
PLANNING JUSTIFICATION ADDENDUM REPORT

IN SUPPORT OF

DRAFT PLAN OF SUBDIVISION, OFFICIAL
PLAN AMENDMENT & ZONING BY-LAW
AMENDMENT APPLICATIONS

PREPARED FOR

Eaglewood Communities Inc.

1354 Bronte Road
Town of Oakville
Regional Municipality of Halton

July 2023
GSAI File # 1330 – 001

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Planning Justification Addendum Report
Eaglewood Communities Inc.
Official Plan Amendment & Zoning By-law Amendment
1354 Bronte Road
Town of Oakville

1 / INTRODUCTION

Glen Schnarr & Associates Inc. has been retained by Eaglewood Communities Inc. (the 'Owner') to assist with planning approvals to implement redevelopment of the lands municipally known as 1354 Bronte Road, in the Town of Oakville (the 'Subject Lands' or 'Site'). The Subject Lands are located on the west side of Bronte Road, south of Upper Middle Road West and are legally described as:

PT LT 31, CON 2 TRAFALGAR, SOUTH OF
DUNDAS STREET, TOWN OF OAKVILLE

The Site is currently improved with a detached dwelling.

This Planning Justification Addendum Report ('PJR' or 'Report') has been prepared on behalf of the Owner in support of Draft Plan of Subdivision ('Draft Plan'), Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA' or 'Amendments') applications to facilitate redevelopment of the Subject Lands.

The proposed Draft Plan and Amendments have been revised to further implement the feedback received from Staff to date. As further described in **Section 2** of this Report, this Report has been prepared in support of a resubmission and supersedes the previous Planning Justification Report, dated February 2022, demonstrates that the proposed development, corresponding Draft Plan and corresponding Amendments serve to implement the Provincial, Regional and local policy directions which support compact development in proximity to transit, amenities and services. This Report outlines the nature of the proposed Draft Plan and proposed Amendments and presents a comprehensive assessment and justification for the proposed changes to the Livable Oakville Plan and the Town of Oakville Zoning By-law 2014 – 014 ('By-law 2014 – 014') in relation to the current policy and regulatory framework and existing physical conditions.

1.1 / PROPOSED DRAFT PLAN

To facilitate the proposed development, approval of a Draft Plan of Subdivision ('Draft Plan') is required. The proposed Draft Plan is being provided to implement the proposed configuration of a development block that will facilitate the proposal. **Table 1** below provides a land use summary of the Draft Plan components.

Table 1 / Summary of Draft Plan Components

LAND USE	LOTS / BLOCKS	AREA (HA)	AREA (AC)
Medium Density Residential	1	0.32	0.79
Open Space	1	0.01	0.02
Road Widening	1	0.01	0.02
0.3 m Reserve	1	0.00	0.00
12.0 m ROW		0.07	0.17
Total	4	0.41	1.01

The Draft Plan has been structured to facilitate development, while also providing for the long-term protection and retention of the adjacent natural features and the provision of a 12.0 metre public laneway. As further described below, the proposed Draft Plan will enable the public laneway to be conveyed to the Town of Oakville.

As described throughout this Report, the Subject Lands have been planned and designed to implement a compact, refined residential development on the developable component of the Site, which will support the creation of the surrounding area as a vibrant, complete community.

This Report presents an analysis of the proposed Draft Plan and demonstrates its consistency and conformity with the Provincial Policy Statement (2020), A Place to Grow (2020), the Halton Regional Official Plan (2022) and the Livable Oakville Plan (2021).

1.2 / PROPOSED OFFICIAL PLAN AMENDMENT

The Subject Lands are located within an established Neighbourhood of the Town and are designated 'Medium Density Residential' by the in-effect Livable Oakville Plan. The Site is also subject to a Parkway Belt West policy overlay. The in-effect Livable Oakville policy permissions reflect current conditions, but not the proposed development. A site-specific Official Plan Amendment ('OPA') is required to implement the proposal.

The proposed OPA seeks to re-designate the Subject Lands to 'High Density Residential' and implement a site-specific exemption to the High Density Residential designation in order to allow for modified development standards to be enacted. A draft OPA has been prepared and a copy is provided in **Appendix I** of this Report.

This Report presents an analysis of the proposed OPA and demonstrates its conformity with the Provincial Policy Statement (2020), A Place to Grow (2020), the Halton Regional Official Plan (2022) and the Livable Oakville Plan (2021).

2 / PROCESS & ENGAGEMENT

1.3 / PROPOSED ZONING BY-LAW AMENDMENT

The Subject Lands are subject to the Town of Oakville Zoning By-law 2014 – 014 ('By-law 2014 – 014'), as amended, which currently zones it as 'Parkway Belt West Plan Complementary Use (PB2)'. The current zoning reflects current conditions, but not the proposed development. A site-specific Zoning By-law Amendment ('ZBA') is required.

The proposed ZBA seeks to rezone the Site to the 'Residential Medium Density, Apartment Dwellings (RM4)' category and implement modified site-specific permissions. More specifically, the ZBA seeks to introduce the following site-specific permissions:

- To rezone the Site from 'PB2' to 'RM4-XX';
- To permit site-specific building envelope standards; and,
- To permit a site-specific landscaping standard.

A draft ZBA has been prepared and a copy is provided in **Appendix II** of this Report.

This Report presents an analysis of the proposed ZBA and demonstrates its conformity with the Halton Regional Official Plan (2022) and the Livable Oakville Plan (2021).

The proposed strategy for consulting with the public with respect to the Application has followed the requirements of the Planning Act, as amended, for statutory meetings as well as the Town of Oakville's Draft Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment processes.

For clarity, the public engagement process followed to date has included public consultation. Opportunity for public input has included the Public Meeting held in December 2022.

To commence the submission process for the development, a formal Pre-Consultation Meeting was held to present a preliminary concept for the Subject Lands and to determine submission requirements. Following this Meeting, a Submission Checklist was received which identified the submission requirements for a 'complete' Application. The studies identified on this Checklist were prepared and were provided under separate cover in support of the initial Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA' or 'Amendments') Application.

This Application was submitted to the Town of Oakville in April 2022 and was deemed complete on May 24, 2022. In response to comments received from Town Staff, a Draft Plan of Subdivision Application ('Draft Plan') was prepared, submitted and deemed complete on November 1, 2022. Then on December 5, 2022, an informal Public Meeting was held, where Town Planning Staff presented the proposal to Planning and Development Council members and the community. The proposed development includes a 4-storey, mid-rise apartment structure with access along a public laneway. Overall, the proposal seeks to implement a compact, vibrant residential development that seamlessly integrates with the evolving surrounding community.

3 / SITE & CONTEXT

During the application review process, comments were received from Town, Region of Halton and Agency Staff. Overall, these comments included a requirement that a 12.0 metre public laneway be provided along the Site's western property line and that the overall design of the building address urban design concerns.

These comments resulted in the provision of a 12.0 metre public laneway and a corresponding modification to the site design. The revised proposal includes the public laneway, a 6-storey, mid-rise residential structure and modifications to the site circulation pattern. This Report provides further clarification and rationale for the revised proposal.

This Section of the Report provides an analysis of the Subject Lands in relation to the surrounding context.

3.1 / SITE CONTEXT

As demonstrated in **Figure 1** on the next page, the Subject Lands are located on the west side of Bronte Road, north of the Queen Elizabeth Way ('QEW'). The Subject Lands have a total area of approximately 0.41 hectares (1.0 acres), with a frontage of 50.2 metres along Bronte Road.

The Site is currently improved with a detached dwelling and an accessory structure. Access is provided via a driveway off of Bronte Road. There are sidewalks along Bronte Road.

3.2 / SURROUNDING DESTINATIONS

As demonstrated in **Figure 2** on page 6, the Subject Lands are well-served by a multitude of recreational amenities. There are several greenspaces located within walking distance of the Subject Lands, including the Fourteen Mile Creek, Bronte Creek, Bronte Creek Provincial Park, Saw Whet Park and Queen's Plate Park. The Subject Lands are also located in proximity to a retail area along Bronte Road, Third Line and Spears Road. Collectively, these retail areas include a diversity of uses and services which support the day-to-day needs of residents. The ability for residents to live, work, shop and play in their community will be further supported by the planned commercial block immediately adjacent to the Subject Lands, when the Bronte Green development is fully implemented.


