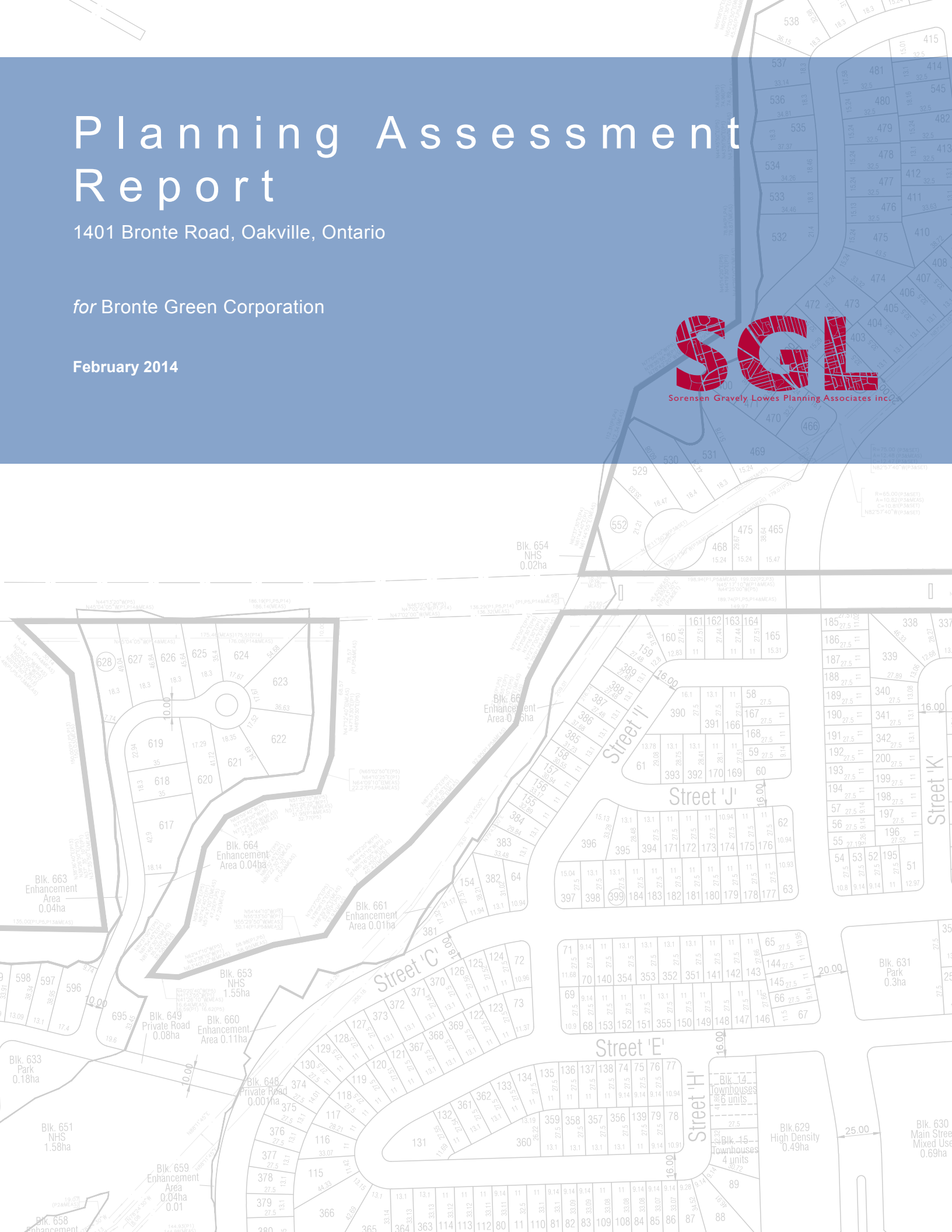


Planning Assessment Report

1401 Bronte Road, Oakville, Ontario

for Bronte Green Corporation

February 2014



Planning Assessment Report

1401 Bronte Road, Oakville

Bronte Green Corporation

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1 INTRODUCTION

A pre-submission consultation meeting was held on December 18, 2013 to discuss the subject applications with the Town. The checklist of submission requirements included a list of studies and materials to be provided with the application, including a Planning Justification Report. This report satisfies that requirement.

