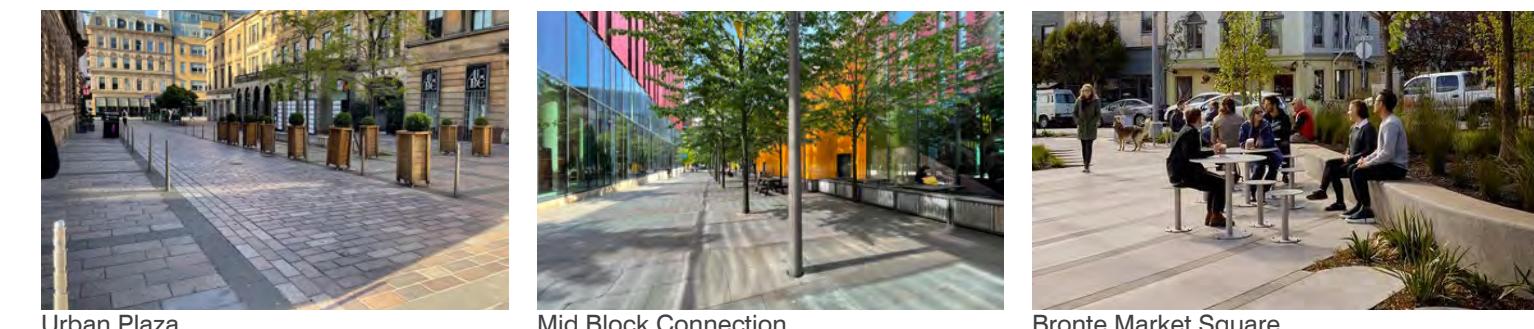
Furnishing/Tree Zone (trees in open planter)

3.1 m Pedestrian Clearway (CIP concrete)

2.3 m Cycle Track (1.7 m cycle track, plus 0.6m buffer; asphalt paving)

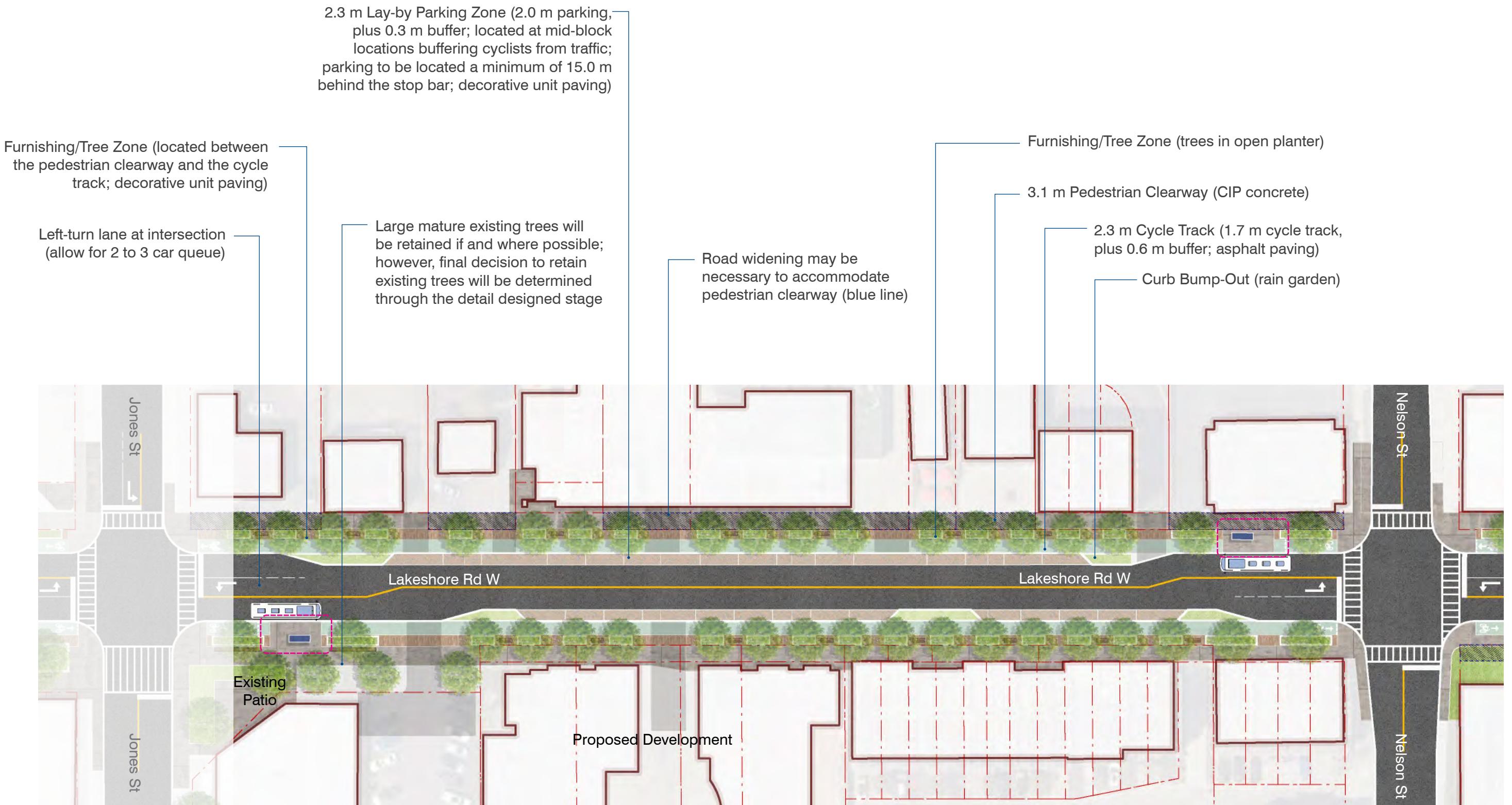
Curb Bump-Out (rain garden)

Large mature existing trees will be retained if and where possible; however, final decision to retain existing trees will be determined through the detail designed stage



D Jones Street to Nelson Street

Transit Stop as per Oakville Transit Design Guidelines



E Nelson Street to East Street

Transit Stop as per Oakville Transit Design Guidelines

Potential Public Art

5 Future Consideration

The triangular parcel of town-owned land at the northwest corner of Lakeshore Rd W and East Street provides an opportunity to develop a small public open space in combination with public art and signage.

1 **Note:** This Gateway Location, marks an entry point into Bronte Village. It is recommended to express this gateway role, and to create a greener, more pedestrian and cyclist friendly sense of arrival.



6.3 Bronte Road Streetscape

Bronte Road streetscape improvements will focus on organizing the street to place emphasis on the quality and experience of the pedestrian realm. This includes generous sidewalks, opportunities for public art, greening, and a coordinated and high quality palette of street furnishings that include benches and bike racks, etc.

The Bronte Road right-of-way is approximately 20.0 m in width. The existing conditions along Bronte Road are generally consistent with buildings sitting close to the property line, existing on-street parking and existing trees.

For the block between Marine Drive and Ontario Street, minimal change is proposed. This portion of the street will be a signed bike route, and parking is to be maintained on both sides of the road.

