

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

Constitutional Statement

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

Part 1 – Preamble

A. Subject Land

The Subject Lands are located on the west side of Bronte Road, north of the Queen Elizabeth Way (‘QEW’). The land is legally described as Part of Lot 31, Concession 2 Trafalgar, and municipally known as 1300, 1316, 1326, 1342, and 1350 Bronte Road.

B. Purpose and Effect

The purpose of the Official Plan Amendment is to establish exemptions from the Bronte Road West Lands Special Policy Area for the Subject Lands to confirm that the overall minimum transit-supportive density for the Subject Lands shall be 30 units per net hectare and to permit condominium roads in the Low Density Residential designation.

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

C. Background and Basis

- The proposal provides for a compact, transit supportive urban form with a mix of single detached and townhouse dwelling types and is designed to create a clear sense of community identity and character in conformity with the Official Plan.
- The policies for the Bronte West Lands provide that “development within 400 metres of Bronte Road, a higher order transit corridor with frequent transit service, shall be transit supportive” with a minimum density of 37 units per net hectare.
- At the same time, the applicable Low Density Residential designation establishes a maximum density of 29 dwelling units per site hectare and, the Medium Density Residential designation establishes a density range of 30 to 50 dwelling units per site hectare.

- Given the proposal is within 400 metres of Bronte Road, conformity with the maximum densities permitted in the applicable land use designations must be balanced with the minimum density required for transit supportive development.
- The proposal conforms with the maximum densities for the applicable land use designations. It also, through the use of condominium (versus freehold) tenure, maximizes the number of units and actual minimum density of the development in conformity with the intent of the Official Plan policies which requires transit supportive development adjacent to Bronte Road.
- The actual minimum density, if calculated for a freehold development, would be 50 units per net hectare which significantly exceeds the minimum requirement of 37 units per net hectare. However, in accordance with the definition of “site area”, as provided in the Town’s Livable Oakville Plan, which requires all common elements in a condominium (i.e. parking, roads, parkettes, Low Impact Development facilities) to be included in the area calculation, the proposal would result in an overall minimum density of 30 units per net hectare. This lower minimum density is a direct result of the form of tenure, despite the fact that the condominium development in fact results in more residential units.
- The use of condominium roads, including in the Low Density Residential designation, is a key factor in the achievement of the transit supportive development density, while still allowing for the achievement of the Town’s objectives for community design which generally result from the use of public roads.
- In particular, the condominium road system in the Low Density Residential designation is designed to perform the same function as a public road system providing an efficient, grid like system that provides a connected system within this area for all travel modes, while ensuring all required services can be accommodated. The use of condominium roads also ensures that priority is given to active transportation rather than vehicular movement. In addition, the condominium road system provides for adequate provision of egress and access for safety, maintenance and delivery vehicles, 8.5 metres travel pavement, sidewalks on both sides of the road (with one exception which has been demonstrated to function appropriately), on-street parking and provision of the necessary soil volume for the creation of the required tree canopy.
- Public access to the neighbourhood will be guaranteed through access from Bronte Road on a public road (Street A). In addition, a public access agreement on title will be provided over the entire condominium development.
- This provision for public access recognizes that there is not the same need for connection to abutting areas as for most neighbourhoods. Due to barriers to any connections to surrounding areas resulting from the nature and shape of the surrounding natural heritage features, a grid like layout of local public roads serves no practical purpose. The area does not, and cannot connect further to the south or west due to the presence of a significant woodlot and Bronte

Creek valley, respectively. Except for one small area to the northeast, it also cannot connect further north due to the presence of Bronte Creek Provincial Park.

