



PLANNING JUSTIFICATION REPORT

January 2022

ZONING BY-LAW AMENDMENT & PLAN OF SUBDIVISION

Bronte River, LP

1300, 1316, 1326, 1342 & 1350 Bronte Road
Part of Lot 31, Concession 2, SDS
Town of Oakville

PREPARED FOR:

Bronte River, LP

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An aerial photograph of a suburban landscape featuring a mix of residential housing, green spaces, and a golf course. A large, solid orange circle is centered over the image, serving as a background for the title text.

1.0

Introduction

1.0 INTRODUCTION

Korsiak Urban Planning has been retained by Bronte River, LP, to prepare this Planning Justification Report in support of Zoning By-law Amendment (ZBA) and Plan of Subdivision applications required to permit the proposed development of the lands municipally referred to as 1300, 1316, 1326, 1342, & 1350 Bronte Road.

Bronte River, LP has retained the assistance of additional specialized consultants. Our opinions rely on the conclusions of the materials prepared by those specialized consultants. The following plans and reports have been prepared under separate cover in support of the proposed ZBA and Plan of Subdivision applications:

- Legal Survey
- Draft Plan of Subdivision
- Concept Plan
- Area Design Plan
- Environmental Impact Assessment
- Functional Servicing Report (including the Grading Plan, Site Servicing Plan, Erosion Sediment Control Plan, Trails Plan, Demarcation of Limits of Natural Features and Stormwater Management Report)
- Transportation Impact Study (including Waste Management Truck Turning Plan, Traffic Control Plan, Active Transportation Plan and Parking Justification Report)
- Urban Design Brief
- Arborist Report and Tree Protection Plan
- Tree Canopy Cover Plan
- Heritage Impact Assessment
- Archeological Assessment
- Noise and Vibration Study
- Geotechnical Report
- Phase 1 Environmental Site Assessment
- ESSQ
- On Street Parking Plan
- JD Barnes
- Korsiak Urban Planning
- Gerrard Design
- Korsiak Urban Planning
- Beacon Environmental
- Urbantech Consulting
- CGH Transportation
- NAK Design Strategies
- Kuntz Forestry
- NAK Design Strategies
- Parslow Heritage Consultancy Inc.
- Parslow Heritage Consultancy Inc.
- HGC Engineering
- DS Consultants Ltd.
- DS Consultants Ltd.
- Bronte River, LP
- Korsiak Urban Planning

1.1 PURPOSE OF THE REPORT

The purpose of this Planning Justification Report is to outline the nature of the proposed ZBA & Plan of Subdivision applications and to evaluate the proposal in the context of the policies of the Provincial Policy Statement, the Provincial Greenbelt Plan, the Provincial Growth Plan, the Parkway Belt West Plan (PBWP), the Region of Halton

Official Plan, and the Livable Oakville Plan.

1.2 SITE DESCRIPTION AND CONTEXT

1300, 1316, 1326, 1342, & 1350 Bronte Road are five properties located on the west side of Bronte Road, between Upper Middle Road and the Queen Elizabeth Way (*Figure 1- Aerial Photo*). Together, the five properties are currently occupied by 5 single detached dwellings and associated accessory buildings. One of the properties (1326 Bronte Road), is listed on the Town's heritage register, and Bronte River, LP is proposing to refurbish and relocate it to a prominent location at the intersection of Bronte Road and the future public road (Street 'A'). There is

a large man made pond in the northwestern portion of the subject lands and a large woodlot occupies the southern portion of the subject lands. Within the woodlot there are several existing trails and one 2-storey garage. There is a large change in grade at the rear of the site as you approach the Bronte Creek. The property is approximately 12 hectares in size with approximately 435 metres of frontage along Bronte Road.

The subject site is located within the Livable Oakville Plan and Provincial Greenbelt Plan and is planned for a range of single detached and townhouse dwelling types and open space uses. By way of background, an Official Plan Amendment was approved for



FIGURE 1 - Aerial Photo

1300, 1316, 1326, 1342 and 1350 Bronte Road by the Ontario Municipal Board (now Ontario Land Tribunal) in 2017 (Case no. PL141318). The Official Plan Amendment designated 1300, 1316, 1326, 1342, & 1350 Bronte Road as Medium Density Residential, Low Density Residential, Natural Area, Parkway Belt and Greenbelt. The PBWP overlay applies to lands within the Medium Density Residential and Low Density Residential land use designation and states that these lands form part of the PBWP. Until such time that these lands are removed from the PBWP and come under the jurisdiction of the Town, the policies of the PBWP shall govern the use of land.

The limits of the Natural Area were determined through field staking prior to the Ontario Municipal Board hearing in 2017 and includes a 30 metre buffer from the dripline of the woodlands. Through this development application, the limits of the woodlands and physical top of bank were re-staked in 2021 with the Region of Halton and Conservation Halton, respectively. These updated stakings were used to help determine the new constraint limits. In addition, the previous Stable Top of Bank Assessment, prepared by Terraprobe, has been referenced as it relates to the location of the stable top of bank. Terraprobe is currently updating the report to reflect the physical top of bank location as staked by CH in 2021 however, changes to the long-term stable top of bank limit are not anticipated.

As shown on *Figure 2- Context Photo*, the subject site is bound by Bronte Road to the east, followed by the under construction Bronte Green Plan of Subdivision consisting of a range of low, medium and high density residential, commercial, park, stormwater management and open space uses. Further east is Fourteen Mile Creek and associated Natural Heritage System (NHS). To the west is Bronte Creek which is within Bronte Creek Provincial Park. To the south, is a single detached dwelling followed by the Bronte

Creek Provincial Park. To the north is the future Valery Homes 4-storey apartment building, followed by a single detached dwelling and Bronte Creek Provincial Park.

Bronte Road is a Major Arterial Road and Regional Higher Order Transit Corridor serviced by the 6, 13 and 34 Oakville Transit Routes which start/terminate at the Bronte GO Station thereby providing convenient access to intra and inter regional transit services. Bronte Road is planned to be widened in 2025 from four lanes to six lanes between Speers and Highway 407. The two outer lanes will function as dedicated higher order vehicle lanes.

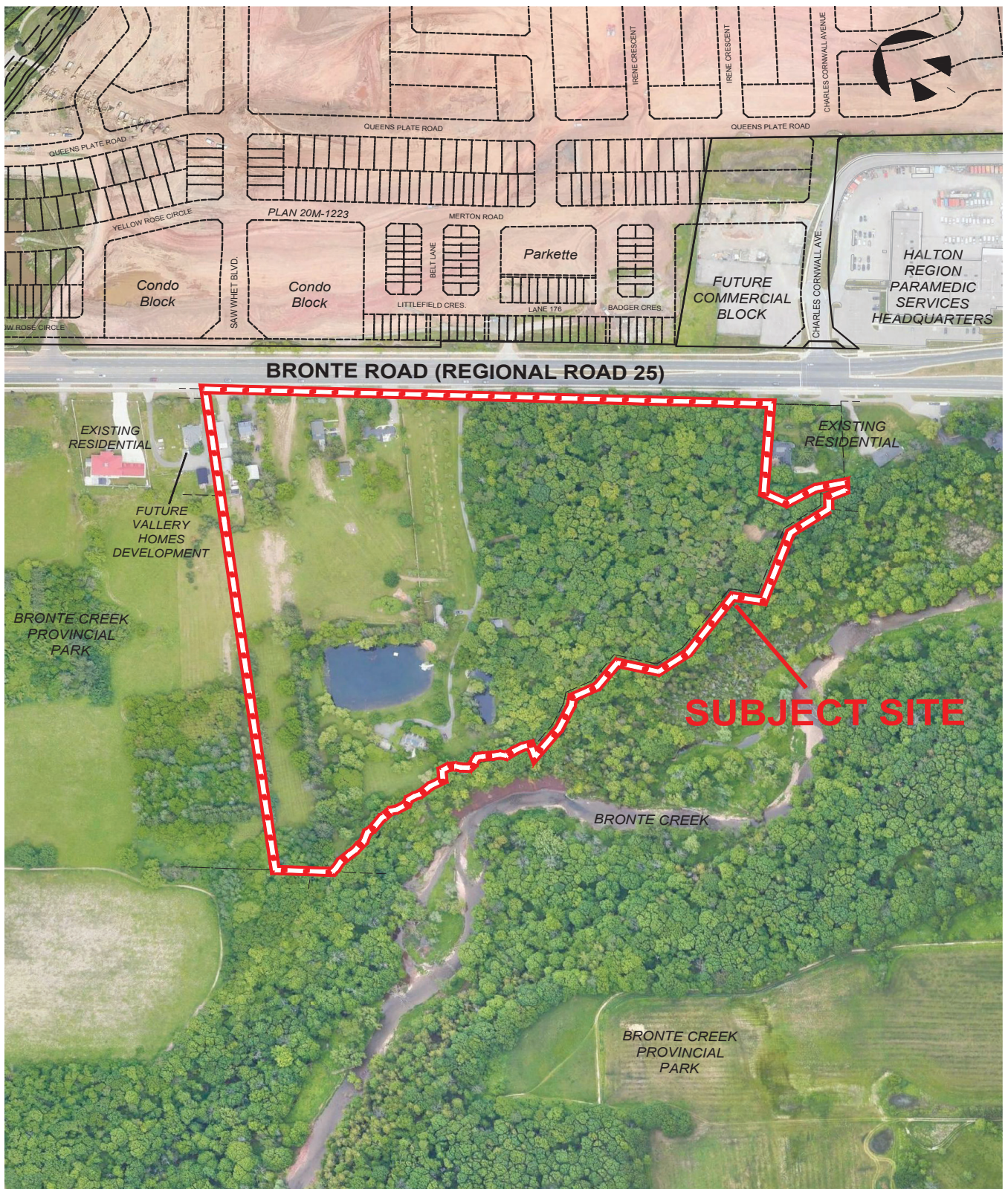


FIGURE 2 - Context Photo

An aerial photograph of a suburban area with residential neighborhoods, green spaces, and a golf course. A large, solid orange circle is centered over the image, containing the text '2.0 Proposed Development'.

2.0

Proposed
Development

2.0 PROPOSED DEVELOPMENT

Bronte River, LP seeks to develop the subject site with residential and open space uses consistent with the Livable Oakville Plan and Provincial Greenbelt Plan. As illustrated on *Figure 3- Coloured Draft Plan of Subdivision*, the proposed development includes one condo block (consisting of rear lane, street, and back-to-back townhouse dwellings), 38 single detached dwellings, one relocated heritage house, one existing residential dwelling to remain (the 'Enns house'), one woodlot block, and one buffer block, all connected via one public road (Street 'A'). Access to the site is gained from Bronte Road.

Single Detached Dwellings

The northwest quadrant of the site contains 38 single detached dwellings (lots 1-15, 17-39) and the existing Enns house (lot 16), which are connected via a circular looped road. The single detached lots range from 41' to 50' in width. Each single detached dwelling will provide a minimum of 2-parking spaces, either in the form of a two car garage or single car garage with a driveway parking space. The Enns house is proposed to remain in situ, in a prominent location in the development, on a larger lot, to signify its importance to the community. Stormwater Management (SWM) pipe easements are provided between lots 12 and 13 and lots 18 and 19 to allow for the future maintenance of the clean water pipes. An overland flow and storm outfall easement is provided along the northern boundary of lot 24 to allow for the future maintenance of the storm outfall.

It should be noted that Conservation Halton recommends a 15 metre lot line setback from the stable top of bank to the rear lot line of new lots adjacent to the major watercourse systems such as the Bronte Creek Valley. The Enns house is partially situated within this 15 metre setback and is proposed to remain in its existing location on site, so it will not be possible to create a lot line for this

one lot that meets Conservation Halton's recommended 15m lot line setback from stable top of bank. As the house is considered an existing use, it is permitted to remain within the 15 metre setback. The Enns house is proposed to remain in its existing location as it is in excellent condition, reflects the historic use of the site, and will add to the character of the neighbourhood. All other rear lot lines will be setback a minimum of 15 metres from the stable top of bank.

Condo Block

The condo block is proposed to be developed with rear lane townhouses, street townhouses, back-to-back townhouses and the relocated heritage house (*Figure 4- Concept Plan*). The unit count remains conceptual at this stage and has not been referenced in the report.

Rear Lane Townhouses

The rear lane townhouses will have a minimum lot width of 6.0 metres, minimum depth of 18.5 metres, and are 3-storeys in height. A two-car garage will be provided and will be accessed via a lane from the rear yard. No more than 8 units will be provided per rear lane townhouse block. Further details regarding the design of the rear lane townhouses will be provided at the Site Plan Approval stage.

Back-to-Back Townhouses

The back-to-back townhouses will have a minimum lot width of 5.6 metres, minimum depth of 13.5 metres and a height of 3-storeys. The back-to-back townhouses will not contain a garage and rather, will contain a driveway that provides one parking space. The second storey will cantilever over the driveway parking space to partially screen parked vehicles. Further details regarding the design of the back-to-back townhouses will be provided at the Site Plan Approval stage.

Front Loaded Townhouses

The front loaded townhouses will have a minimum

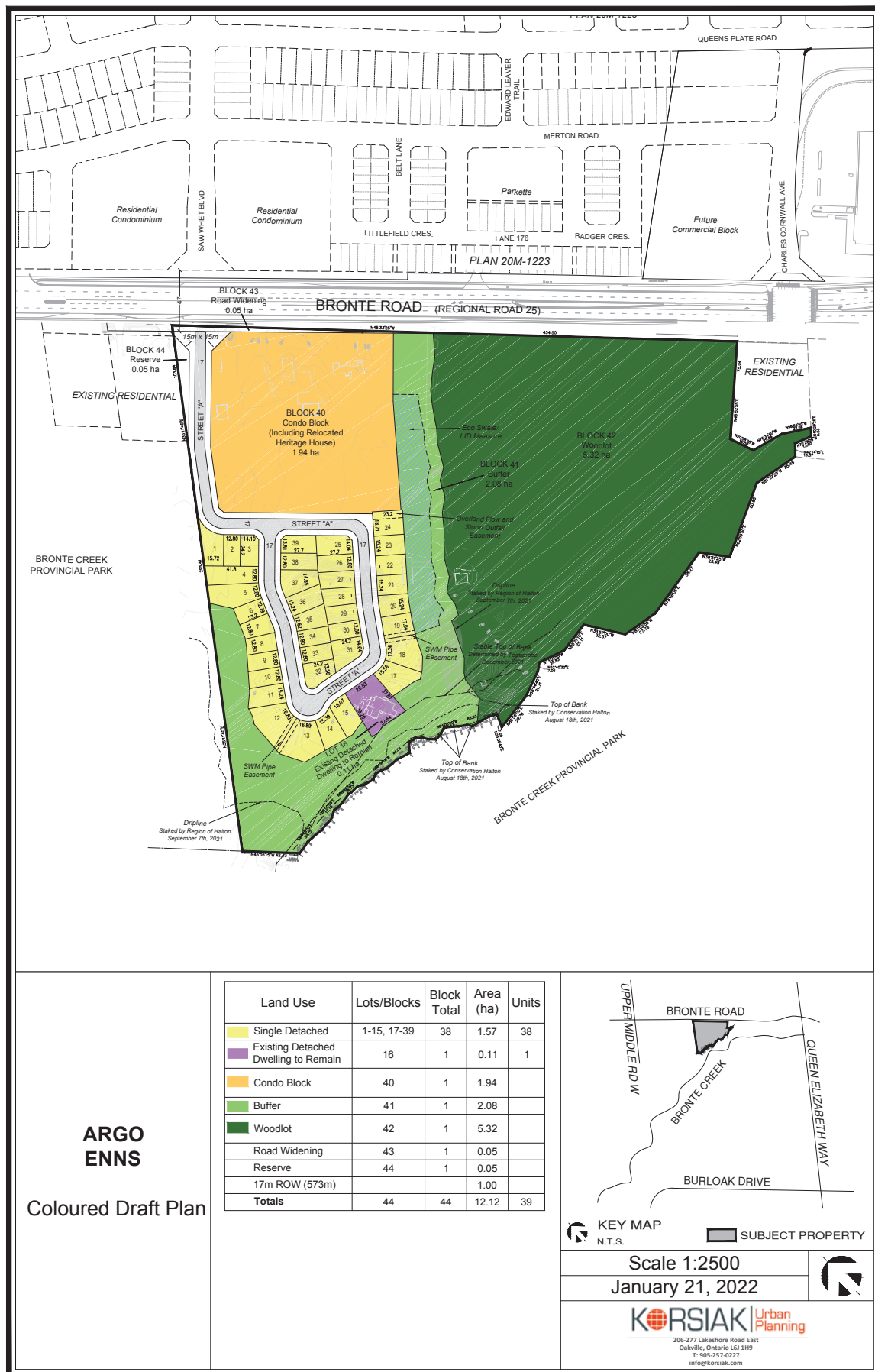


FIGURE 3 - Coloured Draft Plan of Subdivision



FIGURE 4 - Concept Plan

lot width of 7.3 metres, minimum lot depth of 22.0-metres and a height of 3-storeys. The front loaded townhouses will contain a one car garage and one car length driveway. The garage door will be setback behind the main wall of the dwelling.

Heritage House

The heritage house will be relocated to a prominent location at the southeast corner of the intersection of Bronte Road and Street 'A,' to create a gateway feature. A Heritage Impact Assessment and Moving Plan was submitted and approved at the November 18, 2020 meeting of Planning and Development Council.

Woodlot and Buffer Blocks

The woodlot block is approximately 5.3 hectares in size and encompasses the southern half of the subject lands. An Environmental Impact Assessment (EIA) was prepared to determine the width of the buffer block to the Bronte Creek Valley and woodlot block. In general, the buffer block is approximately 30 metres in width. For the purposes of this report, the area being referenced as a 30 metre buffer is comprised of a 10 m woodland buffer and a 20 m enhancement area, both of which comprise part of the Regional Natural Heritage System. As the existing Enns house is within the 30 metre buffer, the full 30 metre buffer could not be provided to the Enns lot or the immediately adjacent lots while maintaining a consistent road layout and lot fabric. Additional area has been provided in other areas of the buffer block to mitigate for this loss of area however, as outlined in the EIA, no negative impacts to the Natural Heritage System (NHS) are anticipated as a result of this small reduction in buffer width in the vicinity of the existing Enns house and adjacent lots. The proposal will create a buffer block, that contains lands that are currently a mowed lawn, accessory structures including a cantilevered deck over the Bronte Creek valley and driveway, and naturalize it to protect and enhance the


continued function of the NHS.