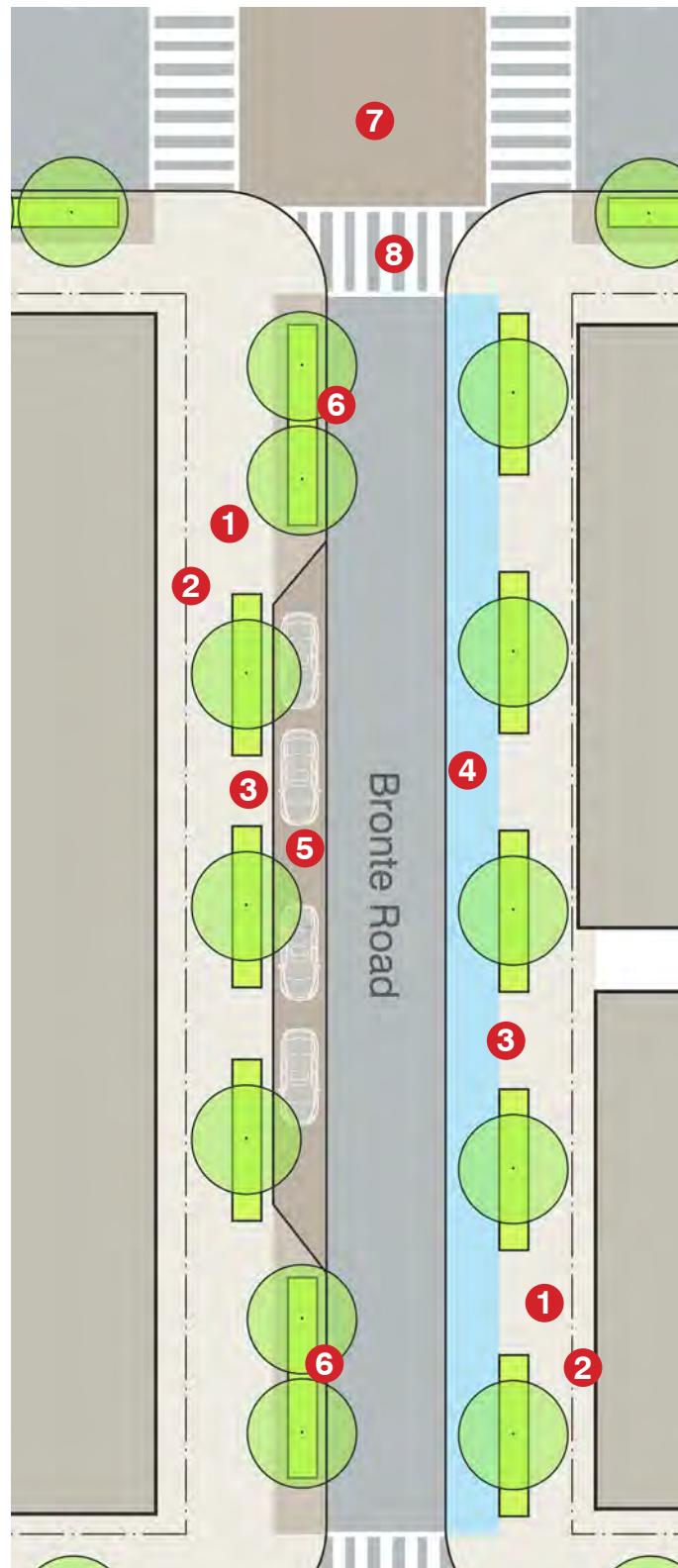
The cross section for the one-way portion of Bronte Road should include:

1. A Pedestrian Clearway Zone, of a minimum distance of 2.1 m is to be provided along Bronte Road. It will typically be located between the furnishing/tree zone and the building, and paved with concrete.
2. Where buildings are set back from the edge of the right-of-way, the paving treatment of the pedestrian clearway should extend to the building face as a continuous surface, particularly where adjacent uses are retail. Where building setbacks are larger, the setback zone, which is private property, may also be used for landscaping, patios, marketing, and/or amenities.
3. A Furnishing/Tree Zone should be provided adjacent to the pedestrian clearway; this zone shall accommodate street trees, seating, waste/recycling receptacles, and bicycle parking. Where space permits, trees should be planted in open planters. Where space is limited, trees may be planted in paved areas. Street trees are important components of the community's green infrastructure, thus, for optimal tree growth/health, a soil cell system should be implemented.

Design Approach

The diagram to the right illustrates the design approach for the block of Bronte Road between Lakeshore Road West and Marine Drive. It shows the preferred organization of the major elements within the right of way such as the roadway, on-street parking, sidewalks, planting zones, and a dedicated bikeway.

These organizational principles generally form the basis for this section of Bronte Road, which is proposed to be one-way southbound, a dedicated contra-flow cycle track is proposed on the east side, and lay-by parking is proposed on the west side.



Plan illustrating the design approach for the block of Bronte Road between Lakeshore Road West and Marine Drive

4. On the east side of the street, a Protected Bikeway (Cycle Track) installed between the furnishing zone and the curb, at the same level as the sidewalk.
5. On the west side of the street, a Lay-by Parking Zone maintained along the street, and generally consolidated towards the mid portion of the block, between curb bump-outs. These areas should be paved with concrete unit pavers.
6. Curb Bump-Outs, at mid- or end-points of the block, to define lay-by parking areas and shorten pedestrian crossing distances at intersections. As part of the green infrastructure of the community, these areas should be designed as rain gardens to capture surface runoff from stormwater. All pedestrian crossings will be designed to be barrier-free.
7. Decorative roadway paving installed at key intersections (e.g. Bronte Rd./Marine Dr.) to distinguish these locations, provide traffic calming, and to unify the streetscape design.
8. Pedestrian crosswalks paved with asphalt and painted with zebra stripes.

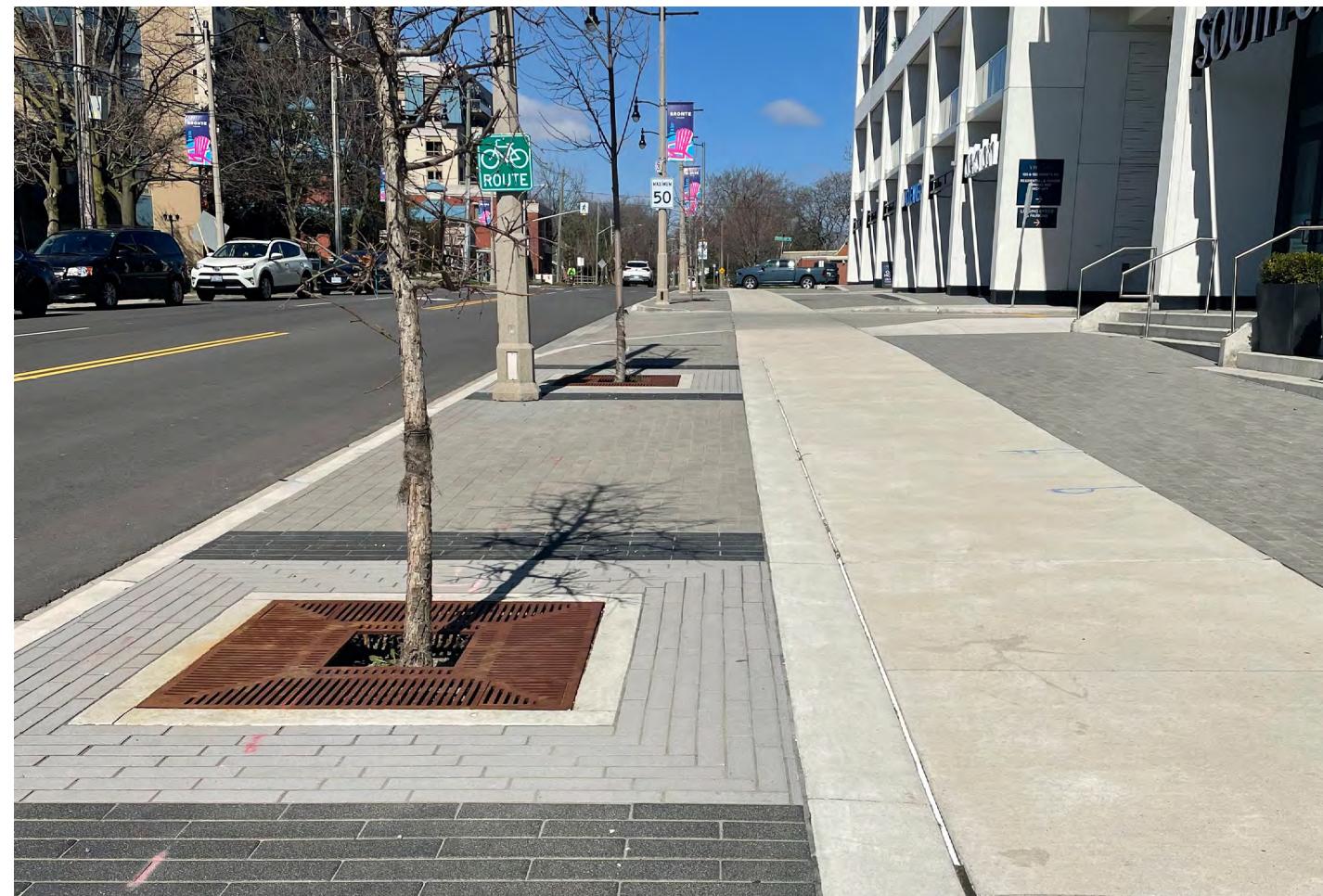
Proposed Cross Sections

There are three conditions proposed for Bronte Road:

Sovereign Road to Lakeshore Road West

East Side

The streetscape on the east side of Bronte Road between Lakeshore Road West and Sovereign Street, was implemented as part of The Village at Bronte Harbour Development, and is consistent with the treatment along the Lakeshore Road West frontage (ie Market Square).



