



Planning & Urban Design Rationale

2172 Wyecroft Road
Town of Oakville

Prepared For
NBIM 2172 Wyecroft LP (c/o
Northbridge Capital Inc.)

August 2025

2172 Wyecroft Rd

DAYCARE



Job Number

21378

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This Planning and Urban Design Rationale report has been prepared in support of applications by NBIM 2172 Wyecroft LP (c/o Northbridge Capital Inc.) for Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision applications for the lands municipally known as 2172 Wyecroft Road in the Town of Oakville. The Applications represent the first development application in the Bronte GO MTSA following the Town's approval of OPA 41, to establish the network of local public roads established through OPA 41 through a new 20-metre east-west public road and new 16-metre north-south public road conveyance. Two (2) mixed-use blocks are proposed to accommodate two (2) mixed use buildings with four (4) residential towers with heights of 35, 32, 28, and 25 storeys. Ground floor retail/commercial and daycare uses are proposed along Wyecroft and the new public roads which will help contribute to the ongoing evolution of the Bronte GO MTSA into a complete community.

The background of the slide features a photograph of two hands pinning a map. One hand is in the foreground, placing a red pushpin, while the other is slightly behind it. The map shows various geographical features and lines. The entire image is covered with a semi-transparent red filter. Overlaid on the left side of the image is a large white circle containing the number '1'.

1

Introduction

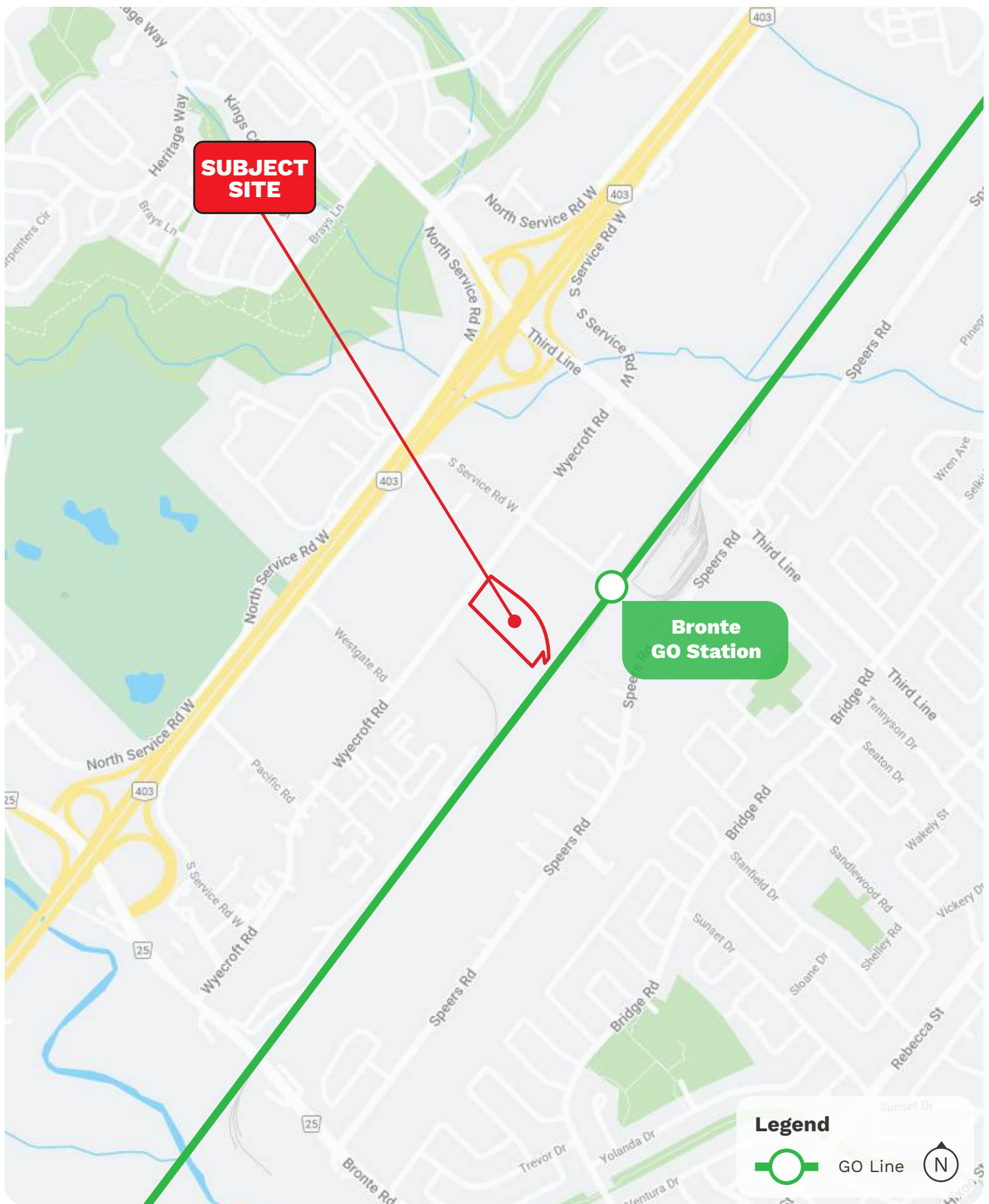


Figure 1 - Location Map

This Planning and Urban Design Rationale report has been prepared in support of applications by NBIM 2172 Wyecroft LP (c/o Northbridge Capital Inc.) for Official Plan Amendment ("OPA"), Zoning By-law Amendment, ("ZBA"), and Draft Plan of Subdivision ("DPOS") applications (the "Applications") for the lands municipally known as 2172 Wyecroft Road in the Town of Oakville (the "site" or "subject site") as shown in **Figure 1**. The subject site encompasses an area of 2.36 ha and is located on the south side of Wyecroft, immediately west of the Metrolinx-owned Bronte GO Station parking lot.

The Applications seek to implement the policies and land use designations of the Town of Oakville Official Plan (the "Livable Oakville Plan"), specifically the land use and built form permissions approved through OPA 41 for the Bronte GO Major Transit Station Area ("MTSA"). The Livable Oakville Plan envisions the Bronte GO MTSA be transformed, over the long-term, from an area dominated by employment and industrial uses to a transit-supportive mixed-use, urban community with a range of residential, commercial, and retail uses while maintaining an employment focus. The Applications represent the first development application in the Bronte GO MTSA following the Town's approval of OPA 41 which was the result of a Town-initiated, multi-year study and the Draft Plan of Subdivision application proposes to establish the network of local public roads established through OPA 41 through a new 20-metre east-west public

road and new 16-metre north-south public road conveyance. Two (2) mixed-use blocks are proposed to accommodate two (2) mixed use buildings with four (4) residential towers with heights of 35, 32, 28, and 25 storeys. Ground floor retail/commercial and daycare uses are proposed along Wyecroft and the new public roads which will help contribute to the ongoing evolution of the Bronte GO MTSA into a complete community and will allow the subject site to maintain the same number of jobs as the current industrial uses.

The requested OPA is limited to a request to increase the permitted height on the subject site from 24-storeys and a ZBA is required in order to bring the Zoning By-law into conformity with the existing land use permissions on the site which were approved by the Region and the Town.

This report concludes that the Applications are consistent with the Provincial Planning Statement, 2024, conforms to the Halton Regional Official Plan, generally conforms to the Livable Oakville Plan except for the maximum building height, appropriately addresses the urban design direction in the Livable by Design Manual, and will implement the Town's vision for this site and for the larger Bronte GO MTSA. In our opinion, the requested Applications represent good planning and urban design, are appropriate and desirable and should be approved.



Site & Surroundings

2.1 Subject Site

The subject site is located on the south side of Wyecroft Road, north of the Lakeshore West GO rail corridor, immediately north and west of the Bronte GO Transit Station (the "Bronte GO") and is municipally known as 2172 Wyecroft Road (See **Figure 2**). The subject site is generally rectangular in shape, except for a rounded southeast boundary adjacent to the Bronte GO drive aisle on the GO station property to the west, where buses enter and exit the GO Station. The site has an area of approximately 2.36 hectares (5.83 acres) and a frontage of 93 metres along Wyecroft Road. The depth of the site ranges from approximately 240 to 260 metres. For the purposes of this report,

Wyecroft Road is deemed to be at the north end of the subject site, and the railway/Lake Ontario is deemed to be to the south of the subject site.

The subject site is currently occupied by three single-storey buildings surrounded by surface parking. These buildings are currently utilized for a variety of commercial, light industrial and office purposes. The subject site is currently accessed by two driveways from Wyecroft Road, one at the northeast corner of the site, and one at the northwest corner of the site.



Figure 2 - Aerial Photo - Site Context

With respect to topography and vegetation, the site is generally flat adjacent to the Wyecroft Road frontage and gradually slopes down from north to south by approximately 2.8 metres in total. There is a berm approximately 1.5 to 2.5-metres in height on the abutting Metrolinx property to the east that generally runs along the length of the eastern property line. From the subject site's eastern property line, the berm slopes up and then down towards the GO Station bus drive aisle which is approximately 1-2 metres higher than the subject site. Thirteen (13) trees are located on the subject site (three (3) along Wyecroft Road and the rest located at the south end of the site) with an additional five (5) street trees within the public boulevard along Wyecroft Road. There are approximately 11 additional trees located on the City-owned parcel abutting the subject site to the south. As per the arborist report prepared by Kuntz Forestry Consulting Inc., there a total of 29 trees located within or near the subject site



Subject site looking south towards existing berm and bus drive aisle on Metrolinx property



Subject site looking south from Wyecroft Road



Subject site looking south from the eastern entrance driveway



Subject site looking west from the eastern entrance driveway



Subject site looking north from the southwest corner



Subject site looking north from the western side



Subject site looking east from the western entrance driveway

2.2 Existing and Planned Area Context

The subject site is located within the Town of Oakville's Bronte GO MTSA for which the Town developed an area-specific plan (OPA 41) for, following a multi-year Town-initiated study. The Bronte GO MTSA was redesignated from *Employment Area* in the Halton Region Official Plan through Regional Official Plan Amendment ("ROPA") No. 48 to permit non-employment uses such residential and mixed uses. Following this, the Town amended the Livable Oakville Plan, through OPA 41, to provide further direction and policies with respect to the long-term vision of the Bronte GO MTSA which is intended to accommodate increased population and employment densities and transform over the long-term from an area dominated by employment and industrial uses to a transit-supportive mixed-use, urban community with a range of residential, commercial, and retail uses while maintaining an employment focus. ROPA 48 came into effect in November 2021 and OPA 41 came into effect November 25, 2022. The area-specific plan and supporting policies and schedules are detailed below in Section 4.0 of this report.

The Bronte GO MTSA is an evolving area which is intended to introduce a mix of uses, including residential uses, over time as prescribed through the area-specific plan and policies in the Livable Oakville Plan. The Bronte GO MTSA is currently comprised of various employment, industrial, and commercial uses which consist of warehouses, distribution centres, manufacturing buildings, office buildings, automobile dealerships and service centres, and other employment uses. The Bronte GO MTSA is generally bounded by the Queen Elizabeth Way to the north, Fourteen Mile Creek to the east, established residential areas to the south, and properties west of Westgate Road to the west, and generally includes an area within an approximate 500 to 800 metre radii of the Bronte GO Station. The subject site is 60 metres from the western GO Station entrance and elevator and 200 metres west of the main station building.



Figure 3 - Aerial Photo - Area Context

2.3 Immediate Surroundings

As noted above, for the purposes of this report, Wyecroft Road is deemed to be at the north end of the subject site, and the railway/Lake Ontario is deemed to be to the south of the subject site.

To the immediate **northwest** of the subject site, there is a two-storey office building (2195 Wyecroft Road) containing several commercial tenants including a driving school, fitness camp, restaurant, and daycare centre including an outdoor play area on the north side of the building, to the west of which is a two-storey used automobile sales centre (2219 Wyecroft Road). To the immediate **north** of the subject site, on the north side of Wyecroft Road, is 2171 Wyecroft Road, which is currently being used for the storage of shipping containers for a shipping container sales and rental company (Fab-Con).

To the **northeast** of the site, east of the shipping container yard, is a one-storey employment building containing several commercial tenants including a manufacturing group, and a marketing agency (2139 Wyecroft Road). To the east of this is a single-storey office building which contains several medical offices (2125 Wyecroft Road).

Further north, to the north of the uses fronting Wyecroft Road are a number of one-to-two storey commercial, office and manufacturing buildings with frontage on South Service Road, including as automotive dealership and service centre (Porsche Centre Oakville, 2250 South Service Road), a distribution centre (Wallace and Carey Inc., 2226 South Service Road), a two-storey office, processing, and distribution building for Bunge North America (2190 South Service Road), and two buildings containing a variety of commercial tenants (2160 South Service Road and 2130 South Service Road). To the north of these uses is the Queen Elizabeth Way.



Fab-Con storage facility at 2171 Wyecroft Road



Office and manufacturing building at 2139 Wyecroft Road



Commercial and office buildings at 2195 Wyecroft Road

To the immediate **east** of the subject site is the Bronte GO Station property which includes an Oakville Transit bus loop, GO transit bus stops, and extensive surface parking (2142 and 2104 Wyecroft Road). Immediately east of the site is the drive aisle for the Oakville Transit bus loop, which terminates in a cul-de-sac north of the rail corridor. A large surface parking area for GO patrons is located east of the drive aisle, extending between the GO station and Wyecroft Road.

East of the Bronte GO station property are various logistics and manufacturing-related uses, including two 2-storey office and warehousing buildings (2100 Wyecroft Road and 2070 Wyecroft Road), which contain freight storage to the rear. East of these buildings is a large surface parking area that serves the Bronte GO Station for overflow parking. To the east of the parking lot is a large storage facility (Apple Self Storage) and appliance parts supplier (700 Third Line). East of this is Third Line. On the east side of Third Line is a concrete batching plant (Dufferin Construction Company, 731 Third Line). Further to the east is Fourteen Mile Creek. There are on- and off-ramps to and from the QEW from Third Line which is located approximately 800 metres east of the subject site.

To the immediate **south** of the subject site, abutting the southwest corner of the subject site is a vacant parcel that is owned by the Town of Oakville. Abutting the southeast corner of the subject site is the Metrolinx-owned Lakeshore West rail corridor. South of the rail corridor is a large warehousing and logistics building with surface parking fronting on Speers Road and truck loading bays backing onto the rail corridor (2189 Speers Road). West of this building (southwest of the subject site) is 2245 Speers Road, a property occupied by a two-storey building containing offices and training facilities for the Operating Engineers Training Institute of Ontario as well as a banquet hall and conference centre. Associated with this facility is an outdoor area used for equipment training purposes. To the southeast of the subject site is a 3.6 ha (9 acres) property being used for surface parking associated for the Bronte GO Transit Station (2135 Speers Road). South of these uses is Speers Road, with a variety of commercial, light industrial, and institutional uses (i.e., The Salvation Army Oakville Community Church at 2270 Speers Road). Further south of this is a mixed-use area containing residential neighbourhoods with commercial uses throughout, that continues south to Lake Ontario.



Bronte GO Station and bus loop



Bronte GO Station parking lot

To the immediate **west** of the subject site are industrial buildings currently occupied by Kencro Chemicals (2192 Wyecroft Road) and a gypsum recycling facility (New West Gypsum Recycling, 2182 Wyecroft Road), as well as two one-storey light industrial buildings containing an automobile repair shop, warehousing, and contractor's and landscaper's offices (2212 Wyecroft Road). Further to the west is another industrial building containing manufacturing and packaging uses (2240 Wyecroft Road). Similar industrial, manufacturing and specialized retail uses continue further west fronting on Wyecroft Road. Approximately 1.5 km to the west of the subject site is the QEW access from Bronte Road.



Kencro Chemicals at 2192 Wyecroft Road



Automobile repair shops at 2212 Wyecroft Road

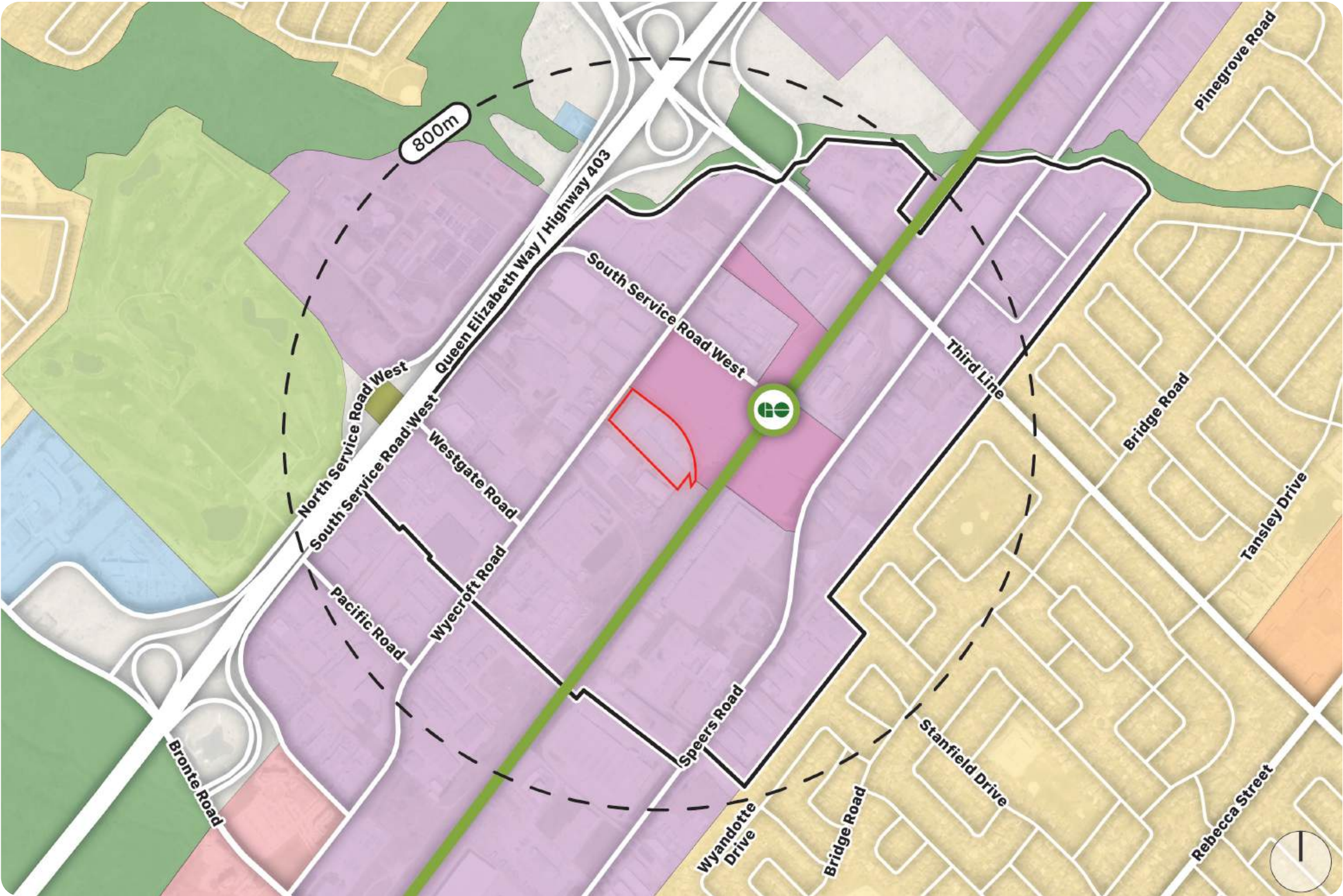


Figure 4 - Surrounding Use Context

Legend			
	Subject Site	 Commercial / Industrial	 Hotel
	Bronte GO MTSA Boundary	 Transit	 Golf Course
	Bronte GO Station	 Low-Rise Residential	 Cemetery
	GO Line	 Retail	 Natural Area
		 Institutional	

2.4 Transportation Context

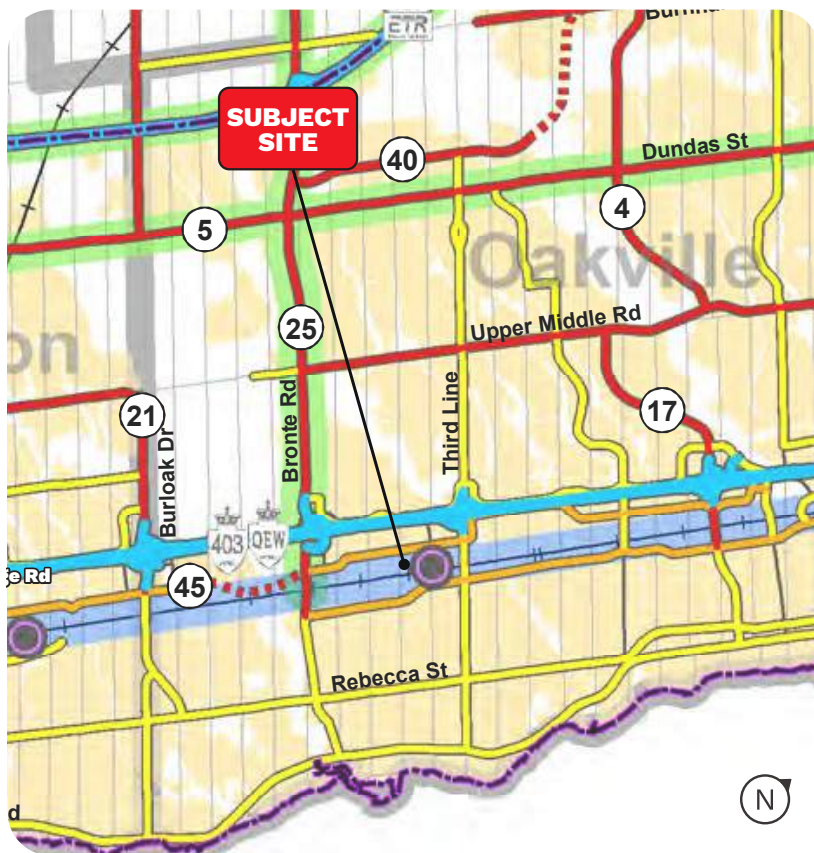
Road Network

The subject site is well-served by the local, Regional, and Provincial Road network, including the Queen Elizabeth Way ("QEW") highway to the north. Highway 403 runs concurrently with this portion of the QEW.

Wycroft Road is classified as a *Multi-Purpose Arterial* road on Map 3 – Functional Plan of Major Transportation Facilities in the Halton Region Official Plan (see **Figure 5**) and has a right-of-way requirement of 26.0 m as per Map 4 – Right-of-Way Requirements of Arterial Roads (see **Figure 6**). The segment of Wycroft Road adjacent to the subject site includes two lanes of traffic, one travelling east and one travelling west, and there is a pedestrian sidewalk on the south side of the street, adjacent to the site. No on-street parking is permitted on either side of the street. Adjacent to the subject site, Wycroft Road has an existing width of approximately 26.0 metres.

The QEW generally runs in an east-west direction through the Town of Oakville from Fort Erie in Niagara region through to the City of Toronto. The section of the QEW to the north of the site, located approximately 350 metres north, consists of 5-lanes of traffic in an eastern direction, and 5-lanes in a western direction, including one High Occupancy Toll Lane in each direction. The QEW can be accessed from the subject site via on- and off-ramps located 800 metres to the east of the subject site at Third Line and on Bronte Road located approximately 1.5 km to the west of the site. Third Line to the east of the site is a Minor Arterial Road, while the segment of Bronte Road to the west is a Major Arterial Road.

In addition, OPA 41 envisions a future local road network for the surrounding area, which includes new local public roads throughout the Bronte GO MTSA. As it relates to the subject site, new local roads are proposed running north-south on the eastern property line of the site, and an east-west public road bisecting the centre of the site.



Halton Region Official Plan - Map 3 Functional Plan of Major Transportation Facilities

Legend

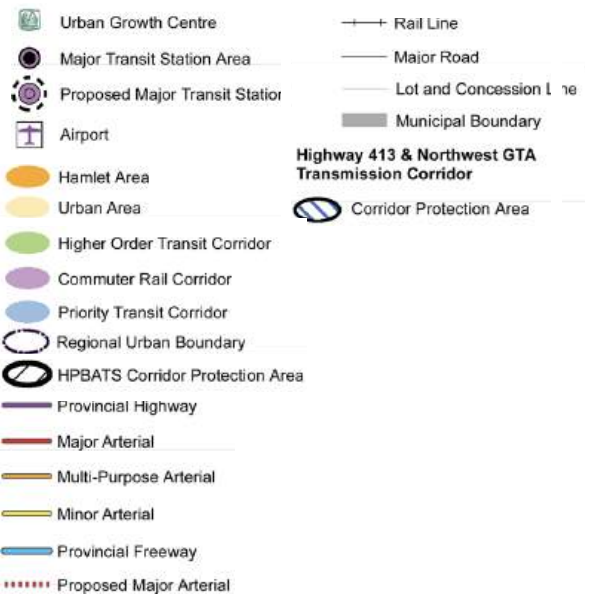
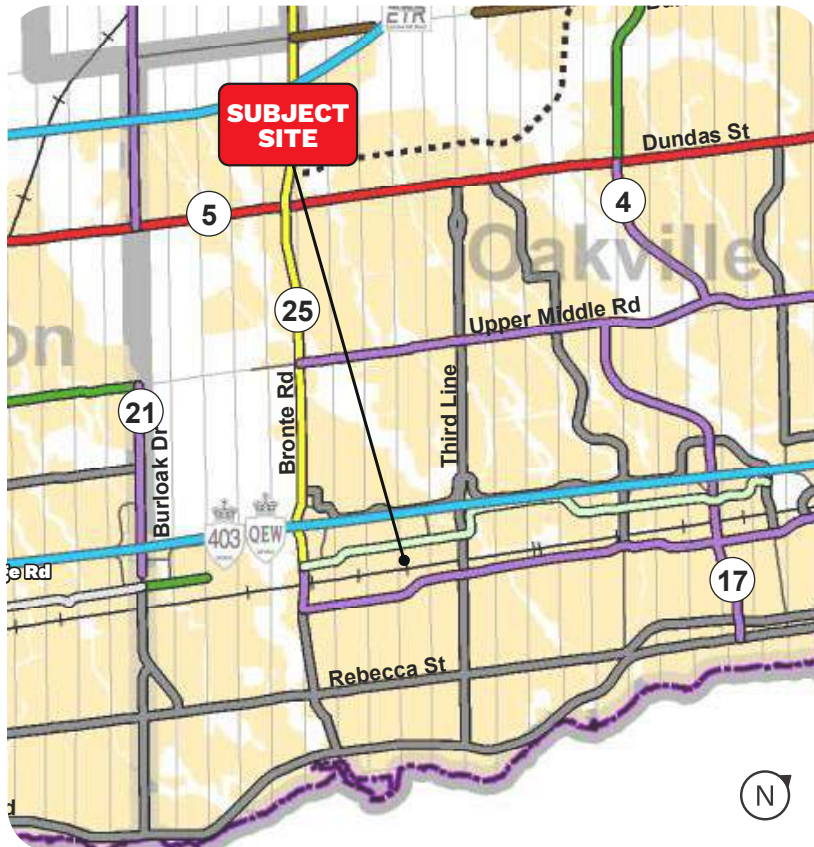


Figure 5 - Halton Region Official Plan - Map 3 – Functional Plan of Major Transportation Facilities



Halton Region Official Plan - Map 4 Right-of-Way Requirements of Arterial Roads

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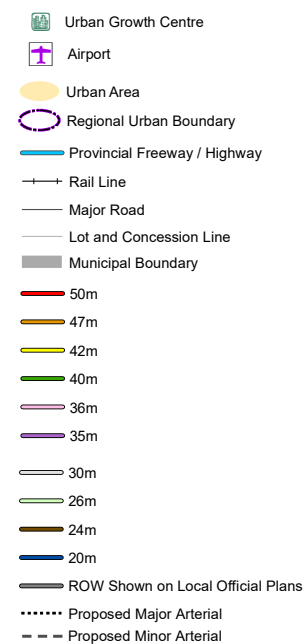


Figure 6 - Halton Region Official Plan - Map 4 – Right-of-Way Requirements of Arterial Roads

Active Transportation Network

The subject site is also served by the surrounding active transportation network. The portion of Wyecroft Road abutting the subject site is identified as an existing Signed Bike Route, and Multi-Use Trail according to Schedule D – Active Transportation Plan of the Official Plan. Multi-use trail accesses are also proposed to provide access to the Bronte GO Station from Wyecroft Road. (See **Figure 7**).