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FIGURE 1
AERIAL CONTEXT PLAN

1354 BRONTE ROAD
PART OF LOT 31, CONCESSION 2, TRAFALGAR
TOWN OF OAKVILLE, REGIONAL MUNICIPALITY OF HALTON

LEGEND

 Subject Lands



Scale: N.T.S.
July 28, 2023



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FIGURE 2 SURROUNDING DESTINATIONS

1354 BRONTE ROAD
PART OF LOT 31, CONCESSION 2, TRAFALGAR
TOWN OF OAKVILLE, REGIONAL MUNICIPALITY OF HALTON

LEGEND

-  Subject Lands
-  Buffer



Scale: N.T.S.
July 28, 2023

3.3 / TRANSIT CONTEXT

As demonstrated in **Figure 3** on page 8, the Subject Lands are well-served by transit services. A summary of these services is provided below.

LOCAL PUBLIC TRANSIT

The Subject Lands are serviced by an existing bus route (Route 13) operated by Oakville Transit. Route 13 (Westoak Trails) has an existing bus stop at the intersection of Bronte Road and Charles Cornwall Road – approximately 451 metres south of the Subject Lands. Route 13 has a service frequency of approximately 30 minutes and operates between Bronte GO Station and Oakville GO Station.

There are a number of other existing bus routes that operate in the surrounding area. As such, the Subject Lands are within a comfortable walking distance of existing bus transit. Residents are able to easily access street-level transit services and are able to transfer to a variety of routes, providing residents with easy, convenient access to various destinations and areas of Oakville and beyond.

REGIONAL TRANSIT

The Bronte GO Station, located approximately 2.1 kilometres southeast of the Subject Lands, is on the Lakeshore West GO Transit Line (Route 18) with service to Downtown Toronto and Niagara Falls. Route 18, operated by Metrolinx, has a service frequency of 30 minutes during the off-peak periods and a service frequency of 15 minutes during the peak periods, daily.

Based on the above, the Subject Lands are well connected by existing regional transit networks. This is further enhanced by the local public transit networks that facilitate residents to easily transfer to a variety of areas and destinations.

ROAD NETWORK

Bronte Road is classified as a 'Major Arterial' with an ultimate Right-of-Way ('ROW') width of 36 metres by the in-effect Livable Oakville Plan (Schedule C, Transportation Plan). The current approximate width of Bronte Road is 42.6 metres. We note that Bronte Road is also identified as a 'Higher Order Transit Corridor' by the in-effect Halton Regional Official Plan.

CYCLING

Bronte Road is identified as having an existing Multi-Use Trail (Schedule D, Active Transportation Plan). Additionally, bike lanes are present in the surrounding area. Collectively, these bike lanes, combined with trails in the surrounding area, connect the Subject Lands to the surrounding active transportation network.

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FIGURE 3 TRANSIT CONTEXT MAP

1354 BRONTE ROAD
PART OF LOT 31, CONCESSION 2, TRAFALGAR
TOWN OF OAKVILLE, REGIONAL MUNICIPALITY OF HALTON

LEGEND

- Subject Lands
- Oakville Transit Route 6
- Oakville Transit Route 13
- Oakville Transit Route 34
- Oakville Transit Priority Bus Corridor



Scale: N.T.S.
July 28, 2023

4 / THE PROPOSAL

This Section of the Report provides a summary of the proposed development.

The proposed development is the result of careful planning and design undertaken by the Project Team, including consideration of the Provincial, Regional and local policy frameworks for managing and directing growth, the evolving physical landscape of Oakville and the Bronte Green community's previous development history and past Tribunal Decision.



View of the proposed development at the intersection of Bronte Road and the extension of Saw Whet Boulevard

The proposed development contemplates redevelopment of the Subject Lands for a high-quality, compact, high density residential development comprised of a 6-storey, mid-rise structure organized around a public laneway, a central courtyard and public realm enhancements. Additionally, the adjacent Bronte Creek is to be retained and protected. A landscaped buffer is to be provided along the western limit of the public laneway. Overall, the proposed development contemplates a built form, scale and density that is consistent with and complimentary to development occurring immediately south and east of the Subject Lands.

A principal residential lobby along the Bronte Road streetscape is also to be provided, with direct pedestrian connections allowing for safe, comfortable and accessible connections to the public sidewalk. Amenity areas, secure bicycle parking, an integrated servicing area and an integrated access ramp to the below-grade parking structure are also to be provided on the ground level of the proposed structure. The indoor amenity areas have been positioned such that they are directly visible to the central courtyard.

The proposed Draft Plan of Subdivision serves to implement the development vision for the Site, as demonstrated on the accompanying Conceptual Site Plan (see **Figure 4** on the next page). Overall, the proposed development is to have a density of approximately 333 units per site hectare.

The proposed structure provides for a high-quality, refined built form that has been oriented in manner that provides for a pedestrian-oriented built form, appropriate transition to the surrounding area, maximizes direct sunlight and addresses adverse shadowing.

The structure is proposed in the southeastern quadrant of the Site and is to be provided in a manner that frames the street and has a human-scale. This is achieved by positioning the structure along the street edge and through a high-quality, refined architectural design.

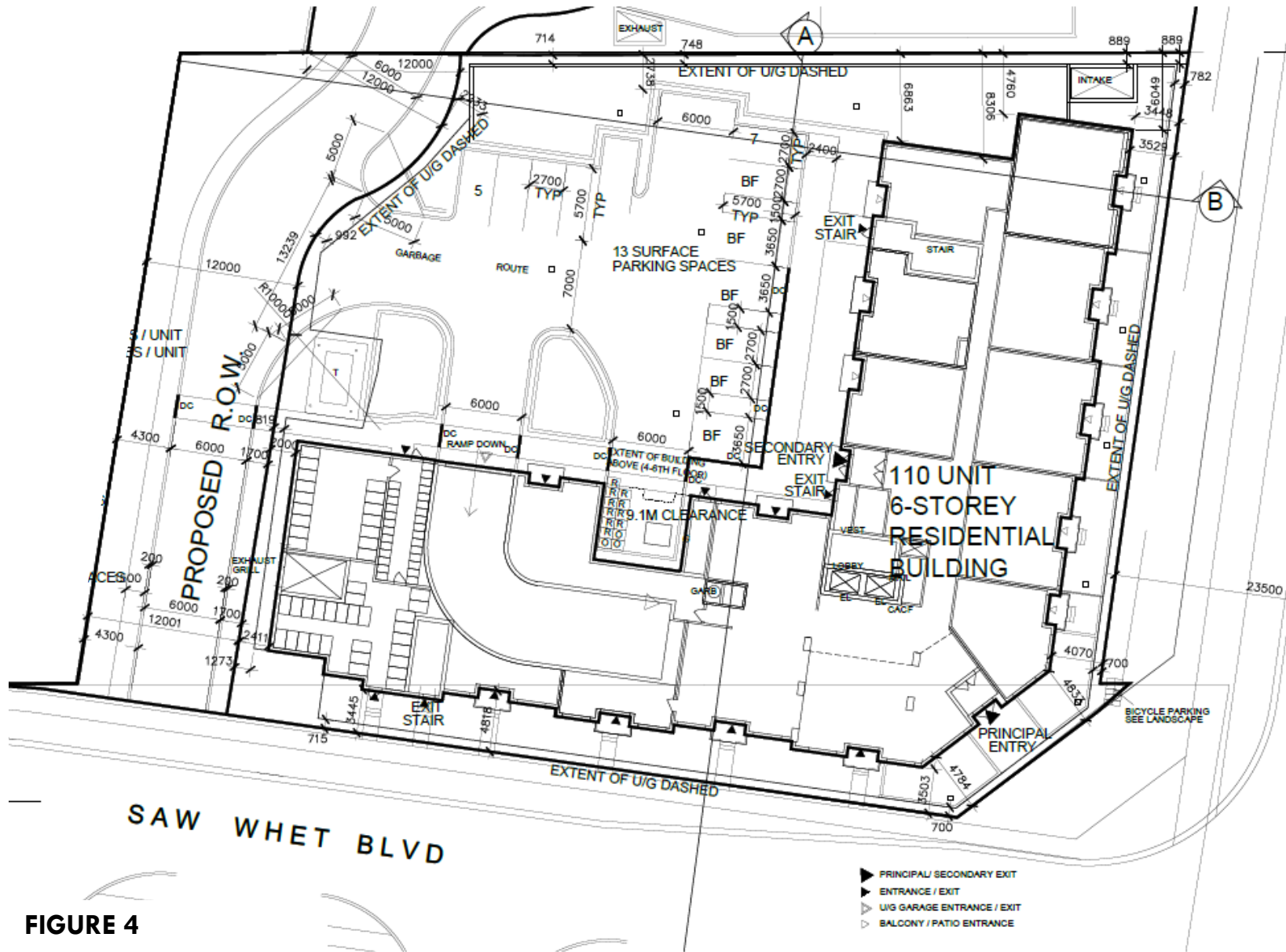


FIGURE 4

A variety of landscaped open spaces are to be provided. This includes a central courtyard and landscaped open spaces along the property lines. Landscaping and streetscape enhancements are to be provided. This includes streetscape treatments along the southern and eastern property lines so that a high-quality, inviting, pedestrian-oriented environment and active street frontages are provided. This includes a series of direct pedestrian connections to the public sidewalk being provided to ground-level dwelling units along the southern and eastern facades. A network of pedestrian pathways are to be provided to facilitate safe, comfortable and convenient access across the Site and beyond.