A 20 metre biofiltration swale (i.e., Low Impact Development (LID) measure) is proposed within the outer portion of the 30 metre buffer (i.e., 20m enhancement zone) south of the condo block and lots 19 to 24. A 10 metre setback to the woodland dripline makes up the remainder of the 30 metre buffer. Stormwater from the majority of the developed portion of the site will be discharged into the LID feature, which functions as a biofiltration system, designed to achieve all required water quality and quantity control targets for water discharging to the Bronte Creek watershed. The drainage for the remaining portion of the developed lands will be controlled by a super pipe that ultimately outlets to the Fourteen Mile Creek watershed. The biofiltration system is 170.0 metres in length and maintains a trapezoidal cross section with a 6.0 metre bottom width, 3:1 side slope and 12.0 metre top width with a varied bank height. Immediately downstream of the biofiltration system is a naturalized outfall channel with pocket wetlands that ties into a minor tributary of the Bronte Creek (BCT). Restorative measures are proposed for the BCT downstream of the naturalized outfall channel. Please refer to the EIA and FSR for further details.

Trail System

Trail connections are an important feature of the proposed development. The proposed development will retain one of the existing loop trails within the woodlot block and a connection to the proposed development will be provided at an existing point from the Enns property.

As the site is zoned Existing Development, Parkway Belt Complementary Use, Natural Area and Greenbelt, a ZBA is required to permit the proposed development. A Plan of Subdivision is required to facilitate the division of land.



3.0

Policy Framework

3.0 POLICY FRAMEWORK

3.1 PLANNING ACT, R.S.O, 1990, c.P.13

The *Planning Act* is provincial legislation that establishes the rules for land use planning in Ontario. The purpose of the *Planning Act* is to create transparent, efficient and fair planning processes, to promote sustainable development, provide a land use planning system led by provincial policy, integrate matters of provincial interest into all planning decisions, encourage co-operation and recognize the decision-making authority and accountability of municipal councils. It provides the basis for matters of provincial interest, preparing official plan, regulating and controlling land uses, the division of land, consultation requirements and other planning tools.

Provincial Interest:

Section 2 of the *Planning Act* establishes matter of Provincial interest which decision makers shall have regard to when making decisions on planning applications and carrying out their responsibilities under the Act. Section 2 of the *Planning Act* states:

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 to, among other matters, matters of provincial interest such as:

- a) the protection of ecological systems, including natural areas, features and functions;*
- b) the conservation of features of significant architectural, cultural, historical, archeological 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;*
- 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. 1994, c. 23, s. 5; 1996, c. 4, s. 2; 2001, c. 32, s. 31 (1); 2006, c. 23, s. 3; 2011, c. 6, Sched. 2, s. 1; 2015, c. 26, s. 12; 2017, c. 10, Sched. 4, s. 11 (1); 2017, c. 23, Sched. 5, s. 80.

The proposal has regard to the matters of Provincial interest under the *Planning Act* for the following reasons:

- The proposal protects the NHS and natural hazards through the delineation of woodlot/valleyland and buffer blocks;
- The proposal directs growth to a Settlement Area and Built-Up Area;
- The proposal makes efficient use of planned infrastructure and services;
- The proposal adds to the range of housing options available in the Town of Oakville to serve households of different sizes, ages and incomes;
- The proposal provides a road network that connects to Bronte Road and is aligned with Saw Whet Boulevard;
- The proposal provides trails and vistas to provide passive recreation opportunities for future residents;
- The proposal protects a listed heritage dwelling and relocates it to a prominent location within the development;
- The proposal provides densities and a road network supportive of future transit services; and,
- The proposed development will provide a high quality urban form that promotes a sense of place.

Zoning By-Law Amendment

A Zoning By-law Amendment is being requested pursuant to Section 34 of the *Planning Act*, which sets the legislative basis for Zoning By-laws and amendments.

Details regarding the proposed amendment are discussed throughout the report.

Plan of Subdivision s.51

A Draft Plan of Subdivision is being requested under Section 51 of the *Planning Act*.

Section 51 (24) of the *Planning Act*, states that:

In considering a draft plan of subdivision, regard shall be had, among other matters, to 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 or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).*

The proposed Plan of Subdivision was evaluated under Section 51(24) of the *Planning Act* and satisfies the necessary considerations for a draft plan of subdivision for the following reasons:

- The proposal has regard to matters of provincial interest by ensuring the orderly development of the community, adding to the range of housing options, providing transit supportive densities and promoting a well designed built form;
- The proposal is not premature as it located within a Settlement Area that is identified for growth;
- The proposal meets the intent of the Liveable Oakville Plan, and connects to the existing road network;

- The proposal provides stormwater management controls to ensure no negative impact to water quality, quantity and/or downstream erosion;
- The proposal facilitates the development of a trail system and woodlot block to provide passive recreation opportunities;
- The proposal provides the dimensions, locations, use and shapes of the proposed roads, blocks and lots;
- The proposal does not develop upon any natural features;
- Adequate school sites and services exist or are planned to service the proposed development; and,
- The proposal makes efficient use of land, infrastructure and services.

3.2 PARKWAY BELT WEST PLAN

The Parkway Belt West Plan (PBWP) is a Provincial Plan that protects land needed for large-scale infrastructure corridors. The PBWP plan has four goals: Identification of Urban Areas, Integration of the System of Urban Areas, Land Reserve for Future Flexibility, and Linked Open Space Framework. In 2019, the developable limits of 1300, 1316, 1326 and 1342 Bronte Road were all removed from the PBWP through Amendment 182. The woodlot remains within the limits of the PBWP. 1350 Bronte Road is the only remaining developable property within the PBWP.

Within the PBWP, 1350 Bronte Road is designated 'General Complementary Use Area' (*Figure 5*). The Complementary Use Area consists of areas that will be predominantly used for private purposes that are compatible with the PBWP. Permitted uses within the General Complementary Use Area consists of agricultural, institutional, recreational, public,

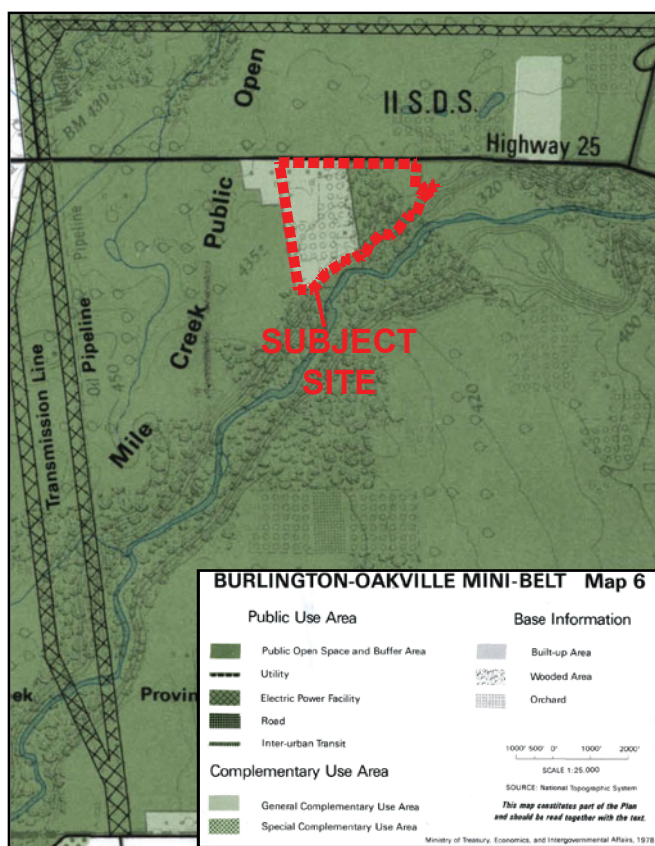


FIGURE 5 - PBWP Map 6 Excerpt

and existing uses. A single detached dwelling on an existing lot of record is also permitted. The woodlot is designated 'Public Open Space and Buffer Areas' which permits public, open space and linear facility uses.

An application to remove 1350 Bronte Road from the PBWP was submitted to the Province on September 1, 2021, to allow the property to be developed cohesively with adjacent lands outside of the PBWP. As the land is not required for a future infrastructure corridor and is within the Town of Oakville Built Boundary, it is appropriate to include the property within a development that protects the NHS. No concerns have been raised by review agencies with the proposed removal application and it is expected the site will be removed from the PBWP in 2022.

Applicable policies of the PBWP that relate to the woodlot block are described in Appendix I, including Section 3 for 'Objectives', Section 5.4 for "Public Use

Area" and Section 6.6 for Burlington Oakville Mini-Belt Link.

The proposed development is consistent with the Parkway Belt West Plan for the following reasons:

- The proposed development protects lands designated Public Open Space and Buffer Area through the delineation of a woodlot block, to be dedicated to the Town of Oakville;
- The proposed development does not develop upon lands designated Public Open Space and Buffer Area ; and,
- The proposal is consistent with the objectives of the Burlington Oakville Mini-Belt as it protects the Bronte Creek through the creation of a woodlot block and buffer block.

3.3 MINISTER'S ZONING ORDER - O.REGULATION 481/73 (MZO O. REG 481/73)

MZO O. Regulation 481/73 applies to 1350 Bronte Road. The MZO O.Reg 481/73 zones 1350 Bronte Road PBA (Figure 6) and through section 82 sets out a list of prohibited uses for the site which includes: public or private hospitals, buildings or structures for religious worship, and public or private education institutions. While an amendment to the MZO O.Reg 481/73 was not required to permit the proposed development, we have submitted an application to remove 1350 Bronte Road to allow its land uses to be regulated solely through local municipal planning policy. As all other properties have been removed from MZO O.Reg 481/73, the application to remove 1350 Bronte Road will simplify the application of planning regulations and allow it to be regulated consistently with the other properties within the proposed development.

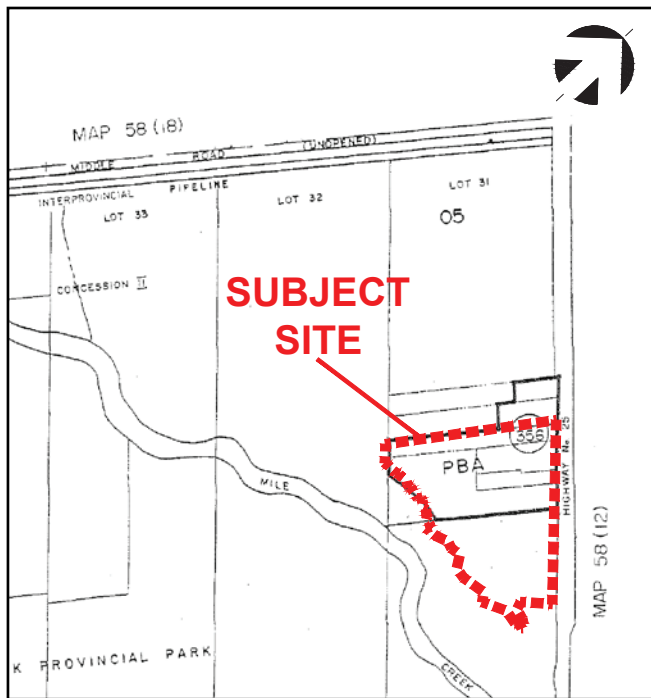


FIGURE 6 - MZO O.Reg 481/73 Map Excerpt

3.4 PROVINCIAL POLICY STATEMENT, 2020

On February 28, 2020, the Government of Ontario released the Provincial Policy Statement (PPS) 2020, which is part of the government's plan to build healthier, safer and more affordable communities. The PPS 2020 contains new policies across five themes: Increasing Housing Supply and Mix; Protecting the Environment and Public Safety; Reducing Barriers and Costs; Supporting Rural, Northern and Indigenous Communities; and, Supporting Certainty and Economic Growth. The PPS 2020 came into full force and effect on May 1, 2020.

The PPS contains policies on matters of provincial interest related to land use planning and development. The policies set out in the PPS help to protect resources of provincial interest, public health and safety, and the quality of the natural and built environment. The PPS supports improved land use planning and management to contribute to more effective and efficient land use patterns, thereby

enhancing the quality of life for all Ontarians.

PPS policies applicable to the proposal are described in *Appendix I*, including: Section 1.1 for 'Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns' and 'Settlement Areas'; Section 1.4 for 'Housing'; Section 1.5.1 for 'Public Spaces, Recreation, Parks, Trails and Open Space'; Section 1.7.1 for 'Long-Term Economic Prosperity'; Section 1.8.1 for 'Energy Conservation, Air Quality and Climate Change'; Section 2.1 for 'Natural Heritage' and Section 3.1 for 'Natural Hazards'.

The proposed development is consistent with the Provincial mandate as set out in the Provincial Policy Statement for the following reasons:

- The proposed development contributes to creation of a complete community and adds to the range of dwelling types within the Town of Oakville;
- The proposal completes cost effective development that minimizes land consumption and servicing costs;
- The proposal provides new development and growth within a Settlement Area;
- The proposal provides compact residential uses along a Regional Higher Order Transit Corridor, in proximity to existing and proposed services and amenities, to support the achievement of healthy and active communities;
- The proposed development is coordinated with adjacent landowners to ensure the delivery of adequate services and amenities;
- The proposed development recognizes and protects the NHS; and
- The proposed development is outside of natural hazards, including the stable top of bank of the Bronte Creek valley.

3.5 A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (OFFICE CONSOLIDATION 2020)

A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (Office Consolidation 2020) (the 'Growth Plan') came into full force and effect on May 16, 2019. This plan provides the framework for implementing Ontario's vision for building stronger, more prosperous communities by better managing growth in the Greater Golden Horseshoe Region to 2041. The Growth Plan establishes a long-term structure for where and how the region will achieve complete communities that are compact, transit supportive, and make effective use of investments in infrastructure and public service facilities. The Growth Plan is structured to increase housing supply,

expand economic prosperity and streamline approval processes while protecting important natural heritage features and agricultural lands.

The subject lands are located within the 'Settlement Area' and are within the 'Built-Up Area' as shown on *Figure 7 – A Place to Grow Concept*. The Growth Plan policies that apply are further described in *Appendix I*, which includes: Section 1.21 for 'Guiding Principles'; Section 2.2.1 for 'Managing Growth'; Section 2.2.2 for 'Delineated Built-Up Areas' and Section 2.2.6 for 'Housing'.

The proposed development conforms to the aforementioned Growth Plan policies for the following reasons:

- The subject property is located within a Settlement

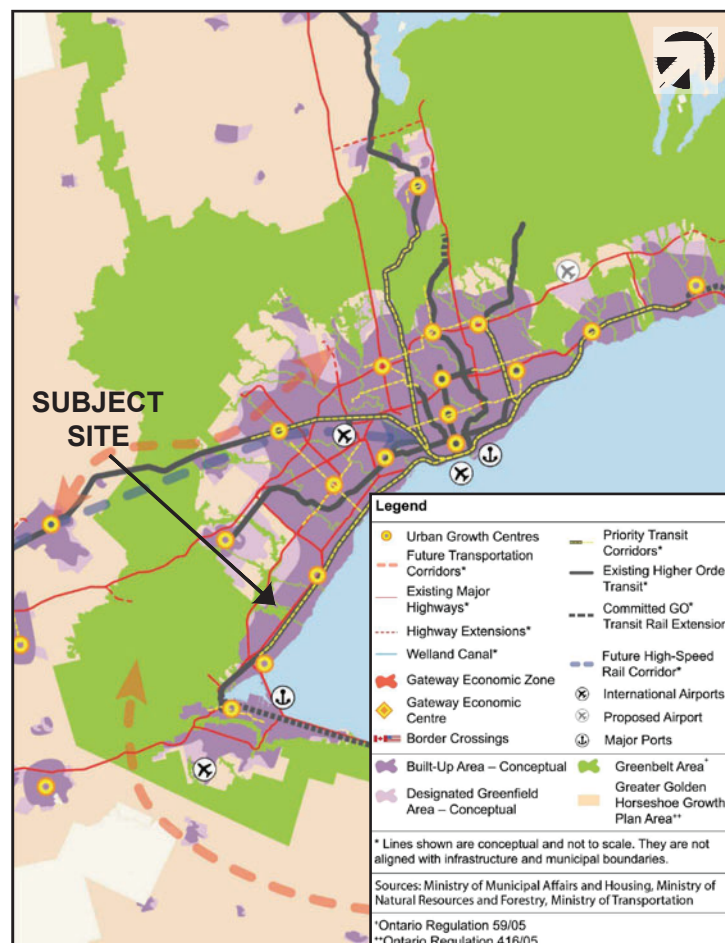


FIGURE 7 - A Place to Grow Concept

Area and Built-Up Area;

- The proposal provides growth in an area with existing and planned infrastructure and public service facilities;
- The proposed development helps to achieve the minimum intensification target for Built-Up Areas within the Region of Halton;
- The proposal provides a range of single detached and townhouse dwelling types and unit sizes thereby providing options for different household sizes, ages and incomes; and
- The proposal is supportive of active transportation and the use of transit services.

3.6 PROVINCIAL GREENBELT PLAN (2017)

The Greenbelt Plan is a cornerstone of the Growth Plan and determines where urbanization should not occur to protect the agricultural land base and the

environmental features and functions in this area. The Greenbelt Plan together with other provincial plans, builds off the PPS to create a land use planning framework for the Greater Golden Horseshoe that supports a thriving economy, healthy environment and social equity. The woodlot on the southern half of the site is located within the 'Protected Countryside Area' of the Greenbelt Plan (*Figure 8*) and is subject to the Greenbelt Natural Heritage System Overlay.