Public Transit Network

The subject site is well served by existing public transit services. The subject site is located directly west of the Bronte GO Station, which provides both train and bus services to the surrounding area. The main entrance to the transit terminal is located within a 200-metre radius of the subject site, representing an approximate 5 – to 6 – minute walk. (See **Figure 2**).

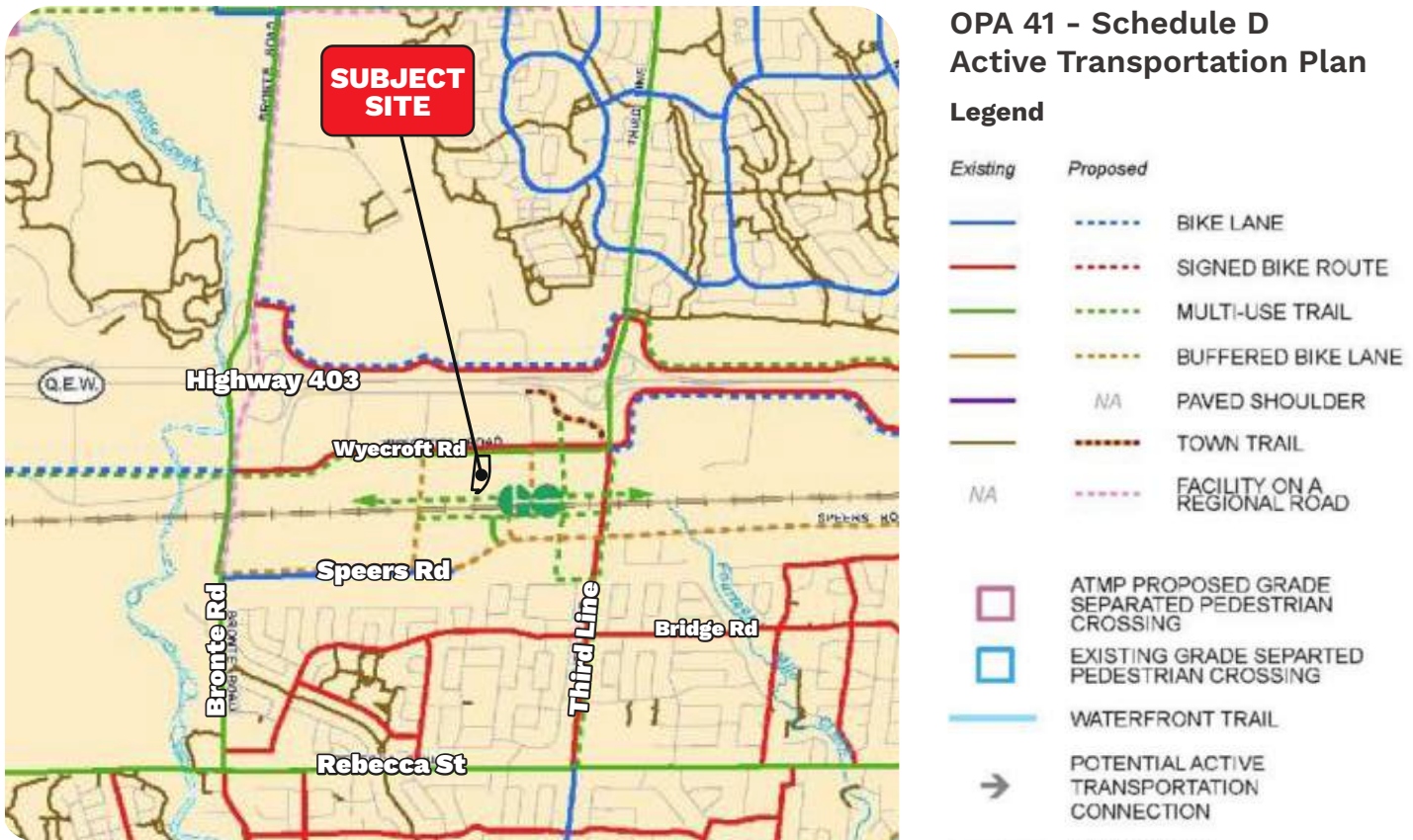


Figure 7 - Livable Oakville Plan Schedule D – Active Transportation Plan

With respect to passenger rail transportation, the Bronte GO Station is located along the Lakeshore West line which provides service between Hamilton in the west and Toronto in the east with connections further west to Niagara Falls and further east to Oshawa. Trains run both east and west every 30 minutes between the hours of 5:00 a.m. and 7:00 p.m. on weekdays, and every hour between 5:00 a.m. to midnight on weekends. There are eastbound express trains to Union Station in Toronto during the morning rush-hour and westbound express trains from Union Station during the afternoon rush-hour.

Metrolinx is currently working on improving the services to and from Toronto with the Lakeshore West GO expansion project, as noted in the Metrolinx Regional Transportation Plan (2041). The expansion project aims to provide 15-minute service or better, between Toronto and Burlington, alongside new hourly service to and from Hamilton, seven days a week. The timelines for commencing and completing the project are yet to be announced.

In addition, VIA Rail and Amtrak serve the Oakville GO Station which is one GO station to the east. VIA Rail provides inter-regional service between Toronto through to Brantford, London, and Windsor. Amtrak provides a once-daily service from Toronto to New York City in the United States via Buffalo. The Oakville GO Station is accessible via bus or train from the Bronte GO Station.

An Oakville Transit bus station is also located at the Bronte GO Station, which provides access to several Oakville Transit and City of Burlington Transit bus routes, as well as a stop for GO Transit Bus #18. The Bronte GO Station is served by eight of Oakville Transit's bus routes, including the routes 3, 4, 6, 10, 13, 18, 28 and 34, which provide service to the majority of the Town of Oakville. (See **Figure 8**). Below is a description of the 8 bus route services:

Route 3 and 3A, Third Line: the bus route operates generally in a north-south direction between the Oakville Trafalgar Memorial Hospital in the north and South Oakville Centre in the south along Third Line. The bus operates every 20 minutes from Monday to Saturday, and every hour on Sunday. It operates between 6:00 a.m. and midnight on weekdays, 7:00 a.m. to midnight on Saturdays, and 8:00 a.m. to 8:00 p.m. on Sunday.

Route 4, Speers-Cornwall: the bus route operates generally in the east-west direction between the Clarkson GO in Mississauga and Bronte GO in Oakville along Speers Road and Cornwall Road. The bus operates every 20 minutes from 6 a.m. to midnight on weekdays and every 60 minutes from 7 a.m. to 11 p.m. on Saturdays, and from 8:00 a.m. to 8:00 p.m. on Sundays.

Route 6, Upper Middle: the bus route operates generally in an east-west direction between the Bronte GO Station in the west to Laird & Ridgeway in the west along Upper Middle Road. The bus operates every 25 minutes from approximately 6:30 a.m. to 8:00 p.m. on weekdays, and every 60 minutes from 7:00 a.m. to 8:00 p.m. on Saturdays, and 8:00 a.m. to 8:00 p.m. on Sundays.

Route 10, West Industrial: the bus route operates generally in a loop in an east-west direction between the Oakville GO Station in the east and the Bronte GO Station in the west. The bus operates on weekdays only, between 6:00 a.m. and 11:00 a.m., in the morning, and 2:00 p.m. and 6:00 p.m. in the afternoon.

Route 13, Westoak Trails: the bus route operates between Oakville GO Station in the east and Bronte GO Station in the west. It differs from the Route 10 bus as it provides connections to the neighbourhoods in north Oakville, including West Oak Trails, located north of Upper Middle Road. The bus operates between the hours of 6:00 a.m. and 11:00 p.m. every 30 minutes on weekdays, between 7:00 a.m. and 10:00 p.m. every hour on Saturdays, and 8:00 a.m. and 7:00 p.m. every hour on Sundays.

Route 18, Glen Abbey South: the bus route operates between Oakville GO Station in the east and Bronte GO Station in the west, providing connections to Nottingham and Abbeywood. The route operates every 30 minutes between the hours of 6:00 a.m. and 9:00 p.m. on weekdays, every hour between 7:00 a.m. and 8:00 p.m. on Saturdays, and every hour between 8:00 a.m. and 8:00 p.m. on Sundays.

Route 28, Glen Abbey North: the bus route operates between the Oakville GO Station in the east and the Bronte GO Station in the west, providing connections to the Glen Abbey neighbourhood in the north. The bus operates on weekdays every 30 minutes between 6:00 a.m. and 10:00 p.m., every hour between 6:00 a.m. and 8:00 p.m. on Saturdays, and every hour between 8:00 a.m. and 8:00 p.m. on Sundays.

Route 34, Pine Glen: the bus route operates generally in a loop between Bronte GO Station to the Pine Glen neighbourhood to the north. The bus operates on weekdays only, between 7:30 a.m. and 9:00 a.m. in the morning, and 4:30 p.m. and 7:00 p.m. in the afternoon.

The Route 18 GO Bus (Lakeshore West): operates during the times the Lakeshore West train does not operate which is limited to a few trips between midnight and 5am seven days a week. Route 18 travels both east from West Harbour GO station in the east to Union Station in the west and westward from Union Station.

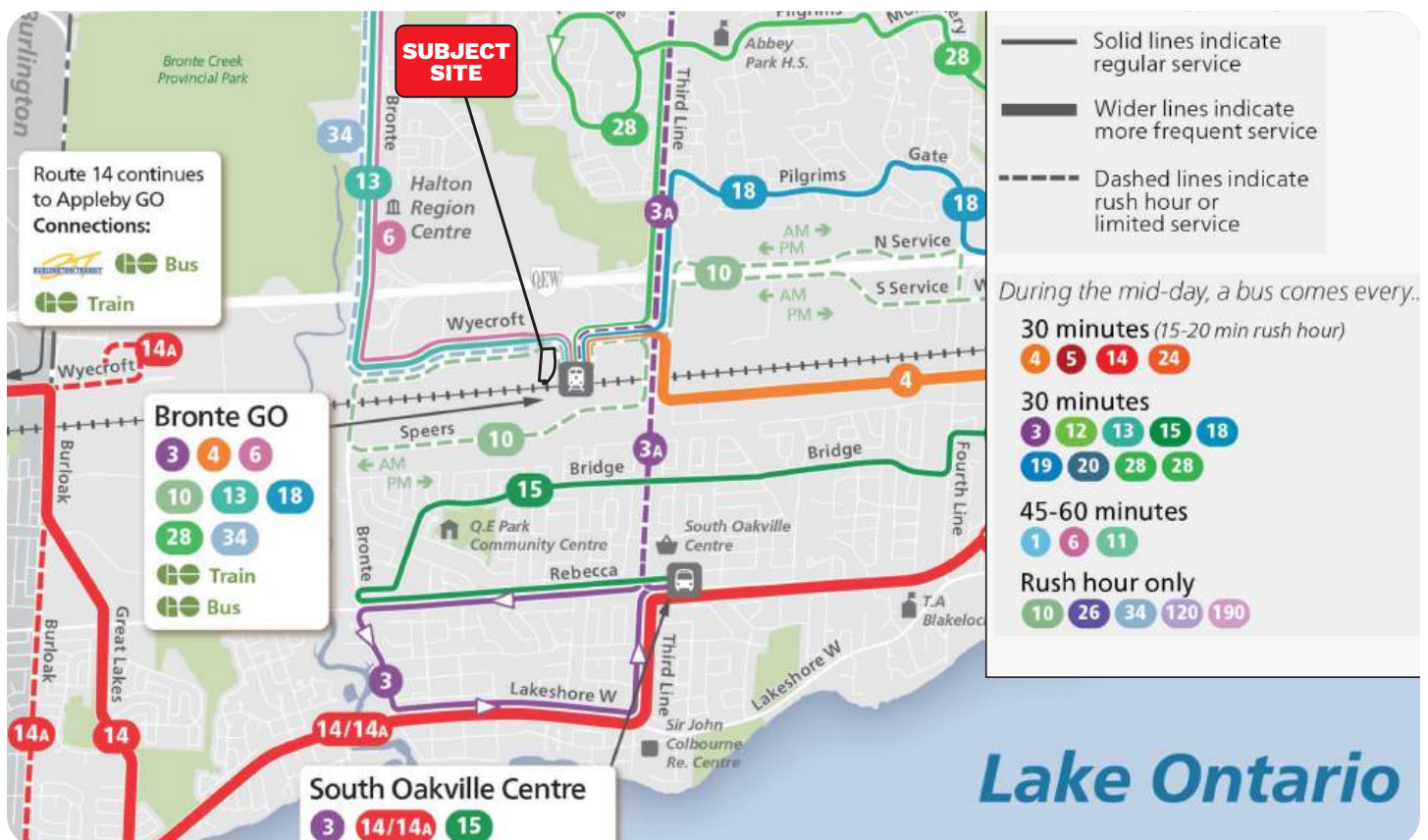


Figure 8 - Oakville Transit Map

An architectural rendering of a modern high-rise building. The building features a grid-like facade with large windows and balconies. A prominent section of the building has a curved, cantilevered balcony structure. At the base of the building, there is a ground-floor section with large glass windows and a sign that reads "DAYCARE". Several people are walking on the sidewalk, and a car is parked near the entrance. The overall scene is set in an urban environment with other buildings visible in the background.

3

Proposal

The proposed development contemplates the redevelopment of an existing commercial and light industrial site in the Bronte GO MTSA with a mixed-use, transit-oriented development, consistent with the planned vision for the Bronte GO MTSA, as detailed below. The proposal is comprised of two (2) mixed-use buildings with four (4) residential towers with ground floor retail and daycare uses along with a new public road network. The proposed development seeks to contribute to the creation of a new complete community in the Bronte GO MTSA that is supportive of the existing transit service (Bronte GO Station) and supports the planned vision for this area, including the introduction of residential uses and a new future road network.

The proposed blocks within the requested Draft Plan of Subdivision will require future Site Plan Control applications. A concept plan has been provided for each of these blocks to demonstrate the appropriateness of the block sizes and locations and to establish the base zoning parameters but are intended for demonstration purposes only at this time.

3.1 Description of the Proposal

The proposal seeks to divide the subject site into two (2) separate development blocks (Block A and Block B), separated by a new 20.0 metre-wide east-west public road bisecting the site as well as a 16.0-metre-wide public road conveyance along the eastern edge of the subject site.

Each block is proposed to provide a mixed-use base building with two (2) residential towers above for a total of two (2) mixed-use buildings with four (4) residential towers. 6-storey podiums, inclusive of a mezzanine, are proposed on each block with tower heights (excluding mechanical penthouse measured from an established grade of 108.3 metres above sea level ("ASL")) proposed at 35 storeys/117.45 metres (Tower A) and 32 storeys/108.60 metres (Tower B) for Block A and 28 storeys/96.80 metres (Tower C) and 25 storeys/87.65 metres (Tower D) for Block B.

Within Block A, non-residential ground floor uses are proposed along Wyecroft Road and the new north-south public road frontage which could accommodate retail/commercial, and daycare uses. Ground floor residential uses are proposed along the new east-west public road. Within Block B, ground floor retail/commercial is proposed at the corner of the new north-south and east-west public road with ground floor residential proposed on the remaining street frontages.

The total residential gross floor area ("GFA") proposed is 139,752 m², with a non-residential GFA of 3,362 m², consisting of 2,347 m² of retail floor area, and 1,014 m² of daycare space on the ground floor. The proposal results in a total GFA of 143,113.2 m² (78,516.3 m² on Block A and 64,596.9 m² on Block B) and a gross site density of 6.06 FSI¹. A total of 1,615 residential dwelling units is proposed.

Four levels of underground parking are proposed below both buildings, providing a total of 1,761 vehicular parking spaces (950 on Block A and 811 on Block B). A total of 1,473 parking spaces are dedicated to residents (for a rate of approximately 0.91 spaces per unit), and 282 are intended to accommodate residential visitors, commercial uses, and the daycare facility. In terms of bicycle parking, 1,622 spaces are provided on the ground floor and mezzanine levels of each building.

¹ Density was calculated based on the site area prior to the dedication of the proposed right-of-ways (Gross Site Area)

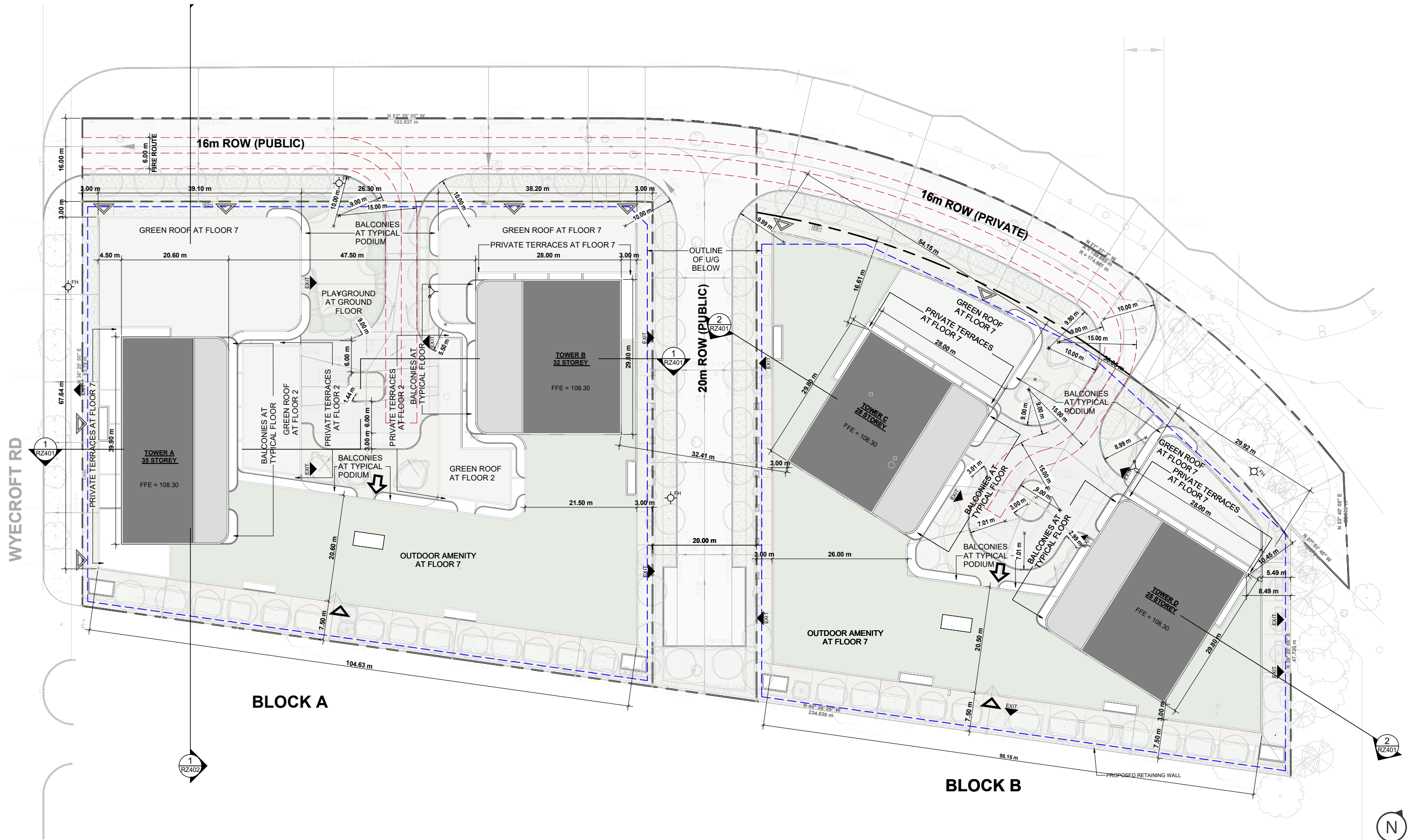


Figure 9 - Proposed Concept Plan (Prepared by Turner Fleisher, July 2025)

Unit Distribution and Amenity Space

A total of 1,616 residential dwelling units are proposed, of which 980 are one-bedroom units (60.6%), 583 are two-bedroom units (36.1%) and 53 are three bedroom units (3.3%).

The distribution of units is listed below:

- **Block A – 892 units**
 - Tower A – 434 units
 - Tower B – 458 units
 - 507 one-bedroom (56.8%)
 - 357 two-bedroom (40.0%),
 - 28 three-bedroom (3.1%)
- **Block B – 724 units**
 - Tower C – 393 units
 - Tower D – 331 units
 - 473 one-bedroom (65.3%)
 - 226 two-bedroom (31.2%)
 - 25 three-bedroom (3.5%)

The proposed development will have a total of approximately 7,647 m² of communal amenity space (approximately 4.7 m²/ unit), including:

- **Indoor Amenity:**
 - Tower A: 633 m²
 - Tower B: 1,026 m²
 - Tower C: 808 m²
 - Tower D: 585 m²
- **Outdoor Amenity**
 - Towers A and B: 2,076 m²
 - Towers C and D: 2,518 m²

The proposed outdoor amenity space is primarily in the form of rooftop amenity above the 6-storey podium bases and is adjacent to indoor amenity space within each tower on the 7th floor.

Ground Floor and Podium

The 6-storey base buildings (including mezzanine) are sited and designed to frame and animate the proposed public road network and activate the Wyecroft Street frontage with ground floor retail, commercial, and community uses. The podium on Block A is generally 'C' shaped with an internal looped driveway providing a dedicated pick-up and drop-off area for the block as well as ground floor landscaped area.

Retail space is proposed within the podium on the northwest and southeast corners, and a daycare with an outdoor playground area on the northeast corner. Grade-related residential units are proposed to frame the southern and eastern frontages, with private walk-out terraces.

Similarly, the podium on Block B is generally 'C' shaped, with an internal drop-off driveway proposed towards the centre as a private extension of the proposed north-south public road. Retail/ commercial space is proposed at the northeast corner of the podium and residential units are proposed on the north, south, and western frontages with private walk-out terraces.

Along the front (Wyecroft Road), east, and south property lines, the buildings are proposed to be set back 3.0 metres at grade with the underground parking set back between 2.1 and 1.5 metres. Similarly, both buildings are proposed with a 3.0 metre setback from both the north and south sides of the new east-west public road. Along the western frontage, both buildings are set back 7.5 metres from the western property line to accommodate a 6-metre-wide landscaping strip, and a 1.5-metre-wide pedestrian pathway.

The ground floors of the buildings in both blocks will contain residential lobbies in the podiums, adjacent to the internal drop-off driveways. Several functional uses are proposed within the interior of the ground floor including garbage, moving rooms, and retail service areas.

Above the ground floor, a mezzanine level is proposed which will include corridors open to the lobby and amenity space below. Residential units and bicycle storage parking areas are proposed within enclosed areas on the mezzanine level within the interior of the podiums on both Blocks A and B.

Floors 2-6 of each podium contain residential units with inset balconies on each side, and private storage lockers for residents within the interior of the floor plan.

Communal outdoor amenity space is proposed on the roof of the podiums accessible from level 7. The outdoor amenity areas are directly adjacent to indoor amenity spaces within each building.

Towers

Tower A is located at the northern end of the subject site on Block A, adjacent to Wyecroft Road and is proposed with a height of 35 storeys (117.45 metres) and tower floorplate of 784 m² oriented towards the northern side of the subject site. Tower A is stepped back 4.5 metres from the northern edge of the podium below, approximately 27.2 metres from the eastern edge, and 5.6 metres from the western edge. Tower A is set back 13.13 metres from the western property line, 7.5 metres from the northern property line, and 24.2 metres from the eastern property line. Inset private balconies are located on the north face of the tower and projecting balconies are proposed on the south face of the tower.

Tower B has a proposed height of 32 storeys (106.60 metres) and a tower floorplate of 791 m² located on Block A above the southwest corner of the podium below. Tower B is separated from Tower A by a total of 47.5 metres and is stepped back 3 metres from the southern edge of the podium below. In addition, Tower B is stepped back 10.6 metres from

the eastern edge of the podium and more than 30 metres from the western edge of the podium. Tower B is set back 13.46 metres from the eastern property line and 6.0 metre from the southern property line. Private balconies are located on all faces of the tower, including inset balconies on the east, south and west, and projecting balconies on the north side of the tower.

Tower C has a proposed height of 28 storeys (96.60 metres) and a tower floorplate of 791 m² and is proposed in the northeast corner of the podium, on Block B. Tower C is stepped back 3 metres from the northern edge of the podium below, 16.2 metres from the eastern edge of the podium, and more than 25 metres from the western edge of the podium. Tower C is set back 3.0 metres from the northern property line, and 17.25 metres from the eastern property line. Private balconies are proposed on all faces of the tower, including inset balconies on the north, east and west, and projecting balconies on the south side.

Tower D is proposed at 25 storeys (87.65 metres) with a tower floorplate of 791 m². Tower D is located towards the southern end of the site on Block B and is separated from Tower C by 30.1 metres. Tower D is stepped back 3 metres from the western edge of the podium and 5.5 metres from the southern edge of the podium below. Tower D is setback 10.45 metres from the eastern property line, 9.45 metres from the southern property line, and 10.5 metres from the western property line. Private balconies are located on all faces of the tower, including inset balconies on the east, south and west, and projecting balconies on the north side.