A total of 110 dwelling units are proposed of varying size and configurations. A mixture of one-bedroom and two-bedroom units are proposed, providing greater housing choice for households of varying size, income levels, life stages and lifestyle preferences.

165 shared parking spaces are to be provided via a surface parking area and a 2-level below-grade parking structure. Secure bicycle parking is to be provided at-grade, accessed within the proposed structure. Access is to be provided via a full-moves driveway extending from the 12.0 metre public laneway along the western property line. A pedestrian drop-off area, a surface parking area and access to the below-grade parking structure are to extend from the driveway.

The proposed development has been designed to integrate with the surrounding and evolving Bronte Green community. This includes consideration being given to the existing and proposed built form in the surrounding area as well as the development vision established by past Tribunal Orders and the active development applications. Overall, the proposal has to the greatest extent possible, provided an appropriate interface with and transition to the surrounding area. The components of the proposed development are identified in **Table 2** on the right.

Table 2/ Summary of Proposed Development Statistics

DEVELOPMENT CHARACTERISTIC	DESCRIPTION
Total Site Area	0.45 hectares (1.11 acres)
<i>Subject Lands Area</i>	0.41 hectares (1.01 acres)
<i>Lands Owned By Other</i>	0.04 hectares (0.10 acres)
<i>Net Developable Area</i>	0.33 hectares (0.82 acres)
Landscaped Area	0.01 hectares (0.02 acres)
Proposed No. of Units	110
Proposed Density	333 units per site hectare
Proposed Building Height	6 storeys (20.1 metres)
Proposed Parking Spaces	165 spaces
<i>Proposed Visitor Spaces</i>	10 spaces
<i>Proposed Barrier-Free Spaces</i>	1 space
Proposed Bicycle Parking Spaces	134 spaces

5 / POLICY CONTEXT

This Section of the Report provides an overview and analysis of the relevant Regional and local policies and regulations that apply to the Subject Lands. This Section also provides a rationale for how the proposed development and proposed Amendments align with and serve to better implement the in-effect policy and regulatory framework.

5.1 / PROVINCIAL POLICY STATEMENT, 2020

The Provincial Policy Statement ('PPS'), 2020 was issued under Section 3 of the *Planning Act*, as amended, and came into effect on May 1, 2020. The PPS provides policy direction on matters of provincial interest related to land use planning and development with the goal of enhancing the quality of life for all Ontarians. The *Planning Act*, as amended, requires that decisions affecting a planning matter be 'consistent with' the policies of the PPS.

Overall, the PPS provides Provincial policy direction related to Building Strong Healthy Communities (Section 1.0), the Wise Use and Management of Resources (Section 2.0) and Protecting Public Health and Safety (Section 3.0). When considered together, the PPS strongly encourages developments that provide for long-term prosperity, environmental health and social well-being, while also making the best use of available land, infrastructure and resources as well as facilitating economic growth.

An analysis of the applicable PPS policies that apply to the Subject Lands and how the proposed development, together with the corresponding Amendments, are consistent with these policies is provided below.

1.0 / Building Strong Healthy Communities

Section 1 of the PPS establishes the Provincial policy framework on how growth and development is to be managed. Accordingly, the policies outline the need for efficient land use and development patterns so that strong, livable, healthy and resilient communities that protect the environment and public health are attained. This is to be achieved by directing growth and development to appropriate locations. The following policies apply to redevelopment of the Subject Lands.

'1.1.1. Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long-term;*
- b) accommodating an appropriate and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional ... recreation, park and open space and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health or safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*

- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) *promoting development and land use patterns that conserve biodiversity; and*
- i) *preparing for the regional and local impacts of a changing climate.'*

The Subject Lands are located within a Settlement Area, as defined by the PPS, and are on full municipal services. The proposal supports the Provincial objectives for healthy, liveable and safe communities in the following ways:

- by proposing higher density development on lands that are currently underutilized;
- by locating residential uses within the Town of Oakville, on a site designated for redevelopment and intensification by both the Halton Regional Official Plan and the Livable Oakville Plan;
- by introducing 110 residential dwelling units of varying size and configurations in an area well-served by surrounding uses;

- by introducing a development form that will integrate with the surrounding environment, and will serve to implement the development vision established by local policies for Bronte Green as a vibrant, compact, complete community;
- by introducing a development form that supports public health and safety through active public frontages and public landscaped open spaces;
- by making better, higher use of land and existing infrastructure networks; and,
- by incorporating contextually appropriate sustainable design strategies, including additional plantings and landscaped open spaces in order to respond to a changing climate and to promote biodiversity.

1.1.3 Settlement Areas

As stated above and in accordance with the PPS, the Subject Lands are located within a Settlement Area. As such, the following policies apply.

'1.1.3.1. Settlement areas shall be the focus of growth and development.'

'1.1.3.2. Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) *efficiently use land and resources;*
- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and / or uneconomical expansion;*

- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) *prepare for the impacts of a changing climate;*
- e) *support active transportation;*
[...]

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.'

'1.1.3.4. Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.'

As stated above, the Subject Lands are located within a Settlement Area. As such, the proposed development has been planned and designed to facilitate a high-quality, compact built form that makes efficient use of land, infrastructure and public service facilities. It will provide for development that provides for residential intensification at an appropriate location, at an appropriate density, to support the achievement of Bronte Green as a complete community and surrounding active transportation networks.

Additionally, the provision of various landscaped areas will advance climate change goals. Finally, as further described in the accompanying Functional Servicing & Stormwater Management ('FS – SWM') Report, the proposal can be accommodated by municipal infrastructure networks.

1.5 Public Spaces, Recreation, Parks, Trails & Open Space

'1.5.1. Healthy, active communities should be promoted by:

- a) *planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) *planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and where practical, water-based resources [...]*

The proposed development has been carefully planned and designed to provide for a series of landscape and public realm enhancements. This includes the provision of landscaped open spaces across the Site.

Overall, the landscaped areas have been planned and designed to provide safe, comfortable and convenient access for residents, visitors and the public to enjoy. As demonstrated on the accompanying Conceptual Site Plan, landscaped areas have been strategically located to facilitate space for the use and enjoyment of residents and visitors and to foster social interaction. Furthermore, the proposed development is to provide for a network of sidewalks that offer safe, comfortable and convenient access across the Site and beyond. Finally, active streetscapes are to be provided. This will enable direct pedestrian connections to the principal residential lobby and other public realm enhancements to be provided. It will also facilitate connections with the surrounding components of the Subject Lands and active transportation network in the surrounding area.

Overall, the Site has been planned and designed to implement vibrant and inviting, pedestrian-oriented streetscapes, capable of accommodating pedestrian activity and the daily needs of residents, visitors and community members.

1.6.6. Sewage, Water & Stormwater

'1.6.6.1. Planning for sewage and water services shall:

- a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:

 - 1. municipal sewage services and municipal water services [...].'**

'1.6.6.2. Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of services.'

As further demonstrated in the accompanying FS – SWM Report, the proposed development will make better use of existing municipal infrastructure services. Furthermore, the proposal can be serviced by the existing municipal sewage and water systems.

1.6.7. Transportation Systems

'1.6.7.2. Efficient use should be made of existing and planned infrastructure...'

'1.6.7.4. A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.'

The Subject Lands are served by transit services and active transportation networks. More specifically, there are existing street-level transit services in the surrounding area. This includes various bus routes operating within walking distance of the Site. Furthermore, there is an existing network of sidewalks along the Site's Bronte Road frontages and within the surrounding area, providing safe, easy, convenient access for residents and visitors. Finally, the Site is situated within a comfortable walking distance of the Bronte Road and Upper Middle Road corridors which feature a range of uses, services and facilities to meet the daily needs of residents.

Based on the above, the proposal for a high-density development will support current and future transit ridership, the provision of local housing opportunities and the use of active transportation and enable residents and visitors alike to walk to destinations.