Part 2 – The Amendment

A. Map Change

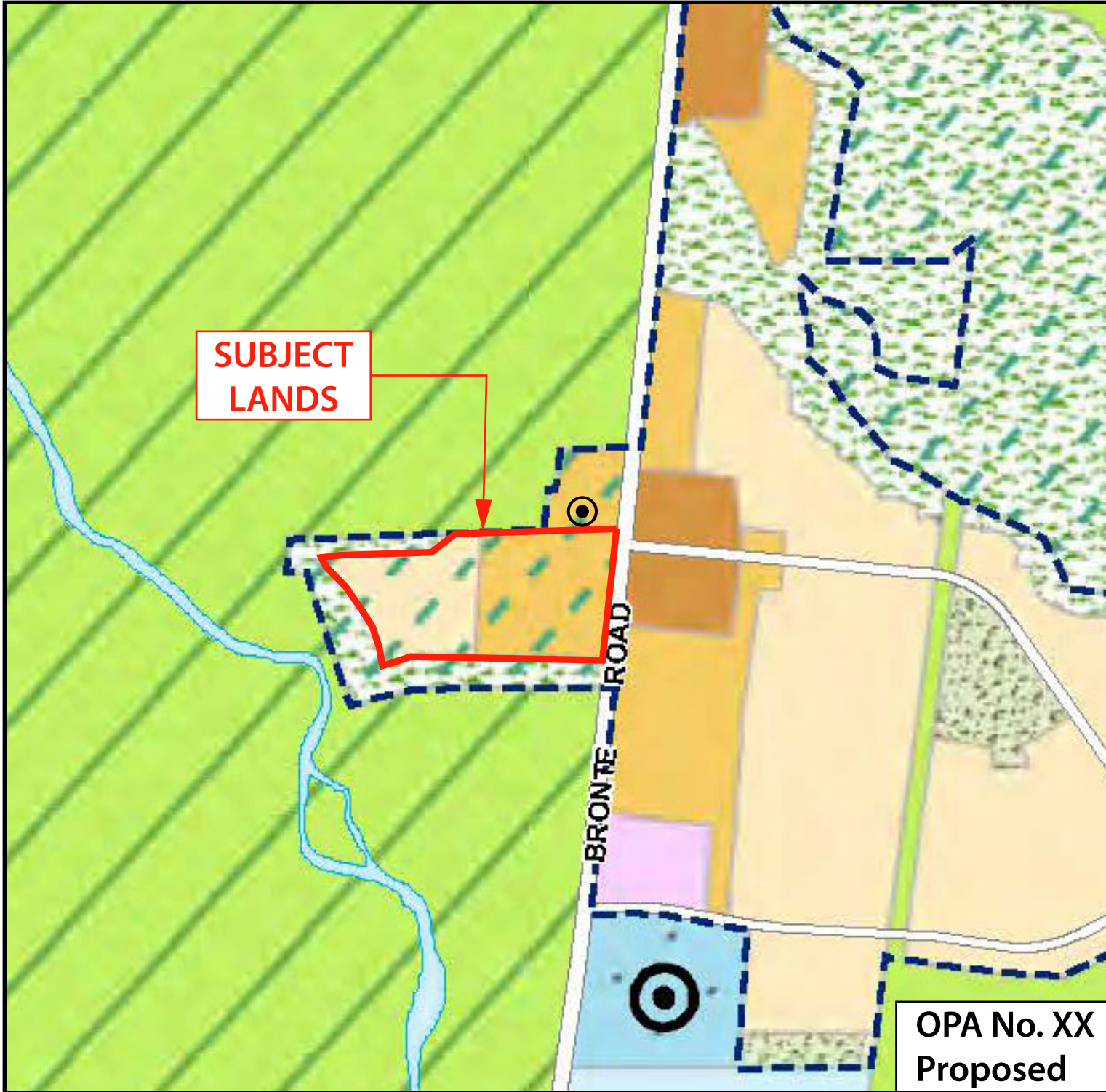
The Official Plan Amendment reflects modifications to Schedule H of Livable Oakville as shown on the attached map.

B. Text Changes

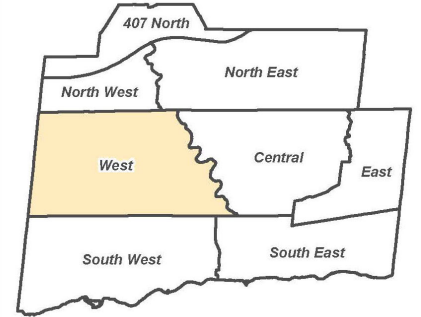
Livable Oakville is hereby amended by adding a new exemption as follows:

27.4.XX West Exceptions – Schedule H

On lands designated Low Density Residential and Medium Density Residential on the west side of Bronte Road, a general overall minimum density of 30 units per site hectare shall be required. In addition, condominium roads shall be permitted in the Low Density Residential designation.



SCHEDULE H WEST LAND USE



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



1:26,000
August 31, 2021