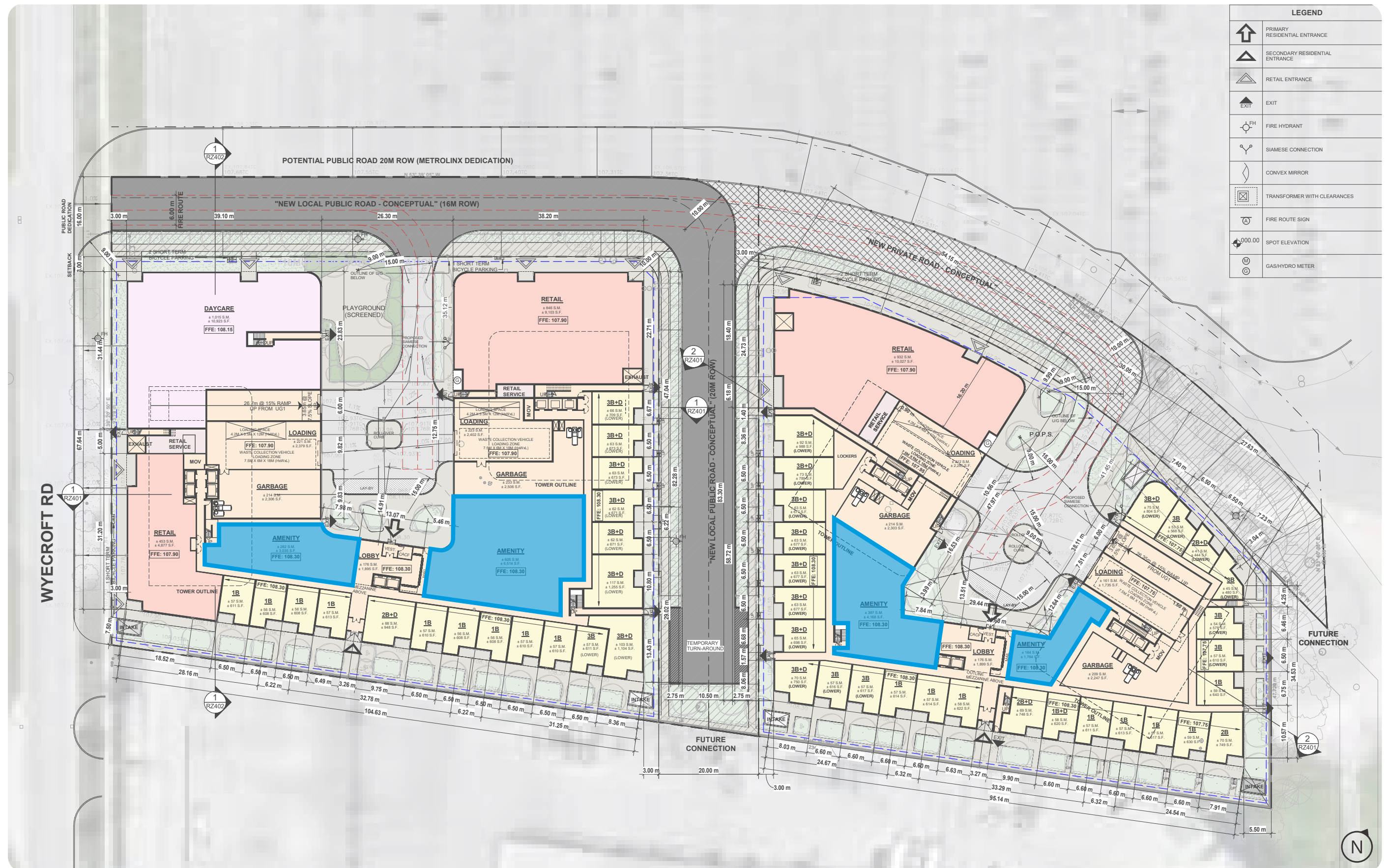
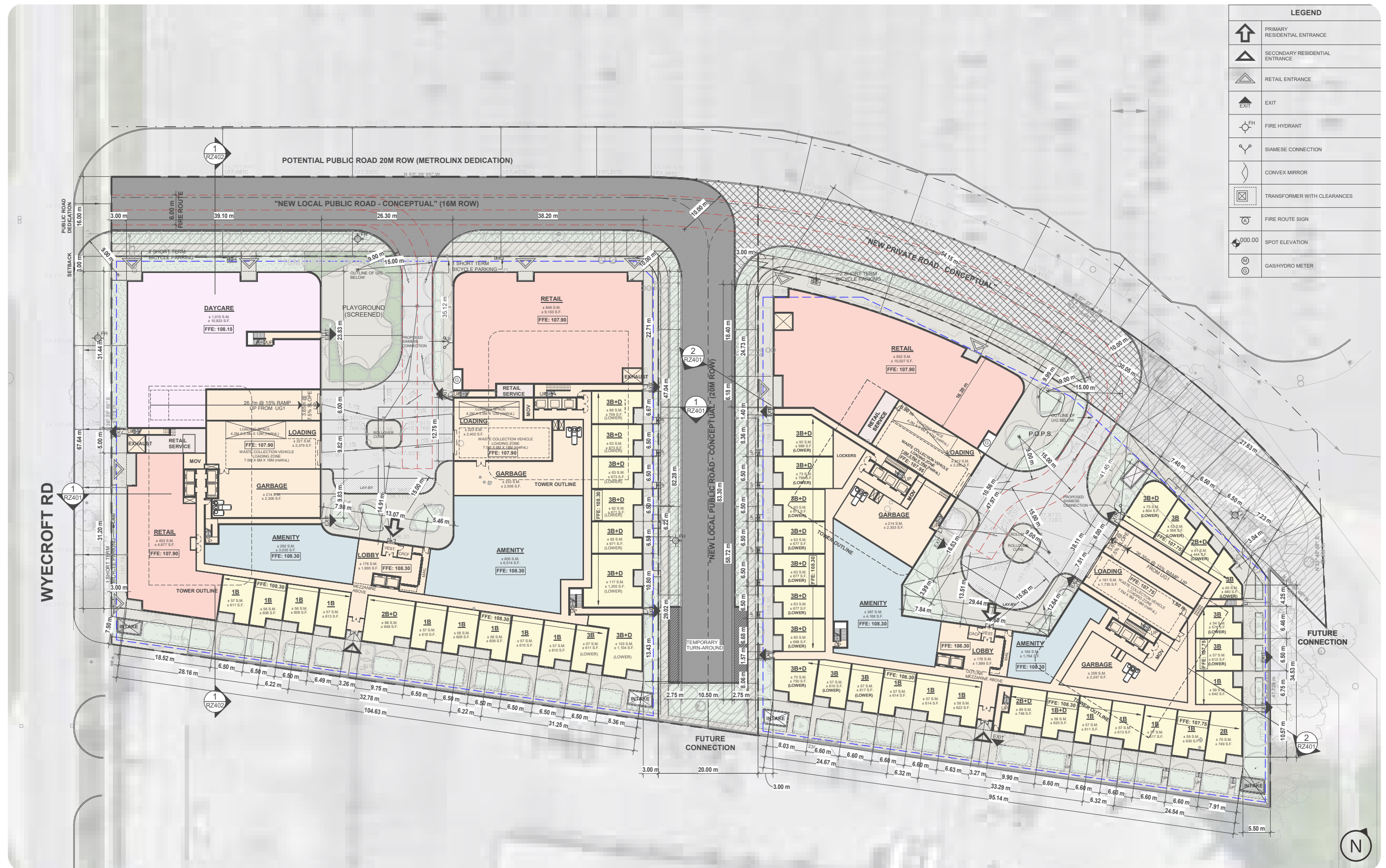


Figure 10 - Amenity Plan - 1st Floor (Prepared by Turner Fleisher, July 2025)



Figure 11 - Amenity Plan - 7th Floor (Prepared by Turner Fleisher, July 2025) (Annotated by Bousfields)

Indoor Amenity Outdoor Amenity



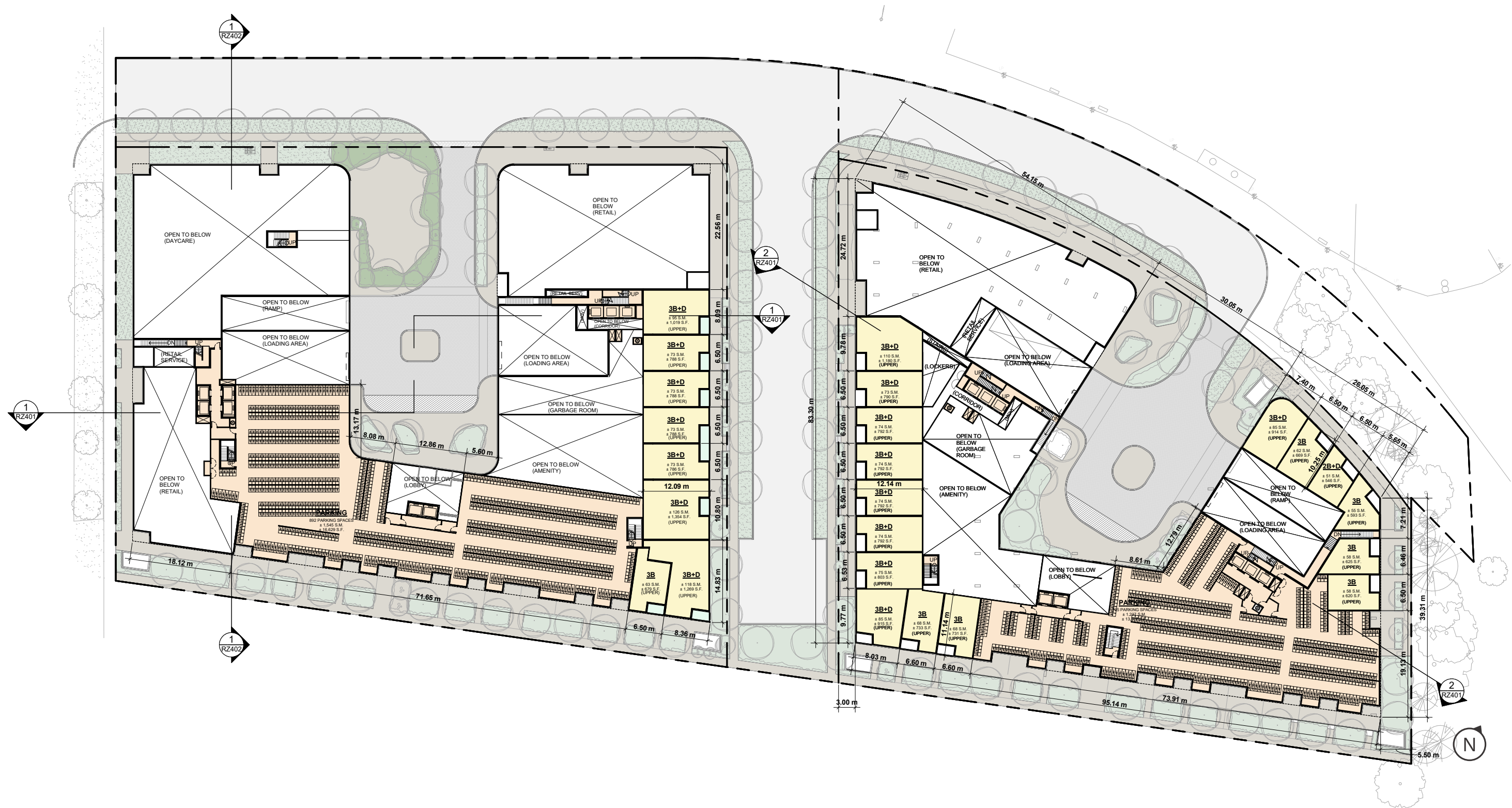


Figure 13 - Mezzanine Plan (Prepared by Turner Fleisher, July 2025)

Parking, Bicycle Parking, Loading, Pick-Up/Drop-Off and Access

Each block has an internal driveway accessed from the proposed north-south public road. Internal to each block is a designated pick-up and drop-off area which will be used for short-term deliveries and drop-offs for the residential units (i.e., ridesharing, food/grocery deliveries) as well as for the retail and daycare centre. The drop-off area also includes access ramps to the below-grade parking garages and loading areas. Soft landscaped areas are also proposed within the internal courtyards.

The proposal includes 802 residential parking spaces and 154 visitor and non-residential parking spaces in Block A. Within Block B is a total of 671 residential parking spaces and 128 visitor and non-residential parking spaces. Within both blocks, a total of 1,755 parking spaces is proposed within four levels of underground parking on each block. A total of 41 accessible spaces is proposed (21 accessible spaces in Block A and 20 accessible spaces in Block B). Vehicle entrance to each of the blocks' below-grade parking garages will be accessible from the internal central driveway on each respective block.

The proposal will contain a total of 1,622 bicycle parking spaces within the proposed mezzanine levels above the ground floor. This includes 892 residential spaces (223 short-term and 669 long-term) and 4 retail/daycare spaces in Block A, and 724 residential spaces (184 short-term and 540 long-term) and 2 retail spaces in Block B. The proposed residential spaces are internal to the buildings and are located within enclosed bicycle storage rooms on the mezzanine levels, while the retail/daycare spaces are proposed outside at grade, near the proposed retail entrances.

Two loading spaces are proposed on the ground floor of each podium building (4 loading spaces total, one for each tower), with are also accessible from the internal private driveways, adjacent to garbage rooms at the ground level. These loading areas will be located within each building and visually screened from the internal driveway by means of a garage door.

Each building will have two dedicated garbage rooms and loading areas, including separate moving rooms, located below each tower. These loading areas will be jointly used by both the residential and retail uses in each building.

Draft Plan of Subdivision

The Draft Plan of Subdivision (see **Figure 14** – Draft Plan of Subdivision) proposes to divide the subject site into two development parcels, with two public road dedications as follows:

- Block A will be 0.937 hectares in size and is located on the northern portion of the subject site.
- Block B will be 1.028 hectares in size and is located on the southern portion of the site.
- A 20.0 metre-wide east-west public road is proposed bisecting the site between the two development blocks.
- A 16.0 metre-wide north-south public road is proposed along the eastern edge of the subject site.

The 16.0 metre road conveyance is intended to form a portion of a planned north-south 20.0-metre-wide future local road to be completed when the remaining 4.0 metres are conveyed by the abutting landowner in the future. This 16.0-metre-wide public road conveyance will be able to be constructed and function as a public road in the interim until the eastern portion of the right-of-way is provided in the future. The 16.0 metre public road conveyance represents 80% of the future planned right-of-way for this new local public road. Within the cross-section of the 16.0 metres is the full 4.0 metre boulevard (including public sidewalk) on the western side as well as the entire 12.0 metre pavement (curb-to-curb) meaning that the road can function in the interim. The remainder of the road, including the public sidewalk, will be delivered when the abutting landowner to the east eventually redevelops.

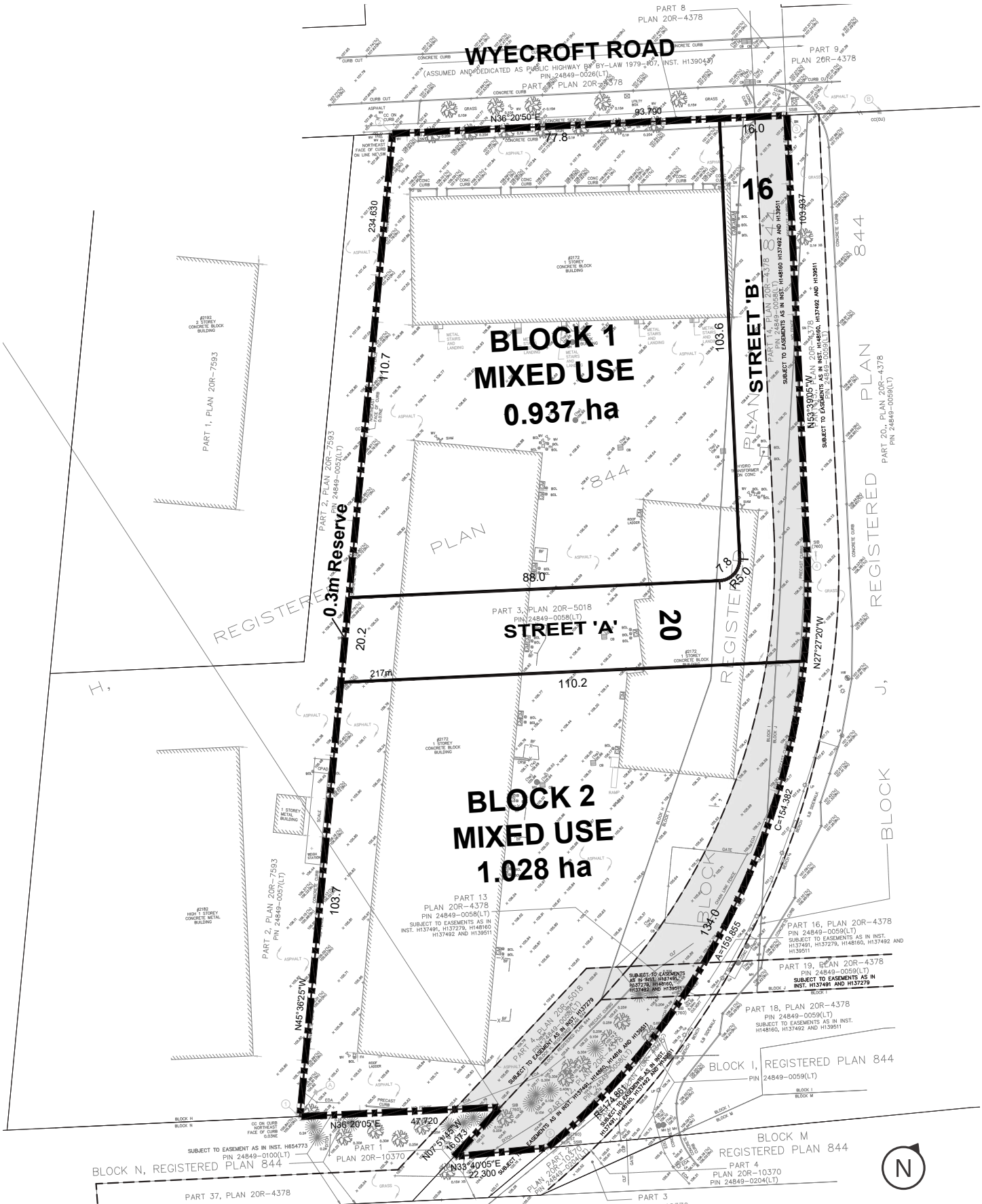


Figure 14 - Draft Plan of Subdivision (Prepared by Bousfields Inc., August 2025)

3.2 Key Statistics

Statistic	Block A		Block B		Total
	Tower A	Tower B	Tower C	Tower D	-
Site Area (m²)					
Net	9,374.7		8,119.8		17,494.5
Gross	9,374.7 + 6,120.8 ROW		8,119.8		23,615.3
Building Height (storeys)	35	32	28	25	-
Building Height (metres)	117.45	108.60	96.80	87.65	-
Gross Floor Area (m²)	78,516.3		64,596.9		143,113.2
Residential	76,122.2		63,629.5		139,751.7
Retail	1,379.3		967.4		2,346.7
Daycare	1,014.8		0.0		1,014.8
Density/Floor Space Index					
Net	8.38		8.0		8.18
Gross	5.10		8.0		6.06
Residential Units	892 total		724 total		1,616 total
One-Bedroom	507 (56.8%)		473 (65.3%)		980 (60.6%)
Two-Bedroom	357 (40.0%)		226 (31.2%)		583 (36.1%)
Three-Bedroom	28 (3.1%)		25 (3.5%)		53 (3.3%)
Total Amenity Space (m²)	3,736.1		3,911.6		7,647.7
Indoor Amenity	1,659.2		1,393.6		3,052.8
Outdoor Amenity	2,076.9		2,518.0		4,594.9
Total Vehicle Parking	956		799		1,755
Residential	802		671		1,473
Visitor/Retail/Other	154		128		410
Accessible	21		20		41
Bicycle Parking Spaces	896		726		1,622
Residential (long-term)	669		540		1,209
Residential (short-term)	223		184		407
Retail (short-term)	2		2		4
Daycare (short-term)	2		0		2
Loading Spaces	2		2		4

3.3 Phasing

The proposed development is intended to develop over two phases. In Phase 1, the proposed building on Block A, including Towers A and B, would be constructed, alongside the northern portion of the north-south 16-metre public road (Street B), and the 20.0 metre east-west public road (Street A). Street B will end at Street A and Street A will end with a temporary hammerhead (according to Town standards) in the interim, until properties to the west eventually redevelop. The public roads are intended to be dedicated to the Town. In Phase 2, the proposed building on Block B could be developed, including Towers C and D, as well as the remainder of the Street B as a private road. Street B will end at the driveway access to the pick-up/drop-off area on Block B.

3.4 Required Approvals

In our opinion, the proposal generally conforms with the Livable Oakville Official Plan and will implement the land use and built form permissions approved through OPA 41, except for the maximum permitted height which exceeds the permitted 24 storeys. In this regard, an OPA is required to permit a maximum height of 35 storeys on the subject site. A draft OPA has been included as part of the application packages.

The proposal also requires an amendment to Zoning By-law 2014-014, as amended, to rezone the subject site from Industrial (E3-4) to Urban Core (MU4) Zone, and to implement the land use permissions within the Livable Oakville Plan and to permit site-specific performance standards as necessary to facilitate the proposed development. A holding provision is also proposed which is detailed in section 5.0 of this report.

The Town's Zoning By-law has not yet been updated to conform to the Halton Region Official Plan (amended through Regional Official Plan Amendment ("ROPA") No. 48 which redesignated a significant portion of the Bronte GO MTSA from employment area to permit a mix of uses including residential) nor the Town's Official Plan (amended through OPA 41). A draft ZBA has been included as part of the application packages.

In addition, a Draft Plan of Subdivision is required to divide the site into two separate development parcels and to establish a public street network in accordance with the Livable Oakville Plan. A Draft Plan of Subdivision has been included as part of the application package.

Each block will require future Site Plan Control applications.



Policy & Regulatory Context

4.1 Overview

As set out below, the proposed development is supportive of numerous policy directions set out in the *Planning Act*, the Provincial Planning Statement 2024, the Official Plan for the Regional Municipality of Halton ("ROP"), and the in-force Livable Oakville Plan as amended by OPA 41, all of which promote the efficient use of land and infrastructure within built-up areas, specifically in MTSAs and other areas planned for growth.

4.2 Planning Act, R.S.O 1990 c. P.13

The *Planning Act* is a provincial document providing the foremost planning framework which guides land use planning in Ontario, and describes how lands may be controlled, and who can control them. The purposes of the *Planning Act R.S.O. 1990* ("*Planning Act*") are outlined in Section 1.1 and include the following:

- to promote sustainable economic development in a healthy natural environment;
- to provide for a land use planning system led by provincial policy;
- to integrate matters of provincial interest in provincial and municipal planning decisions;
- to provide for planning processes that are fair by making them open, accessible, timely and efficient;
- to encourage co-operation and co-ordination among various interests;
- to recognize the decision-making authority and accountability of municipal councils in planning.

Section 2 of the *Planning Act* provides the matters of provincial interest and states that the Minister, the council of a municipality, a local board, a planning board and the Tribunal in carrying out their responsibilities under this Act, shall have regard for the following matters of provincial interest:

- a. the protection of ecological systems, including natural areas, features and functions;
- b. the protection of the agricultural resources of the Province;

- c. the conservation and management of natural resources and the mineral resource base;
- d. the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- e. the supply, efficient use and conservation of energy and water;
- f. the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- g. the minimization of waste;
- h. the orderly development of safe and healthy communities;
 - h1. the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- i. the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- j. the adequate provision of a full range of housing, including affordable housing;
- k. the adequate provision of employment opportunities;
- l. the protection of the financial and economic well-being of the Province and its municipalities;
- m. the co-ordination of planning activities of public bodies;
- n. the resolution of planning conflicts involving public and private interests;

- o. the protection of public health and safety;
- p. the appropriate location of growth and development;
- q. the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- r. the promotion of built form that,
 - i. is well-designed,
 - ii. encourages a sense of place, and
 - iii. provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
- s. the mitigation of greenhouse gas emissions and adaptation to a changing climate.

Section 2.1 (1) of the *Planning Act* states that when an approval authority or the Tribunal makes a decision under this Act that relates to a planning matter, it shall have regard to,

- a. any decision that is made under this Act by a municipal council or by an approval authority and relates to the same planning matter; and
- b. any information and material that the municipal council or approval authority considered in making the decision described in clause (a).

Section 51(24) of the *Planning Act* forms the criteria for which a Draft Plan of Subdivision is assessed, and specifies that, in considering draft plans of subdivision, regard shall be had for, among other matters, the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to:

- a. the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;
- b. whether the proposed subdivision is premature or in the public interest;

- c. whether the plan conforms to the official plan and adjacent plans of subdivision, if any;
- d. the suitability of the land for the purposes for which it is to be subdivided;
 - d1. if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;
- e. the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;
- f. the dimensions and shapes of the proposed lots;
- g. the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;
- h. conservation of natural resources and flood control;
- i. the adequacy of utilities and municipal services;
- j. the adequacy of school sites;
- k. the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;
- l. the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and
- m. the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act.

4.3 Provincial Bills, Regulations and Housing Targets

Bill 23

On October 25, 2022, the Province of Ontario introduced Bill 23, the More Homes Built Faster Act, 2022, which introduced legislative changes to facilitate and streamline the construction of new homes over the next 10 years to address Ontario's housing crisis. Bill 23 received Royal Assent on November 28, 2022.

With respect to the *Planning Act*, Bill 23 introduced several amendments including, among others, the creation of two different classes of upper-tier municipalities: those which have planning responsibility and those which do not, subject to varying effective dates. This amendment removed planning policy and approval responsibilities from such upper-tier municipalities, including certain appeal rights, and functionally made the Minister of Municipal Affairs and Housing the approval authority for official plans and official plan amendments for lower tier municipalities that, for municipal purposes, form part of an upper-tier municipality without planning responsibilities.

Furthermore, Bill 23 added Subsection 70.13 to the *Planning Act* with respect to transition for upper tier municipalities without planning responsibilities. Subsection 70.13(1) states that the "effective date" generally means the day on which subsection 1 (2) of Schedule 9 to the More Homes Built Faster Act, 2022 comes into force. It is noted that this subsection did not come into force until after Bill 185, as discussed below, received Royal Assent and further amended the definition of "upper-tier municipality without planning responsibilities".

Furthermore, Subsection 70.13(2) states that "the portions of an official plan of an upper-tier municipality without planning responsibilities that are in effect immediately before the effective date and that apply in respect of any area in a lower-tier municipality are deemed to constitute an official plan of the lower-tier municipality, and this official plan remains in effect until the lower tier municipality revokes it or amends it to provide otherwise."

Bill 185

On June 6, 2024, Bill 185 (*Cutting Red Tape to Build More Homes Act, 2024*) received royal assent. Among other matters Bill 185 amended the *Planning Act* to remove the ability for third parties to file appeals with the OLT (with limited exceptions) and repeals the amendments to the *Planning Act* made by Bill 109 which introduced fee refunds for certain planning application fees after the approval timeline of such applications had been exceeded. Bill 185 also makes pre-application consultations voluntary, repealing the sections that allowed a bylaw to be passed that made such consultations mandatory.

Further, the *Planning Act* was amended to prohibit Official Plans and Zoning By-laws from requiring vehicle parking facilities (i.e., vehicle parking spaces) within Protected MTSA's ("PMTSA") or other areas that are designated in official plans for planned higher-order transit where there is a requirement for minimum densities. Municipalities are still permitted to require bicycle facilities (i.e., bicycle parking spaces). ROPA 48 identifies the Bronte GO MTSA as a PMTSA.

Bill 185 also removes planning responsibilities from Halton region. As of July 1, 2024, Halton Regional Official Plan has been deemed to constitute an official plan of Halton's lower-tier municipalities of the Town of Oakville, the City of Burlington, the Town of Halton Hills, and the Town of Milton. Going forward, the Region will still have commenting responsibilities in land-use planning matters related to regional infrastructure (water, wastewater, road), regional waste management, and the Region's role in supporting affordable and assisted housing.