1.8. Energy Conservation, Air Quality & Climate Change

'1.8.1. Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

- a) promote compact form ...;*
- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas [...];*
- e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*
- f) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure. [...]*

As stated above, the Subject Lands are served by transit services and active transportation networks. Furthermore, the proposal will facilitate a compact development, at an appropriate location and at an appropriate density. Based on the Site's locational characteristics, the proposed development will support compact development in proximity to transit, active transportation and advance energy conservation objectives. Opportunities to provide a variety of sustainable design features in efforts to maximize conservation efforts will be further explored during the detailed design stage.

SUMMARY / CONFORMITY STATEMENT

The Provincial Policy Statement ('PPS'), 2020 outlines a series of guiding policies meant to direct land use planning and development across Ontario. As such, the PPS focuses on ensuring growth and development is directed to appropriate locations, with an emphasis on development occurring in areas well-served by transit and infrastructure while not adversely affecting protection of the natural environment.

The above analysis demonstrates that the proposed development conforms to the PPS by facilitating development, at an appropriate location, that will make better use of existing land, resources and infrastructure. It will also support addressing impacts from a changing climate. It is our opinion that the proposal, corresponding Draft Plan and corresponding Amendments are consistent with the policies of the PPS.

5.2 / A PLACE TO GROW, 2020

A Place to Grow: Growth Plan for the Greater Golden Horseshoe ('A Place to Grow') was prepared and approved under the *Places to Grow Act, 2005* and updated on August 28, 2020. A Place to Grow builds on the policy foundations of the PPS, 2020 in order to respond to key challenges faced in the Greater Golden Horseshoe ('GGH') region. As such, it establishes a long-term framework for managing growth and development across the GGH up to the year 2051.

Overall, A Place to Grow encourages the efficient use of land through the development of complete communities that are compact, transit supportive and provide a range of housing opportunities. An analysis of the policies applicable to the proposed development and how they have been addressed is provided below.

Section 2 / Where and How to Grow

Section 2 of A Place to Grow establishes the policy framework for how forecasted growth is to be managed. Overall, growth is to be directed to settlement areas which can support the achievement of complete communities. Limited growth is also expected to occur within rural areas. The following policies apply to redevelopment of the Subject Lands.

'2.21.2 *Forecasted growth to the horizon of this Plan will be allocated based on the following:*

- a) *the vast majority of growth will be directed to settlement areas that:*
 - i. *have a delineated built boundary;*
 - ii. *have existing or planned municipal water and wastewater systems; and*
 - iii. *can support the achievement of complete communities;*
[...]
- c) *within settlement areas, growth will be focused in:*
 - i. *delineated built-up areas;*
 - ii. *strategic growth areas;*
 - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned.*
[...]

In accordance with Schedule 2 of A Place to Grow, the Subject Lands are located within the delineated Built-Up Area of the Town of Oakville. Built-Up Area lands are areas where growth and development are forecasted to occur. Redevelopment of the Subject Lands, as contemplated, is supported as the proposal will provide for reinvestment of the Site and will facilitate development that is in an appropriate location, is serviced by existing municipal water and wastewater infrastructure and transit services and will support the achievement of Bronte Green as a complete community.

'2.2.1.4 Applying the policies of this Plan will support the achievement of complete communities that:

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities and incomes;*
- c) provide a diverse range and mix of housing options... to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) expand convenient access to:

 - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails and other recreational facilities;**
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;*
- f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- g) integrate green infrastructure and appropriate low impact development.'*

The proposed development supports the achievement of complete communities by providing for a compact development that includes a range and mixture of residential uses located in proximity to transit, services and amenities to meet daily needs. It will also further support the availability of local stores and services to meet the daily needs of residents, visitors and community members within walking distance.

Additionally, the proposal will provide for 110 new residential dwelling units of varying size and configurations in order to support housing choice for households of varying size, incomes, life stages and lifestyle preferences. The provision of apartment-style housing units will further support the range and mixture of housing options available in the community, while also supporting greater housing opportunities and facilitating the ability for residents to remain in their community.

Finally, the proposed development contemplates a high-quality, compact built form that will foster a vibrant public realm through architectural and urban design elements as well as active street frontages. A series of landscaped open spaces and a network of sidewalks are to be provided, further enhancing the pedestrian experience and access to publicly-accessible open spaces.

5.3 / HALTON REGIONAL OFFICIAL PLAN, 2022

SUMMARY / CONFORMITY STATEMENT

A Place to Grow, 2020 guides land use planning and development across Ontario. The above analysis demonstrates that the proposed development, corresponding Draft Plan and corresponding Amendment conform to and serve to further implement the policies of A Place to Grow by facilitating contextually appropriate redevelopment on lands that are served by transit and active transportation networks. It will also provide for residential uses which are well-served by existing community services, parks and local businesses. Furthermore, the proposal, corresponding Draft Plan and corresponding Amendment will provide for better utilization of land, resources and infrastructure in a manner that advances complete community objectives and Provincial policy objectives. It is our opinion that the proposal, corresponding Draft Plan and corresponding Amendment serve to implement the applicable policies of A Place to Grow.

The Halton Regional Official Plan ('ROP'), as amended, serves as Halton's long-term guiding document for how land use planning and growth is to be managed across the four (4) member municipalities (Town of Oakville, City of Burlington, Town of Milton and Town of Halton Hills).

Overall, the ROP outlines strategies for managing growth and development across Halton up to the year 2051 in accordance with a Regional Structure (Map 1). Map 1 designates the Subject Lands as 'Urban Area'. The Regional Urban Structure also identifies Bronte Road as a 'Higher Order Transit Corridor' (see **Figure 5** on the next page).

'Urban Area' is a high-level designation intended to accommodate the majority of growth in a manner that supports the ROP's Urban Area goals. As a Site within the Urban Area, the Subject Lands are an appropriate and desirable location for growth to occur.

For the purpose of this Report, the ROP, as approved by the Minister on November 4, 2022, was reviewed and assessed. The following is a summary of the in-effect Regional policies applicable to the proposed development. The following analysis also demonstrates how the proposed Official Plan Amendment serves to better realize the Subject Lands' development potential and works to implement the ROP.

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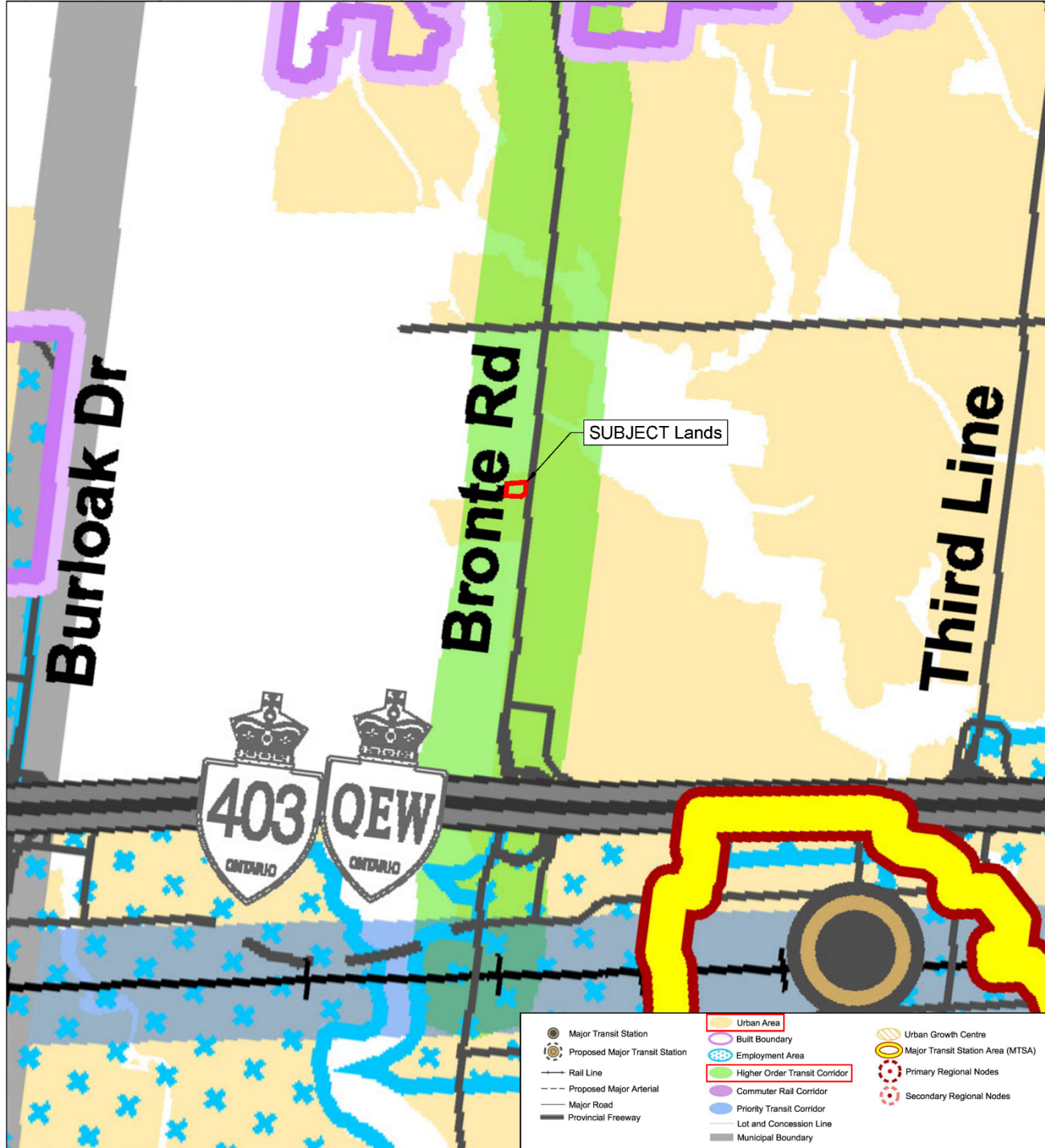