As the lands within the Greenbelt Plan are also within the Parkway Belt West Plan, the Protected Countryside policies of the Greenbelt Plan do not apply, with the exception of sections 3.2 and 3.3. These policies are further described in Appendix I, which includes Section 3.2 for 'Natural System'; and Section 3.3.3 for 'Municipal Parkland, Open Space and Trail Strategies'.

The proposed development conforms to the aforementioned policies of the Greenbelt Plan for the

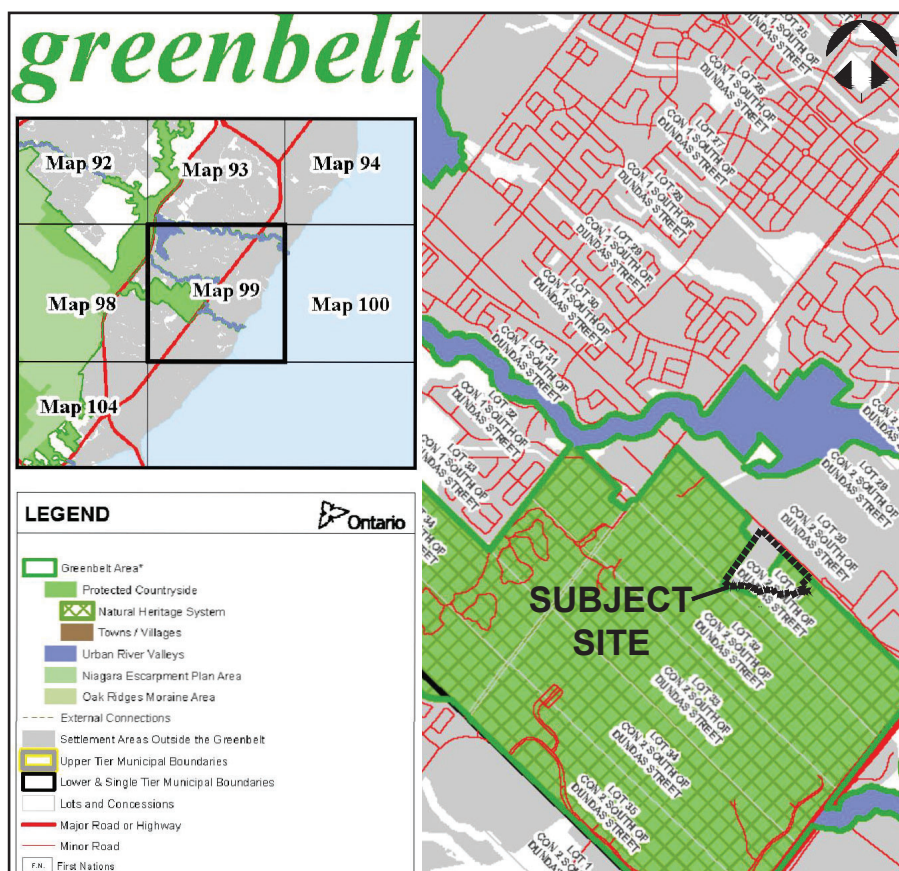


FIGURE 8 - Greenbelt Plan Excerpt

following reasons:

- The proposed development protects the Greenbelt NHS through the delineation of a woodlot block to be dedicated to the Town of Oakville;
- The proposed development provides an appropriately sized buffer to the key features of the Greenbelt NHS, which is supported by an EIA; and,
- The proposal provides trail connections from the existing municipal multi-use trail system to the woodlot to support the creation of an interconnected publicly accessible trail system.

3.7 REGION OF HALTON OFFICIAL PLAN

The Region of Halton Official Plan provides direction for how physical development should take place in Halton Region to meet the needs of current and

future residents. The Plan outlines a long term vision for Halton's physical form and community character by setting forth goals and objectives and by providing policies to be followed to achieve an urban structure that will accommodate future growth effectively.

As per Map 1- Regional Structure (*Figure 9*) and Map 1A-Provincial Plan Areas and Land Use Designations (*Figure 10*), the subject site is designated 'Urban Area', 'Regional Natural Heritage System' and 'Greenbelt Natural Heritage System'. As shown on Map 1G – Key Features within the Greenbelt and Regional Natural Heritage Systems (*Figure 11*), the southern quadrant of the subject site contains key features of the Greenbelt NHS.

To implement provincial policy directions, the Region of Halton is completing a 2-step Regional Official Plan Review. The first step was Regional Official Plan Amendment 48 which defines the urban structure and in particular identifies employment area conversions

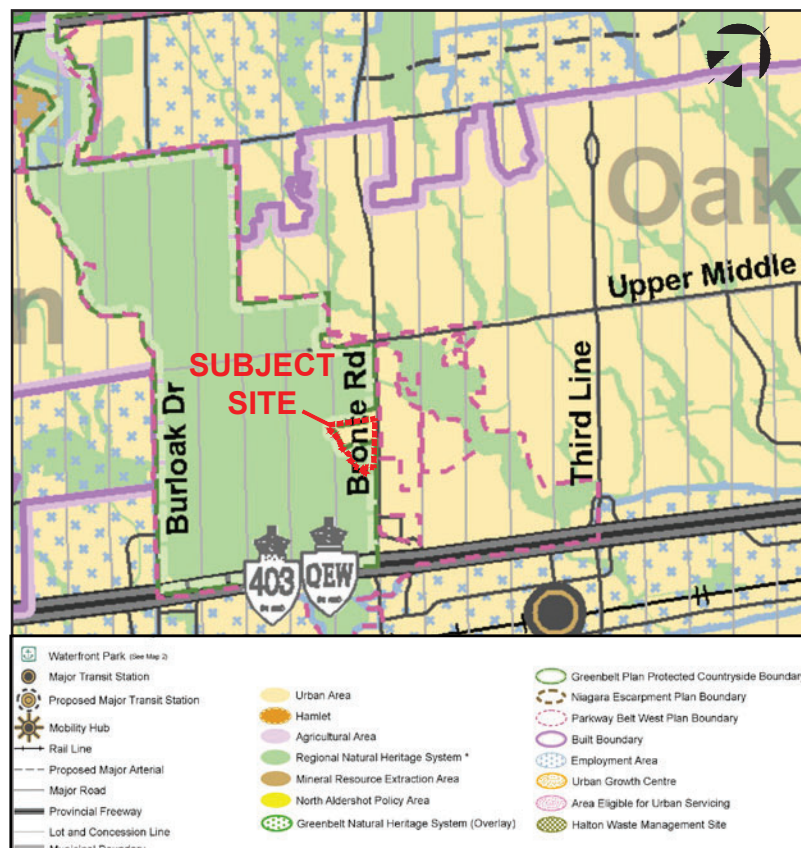


FIGURE 9 - Map 1 - Regional Structure

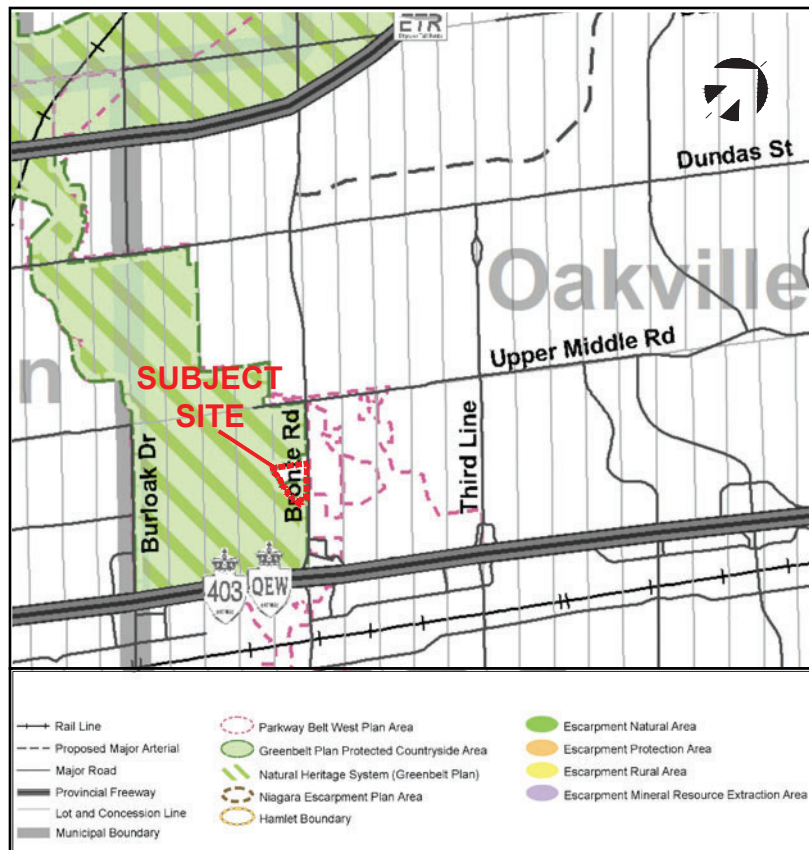


FIGURE 10 - Map 1A - Provincial Plan Areas and Land Use Designations

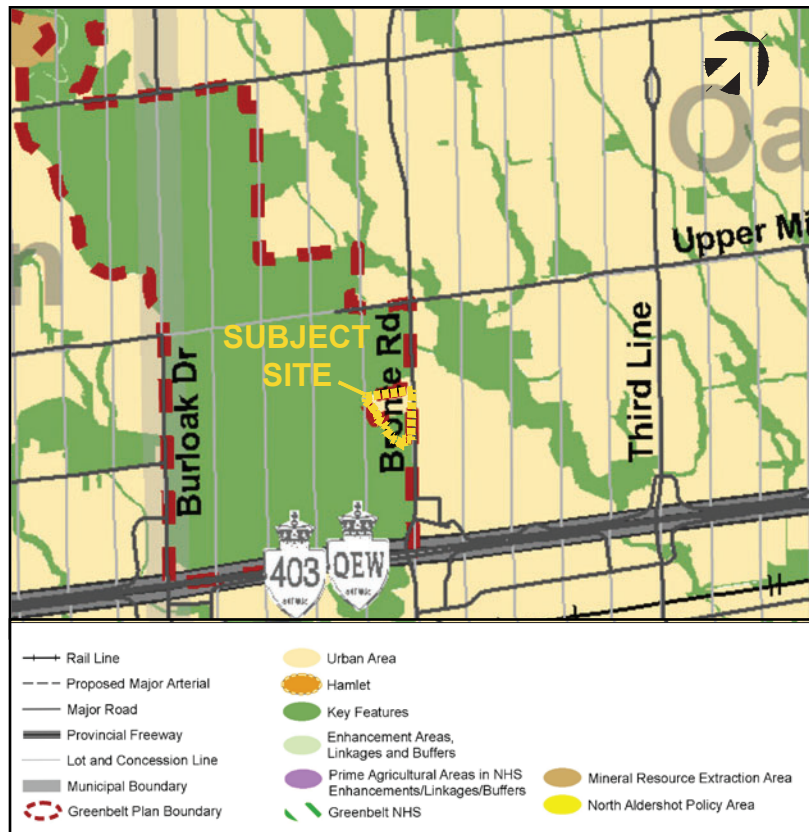


FIGURE 11 - Key Features Within the Greenbelt and Regional Natural Heritage System

and the boundaries of Strategic Growth Areas, Urban Growth Centres and Major Transit Station Areas. ROPA 48 was adopted by Regional Council on July 7, 2021, and approved by the Province of Ontario on November 10, 2021. Therefore, ROPA 48 is now in full force and effect. As per Map 1H- Regional Urban Structure (*Figure 12*), Bronte Road is identified as a higher order transit corridor and is considered a Strategic Growth Area.

The ROP policies applicable to this proposal are further described in Appendix II, which include: 'Halton's Regional Structure' (Sections 51, 55); 'Urban Area Designation' (Sections 72, 74, 77); 'Housing' (Section 84, 86); 'Natural Heritage System' and 'Greenbelt Natural Heritage System' (Section 114, 139); 'Environmental Quality' (Section 140); and 'Transportation' (Sections 171, 172).

The proposed development conforms to the aforementioned policies of the Region of Halton Official Plan for the following reasons:

- The proposed development is within the Urban Area where urban services exist and are planned to accommodate future development;
- The proposed development residential and open space uses in proximity to existing and planned services and amenities, to support the creation of a vibrant community;
- The proposed development is supportive of future transit services;
- The proposed development recognizes and protects the NHS and recommends a refinement to the NHS through staking of natural heritage and natural hazard features, with appropriate agency staff, and recommends an appropriate buffer to those features;
- The proposed biofiltration swale within the 20 metre enhancement zone will have no negative impacts on the NHS, plays an important SWM function for the proposed development and will

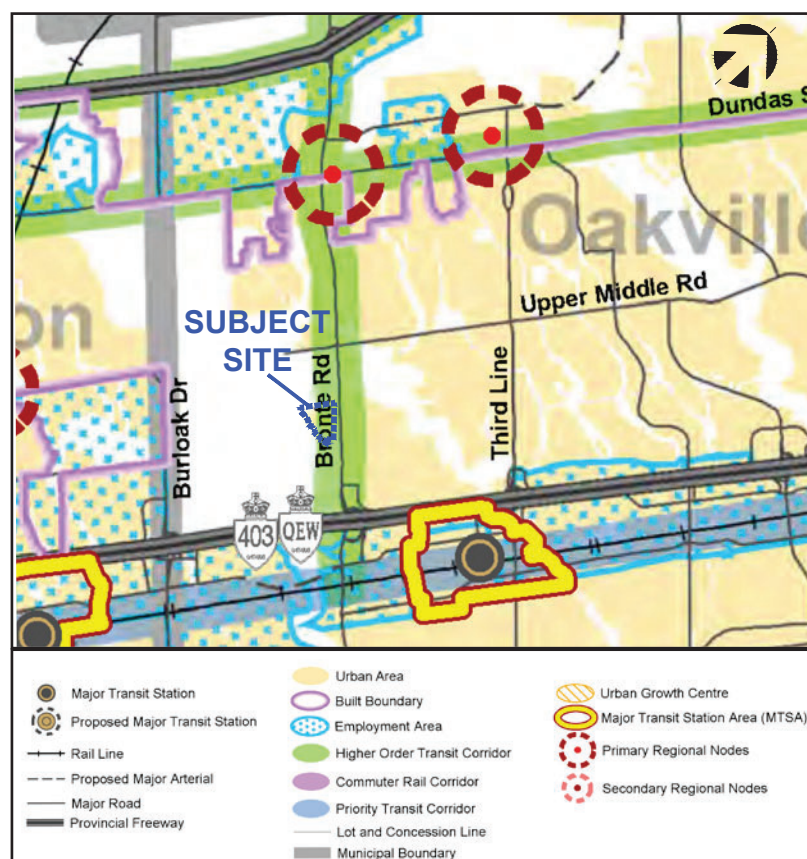


FIGURE 12 - Map 1H - Regional Urban Structure (ROPA 48)

enhance the function of the overall 30 metre buffer;

- The proposed development complements planned developments on adjacent lands; and
- The proposed development contributes to the achievement of the Regional intensification and housing target by providing a range of townhouse and single detached dwelling types and sizes.

3.8 LIVEABLE OAKVILLE PLAN

The Livable Oakville Plan sets out how lands shall be used and how growth should occur through to 2031. It is the mission of the Livable Oakville Plan to enhance the Town's natural, social and economic environments by ensuring growth decisions consider environmental sustainability, economic prosperity, social well-being and cultural vibrancy.

On April 26, 2018, the Region of Halton approved OPA 15 with modifications, to establish a Town-wide urban structure that connects the North Oakville East

Secondary Plan and North Oakville West Secondary Plan to Section 3 of the Livable Oakville Plan and directs growth to an identified system of nodes and corridors. The approval of OPA 15 was appealed to the Local Planning Appeal Tribunal (LPAT). On July 9, 2021, the appeal to OPA 15 was withdrawn and as a result the urban structure is now in full force and effect and has been referenced in this report.

Within the Livable Oakville Plan, the subject lands are designated 'Low Density Residential', 'Medium Density Residential', 'Natural Area', 'Parkway Belt' and 'Greenbelt' (Figure 13– Livable Oakville Schedule H – Land Use).

The Parkway Belt Overlay applies to lands within the Medium Density Residential and Low Density Residential land use designation and states that these lands form part of the PBWP and until such time that these lands are removed from the PBWP and come under the jurisdiction of the Town, the policies of the PBWP shall govern the use of land. As previously stated,

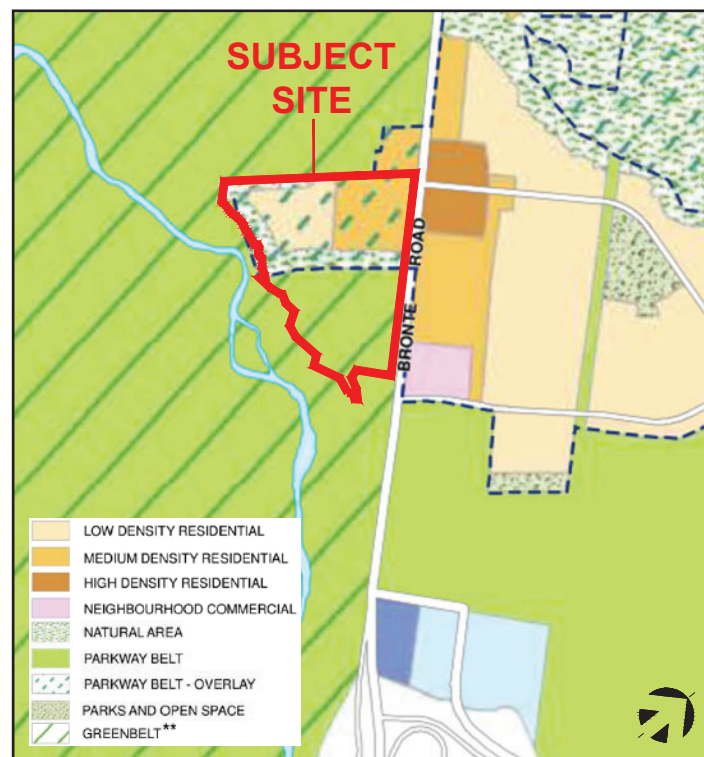


FIGURE 13 - Liveable Oakville Schedule H - Land Use

the developable limits of 1300, 1316, 1326 and 1342 Bronte Road have been removed from the PBWP. An application to remove 1350 Bronte Road from PBWP was submitted in September 2021. No concerns have been raised by the review agencies and these lands will be removed from the PBWP prior to the approval of the Zoning By-law Amendment and Draft Plan of Subdivision application.