Provincial Housing Targets

On October 25, 2022, the Province issued a bulletin on its ERO setting out Municipal Housing Targets identifying a target for the Province to build 1.5 million new homes by 2031. The 29 fastest growing municipalities have been assigned municipal housing targets and the target for the Town of Oakville is 33,000 dwelling units. Furthermore, the latest population projections for Halton Region published by the Ministry of Finance, dated October 1, 2024, estimate a population of 735,376 persons by 2031 (980,338 persons by 2051). The Province did not breakdown the October 1, 2024, population projections further by lower-tier municipality.

4.4 Provincial Planning Statement

On August 20, 2020, the Ministry of Municipal Affairs and Housing released the 2024 Provincial Planning Statement ("2024 PPS") which came into effect on October 20, 2024. The new 2024 PPS replaces both the 2020 Provincial Policy Statement (which was replaced with the Order in Council No. 1099/2024), as well as the 2019 Growth Plan for the Greater Golden Horseshoe, as amended in 2020 (which was revoked through Order in Council No. 1100/2024).

The 2024 PPS provides policy direction on matters of Provincial interest related to land use planning and development and will apply to all decisions in respect of the exercise of any authority that affects a planning matter made on or after October 20, 2024. In accordance with Section 3(5) of the *Planning Act*, all decisions that affect a planning matter are required to be consistent with the 2024 PPS. In this regard, Policy 6.1.1 provides that the PPS "shall be read in its entirety and all relevant policies are to be applied to each situation".

As compared with the former Provincial Policy Statement (2020) and Growth Plan (2019, as amended), the 2024 PPS is intended to reduce and streamline planning rules, simplify approvals to build homes and eliminate duplication between planning documents. It emphasizes flexibility, with the intent of helping get more homes built across the province, while continuing to protect agricultural lands, cultural heritage and natural areas.

Chapter 1 of the 2024 PPS sets out the Province's current vision for Ontario, emphasizing the importance of building housing to serve a fast-growing province:

"More than anything, a prosperous Ontario will see the building of more homes for all Ontarians. This is why the province has set a goal of getting at least 1.5 million homes built by 2031. Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs. Every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with the necessary mix of housing options will support a diverse and growing population and workforce, now and for many years to come."

Chapter 1 goes on to describe Ontario's land use planning framework, stating that:

"Ontario's land use planning framework and the decisions that are made, shape how our communities grow and prosper. Prioritizing compact and transit-supportive design, where locally appropriate, and optimizing investments in infrastructure and public service facilities will support convenient access to housing, quality employment, services and recreation for all Ontarians." (Our emphasis.)"

One of the key policy directions that continues to be expressed in the 2024 PPS is the need to build complete communities with a mix of housing options by promoting efficient development and land use patterns.

Policy 2.1.6 provides that planning authorities should support the achievement of complete communities by, among other things, accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses, recreation, parks and open space, and other uses to meet long-term needs.

With respect to housing, Policy 2.2.1(c) and (d) direct that an appropriate range and mix of housing options and densities is provided by promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation, and by requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations.

Section 2.3 of the 2024 PPS contains policies related to *settlement areas*, which the subject site is located within. As it relates to the subject site, Policy 2.3.1(1) directs that *settlement areas* shall be the focus of growth and development, and that within settlement areas, growth should be focused in, where applicable, *strategic growth areas*, including *MTSAs*.

Policy 2.3.1(2) goes on to state that land use patterns within settlement areas should be based on densities and a mix of land uses which: efficiently use land and resources; optimize existing and planned infrastructure and public service facilities; support active transportation; are transit-supportive, as appropriate; and are freight supportive.

Policy 2.3.1(3) directs planning authorities to support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

Section 2.4 includes policies related to *strategic growth areas* and *MTSAs* both of which are relevant to the subject site.

Policy 2.8.1 (2) states that Industrial, manufacturing and small-scale warehousing uses that could be located adjacent to *sensitive land uses* without *adverse effects* are encouraged in *strategic growth areas* and other mixed-use areas where *frequent transit* service is available, outside of *employment areas*.

Policy 2.8.1 (3) states that in addition to policy 3.5, on lands within 300 metres of *employment areas*, *development* shall avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the long-term economic viability of employment uses within existing or planned *employment areas*, in accordance with provincial guidelines.

The subject site is located within a "strategic growth area" as defined by the 2024 PPS (i.e. nodes, corridors, and other areas within *settlement areas* that have been identified by municipalities to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form). As defined in the 2024 PPS, *strategic growth areas* include, among other things, *MTSAs*, existing and emerging downtowns, and other areas where growth or development will be focused that may include infill, redevelopment (e.g. underutilized shopping malls and plazas, *brownfield sites*, lands along major roads, arterials, or other areas with existing or *higher order transit corridors*).

The subject site is located within an *MTSA* which is defined by the 2024 PPS as "the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. *MTSAs* generally are defined as the area within an approximate 500 to 800-metre radius of a transit station". In turn, *higher order transit* is defined as "transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways, elevated or surface rail, and commuter rail), light rail, and buses in dedicated rights-of way". The subject site is located directly to the west of the Bronte GO Station, which includes both a rail and municipal bus station, and therefore provides services which meet the definition of "higher order transit" (i.e. commuter rail).

The ROP has delineated the boundaries of *MTSAs* within Oakville. The subject site is located within the Bronte GO *MTSA* identified in the ROP (Map 6f). In addition, the Town of Oakville identifies the Bronte GO Station as a Major Transit Station (Schedule A1 – Urban Structure), as detailed in Section 4.6.3 below, and the Region identifies the Bronte GO Station as a *PMTSA* as detailed in Section 4.6.2 below.

Policy 2.4.1(1) encourages planning authorities to identify and focus growth and development in *strategic growth areas*. To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, Policy 2.4.1(2) directs that *strategic growth areas* should be planned:

- to accommodate significant population and employment growth;
- as focal areas for education, commercial, recreational, and cultural uses;
- to accommodate and support the transit network and provide connection points for inter-and intra-regional transit, and;
- to support affordable, accessible, and equitable housing.

Policy 2.4.1(3) provides that planning authorities should, among other things, identify the appropriate type and scale of development in *strategic growth areas* and the transition of built form to adjacent areas, and permit development and intensification in *strategic growth areas* to support the achievement of complete communities and a compact built form.

Policy 2.4.2(2) provides that, within *MTSAs* on *higher order transit corridors*, planning authorities shall plan for a minimum density target of 150 residents and jobs combined per hectare for those that are served by commuter or regional rail.

Further to this, Policy 6.1(12) clarifies that density targets represent minimum standards and planning authorities are encouraged to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of the PPS or any other provincial plan.

Policy 2.4.2(3) a) encourages planning authorities to promote development and intensification within *MTSAs*, where appropriate, by planning for land uses and built form that supports the achievement of minimum density targets.

Policy 2.4.2(6) states that all *MTSAs* should be planned and designed to be transit supportive.

Policy 2.4.3(1) directs planning authorities to plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate.

Section 2.9 of the 2024 PPS addresses energy conservation, air quality and climate change. Policy 2.9(1) directs planning authorities to plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that, among other things, support the achievement of compact, transit-supportive, and complete communities and promote green infrastructure, low impact development, and active transportation.

Chapter 3 of the 2024 PPS includes policies related to infrastructure and facilities. Generally, the infrastructure policies set out in Chapter 3, like those in Chapter 3 of the Growth Plan, 2019, place an emphasis on the need to integrate land use planning and investment in both infrastructure and transportation.

Policy 3.1(2) provides that before consideration is given to developing new infrastructure and public service facilities, the use of existing infrastructure and public service facilities should be optimized, and opportunities for adaptive re-use should be considered, wherever feasible.

Section 3.5 of the 2024 PPS contains policies with respect to land use compatibility. The proposed development fits the definition of "sensitive land use" pursuant to the 2024 PPS, which is defined as "buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facility. Sensitive land uses may be a part of the natural or built environment. Examples may include, but are not limited to: residences, daycare centres, and educational and health facilities."

Major facilities are defined in the PPS as,

"facilities which may require separation from sensitive land uses, including but not limited to airports, manufacturing uses, transportation infrastructure and corridors, rail facilities, marine facilities, sewage treatment facilities, waste management systems, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities."
(Our emphasis added).

In this regard, Policy 3.5(1) requires that major facilities and sensitive land uses be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.

Where avoidance is not possible in accordance with Policy 3.5(1), Policy 3.5(2) requires planning authorities to protect the long-term viability of existing or planned industrial, manufacturing or other major facilities that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted subject to a variety of criteria.

For the reasons set out in Section 5 of this report, it is our opinion that the proposal and the requested Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision applications are consistent with the 2024 PPS, specifically the policies relating to intensification within MTSAs, the efficient use of land and infrastructure, the provision of a range and mix of housing options to support the achievement of complete communities, and achieving land use compatibility.

4.5 Metrolinx Regional Transportation Plan

On March 8, 2018, Metrolinx adopted a new Regional Transportation Plan (2041 RTP) that builds on the previous RTP (The Big Move), adopted in 2008. The key goals and directions set out in the new 2041 RTP are summarized below, particularly as they apply to the subject site. The 2041 RTP identifies the Bronte GO Station/Lakeshore West Line as existing Regional Rail and Rapid Transit route. Moreover, it identifies the QEW to the north as a "Frequent Regional Express Bus Route" (See **Figure 15**).

The RTP 2041 uses the Growth Plan 2017's planning horizon of 2041, which is ten years later than the 2031 horizon used in earlier version of the Regional Transportation Plan referred to as The Big Move. The 2041 RTP sets out a series of goals and strategies.

The five strategies include:

- Strategy 1: Complete the delivery of current regional transit projects;

- Strategy 2: Connect more of the region with frequent rapid transit;
- Strategy 3: Optimize the transportation system;
- Strategy 4: Integrate transportation and land use; and
- Strategy 5: Prepare for an uncertain future.

The 2041 RTP recognizes that, to achieve the vision for the transportation system, investments and decisions must align with land use plans. As such, the 2041 RTP contains actions to better integrate transportation planning and land use, especially around transit stations and mobility hubs.

With respect to Strategies 1 and 2, Map 5 of the 2041 RTP (See **Figure 15**), identifies Existing, In Delivery and In Development Regional Rail and Rapid Transit adjacent to the subject site, as well as Priority Bus routes.

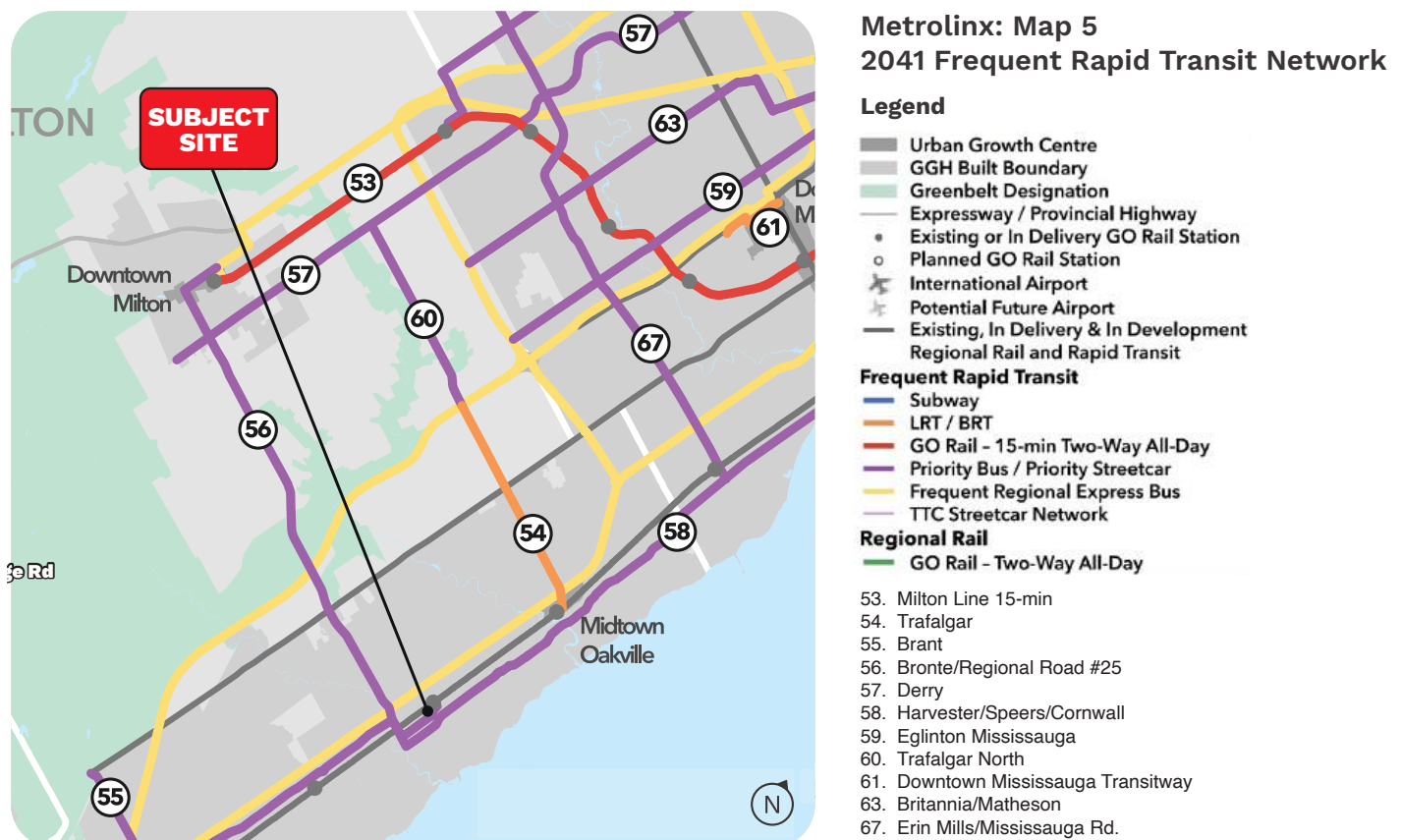


Figure 15 - 2041 Metrolinx Regional Transportation Plan - Map 5: 2041 Frequent Rapid Transit Network

4.6 Official Plans

With respect to Strategy 4, the 2041 RTP identifies several strategies to integrate transportation and land use planning, including:

- making investment in transit projects contingent on transit-supportive planning being in place;
- focusing development at mobility hubs and MTSAs along priority transit corridors identified in the Growth Plan;
- evaluating financial and policy-based incentives and disincentives to support transit-oriented development;
- planning and designing communities, including development and redevelopment sites and public rights-of-way, to support the greatest possible shift in travel behaviour;
- embedding TDM in land use planning and development; and
- rethinking the future of parking.

On July 1, 2024, through changes to the *Planning Act*, specifically *Bill 185 Cutting Red Tape to Build More Homes Act, 2024*, the Province identified the Region of Halton as an “upper-tier municipality without planning responsibilities”. As a result, the Regional Official Plan is no longer an official plan for the Regional Municipality of Halton. Instead, it has been deemed an official plan of each of the lower-tier municipalities in Halton (Town of Milton, City of Burlington, Town of Halton Hills, and Town of Oakville), until it is revoked or amended by the respective municipality.

This means that there are now two Official Plans which apply to the Town of Oakville - the Halton Regional Official Plan, 1995 (“ROP”), and the Town of Oakville Official Plan (2009, as amended).

The ROP was adopted by Regional Council on March 30, 1994, and approved by the Minister of Municipal Affairs and Housing, with modifications, on November 27, 1995. There has since been several subsequent amendments and modifications.

The Town of Oakville Official Plan, known as the Livable Oakville Plan, was adopted by Town Council on June 22, 2009, through by-law 2009-112. It was approved by Halton Region on November 30, 2009, with modifications. Several parties appealed the Region’s approval of the Livable Oakville Plan to the Ontario Municipal Board (“OMB”) (now known as the Ontario Land Tribunal). The OMB approved the Liveable Oakville Plan with modifications on May 11, 2011, and approved settlements of all but one appeal in September 2012. One site-specific appeal remains outstanding but does not affect the subject site and the Livable Oakville Plan is in full force and effect for the subject site.

4.6.1 Halton Region Official Plan (May 16, 2024, Consolidation)

The ROP establishes policies to guide how the Region of Halton will grow and develop.

In 2009, the Region of Halton concluded a Municipal Comprehensive Review ("MCR") process with the adoption of ROPA 38 (By-law 162-09). In November 2011, the Province modified and approved ROPA 38. This decision was subsequently appealed in its entirety to the Ontario Municipal Board (OMB), now known as the Ontario Land Tribunal (OLT). On January 13, 2016, the OMB issued an Order confirming the approvals in principle it granted on May 7, 2015, May 19, 2015, June 15, 2015, and September 28, 2015. This is in addition to Orders dated March 17, 2015, October 2, 2014, and February 4, 2014.

ROPA 38 updated the ROP based on a preferred growth scenario for the Region that required lands be added to the urban boundary to accommodate population and employment growth to 2031.

The ROP has undergone several additional amendments since the adoption of ROPA 38 with the most recent amendments being ROPA 48 and ROPA 49. Starting in 2014, the Region of Halton commenced another MCR to update the ROP to conform to Provincial plans and policies since the last MCR. The purposes of this MCR were to ensure that the ROP continues to meet the needs of the community and to develop a strategy to accommodate growth in Halton Region to the year 2051. The first amendment adopted by Regional Council as part of this review was ROPA 48, which defined a Regional Urban Structure in Halton, delineated several MTSA's including the Bronte GO MTSA, and removed a significant portion of the Bronte GO MTSA from the Employment Area overlay. ROPA 48 was approved by the Ministry of Municipal Affairs and Housing ("MMAH") on November 11, 2021, and is now in-effect.

Regional Council also adopted ROPA 49 (By-law 35-22) on June 15, 2022, which implemented Regional Council's direction to accommodate population and employment growth within Halton's existing Regional Urban Boundary to 2041 and provides a framework for planning for growth within the Region from 2041 to 2051. ROPA 49 also includes other updates that support Halton's growth strategy, including updates to intensification and density targets, development phasing, the Regional Urban Structure, Strategic Growth Areas, Employment Areas, and corridor protection, among other things. ROPA 49 was approved by MMAH *Bill 150 Planning Statute Law Adjustments Act, 2023*, and *Bill 162 Get It Done Act, 2024* reversed many of the Minister's modifications made of ROPA 49, however did not reverse the Minister's decision to remove the Employment Area overlay from the subject site.

Halton's Regional Structure

Map 1 (Regional Structure) of the ROP identifies the subject site within the Regional Urban Boundary, and within the Urban Area (see **Figure 16**). The Region's structure is further explained on Map 1H, which identifies the Built Boundary of the Region's municipalities, as well as identifies *strategic growth areas*. The subject site is located within the *Built Boundary* and within an MTSA (**Figure 17**).

Map 6f further identifies the site within the Bronte GO MTSA. (see **Figure 18**). As per Map 3 of the ROP, the Lakeshore West GO railway is also considered a Priority Transit Corridor (**Figure 5**).

Halton Region Official Plan - Map 1 Regional Structure

Legend

- Waterfront Park (See Map 2)
 - Rail Line
 - Proposed Major Arterial
 - Major Road
 - Provincial Freeway
 - Lot and Concession Line
 - Municipal Boundary
 - Urban Area
 - Hamlet
 - Agricultural Area
 - Regional Natural Heritage System *
 - Mineral Resource Extraction Area
 - North Aldershot Policy Area
 - Greenbelt Natural Heritage System (Overlay)
 - Greenbelt Plan Protected Countryside Boundary
 - Niagara Escarpment Plan Boundary
 - Parkway Belt West Plan Boundary
 - Area Eligible for Urban Servicing
 - Halton Waste Management Site
 - Regional Urban Boundary
 - Milton Education Village Complimentary Greenbelt Lands Policy Area
- * The Boundaries of the Regional Natural Heritage System may have been refined in accordance with Section 116.1.



Figure 16 - ROP Map 1 – Regional Structure

Halton Region Official Plan - Map 1h Regional Urban Structure

Legend

- Rail Line
 - Proposed Major Arterial
 - Major Road
 - Provincial Freeway
 - Lot and Concession Line
 - Municipal Boundary
 - Urban Area
 - Built Boundary
 - Employment Area
 - Regional Urban Boundary
 - Commuter Rail Corridor
- Strategic Growth Areas**
- Urban Growth Centre
 - Major Transit Station Area (MTSA)
 - Primary Regional Nodes
 - Secondary Regional Nodes
 - Regional Intensification Corridor in Regional Urban Boundary
 - Regional Intensification Corridor outside of Regional Urban Boundary

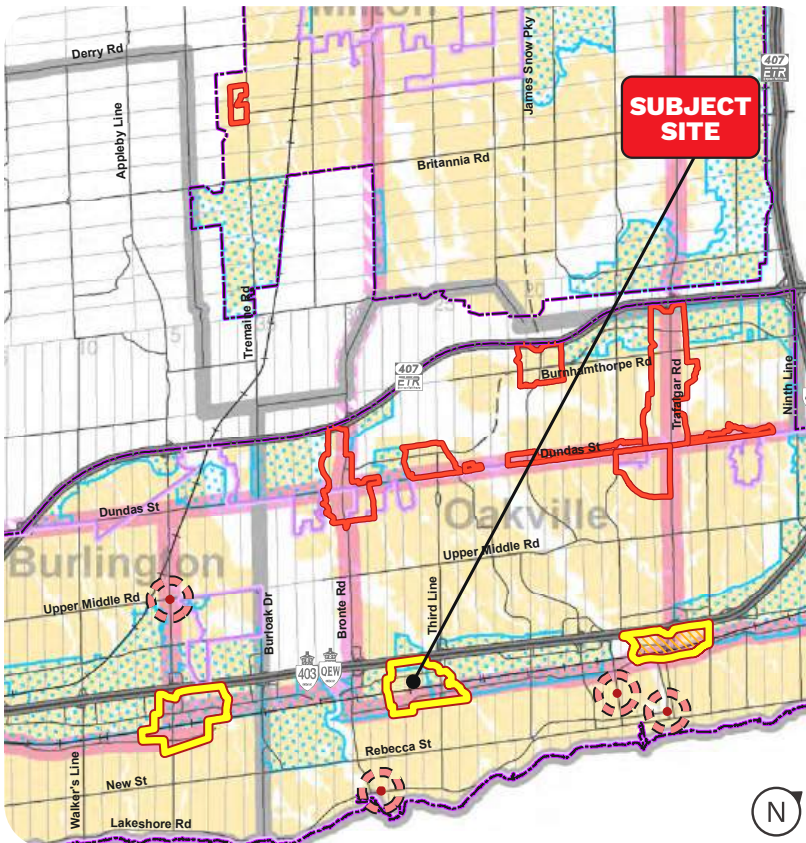
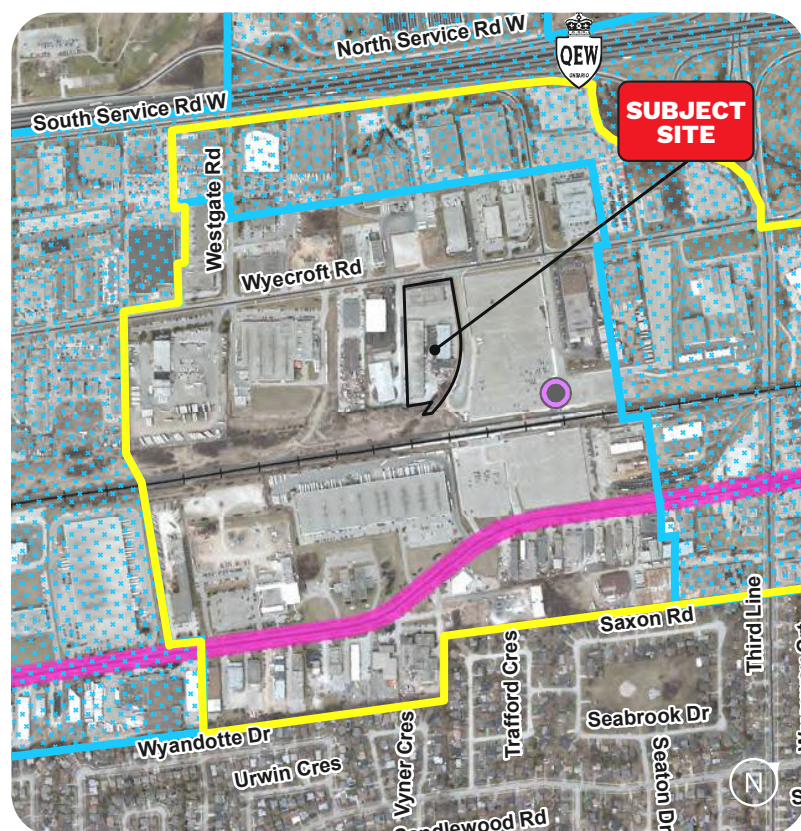


Figure 17 - ROP Map 1h – Regional Urban Structure

Halton Region Official Plan - Map 6f Bronte GO MTSA



Legend

- Major Transit Station
- Major Transit Station Area (MTSA)
- Regional Employment Area
- Regional Intensification Corridor

Figure 18 - Map 6f Bronte GO MTSA

Urban Area

Part III, Policy 72 sets out the objectives for the Urban Area which states the goal of the *Urban Area* and Regional Urban Structure is to manage growth in a manner that fosters complete communities, enhances mobility access across Halton, addresses climate change, and improved housing affordability, sustainability, and economic prosperity. As per Policy 72.1, the primary objectives of the *Urban Area*, are:

- 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 (1);
- 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 automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy (2);
- 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 establish a rate and phasing of growth that ensures the logical and orderly progression of development, supports sustainable and cost-effective growth, encourages complete communities, and is consistent with the policies of this Plan (5);
- To identify a Regional Urban Structure that directs growth to Strategic Growth Areas and protects Regional Employment Areas (6);
- 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 (7);
- To promote the adaptive re-use of brownfield and greyfield site (8); and

- To facilitate and promote intensification and increased densities (9).

Policy 75 of Part III of the ROP provides that the Urban Area is to be planned to accommodate the distribution of population and employment for the Region as set out in Table 1 of the ROP, which identifies a planned population of 349,990 persons and 181,120 jobs in Oakville by 2025. Table 2, Intensification and Density Targets, provides that the Town of Oakville is to achieve a minimum of 19,400 new housing units within the built-up area by 2051. Further, Policy 77(2.1) requires that a minimum of 45 per cent of new residential development occurring within Halton between 2022 and 2025 be in the built-up area.

Strategic Growth Areas and Major Transit Station Areas

Strategic Growth Areas are defined by the ROP as lands identified by the Region or its Local Municipalities within the Urban Area that are to be the focus for accommodating population and employment *intensification* and higher-density mixed uses in a more compact built form. *Strategic Growth Areas* include *Urban Growth Centres*, *MTSAs*, *Regional Nodes*, *Regional Corridors*, and *Local Nodes* as identified in Local Official Plans.

The subject site is located within the Bronte GO MTSA and therefore forms part of a *Strategic Growth Area*. A key objective of the Regional Urban Structure identified in Part III, Policy 78.1(2) is to focus a significant proportion of population and certain types of employment growth within *Strategic Growth Areas* through mixed use intensification supportive of the local role and function and reflective of its place in the hierarchy of *Strategic Growth Areas* identified in this Plan.