FIGURE 5
HALTON REGIONAL OFFICIAL PLAN
MAP 1H - REGIONAL URBAN STRUCTURE

1354 BRONTE ROAD
PART OF LOT 31, CONCESSION 2, TRAFALGAR
TOWN OF OAKVILLE, REGIONAL MUNICIPALITY OF HALTON

LEGEND

Subject Lands



Scale: N.T.S.
July 28, 2023

Part II / Basic Position

Part II of the ROP establishes the Regional policy framework on growth and development is to be managed. Accordingly, the policies outline the need for growth and development to be consistent with the Regional Structure. This is to be achieved by directing growth and development to appropriate locations. The following policies apply.

'50.2. The Regional Structure implements Halton's planning vision of its future landscape as described in Section 27 by organizing land uses into the following broad categories:

(1) Settlement Areas, consisting of the Urban Area and its Regional Urban Structure as shown on Map 1H'

'51. The Regional Structure consists of the following mutually exclusive land use designations:

(1) Urban Area, where urban services are provided to accommodate concentrations of existing and future development'

'51.3. Within the Urban Area designation as shown on Map 1, this Plan defines a Regional Urban Structure consisting of the following:

(3) The Built-Up Area as shown on Map 1H...'

'55.1. The Regional Structure also sets out targets for intensifying development within the Built-Up Area, and development density in the Designated Greenfield Areas as contained in Table 2.'

The Subject Lands are located within the Urban Area of Halton and are further located within the Built-Up Area of the Urban Structure. As such, the Subject Lands are an appropriate and desirable location for growth to occur as Urban Area lands are where future development is to be directed.

Furthermore, the proposal as contemplated will contribute to achievement of Built-Up Area intensification targets. Specifically, Table 2 of the ROP states that at least 13,500 new housing units are to be added to the Built-Up Area between 2015 and 2031. The proposed development will facilitate 110 new high-density dwelling units to be developed on lands within the Built-Up Area, thereby supporting the above-noted Regional intensification policy objectives.

Urban Area

'72. The goal of the Urban Area and the Regional Urban Structure is to manage growth in a manner that fosters complete communities, enhances mobility across Halton, addresses climate change, and improves housing affordability, sustainability and economic prosperity.'

'72.1 The objectives of the Urban Area are:

(1) To accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently.

- (2) *To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobility, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.*
- (3) *To provide a range of identifiable, inter-connected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure.*
- (3) *To ensure that growth takes place commensurately both within and outside the Built Boundary.*
- (7) *To plan and invest for a balance of jobs and housing in communities across the Region to reduce the need for long-distance commuting and to increase the modal share for transit and active transportation.*
- (9) *To facilitate and promote intensification and increased densities.'*

The Subject Lands are located within the Urban Area component of the Regional Structure. As such, the proposed development conforms to the above-noted Urban Area policy objectives by providing for a high-quality, compact built form that makes efficient use of land, infrastructure and public service facilities. It will provide for development that provides for residential intensification at an appropriate location, at an appropriate density, to support the achievement of Oakville as a complete community and surrounding active transportation networks.

Strategic Growth Areas

The ROP identifies a series of Strategic Growth Areas where development ought to be directed. Strategic Growth Areas are defined as including Major Transit Station Areas, Urban Growth Centres, \Regional Nodes, Regional Corridors and Local Nodes. In accordance with Schedule 1h, Regional Urban Structure, the Subject Lands are located adjacent to Bronte Road – a Higher Order Transit Corridor – which is a Regional Corridor. As such, the following policies apply.

'79. *The objectives of the Strategic Growth Areas are:*

- (1) *To provide an urban form that is complimentary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable in order to promote the development of complete communities.*
- (2) *To provide opportunities for more cost-efficient and innovative urban design.*
- (4) *To provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighbourhoods.*
- (5) *To create a vibrant, diverse and pedestrian-oriented urban environment.*
- (6) *To cumulatively attract a significant portion of population and employment growth.*
- (8) *To support transit and active transportation for everyday activities.*
- (9) *To generally achieve higher densities than the surrounding areas.*

- (10) *To achieve an appropriate transition of built form to adjacent areas.*
- (11) *For Regional Corridors:*
 - a. *To achieve increased residential and employment densities in order to ensure the viability of existing and planned transit infrastructure and service.*
 - b. *To achieve a mix of residential, office, institutional, and commercial development, where appropriate..'*

'79.3. *It is the policy of the Region to:*

- (1) *Direct development with higher densities ...to Strategic Growth Areas...*
- (5) *Adopt alternative design standards for Arterial Roads through Strategic Growth Areas to promote active transportation, pedestrian-oriented development and transit-friendly facilities while maintaining the mobility function of the Major Arterial Road.'*

The Subject Lands are located along Bronte Road, a Major Arterial Road and a Higher Order Transit Corridor which is also a Regional Corridor and Strategic Growth Area. Given this, the proposed development conforms to the above-noted Strategic Growth Area policy objectives by providing for a high-quality, compact, pedestrian-oriented built form that supports alternative modes of transit and cost-effective development. It will also support the creation of Oakville as a complete community where residents are able to live, work, play and shop within their local community. Finally, the proposal supports higher density development, at an appropriate location, at an

appropriate density, where such form of development ought to be located.

Housing

'84. *The goal for housing is to supply the people of Halton with an adequate mix and variety of housing to satisfy differing physical, social and economic needs.'*

'86. *It is the policy of the Region to:*

- (6) *Adopt the following housing targets:*
 - a. *that at least 50 percent of new housing units produced annually in Halton be in the form of townhouses or multi-storey buildings.'*

The proposal supports the above-noted Regional housing policy objectives through the provision of 110 new apartment-style dwelling units. Furthermore, the proposal supports housing choice for households of varying size, incomes and lifestyle preferences, while also enabling residents to remain in their communities.

Urban Services

'87. *The goal for urban services is to ensure the adequate provision of an economic level of urban services to achieve Regional development objectives while conscious of the need to protect the environment.'*

'88. *The objectives for urban services are:*

- (1) *To provide satisfactory level of urban services in the Urban Area to meet existing and future requirements.'*

5.4 / LIVABLE OAKVILLE PLAN, 2021

'89. *It is the policy of the Region to:*

- (1) *Provide urban services only within the Urban Area...*
- (3) *Require that approvals for all new development within the Urban Area*

be on the basis of connection to Halton's municipal water and wastewater systems, unless otherwise exempt by other policies of this Plan..'

As further demonstrated in the accompanying Functional Servicing and Stormwater Management Report, the proposed development will make better use of existing municipal infrastructure services. Furthermore, the proposal can be serviced by the existing urban services (water and wastewater).

SUMMARY / CONFORMITY STATEMENT

The Halton Regional Official Plan ('ROP') guides land use planning and development across Halton. The above analysis demonstrates that the proposed development conforms to the policies and objectives of the ROP, as amended, by providing for a high-quality, compact development that facilitates intensification at an appropriate location, at an appropriate density. Furthermore, the proposed development will result in a built form that is pedestrian-oriented and compatible with the surrounding community. In our opinion, the proposed development and corresponding Amendments are in conformity with the applicable policies and objectives of the Halton Regional Official Plan.