This Planning Assessment Report has been prepared in support the plan of subdivision and zoning by-law amendment applications proposed by Bronte Green Corporation. Application for draft plan of condominium is also made for a portion of the subject lands. The purpose of this report is to assess whether the proposed applications are consistent with the Provincial Policy Statement; whether it conforms to the Growth Plan; whether it conforms to the Region of Halton Official Plan (2006) and ROPA 38, and whether it is consistent with the general purpose and intent of Livable Oakville and whether the proposal is appropriate, and represents good planning.

2 LOCATION AND SITE DESCRIPTION

Location

The subject lands comprise the existing Saw Whet Golf Course, located at the southeast corner of Bronte Road and Upper Middle Road. It is municipally known as 1401 Bronte Road, with the legal description of Part of Lots 28, 29, and 30, Concession 2.

The subject lands are bound by Bronte Road to the west, Upper Middle Road to the north, the Fourteen Mile Creek to the east, and Deerfield Golf Course and the Region of Halton Municipal Offices to the south, as shown on **Figure 1**.

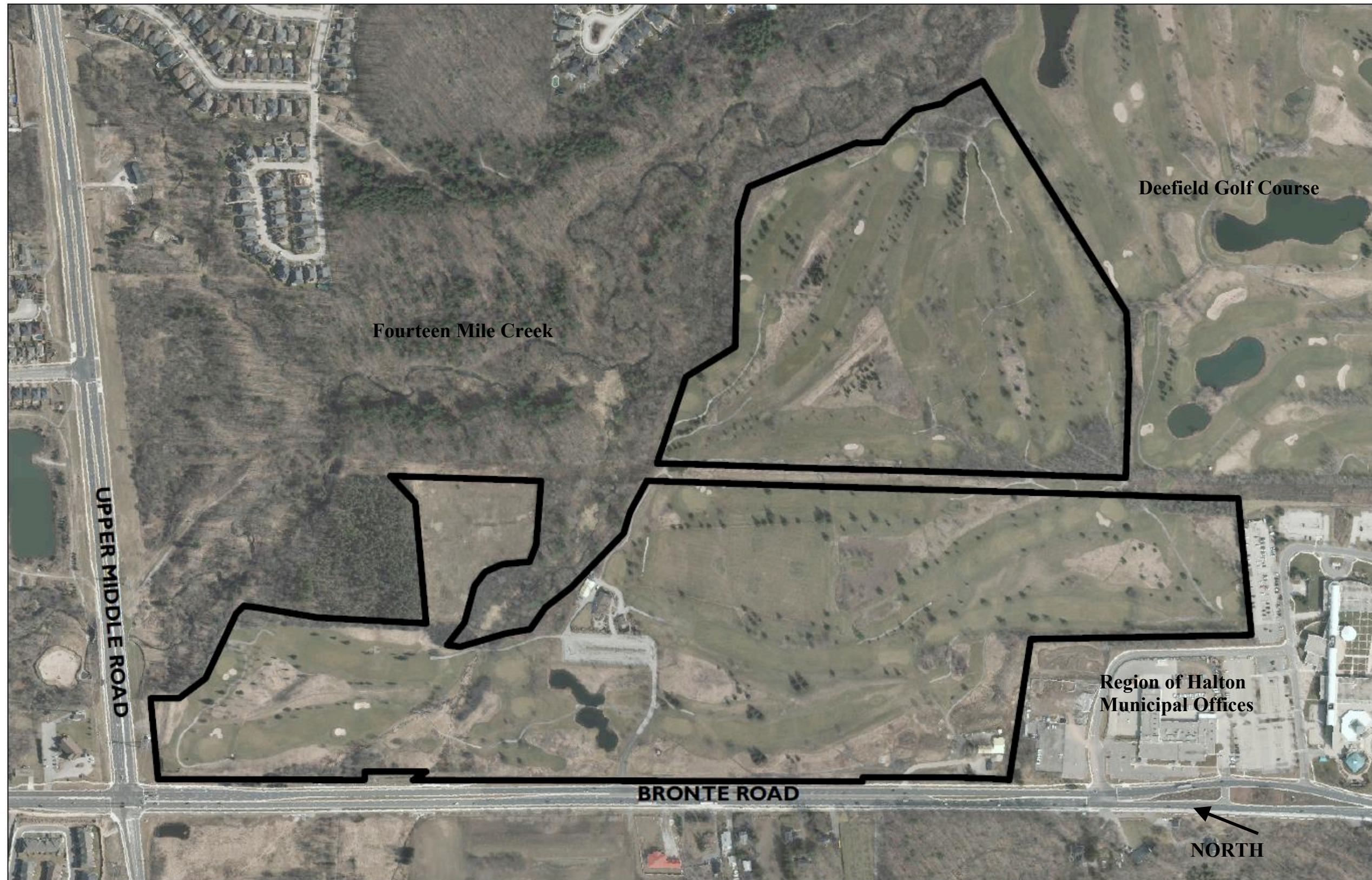
Existing Use

The Saw Whet Golf Course is still in operation. The golf course occupies the entirety of the subject lands, with the exception of an irregularly shaped field located between the northern part of the golf course and Fourteen Mile Creek. The field has been intermittently farmed in the past, and was last ploughed in the summer of 2012 (Beacon Environmental, 2013). As well, a hydro corridor traverses north-south through the entirety of the subject lands.

In general, the subject lands are surrounded by low and medium density residential to the north (north of Upper Middle Road), and to the east (east of the Fourteen Mile Creek). The Bronte Creek Provincial Park, which is located within the Greenbelt Plan area, exists on the west side of Bronte Road along with a few residential properties that lie outside of the Greenbelt Plan area.

The subject property is approximately 55 ha in size.

Figure I – Context Map



3 HISTORY OF THE SITE

The Saw Whet Golf Course has been in operation since 1982.

Parkway Belt West Plan

The subject lands were removed from the Parkway Belt West Plan in 1998 through provincially initiated Parkway Belt West Plan Amendment no. 128. The background to Amendment 128 provided, “The lands proposed for deletion...have been identified as lands no longer required to remain within the Parkway Belt West Plan.” Subsequent to the removal from the Parkway Belt West Plan, the active golf course portion of the subject lands were redesignated from Greenlands B to Urban Area in the Region of Halton Official Plan, through Regional Official Plan Amendment 25 (ROPA 25). However, despite the field being a part of the lands removed from the Parkway Belt West Plan through Amendment 128, the field remained designated Greenlands B in ROPA 25.