General relevant policies include:

2.2 Guiding Principles

2.2.1 Preserving and creating a liveable community in order to:

- a) preserve, enhance, and protect the distinct character, cultural heritage, living environment, and sense of community of neighbourhoods;*
- b) direct the majority of growth to identified locations where higher density, transit and pedestrian oriented development can be accommodated;*

2.2.2 Providing choice throughout the Town in order to:

- a) 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;*
- b) provide choices for mobility by linking people and places with a sustainable transportation network consisting of roads, transit, walking and cycling trails; and,*
- c) foster the Town's sense of place through excellence in building and community design.*

2.2.3 Achieving sustainability in order to:

- a) minimize the Town's ecological footprint;*
- b) preserve, enhance and protect the Town's environmental resources, natural features and*

areas, natural heritage systems and waterfronts;

The proposed development aids in the achievement the guiding principles of the Livable Oakville Plan through the creation of a livable community with a variety of housing options that support existing and planned transit services and protects the NHS. The proposal creates a distinct sense of place by relocating the listed heritage house to a prominent gateway location in the development, retaining the existing Enns house, and siting dwellings to maximize views to the NHS. The design of new dwellings within the development will complement character of the existing dwellings and NHS. Further, the proposal provides direct connections to the existing transportation network (roads, bicycle lanes and multi-use-trail).

3. Urban Structure

The urban structure sets out the framework for where and how the Town will grow and how to determine Oakville's character and form.

Urban structure elements are not intended to be land use designations, and are not intended to grant development rights or to predetermine the specific land uses that will be permitted on any particular parcel of land. [...]

3.2 Parkway Belt and Greenbelt

The Parkway Belt and the Greenbelt are areas within the Town where development is limited in accordance with Provincial policy. Lands in the Parkway Belt in Oakville are primarily designed to provide a linked system of open space and recreational facilities and to achieve other objectives including, but not limited to, the protection of infrastructure corridors, utilities, and an inter-urban transitway. Lands in the Greenbelt are part of a broad area of land that is permanently protected, primarily for the purpose of protecting the natural heritage and water resource systems

within. Lands in the Greenbelt that are also within the Parkway Belt are only subject to Greenbelt Plan policies 3.2 Natural System and 3.3 Parkland, Open Space and Trails.

3.12 Regional Transit Priority Corridors and Mobility Links

Regional Transit Priority Corridors and Mobility Links are identified in a town-wide grid network that is key to connecting people via transit throughout the region as well as to local destinations including nodes, mobility hubs, major transit station areas and employment areas.

Regional Transit priority corridors provide a key focus for transit-supportive development.

Within the Town of Oakville Urban Structure, the subject lands are identified as Parkway Belt and Greenbelt (Figure 14). The majority of the developable limits of the site have been removed from the PBWP, save for 1350 Bronte Road, where an application to remove the property from the PBWP is under review by the Province. Therefore, the land use elements of the urban structure are no longer applicable to the developable limits of the subject site. The lands within the Greenbelt Plan Area and PBWP will be protected through the creation of a woodlot block. As the proposal fronts onto a Regional Transit Priority Corridor (Bronte Road), it has been designed to increase in density as you approach Bronte Road to support existing and future transit services. New active transportation connections are proposed and

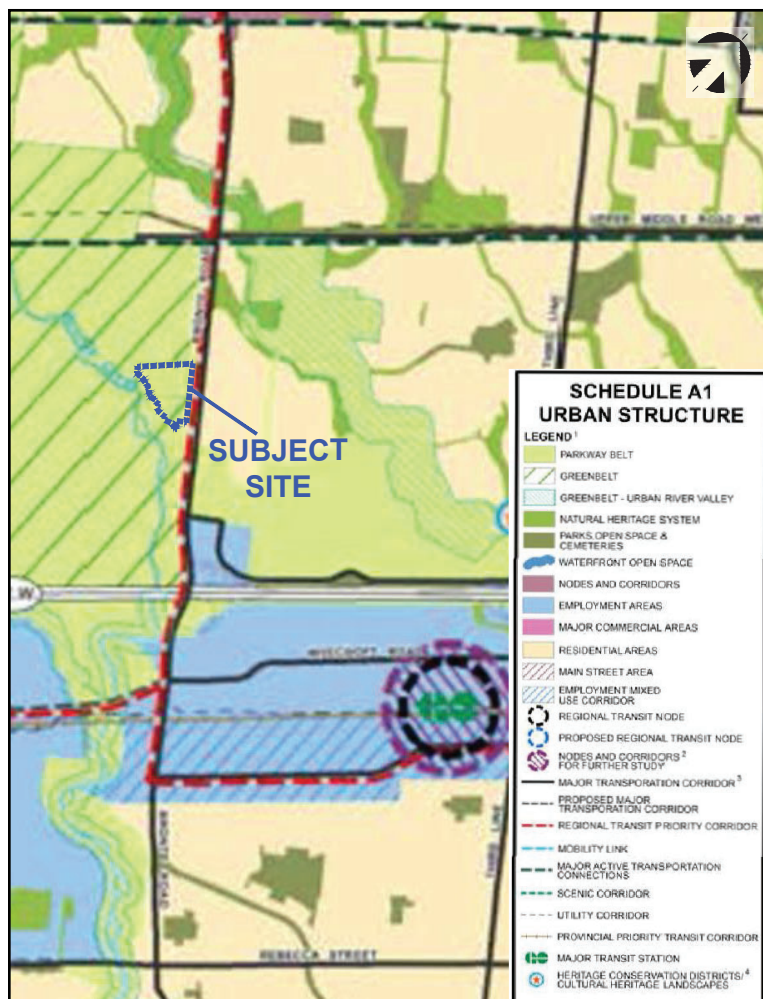


FIGURE 14 - Liveable Oakville Urban Structure

will connect to the existing active transportation and trail network.

4. Managing Growth and Change

4.3 Residential Intensification Outside of the Growth Areas

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

The proposal adds 38 residential units to Town of Oakville built boundary with additional units to be added through the development of the condo block. While the site is outside of a defined Growth Area, it is not considered a stable residential community or an established neighbourhood. Therefore, it is an appropriate location for infill development that complements the character of the surrounding area.

4.4 Intensification Targets

This Plan provides objectives and policies to meet the following intensification target for residential development within the built boundary as shown on

Table 3: Residential Intensification Target within Built Boundary

	2015 to 2031
Target (New Residential Units within Built Boundary) ¹	14,390

Note:

1. The intensification targets within the Growth Areas do not include potential bonus residential units.

Schedule A2:

The proposal provides 38 new residential units to the built boundary, thereby helping to achieve the Town's intensification target. Through the future development of the condo block, this number will be further achieved.

5. Cultural Heritage

5.3.6 The Town should require a heritage impact assessment where development or redevelopment is proposed.

- d) on a property listed on the Oakville Register of Properties of Cultural Heritage Value or Interest;*

5.5 Retention of Heritage Resources On-Site or Relocation

5.5.1 All options for on-site retention of buildings and structures of cultural heritage significance shall be exhausted before resorting to relocation. Relocation of built heritage resources shall only be considered through a Cultural Heritage Impact Assessment that addresses retention and relocation.

1326 Bronte Road contains a 2-storey red brick clad Edwardian residence and associated barn that is listed on the Town of Oakville Heritage Register. A Heritage Impact Assessment was completed for the property and recommended the relocation of the red brick clad Edwardian residence. The residence is proposed to be relocated to the southeastern corner of the intersection of Street 'A' and Bronte Road, where it can become a prominent gateway.

6. Urban Design

6.1.1 Objectives

The general objectives for urban design are to provide for:

- a) diversity, comfort, safety and compatibility with*

the existing community;

- b) attractive, barrier-free, and safe public spaces, such as streetscapes, gateways, vistas and open spaces;*
- c) innovative and diverse urban form and excellence in architectural design; and;*
- d) the creation of distinctive places and locales, including Midtown Oakville, the other Growth Areas and high profile locations such as gateways to the Town.*

6.2 Public Realm

6.2.1 The design of the public realm shall promote creativity and innovation and include:

- a) a network of streets accommodating choices for pedestrians, cyclists, transit and vehicles;*
- b) walkable street lengths for pedestrians;*
- c) a network of accessible, interconnected and predictable pedestrian-oriented spaces and routes;*

6.4 Streetscapes

6.4.1 Streetscapes will:

- a) enhance the local context and create a sense of identity;*
- b) promote a pedestrian-oriented environment that is safe, attractive and barrier-free;*

6.9 Built Form

6.9.1 Buildings should be designed to create a sense of identity through massing, form, placement, orientation, scale, architectural features, landscaping and signage.

6.9.2 Building design and placement should be compatible with the existing and planned surrounding

context and undertaken in a creative and innovative manner.

6.9.6 Main principal entrances to buildings should be oriented to the public sidewalk, onstreet parking and transit facilities for direct and convenient access for pedestrians.

6.9.7 Development should be designed with variation in building mass, façade treatment and articulation to avoid sameness.

The proposal will create a distinct sense of place that builds upon the site's proximity to Bronte Creek and Bronte Creek Provincial Park. Building entrances are oriented towards the street and the rear lane townhouses create a clear sense of building address along Bronte Road. The development will be designed to provide variety in built form and façade treatment and is sited to maximize views to the NHS. The road network has been designed to accommodate all road users and provides direct connections to the existing transportation network including the cycling lane and multi-use trail along Bronte Road. The proposed development will retain one of the existing loop trails within the woodlot block and a connection to the proposed development will be provided at an existing point from the Enns property. Please see the Urban Design Brief prepared by NAK Design Strategies for further details.

8. Transportation

8.2.8 Direct vehicular access to major and multi-purpose arterials, including primary transit corridors, should be limited to road intersections.

8.4 Rights-of-way

8.4.3 Rights-of-way in accordance with Table 4 shall be conveyed as required as a condition of development.

8.12 Integrating Land Use and Transportation

8.12.2 Development plans shall be designed with specific regard to the safe, convenient and efficient provision of public transit as well as pedestrian and cycling facilities. In particular, to facilitate the development of a transit-supportive urban structure, the following measures will be reflected in all development proposals:

- a) densities supportive of transit, which are commensurate with the type and frequency of transit service planned for the area and/or corridor, particularly near transit stops and stations;*
- b) a road pattern and related pedestrian and cycling facilities network that provide for direct pedestrian and cycling access to transit routes and stops;*

The proposed development limits vehicular access to Bronte Road through the creation of one singular access point to Bronte Road via Street 'A', which aligns with Saw Whet Boulevard on the east side of Bronte Road. The proposal has been coordinated with adjacent landowners to the north and all future developments will connect to the singular vehicular access point from Street 'A' to Bronte Road. The proposal provides a 0.05 hectare road widening to help facilitate the ultimate road width for Bronte Road. Within the proposed development, sidewalks will be provided on both sides of the road with the exception of private lanes where no sidewalks will be provided. The Draft Plan of Subdivision has been designed to provide transit supportive densities along Bronte Road which transition to lower density residential uses nearer Bronte Creek Valley. The proposed road pattern and site design ensures that pedestrians and cyclists have easy access to transit stops and routes along Bronte Road. One potential transit stop has been identified at the intersection of Street 'A' and Bronte Road.

11. Residential

[...] The following objectives shall apply to all Residential Areas:

- b) encourage an appropriate mix of housing types, densities, design and tenure throughout the Town;*
- c) promote housing initiatives to facilitate revitalization, compact urban form and an increased variety of housing alternatives*
- e) encourage the conservation and rehabilitation of older housing in order to maintain the stability and character of the existing stable residential communities;*

11.1 General

11.1.5 Development on private roads shall be discouraged. Where it is demonstrated that a public road is not warranted, to the satisfaction of the Town, development through plans of condominium on private roads may be permitted provided all required services are appropriately accommodated and all applicable policies of this Plan are satisfied.

11.2 Low Density Residential

11.2.1 Permitted Uses

The Low Density Residential land use designation may permit a range of low density housing types including detached dwellings, semi-detached dwellings and duplexes.

11.2.2 A density of up to 29 dwelling units per site hectare may be permitted in areas designated Residential Low Density.

11.3 Medium Density Residential

11.3.1 Permitted Uses

The Medium Density Residential land use designation may permit a range of medium density housing types

including multiple-attached dwelling units, apartments, retirement homes and long-term care homes. Existing detached and semi-detached dwellings are permitted.

11.3.2 The density range is to be between 30 to 50 dwelling units per site hectare.

The proposed development conforms to the residential policies of the Livable Oakville Plan as it provides a compact urban form with a mix of single detached and townhouse dwelling types to create a clear sense of community identity and character. While the proposal includes a condo block with private roads, it achieves the policies of the Livable Oakville Plan and all required services are adequately accommodated. The western half of the development is designated Low Density Residential and provides 39 single detached dwelling (including the existing Enns House) that achieve a density of 23.2 units per site hectare. The condo block is designated Medium Density Residential and its design remains conceptual at this stage. Currently the conceptual condo block design consists of a variety of rear lane, back-to-back and front loaded townhouse dwelling types. The exact unit count will be determined through the site plan approval process.

16. Natural Area

Oakville's rivers and streams, forests and natural areas will be protected and accessible for residents to enjoy their beauty. The purpose of the Natural Area designation is for the long-term preservation of natural features and functions. Therefore, the diversity and connectivity of natural features in creating a system, and the long-term ecological function and biodiversity of natural heritage features, should be maintained, restored or, where possible, improved, recognizing links or corridors between and among natural heritage features and areas, surface water features and groundwater features. The features

may also have some passive recreational amenity for paths, trails, and education, and contribute to a continuous open space system.

16.1 General

16.1.1 Permitted Uses

a) The following uses may be permitted within the Natural Area designation, subject to applicable Conservation Authority policies:

iii) essential public works including transportation, utility, watershed management, and flood and erosion control facilities; and,

iv) passive recreation features such as trails, walkways, and bicycle paths.

b) Where planning applications to establish or expand a permitted use are not subject to the Environmental Assessment Act, an environmental impact statement (EIS) shall be required, to the satisfaction of the Town, to establish that the use will not negatively impact the natural features or ecological functions contained within the Natural Area designation.

16.1.2 Lands designated Natural Area may contain one or more of the following natural features together with required buffers:

c) woodlands;

d) valleylands;

f) Environmentally Sensitive Areas;

g) Areas of natural and scientific interest;

16.1.8 Woodlands

a) Development or site alteration shall not be permitted within regionally significant woodlands or within the required buffer width, which should be a minimum of 10 metres

measured from the drip line of the woodland;

- b) The final width of the required buffer shall be established through an approved EIS or an approved subwatershed study. A greater buffer width may be required as a result of environmental impacts evaluated by the EIS or subwatershed study. Reduced buffers may only be considered by the Town based upon the existing context and the sensitivity of the woodland.*
- c) Unless otherwise directed by the Conservation Authority, development proposed on lands within 120 metres of a significant woodland shall require a satisfactory EIS to demonstrate that there will be no negative impact on the woodland or its ecological function*

16.1.9 Valleylands

- a) Valleylands include lands within a defined setback from the limit of the valleyland as identified in subsections b) and c), and all lands within a valley, from stable top-of-bank to stable top-of-bank as determined through a geotechnical study completed to the satisfaction of the Town and Conservation Authority.*
- b) The valleylands shown on Schedule B, which are subject to the policies of this section are:*
 - i) the major valleys and tributaries known as:*
 - *Bronte Creek*
- c) Development or site alteration shall not be permitted within the valley or within 15 metres of the stable top-of-bank of major valleys and tributaries, and 7.5 metres of the stable top-of-bank of minor valleys and tributaries, except for compatible permitted recreational uses, essential public works and utilities subject to the requirements of this Plan. Greater setbacks may*

be required as a result of environmental impacts.