Recently installed streetscape on east side of Bronte Road north of Lakeshore Road West

West Side

The Town's Active Transportation Master Plan identifies a Multi-Use Path along Lakeshore Road West, west of Bronte, that continues north along the west side of the Bronte Road. Here, the existing sidewalk is anticipated to be replaced with a 3.0 m asphalt paved path. The additional width required to create the multi-use path may be taken from the existing boulevard, however this is to be confirmed at the detailed design stage.

Lakeshore Road West to Marine Drive

The key components of the future Bronte Road from Lakeshore Road West to Marine Drive, include:

1. A continuous **Pedestrian Clearway Zone** 2.85 m wide (in constrained, localized areas where this width cannot be achieved, a reduced width of 2.1 m may be permitted).
2. A **Furnishing/Tree Zone**, with street trees in paving and/or street trees in at-grade planters.

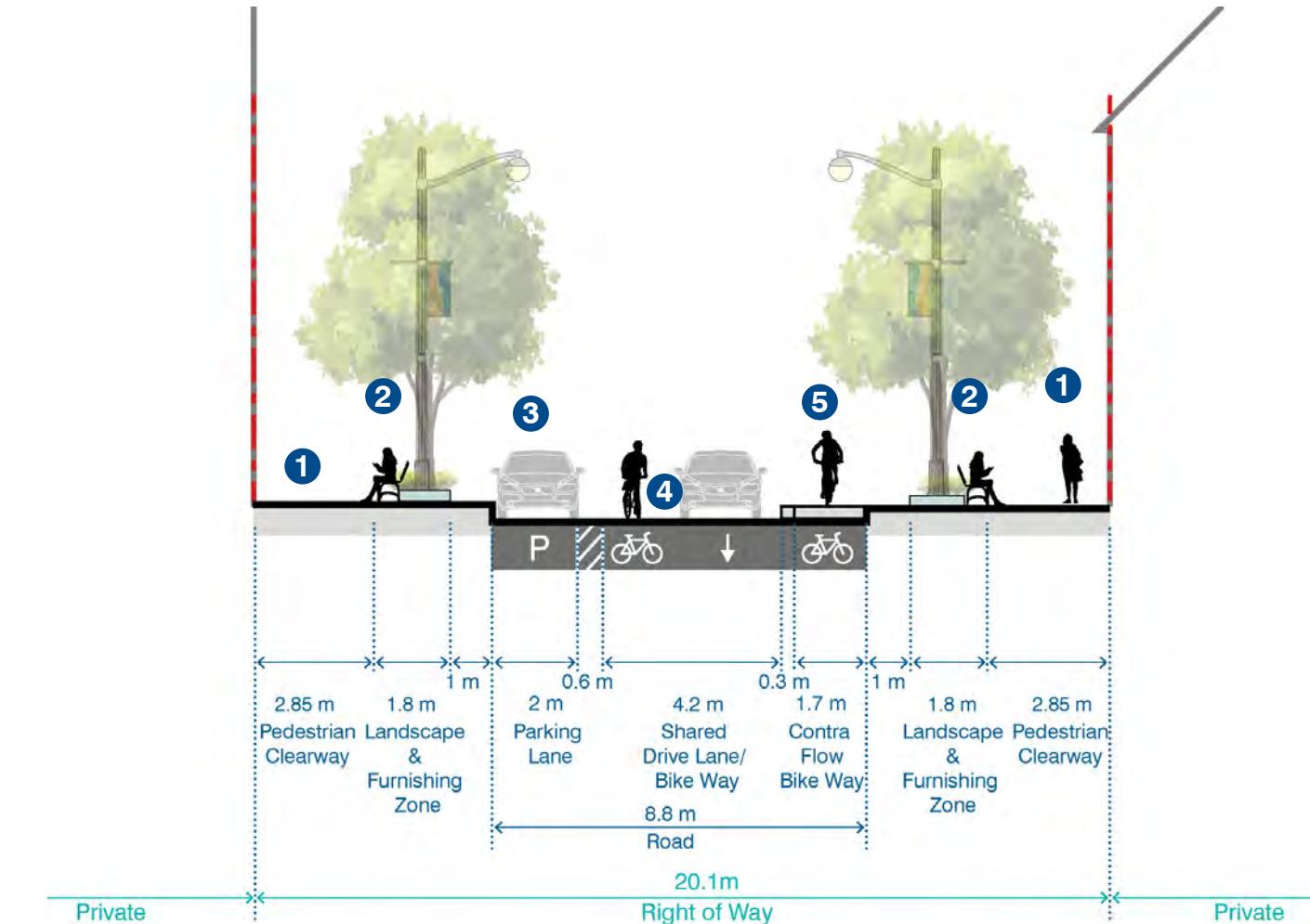
On the **west side** of the street:

3. **On-street Parking Zone** 2.0 m wide with a 0.6 m wide buffer, re-organized with curb bump-outs at corners and, in some instances, at mid-block locations.

4. **A Shared Drive Lane**, for vehicles and cyclists, marked with sharrows (a shared-lane marking).

On the **east side** of the street:

5. **A Contra Flow Cycle Track** 2.0 m wide (1.7 m with 0.3 m buffer), northbound direction, above the curb.



Cross section for Bronte Road Corridor from Lakeshore Road West to Marine Drive

Marine Drive to Ontario Street

The key components of the future Bronte Road from Marine Drive to Ontario Street, include:

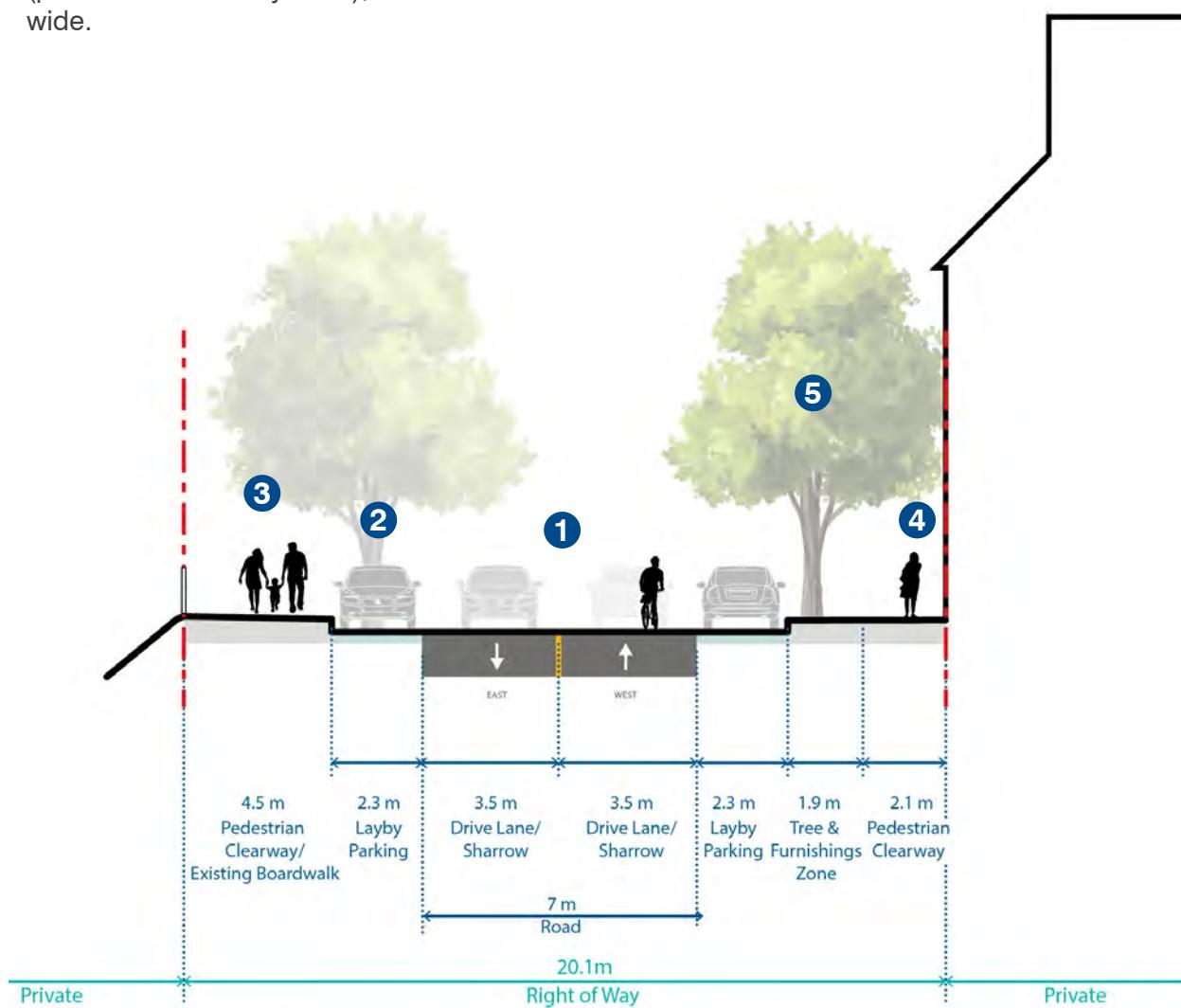
1. **Shared Drive Lanes**, for vehicles and cyclists, marked with sharrows (a shared-lane marking).
2. **On-street Parking Zone** 2.0 m wide with a 0.3 m wide buffer, re-organized with curb bump-outs at corners.

On the **west side** of the street:

3. The existing pedestrian boardwalk (pedestrian clearway zone), 2.1 m to 4.5 m wide.

On the **east side** of the street:

4. A continuous **Pedestrian Clearway Zone** 2.1 m wide.
5. A **Furnishing/Tree Zone**, located between on-street parking and the pedestrian clearway, with street trees in at-grade planters.



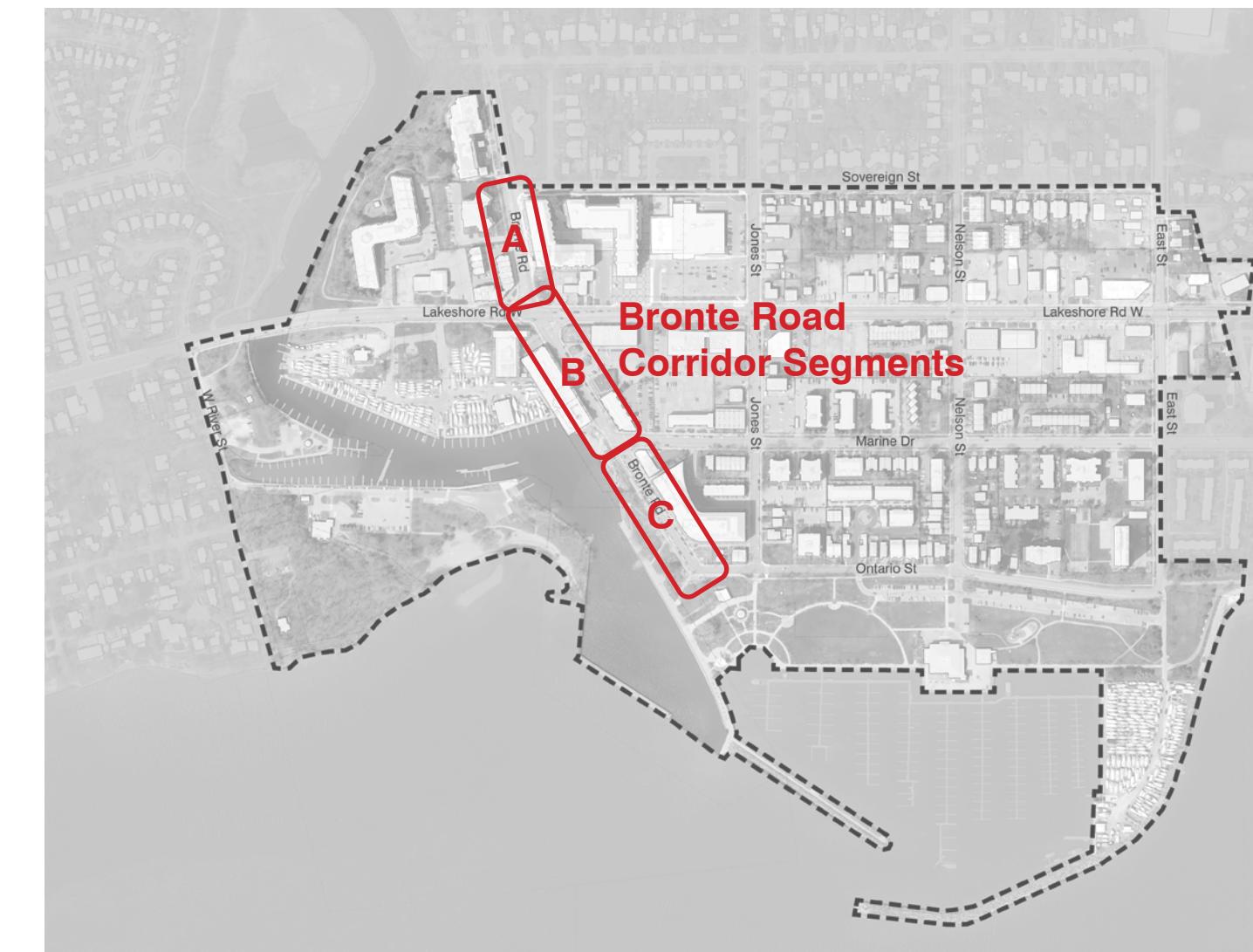
Cross section for Bronte Road Corridor from Marine Drive to Ontario Street

Corridor Segments

Demonstration Plans for each of the Bronte Road Corridor Segments follow. The Demonstration

Plans are conceptual in nature, intended to illustrate how the design recommendations may be applied to the various segments of the streets. Although the Plans generally account for variations in the street width, existing street elements, building locations, they are not detailed construction drawings.

Verification of existing site conditions, above and below-ground, as well as a topographic survey and subsurface utility engineering (SUE) investigations will be required before detailed design proceeds.