The Livable Oakville Plan ('Livable Oakville'), as amended, was adopted by Town Council in June 2009 and approved by the Region of Halton, with modifications, in November 2009. Livable Oakville was subsequently appealed to the Ontario Municipal Board ('OMB', now Ontario Land Tribunal, 'OLT'), and was partially approved, save and except for those parts deferred or under appeal, in September 2012. Since this time, Livable Oakville has been updated via a series of Tribunal Orders, approvals and Official Plan Amendments ('OPAs').

The in-effect Livable Oakville (August 2021) identifies where and how the Town of Oakville is to grow up to the year 2031 based on an Urban Structure (Schedule A1) comprised of eight (8) components. The Subject Lands are currently located within the Parkway Belt component of the Urban Structure, however, a Parkway Belt West Plan Amendment application remains active to remove the Subject Lands from the Parkway Belt West Plan area. Approval of this application would facilitate the Subject Lands to be placed within the Residential Areas component of the Town's Urban Structure.

We note that the Town of Oakville is presently completing an Official Plan Review exercise, concurrently with the ongoing Region of Halton Official Plan Review initiative, that will culminate in Town-initiated Official Plan Amendments ('OPAs') to ensure Livable Oakville conforms to the 2051 planning horizon of Provincial Plans, incorporates the outcomes of the Halton Regional Official Plan Review initiative, and implements key policy recommendations arising from the completion of recent Town initiatives and more.

The following is an analysis of the applicable in-effect Livable Oakville policies and an evaluation of how the proposed development and corresponding Official Plan Amendment serve to better implement Regional and local policy.

4/ Managing Growth & Change

Section 4 of Livable Oakville establishes the policy framework for how growth is to be managed. The following policies apply.

*'4.3. Residential Intensification Outside of the Growth Area
It is the policy of the Plan that the key focus for development and redevelopment to accommodate intensification will be the locations identified as Growth Areas. Lands outside of Growth Areas are predominantly stable residential communities which consist of established neighbourhoods. While the Plan encourages intensification generally throughout the built up area, it also recognizes that some growth and change may occur in these areas provided the character of the areas is preserved and the overall urban structure of the Town is upheld. Intensification outside of the Growth Areas including additional intensification opportunities such as infill, redevelopment and greyfields and brownfield sites, will be considered in the context of this Plan.'*

The Subject Lands are located within an established Neighbourhood, adjacent to Bronte Creek and within the Town's Built-Up Area. As such, the Subject Lands are an appropriate and desirable location for contextually appropriate intensification

to occur. The proposal will support achievement of the Town's intensification targets for lands within the Built-Up Area and will provide for compact development that is in an appropriate location, at an appropriate density to support the achievement of Town intensification objectives, while upholding the Town's Urban Structure hierarchy. As stated above, the proposal has been planned and designed to facilitate a high-quality, refined built form that will provide for development that is compatible with the existing and evolving character of the surrounding area.

11/ Residential

Section 11 of Livable Oakville establishes the policy framework for how growth and development in the Residential Areas is to be managed. This is to be achieved by identifying how lands are to be used based on land use designations. As demonstrated in **Figure 6** on the next page, the Subject Lands are currently designated 'Medium Density Residential'. In our opinion, the High Density Residential designation is the most appropriate and will facilitate the proposed. The following policies apply.

'11.1.8. Intensification within the stable residential communities shall be provided as follows:

- c) Within the stable residential communities, on lands designated Medium Density Residential and High Density Residential, there may be underutilized lands on which additional development may be appropriate. Intensification of these lands may occur within the existing density permissions for the lands and may be considered subject to the requirements of section 11.1.9 and all other applicable policies of this Plan.'*

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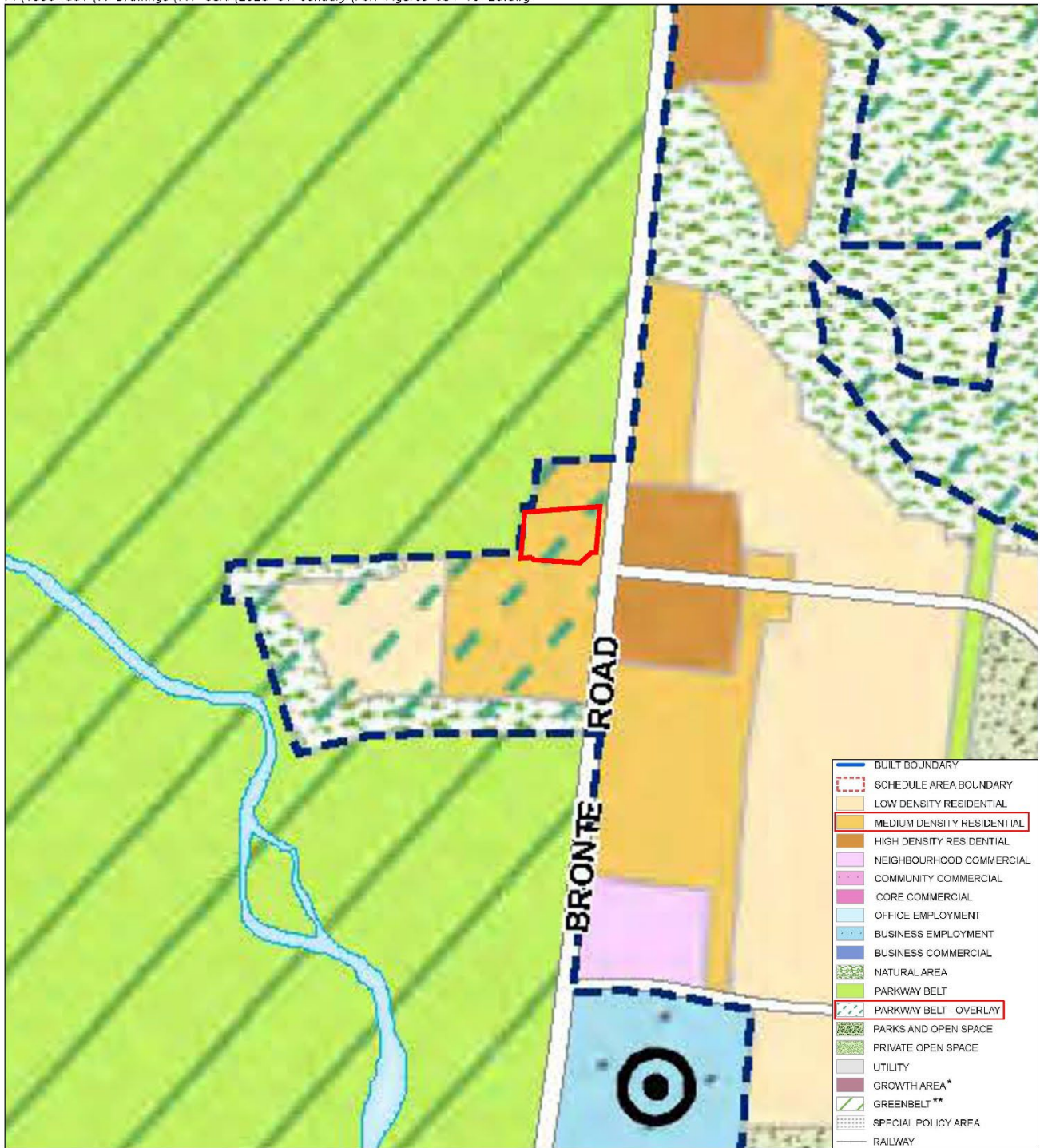



FIGURE 6
LIVABLE OAKVILLE PLAN
SCHEDULE 'H' - WEST LAND USE

1354 BRONTE ROAD
PART OF LOT 31, CONCESSION 2, TRAFALGAR
TOWN OF OAKVILLE, REGIONAL MUNICIPALITY OF HALTON

LEGEND

 Subject Lands



Scale: N.T.S.
July 28, 2023

It is our opinion that as a Site that is underutilized and recognized as having intensification potential, the High Density Residential designation is the most appropriate designation for the developable area of the Subject Lands. For clarity, the 'High Density Residential' designation is contemplated for lands outside of the public laneway and incorporates the sliver of land currently owned by an adjacent property owner. As such, the corresponding Official Plan Amendment seeks to re-designate a segment of the Subject Lands to facilitate residential intensification on that portion of the Site that is not to be utilized for the future public laneway.