Policy 79.1 details this hierarchy of *Strategic Growth Areas* within the Urban Boundary, as follows:

1. Urban Growth Centres / Major Transit Station Areas on a Priority Transit Corridor;
2. Urban Growth Centres / Major Transit Station Areas on a Commuter Rail Corridor;

3. Major Transit Station Areas on a Priority Transit Corridor;
4. Major Transit Station Areas on a Commuter Rail Corridor;
5. Primary Regional Nodes; Secondary Regional Nodes; and,
6. Regional Intensification Corridors.

As shown above in **Figures 5 and 18**, the subject site is within an MTSA on a Priority Transit Corridor. The concept of Urban Growth Centres, which was previously introduced through the Growth Plan for the Greater Golden Horseshoe, was not carried forward in the 2024 PPS and therefore is not a defined term under Provincial legislation or policy. The RHOP has not yet been updated to reflect the removal of this concept.

Part III, Policy 79 of the ROP provides a list of objectives for *strategic growth areas*, including:

- (1) To provide an urban form that is complementary 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 to promote the development of complete communities;
- (3) To provide a range of employment opportunities, facilities and services in centralized locations that are readily accessible by public transit;
- (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;
- (7) To support transit and active transportation for everyday activities; and
- (8) To generally achieve higher densities than the surrounding areas.

Policy 81 applies specifically to MTSA's and provides a list of objectives as follows:

- To provide a range and mix of transit-supportive uses, such as residential, retail, office and public uses, as well as public service facilities and parks and open spaces that support the area in a pedestrian-oriented urban environment (2);
- To provide a range and mix of transit-supportive uses, such as residential, retail, office and public uses, as well as public service facilities and parks and open spaces that support the area in a pedestrian-oriented urban environment (3);
- To achieve multimodal access to stations and support complete communities (4); and
- To plan for a diverse mix of uses, including additional residential units and Affordable Housing, where appropriate (5).

Policy 81.1 identifies that MTSA's as delineated on Map 1H (see **Figure 17**) are identified as PMTSA's. Bronte GO Station is identified as an MTSA on Map 1H and is therefore considered a PMTSA.

Policy 81.2 (1) applies to PMTSA's and specifies that it is the policy of the Region to direct development with higher densities and mixed uses to MTSA's in accordance with the hierarchy of *Strategic Growth Areas* identified in Section 79.2 of this Plan. In accordance with Policy 81.2 (4) which requires local municipalities to prepare detailed official plan policies or an *area specific plan* for an MTSA, the Town of Oakville adopted Official Plan Amendment ("OPA") No. 41 following the conclusion of the Bronte GO MTSA Study. OPA 41 is described in more detail below in Section 4.6.2 of this report.

Housing Policies

Policies 84 to 86 of the ROP provide the goals, objectives, and policy framework with respect to housing in Halton Region. The Region's housing goal is to provide an adequate mix and variety of housing types to satisfy differing physical, social, and economic needs. The Region's objectives for housing are, among other things are:

- To establish housing targets by type and appropriate density for the Local Municipalities and the Region as a whole;
- To explore and implement new approaches to reduce residential land and construction costs and to affect an adequate supply of *Affordable Housing*;
- To coordinate, improve upon, and expedite the development approval process so as to reduce the overall cost of housing; and
- To make more efficient use of existing developed lands, housing stock and available services to increase the supply of housing while maintaining the physical character of existing neighbourhoods.

To achieve the Region's housing goals, Policy 86(1) states that the Region will monitor the development approval process to achieve at all times a minimum of three-year supply of draft approved and/or registered residential units for the Region as a whole. In addition, Policy 86(6) states that it is the policy of the Region to adopt housing targets whereby at least 65% of new housing units produced annually in the Region be in the form of townhouses or multi-storey buildings to 2031 and at least 75% each year after, and that at least 30% of new housing units be affordable or assisted housing.

Urban Services

Sections 87 to 89 of the ROP provide the goals, objectives and policy framework with respect to urban water and wastewater treatment services. The goal for urban services throughout the Region, is to ensure the adequate provision of urban services to achieve Halton's development objectives while being conscientious of the need to protect the environment. One objective for urban services in Halton Region are to provide satisfactory levels of urban services in the Urban Area to meet existing and future requirements.

Transportation

Sections 171 to 173 of the ROP provide the goals, objectives, and policy framework with respect to transportation in the Region. Regional objectives with respect to transportation include, but are not limited to:

- developing a balanced transportation system that:
 - reduces dependency on automobile use;
 - includes a safe, convenient, accessible, affordable, and efficient public transit system that is competitive with the private automobile; and
 - promotes active transportation.
- to support seamless public transit services in Halton;
- to ensure development is designed to support active transportation and public transit; and
- to promote land use patterns and densities that foster strong live-work relationships and can be easily and effectively served by public transit and active transportation.

As mentioned above, the subject site is located along a *Priority Transit Corridor* on Map 3, adjacent to an *MTSA*. Wyecroft Road is also identified as a Multi-Purpose Arterial with a right-of-way requirement of 26.0 m. The right-of-way adjacent to the subject site is currently approximately 26.0 metres.

Policy 173(22) of the ROP requires the completion of Transportation Impact Study ("TIS") for any development that will impact traffic in the Region along any road. The TIS must assess the impact of the proposal and recommend any necessary improvements to the transportation network and services consistent with the goals, objectives, and policies of the ROP.

The Owner has retained Dillon Consulting to undertake and complete a TIS. Transportation related matters, proximity to transit, and the results of the TIS are addressed in Section 5.7.3 of this report.

Based on our analysis provided in Section 5.0 of this report, it is our opinion that the Applications conform to the applicable policies of the Halton Region Official Plan.

4.6.2 Town of Oakville Official Plan (Livable Oakville) (April 2025 Consolidation)

The Oakville Official Plan ("Livable Oakville Plan") was adopted by the Council of the Corporation of the Town of Oakville on June 22, 2009, and approved by the Regional Municipality of Halton on November 30, 2009, with modifications. As several parties appealed the Region's approval, the Ontario Municipal Board (now known as the Ontario Land Tribunal) approved Livable Oakville with further modifications on May 10, 2011. One site-specific appeal remains outstanding but for the purposes of the subject site, the Livable Oakville Plan is in full force and effect.

In 2018, the Town initiated the Bronte GO MTSA study with the goal of preparing an Area Specific Plan. Throughout 2019 and 2020, a detailed study process, which included community engagement, undertaking supporting technical studies, as well as consultation and coordination with Town, Regional and agency (i.e., Metrolinx) staff took place. The study concluded and OPA 41 was adopted by the Town of Oakville Council on November 21, 2021 (By-law 2021-128), and was approved by Halton Region on November 25, 2022, with modifications. OPA 41, as modified by Halton Region, is in-effect and has been incorporated into the April 2025 Livable Oakville Plan consolidation. OPA 41 added several new schedules to the Livable Oakville Plan specific to the Bronte GO MTSA for matters related to land use, minimum densities, minimum and maximum building heights, transportation, and urban design. Part E of the Livable Oakville Plan contains policies for Growth Area, Special Policy Areas and Exceptions. Section 27 of the Livable Oakville Plan contains policies for the Bronte GO MTSA which were added through OPA 41 described above and which are woven into the sections below based on theme.

Guiding Principles

Part B contains the mission statement and guiding principles of the of the Livable Oakville Plan. The mission statement is: "To enhance the Town's natural, cultural, social and economic environments by ensuring that environmental sustainability, cultural vibrancy, economic prosperity and social well-being are incorporated into growth and development decisions." Some of the key guiding principles include:

- Preserving and creating a livable community to direct the majority of growth to identified locations where higher density, transit and pedestrian oriented *development* can be accommodated (2.2.1 b))
- Providing choice throughout the Town in order to:
 - enable the availability and accessibility of a wide range of housing, jobs and community resources to meet the diverse needs of the community through all stages of life (Policy 2.2.2a));
 - provide choices for mobility by linking people and places with a sustainable transportation network consisting of roads, transit, walking and cycling trails (Policy 2.2.2b)); and,
 - foster the Town's sense of place through excellence in building and community design (Policy 2.2.2c))
- Achieving sustainability in order to minimize the Town's *ecological footprint* and to achieve sustainable building and community design (Policy 2.2.3).

More specifically, Part E, Policy 27.1 states that the goal of the Bronte GO MTSA is for the area to be a transit-supportive *complete community*. The policy notes that the area will transition over time into a vibrant, urban, pedestrian-oriented place, functioning as both an origin and destination for employees and residents. It will be a focus area for employment growth while introducing compatible mixed-use *development*, including residential uses, primarily through mid-rise development. **The immediate station area will serve as the heart of this community, with the highest densities, building heights and mix of uses**, with Speers Road as its spine (our emphasis).

Some other objectives of the Livable Oakville Plan with respect to the Bronte GO MTSA are specified in Section 27.2 which include, but are not limited to:

- Creating a multi-modal transportation network with seamless mobility (27.2.1);
- Developing a *transit-supportive* community that respond to the impacts of climate change by:
 - ensuring *development* is provided in a *compact urban form* (27.2.2 a));
 - achieving employment and residential densities that support frequent transit service (27.2.2 b));
 - improving the quality of the built environment, including the public realm, to enhance the pedestrian experience and use of transit (27.2.2 c));
 - ensuring parking is provided in a transit-supportive manner, including siting and designing parking facilities to improve the quality of the area (27.2.2 e)); and,
 - creating a finer grain public road network to support development (27.2.2 f)).
- Creating a vibrant *complete* community with a sense of identity by:
 - providing a diverse mix of uses, including office, major office, retail, residential, major institutional development and public service facilities in appropriate locations that support the area in a pedestrian-oriented urban environment;
 - ensuring the necessities for daily living to support complete communities are provided in tandem with growth;
 - providing a pedestrian-friendly public realm and supporting the evolution of the area into an urban place with activity at street level; and
 - focusing the highest intensity mixed use development toward the Bronte GO Station to create a central area of activity, including gateways to this area; and supporting the provision of affordable housing.
- Ensuring *compatible development* by protecting existing industrial uses including *major facilities* within and adjacent to the MTSA by ensuring land use compatibility with adjacent new development and balancing the needs of existing employment uses while ensuring the area can adapt and evolve to include a greater mix of office, residential, and other sensitive land uses; and
- Enabling the evolution of the Bronte GO MTSA as a prominent location for employment and population within the Town by providing opportunities for increase building heights in exchange for required segments of future public roads, park and open spaces, and space to accommodate jobs.

Urban Structure

Section 3 of Part C of the Livable Oakville Plan provides Urban Structure policies. According to Schedule A1 –Urban Structure of the Livable Oakville Plan, the subject site is identified as *Nodes and Corridors* and is partially located within a Regional Transit Note (See **Figure 19**).

Policy 3.7 provides that Nodes and Corridors are key areas of the Town and the focus for mixed- use *development* and intensification. It further states that Nodes and Corridors comprise the Town's *strategic growth areas*. With respect to the Bronte GO Station, Policy 3.7 states that Bronte GO Station is identified as an MTSA by the Growth Plan and is intended to accommodate transit-supportive growth and intensification. Policy 4.1 notes that Midtown Oakville, Bronte GO MTSA, the Uptown Core and Palermo Village are primary *Growth Areas* which will accommodate the highest level of intensification. Although not located within the Midtown Oakville Urban Growth Centre, Policy 4.2 notes that the greatest levels of height and density in the Town are planned for Midtown Oakville.

As shown in **Figure 20** (Schedule S1 – Bronte GO MTSA Land Use), the subject site is located within the Station District. Policy 27.3.1 a) states that the station district shall develop into a vibrant pedestrian-oriented place, becoming the highest density and highest intensity mixed use area within the Bronte GO MTSA. This district will host the tallest buildings and have a concentration of residential, office, *major office*, and commercial uses within mixed use buildings. Retail activity will be provided on the ground floor of buildings. The transformation of the Station District into a mixed-use area will have regard for existing industrial uses and *major facilities* in the vicinity and the introduction of *sensitive land uses* will be phased and mitigated accordingly to ensure land use compatibility.

Growth Management

Section 4 of Part C of Liveable Oakville provides policies regarding managing growth and change. In this regard, Table 2 provides the Town's forecast for population growth to the year 2031, and identifies a population forecast of 255,000 people, and an employment forecast of 127,000 jobs by 2031. It notes that growth is to occur primarily within the defined Growth Areas in Part E of the Livable Oakville Plan, which includes the Bronte GO MTSA.

Policy 4.1 provides that majority of *intensification* in the Town is to occur within the *Growth Areas*, which includes Bronte GO MTSA as a primary *Growth Area* that will accommodate the highest level of intensification. Policy 4.4 provides that the Town of Oakville is to achieve 14,390 new residential units within the built boundary by 2031.

More specific to the Bronte GO MTSA, Policy 27.4.1(a) provides that the Bronte GO MTSA has been planned to achieve a minimum gross density of 150 residents and jobs combined per hectare in accordance with the former Growth Plan and the in-effect Regional Official Plan. Policy 27.4.1(c) further states that the Bronte GO MTSA is planned to accommodate a minimum of 5,800 residential units and 997,000 square metres of retail, service commercial and employment space, resulting in approximately 8,200 residents and 18,600 jobs, for an estimated 26,800 residents and jobs.

OPA 41 - Schedule A1 Urban Structure

Legend

- PARKWAY BELT
- GREENBELT
- GREENBELT - URBAN RIVER VALLEY
- NATURAL HERITAGE SYSTEM
- PARKS, OPEN SPACE & CEMETERIES
- WATERFRONT OPEN SPACE
- NODES AND CORRIDORS
- EMPLOYMENT AREAS
- MAJOR COMMERCIAL AREAS
- RESIDENTIAL AREAS
- MAIN STREET AREA
- EMPLOYMENT MIXED USE CORRIDOR
- REGIONAL TRANSIT NODE
- PROPOSED REGIONAL TRANSIT NODE
- NODES AND CORRIDORS² FOR FURTHER STUDY
- MAJOR TRANSPORTATION CORRIDOR³
- PROPOSED MAJOR TRANSPORTATION CORRIDOR
- REGIONAL TRANSIT PRIORITY CORRIDOR
- MOBILITY LINK
- MAJOR ACTIVE TRANSPORTATION CONNECTIONS
- SCENIC CORRIDOR
- UTILITY CORRIDOR
- PROVINCIAL PRIORITY TRANSIT CORRIDOR
- MAJOR TRANSIT STATION
- HERITAGE CONSERVATION DISTRICTS/⁴ CULTURAL HERITAGE LANDSCAPES

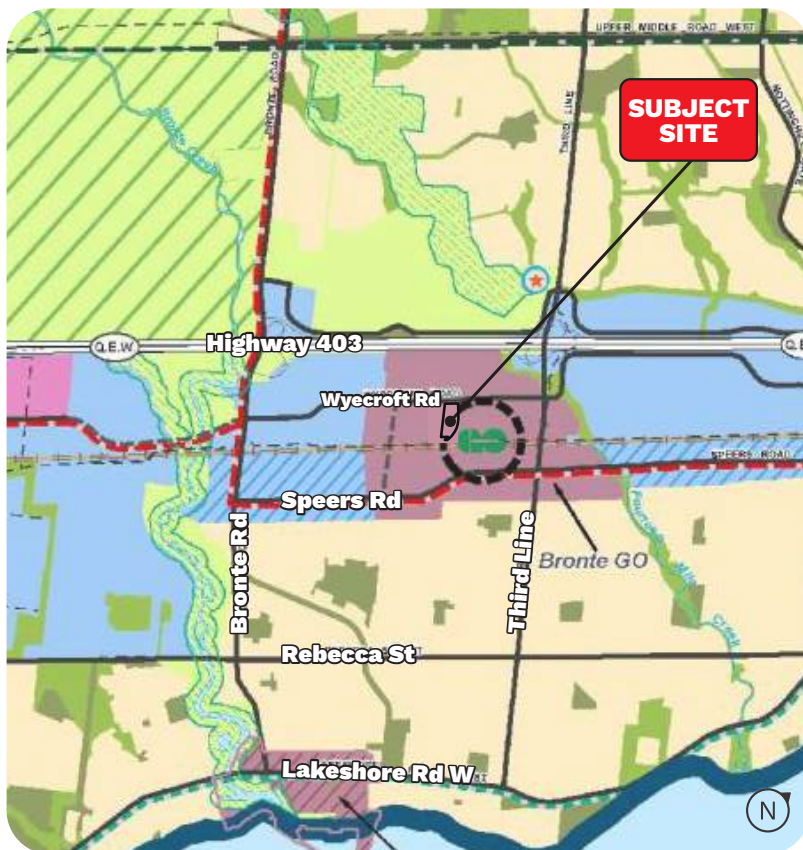


Figure 19 - Liveable Oakville Plan - Schedule A1: Urban Structure

OPA 41 - Schedule S1 Bronte GO MTSA Land Use

Legend

- GROWTH AREA BOUNDARY
- URBAN CENTRE
- URBAN CORE
- OFFICE EMPLOYMENT
- BUSINESS EMPLOYMENT
- PARKWAY BELT
- PARKS AND OPEN SPACE
- UTILITY
- DISTRICT BOUNDARIES
- FUTURE ROADS (Refer to Schedule S4 for more detail)
- RAILWAY
- MAJOR TRANSIT STATION

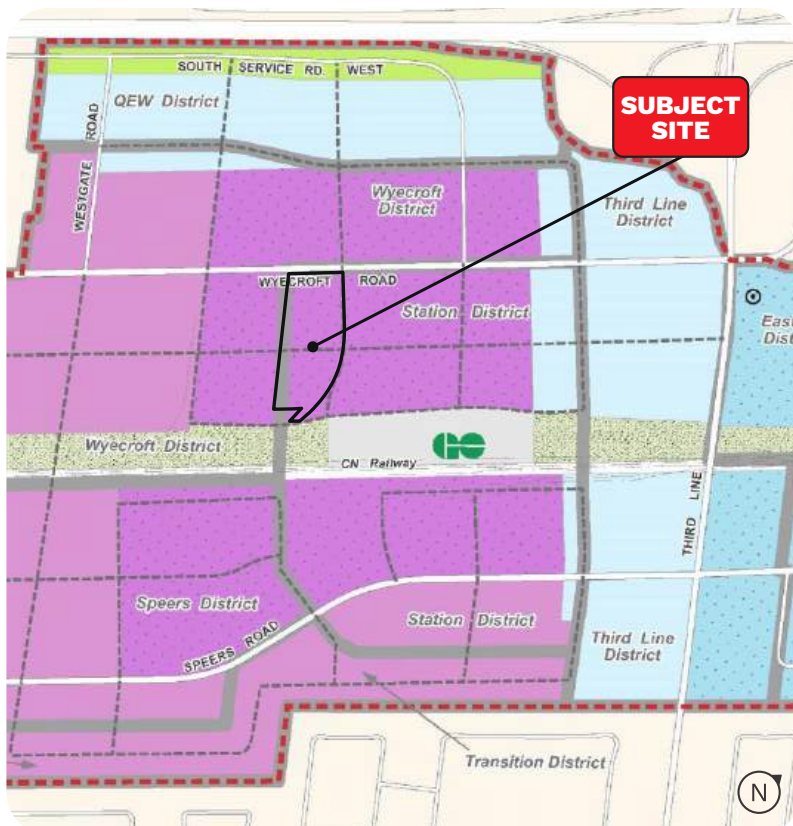


Figure 20 - Liveable Oakville Plan - Schedule S1 - Bronte GO MTSA Land Use

Land Use

Part D of Livable Oakville set outs the Land Use designations and policies. Schedule F – South West Land Use – identifies the subject site and the immediate surroundings as *Growth Areas* (see **Figure 21**).

The Bronte GO MTSA is planned to accommodate increased population and employment densities and transform over the long-term from an area dominated by employment and industrial uses to a transit-supportive, mixed use, urban community which maintains an employment focus.

The subject site is designated *Urban Core* as per Schedule S1 – Bronte GO MTSA Land Use and within the Station District (**Figure 20**). A north-south future road is identified along the western edge of the subject site and an east-west future road is identified to bisect the subject site through the middle portion. The lands to the north, east, and west of the subject site are also designated *Urban Core* with the lands directly south designated *Parks and Open Space*.

Section 12.5 contains policies with respect to the *Urban Core* designation which is envisioned to have a strong urban focus and incorporate retail and service commercial, *major office*, and office and residential uses. *Development* is to be orientated to the street and shall contribute to a high-quality, pedestrian orientated and *transit-supportive* environment.

A variety of retail and service commercial uses are permitted along with office and residential uses.

Section 27.7 of the Livable Oakville Plan contains additional land use policies for the Bronte GO MTSA which are noted to apply in addition to the policies in Part D noted above.

All development within the Station District is required to be within mixed use buildings (except where permitted in accordance with Policy 27.7.5.1) and commercial uses shall be provided on the ground floor of buildings facing primary streets and encouraged throughout the mixed-use area. Schedule S5 – Bronte GO MTSA Urban Design identifies Wyecroft Road, abutting the subject site, as a Secondary Street along with the future roads described above. A mid-block connection is shown just west of the subject site (**Figure 22**).

Policy 27.7.4 states that *public service facilities* and community uses are permitted in all land use designations, subject to the land use compatibility policies of this Plan, as applicable. Locations for *public service facilities* and community uses shall be guided by section 27.4.7 of this plan. Policy 27.4.7.1 requires the Town to monitor *public service facility* needs as the Bronte GO MTSA develops, and work with Halton Region and public agencies to enable the development of required facilities as they are identified. Policy 27.4.7.1 d) encourages that new *public service facilities*, including childcare centres to be directed toward the mixed-use areas within the Bronte GO MTSA.

OPA 41 - Schedule F Southwest Land Use Plan

Legend

- SCHEDULE AREA BOUNDARY
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- NEIGHBOURHOOD COMMERCIAL
- COMMUNITY COMMERCIAL
- CORE COMMERCIAL
- OFFICE EMPLOYMENT
- BUSINESS EMPLOYMENT
- INDUSTRIAL
- BUSINESS COMMERCIAL
- INSTITUTIONAL
- NATURAL AREA
- PARKWAY BELT
- PARKS AND OPEN SPACE
- WATERFRONT OPEN SPACE
- UTILITY
- GROWTH AREA*
- SPECIAL POLICY AREA
- SPECIAL POLICY AREA - SPEERS ROAD CORRIDOR
- RAILWAY
- MAJOR TRANSIT STATION

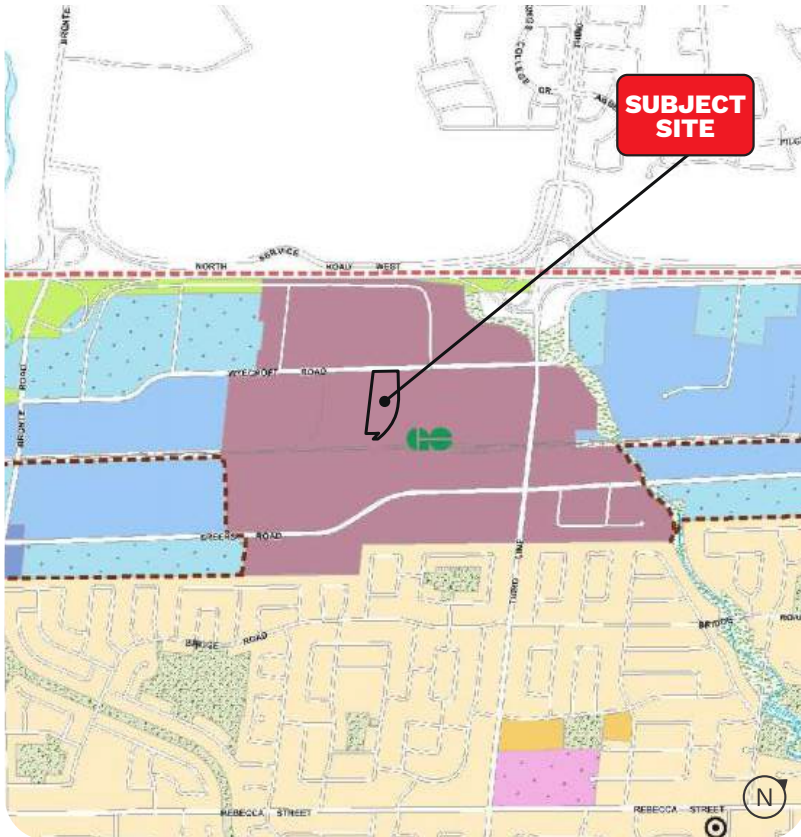


Figure 21 - Schedule F – Southwest Land Use

OPA 41 - Schedule S5, Bronte GO MTSA Urban Design

Legend

- GROWTH AREA BOUNDARY
- PRIMARY STREET
- SECONDARY STREET
- OPEN SPACES
- TRANSIT PLAZA
- GATEWAY SITE
- ENHANCED FEATURE AREA
- ACTIVE TRANSPORTATION CONNECTIONS
- ACTIVE TRANSPORTATION LINKAGE AREA
- MID-BLOCK CONNECTIONS
- DISTRICT BOUNDARIES
- FUTURE ROADS
- RAILWAY
- TRANSIT TERMINAL
- MAJOR TRANSIT STATION

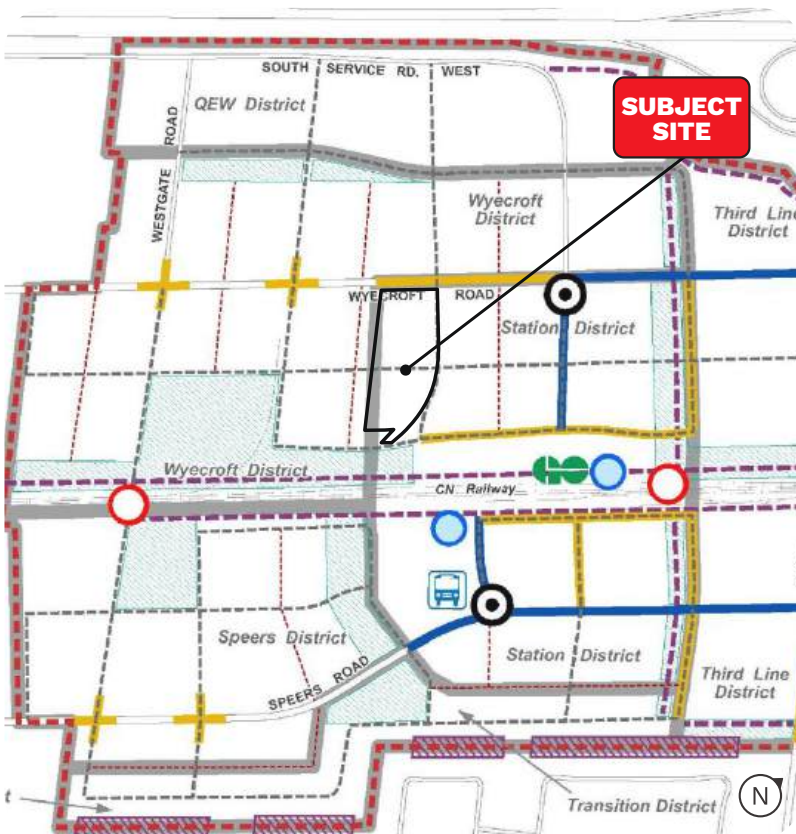


Figure 22 - Schedule S5 – Bronte GO MTSA Urban Design

Retention of Jobs in Redevelopment

Policy 27.7.11 a) requires that on land designated *Urban Core* and *Urban Centre* where a *development* application proposes the redevelopment of an employment use or building, the new *development* shall provide space for a similar number of jobs to be accommodated on-site. This may be achieved by, but not be limited to:

- providing the same or similar amount of commercial and/or employment ground floor area in the new development that was previously on the site for the same type of employment use; or,
- providing a proportional amount of commercial and/or employment ground floor area in the new development that would yield a similar number of jobs and which accounts for an average floor area required per employee for the proposed use.