- f) Unless otherwise directed by the Conservation Authority, all development on lands within 120 metres of a major valley or directly abutting the top of bank of a minor valley must demonstrate through an EIS that erosion and any adverse impacts to water quality, slope stability, wildlife habitat, existing vegetation and drainage shall be minimized and existing valley slopes shall not be disturbed.*
- g) Geotechnical studies to establish the limit of the stable top-of-bank, as required by subsection a), may also be required to provide recommendations to ensure longterm slope integrity, to the satisfaction of the Town and Conservation Authority. However, the setbacks shall not be less than those established in subsection c).*

16.1.11 Environmentally Sensitive Areas

- a) Environmentally Sensitive Areas (ESA) are identified by the Region as lands that meet one or more of the ESA criteria set out in the Region's Official Plan.*
- b) Development and site alteration within, or adjacent to, an ESA shall be restricted in accordance with the development policies established in the Region's Official Plan.*

16.1.15 Boundaries and Applications for Redesignation

- a) The specific boundaries of the Natural Area including appropriate buffers of any natural features shall be identified through an EIS, or on a site by site basis at the time of planning application through consultation with the Conservation Authority.*

As shown on Figure 15- Livable Oakville Natural

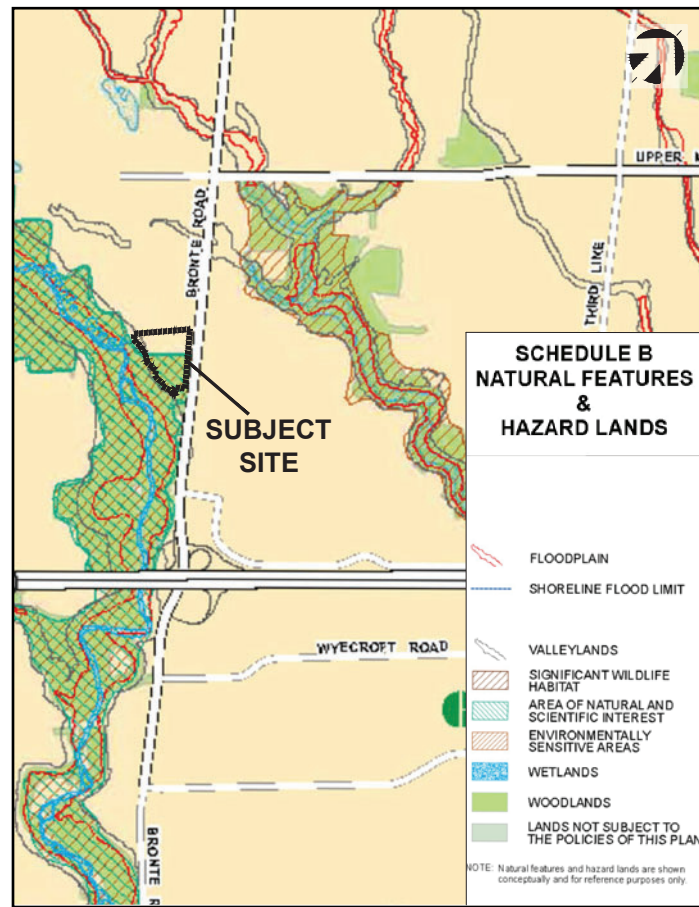


FIGURE 15 - Liveable Oakville Natural Features and Hazard Lands

Features and Hazard Lands, the woodlot and Bronte Creek Valley are identified as woodlands, natural areas of scientific interest, environmentally sensitive areas and valleylands. The proposed development protects these key features through the delineation of a woodlot block and a 30 metre wide buffer block, both to be dedicated to the Town of Oakville. Along the western limit of the proposed development, the full 30 metre development setback from the dripline is not feasible given the presence of the existing Enns house. As a result, additional area was included in the overall buffer block, in order to provide mitigation for this minor intrusion into the 30m setback. The proposal further improves the function of these areas through the naturalization of lands previously part of a landscaped lawn and the creation of LID feature. Within lands designated Natural Area and Greenbelt, a new public trail connection is proposed from Bronte Road through the woodlot along an existing loop trail

within the woodlot. No other development will be permitted within the limits of the natural features, with the exception of an outfall to the Bronte Creek.

The LID measure is proposed within the 20 metre enhancement zone of the overall 30 metre setback and plays an essential stormwater management function for the proposed development. Two alternative stormwater management options were explored and the naturalized LID measure was chosen as it had no impact on the developable area, was smaller in size than a conventional SWM pond and provides quantity and quality control. The added benefit of the eco-swale/LID measure is that the bio-filtration will improve water balance through evapotranspiration. While the LID measure is within lands designated Natural Area, it is outside the limits of the natural features, enhances the function of the buffer block to the woodlot and is an essential stormwater

management feature within the proposed Plan of Subdivision.

As the proposed development abuts Bronte Creek Valley , all new development has been setback 15 metres from the stable top-of-bank. Bronte River, LP, intends to retain the existing Enns house in situ, which is currently outside of the limits of the stable top-of-bank but falls within the limits of the required 15 metre setback. The Enns house is permitted within the 15 metre setback as it is an existing use and the EIA has determined no concerns or hazards with leaving the dwelling in situ. Please see the EIA prepared by Beacon for further details.

19. Parkway Belt West

The Parkway Belt West Plan, 1978, applies to lands designated as Parkway Belt West on the accompanying schedules.

19.1 General

19.1.1 The policies within the Parkway Belt West Plan, 1978, shall govern the use of land within the Parkway Belt West designations on the accompanying schedule.

19.1.3 The Town will encourage the Province to continue to remove lands subject to the Parkway Belt West Plan from its jurisdiction. Any such lands will then be under the jurisdiction of the Town and this Plan, unless superseded by another Provincial plan.

As stated previously, the woodlot block is designated 'Public Open Space and Buffer Area' in the PBWP and 1350 Bronte Road is designated 'General Complementary Use Area'. An application to remove 1350 Bronte Road from the PBWP is under review by the Province and its removal is in line with policy 19.1.3 which encourages the removal of lands from the PBWP to allow them to become under the jurisdiction of the Town. The woodlot

block will remain in the PBWP and no development, save for a public trail will be permitted.

26.6 Greenbelt Plan Areas

26.6.1 The lands identified as Greenbelt areas on the accompanying schedules are subject to the Greenbelt Plan. Many of the lands that contain the Greenbelt overlay are designated Natural Area or Parkway Belt West and contain natural features. While this Plan's policies are applicable, where there is a conflict between this Plan and the Greenbelt Plan policies, the Greenbelt Plan policies shall prevail.

The southern portion of the subject lands are identified as Greenbelt areas on the Livable Oakville Plan Schedule H- West Land Use (Figure 13), are also subject to the policies of the PBWP and contain natural features. Lands designated Greenbelt and PBWP will be protected through the delineation of a woodlot block and associated buffer block.

27.3.10 Bronte Road West Lands

27.3.8.1 Development Concept

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

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

Development within 400 m of Bronte Road, a higher order transit corridor with frequent transit service, shall

be transit-supportive with built form oriented toward Bronte Road.

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

The proposed road shall form a minor gateway location

The proposed development has been designed to ensure the long term protection, preservation and enhancement of natural features adjacent to and within the property boundary. The proposed development provides a variety of single detached and townhouse dwelling types and sizes in proximity to existing and planned services and amenities, including Bronte Creek Provincial Park, Halton Regional Centre and Highway 403. The proposal provides a transit supportive built form that is compatible with the adjacent NHS features by transitioning from a medium density built form along Bronte Road to a low density built form as you nearer Bronte Creek Valley. Rear lane townhouses have been sited to front onto Bronte Road to animate the street while avoiding individual driveway access onto Bronte Road. Access to the site is gained from Street 'A', which is aligned with Saw Whet Boulevard on the opposite side of Bronte Road. The proposed development has been coordinated with future developments to the north to ensure Street 'A' is the only access point from Bronte Road into the Bronte Road West lands. The proposed development relocates the listed heritage house (1326 Bronte Road) to the southeast corner of the intersection of Street 'A' and Bronte Road to create an identifiable gateway feature.

27.3.8.2 Functional Policies

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

a) Cultural Heritage

- i) *Cultural heritage resources shall be*

maintained and integrated into new development.

- ii) *A heritage impact assessment shall be required on sites containing cultural heritage resources.*

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

1326 Bronte Road contains a 2-storey red brick Edwardian residence and an associated barn that is listed on the Town of Oakville Heritage Register. A Heritage Impact Assessment was completed for the property and recommended the relocation of the red brick clad Edwardian residence. As stated previously, the listed heritage house will be relocated to the intersection of Street 'A' and Bronte Road to create an identifiable gateway feature. While the design of the condo block remains preliminary at this stage, the proposed development sites rear lane townhouses adjacent to the relocated heritage house to provide an appropriate transition in built form and height. The listed heritage house will be sited to front onto Bronte Road and will contain garage access via the rear lane, to ensure compatibility with the design of the condo block.

b) Urban Design

- i) *Development should be designed to provide a sense of place and neighbourhood character.*
- ii) *Development shall provide a seamless transition between the public and private realms and promote pedestrian access between the built form and public realm along the street edge.*
- iii) *Development shall be designed to provide*

for various lot patterns and housing choices.

- iv) *Buildings should be oriented towards higher-order street frontages, parks, if required, and open space to provide interest and comfort at ground level for pedestrians.*
- v) *Residential buildings should feature active frontages with living spaces and/or porches to support pedestrian streetscape.*
- vi) *Residential uses shall be designed to reduce the visual appearance of garage doors along the street edge.*
- vii) *For development adjacent to Bronte Road:*
 - *Buildings should be located close to Bronte Road to provide visual interest to pedestrians and a sense of enclosure to the street.*
 - *Building frontages and main entrances shall address Bronte Road.*
 - *Midblock pedestrian connections from Bronte Road into the interior of the community shall be provided for blocks longer than 200 meters.*
- ix) *Land uses directly abutting the Natural Area and Bronte Creek shall be comprised of a combination of residential lots and open space.*
- x) *Views and pedestrian connections from the developed area into the Natural Area shall be encouraged.*
- xi) *Gateways*
 - *The intersection of Bronte Road with the proposed road shall be a minor gateway location;*
 - *Gateway locations should be enhanced*

by features including prominent buildings, strategic building placement, landscape features and public art.

The proposed development sites dwellings to maximize views into the NHS and incorporates two existing dwellings in prominent locations within its design to create a clear sense of place and community character. The proposal provides a mix of single detached lot sizes (41', 42', 50') and a condo block (which will be developed with a variety of townhouse dwelling types) to add variety to the streetscape and visual interest. Residential uses about the Natural Area and Bronte Creek Valley and connections to the woodlot are provided via a trail from Bronte Road. All dwelling types will include a porch and will be designed to reduce the visual appearance of the garage to create an active frontage that provides a seamless transition to the public realm.

While the condo block design is preliminary at this stage, blocks will not be larger than 200 metres. The majority of dwellings in the proposed development are oriented to front Street 'A' or Bronte Road. Enhanced corner locations where this cannot be achieved The proposed development relocates the heritage house to the southeast corner of the intersection of Street 'A' and Bronte Road to create a gateway feature. Further details regarding the condo block design will be provided as part of the Site Plan Approval stage. Please see the Urban Design Brief prepared by NAK Design Strategies for further details.

c) Transportation

- i) *The development of the proposed road and access to the Bronte Road West Lands shall be on a public road and coordinated with the intersection and access to development to the east of Bronte Road.*

The public road network within the development provides one singular access point to Bronte Road via Street 'A'. The public road is aligned with Saw Whet Boulevard on the opposite side of Bronte Road.

d) Community Facilities

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

A new public trail system is proposed from Bronte Road to the woodlot trail system. No additional trail connections are proposed.

e) Sustainability

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

The proposed development sites low impact residential uses adjacent the buffer to provide for the long term protection of the key features of the Regional and Greenbelt NHS. SWM infrastructure (pipes, outfall) that encroach into the buffer have been designed to protect and support the function of the NHS. A Tree Canopy Cover Plan has been prepared by NAK Design Strategies and is included within the submission package.

f) Stormwater Management

- i) *The final type, size and location of*

stormwater management facilities shall be determined through the development process.

- ii) *Stormwater management shall not increase risk to downstream flood prone areas.*
- iii) *Stormwater management shall take into consideration the ecological sensitivity of Bronte Creek and Fourteen Mile Creek and shall adhere to all local, provincial and federal requirements.*
- iv) *Best management practices including low impact development shall be required.*

An FSR has been prepared and submitted in support of the proposed development and includes a stormwater management report. A LID feature is proposed within the 20 metre enhancement zone adjacent to the southern limits of the condo block and lots 19-24. Stormwater from majority of the developable area of the site will be discharged into the LID feature, which functions as a biofiltration system. The remaining drainage will be controlled by a super pipe that ultimately outlets to the 14 Mile Creek watershed. The biofiltration system is 170 metres in length and maintains a trapezoidal cross section with a 6 metre bottom width, 3:1 side slopes and 12 metre top width with a varied bank height. Immediately downstream of the biofiltration system is a naturalized outfall channel with pocket wetlands that ties into a minor tributary of the Bronte Creek (BCT). Restorative measures are proposed for the BCT downstream of the naturalized outfall channel.

The FSR explored two stormwater management options (i.e., traditional SWM pond and LID measures) and the naturalized LID feature was chosen as the preferred method for stormwater management as it had no impacts on the development area, was smaller in size than a traditional SWM pond, and

complemented the Natural Area in terms of form and function. Quality and quantity control for the majority of the development will be provided in the bio-filtration swale with the remaining area being treated with an OGS and super pipe discharging to the Fourteen Mile Creek watershed. Further, the proposed stormwater management approach involves the restoration of the formal natural outlet (removal of man-made ponds) to BCT, thereby improving the function of the surrounding natural features.

Two SWM pipe easements are provided on the draft plan: one between lots 18 and 19 and one between lots 12 and 13. Those easements will contain clean water sewers. One easement is proposed on the northern boundary of lot 24 and will function as an overland flow route and storm outfall maintenance easement. The FSR demonstrates that the proposal will not increase risk to downstream flood prone areas and utilizes best management practices. Please refer to the FSR for further details and alternative SWM designs.

27.3.8.3 Land Use Policies

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

a) Parkway Belt West Plan

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

b) Transit-supportive density targets

- i) Residential development within 400m of Bronte Road shall achieve an overall minimum transit-supportive density target of 37 units per net hectare.*
- c) Low Density Residential*
 - i) Development shall be on public roads.*
- d) Medium Density Residential*
 - i) On the lands designated Medium Density Residential adjacent to Bronte Road the minimum building height shall be 3 storeys and the maximum building height shall be 6 storeys.*
- e) Natural Area*
 - i) The Natural Area as shown on Schedule H includes the buffer to the natural heritage features and corresponds to a refinement to the boundaries of the Regional Natural Heritage System on the Bronte Road West Lands. A minimum 30 m buffer shall be required from the following components of the Regional Natural Heritage System on the Bronte Road West Lands: significant wetlands, significant woodlands and watercourses that are within a Conservation Authority Regulation Limit or that provide a linkage to a wetland or significant woodlands and watercourses, as such components are defined in sections 115.3(1) b), 115.3(1) d) and 115.3(5), respectively, of the Regional Official Plan. The 30 m buffer, as shown on Schedule H, West Land Use may only be further refined through an EIA approved by the Region.*

Only one property remains within the PBWP and an application to remove the site from the PBWP to allow it to be governed by the Livable Oakville Plan is under

review by the Province. The developable limits of the site are within 400 metres of Bronte Road and achieve an approximate transit supportive density of 37.9 units per site hectare (note: the Livable Oakville Plan does not contain a definition for net hectare and therefore the calculation has been made based on the definition of 'site hectare'). All development on lands designated low density residential front onto a public road. Townhouse dwellings within lands designated Medium Density Residential are located within a condo block and are 3-storeys in height. Lands designated Natural Area are protected in the development through the delineation of a 30 metre setback that incorporates a 20 metre enhancement zone and a 10 metre woodland buffer. The development setback is approximately 30 metres in width and additional area has been provided within the overall buffer block to mitigate for areas which do not achieve the full 30 metre width (i.e., lots 13-16) and is supported by the EIA prepared by Beacon.

28.13 Plans of Subdivision, Plans of Condominium and Part Lot Control

28.13.3 In considering a draft plan of subdivision or condominium, the Town shall have regard for:

- a) Provincial guidelines, policies and legislation, including the criteria identified in the Planning Act;*
- b) whether the proposed plan conforms to the policies of this Plan; and,*
- c) whether the proposed plan can be provided with adequate services and facilities as required by this Plan.*


The proposed Plan of Subdivision is consistent with the policies of the PPS and conforms to the policies of the Greenbelt Plan, Growth Plan, Region of Halton Official Plan and Livable Oakville Plan. An FSR has been submitted in support of the development

proposal and demonstrate that the development can be provided with adequate services and facilities as required by the Livable Oakville Plan.

The proposed development conforms to the aforementioned policies of the Livable Oakville Plan for the following reasons:

- The proposed development conforms to the intent of the Livable Oakville Plan by providing a compact, transit supportive community that protects the NHS;
- The proposed development provides appropriate infill development within the Town of Oakville Built Boundary, thereby aiding in the achievement of the Town's intensification target.
- The proposal provides a mix of single detached and townhouse dwelling types and sizes to meet the needs of households of different sizes, ages and incomes;
- The proposal provides transit supportive densities along Bronte Road to support existing and future transit services;
- The proposal relocates the listed heritage house (1326 Bronte Road) to the southeast corner of the intersection of Street 'A' and Bronte Road, to create an identifiable gateway feature;
- The proposed development sites dwellings to maximize views into the NHS and retains two existing dwellings on the site, in prominent locations, to create a clear sense of place and community character;
- The proposal is coordinated with adjacent landowners to provide one singular access road from Bronte Road to the Bronte Road West lands;

- The proposal conforms to the policies of the Low Density Residential designation by providing 39 single detached dwelling (including the existing Enns House) that achieve a density of 23.2 units per site hectare;
- The proposal conforms to the policies of the Medium Density Residential designation by a condo block which is proposed to be developed with a variety of rear lane, back-to-back and front loaded townhouses and one relocated heritage house and achieve the maximum density requirement;
- The proposal conforms to the policies of the Greenbelt and Parkway Belt designation through the delineation of a woodlot block, where no development shall be permitted;
- The proposal conforms to the policies of the Natural Area through the creation of a buffer block where a previously landscaped lawn will be naturalized to provide an improved buffer to the Bronte Creek Valley and woodlot; and,
- The proposed LID measure within the 30 metre development setback provides a low impact stormwater management system that complements the function of the lands designated Natural Area and protects the continued function of the NHS.

An aerial photograph of a suburban landscape featuring a mix of residential housing, green spaces, and a golf course. A large, solid orange circle is centered over the image, serving as a background for the text.

4.0

Public Information Meeting

4.0 PUBLIC INFORMATION MEETING

A virtual Public Information Meeting for the subject lands was held on July 14, 2021 from 6:30 pm to 7:30 pm. The Public Information Meeting was attended by 2 councillors and representatives from Valery Homes (Owners of 1354 Bronte Road). Comments and questions raised by attendees regarding the proposed development included:

1) Consideration should be made for the use of permeable pavers in the driveways.

A: Bronte River, LP, are developers, not builders, but will pass this information on to their builders.

2) There are many concerns regarding parking in Oakville. Will the development provide sufficient parking?

A: Sufficient parking is provided and is justified via a Transportation Impact Study and Parking Justification Study. Further, additional on-street parking spaces will be provided for visitors.

3) How will future residents access the commercial uses in the Bronte Green Subdivision?