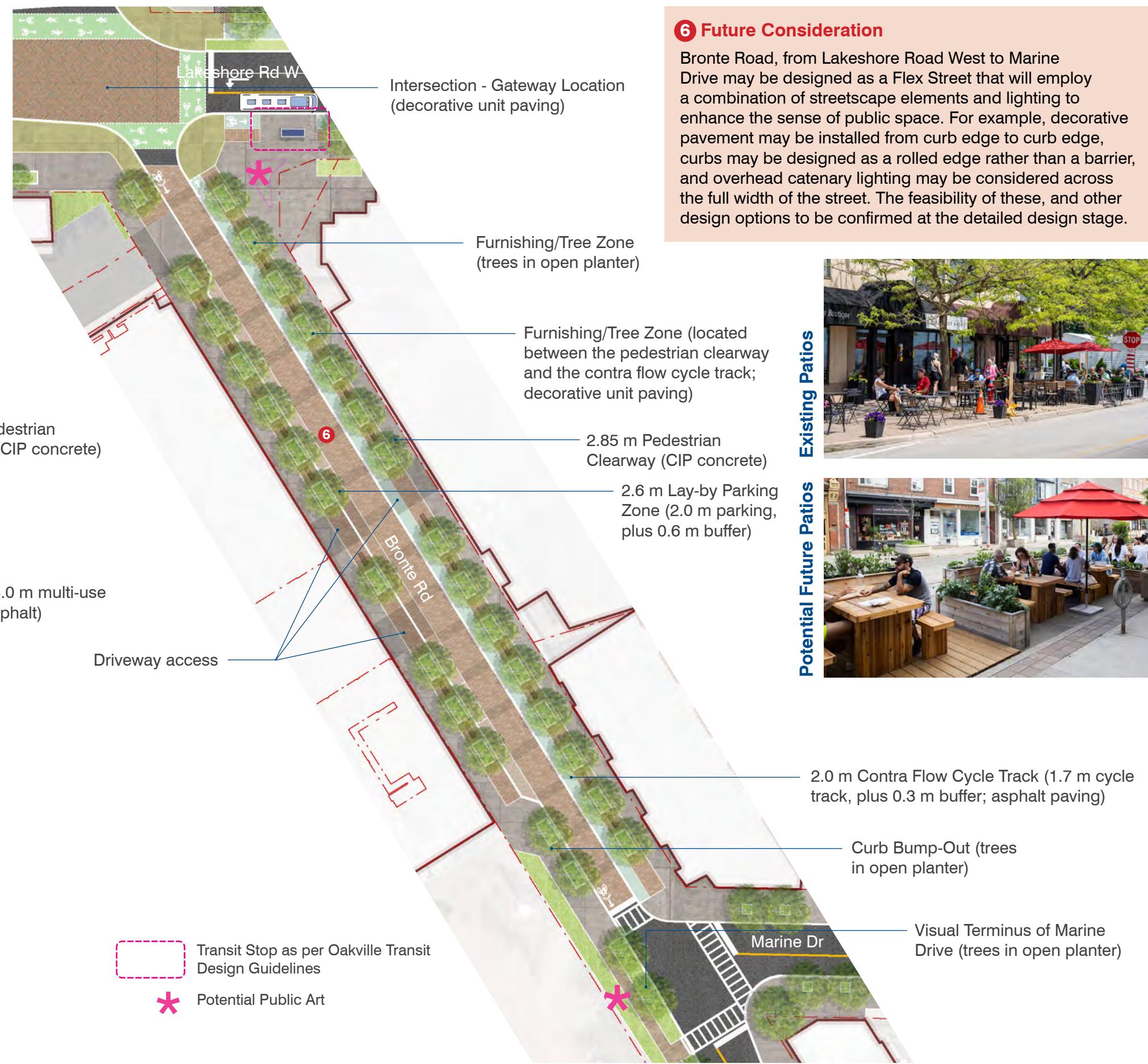


Bronte Road Corridor Segments Map

A Sovereign Street to Lakeshore Road West



B Lakeshore Road West to Marine Drive (One-way south)



C Marine Drive to Ontario Street



Existing Boardwalk



Potential Future Boardwalk



6.4 Future Opportunities

The Public Realm and Streetscape Design Study primarily focuses on the space within the right-of-way with consideration for coordination of pavements and landscaping along the property line.

Other areas located beyond the right-of-way should also be considered for future public realm development and enhancement. In Bronte Village, these areas include:



1 Lakeshore Road West Open Spaces

To reinforce the gateway, and to better integrate the streetscape with the adjacent open spaces, from Bronte Creek bridge to Bronte Road, consider:

- Planting the adjacent open spaces with a continuous swathe of native ornamental shrubs and small trees along the sidewalk; and
- Providing walkways connections to Chris Volkes Memorial Park.
- Opportunity to provide Potential Public Art in front of the Bronte Cenotaph.



2 Bronte Gore Park

To provide an urban park space that supports a variety of passive park uses and enhances Bronte Village as a destination, consider:

- Walkways connecting to Lakeshore Road West and Bronte Road;
- Raised planters to define a central paved space, planted with shrubs, perennials, and containing any existing trees;
- Benches incorporated into the raised planters (to maximize usable/circulation space);
- Relocation of the existing cairn to the central paved space, as a focal point; and,
- Public art.

3 Bronte Market Square

To rebalance the amount of paved area with landscape area while also creating more visual interest and additional places for seating, consider:

- Raised planters around the edges of the space, planted with shrubs, perennials and trees;
- Benches incorporated into the raised planters (to maximize usable/circulation space);
- A shade structure/pergola along the west side;
- A ceremonial/holiday tree;
- A small area of grass/lawn; and.
- Public art.

4 Extension of Market Square (Flex Space)

Lakeshore Road West, in front of Bronte Market Square, is envisioned to be designed as a flex space, bridging the mid-block connections on the north and south sides of the street, and providing the opportunity to extend the look and function of Bronte Market Square to support special events.

Key design elements to consider:

- Flush/rolled curbs along the north and south;
- Decorative traffic bollards along these curbs; and,
- Decorative paving from curb to curb coordinated in design with the streetscape and the square.

5 Lakeshore Rd W/East St

The area centred around Lakeshore Road West and East Street is an identified gateway. Streetscape design on all four corners, should be coordinated. An opportunity exists to enhance the gateway by creating a public space at the northwest corner with:

- Coordinated sidewalk paving;
- Seating;
- Landscaping;
- Signage; and,
- Public art.



6 Bronte Road (Flex Street)

The one-way portion of Bronte Road, from Lakeshore Road West to Marine Drive provides the opportunity to design a flex street that extends the look and function of the street from building face to building face, to support special events.

Key design elements to consider:

- Flush/rolled curbs along the north and south;
- Decorative traffic bollards along these curbs; and,
- Decorative paving from curb to curb coordinated in design with the streetscape and the square.



7 Marine Dr/East St Pocket Park

Similar to the existing parkette located at Nelson Street and Marine Drive, the small open space located at East Street and Marine Drive presents an opportunity to provide usable open space within the neighbourhood, while maintaining access to the (public utility).

Key design elements to consider

- Driveway paved with decorative concrete paving;
- Seating;
- Landscaping; and,
- New fence enclosure and/or mural painted on existing wood enclosure; and,
- Public art.



8 Ontario Street Multi-Use Path

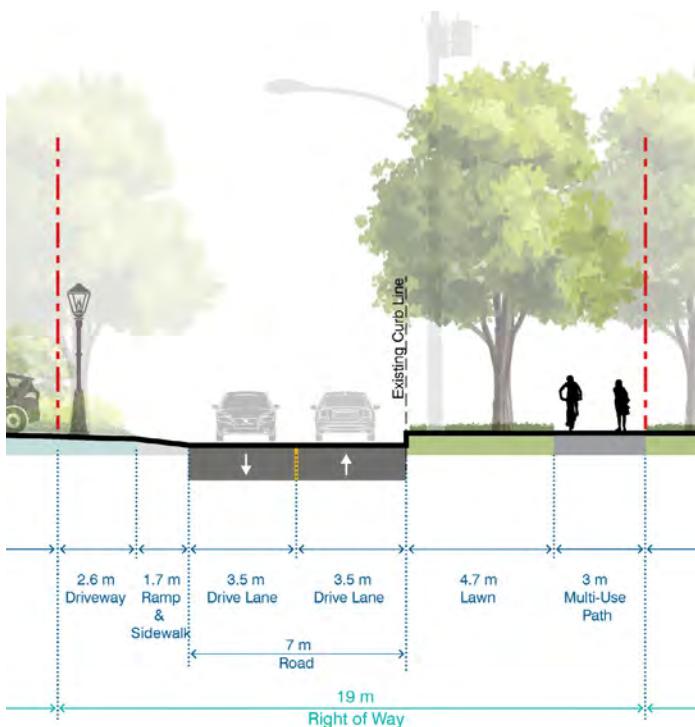
Ontario Street provides an opportunity to enhance the cycling network within the existing street right-of-way which is approximately 19.0 m in width.