Building Heights and Densities

Schedule S2 – Bronte GO MTSA Building Heights (**Figure 23**) identifies the subject site with a height range of 5-20 storeys. It's important to note that beyond the heights identified on this schedule, Policy 27.9.2 a) of the Livable Oakville Plan states:

"The gross floor area generated by calculating the minimum floor space index, as shown on Schedule S3, which could otherwise be accommodated on the portion of a lot required to be dedicated for a public road, park or other open space, may be transferred to the retained lot or block, and accommodated on the lot or block as increased building height above the maximum permitted height, as shown on Schedule S2, to a maximum of four additional storeys, subject to all other policies of this Plan.

Schedule S3 – Bronte GO MTSA Density (**Figure 24**) identifies that the minimum density for the northern half of the subject site is a floor space index ("FSI") of 2.0 and 2.5 for the southern portion. The Livable Oakville Plan does not contain policies with respect to maximum densities for the Bronte GO MTSA.

As it relates to the hierarchy of intensification within the Town, the Bronte GO MTSA is a primary *Growth Area*, along with Midtown Oakville. As noted above, Policy 4.2 of the Livable Oakville Plan states that the greatest levels of height and density in the Town are planned for Midtown Oakville.

The in-effect Livable Oakville Plan policies, as they relate to Midtown Oakville, only have a planning horizon to 2031 whereas the 2019 Growth Plan (as amended) required municipalities to plan to accommodate growth to 2051 and the 2024 PPS requires municipalities to plan for a minimum 20-year horizon but not more than 30 years.

The in-effect policies with respect to density that apply to Midtown Oakville include no specified density maximums in the form of either FSI or units per hectare. With respect to height, Schedule L2 identifies land designated *Urban Core* with a height range of 8-20 storeys but the schedule refers to the policies in Part E of the Livable Oakville Plan which contain bonusing policies for which there is no prescribed building height limit. The bonusing policies permit increases in building height beyond what is specified on Schedule L2 (to no limit) in exchange for the provision of public benefits which include things like public transit infrastructure, facilities and improved pedestrian access to public transit, public parking, affordable housing, day care centres, public art, green buildings.

A review of the Midtown Oakville Official Plan policies was initiated in 2018 with the intent of updating the policies based on the above-noted changes in Provincial plans and resulted in the adoption of OPA 70 by the Town which proposes to update and revise the policies for Midtown Oakville as it relates to land use, transportation, urban design, density, building height. OPA 70 is with MMAH for approval and is not yet in-effect.

OPA 41 - Schedule S2 Bronte GO MTSA Building Heights

Legend

-  GROWTH AREA BOUNDARY
-  2 - 4 STOREYS
-  3 - 8 STOREYS
-  5 - 20 STOREYS
-  PARKWAY BELT
-  PARKS AND OPEN SPACE
-  UTILITY
-  DISTRICT BOUNDARIES
-  FUTURE ROADS
(Refer to Schedule S4 for more detail)
-  RAILWAY
-  MAJOR TRANSIT STATION

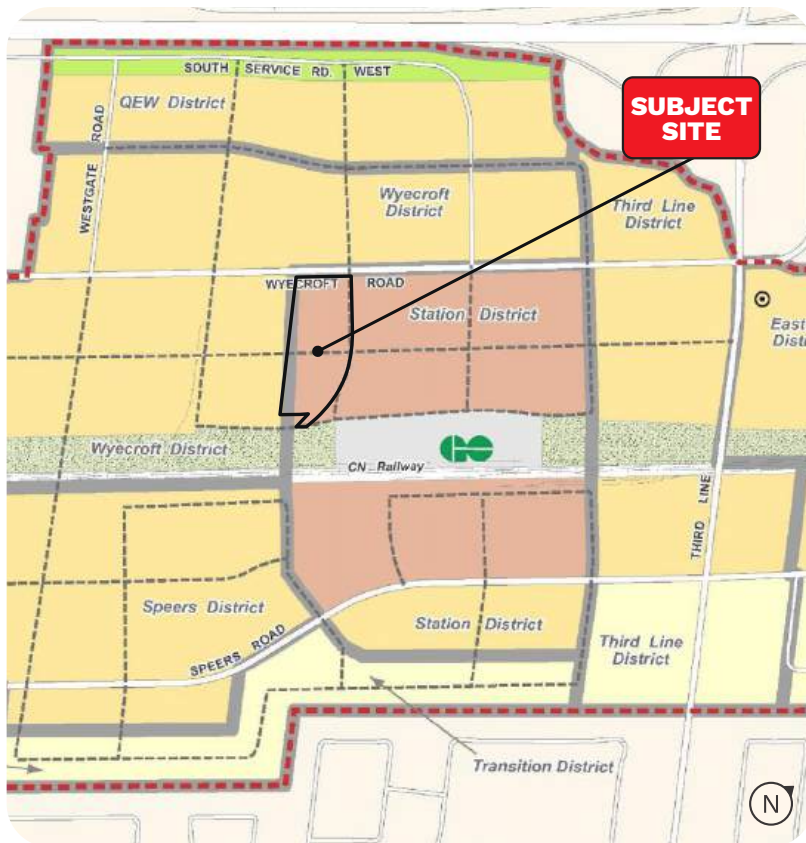


Figure 23 - Bronte GO MTSA Building Heights

OPA 41 - Schedule S3 Bronte GO MTSA Density

Legend

-  GROWTH AREA BOUNDARY
-  1.0 MINIMUM FSI
-  1.5 MINIMUM FSI
-  2.0 MINIMUM FSI
-  2.5 MINIMUM FSI
-  3.0 MINIMUM FSI
-  PARKWAY BELT
-  PARKS AND OPEN SPACE
-  UTILITY
-  DISTRICT BOUNDARIES
-  FUTURE ROADS
(Refer to Schedule S4 for more detail)
-  RAILWAY
-  MAJOR TRANSIT STATION

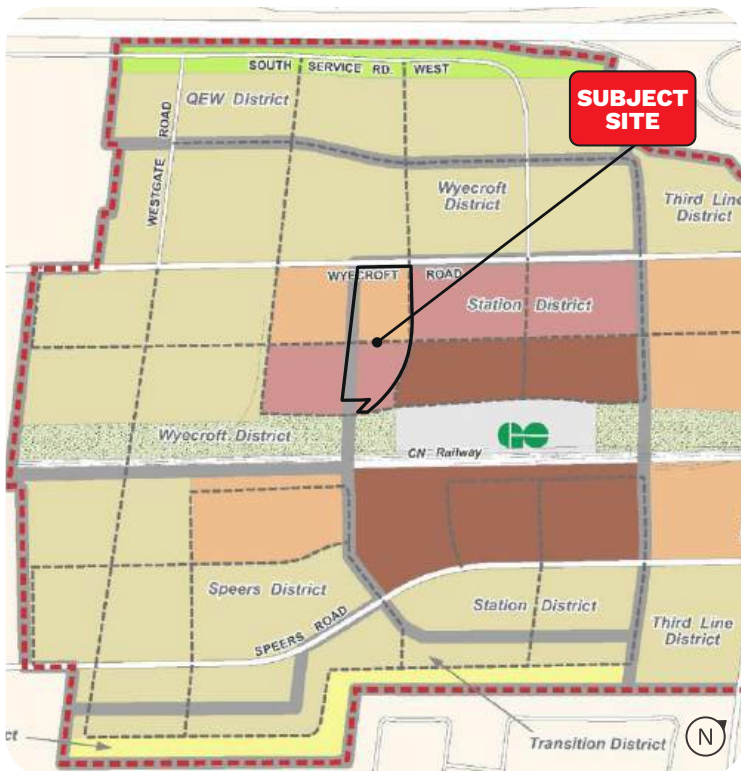


Figure 24 - - Schedule S3 - Bronte GO MTSA Density

Prior to the adoption of OPA 70 there were several iterations of the draft OPA released to the public for comment which included maximum heights of up to 255 metres (approximately 80 storeys) and maximum densities up to 10 FSI. OPA 70, as adopted, contains similar policies to what is in-effect today in that there is no limit to the height, subject to bonusing provisions.

Transportation

The subject site fronts onto Wyecroft Road, which is a generally east-west arterial road. Wyecroft Road is identified on Schedule C (Transportation Plan) as a Multi-purpose Arterial Road (see **Figure 25**).

With respect to active transportation, Schedule D – Active Transportation Plan (**Figure 26**) identifies existing signed bike route and multi-use trail along Wyecroft Road, and a proposed multi-use path to the south of the subject site.

Policy 8.12.1 provides that the Town will coordinate land use and transportation planning to maximize the efficient use of land. Policy 8.12.2 provides that *development* proposals will reflect, among other things: transit supportive densities that are commensurate with the type and frequency of transit service planned for the area and/or corridor, particularly near transit stops and stations, as well as a road pattern, pedestrian and cycling facilities that provide direct pedestrian and cycling access to transit routes and stops. Policy 8.12.3 notes that where appropriate and public safety is not affected, the Town will minimize the amount of land utilized for daylighting triangles to contribute to a more urban environment and maximize the efficient use of land.

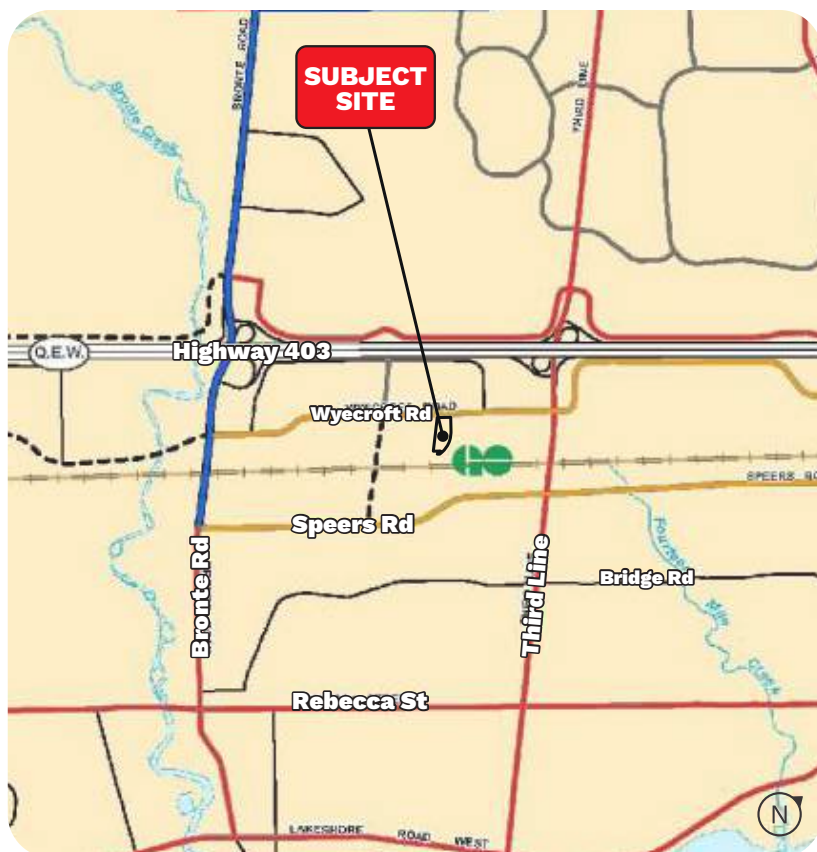
Specific to the Bronte GO MTSA, Policy 27.4.3 provides that road, transit, and active transportation infrastructure, as shown on Schedules C, D, S4 and S5 should be provided to accommodate future growth and development in the Bronte GO MTSA, and that a finer-grain grid of new public roads shall be established to provide access and address for new development. In this regard, Schedules S4 (**Figure 27**) and S5 (**Figure 22**) both identify a new east-west public road bisecting the subject site as well as a new north-south public road along the eastern edge of the subject site.

With respect to Parking, Policy 27.4.3(k) provides that reduced and/or maximum parking standards shall be provided in the implementing zoning, and that transportation demand management measures which reduce the need for parking shall be reviewed as part of the planning application process and should be implemented where feasible. Further, surface parking is discouraged in favour of structured and underground parking, and above ground parking structures should be integrated with development.

Land Use Compatibility

With respect to Land Use Compatibility, Policy 27.4.5(a) provides that sensitive land uses shall be planned, phased and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from noise, vibration, odour, dust and other contaminants, and ensure risk to public health and safety is minimized. In this regard, residential uses are considered *sensitive land uses* that require protection from surrounding uses.

Policy 27.4.5 goes on to state that the entire Bronte GO MTSA is within a potential influence area of one or more existing *major facilities*, and therefore all development application shall include a land use compatibility assessment, including noise and vibration study, and air quality report. These reports have been provided with the submission and are discussed in greater detail in Section 5.7 below.

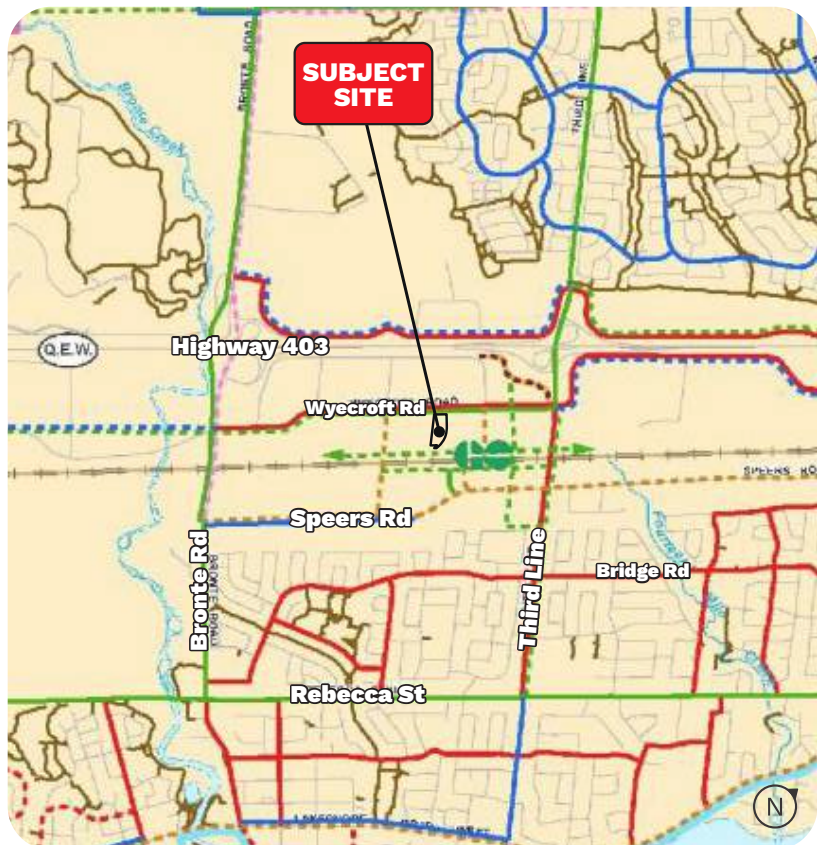


OPA 41 - Schedule C Transportation Plan

Legend

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

Figure 25 - Schedule C Transportation Plan of the Livable Oakville Plan



OPA 41 - Schedule D Active Transportation Plan

Legend

- | Existing | Proposed |
|----------|---|
| | BIKE LANE |
| | SIGNED BIKE ROUTE |
| | MULTI-USE TRAIL |
| | BUFFERED BIKE LANE |
| | PAVED SHOULDER |
| | TOWN TRAIL |
| | FACILITY ON A REGIONAL ROAD |
| | ATMP PROPOSED GRADE SEPARATED PEDESTRIAN CROSSING |
| | EXISTING GRADE SEPARATED PEDESTRIAN CROSSING |
| | WATERFRONT TRAIL |
| | POTENTIAL ACTIVE TRANSPORTATION CONNECTION |
| | RAILWAY LINE |
| | MAJOR TRANSIT STATION |

Figure 26 - Schedule D Active Transportation Plan of the Livable Oakville Plan

OPA 41 - Schedule S4, Bronte GO MTSA Transportation Network

Legend

-  GROWTH AREA BOUNDARY
-  FUTURE MAJOR COLLECTOR
-  FUTURE LOCAL ROADS
-  FUTURE RAILWAY GRADE SEPARATION
-  RAILWAY
-  TRANSIT TERMINAL
-  MAJOR TRANSIT STATION



Figure 27 - Schedule S4 – Bronte GO MTSA Transportation Network

Policy 27.4.5 d) states that withstanding any land use designation permitting otherwise, to protect the operational and economic viability of existing major facilities, a new sensitive land use shall not be permitted within the minimum separation distance of a major facility, in accordance with Provincial and Regional guidelines.

Where a compatibility assessment demonstrates that source and/or site receptor mitigation actions are required, the mitigation measures shall be at the expense of the applicant and agreed upon by all effected parties (Policy 27.4.5.e)).

Policy 37.4.5 g) notes that for the purposes of noise and vibration studies, the Bronte GO MTSA shall be a Class 4 area under the Provincial NPC-300 guidelines.

Rail

Policy 27.4.5(j) requires a rail compatibility assessment for all development adjacent to the railway right of way. A rail report has also been provided and is summarized in Section 5.7 below.

Housing

With respect to housing, Section 27.4.6 provides that within the Bronte GO MTSA, residential development should include a mix of tenures (i.e., purpose-built rental) and a range of building and unit types and sizes to accommodate a variety of households.

Urban Design

Section 6 of Part C of Livable Oakville sets out the urban design policies for the entire Town with urban design policies specific to the Bronte GO MTSA provided in Section 27.5, to be read in conjunction with Schedule S5 (**Figure 22**, above) with Policy 6.1.1 establishing the Town's general urban design objectives, which include providing for:

- diversity, comfort, safety and compatibility with existing communities;
- attractive, barrier-free and safe public spaces;
- innovative and diverse urban form and excellence in architectural design; and
- the creation of distinctive places and locales, including Midtown Oakville, the other Growth Areas and high-profile locations such as gateway to the Town.

Policy 6.1.2 (a) provides that development and public realm improvements shall be evaluated in accordance with the urban design direction set out in the Livable by Design Manual (referred to in Section 4.8) and that alternative design approaches may be proposed with the provision of appropriate justification and after consultation with the Town, subject to the proposed design meeting the intent and purpose of the Official Plan's urban design policies.

Public Realm, Skyline, and Streetscapes - Policy 6.2.1 provides that the design of the public realm should promote creativity and innovation and include:

- a network of streets accommodating choices for pedestrians, cyclists, transit and vehicles;
- walkable street lengths for pedestrians;
- a network of accessible, interconnected and predictable pedestrian-oriented spaces and routes;
- comfortable and accessible public spaces that respond to their surroundings; and

- furnishings, trees and landscaping, wayfinding, and public art that provide orientation and a sense of identity.

Policy 6.3.1 states that the design of new streets and enhancement of existing streets shall incorporate the following attributes of complete streets, where appropriate:

- *multi-modal* choices;
- circulation alternatives and convenient connections;
- priority pedestrian, cyclist and transit usage;
- comfortable, barrier-free and safe routes;
- ecologically sustainable features; and,
- quality spaces for public life.

Further, Policies 6.4.2 and 27.5.3.1 provide that new development should contribute to the creation of a cohesive streetscape and provide a pedestrian-orientated streetscape through:

- placing the principal building entrances towards the street and towards corner intersections;
- framing the street and creating a sense of enclosure;
- providing variation in façade articulation and details;
- connecting active uses to the public realm to enhance the liveliness and vibrancy of the street;
- incorporating sustainable design elements such as trees, plantings, furnishings, lighting, etc.;
- coordinating improvements in building setback areas to create transitions from the public to private realms;
- encouraging a high degree of transparency on the ground floor of buildings and provision of building openings principal entrances along Secondary streets identified on Schedule S5.

Policy 6.5.1 states that *development* should establish or reinforce a modified grid street pattern with an interconnected network of roads designed to disperse traffic by providing alternative routes, enhance bicycle movement, and support the integration of transit service.

Policy 27.5.2 b) states that the design of new development shall improve access to and from existing and planned transit stations and stops. Policy 27.5.3 c) states that a height peak shall be created within the Station District, with buildings closest to the Bronte GO Station being the tallest buildings within the Bronte GO MTSA.

Built Form - Built form policies are discussed in Section 6.9 and include:

- Buildings should be designed to create a sense of identity through massing, form, placement, orientation, scale, architectural features, landscaping and signage (6.9.1);
- Building design and placement should be compatible with the existing and planned surrounding context and undertaken in a creative and innovative manner (6.9.2);
- To achieve compatibility between different land uses, development shall be designed to accommodate an appropriate transition through landscape buffering, spatial separation, and compatible built form (6.9.3);
- In Growth Areas and along *intensification corridors*, buildings should incorporate distinctive architecture, contribute to a sense of identity and be positioned on and oriented towards the street frontage(s) to provide interest and comfort at ground level for pedestrians (6.9.4);
- Buildings should present active and visually permeable façades to all adjacent streets, urban squares, and amenity spaces through the use of windows, entry features, and human-scaled elements (6.9.5);
- Main principal entrances to buildings should be oriented to the public sidewalk, onstreet parking and transit facilities for direct and convenient access for pedestrians (6.9.6);
- Development should be designed with variation in building mass, façade treatment and articulation to avoid sameness (6.9.7);
- Buildings located on corner lots shall provide a distinct architectural appearance with a high level of detailing and articulated façades that continue around the corner to address both streets (6.9.8);
- New *development* shall ensure that proposed building heights and form are *compatible* with adjacent existing development by employing an appropriate transition of height and form from new to existing development, which may include setbacks, façade step backs or terracing in order to reduce adverse impacts on adjacent properties and/or the public realm (6.9.9);
- Continuous streetwalls of identical building height are discouraged. Variety in rooflines should be created through subtle variations in roof form and height (6.9.10);
- Where appropriate, the first storey of a building shall have a greater floor to ceiling height to accommodate a range of non-residential uses (6.9.11);
- New *development* should be fully accessible by incorporating universal design principles to ensure barrier-free pedestrian circulation (6.9.12);
- Rooftop mechanical equipment shall not be visible from view from the public realm (6.9.13);
- Outdoor amenity areas on buildings should incorporate setbacks and screening elements to ensure compatibility with the local context (6.9.14); and
- Buildings should be sited to maximize solar energy, ensure adequate sunlight and skyviews, minimize wind conditions on pedestrian spaces and adjacent properties, and avoid excessive shadows (6.9.14).

Policy 27.5.8.1, specific to the Bronte GO MTSA, states that buildings shall have a *transit-supportive* built form that is orientated to the street. Building separation, side property setbacks, tall building tower spacing and orientation should be achieved in accordance with the Livable by Design Manual.

Section 6.10 sets out a series of landscape design policies which provide that, among other things, landscaping design and treatments should:

- enhance the human scale of development, create attractive pedestrian movement and frame desired views or focal objects;
- preserve and enhance the urban forest;
- provide shade and wind protection; and
- preserve and complement the existing natural landscape.

Sections 6.11 to 6.13 set out policies pertaining to pedestrian and vehicular access and circulation, and parking, which note that:

- pedestrian walkways should be barrier-free (6.11.1);
- development should incorporate safe and direct access and circulation to and through the site that connects pedestrians to principle building entrances, amenity areas and parking areas and public sidewalks and transit facilities as well as adjacent developments, where appropriate (6.11.2);
- in areas with high levels of pedestrian traffic, walkways should be extended from curb to building face and enhanced by appropriate landscaping treatment (6.11.3); and
- consolidated driveway accesses are encouraged to maximize landscaped space, minimize public sidewalk interruptions and expansive paved areas (6.12.2).

A mid-block connection is identified just west of the subject site on Schedule S5. These mid-block connections should improve and consolidate access to development and enhance connections and mobility within and through the area.

The design of service, loading and storage areas is discussed in Section 6.16, and the following policies apply:

- servicing and loading areas should be located and orientated away from pedestrian and vehicular circulation both on-site and in the public right-of way; accessible but not visible from the public realm; and, separated and buffered from residential areas (6.16.1); and
- the visual and noise effects of activities associated with service and loading areas on the surrounding environment should be minimized by locating such areas behind buildings, erecting noise walls and fences, as well as screening with tree and shrub plantings (6.16.2);

Parks and Open Space

A series of parks and open spaces are identified on Schedule S1 – Land Use and S5 – Urban Design which plan to achieve approximately 14 ha of publicly-accessible land for parks and open space. The lands immediately to the south of the subject site form part of an east-west open space corridor. No parks or open spaces are identified on the subject site.

Sustainability

With respect to sustainability, Policy 10.4.1 requires that the Town promote and encourage *development* which minimizes energy consumption when evaluating planning applications by seeking a *compact urban form*, by encouraging mixed use *development* to minimize motor vehicle trips, and by promoting transit and modes of active transportation.

In our opinion, as outlined in Section 5.0 below, the Applications meet the intent of the applicable policies of the Livable Oakville Plan, as amended by OPA 41, except for the maximum building height for which an amendment is being sought.

4.7 Town of Oakville Zoning By-law

Oakville's comprehensive Zoning By-law 2014-014, as amended (the "Zoning By-law"), controls the use of land in the Town for the lands south of Dundas Street and north of Highway 407.

The subject site is zoned E3⁻⁴ (*Industrial*) in By-law 2014-014, as amended (See **Figure 28**).

The Industrial Zone permits a range of uses, including limited retail, service commercial, office, employment, conservation and park uses. Residential uses are not permitted.

The "-4" attached to the E3 *Industrial* Zone symbol on map 19(5) of the Zoning Bylaw indicates that there is a special provision that applies to the subject site. Regulation 15.4 lays out this special provision, which applies to the area surrounding the Bronte GO Transit Station (Part of Lots 25-30,

Concession 3 S.D.S.). The special provisions outline additional permitted uses on the lands which include the following: Major Transit Station Area, accessory uses to a Major Transit Station Area, such as restaurants, retail stores, dry cleaning/laundry and service commercial establishments, business office, and motor vehicle uses.

A Zoning By-law Amendment is required to implement the land use and built form permissions provided for in the Livable Oakville Plan, as amended by OPA 41. It is our understanding that it is the Town's intention to bring forward a comprehensive Zoning By-law Amendment to bring the Bronte GO MTSA into conformity with the Livable Oakville Plan, but the Town has not indicated a specific timeframe for this.