A: Street 'A' will act as the extension of Saw Whet Boulevard and a full turn intersection with signalized traffic controls will be created at the intersection of Street 'A'/Saw Whet Boulevard and Bronte Road. This will provide pedestrians, cyclists and vehicles with access to the commercial uses within the Bronte Green Subdivision.

4) Is there a possibility to create a trail connection through the woodlot block?

A: There are currently several trails within the woodlot block that will be dedicated to the Town of Oakville. We support the Town maintaining the trails for the benefit of residents.

5) Is there a possibility we can provide access to the Bronte Creek Provincial Park?

A: We welcome the creation of a trail access to Bronte Creek Provincial Park. Further discussions will need to be held with representatives of Bronte Creek Provincial Park to determine the potential for a future access.

An aerial photograph of a suburban landscape featuring residential neighborhoods, a golf course, and a river. A large, solid orange circle is centered over the image, containing the text '5.0 Zoning'.

5.0

Zoning

5.0 ZONING

Existing Zoning

The subject lands are currently zoned Existing Development (ED), Parkway Belt Complementary Use (PB2), Natural Area (N) and Greenbelt in the Town of Oakville Zoning By-law 2014-014 (*Figure 16- Zoning Excerpt*). A Zoning By-law Amendment is required to permit the proposed residential development and implement Livable Oakville Plan.

Proposed Zoning

The proposal seeks to rezone the subject lands to a new site-specific Residential Low (RL6 sp:XX), Residential Medium (RM1 sp:XX & RM2 sp:XX), N and GB zones to permit the proposed development.

The draft Amending Zoning By-law is appended as *Appendix III*.

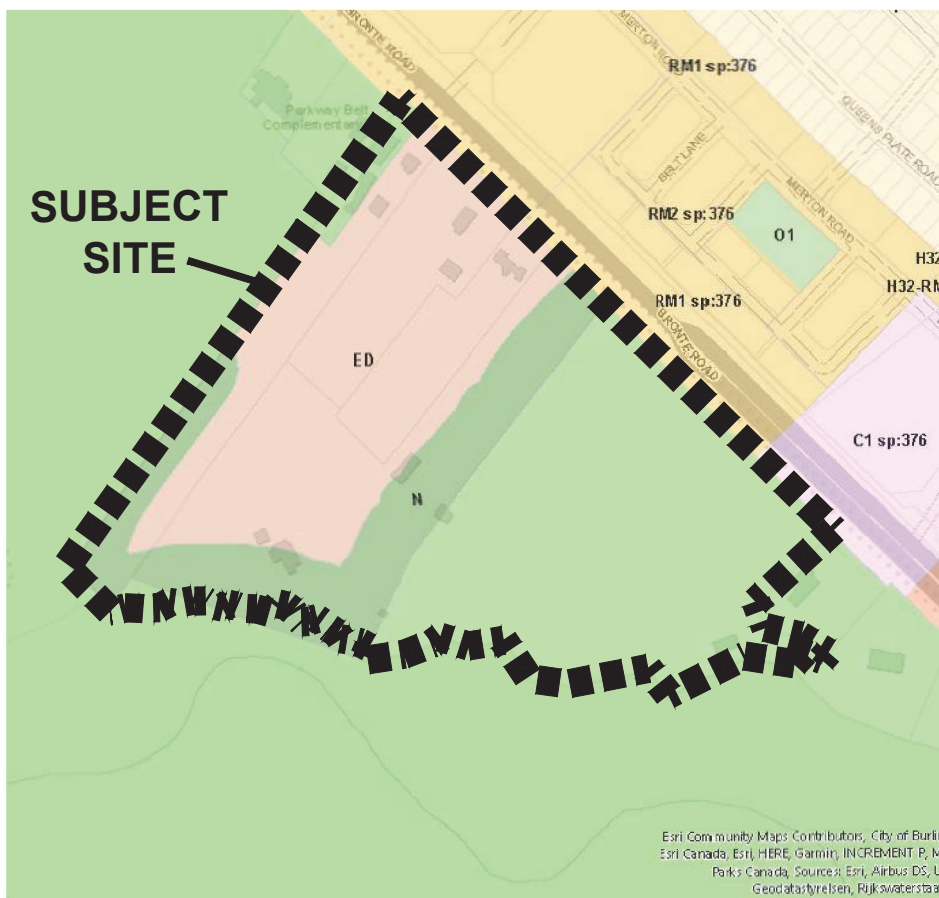


FIGURE 16 - Zoning Excerpt

An aerial photograph of a suburban area with residential neighborhoods, green spaces, and a golf course. A large, solid orange circle is centered over the image, containing the text '6.0 Planning Opinion' in a light orange, sans-serif font.

6.0

Planning Opinion

6.0 PLANNING OPINION

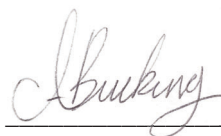
The proposed By-law Amendment and Plan of Subdivision are justified and represent good planning for the following reasons:

1. The proposal is consistent with the Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe, Greenbelt Plan, Region of Halton Official Plan and Livable Oakville Plan;
2. The proposed Zoning By-law Amendment and Plan of Subdivision implements the policies of the Livable Oakville Plan as they relate to the Bronte Road West lands;
3. The proposed development provides a compact urban form with a mix of single detached and townhouse dwelling types to create a clear sense of community identity and character;
4. The proposed development will add to the range of housing options within the community, to meet the needs of households of different sizes, ages and incomes;
5. The proposal will contribute to the minimum density numbers identified by the Province, Region, and Town;
6. The proposed development develops an underutilized site within the Town of Oakville built boundary with a compact built form at a scale and density that is complementary to the existing and planned neighbourhood;
7. The proposed development will locate transit supportive densities along Bronte Road, a Higher Order Transit Corridor, thereby supporting the long term viability of existing and future planned transit services;
8. The proposal makes efficient use of land, infrastructure and services;

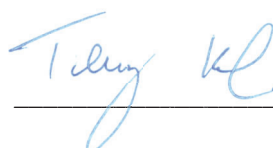
9. The proposal protects and enhances the Greenbelt and Regional Natural Heritage System through the delineation of woodlot and buffer blocks that are supported by an EIA;
10. A bio-filtration LID measure is proposed within the 30 metre setback from the woodland dripline and functions as a low impact stormwater management system that complements the function of the 30 metre development setback and protects the NHS;
11. The proposal is coordinated with adjacent landowners to provide one singular access road from Bronte Road to the Bronte Road West Lands;
12. The proposal creates a prominent gateway feature through the relocation of the listed heritage house (1326 Bronte Road) to the southeast corner of the intersection of Street 'A' and Bronte Road; and,
13. The proposed development will not result in the overdevelopment of land.

Respectfully submitted,

KORSIAK URBAN PLANNING



Alison Bucking, BES, RPP



Terry Korsiak, M.A., RPP

APPENDICES

APPENDIX I: PROVINCIAL POLICIES APPLICABLE TO THE PROPOSAL

PARKWAY BELT WEST PLAN

The applicable PBWP policies are outlined below:

Objectives Related Primarily to the Goal of Linked Open Space Framework

3.10 Provide extensive areas of public and private open space and complementary uses in the Parkway Belt that, together with non urban areas outside the Parkway Belt, will main the continuity of open space through the system of urban areas.

3.13 Preserve prominent natural features, such as river valleys and the Niagara Escarpment, and protect other features, such as wooded areas, watercourses and other points of interest.

The proposed development contains and is adjacent to lands within the PBWP. The proposed development protects natural features within the PBWP through the delineation of a woodlot block and buffer block, supported by an EIA. Further, the proposed development will complement and maintain the continuity of the open space system.

5.4 Public Use Area

The Public Uses area comprises areas presently used or to be predominantly used in the future for public uses.

The Public Use Area consists of areas designated on the maps of the Plan as “Public Open Spaces and Buffer Area”, “Utility”, “Electric Power Facility”, “Road”, and “Inter-urban Transit”. The province shall encourage inter-regional linear facilities to locate in these areas.

Part 6 established particular provision for each link.

5.4.1 Uses in Public Use Area:

Subject to Subsection 5.4.2, the uses permitted in the Public Use Area are:

c) Public Open Space and Buffers

Public open space and buffers and uses incidental to them.

5.4.2 Acquisition in the Public Use Area

a) Provincial Acquisition

Most of the lands in the Public Use Area will be acquired by the Province and other public authorities. [...]

No development will be permitted within the Public and Open Space Buffer Area save for existing trails and a naturalized outfall. Lands within the PBWP will be dedicated to the Town of Oakville through the creation of a woodlot block.

6.6 Burlington-Oakville Mini-belt Link

6.6.2 Specific Objectives

- n) Provide for public open space along Bronte Creek, Fourteen Mile Creek, Oakville Creek and East Oakville Creek;*
- q) Provide for recreational trails and associated facilities along Bronte Creek, Oakville Creek and East Oakville Creek.*
- r) Preserve the following prominent natural features:*
 - i) Bronte Creek Valley*
 - iv) Fourteen Mile Creek Valley*

6.6.3 Implementing Actions

In the cases of discrepancy between the following specific implementing actions for this link and the provisions of Part 5, the following implementing actions will prevail;

e) *Ensure that the design, development, and use of the Public Open Space Area minimize any detrimental effect on woodlots, hedgerows and the following prominent natural features;*

i) *Bronte Creek Valley*

iv) *Fourteen Mile Creek Valley*

The proposed development will retain existing trails within the woodlot block and connect them to the proposed development from an existing connection point at 1300 Bronte Road multi-use trail, making them easily accessible to the public. An EIA has been completed for the development and demonstrates that the proposal will have no negative impacts on the woodlands, Bronte Creek Valley and Fourteen Mile Creek Valley.

The proposed development is consistent with the policies of the Parkway Belt West Plan for the following reasons:

- The proposed development protects lands designated Public Open Space and Buffer Area through the delineation of a woodlot block, to be dedicated to the Town of Oakville;
- The proposed development does not develop upon lands designated Open Space and Buffer Area; and,
- The proposal is consistent with the objectives of the Burlington Oakville Mini-Belt as it protects the Bronte Creek through the creation of a woodlot block and buffer block.

PROVINCIAL POLICY STATEMENT (2020)

The following sections and policies of the Provincial Policy Statement (PPS) are applicable to this proposal:

Section 1.1.1 states:

1.1.1 *Healthy, liveable and safe communities are sustained by:*

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate range and mix of residential types (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) *promoting development and land use patterns that conserve biodiversity;*

The proposed development conforms to Section 1.1.1 of the PPS by providing a mix of residential and open space uses that is coordinated with adjacent landowners to promote cost effective and efficient development patterns to facilitate the creation of a complete community. The proposal protects the NHS and conserves biodiversity through the creation of a woodlot and buffer block.

Policies in the 'Settlement Areas' section state:

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

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

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed; [...]*

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.

The proposed development conforms to the 'Settlement Areas' policies as it is located within a defined Settlement Area and provides transit-

supportive development along Bronte Road (Regional Higher Order Transit Corridor) within the Town of Oakville Built-Up Area. The proposed development establishes a mix of residential uses, is compact in form and connects to the existing transportation network, thereby supporting the development of a complete community. The development has been designed to connect to and promote the use of existing and proposed active transportation routes and transit services.

Policies in the 'Housing' Section state:

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:

- b) permitting and facilitating:*
 - 1. all forms of housing required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities;*
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) requiring transit-supportive development and prioritizing intensification, including*

potential air rights development, in proximity to transit, including corridors and stations;

The proposed development adds to the range and mix of housing types to help meet the social, economic, health and well being requirements of current and future residents. The proposal makes use of existing and planned infrastructure and is in proximity to existing and future amenities and services.

Policies in the 'Public Spaces, Recreation, Parks, Trails and Open Space' section state:

1.5.1 Healthy, active communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*
- d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas*

The proposed development is consistent with the policies of the 'Public Spaces, Recreation, Parks, Trails and Open Space' section as it provides a public street (with sidewalks on both sides) that connects to Bronte Road and the existing transportation network. Bronte Road is a Regional Higher Order Transit Corridor serviced by the 6, 13 and 34 Oakville Transit Routes

which start/terminate at the Bronte GO Station, thereby providing convenient access to intra and inter regional transit services. Future residents will benefit from the proposed connections that provide convenient access to existing woodlot trails and multi-use path along Bronte Road. The design of the development ensures that future residents will benefit from convenient passive recreation opportunities along the NHS. The proposal recognizes the adjacent Bronte Creek Provincial Park by siting low impact uses adjacent to its property line (i.e., woodlot block and buffer block).

Policies in the 'Long-Term Economic Prosperity' section state:

1.7.1 Long term economic prosperity should be supported by:

- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*
- c) Optimizing the long-term availability and use of land, resource, infrastructure and public service facilities;*
- e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscape*

The proposed development supports planning authorities' achievement of these objectives as it is designed to make efficient use of land, thereby optimizing the long-term availability of land, resources and infrastructure. The retention of the existing Enns house and relocation of the listed heritage house creates a distinct sense of place and community character. The character of the community will be

further defined through good quality urban design, a mix of housing options, and the conservation and enhancement of the NHS.

Policies in Section 1.8, 'Energy Conservation, Air Quality and Climate Change' state:

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

- a) promote compact form and a structure of nodes and corridors;*
- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas; [...]*
- e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion; [...]*

The proposed Plan of Subdivision is consistent with Section 1.8.1 as it proposes a compact built form along Bronte Road (Regional Higher Order Transit Corridor), in proximity to a range of existing and planned services and amenities, thereby promoting active transportation and the use of transit services. The proposed development will facilitate the development of the planned road network that supports active transportation. The proposed development will provide sidewalks along both sides of all streets and will provide convenient connections to the multi-use trail along Bronte Road, existing trail network and Bronte Creek Provincial Park.

Policies in the 'Natural Heritage' section state:

2.1.1 Natural features and areas shall be protected for the long term;

2.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

The proposed development is consistent with the 'Natural Heritage' policies as it protects the Greenbelt and Regional NHS within through the creation of a buffer and a woodlot block that maintain the diversity and connectivity of natural features in the area.

The proposed development is consistent with the Provincial mandate as set out in the Provincial Policy Statement for the following reasons:

- The proposed development contributes to creation of a complete community and adds to the range of dwelling types within the Town of Oakville;
- The proposal completes cost effective development that minimizes land consumption and servicing costs;
- The proposal provides new development and growth within a Settlement Area;
- The proposal provides compact residential uses along a Regional Higher Order Transit Corridor, in proximity to existing and proposed services and amenities, to support the achievement of healthy and active communities;
- The proposed development is coordinated with

adjacent landowners to ensure the delivery of adequate services and amenities;

- The proposed development recognizes and protects the NHS; and
- The proposed development is outside of natural hazards, including the stable top of bank of the Bronte Creek valley.

A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2020 OFFICE CONSOLIDATION)

The subject lands are located within the 'Settlement Area' and are within the 'Built-Up Area' as shown on Schedule 2-A Place to Grow Concept. Within the Growth Plan the following sections and policies are applicable to this proposal:

1.2.1 Guiding Principles

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;*
- *Prioritize intensification and higher densities to make efficient use of land and infrastructure and support transit viability;*
- *Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.*
- *Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.*
- *Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions.*

The proposed development achieves the Guiding Principles of the Growth Plan as it provides a compact transit supportive development along a Regional Higher Order Transit Corridor with planned priority bus services to facilitate easy access to services and amenities. The proposal adds to the mix of housing options in the area to serve various sizes, incomes, and ages of households. Further, the proposal integrates public services by facilitating the construction of one stormwater management facility. The NHS is protected in the development through the creation of a woodlot and buffer blocks.

2.2.1 Managing Growth

- 2. Forecasted growth to the horizon of this Plan will be allocated based on the following:*
 - a) the vast majority of growth will be directed to settlement areas that:*
 - ii. have existing or planned municipal water and wastewater systems; and*
 - iii. can support the achievement of complete communities.*
 - c) within settlement areas, growth will be focused in:*
 - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
 - iv. areas with existing or planned public service facilities.*
- 4. Applying the policies of this Plan will support the achievement of complete communities that:*
 - a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*

- b) *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) *provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) *expand convenient access to:*
 - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. *public service facilities, co-located and integrated in community hubs;*
 - iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities;*
- e) *provide for a more compact built form and a vibrant public realm, including public open spaces;*

The proposed development directs growth to a Settlement Area with existing and planned public services facilities and municipal water and wastewater systems. The overall design of the development provides a mix of dwelling types (single detached and townhouse), is compact in form, and is located in proximity to a range of services and facilities, thereby supporting the achievement of a complete community. The proposed development provides transit supportive densities in proximity to planned priority bus transit services along Bronte Road and connects to the existing road network, thereby expanding convenient access to a range of transportation options.

2.2.2 Delineated Built-up Areas

1. *By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:*

- a) *A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area; [...]*

The proposed development contributes to the achievement of the minimum intensification target by adding approximately 38 dwelling units to the delineated built-up area along a higher order transit corridor. Additional units will be added through the future development of the condo block.

2.2.6 Housing

3. *To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*

The proposed development includes townhouse dwellings (rear lane, back-to-back and front loaded townhouses) and various sizes of single detached lots to provide a mix of unit sizes and dwelling types that can accommodate a range of household ages, sizes and incomes.

The proposed development conforms to the aforementioned policies of the Growth Plan for the Greater Golden Horseshoe for the following reasons:

- The subject property is located within a Settlement

Area and Built-Up Area;

- The proposal provides growth in an area with existing and planned infrastructure and public service facilities;
- The proposed development helps to achieve the minimum intensification target for Built-Up Areas within the Region of Halton;
- The proposal provides a range of single detached and townhouse dwelling types and unit sizes thereby providing options for different household sizes, ages, and incomes; and
- The proposal is supportive of active transportation and the use of transit services.