This involves converting the existing sidewalk on the south side of the street into a multi-use path, adjacent to the park.

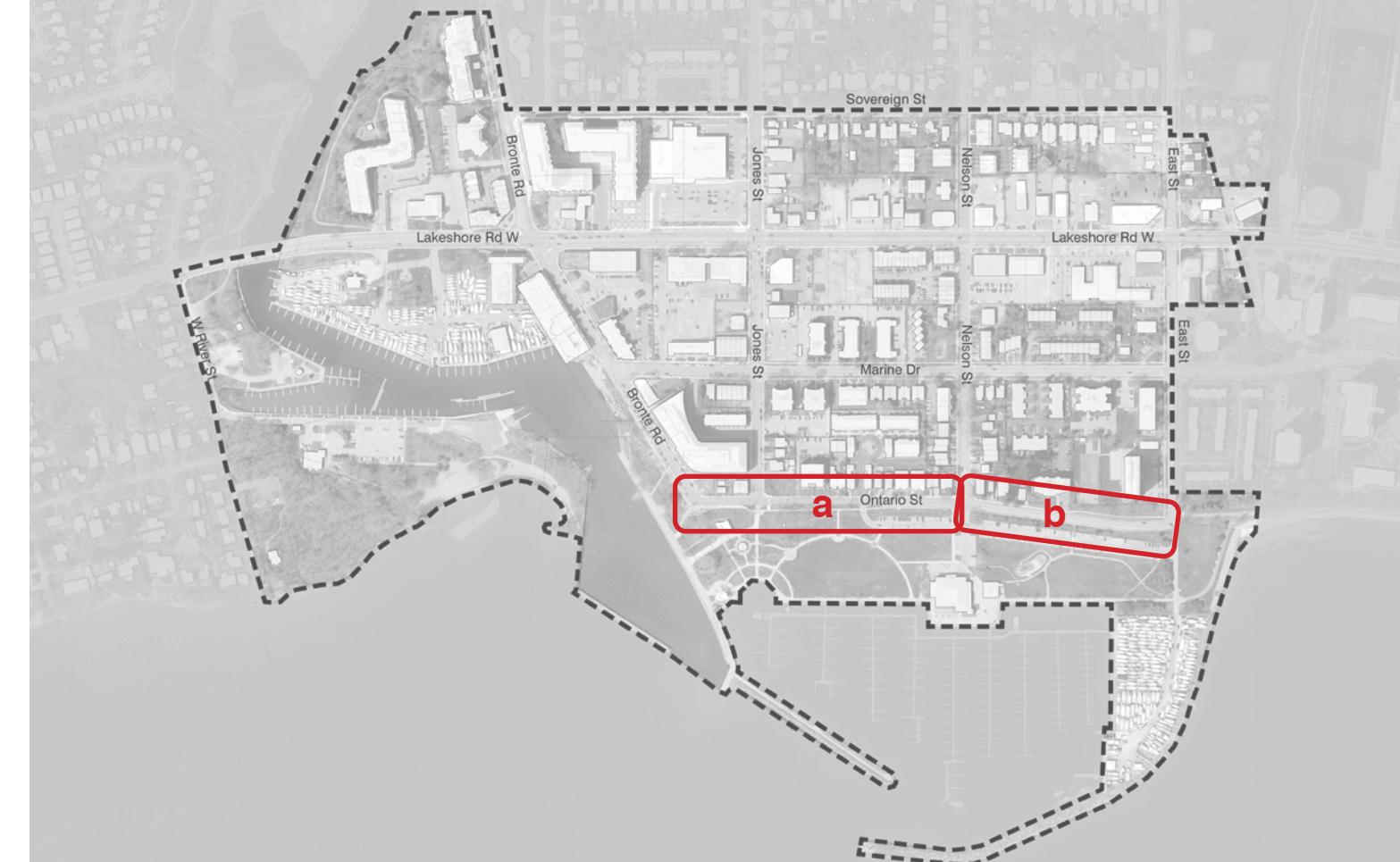
a) From Jones Street to east of Nelson Street, where the existing sidewalk is separated from the road by a planted boulevard, the existing sidewalk should be converted into a 3.0 m multi-use path (MUP).

b) From east of Nelson Street to East Street, where the existing sidewalk is separated from the road by a parking lane, the existing sidewalk should be converted into a 3.0 m multi-use path (MUP).

The MUP will be enhanced by additional planting (along the park side) and streetscape amenities such as new seating and furniture. These elements shall be confirmed through the Bronte Waterfront Strategy.