'11.1.9. Development within stable residential communities shall be evaluated using the following criteria to maintain and protect the existing neighbourhood character:

- a) The built form of development, including scale, height, massing, architectural character and materials, is to be compatible with the surrounding neighbourhood.*
- c) Where a development represents a transition between different land use designations or housing forms, a gradation in building height shall be used to achieve a transition in height from adjacent development.*
- e) Roads and / or municipal infrastructure shall be adequate to provide water and wastewater service, waste management services and fire protection.*
- f) Surface parking shall be minimized on the site.*

- h) Impacts on the adjacent properties shall be minimized in relation to grading, drainage, location of service areas, access and circulation, privacy and microclimatic conditions such as shadowing.*
- k) The transportation system should adequately accommodate anticipated traffic volumes.'*

The above-noted policy objectives require developments occurring in residential neighbourhoods to be compatible with and integrate into the surrounding area. The proposed high-quality, refined, 6-storey mid-rise built form represents an appropriate and desirable transition to the surrounding context. Furthermore, the proposed development has sufficient site circulation and site design patterns to accommodate road and municipal infrastructure requirements. Overall, it is our opinion that the proposal and corresponding Amendments will facilitate a high-quality, refined development that is compatible and integrates with the surrounding area. It will also support the development vision established for the Bronte Green community on the east side of Bronte Road as well as the development vision for the adjacent lands to the south.

11.4 High Density Residential

'11.4.1. Permitted Uses

The High Density Residential land use designation may permit a range of high density housing types including multiple-attached dwelling units, apartments, retirement homes and long-term care homes.'

The proposed development will provide for a refined mid-rise built form, with apartment-style housing forms that will meet the needs of current and future residents. Furthermore, given the provision of a public laneway

and the size of the lot, the proposal provides for a resultant residential density of approximately 333 units per site hectare, when the lands owned by others are excluded. It is our opinion that the proposed density is appropriate and desirable for the Subject Lands given the broader policy objectives for the surrounding area are supported and a refined, compact, pedestrian-oriented, transit supportive built form can be provided. Furthermore, the proposed density is consistent with the density of approved developments on the east side of Bronte Road. Overall, the proposal represents an appropriate and desirable compact development that advances the Town's High Density Residential policy objectives. In our opinion, the proposed development and corresponding Official Plan Amendment conform to the above-noted High Density Residential policy objectives.

27.3.8. Bronte Road West Lands

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

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

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

'27.3.8.1. Development Concept

The Bronte Road West Lands are adjacent to and include a portion of a preserved natural environment area along Bronte Creek, and Fourteen Mile Creek and its tributaries. Development of the Bronte Road West Lands shall provide for the long-term protection, preservation and enhancement of the related features, functions and linkages of the natural environment area.

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

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

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

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

'27.3.8.3. Land Use Policies

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

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

The Subject Lands are located within the Bronte Road West Lands area. As such, the proposal and corresponding Amendments have been planned and designed to conform to the above-noted policy objectives. Specifically, the proposed development will provide for a compact, pedestrian-oriented, transit-supportive development that supports the policy objectives for the Subject Lands and surrounding area.

In order to facilitate the proposal, the corresponding Official Plan Amendment seeks to implement a site-specific exemption to the above-noted Bronte Road West Lands Special Policy Area.

In our opinion, this exemption is appropriate and will facilitate a high-quality, well designed residential development to occur on lands that are underutilized. Given the Subject Lands' location along Bronte Road, a higher order transit corridor, the proposed development is appropriate and will not comprise the established character of the surrounding community.

Overall, the proposal and corresponding Amendment represent an appropriate and desirable compact, pedestrian-oriented, transit-supportive development at an appropriate location, at an appropriate density, that advances the Town's development and policy objectives while also facilitating development that better recognizes the development potential of the Subject Lands. In our opinion, the proposed development and corresponding Official Plan Amendment conform to the applicable policy objectives for the Subject Lands and the Bronte Road West Lands.

SUMMARY / CONFORMITY STATEMENT

The Livable Oakville Plan ('Livable Oakville'), as amended, guides land use planning and development across the Town. The above analysis demonstrates that the proposed development conforms to the development policies and objectives of Livable Oakville, as amended, by providing for a high-quality, compact development that facilitates a range and mixture of residential dwelling units at an appropriate location and density. The proposal also directs better utilization of land, resources and infrastructure to facilitate a development that will contribute to Oakville as a complete community. Furthermore, the proposed development will result in a built form that is consistent and compatible with the existing and evolving character of the surrounding community. Therefore, the proposed development, corresponding Draft Plan and corresponding Official Plan Amendment serve to better implement the applicable policies and objectives for 'High Density Residential' lands within the Bronte Road West Area special area of the Livable Oakville Plan.

5.5 / ZONING

The Town of Oakville Zoning By-law 2014 – 014 ('By-law 2014 – 014') currently zones the Subject Lands as 'Parkway Best West Complimentary Use (PB2)' (see **Figure 7** on the next page). The current zoning reflects existing conditions, but does not permit the proposed development. A site-specific Zoning By-law Amendment ('ZBA') is requested to re-zone the Subject Lands to 'Residential Medium Density (Apartment Dwellings) (RM4)' with site-specific provisions.

A draft Zoning By-law Amendment with the requested site-specific provisions has been prepared and a copy is provided in **Appendix II** of this Report. More specifically, the ZBA seeks to introduce the following site-specific permissions:

- To permit site-specific building envelope standards; and,
- To permit a site-specific landscaping standard.

Table 3 on the right summarizes the proposed site-specific exceptions to the RM4 Zone and the rationale for these exceptions.

Table 3 / Summary of Requested RM4 Exceptions & Rationale

<i>REQUESTED EXCEPTION</i>	<i>RATIONALE</i>
<i>Modified Building Envelope</i>	To implement the desired built form, while maintaining appropriate compatibility and transition to the surrounding community
<i>Modified Landscaping Standard</i>	In efforts to accommodate the desired built form, provision of a public laneway as well as sustainable building strategies, a site-specific landscaping standard is requested. The requested standard seeks to implement appropriately situated landscape buffers in order to accommodate a safe, comfortable and attractive pedestrian environment that includes streetscaping and landscaped open spaces. As demonstrated in the accompanying Urban Design Brief, a variety of landscape enhancements are to be provided. These enhancements, coupled with the requested landscaping standard, will enable a development that is well-designed, appropriate and desirable

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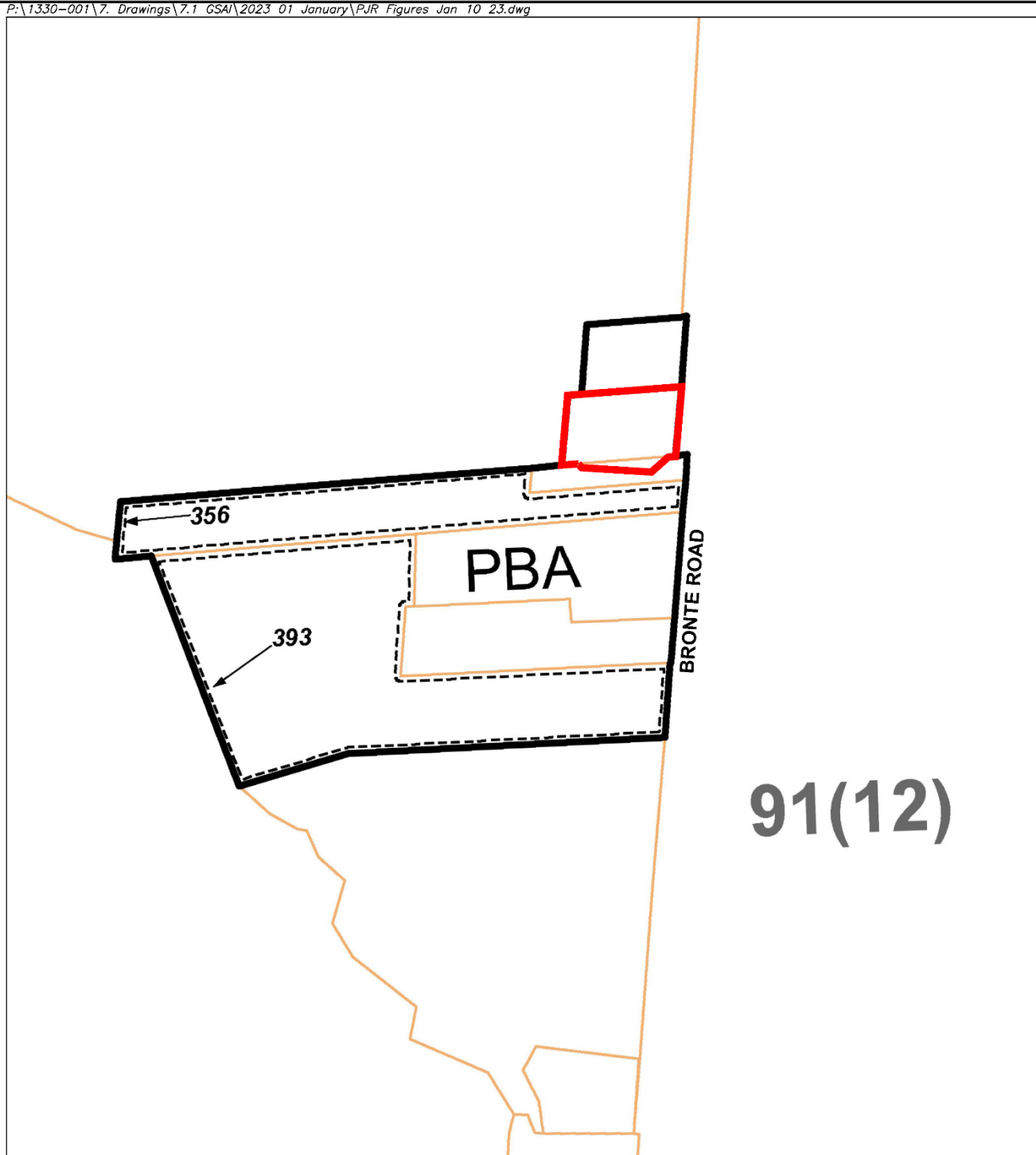