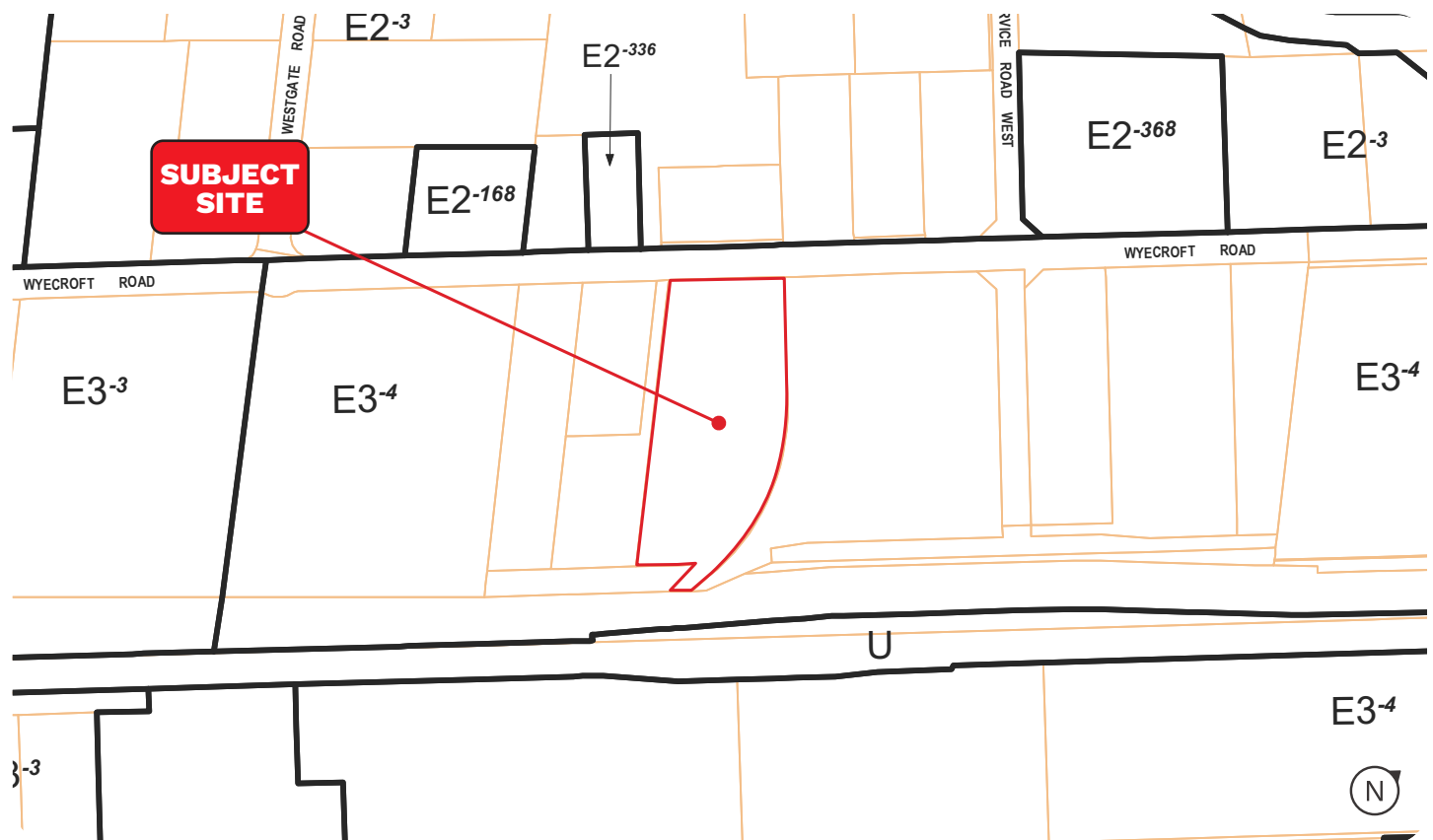


Figure 28 - Zoning Map

4.8 Liveable by Design Urban Design Manual

On May 12, 2014, Town of Oakville Council endorsed the Liveable by Design Urban Design Manual. The Manual provides a comprehensive set of guiding design principles and urban design directives applicable Town-wide for all forms of development, redevelopment and capital projects. The Manual implements the policies in Section 6 (Urban Design) of the Livable Oakville Plan and applies to all development proposals that are subject to review and planning approval by the Town of Oakville.

The Manual specifically notes that it is intended to, among other things:

- visually articulate the design objectives set out in Livable Oakville;
- set clear expectations for preferred design and development outcomes that achieve function and attractive design;
- establish an assessment framework for the review of development proposals through the provision of detailed design directs to evaluate whether projects will be well-executed, function properly and enhance the public realm; and
- provide design principles and direction tailored to specific context, land use and development form.

The Manual includes a section on tall and mid-rise buildings and provides guidelines with respect to the height of the base building, ground floor treatment, entranceways, frontage and setbacks, building base separation and side property setbacks, the middle portion of a building, relation to the building base, floorplate control and massing, tower spacing and orientation, the building top, transitions to adjacent surroundings, building detailing and materials and amenity areas (Section 3.1).

Relevant guidelines include, but are not limited to:

- Establish the height of the building base to be no greater than 80% of the right-of-way width up to a maximum height of 6-storeys (#1);
- Where a stepback of the main wall of the building base is proposed, situate it no lower than 12.0m above grade and with a minimum depth of 1.5m, to ensure the building continues to frame abutting public spaces and streets (#2);
- Enhance the building façade along the street edge by incorporating creative building elements that are compatible in style, scale and placement (#3);
- For ground floor commercial uses facing a public street incorporate a minimum first storey floor to ceiling height of 4.5m, a minimum of 75% glazing on façade(s) to achieve visual interest and access to natural lighting (#4);
- For ground floor residential units, incorporate floor to ceiling heights between 3.5m and 4.5m (#5);
- Design principal entrances to commercial units that are oriented towards and highly visible from the public realm and located at the same level/ plane with the sidewalk. Secondary entrances may be oriented to private amenity areas (#8);
- Locate vehicular-access entrances/exits to structured parking internal to the site or at the rear or side of the building and incorporate the access ramp into the building, not as a free-standing element on the site (#12);
- Extend the façades of the building base parallel along the full length of the property where it abuts the public realm to ensure the street wall creates a sense of enclosure (#13);

- Within Growth Areas and along Intensification Corridors, design the main wall of the building to occupy a minimum of 85% of the façade zone along the lot length abutting a public street (#14);
 - Design the building at a maximum length of 55.0m along the façade zone before incorporating a significant break in massing. Incorporate a break with a minimum depth of 6.0m and minimum length of 9.0m to achieve a significant vertical break and setbacks (#16);
 - Incorporate strategic setbacks from the property line in the façade zone to accommodate urban squares, seasonal retail and patio space, extensions of the streetscape, public art, and entrances to above-grade uses (#17);
 - Establish a consistent pedestrian scale at the street level by incorporating human-scaled built form and architectural features at key locations along the façades, such as, horizontal banding (datum lines), cornices, and openings (#18);
 - For a tall building, stepback the middle component a minimum of 5m from the main wall of the building base (#23);
 - For tall buildings, design the floorplate above the building base with maximum area of 750.0 square metres. This control results in slender tower design and lessens shadow and wind impacts at ground level (#25);
 - Provide enhanced privacy for building units and access to sky views and sunlight by incorporating a minimum separation distance of 25.0m between building towers, whether located on the same or an adjacent property. The separation distance is measured horizontally from building face to building face and includes projections (#27);
 - Position the building tower on the building base to minimize the shadows cast across public open spaces, urban squares and private amenity areas (#28);
 - For residential buildings, incorporate private outdoor amenity space in a form of a roof terrace or balcony for each unit (#48).
- The Manual is discussed in more detail in the Urban Design Brief, which has been submitted in support of the application under a separate cover.

A photograph of two women in a professional setting, likely an office or design studio. They are looking down at a large sheet of paper or a model. In the foreground, there is a blurred architectural model with several white rectangular blocks. The image has a dark blue overlay.

5

Planning & Urban Design Analysis

5.1 Intensification

Intensification on the subject site aligns with and will implement the Town's long-term vision for this site which was established through a Town-led, multi-year and interdisciplinary study process. Through this process, the Town identified the Bronte GO MTSA as one of the Town's primary *Growth Areas*. The Town's primary *Growth Areas* are intended to accommodate the highest levels of intensification. The proposed mixed-use intensification on the subject site is appropriate, desirable and supportive of policy directions in the Provincial Planning Statement, the Region of Halton Official Plan and the Livable Oakville Plan, all of which promote significant intensification in *strategic growth areas*, including *MTSAs*, and on sites that are well-served by municipal infrastructure and public transit, particularly higher-order transit.

The PPS directs that the boundaries of *MTSAs* are to be delineated in a transit supportive manner that **maximizes** the size of the area and the number of potential transit users that are within walking distance of the station (our emphasis). The Region of Halton delineates all *MTSAs* within the Region in the RHOP which identifies the subject site within the Bronte GO *MTA*.

The proposal will implement the policies in the RHOP which direct development with higher densities and mixed uses to *MTSAs* in accordance with the hierarchy of *strategic growth areas*. The hierarchy of *strategic growth areas* in the RHOP have not yet been updated to be consistent with the 2024 PPS which removed the concept of Urban Growth Centres.

The subject site is within an *MTSA* on a *priority transit corridor* and therefore has the 3rd highest priority level to where densities and mixed uses should be located (Policy 79.1 of the RHOP), however it is acknowledged that with the removal of the concept of Urban Growth Centres from Provincial Policy, the RHOP will need to be updated. Within the Livable Oakville Plan, the Bronte GO *MTSA* is a

primary *Growth Area*, along with Midtown Oakville, the Uptown Core and Palermo Village which are intended to accommodate the highest level of intensification (Policy 4.1 of the Livable Oakville Plan).

More specifically within the Bronte GO Station, the proposal conforms to the Livable Oakville Plan policies, specifically the Bronte GO area-specific policies in Section 27, which direct that the Station District, which the subject site is located within, is to be developed into a vibrant pedestrian-orientated place and is to have the tallest building and becoming the highest density and highest intensity mixed-use area within the *MTSA*. The Bronte GO *MTSA* is planned to accommodate increased population and employment densities and transform over the long-term from an area dominated by employment and industrial uses.

The 2024 PPS directs that *MTSAs* will be planned to accommodate significant population and employment growth, identifying a **minimum** density target of 150 residents and jobs combined per hectare over the entire *MTSA* (our emphasis). This target is also contained within the policies of the RHOP and Livable Oakville Plan. Policy 6.1 (12) of the 2024 PPS emphasizes that these density targets represent minimum standards and planning authorities are encouraged to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of the 2024 PPS or any other provision plan.

Furthermore, Bill 23 (*More Homes Built Faster Act*, 2022) seeks to advance the Province's plan to address the housing crisis by building 1.5 million homes over the next decade, of which 33,000 homes are targeted within the Town of Oakville. The proposed development will support the achievement of this target and provide additional ridership to the existing regional and local public transit network.

In our opinion, the subject site is underutilized in its current form given the recent policy changes within the RHOP that redesignated a significant portion of the Bronte GO MTSA, including the subject site, from *employment area* to permit a mix of uses (including residential) as well as in the Livable Oakville Plan which redesignated the subject site to *Urban Core* which permits a mix of uses in a compact urban form, including tall buildings.

Mixed use intensification on the subject site will implement the policy objectives for the Bronte GO MTSA, which is envisioned to redevelop with residential and mixed uses over time helping to create a more vibrant, pedestrian-orientated community. Further, the intensification of these lands will support transit ridership and contribute to the achievement of minimum population and job forecasts as set out in the PPS and the Official Plans.

In summary, the proposed development is consistent with the 2024 PPS and conforms to the Town's Official Plans (Halton Region Official Plan and Livable Oakville Plan) with respect to intensification of the subject site.

5.2 Land Use and Land Use Compatibility

The proposed residential, retail/commercial, and community land uses conform to the in-effect Official Plan policies which were the result of both Regional and Town decisions supplemented by multi-year, rigorous, interdisciplinary review. As a result of the Region's MCR process, the subject site and a significant portion of the Bronte GO MTSA was removed through ROPA 48 from the employment area overlay in order to accommodate a mix of residential, commercial, and compatible employment uses. Following ROPA 48, the Town initiated an area-specific study to develop an integrated framework, vision, and plan for the Bronte GO MTSA. This study resulted in the adoption and approval of OPA 41

which put into place a plan for the Bronte GO MTSA to evolve into a high density, mixed use, pedestrian friendly and transit-supportive complete community. OPA 41 established permitted uses throughout the MTSA which focus on the long-term evolution of the Bronte GO MTSA into an urban mixed-use area, while maintaining areas for employment along the QEW corridor, Third Line, and east of Third Line and maintaining a similar number of jobs for employment uses being redeveloped.

The planned long-term transformation of the Bronte GO MTSA from an area dominated by employment and industrial uses to a transit-supportive, mixed use, urban community is required, through the policies of the 2024 PPS and Livable Oakville Plan, to have regard for existing industrial uses and major facilities in the vicinity to achieve land use compatibility for new sensitive land uses and to protect the operational and economic viability of existing *major facilities*. Given the number of existing industrial facilities within the Bronte GO MTSA, the Livable Oakville Plan requires that the introduction of sensitive land uses will be phased and mitigated accordingly to ensure land use compatibility.

The Liveable Oakville Plan, as amended by OPA 41, designates the subject site as *Urban Core* which permits a wide range of residential, commercial, retail, and community uses and is envisioned to have a strong urban focus with buildings designed to be pedestrian-orientated and transit-supportive. The proposal conforms to the land use policies of the Livable Oakville Plan as mixed-use buildings are proposed, as required by Policy 27.7.5.2. As encouraged through Policy 27.5.3.1, the ground floor of each building contains retail/commercial and community uses, including a daycare centre on Block A.

The development proposes approximately 2,350 m² of ground floor retail/commercial and 1,015 m² of community uses along Wyecroft Road, the new proposed north-south public road, and at the northwest and southwest corners of the intersection of the proposed north-south and east west public roads. The introduction of active grade-related retail/commercial and community uses will contribute to the animation and pedestrianization of the public streets within the Bronte GO MTSA and will serve the planned residential population growth both on the site and in the wider area as well as patrons of the nearby Bronte GO station.

The daycare facility is proposed to frame the corner of Wyecroft Road and the proposed north-south public road. Wyecroft Road is identified as a Secondary Street in the Livable Oakville Plan, and the proposed ground floor uses achieve the policy direction in the Livable Oakville Plan to locate ground floor uses such as commercial and retail along Secondary Streets to facilitate an animated public realm. The proposed daycare use conforms to Policy 27.7.4.1 of the Livable Oakville Plan which encourages new public service facilities, including childcare centres, to be directed toward the mixed-use areas within the Bronte GO MST. The Bronte GO MTSA is intended to develop, over the long-term, into a complete community and the proposed daycare centre and retail/commercial uses combined with the site's proximity to existing public transit, will contribute in a meaningful way to the creation of a complete community within the Bronte GO MTSA especially for a site that abuts the GO Station and station parking area.

The proposed development also conforms to Policy 27.7.11 a) of the Livable Oakville Plan which requires that new development, when redeveloping an of an employment use or building, provide space for a similar number of jobs to be accommodated on-site. There is approximately 8,454 m² (91,000 ft²) of existing industrial/employment uses on the subject site meaning there are approximately 92 jobs on the subject site². With the proposed 2,350 m² of ground floor retail/commercial and 1,015 m² of day care uses, this totals approximately 92 jobs³ meaning that the proposed development will provide space for a similar number of jobs than what is currently accommodated through the existing industrial uses on the subject site.

In accordance with Policy 27.4.5 of the Livable Oakville Plan, a noise/vibration study was completed by RWDI, and an air quality and land use compatibility/mitigation study were completed by Gradient Wind Engineers. The air quality/land use compatibility study identified two (2) Class I facilities (as defined and classified in the Ministry of the Environment, Conservation and Parks ("MECP") D-6 Guidelines – Compatibility between Industrial Facilities) that abut the subject site to the west, both of which have amended Environmental Compliance Approvals ("ECA") with the MECP. The study identifies that the subject site achieves the recommended minimum setback distance from established industries with a valid ECA based on the D-6 Guidelines except for the 2 abutting Class I facilities. Despite this, the study concludes that while relocation of those facilities would be beneficial, the adverse impacts from these facilities could be mitigated through several measures to be implemented through construction including the installation of filters at certain fresh-air intake louvers.

² 91,000 ft² of existing industrial floor area and assuming an industrial employee density of 1,200 ft²/employee (based on the Town of Oakville Development Charges Background Study, 2022 prepared by Watson & Associates Economists)

³ 36,221 ft² of proposed commercial/population related floor area assuming an employee density of 400 ft²/employee (based on the Town of Oakville Development Charges Background Study, 2022 prepared by Watson & Associates Economists)

With respect to the noise and vibration study prepared by RWDI, despite the subject site and entire Bronte GO MTSA being designated a Class 4 area under the Provincial NPC-300 guidelines (as per Policy 27.4.5 g) of the Livable Oakville Plan), noise exceedances are still expected on the subject site and further mitigation is required to meet Provincial noise thresholds. Potential mitigation measures include at-source mitigation on the abutting facilities (i.e., silencers) or receptor-based measures such as enclosed noise buffer balconies which are matters to be addressed through detailed design (i.e., Site Plan Control).

For these reasons, as part of the requested ZBA, a holding provision is proposed to ensure that as part of detailed design (i.e., Site Plan Control approval), that appropriate mitigation measures are constructed prior to any future sensitive land use (i.e., residential) being located on the subject site. In our opinion, a holding provision is appropriate as it achieves the intent of the policy in that no new sensitive land uses would be permitted until land use compatibility, with respect to noise, vibration, and air quality can be achieved.

The requested zoning by-law amendment seeks to bring the zoning for the subject site into conformity with the Livable Oakville Plan, specifically the land use permissions that were approved through ROPA 48 and OPA 41. The Town has not yet updated the Zoning By-law to conform to the Official Plan policies, and the current industrial zoning does not conform with the in-effect policies.

In our opinion, the proposed mixed-use development and requested Applications are consistent with the 2024 Provincial Planning Statement and conform to the Regional Official Plan and the Livable Oakville Plan with respect to the permitted land uses. The uses are permitted in the Livable Oakville Plan and will contribute to the goals and objectives for the Bronte GO MTSA area to create a mixed-use centre with transit supportive developments and matters related to the achievement of land use compatibility with existing industrial facilities in the vicinity of the subject site will be appropriately dealt with through the requested Holding provision.

5.3 Height and Density

As discussed in Section 5.1, in our opinion the subject site is an appropriate location for intensification. From a built form perspective, this intensification appropriately takes the form of tall buildings on the site. Tall buildings are appropriate because they align with the Town’s vision for the urban structure and to create transit-supportive development adjacent to an existing higher order transit station.

Further, the Livable Oakville Plan policies identify Midtown Oakville, the Bronte GO MTSA, the Uptown Core and Palermo Village as primary *Growth Areas* which are intended to accommodate the highest levels of intensification with the Midtown Oakville intended to accommodate the greatest levels of height and density in the Town.

Of note, as it relates to demonstrating the proposed development and requested Applications meet the intent of the Livable Oakville Plan policies by ensuring Midtown Oakville has the greatest levels of height and density in the Town, the in-effect Livable Oakville Plan policies related to height and density in Midtown Oakville were originally adopted in 2009 and came into effect in 2011 when the OMB approved the Livable Oakville Plan. At that time,

these policies conformed to the 2006 Growth Plan for the Greater Golden Horseshoe and have not yet been updated to reflect changes in Provincial policy, notably the 2024 Provincial Planning Statement. However, the Town recently adopted a revised plan for the Midtown area that is still under review by the Province, awaiting approval.

The permissions for height in the Midtown area are a minimum of 5 storeys, however the ultimate height will be determined through an approach related to the provided benefit and are expected to be greater. In this regard, the proposed heights of the proposed heights of 35, 32, 28, and 25 storeys (for Towers A, B, C, and D respectively) align with the Town’s vision for the overall height structure.

Based on the in-effect Livable Oakville Plan policies for the Midtown area, there are no prescribed maximum height limits when the bonusing provisions are utilized. The table below (**Table 1**) identifies approved and proposed tall buildings with heights above 20-storeys in Midtown Oakville, the Uptown Core, and Palermo Village as well as in other areas of the City.

Table 1 - Approved and Proposed Tall Buildings

Area	Address		Height (storeys)	Application Status
Midtown	349 Davis Road	OPA and ZBA	58-storeys	Under Appeal to the OLT
Midtown	217 Cross Avenue and 571 Argus Road	OPA, ZBA and DPOS	46, 52, and 59-storeys	Infrastructure Ontario TOC Development Submission (through Provincial-led process) – Under Review
Midtown	157-165 Cross Avenue	OPA, ZBA and DPOS	50- and 58-storeys	
Midtown	166 South Service Road East	OPA, ZBA and DPOS	48-, 50- and 54-storeys	
Midtown	590 Argus Road	OPA, ZBA and DPOS	47-, 50- and 55-storeys	
Midtown	599 Lyons Lane	ZBA	20 storeys (with permission up to 26 subject to bonusing)	Approved
Uptown Core	256, 260, & 294 Hays Boulevard & 271 Oak Park Boulevard	OPA/ZBA	31- and 26-storeys	Approved
Uptown Core	278 Dundas Street	ZBA	12, 14, 17, and 25 storeys (based on bonusing)	Approved & Built
Uptown Core	3064 Trafalgar Road	OPA/ZBA	20- and 20-storeys (with permission up to 30 subject to bonusing)	Approved
Kerr Village	55, 65, and 71 Speers Road	ZBA	19- and 21 storeys	Approved & Built
Trafalgar Road Corridor	1235 Trafalgar Road, 1226-1230 White Oaks Boulevard and 350 Lynnwood Drive	ZBA	20-storeys	Approved

The proposed building heights are consistent with the hierarchy of *strategic growth areas* identified both within the RHOP and the Liveable Oakville Plan by proposing and providing for a compact, pedestrian-orientated urban form with the greatest levels of height and density still growth contemplated within Midtown Oakville.

In addition to aligning with the Town's vision for the height structure of the Town, the proposed heights are appropriate given that the Liveable Oakville Plan policies direct that the Station District in the Bronte GO MTSA, which the subject site is located within, be developed to have the tallest buildings in the MTSA, becoming the highest density and highest intensity mixed-use area within the MTSA. For the subject site, the policies of the Liveable Oakville Plan permit up to 24-storeys. While Schedule S2 identifies the height range of 5-20 storeys, the policies (Policy 27.9.2) allow for the gross floor area which could otherwise be accommodated on the portion of a lot required to be dedicated for a public road, park or other open space to be transferred to the retained block and accommodated as increase height above the maximums shown on Schedule S2, up to a maximum of 4 additional storeys. Approximately 6,120.8 m² of public road conveyances are proposed. Assigning the minimum densities of 2.0 FSI to the northern half of the public conveyances and 2.5 FSI to the southern half, this totals approximately 13,772 m². Given the tower floorplates of Towers A, B, C, and D of 784 m², 791 m², 791 m², and 791 m², respectively, an additional 4-storeys on each tower could be accommodated in conformity with this policy with 1,137 m² of unused GFA.

The proposed limited increases in the height of the tall buildings beyond those set out in the Liveable Oakville Plan for the site are appropriate because these heights are contextually appropriate in this location. There would be no adverse impacts on the surroundings given that the immediate context is currently entirely non-residential uses, is not adjacent to a stable neighbourhood or an existing Residential neighbourhood and is planned to accommodate a range of dense high density mixed use built forms in the future. In this regard, there are no concerns with compatibility with a surrounding residential neighbourhood.

In conclusion, it is our opinion, the proposed heights of 35, 32, 28, and 25 storeys for Towers A, B, C, and D, respectively are appropriate and supported through the policies in both the RHOP and Liveable Oakville Plan policies that speak to the Bronte GO MTSA being one of 4 primary growth areas within the Town with Midtown Oakville intended to have the greatest levels of height and density in the Town (Policy 4.2 of the Liveable Oakville Plan).

With respect to **density**, there is no maximum density within the Bronte GO MTSA, only minimum densities of 2.5 FSI for the southern portion of the subject site and 2.0 FSI for the northern portion. The proposed density of approximately 6 FSI achieves the minimum density requirements.

5.4 Built Form, Massing, and Urban Design

An Urban Design Brief ("UDB"), prepared by Bousfields, was prepared in support of the Applications to describe the urban design vision, principles, and rationale and assess how the proposed development addresses the relevant urban design policy and direction of the Livable Oakville Plan and Livable by Design Manual.

The UDB concludes that the proposed development is in keeping with the intent of the urban design framework established by the applicable policy documents and has appropriate regard for the design direction of relevant urban design guidelines. The proposed development has been strategically organized, sited, and massed to provide an appropriate design solution for underutilized lands directly adjacent to the Bronte GO Station in an area that is anticipated to evolve and intensify over the long term.

The UDB provides an overview of the guiding principles outlined in the Liveable By Design Manual, and details how the Proposal achieves the following design principles:

- **Sense of Identity** – Creating Distinct and Vibrant Communities
- **Compatibility** – Fostering Compatibility and Context-Specific Design
- **Connectivity** – Enhancing Connectivity and Accessibility
- **Sustainability** – Integrating Sustainability and Resiliency
- **Legacy** – Preserving Built Heritage, Cultural and Natural Resources
- **Creativity** – Inspiring Creativity and Innovation

In terms of site design, the UDB details how the tower elements have been organized to maintain appropriate separation distances from each other in order to limit potential impacts on privacy and overlook, as well as to preserve access to sunlight and sky view, and that the building podiums have been sited and scaled to frame the adjacent public streets and maintain adequate separation distances from one another to ensure the public and private realms are comfortable from a pedestrian perspective.

Regarding the public realm, the proposal contributes to an improved environment for pedestrian and cyclists through the proposed sidewalk and cycling connections and provides for an enhanced public realm through the addition of landscaped elements and outdoor amenity areas, contributing to a strong sense of place that reflects the planned long-term transformation of the Bronte GO MTSA. Further, the location of parking, loading and servicing areas internal to the subject site and/or within each building allows for a safe and comfortable public realm where interactions between vehicles and pedestrians are minimized.

In terms of built form, the proposal has been designed with several contextual urban design considerations in mind, including the planned context as a transit supportive and mixed-use area, the size, depth, and configuration of the subject site, which can reasonably accommodate two development blocks with multiple towers, the physical separation of the subject site from any sensitive land uses such as low-rise residential areas or public parks, and the location of the subject site within the Bronte GO MTSA and its close proximity to higher-order GO Transit. The UDB concludes that achieving greater building heights on the subject site is appropriate and supports the significant intensification and revitalization that is planned within the Bronte GO MTSA as set out in the Livable Oakville Official Plan.

5.5 Built Form Impacts

Consideration of potential built form impacts includes light, view and privacy impacts, shadow impacts and wind impacts. Overall, tower elements have been organized to maintain appropriate separation distances from each other, to limit impacts on privacy and overlook as well as to preserve access to sunlight and sky view. The building podiums have been sited to frame the adjacent public streets and maintain adequate separation distances from one another to ensure the public and private realms are enhanced, as well as to maintain access to sunlight and sky view, and to minimize overlook conditions.

In our opinion, there are no adverse built form impacts based on the supporting studies prepared.

Light, View and Privacy

Light, view and privacy (LVP) impacts are generally addressed through a combination of spatial separation, orientation and mitigating measures between buildings. The urban design policies in Section 6 of the Livable Oakville Plan and the guidelines in the Livable by Design Manual have been reviewed, and it is our opinion that the proposed development conforms to the policies and addressed the design direction addressing LVP impacts on-site, as well as impacts from the proposal to adjacent properties. In our opinion, the LVP impacts will be appropriately limited given the proposed tower separation distance and setbacks and stepbacks of the proposed tower elements.