8a - Typical cross section from Jones Street to east of Nelson Street

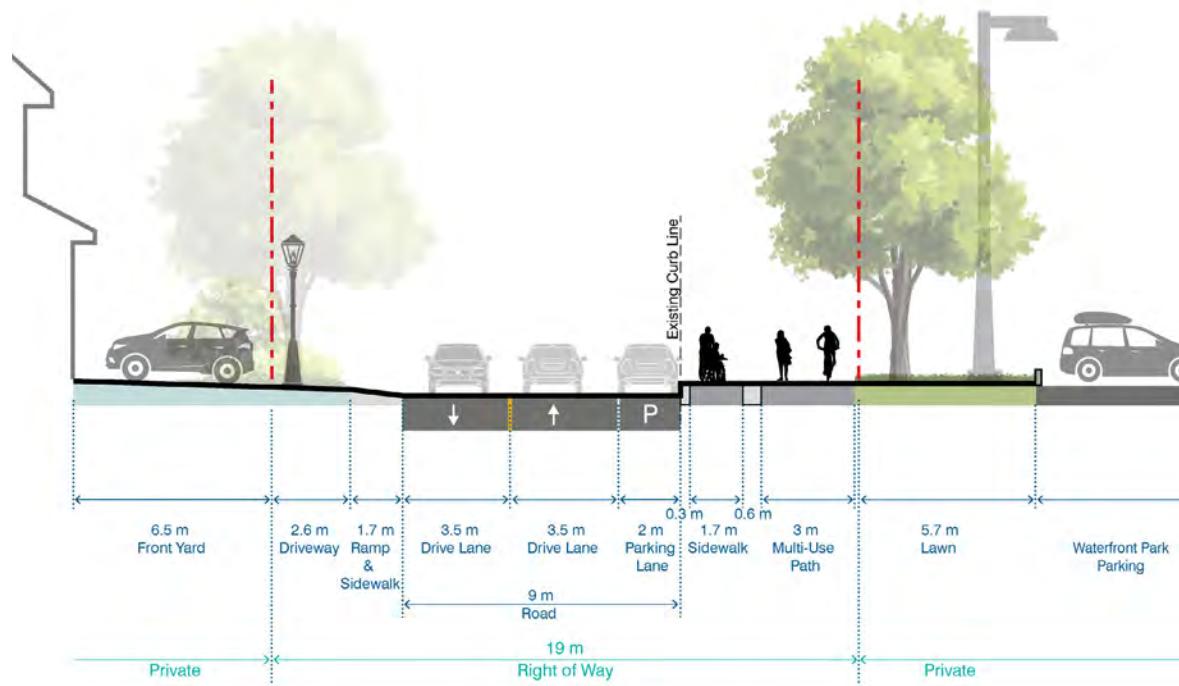


Ontario Street: Corridor Segments Map

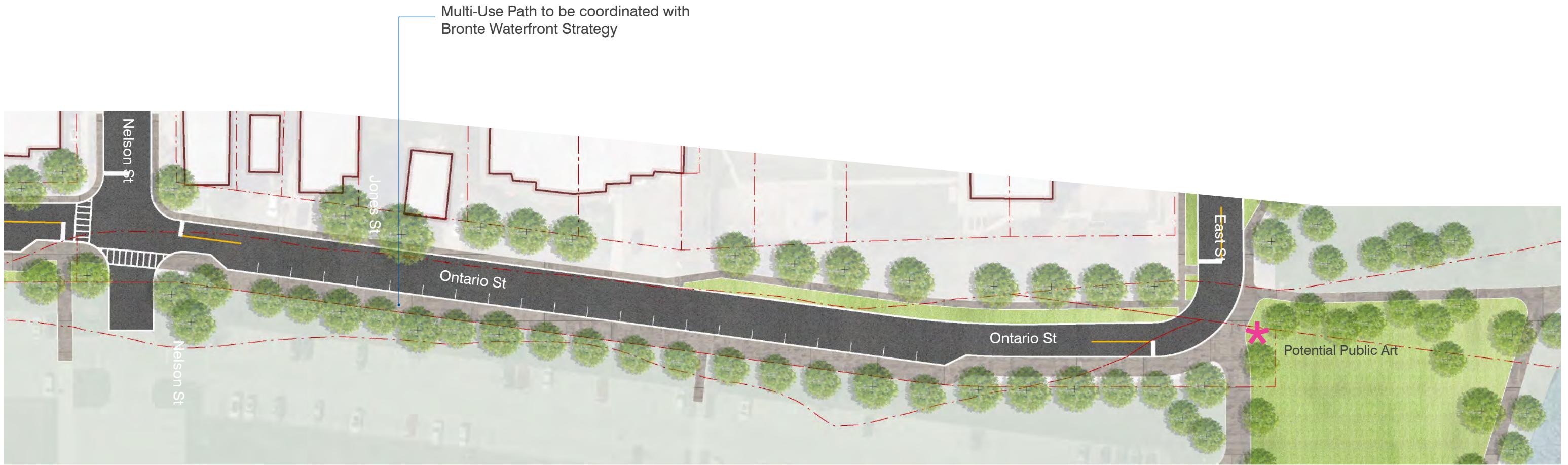
Multi-Use Path to be coordinated with Bronte Waterfront Strategy



8a - Ontario Street, Bronte Road to Nelson Street



8b - Typical cross section from east of Nelson Street to East Street



8b - Ontario Street, Nelson Street to East Street

6.5 Pilot Projects, Interim Installations

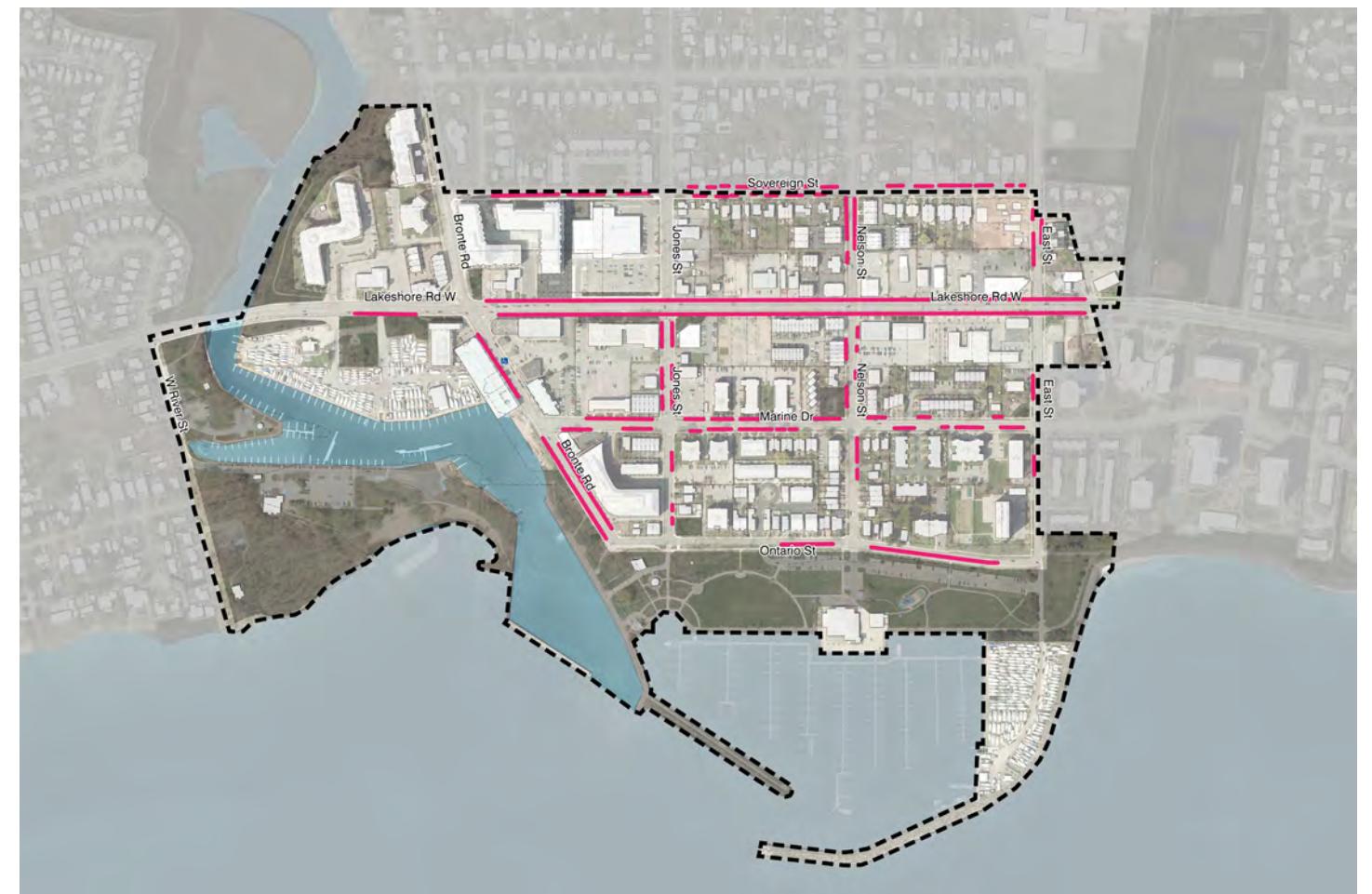
Pilot projects and/or interim installations are a great way to explore ideas and manage change in an inexpensive and impermanent way and to test the design concepts of this Plan. Observations and feedback from pilot projects can help refine the design, as well as provide a level of comfort to businesses and residents in the face of change.

Pilot projects could include:

- Roadway Intersection
 - painted asphalt roadway
- Urban Square along the frontage of Bronte Market Square
 - painted roadway design
- Marine Dr/East St Pocket Park
 - Painted fence design
 - Seating
- Town-owned lands, south side of Lakeshore Road, west of Jones St
 - Pop-up parkette to test ideas for linear public space (planters, seating, community information kiosk)
- Town-owned lands, south side of Lakeshore Road, east of Nelson St
 - Pop-up parkette to test ideas for linear public space (planters, seating, community information kiosk)
- South side of Lakeshore Road, west of East St
 - Replace paving between sidewalk and parking lot with naturalized and ornamental plantings (potential rain garden)

6.6 Parking

As indicated in section 5.4 Cycling Network Options Through Bronte Village, the provision of on-street parking was a key consideration in developing the cycling network options. With the recommended Network Option A, and the one-way traffic south for Bronte Road, from Lakeshore Road West to Marine Drive, the amount of on-street parking increases by 50 to 75 spaces. This reflects the removal of on-street parking on the east side of Bronte Road, between Lakeshore Road West and Marine Drive, and the addition of new parking along Lakeshore Road West.



Map of Existing and Proposed On-Street Parking



7.0 Implementation

The vision set out by this Public Realm and Streetscape Design Study for Bronte Village will be implemented over time by a range of interest holders. The Town of Oakville will take the lead in implementing the streetscape components through capital expenditures, as well as coordinating other public and private sector interest holders to ensure consistency with this Study.

7.1 Detailed Design and Construction

This Public Realm and Streetscape Design Study establishes the design direction for Lakeshore Road West, Bronte Road and Ontario Street. It provides the broad details for the design of the paving, planting, furniture and other components that make up the streetscape. The next stage in the process will be the creation of detailed design drawings that will be issued for tender and construction.