PROVINCIAL GREENBELT PLAN (2017)

The southeast quadrant of the development is located within the 'Protected Countryside Area' of the Greenbelt Plan and is subject to the Greenbelt Natural Heritage System Overlay. The following Greenbelt Plan policies are applicable to the proposal:

3.2 Natural System

3.2.2 Natural Heritage System Policies

4. *The Natural Heritage System, including the policies of section 3.2.5, does not apply within the existing boundaries of settlement areas, but does apply when considering expansions to settlement areas as permitted by the policies of this Plan. Municipalities should consider the Natural Heritage Systems connections within settlement areas when implementing municipal policies, plans and strategies.*

3.2.5 Key Natural Heritage Features and Key Hydrologic Features Policies

Key natural heritage features include:

- ***Life science areas of natural and scientific interest (ANSIs);***
- ***Significant valleylands;***
- ***Significant woodlands;***

For lands within a key natural heritage feature or a key hydrologic feature in the Protected Countryside, the following policies shall apply:

1. *Development or site alteration is not permitted in key hydrologic features and key natural heritage features within the Natural Heritage System, including any associated vegetation protection zone, with the exception of:*
 - b) *Infrastructure, aggregate, recreational, shoreline and existing uses, as described by and subject to the policies of section 4.*
5. *A proposal for new development or site alteration within 120 metres of a key natural heritage feature within the Natural Heritage System or a key hydrologic feature anywhere within the Protected Countryside requires a natural heritage evaluation or a hydrological evaluation which identifies a vegetation protection zone which:*
 - a) *Is of sufficient width to protect the key natural heritage feature or key hydrologic feature and its functions from the impacts of the proposed change and associated activities that may occur before, during and after construction and, where possible, restore or enhance the feature and/or its function; and*
 - b) *Is established to achieve and be maintained as natural self-sustaining vegetation.*

The proposed development contains a portion of the

Greenbelt NHS (woodlot block) and abuts the Bronte Creek, both the woodlot block and Bronte Creek are considered key natural heritage features of the Greenbelt NHS. Policy 3.2.2.4 states that “the Natural Heritage System, including the policies of section 3.2.5, does not apply within the existing boundaries of settlement areas”. Therefore, the buffer policies of the Greenbelt Plan do not apply within the existing Town of Oakville settlement area and the applicable policies are outlined in the Region of Halton Official Plan which requires a 30 metre setback to a key feature of the NHS. As the existing Enns house is within the 30 metre buffer limit, a 30 metre buffer to the Enns house and the immediately adjacent lots. Additional area has been provided in other areas of the buffer to mitigate for this loss. In addition, an eco-swale/ LID measure is proposed within the buffer block and provides a key stormwater management function for the proposed development.

- The proposed development protects the Greenbelt NHS through the delineation of a woodlot block to be dedicated to the Town of Oakville;
- The proposed development provides an appropriately sized buffer to the key features of the Greenbelt NHS, which is supported by an EIA; and,
- The proposal provides trail connections from the existing municipal multi-use trail system to the woodlot to support the creation of an interconnected publicly accessible trail system.

3.3.3 Municipal Parkland, Open Space and Trail Strategies

For all lands falling within the Protected Countryside, municipalities should:

1. *Provide for a full range of publicly accessible, built and natural settings for recreation, including facilities, parklands, open space areas, trails and water-based activities.*

The proposed development will connect to the existing municipal multi-use trail system. The proposed development retains existing trails within the woodlot block to provide an interconnected publicly accessible trail system for current and future residents of the Town of Oakville to enjoy.

The proposed development conforms to the aforementioned policies of the Greenbelt Plan for the following reasons:

APPENDIX II: REGIONAL POLICIES APPLICABLE TO THE PROPOSAL

REGION OF HALTON OFFICIAL PLAN

The subject lands are designated 'Urban Area', 'Regional Natural Heritage System' and 'Greenbelt Natural Heritage System' on Map 1 – Regional Structure (*Figure 9*). As shown on Map 1G – Key Features within the Greenbelt and Regional Natural Heritage Systems (*Figure 10*), the southeast quadrant of the subject property contains key features of the NHS. The following Regional Official Plan policies are applicable to this proposal:

Halton's Regional Structure

51. *The Regional Structure consists of the following mutually exclusive land use designations;*

1. *Urban Area, where urban services are provided to accommodate concentrations of existing and future development;*
3. *Regional Natural Heritage System, a system of connected natural areas and open space to preserve and enhance the biological diversity and ecological functions within Halton,*

51.1 *Boundaries of the following specific areas are also outlined in Map 1, to provide information and assist in the application of policies:*

3. *Greenbelt Plan Protected Countryside Area, as defined in the Greenbelt Plan,*

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

TABLE 2 INTENSIFICATION AND DENSITY TARGETS		
Municipality	Minimum Number of New Housing Units to Be Added To the Built-Up Area Between 2015 and 2031	Minimum Overall Development Density in Designated Greenfield Area (Residents and Jobs Combined Per Gross Hectare) ¹
Burlington	8,300	45
Oakville	13,500	46
Milton	5,300	55
Halton Hills	5,100	39
Halton Region ²	32,200 ²	50

¹ In the measurement of these densities, the area of the Regional Natural Heritage System is excluded.

² This number represents 40 per cent of the new housing units occurring within Halton Region between 2015 and 2031.

The proposed development provides growth within an Urban Area where urban services exist and are planned to accommodate future development, while protecting and preserving the NHS features both on and off site. The proposed development helps to achieve the minimum intensification target for the built-up area by providing 38 single detached residential unit and a condo block which when developed, will consist of a range of rear lane, back-to-back and front loaded townhouse dwellings.

Urban Area

72.1 The objectives of the Urban Area are:

1. *To accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently.*
2. *To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.*
3. *To provide a range of identifiable, inter-connected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure.*
4. *To ensure that growth takes place commensurately both within and outside the Built Boundary.*
5. *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.*
6. *To identify an urban structure that supports the development of Intensification Areas.*
7. *To plan and invest for a balance of jobs and housing in communities across the Region to reduce the need for long distance commuting and to increase the modal share for transit and active transportation.*
9. *To facilitate and promote intensification and increased densities.*
10. *To provide an appropriate range and balance of employment uses including industrial, office and retail and institutional uses to meet long term needs.*
74. *The Urban Area consists of areas so designated on Map 1 where urban services are or will be made available to accommodate existing and future urban development and amenities.*
77. *It is the policy of the Region to:*
 - 2.1 *Direct, through Table 2 and Table 2a, to the Built-Up Area a minimum of 40 per cent of new residential development occurring annually within Halton in 2015 and every year thereafter.*

The proposed development contributes to the creation of a healthy community as it is compact in form, maintains a high quality natural environment, improves connectivity, and makes efficient use of land and services. The proposal has been carefully designed to promote a sense of local identity that builds off the site's proximity to the Bronte Creek Provincial Park and Bronte Creek. The proposed development provides residential and open space uses in proximity to existing and planned services and amenities, to support the

creation of a vibrant community. The site provides transit-supportive densities along Bronte Road (Higher Order Transit Corridor) to support the use of transit services and active transportation. By providing 39 residential units and a condo block (to be developed with a variety of rear lane, back-to-back and front loaded townhouse types), the proposal helps to achieve the Region of Halton's intensification target.

Strategic Growth Areas

78. *The objectives of the Strategic Growth Areas are:*

- 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;*
- 2) *To provide opportunities for more cost-efficient and innovative urban design.*
- 5) *To create a vibrant, diverse and pedestrian-oriented urban environment.*
- 6) *To cumulatively attract a significant portion of population and employment growth.*
- 8) *To support transit and active transportation for everyday activities.*
- 9) *To generally achieve higher densities than the surrounding areas.*
- 11) *For Regional Corridors*
 - a) *To achieve increased residential and employment densities in order to ensure the viability of existing and planned transit infrastructure and*

service.

79.1 *Strategic Growth Areas are integral to the Regional Urban Structure within the Urban Area and consist of:*

- 3) *Regional Corridors as shown on Map 1H and as identified in Local Official Plans, which consists of areas along Higher Order Transit Corridors and selected Arterial Roads within Urban Areas, as shown on Map 3,*

79.2 *The Regional Urban Structure contains a hierarchy of Strategic Growth Areas as delineated or identified by symbol on Map 1H:*

- (8) *Regional Corridors.*

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

- 1) *Direct development with higher densities and mixed uses to Strategic Growth Areas in accordance with the Hierarchy identified in Section 79.2 of this Plan.*

The subject property fronts Bronte Road which is identified as a Higher Order Transit Corridor and an Strategic Growth Area in the Region of Halton Official Plan. The proposed development backs onto the Bronte Creek Valley and therefore careful consideration was made to the form of intensification proposed to ensure it supports transit services and active transportation, while providing an appropriate transition to the NHS. The proposed development sited transit supportive townhouse dwellings along the eastern half of the property and single detached dwellings along the western half, abutting the Bronte Creek Valley. The proposal will generally achieve higher densities than the surrounding area.

Housing

84. *The goal for housing is to supply the people of Halton with an adequate mix and variety of*

housing to satisfy differing physical, social and economic needs.

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

6) Adopt the following housing targets:

a) that at least 50 per cent of new housing units produced annually in Halton be in the form of townhouses or multi-storey buildings.

The proposed development will provide approximately 96 townhouse units in the form of back-to-back, rear lane and front loaded townhouses, which will aid in the achievement of the Regional Housing target. Further, it provides a mix of single detached and townhouse dwelling types and sizes to suite households of different sizes, ages and incomes.

Natural Heritage System

113. *The Natural Heritage System consists of the Greenbelt Natural Heritage System and the Regional Natural Heritage System.*

114. *The goal of the Natural Heritage System is to increase the certainty that the biological diversity and ecological functions within Halton will be preserved and enhanced for future generations.*

114.1 *The objectives of the Natural Heritage System are:*

- 1. To maintain the most natural Escarpment features, stream valleys, wetlands and related significant natural areas and associated Cultural Heritage Resources;*
- 6. To protect or enhance Key Features, without limiting the ability of existing agricultural uses to continue;*

9. To contribute to a continuous natural open space system to provide visual separation of communities and to provide continuous corridors and inter-connections between the Key features and their ecological functions;

10. To protect significant scenic and heritage resources; and

17. To preserve the aesthetic character of natural features.

Regional Natural Heritage System

115.3 *The Regional Natural Heritage System is a systems approach to protecting and enhancing natural features and functions and is scientifically structured on the basis of the following components:*

1. Key Features, which include:

- a) significant habitat of endangered and threatened species,*
- b) significant wetlands,*
- c) significant coastal wetlands*
- d) significant woodlands,*
- e) significant valleylands,*
- f) significant wildlife habitat,*
- g) significant areas of natural and scientific interest,*
- h) fish habitat,*

Key Features that have been identified are shown on Map 1G.

- 2. enhancements to the Key Features including Centres for Biodiversity,*
- 3. linkages,*
- 4. buffers,*

5. *watercourses that are within a Conservation Authority Regulation Limit or that provide a linkage to a wetland or a significant woodland, and*

6. *wetlands other than those considered significant under Section 115.3(1)b).*

117.1 *Subject to other policies of this Plan, applicable policies of the Greenbelt Plan and Niagara Escarpment Plan, and applicable Local Official Plan policies and Zoning Bylaws, the following uses may be permitted:*

3. *existing uses including existing agricultural operations,*

9. *essential transportation and utility facilities,*

118. *Subject to other policies of this Plan, applicable policies of the Greenbelt Plan and Niagara Escarpment Plan, and applicable Local Official Plan policies and Zoning Bylaws, the following uses may be permitted:*

2. *Apply a systems based approach to implementing the Regional Natural Heritage System by:*

b) Not permitting the alteration of any components of the Regional Natural Heritage System unless it has been demonstrated that there will be no negative impacts on the natural features and areas or their ecological functions; in applying this policy, agricultural operations are considered as compatible and complementary uses in those parts of the Regional Natural Heritage System under the Agricultural System and are supported and promoted in

accordance with policies of this Plan;

(3.1) Set the criteria for the requirement of an EIA for proposed developments and site alterations as follows:

c) all other developments or site alterations, including public works, that are located wholly or partially inside or within 120m of the Regional Natural Heritage System.

The proposed development contains a woodlot and abuts the Bronte Creek Valley. Both the woodlot and Bronte Creek valley are considered a key natural heritage feature of the Greenbelt NHS. The proposal protects these key features through the delineation of a woodlot block and associated buffer block. As per policy 3.2.2.4 of the Greenbelt Plan, the policies of the Greenbelt plan do not extend into the existing settlement area. Therefore, the required buffer to the key features of the Greenbelt NHS must be determined in accordance with the policies of the Regional Official Plan. An EIA was prepared to determine the width of the buffer block to the Bronte Creek Valley and woodlot block. In general, the buffer block is approximately 30 metres in width. For the purposes of this report, the area being referenced as a 30 metre buffer is comprised of a 10 m woodland buffer and a 20 m enhancement area, both of which comprise part of the Regional Natural Heritage System. Along the western limit of the proposed development, the full 30 metre development setback from the dripline is not feasible given the presence of the existing Enns house. As a result, additional area was included in the overall buffer block, in order to provide mitigation for this minor intrusion into the 30 metre setback.

An FSR has been prepared and submitted in support of the proposed development and includes a stormwater management report. An LID feature is proposed within the 20 metre enhancement zone

adjacent to the southern limits of the condo block and lots 19-24 and plays an essential stormwater management function for the community. The FSR explored two stormwater management options (i.e., traditional SWM pond and LID measures) and the naturalized LID measure was chosen as the preferred method for stormwater management as it had no impacts on the development area, was smaller in size than a traditional SWM pond and complemented the Natural Area in terms of form and function.

As per the Region of Halton Official Plan, essential “means that which is deemed necessary to the public interest after all alternatives have been considered and, where applicable, as determined through the Environmental Assessment process”. The proposal has explored alternative stormwater management methods and determined that the naturalized LID measure is the preferred stormwater management method for the community. Further, the proposed stormwater management approach involves the restoration of the formal natural outlet (removal of man-made ponds) to BCT, thereby improving the function of the surrounding natural features.

Greenbelt Natural Heritage System

139.3.1 The purpose of the Greenbelt Natural Heritage System shown as an overlay on Map 1 is to implement policies of the Provincial Greenbelt Plan as they apply to its Natural Heritage System.

139.3.3 The Greenbelt Natural Heritage System represents a systems approach to protecting natural features and functions within the Greenbelt Plan Area and its construct is equivalent to that of the Regional Natural Heritage System as described in Section 115.3. The Key Features, within the Regional Natural Heritage System referred to under

Section 115.3(1), and the following Key Features within the Greenbelt Natural Heritage System are shown on Map 1G, for the purpose of assisting the Local Municipalities in developing detailed implementation policies in accordance with Sections 5.3 of the Greenbelt Plan:

b) permanent and intermittent streams,

139.3.5 Development within the Greenbelt Natural Heritage System is subject to policies of the Greenbelt Plan as they apply to its Natural Heritage System and to detailed implementation policies in the Local Official Plan in accordance with Section 5.3 of the Greenbelt Plan.

139.3.5 It is the policy of the Region to:

- 1. Prohibit development or site alteration within the Key Features of the Greenbelt Natural Heritage System, except in accordance with policies of this Plan.*
- 2. Prohibit development or site alteration on lands adjacent to the Key Features of the Greenbelt Natural Heritage System unless the proponent has evaluated the ecological functions of these lands through an Environmental Impact Assessment in accordance with Section 139.3.7(4).*
- 3. Notwithstanding Sections 139.3.7(1) and 139.3.7(2), permit the following uses within Key Features, subject to the applicable policies of this Plan:*
 - e. non-intensive recreation uses such as nature viewing, pedestrian trails and small-scale structures (such as boardwalks, footbridges, fences, docks, and picnic facilities), where*

negative impacts are minimized;

4. *Require the proponent of any development or site alteration, including public works, that is located wholly or partially within the Greenbelt Natural Heritage System or within 120m of a Key Feature to carry out an Environmental Impact Assessment (EIA). The EIA will identify a vegetation protection zone which:*
 - a. *is of sufficient width to protect the Key Feature and its functions from the impacts of the proposed change and associated activities that may occur before, during, and after, construction, and where possible, restore or enhance the feature and/or its function; and*
 - b. *is established to achieve, and be maintained as natural self-sustaining vegetation.*
5. *Notwithstanding Section 139.3.7(4), require a minimum vegetation protection zone of 30m wide for wetlands, seepage areas and springs, fish habitat, permanent and intermittent streams, lakes, and significant woodlands, measured from the outside boundary of the Key Feature.*

As stated previously, the subject property contains and abuts lands within the Greenbelt NHS. An EIA has been prepared and has determined the limits of the key features of the Greenbelt NHS (Figure 10- ROP Map 1 G Key Features of the NHS) and required buffer width. A woodlot block and buffer blocks have been delineated to ensure the continued protection of the NHS. An LID feature is proposed within the 20 metre enhancement zone adjacent to the southern limits of the condo block and lots 19-24. Stormwater from

the majority of the developed area of the site will be discharged into the LID feature, which functions as a biofiltration system. The buffer is approximately 30 metres in width and additional area has been included to provide mitigation for this minor intrusion into the buffer.

Environmental Quality

140. *The goal for environmental quality is to achieve a high-quality environment, for this and future generations, that will sustain life, maintain health and improve the quality of living.*

The proposed development conforms to the 'Environmental Quality' policies of the Region of Halton Official Plan by enhancing the NHS features found on and adjacent to the subject lands. The proposed buffer block incorporates area previously part of a landscaped lawn and naturalizes them to function as an improved buffer to the key features of the NHS.

Transportation

172. *The objectives of the Region are:*

2. *To develop a balanced transportation system that:*
 - a) *reduces dependency on automobile use;*
 - b) *includes a safe, convenient, accessible, affordable and efficient public transit system that is competitive with the private automobile; and*
 - c) *promotes active transportation.*

- 9.1 *To ensure development is designed to support active transportation and public transit.*

9.2 To integrate transportation planning, land use planning and investment in infrastructure.

10. 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.

- The proposed development contributes to the achievement of the Regional density target and housing target by providing a range of townhouse and single detached dwelling types and sizes.