The Livable Oakville Plan provides that buildings should be sited to ensure maximum solar energy, adequate sunlight and sky views, minimize wind conditions on pedestrian spaces and adjacent properties and avoid excessive shadows (Policy 6.9.15). Furthermore, Guideline No. 27 of the Liveable by Design Urban Design Manual provides that to provide enhanced privacy for building units and access to sky views and sunlight, towers should incorporate a minimum separation distance of 25 metres between building towers, whether located on the same or an adjacent property. The tower elements in the proposed development have been oriented to limit direct facing conditions between dwelling units and to achieve tower separation distances that meet and exceed 25 metres.

Between Towers A and B, a separation distance of 47.50 metres has been provided. A separation of 32.4 metres is provided between Towers B and C and a separation distance of 30.05 metres is provided between Towers C and D.

Based on the foregoing analysis, it is our opinion that the siting of buildings on the subject site would provide adequate separation distance to achieve light, view and privacy conditions to the other towers on the lands, as well as to adjacent properties. The orientation of the tower elements has been designed to mitigate shadow impacts on adjacent areas and maximize sky views, as well as not preclude the redevelopment of adjacent properties.

Shadow Impacts

A Sun/Shadow Study was prepared by Turner Fleischer Architects to demonstrate the general shadow impact from the Proposal on April 21st, June 21st, September 21st, and December 21st at hourly intervals starting 1.5 hours before sunrise and ending 1.5 hours before sunset on each study date. To demonstrate the shadow impact beyond an as-of-right condition, the Sun/Shadow Study also illustrates the shadow impact from the Proposal if each tower were 24 storeys in height, as permitted by the Livable Oakville Plan. Bousfields prepared a Shadow Impact Analysis to accompany the Sun/Shadow Study drawings (the drawings and analysis together are referred to as the "Shadow Study". The Shadow Study concludes that the proposed development satisfies the Town of Oakville's development application guidelines for Shadow Impact Analysis reports. A summary of how the proposal meets each criterion is described below:

- **Criteria #1:** The shadow impact analysis must demonstrate that adequate sunlight is available for residential amenity spaces to maximize their use during spring, summer, and fall afternoons and evenings.

Conclusion: With respect to residential outdoor amenity areas, the Shadow Study concludes that the proposed outdoor amenity space in Block A is impacted by the shadow from the Proposal in the morning hours until midday, maximizing access to sunlight during spring, summer, and fall afternoons and evenings. Similarly, in Block B, a large portion of the proposed outdoor amenity space (i.e., the area west of Towers C and D) is impacted by the shadow from the Proposal in the morning hours until midday, after which point much of the amenity space is in sunshine.

Only portions of the amenity space to the east of Tower C are in shade for part of the afternoon throughout the year. Overall, the Shadow Study concludes that the location and size of the proposed amenity spaces relative to the size, position, and orientation of the proposed towers generally maximizes their access to sunlight during spring, summer, and fall afternoons and evenings.

- **Criteria #2:** Shadow impacts from proposed development should not exceed two consecutive hourly test times after 12:00pm on April 21st, June 21st and September 21st (or where the adjacent site is undeveloped, on at least 60% of that site).

Conclusion: With respect to surrounding properties, shadow from the Proposal does not exceed two consecutive hourly test times after 12:00 p.m. on each April 21st, June 21st, and September 21st. The extent and duration of shadow impact from a tower at the permitted 24-storey height is comparable to that from the Proposal, in particular with respect to the tower forms in Block B.

- **Criteria #3:** The shadow impact analysis must demonstrate that public sidewalks, public plazas, public parks, and school yards receive at least 5 hours of continuous sunlight per day on April 21st, June 21st and September 21st.

Conclusion: Regarding public sidewalks, the Proposal is expected to cast shadow on the existing Wyecroft Road sidewalk for approximately two hours in the morning, and on the new proposed north-south and east-west road sidewalks in the afternoon hours. In comparison, the impacts from a group of towers at the permitted 24-storey height would have the same duration of impact on the existing and proposed sidewalks. For other surrounding sidewalks in the vicinity of the site, the Proposal maintains the minimum five hours of continuous sunlight on existing sidewalks on April, June and September 21st. As it relates to parks and school yards, there are none existing in the vicinity of the subject site. However, lands directly to the south of the subject site are designated Parks and Open Space per Schedule S1 –Bronte GO MTSA Land Use Map, where a future public park is anticipated. Shadow from the Proposal reaches this area in the late afternoon during the study times, with a comparable duration and extent of impacts to that of the permitted 24-storey group of towers.

- **Criteria #4:** The shadow impact analysis must demonstrate that proposed development allows adequate sunlight on building faces and roofs for the possibility of using solar energy. Shadow impacts from proposed development should not exceed two consecutive hourly test times on December 21st.

Conclusion: On December 21st, shadows from the proposed development are no longer than two consecutive hourly test times. However, the duration of shadowing is greater than two consecutive hours on the buildings northeast of the subject site (i.e., 2109, 2125, and 2139 Wyecroft Road), in which portions of each rooftop are generally in shade. The impact from a group of towers with a 24-storey height would have comparable impacts with respect to the duration of shadow on the affected buildings.

Based on the foregoing, the Shadow Study concludes that the shadow impact from the Proposal is adequately limited and will provide for an appropriate relationship with the surrounding buildings and open spaces and would

Wind Impacts

A Pedestrian Wind Study was prepared by RWDI ("Wind Study") to assess the existing and proposed wind conditions and evaluate the results against the pedestrian wind criteria for pedestrian comfort (pertaining to common wind speeds conducive to different levels of human activity) and pedestrian safety (pertaining to infrequent but strong gusts that could affect a person's footing). The modelling for the "Proposed Configuration" did not incorporate any mitigation measures such as wind screens, canopies, or landscaping.

The report concludes:

In the Existing Configuration, wind conditions on the sidewalks and walkways around the project site are generally appropriate for pedestrian use throughout the year, except in a localized area at the northwest corner of the site and farther away in the parking lot to the northeast of the site, where uncomfortable wind conditions are expected during the winter. The

wind safety criterion is expected to be met at all assessed locations in the Existing Configuration.

- In the Proposed Configuration, wind speeds comfortable for the intended pedestrian use are expected at most locations during the summer. Uncomfortable wind conditions are anticipated at the northwest corner of the Parcel A, while the pre-existing uncomfortable conditions in the parking lot to the north would be mitigated.
- During the winter more locations with uncomfortable wind conditions are expected across the proposed development.
- The pedestrian wind safety criterion is expected to be exceeded at locations mostly near the northern corners of the proposed buildings.
- Wind speeds at the main entrances of the development are anticipated to be appropriate during the summer. In the winter, higher-than-desired wind speeds are expected at most of the entrances.
- Conditions in outdoor amenity areas on Level 7 of Parcel A and B are anticipated to be generally windier than desired for passive and relaxing activities frequently during the year. The pedestrian wind safety criterion is expected to be exceeded in most of the areas of Level 7.
- RWDI acknowledges that the proposed grade level landscape plan incorporates a number of deciduous trees, along with a few evergreens, fence and retaining wall, as part of the wind control strategies. These are expected to provide wind mitigation, particularly during the summer months, and represent a positive step toward improving pedestrian comfort.

The Wind Study also acknowledges that the Bronte GO MTSA is intended to development over time to include several high-rise developments and to be redeveloped over the long-term. The Wind Study states that, although the exact massing details are just concepts at this point, increased surrounding density is anticipated to disrupt the local flow field and provide shielding effects to the proposed site, which may help mitigate some of the wind exposure around the proposed development over time.

Given the findings above, mitigation through detailed design is required to increase pedestrian comfort and to ensure all safety criterion are satisfied. The Wind Study recommends several wind control and wind mitigation measures, including:

- **Proposed Landscaping for the Grade Level**

- The landscaping on the proposed Landscape Plan is expected to improve wind conditions in the summer and RWDI recommends enhancing the landscape plan with the additional of perennial wind control features that can address wind comfort in the winter months

- **Additional Grade-Level Recommendations**

- To address the high wind speeds anticipated during the winter, RWDI recommends the installation of tall wind screens in combination with evergreen landscaping along sidewalks, walkways, and in the spaces between the developments. RWDI notes these screens should be at least 2 metres tall and incorporate a small open area (up to 30%) to reduce wind speeds effectively as air passes through.
- Additionally, RWDI recommends selecting tall coniferous or marcescent trees for the sidewalks, especially in areas where uncomfortable wind conditions are predicted, can help mitigate adverse effects. The Wind Study states that large trees with dense foliage that retain their leaves through the winter months can be effective in improving wind conditions locally around them.
- RWDI notes that additional wind control measures may be required at the main entrances to address seasonal wind comfort in the winter which could be achieved through recessing the entrances into the façade or installing wind screens or tall planters on both sides which can help reduce wind exposure, creating more sheltered and comfortable doorways for pedestrian access. RWDI notes the effectiveness of these features can be evaluated quantitatively through wind tunnel testing as the design evolves.

- **Level 7/Outdoor Amenity Area**

- To improve wind conditions at Level 7 (communal outdoor amenity areas), RWDI recommends consideration of a strategic combination of wind control features to reduce exposure to higher-than-desired wind speeds. The Wind Study notes these measures may include large overhead structures (canopies/trellises) at the base of each tower to diffuse downwashing wind flows, in addition to tall vertical screens, partitions, and/or planters to diffuse the horizontal wind flows through each space to create sheltered zones for occupants.
- RWDI also recommends tall perimeter railings around the amenity areas to reduce direct exposure to the incoming wind. Vertical wind control features should be at least 2 m tall and at most 30% porous to wind to be effective for wind control.

To address the expected uncomfortable pedestrian comfort levels and expected safety exceedances, additional mitigation is required and a Holding Provision is proposed to ensure that appropriate wind conditions are met prior to construction.

5.6 Draft Plan of Subdivision - Planning Act Criteria

With respect to the requirements under the *Planning Act* when considering Draft Plans of Subdivisions, the table below provides a detailed analysis of how the proposed Draft Plan of Subdivision meets the applicable criteria in Subsection 51(24) of the *Planning Act*.

Criteria	Response
(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;	Among other matters, the proposed development has regard for: the orderly development of safe and healthy communities; the adequate provision and distribution of educational, health, social, cultural and recreation facilities; the adequate provision of a full range of housing; protection of public health and safety, the appropriate location of growth and development; the promotion of development that is designed to be sustainable, to support public transit and to be orientated towards pedestrians; and the promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive, and vibrant.
(b) whether the proposed subdivision is premature or in the public interest;	The Applications, including the draft plan of subdivision, are not premature. The proposed subdivision will facilitate the creation of 2 development blocks as well as the conveyance of public roads in accordance with the in-effect Livable Oakville Plan, as amended through OPA 41, specifically the planned public road network and permitted land uses and built form for the subject site within the Bronte GO MTSA. The policy direction in the Livable Oakville Plan, specifically for the Bronte GO MTSA, was the result of a multi-year, Town-initiated land use study by which the land use, built form, and public road network were established.
(c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any	The proposed subdivision will conform to the Livable Oakville Plan, as amended through the requested Official Plan Amendment which forms part of the Applications which seeks to permit an increase in building height from 24 to 35 storeys. The land use and built form permissions have been established through the Official Plan. The proposed public road conveyances on the proposed subdivision conforms to and implement the vision and policies in the Livable Oakville Plan for the Bronte GO MTSA.

Criteria	Response
(d) the suitability of the land for the purposes for which it is to be subdivided;	The subject site is suitable for the proposed residential, retail, and community uses, subject to implementing noise mitigation measures through the detailed design to achieve land use compatibility with the surrounding existing industrial facilities. The proposed mix of uses conform to the Official Plan policies and will contribute to the creation of a vibrant complete community by introducing a range of housing options to the subject site and surrounding area as well as introducing a daycare centre and retail uses in proximity to the Bronte GO station. Furthermore, it will contribute to significant public realm improvements in the area through the provision of lands for future roads as well as an animated retail street wall.
(d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;	N/A
(e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;	The draft plan of subdivision proposes the dedication of two (2) new future local roads along the eastern edge of the subject site as well as through the middle of the subject site. The location and width of these roads are based on and bisecting the centre of the subject site. As outlined in Section 5.7 of this report, a Transportation Impact Study was prepared in support of the Official Plan Amendment and rezoning application, which concludes that the road network can readily accommodate the traffic generated by the proposed development.
(f) the dimensions and shapes of the proposed lots;	The dimensions and shapes of the proposed blocks lots are appropriate to accommodate the proposed mixed-use buildings.
(g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;	N/A
(h) conservation of natural resources and flood control;	N/A

Criteria	Response
(i) the adequacy of utilities and municipal services;	As discussed in Section 5.7 of this report, a Functional Servicing and Stormwater Management Report has been submitted in support the Applications. The report concluded that the proposed development can be serviced by the existing and future adjacent infrastructure for water, wastewater, stormwater and can meet the Town of Oakville stormwater management criteria.
(j) the adequacy of school sites;	The adequacy of school sites will be determined in consultation with the Halton District School Board and the Halton Catholic District School Board through the review of the Applications.
(k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;	No additional land, beyond the public road conveyance, is proposed to be conveyed to the Town.
(l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and	The proposed Draft Plan of Subdivision implements the land use and intensification policies of the RHOP and Livable Oakville Plan, both of which are founded on the guiding principles of building compact and complete communities in proximity to community services and public transit, particularly within the Bronte GO MTSA. Over time, the Bronte GO MTSA is intended to develop into a highly urbanized, transit-orientated, pedestrian-focused community and the proposed development will contribute to this by proposing a mix of residential, retail/commercial, and community uses directly abutting the Bronte GO Station. The existing public transit, the planned active transportation network, and planned parks and open space network will encourage residents to take active forms of transportation, which represents greater a conservation of energy than single-occupant vehicle trips.
(m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act	The proposed blocks within the requested Draft Plan of Subdivision will require future Site Plan Control applications. A concept plan has been provided to demonstrate the appropriateness of the block sizes and locations but are intended for demonstration purposes only at this time.

5.7 Supporting Studies

5.7.1 Noise and Vibration

A Noise and Vibration Impact Study ("Noise Study") was completed by RWDI which summarizes the preliminary predicted noise and vibration levels at the proposed development and compare them to the applicable criteria. Through OPA 41, the Bronte GO MTSA was designated a Class 4 Area under the Provincial NPC-300 guidelines.

The Noise Study concluded that there are compatibility challenges with respect to the surrounding transportation (roadway and railway) sources and stationary sources associated with surrounding industrial facilities but through further modelling refinements and mitigation through detailed design, the proposed development is considered feasible with respect to noise and vibration.

The anticipated vibration levels from train pass-bys were determined to be below the Railway Association of Canada criterion of 0.14 mm/s RMS.

The following measures are recommended to mitigate transportation noise sources:

- Installation of central air-conditioning (to mitigate transportation noise;
- Inclusion of noise warning clauses;
- Upgraded façade construction;
- Construction of perimeter noise barriers along the outdoor amenity.

The following measures are recommended to mitigate the stationary noise to achieve compliance with the Class 4 noise criteria, based on current modelling assumptions:

- At-source mitigation, including localized barrier walls or silencers, to be determined at Detailed Design
- Perimeter barrier walls for the outdoor amenity space

- On-building mitigation such as enclosed noise buffers or blank façade

The Noise Study states that with the implementation of mitigation, compliance with Class 4 limits is feasible for the proposed development and that mitigation measures should be clearly defined before SPA once more information has been obtained regarding surrounding facility operations.

Based on these recommendations, a Holding provision is proposed within the draft Zoning By-law to ensure that appropriate mitigation measures are identified prior to construction to ensure compliance with the NPC-300 Guidelines.

5.7.2 Land Use Compatibility

A Land Use Compatibility/Mitigation Study ("LUCS") was prepared by Gradient Wind to provide an opinion on the expected impacts of the nearby commercial and industrial sources on the subject site. The LUCS is based on the MECP Land Use Compatibility Guidelines (D-Series) and other relevant MECP guidelines.

The LUCS notes that air quality, dust and odour impacts from nearby industrial sources are expected to be insignificant and to address adverse air quality impacts from the industries nearby and transportation-related air pollution (TRAP), the following measures are recommended:

- Install, operate, and maintain air filtration at the fresh air intakes of the mechanical systems serving all habitable areas, including the addition of air conditioning in line with standard building practices and design.
- Minimum Efficiency Reporting Value (MERV) 8 certification filters should be used for this development in all occupied spaces. Details of the air filtration system will be designed by the mechanical engineers during the detailed design phase.

5.7.3 Transportation

A Transportation Impact Study ("TIS") was prepared by Dillon Consulting to:

- Conduct a traffic analysis;
- Review the on-site circulation;
- Assess the adequacy of sightlines at the proposed driveways;
- Review the active transportation connections to determine appropriate connections to external active transportation and/or public transit infrastructure;
- Review the adequacy of the proposed parking supply;
- Review the underground parking space layout to confirm ability of motorists to adequately maneuver into and out of the parking spaces.

The TIS concluded that under 2032 total future conditions (assuming background growth and the planned improvements along Wyecroft Road and the Bronte Road/Wyecroft Road intersection, all intersections are expected to operate within), capacity by 2032 with optimized signal timing and/or an increase in cycle length, except for the except for the Bronte Road and QEW Westbound Off-Ramp and Third Line/Wyecroft Road intersections during the PM peak hour. Dillon states that the capacity constraint at this location is attributed primarily to the compounded effects of background growth and not to site traffic.

Dillon recommends that the Town monitor traffic conditions at these intersections and review the appropriateness of the 3% annual growth rate. They opine it is unlikely that sustained growth at this rate will continue indefinitely and once intersections begin to experience operational constraints, motorists are expected to shift travel patterns or find alternative routes.

The LUCS identified and classified the existing industrial uses in the surrounding area based on the D-Series guidelines into Class I, II, and III. Two (2) Class I facilities (2182 and 2192 Wyecroft Road) were identified within the minimum separation distance from the development and therefore, it is recommended to add a buffer of non-sensitive spaces along the east boundary, such as a podium designated for retail and office space. The residential use should be placed as far as possible from the east side of the development site to increase the separation distance.

The LUCS also states that under Section 10 of the D-Series guidelines, that where infilling, urban redevelopment and/or a transition to mixed-use is taking place, the required separation distances may be reconsidered. The LUCS states that as the Bronte GO MTSA will be redeveloped under the Livable Oakville Plan, the distances between the facility and the proposed development were taken to consider the activities inside and outside of the facility and the proposed sensitive land use.

Based on these recommendations, a holding provision is proposed to ensure that an air quality study and noise study are prepared prior to construction to determine the specific required mitigation measures.

The TIS concludes that by 2042, continued background growth is expected to increase v/c ratios at more study area intersections. The TIS notes that the Region's plan to widen Bronte Road to six (6) lanes, and the recommendation to widen Third Line to six (6) lanes (as outlined in the Environmental Assessment), have been incorporated into the analysis. Additional intersection-specific enhancements are also recommended by Dillon as follows:

- Bronte Road / QEW Westbound Off-Ramp: Channelized westbound right-turn with exclusive receiving lane;
- Bronte Road / QEW Eastbound Off-Ramp: Dual southbound left-turn lanes;
- Third Line / Wyecroft Road: Free-flow southbound right-turn, dedicated eastbound right turn westbound right-turn lanes;
- Third Line / Speers Road: Exclusive westbound right-turn lane.

Dillon recommends that the Region consider widening Bronte Road prior to 2042 if background growth continues at the projected rate. Similarly, Dillon notes the Town should consider widening Third Line to six (6) lanes within the study area under the same growth conditions.

It is important to note these recommendations result from the adopted background growth, not from site-generated traffic. No geometric improvements are warranted at any of the study intersections due to site traffic alone for any of the horizon years.

The TIS states the site driveways on Street A are expected to operate well under all future scenarios with LOS D or better and no queuing concerns.

Dillon recommends that the intersection of Wyecroft Road and Street A be signalized by the 2032 horizon year. The TIS notes that while the westbound left-turn lane may experience queueing that slightly extends past the Metrolinx driveway, these queues are expected to dissipate quickly within once signal cycle. The TIS states the northbound left turn lane is expected to spill back past Driveway A; however this can be mitigated through adjustments to the signal cycle length.

The TIS also states that given the operational sensitivity of this intersection and its proximity to the Metrolinx access, Dillon recommends that the design and future signalization of the intersection be reviewed and coordinated with both the Town of Oakville and Metrolinx to ensure that traffic operations and access requirements are effectively addressed.

The TIS also concludes that sightlines for motorists exiting the site from both driveways along Street A are adequate.

5.7.4 Functional Servicing

A Functional Servicing / Stormwater Management Report was prepared by Valdor Engineering Inc. which outlines the engineering design elements for the proposed development, including water supply, sanitary sewers, storm sewers, and stormwater management.

In conclusion, the proposed multiple high-rise mixed-use development can be adequately serviced with full municipal services (watermain, sanitary and storm) in accordance with the standards of the Town of Oakville, Region of Halton, and Conservation Halton as follows:

Water

Existing watermains in the vicinity of the site include a 300mm diameter watermain on Wyecroft Road. The subject site will be serviced by connecting to the existing Wyecroft Road watermain and constructing a 300mm diameter watermain along the west side of Street "A" and west side of Street "B". The proposed watermain will terminate at the south end of Street "B" with a plug

Based on a fire hydrant flow test, the existing watermain will have sufficient pressure to service the proposed development.

Each building in each development block will be provided with a service connection which will include a fire line and a domestic water service. In accordance with the Region Standards, the domestic water services will each have a valve at the street line. The proposed buildings will have two separate fire line connections because their heights are more than 84m in accordance with the OBC.

Waste Water

Existing sewers in the vicinity of the site include a 200mm diameter sanitary sewer on Wyecroft Road, and a 300mm diameter sanitary sewer within a 7.6m wide easement that crosses the southeast corner of the subject site. The existing 300mm diameter in the easement will need to be rerouted to accommodate the proposed buildings on the subject site.

Sanitary drainage for the subdivision will outlet to the existing sanitary sewer on within the easement to the south of the subject site. It will drain towards the existing 525mm diameter trunk sewer located within the easement to the southwest of the subject site.

Each development block will have one sanitary service connection with a manhole located at the street line. The existing sanitary service connection will be abandoned in accordance with the requirements of the Halton Region.

Based on downstream sanitary sewer capacity design sheet, it was determined that some of the downstream sanitary sewers within the easement before the trunk connection are surcharging under post-development conditions. The level of surcharging will be further assessed using the hydraulic model.

Storm Drainage and Stormwater Management

The long-term groundwater will be discharged to the on-site stormwater management tank of the development blocks. Based on the Preliminary Geotechnical Investigation and Hydrogeological Assessment, the long-term discharge will be 40,348 L/day (0.47L/s). The on-site SWM tank for each development block will be oversized to accommodate this discharge rate.

With regards to the proposed municipal right-of-way's (Street "A" and Street "B"), since the runoff coefficient under the post-development condition will be less than the predevelopment condition, stormwater quantity control for the municipal ROW is not warranted.

With regards to water balance, the 5mm rainfall event for the development block and 25mm rainfall event for the municipal roads will require a total retention volume of 106.7 m³ for the subdivision. Given that infiltration is not feasible within the development blocks due to the extent of the underground parking garages, re-use is proposed in the form of landscape irrigation. With regards to the proposed municipal road allowance, the proposed infiltration LIDs at each of the street catchbasin on Street "B" will provide sufficient infiltration volume to address water balance.

Based on a review of the hydrogeological report, the subject site is underlaid by bedrock ranging from 1.7m to 1.8m below existing grade. Based on the MOE Stormwater Management Planning & Design Manual, the clearance from the bottom of the infiltration LID to the bedrock and groundwater table should be at least 1.0m, the infiltration trench will therefore be located beside the proposed street catchbasins on Street "B" wherever possible as the best effort approach.

Grading

Based on the existing topography and the preliminary grading design, no significant difficulties are anticipated in achieving the municipal grading design standards. The detailed grading design will be prepared and the subdivision engineering design stage and at the site plan application stage for the individual development blocks.

Erosion & Sediment Control During Construction

Erosion and sediment controls are to be implemented during construction to prevent silt laden runoff from leaving the site in accordance with the "Erosion & Sediment Control Guidelines for Urban Construction" (2019).

5.7.5 Rail Safety

A Rail Safety Considerations Memo was prepared by Dillon Consulting which concluded:

"Based on the evidence presented in the rail safety analysis, it is reasonable to conclude that the safety mitigation requirements of the FCM-RAC Guidelines and Metrolinx Guidelines do not apply given the separation distance between the Development and the Oakville Subdivision ROW. As such it is our professional opinion that the Development is considered safe, in the context of Metrolinx and CN Rail operations."



Conclusion

For the reasons set out in this report, it is our opinion that the requested Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision applications are appropriate and represents good planning as it implements the applicable planning and policy framework. As outlined in this report, the proposed development will implement the vision of the Livable Oakville Plan for the Bronte GO MTSA which envisions the Bronte GO MTSA be transformed, over the long-term, from an area dominated by employment and industrial uses to a transit-supportive mixed-use, urban community with a range of residential, commercial, and retail uses while maintaining an employment focus.

From a land use planning perspective, the Applications will implement the land use permissions established by the Region through the previous Municipal Comprehensive Review and by the Town through the Bronte GO MTSA Study which resulted in the redesignation of the subject site to permit a wide range of residential, retail/commercial, and community uses. The Applications are consistent with the Provincial Planning Statement, 2024, and satisfy the criteria for land division under Section 51(24) of the *Planning Act*.

For the reasons set out in this report, it is our opinion that the requested Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision applications are appropriate and represents good planning. As the first development application in the Bronte GO MTSA following the approval of OPA 41, the Applications will set a positive example with respect to the establishment of a new local road network in accordance with the approved area-specific plan, the provision of retail/commercial and community uses to aid in the evolution of the area into a complete community, and the replacement of on-site jobs to ensure applicable employment targets are achieved. Ground floor retail/commercial and daycare uses are proposed along Wyecroft and the new public roads which will help contribute to the ongoing evolution of the Bronte GO MTSA into a complete community and will allow the subject site to maintain the same

number of jobs as the current industrial uses. The proposed residential, retail/commercial, and daycare uses are permitted in the Livable Oakville Plan and a Holding provision is requested to ensure appropriate mitigation measures are implemented to achieve land use compatibility (i.e., noise and air quality).

From a built form, massing, and building height perspective, the proposed development represents an increase in building height from what the Official Plan currently permit (24-storeys) but in our opinion the requested increase in height is appropriate and meets the intent of the Livable Oakville Plan policies by focusing height and density within a Primary *Growth Area* and in the district of the Bronte GO MTSA that is planned to achieve the tallest building heights. The proposed development will implement the policies of the Livable Oakville Plan which permits redevelopment on the subject site in the form of point towers. The proposed massing appropriately addresses the Livable by Design Manual with respect to provision of a podium that is appropriately-scaled in relation to the abutting public roads, providing for generous tower separations, minimizing the tower floorplate to minimize shadow impacts on the surround public realm and to maximize view between towers, and the provision of generous tower step backs above the podium. The proposed development will not result in any adverse built form impacts with respect to light, view, privacy, and shadowing and a holding provision is proposed to ensure that appropriate wind mitigation is implemented as part of detailed design.

In conclusion, it is our opinion that the Applications are appropriate and desirable for the subject site and represent good planning and urban design. Accordingly, the Applications should be approved.