A multi-disciplinary team will be required to undertake the detailed design work, potentially including the following expertise:

- landscape architecture and urban design;
- transportation/mobility;
- accessibility;
- electrical/lighting;
- geotechnical/hydrogeological;
- civil engineering/stormwater/low impact development;
- structural engineering;
- irrigation;
- arborist;
- public art consultant or artist.

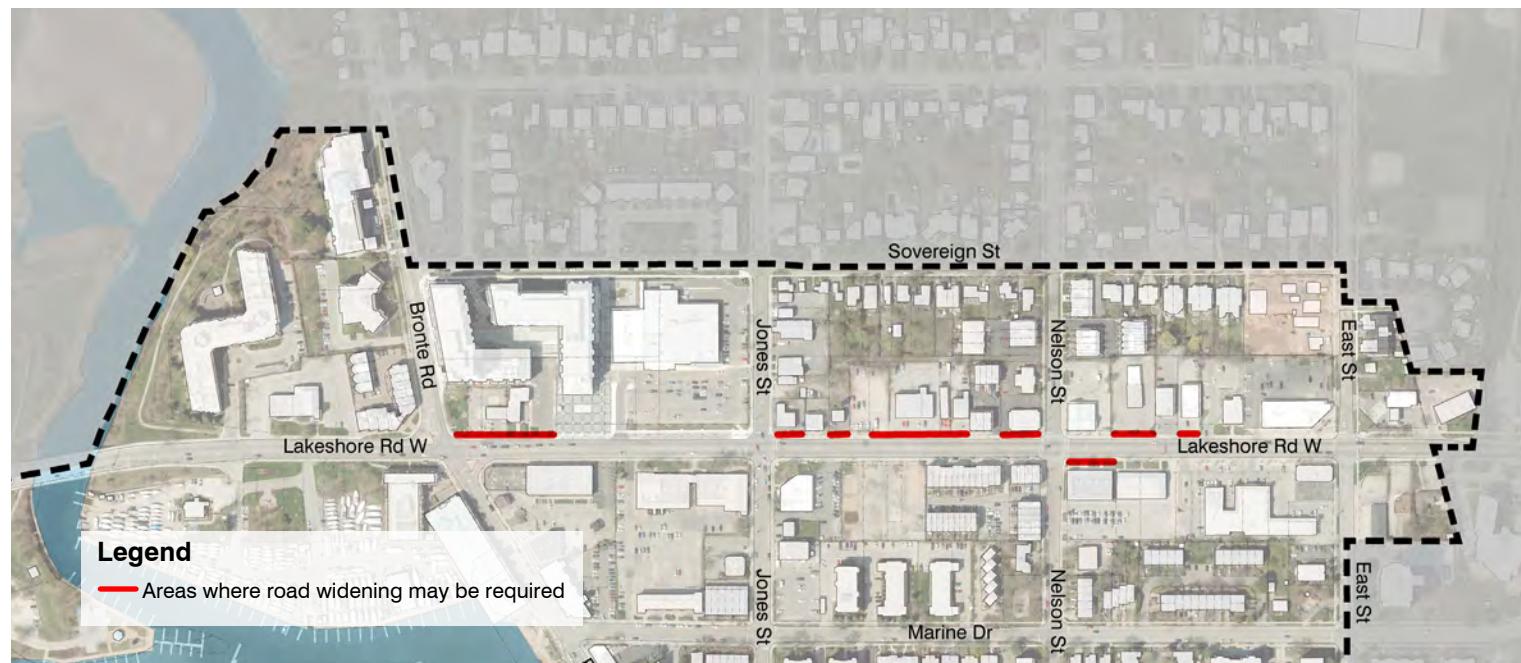
Prequalification or screening of contractors is recommended to ensure demonstrated experience in streetscape work and commitment of resources.

The location of buried utilities should be confirmed early in the detailed design process to ensure soil volumes for planting are achieved.

Design work should be coordinated with utility providers and the Region of Halton to ensure any utility renewal plans are concurrent with public realm construction, minimizing disruption to the streetscape.

7.2 Potential Future ROW Widening

Along Lakeshore Road West, additional locations for road right-of-way widening may be required to implement the designs, based on proposed cross sections and demonstration plans. These areas are conceptually identified in the diagram below and are to be confirmed at detailed design.



Map of areas where road widening may be required

7.3 Maintenance and Operations

Enhanced streetscaping and public realm improvements go hand-in-hand with the need for enhanced maintenance and operations practices.

With the goal of encouraging greater use of the public realm comes the need to ensure:

- sidewalks, vegetated areas, landscaping, hardscaping, lay-by parking, bicycle lanes and multi-use pathways are maintained;
- signs and pavement markings are maintained;
- surfaces are free of hazards, and clear of snow;
- waste receptacles emptied; and,
- repairs undertaken.

This also requires additional resources for Municipal Enforcement Services costs for maintaining and operating parking equipment.

Temporary patching from repair work should be replaced as soon as possible with the materials specified during detailed design. The design must integrate input from Roads and Works Operations, Parks and Open Space, Municipal Enforcement Services, and Urban Forestry regarding the selection and constructability of materials, including ensuring compliance with current maintenance and Town standards. This includes considerations such as incorporating frost tapers; considering the placement of trees in relation to parking equipment that uses solar panels, location of pay parking equipment; among many more. These insights are essential to ensure the use of durable, maintainable materials that support the long-term sustainability of Town assets.

A coordinated maintenance and operations plan should be developed for enhanced public realm areas including Kerr Village, Downtown Oakville, and Bronte Village in conjunction with their respective Business Improvement Areas, or other community groups, with accompanying operational budgets.

Consider the following:

- developing BIA specific standard service level for summer and winter maintenance and operations, including its associated operational costs and staffing as applicable;
- waste and recycling collection and monitoring;
- daily litter removal;
- parking operations and enforcement;
- street, bicycle lane, multi use path and sidewalk sweeping, weed control and washing;
- graffiti removal;
- planting care, including inspection, watering, pruning, invasives removal, soil monitoring, and vegetation replacement;
- allowance to install parking equipment (pay-by-plate machines) for new parking spots (1 machine per 10 spots);
- infrastructure and furniture inspection, including yearly maintenance (e.g. repainting, restaining and washing);
- street beautification, seasonal displays; and
- event management, scheduling, permits and support.

7.4 Capital Cost

The unit costing is a high-level exercise provided for budget allocation purposes only. The calculations are generally based on the areas and elements identified on the streetscape concept plans, multiplied by area unit costs gleaned from similar constructed streetscape projects in the GTA within the last 3 years.

The estimated cost account for:

- pedestrian paving areas (Pedestrian Clearway);
- decorative paving (Furnishing/Tree Zone);
- decorative paving (Lay-by Parking and select Intersections);
- asphalt paving (Bike Lane, Multi-use Path, and Cycle Track);
- planter curbs, around open planters;
- street furniture (Benches, Waste/Recycling Receptacles, Bike Lock-ups);
- trees/soil cells system; and,
- shrubs and perennials (in open planters and rain gardens).

Since these costs are not based upon approved detailed designs, they do not account for:

- land acquisition;
- detailed site investigations;
- permitting;
- new or upgraded Infrastructure/servicing requirements;
- roadworks (sub-surface drainage, base, top, curbs);
- wayfinding;
- shipping, labour, and installation;
- construction staging and phasing; and,
- site preparation, demolitions, and removals.

Lakeshore Road West	Cost
West River Street to Bronte Road	\$1,710,000
Bronte Road to Jones Street	\$2,183,000
Jones Street to Nelson Street	\$2,030,000
Nelson Street to East Street	\$1,860,000

Bronte Road	Cost
Lakeshore Road West to Marine Drive	\$1,500,000
TOTAL ESTIMATE COST	\$9,276,000

A 30% Contingency is recommended to account for timing and changes in the market at the time of construction/tendering.

Future Considerations	Cost
Bronte Gore Park	\$250,000
Bronte Harbour Park	\$120,000
East Street Parkette	\$250,000