The proposed development will be designed to accommodate various forms of transportation. One public road is proposed to serve the entire development and will provide sidewalks on both sides of the street, thereby encouraging active transportation and pedestrian activity. The subject property is in proximity to existing and planned services and amenities, including the Halton Regional Centre and Bronte Creek Provincial Park. Future residents will benefit from the multi-use trail, cycling lane and existing and proposed transit services along Bronte Road (Higher Order Transit Corridor).

The proposed development conforms to the aforementioned policies of the Region of Halton Official Plan for the following reasons:

- The proposed development is within the Urban Area where urban services exist and are planned to accommodate future development;
- The proposed development provides residential and open space uses in proximity to existing and planned services and amenities, to support the creation of a vibrant community;
- The proposed development is supportive of future transit services;
- The proposed development recognizes and protects the NHS;
- The proposed development complements planned developments on adjacent lands; and



THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2021-XXX

A by-law to amend Zoning By-law 2014-014 to permit
the use of lands described as Part of Lot 31,
Concession 2, S.D.S, Town of Oakville (Bronte River,
LP)
File No.XXX

COUNCIL ENACTS AS FOLLOWS:

1. Map 19(11) of By-law 2014-014 is amended by rezoning the lands as depicted on Schedule 'A' to this By-law.
2. Section 15, Special Provisions, of By-law 2014-014, as amended, is further amended by adding a new Section 15.* as follows:

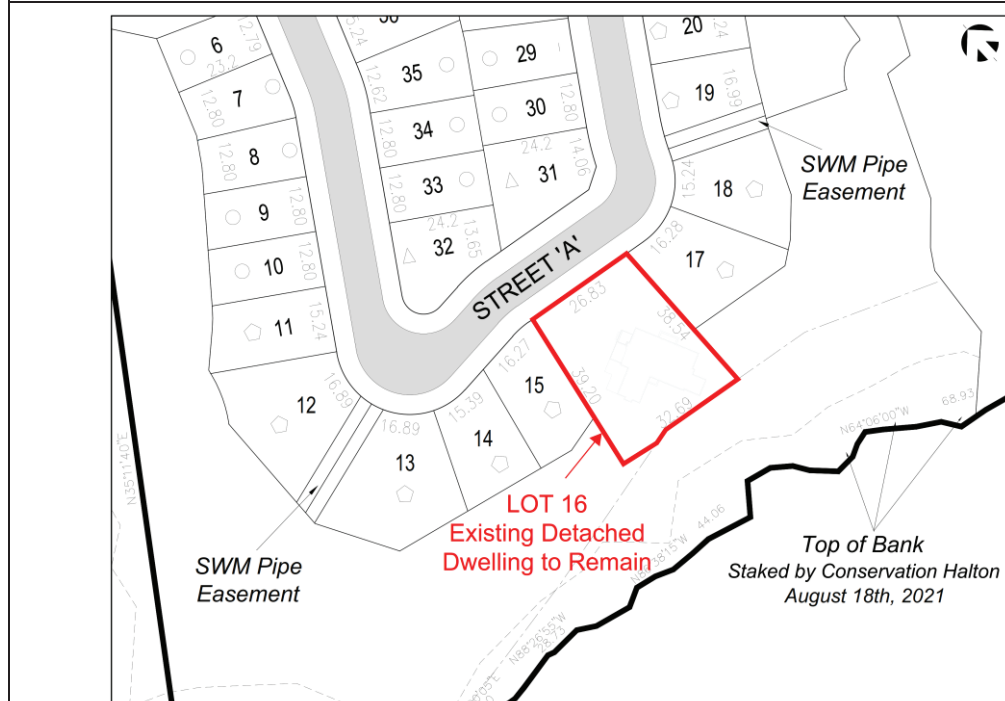
15.*	Bronte River, LP - Part of Lot 31, Concession 2, S.D.S	Parent Zone: RM2, RM1, RL6
Map 19(11)		(2021-###)
15.*.1 General Zone Provisions for All Lands		
The following regulations apply to all lands identified as subject to this special provision:		
a)	Notwithstanding Table 4.3, a <i>porch</i> may encroach up to 1.0 metres from the <i>front lot line</i> or <i>flankage lot line</i> .	
b)	Notwithstanding Table 4.3, access stairs may encroach up to 0.5 metres from the <i>front lot line</i> or <i>flankage lot line</i> .	
c)	Notwithstanding Table 4.3, <i>balconies</i> are permitted in the <i>flankage yard</i> and may encroach up to 1.0 metres from the <i>front lot line</i> or <i>flankage lot line</i> and are not subject to the maximum total projection beyond the main wall in Table 4.3. .	
d)	Notwithstanding Table 4.3, an air conditioner may be installed on a <i>balcony</i> and no maximum height shall apply.	
e)	Notwithstanding Table 4.3, in a RL6 zone and RM1 zone, the maximum encroachment of <i>uncovered platforms</i> and covered lanais with or without a foundation having a floor height up to 3.0 metres shall be 3.0 metres from the <i>rear lot line</i> , except access stairs may encroach up to 1.8 m from the <i>rear lot line</i> .	

f)	Notwithstanding Section 5.2.3 a), the minimum dimensions of a <i>parking space</i> not located in a <i>private garage</i> shall be 2.7 metres in width and 5.5 metres in depth.	
g)	Section 5.8.1.c) shall not apply.	
h)	Notwithstanding Section 5.2.3 b), the minimum dimensions of a parking space located in a private garage shall have a depth of 5.5 metres, and: <ul style="list-style-type: none">• Where one parking space is provided, 2.9 metres in width; and,• Where two parking spaces are provided, 5.6 metres in width.	
i)	Notwithstanding Section 5.8.2, the minimum width of a <i>driveway</i> shall be 2.7 metres.	
j)	Notwithstanding 5.8.2.c) i), the maximum driveway width is 6.1 metres for a lot having a lot frontage of 12.0 metres or less.	
k)	Notwithstanding Section 5.8.7.a, where a <i>private garage</i> has a vehicle entrance facing the <i>flankage lot line</i> or <i>front lot line</i> and the applicable <i>minimum yard</i> is less than 5.5 metres, the <i>private garage</i> shall be set back a minimum of 5.5 metres from the applicable <i>lot line</i> .	
l)	Despite j) above, a porte cochere is not considered as part of the <i>private garage</i> and may be setback 3.0 m from the applicable <i>lot line</i> .	
m)	Corner lots shall be deemed to be interior lots for the purpose of measuring established grade	
n)	Notwithstanding Section 4.11.1 a), the areas under a <i>porch</i> without a foundation shall count towards the <i>landscaping</i> minimum dimension of 3.0 m by 3.0 m.	
15.*.2 Zone Provisions for RL6 Lands		
The following regulations apply:		
a)	Minimum <i>front yard</i>	2.5 metres
b)	Minimum <i>flankage yard</i>	2.0 metres

c)	Minimum <i>rear yard</i>	7.0 metres, except that the <i>first storey</i> may project a maximum 3.0 m into the rear yard for a maximum of 45% of the dwelling width measured at the rear of the main building. The one storey addition shall have a maximum vertical distance of 6.0 m measured between grade and the highest point of the building.
d)	Notwithstanding the above, the minimum <i>rear yard</i> when abutting open space shall be 6.0 metres, except that the <i>first storey</i> may project a maximum 3.0 m into the rear yard for a maximum of 45% of the dwelling width measured at the rear of the main building. The one storey addition shall have a maximum vertical distance of 6.0 m measured between grade and the highest point of the building.	
e)	Maximum <i>building height</i>	14.0 metres
f)	Maximum number of storeys	3
g)	Maximum <i>residential floor area ratio</i>	n/a
h)	Notwithstanding 5.8.2, the maximum <i>width</i> of the <i>driveway</i> shall not exceed the exterior width of the <i>private garage</i> , except where the <i>driveway</i> abuts a <i>porch</i> , in which case the width of the <i>driveway</i> may extend to the edge of the <i>porch</i> , or building to a maximum 1.0 metre beyond the width of the <i>private garage</i>	
i)	Notwithstanding 5.8.2, one walkway access may be connected to the side of the driveway. The maximum width of the walkway access at the point of attachment shall be 1.0 metre, measured along its entire length	
j)	Section 5.8.6, “ <i>Private Garage</i> Maximum Sizes” shall not apply	
15.*.3 Additional Zone Provisions for RL6, Lot 16, as Identified on Figure 15.*.1		
The following regulations apply:		
a)	Minimum rear yard	1.9 metres

b)	Notwithstanding Section 5.8.7.c, an attached or detached <i>private garage</i> is permitted to project beyond the <i>main wall</i> on the <i>first storey</i> of the <i>dwelling</i> oriented toward the <i>front lot line</i> .
c)	Notwithstanding Section 5.8.7.d, where the opening providing access for a <i>motor vehicle</i> of a <i>private garage</i> is oriented toward an <i>interior side lot line</i> , the <i>private garage</i> shall be setback 7.0 metres from the <i>interior side lot line</i> it faces, and 0.65 metres from the opposite <i>interior side lot line</i> .

Figure 15.*.1



15.*.4 Zone Provisions for RM1 Lands

The following regulations apply:

a)	For the purposed of determining the front lot line: <ul style="list-style-type: none"> For rear lane townhouses and the relocated heritage house, the <i>front lot line</i> is deemed to be the <i>lot line</i> opposite of the <i>lot line</i> crossed by the <i>driveway</i> accessing the <i>lot</i>. For all other <i>dwelling</i> types, the <i>front lot line</i> is deemed to be the <i>lot line</i> crossed by the <i>driveway</i> accessing the <i>lot</i>. 	
b)	Minimum <i>lot area</i>	110 square metres per unit
c)	Minimum <i>lot frontage</i>	6.0 metres/ unit
d)	Minimum <i>front yard</i>	2.5 metres
e)	Minimum <i>flankage yard</i>	2.0 metres

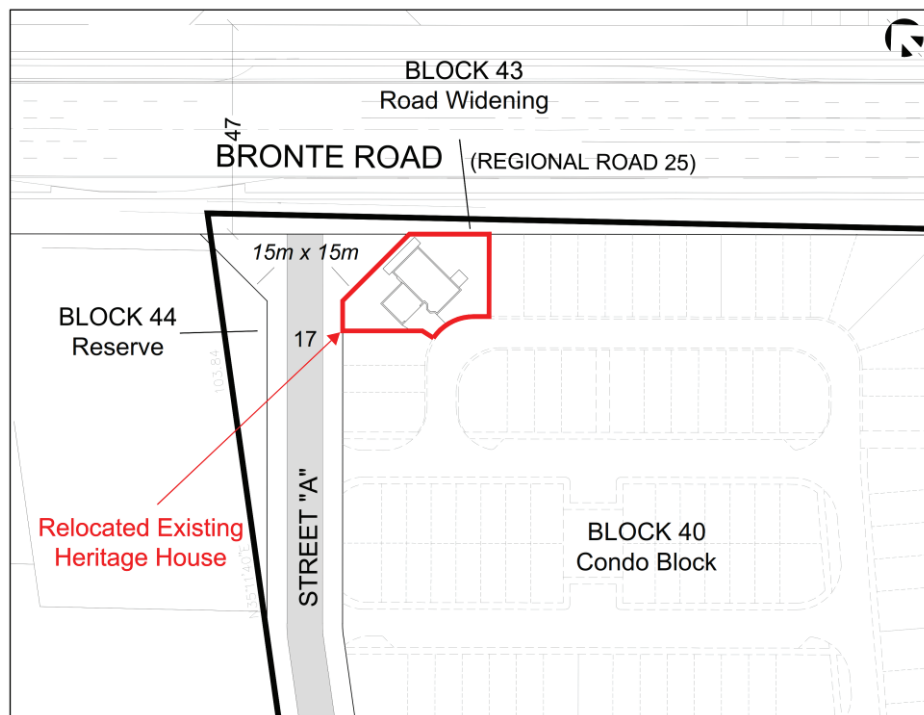
f)	Minimum <i>rear yard</i> , where a <i>private garage</i> is accessed by a <i>driveway</i> crossing a <i>rear lot line</i> from a <i>lane</i>	0.7 metres
g)	Minimum <i>rear yard</i> for all other <i>dwelling</i> s	6.0 metres
h)	Maximum building <i>height</i>	14.0 metres
i)	Notwithstanding anything to the contrary, where a unit has <i>frontage</i> onto Bronte Road, access stairs may encroach up to 0.0 m from the <i>front lot line</i> .	
j)	<i>Established grade</i> to be taken at the centre point of the <i>front lot line</i> of each <i>townhouse dwelling</i> .	
k)	The minimum <i>landscaping coverage</i> means the calculation of the total horizontal area of a townhouse block covered by <i>landscaping</i> .	

15.*.5 Additional Zone Provisions for RM1, Relocated Heritage House as Identified on Figure 15..2**

The following regulations apply:

a)	Minimum <i>front yard</i>	0.6 m
b)	Minimum <i>interior side yard</i>	1.5 m
c)	Minimum setback to the daylight triangle	0.6 m

Figure 15.*.2



15.*.6 Zone Provisions for RM2 Lands

The following regulations apply:		
a)	Minimum <i>lot area</i>	75 square metres
b)	Minimum <i>lot frontage</i>	5.6 metres/unit
c)	Minimum <i>front yard</i>	2.5 metres
d)	Minimum flankage yard	2.0 metres
e)	Maximum building <i>height</i>	14.0 metres
f)	Minimum number of <i>parking spaces</i>	1 <i>parking space</i> per <i>dwelling</i> unit.
g)	The minimum number of parking spaces may be provided on the <i>driveway</i> .	
h)	The minimum <i>landscaping coverage</i> means the calculation of the total horizontal area of a townhouse block covered by <i>landscaping</i> .	

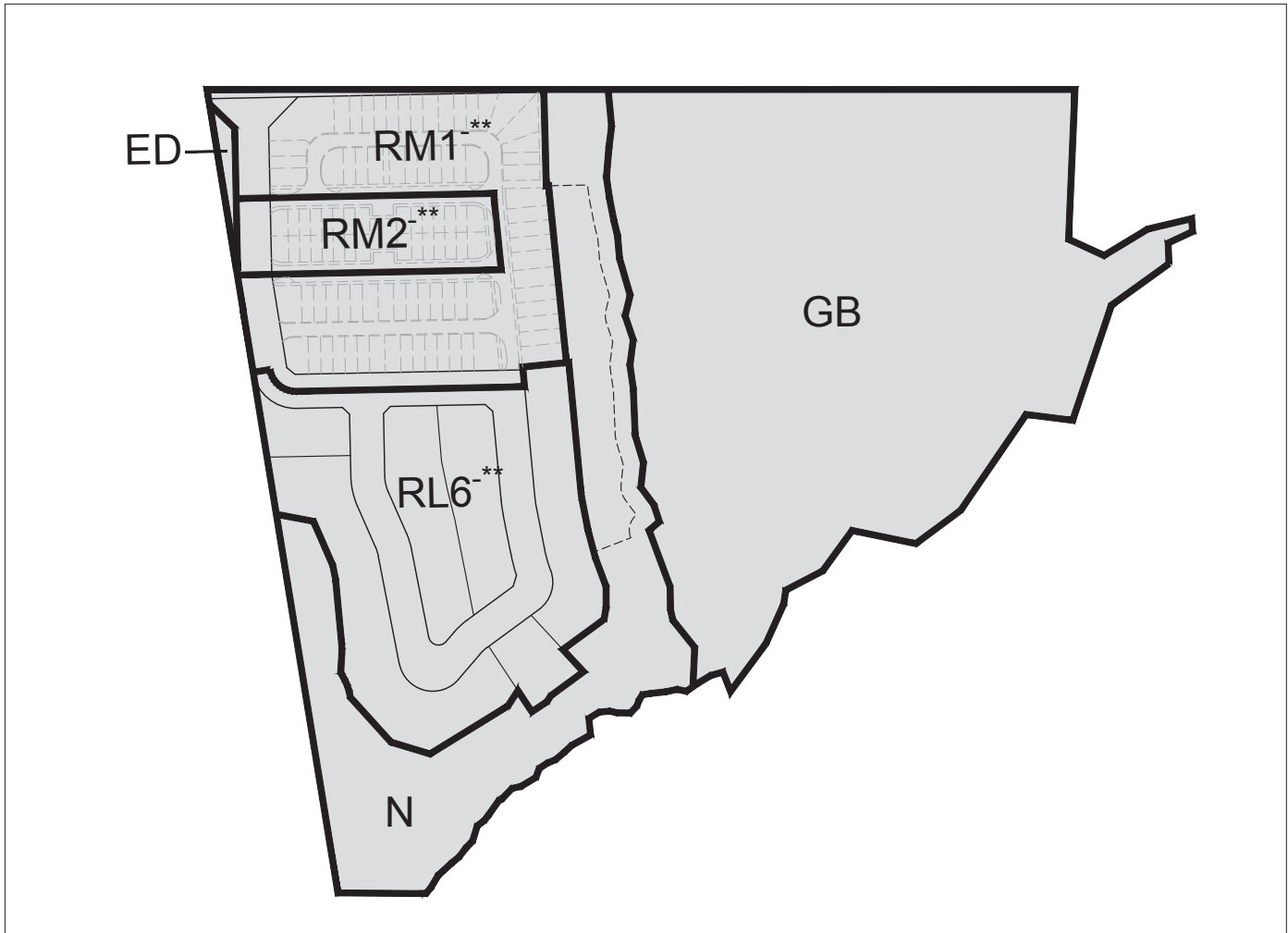
3. This By-law comes into force in accordance with Section 34 of the *Planning Act*, R.S.O. 1990, c. P.13, as amended.

PASSED this XXth day of _____, 2021

MAYOR

CLERK

Schedule "A" To 2021 - ***



AMENDMENT TO BY-LAW 2014-014



Re-zoned From: Existing Development (ED), Parkway Belt Complementary Use (PB2), Natural Area (N) and Greenbelt (GB) to Residential Low (RL6 sp: xx); Residential Medium (RM1 sp: xx); Residential Medium (RM2 sp: xx); Natural Area (N); and Greenbelt (GB).

EXCERPT FROM MAP
19 (11)



1:3500