FIGURE 7
TOWN OF OAKVILLE
ZONING BY-LAW 2014-014

1354 BRONTE ROAD
PART OF LOT 31, CONCESSION 2, TRAFALGAR
TOWN OF OAKVILLE, REGIONAL MUNICIPALITY OF HALTON

LEGEND

 Subject Lands



Scale: N.T.S.
July 28, 2023

5 / SUMMARY & CONCLUSION

As outlined above, together with the supporting studies, the proposed development, corresponding Draft Plan of Subdivision ('Draft Plan') and corresponding Official Plan Amendment and Zoning By-law Amendment ('ZBA', or the 'Amendments') represent an appropriate development for the Subject Lands that is in keeping with the policies and intent of the Halton Regional Official Plan and Livable Oakville Plan. Furthermore, based on the existing physical context and surrounding neighbourhood, a technical assessment of the proposal as well as an analysis of the proposal within the current policy and regulatory context of the Region and Town, we conclude the following:

1. The proposed Draft Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment represents appropriate development on the Subject Lands given the existing use of the Site and surrounding context;
2. The proposal provides an appropriately designed and compatible development for the community that will contribute to the provision of new housing options and the achievement of a complete community;
3. The proposed Draft Plan and Amendments are consistent with the Provincial Policy Statement, 2020;
4. The proposal conforms to A Place to Grow: A Growth Plan for the Greater Golden Horseshoe, 2020;
5. The proposal conforms to the policy directions of the in-effect Halton Regional Official Plan;
6. The proposal can be adequately serviced by existing municipal services;
7. The proposed development will not create adverse impacts to the existing uses or the surrounding area; and,
8. The proposal is in keeping with the character and planned context of surrounding Neighbourhood, it retains and provides for the long-term protection of Bronte Creek and it provides an opportunity for contextually appropriate intensification within the Town's Built-Up Area where intensification is to be directed. Additionally, the proposal upholds the overall Urban Structure set out in the Livable Oakville Plan and further implements the development objectives as identified by the Livable Oakville Plan.

Accordingly, we conclude that the proposed Draft Plan and proposed Amendments are appropriate, represent good planning and implement the Town, Regional and Provincial vision for the Subject Lands.

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.



Colin Chung, MCIP, RPP
Managing Partner



Stephanie Matveeva, MCIP, RPP
 Associate

APPENDIX I / Draft Official Plan Amendment

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

Constitutional Statement

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

Part 1 - Preamble

A. Subject Land

The Subject Lands are located on the west side of Bronte Road, north of the Queen Elizabeth Way ('QEW'). The land is legally described as Part of Lot 31, Concession 2 Trafalgar, and municipally known as 1354 Bronte Road.

B. Purpose and Effect

The purpose of the Official Plan Amendment is to modify Schedule H, West Land Use to re-designate the Subject Lands from *Medium Density Residential* and *Parkway Belt West - Overlay* to *High Density Residential* and to permit an exemption from the Bronte Road West Lands Special Policy Area.

The effect of the proposed Official Plan Amendment would enable Council to permit the development of a residential development.

C. Background and Basis

- The proposal seeks to re-designate a portion of the Subject Lands from *Medium Density Residential* to *High Density Residential*.
- The proposal seeks to implement a site-specific exemption to the Bronte Road West Lands Special Area Policy.
- The proposed development is a component to the creation of complete communities.
- The site is located directly on Bronte Road, a Major Arterial and Higher Order Transit Corridor.
- The site is well served by existing services, amenities, transportation and transit systems and infrastructure.

Part 2 – The Amendment

A. Map Change

This Official Plan Amendment reflects modifications to Schedule H of Livable Oakville Plan as shown below.

B. Text Changes

Livable Oakville is hereby amended by adding a new exemption as follows:

27.4.XX. West Exceptions – Schedule H

On the lands designated High Density Residential on the west side of Bronte Road, a maximum density of 333 units per site hectare shall be permitted.

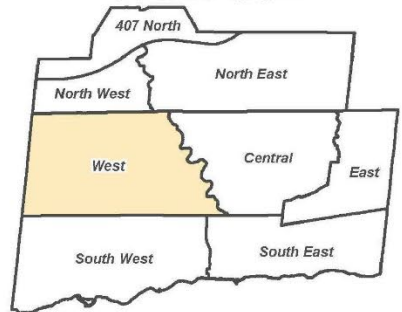


**SUBJECT
LANDS**

BRONTE ROAD

**OPA No. X
Proposed**

SCHEDULE H WEST LAND USE



- BUILT BOUNDARY
 - SCHEDULE AREA BOUNDARY
 - LOW DENSITY RESIDENTIAL
 - MEDIUM DENSITY RESIDENTIAL
 - HIGH DENSITY RESIDENTIAL
 - NEIGHBOURHOOD COMMERCIAL
 - COMMUNITY COMMERCIAL
 - CORE COMMERCIAL
 - OFFICE EMPLOYMENT
 - BUSINESS EMPLOYMENT
 - BUSINESS COMMERCIAL
 - NATURAL AREA
 - PARKWAY BELT
 - PARKWAY BELT - OVERLAY
 - PARKS AND OPEN SPACE
 - PRIVATE OPEN SPACE
 - UTILITY
 - GROWTH AREA*
 - GREENBELT**
 - SPECIAL POLICY AREA
 - RAILWAY
- * Refer to Part E, Growth Area Policies
 ** Refer to Part E, Special Policy Areas
 Refer to Part E, Exceptions



1:26,000
August 31, 2021

APPENDIX II / Draft Zoning By-law Amendment

BY-LAW NUMBER XXXX-XXX

A by-law to amend the Town of Oakville Zoning By-law 2014 – 014, as amended, to permit the use of lands described as 1020 – 1042 Sixth line


COUNCIL ENACTS AS FOLLOWS:

1. Map 19(14) of By-law 2014-014, as amended, is further amended by rezoning the lands as depicted on Schedule 'A' to this By-law.
2. Part 15, Special Provisions, of By-law 2014 – 014, as amended, is hereby further amended by adding a new Special Provision as follows:

XXX	3415 Bronte Road	Parent Zone: RM4
15.XXX.1 Zone Provisions		
The following regulations apply to the lands zoned RM4 sp. XX: a) The eastern property line abutting Bronte Road shall be deemed the front lot line; b) The southern property line abutting Saw Whet Boulevard shall be deemed the flankage lot line; c) d) A minimum front yard of 3.5 metres shall be provided; e) A minimum flankage yard of 3.3 metres shall be provided; f) A minimum rear yard of 1.9 metres shall be provided; g) A minimum interior side yard of 4.6 metres shall be provided; h) A minimum setback of 0.6 metres from the below-grade parking structure to any lot line shall be provided; i) A maximum height of 6 storeys and 25 metres shall be permitted; j) There shall be no minimum landscaped area required; k) There shall be no main wall proportions required; l) An above-grade deck shall be permitted to extend 1.8 metres from the main wall of the building.		

RM4 SP.XX

BRONTE ROAD

 SUBJECT LANDS TO BE REZONED
FROM PB2 (PARKWAY BELT)
TO RM4 SP.XX (RESIDENTIAL MEDIUM)

LOCATION:
1354 BRONTE ROAD
PART OF LOTS 31,
CONCESSION 2
TOWN OF OAKVILLE
REGION OF HALTON

**THIS IS SCHEDULE 'A'
TO BY-LAW AMENDMENT _____**
PASSED THE ___ DAY OF _____, 2023.

SIGNING OFFICERS

MAYOR

CLERK

 Scale 1:1000