Merton Planning Study

Livable Oakville Plan – Special Policy Area

The subject lands are currently subject to the Merton Planning Study, which is a comprehensive study that is jointly undertaken by the Town of Oakville and surrounding area landowners. Pursuant to Section 26.5.1 a) of the Livable Oakville Plan (2009), the objective of the Merton Planning Study is to study the potential future development of the “...lands in the vicinity of the QEW and Bronte Road on the north side...”

Technical Studies

A number of technical studies have been completed for the Merton Planning Study and submitted to the Town including:

- Phase 2 Environmental Impact Study by Beacon Environmental (December 2013);
- Area Servicing Plan for Merton Tertiary Plan Area by DSEL (December 2013);
- Traffic Impact Study – Merton Tertiary Plan by Reed Voorhees & Associates (Updated November 2013);
- Stage 1 Archaeological Background Study – Merton Tertiary Plan by AMICK Consultants Limited (December 17, 2013);
- Preliminary Noise Study – Merton Tertiary Planning Study by SS Wilson Associates (December 2013);
- Merton Tertiary Planning Study: Geomorphic Assessment Fourteen Mile Creek and Associated Tributaries by Parish Geomorphic (December 2013; and,
- Merton Tertiary Planning Area Odour Study by Pollutech Environmental Limited (November 2013).

The Merton Planning Study and its requisite technical studies are substantially advanced and the findings of these studies have been utilized to prepare this submission.

Preferred Plan

Three land use options were developed for the Merton Planning Study, and an evaluation of the three options was completed in December. The evaluation recommended a modified Option B as the preferred option (**Figure 2 – Preferred Option**). The preferred option proposes a main street, mixed-use area on the east side of the intersection of Bronte Road and the main collector road. A high density residential block is proposed opposite the main street, mixed-use block within which main floor commercial uses could be permitted. On the west side of Bronte Road, a small mixed use Main Street commercial node is proposed, which incorporates a heritage structure.

Medium density residential is proposed to the north and south of the mixed-use and high density residential cluster. A second area of medium density residential is proposed adjacent to the Regional municipal office, and acts as a transition between the low density residential area to the north and the office employment area to the south and east. The balance of the developable land within the subject lands are proposed for low density residential development.

A neighbourhood park is proposed adjacent to the hydro corridor, to improve its accessibility and centrality to the neighbourhood and connectivity to the proposed trail system.

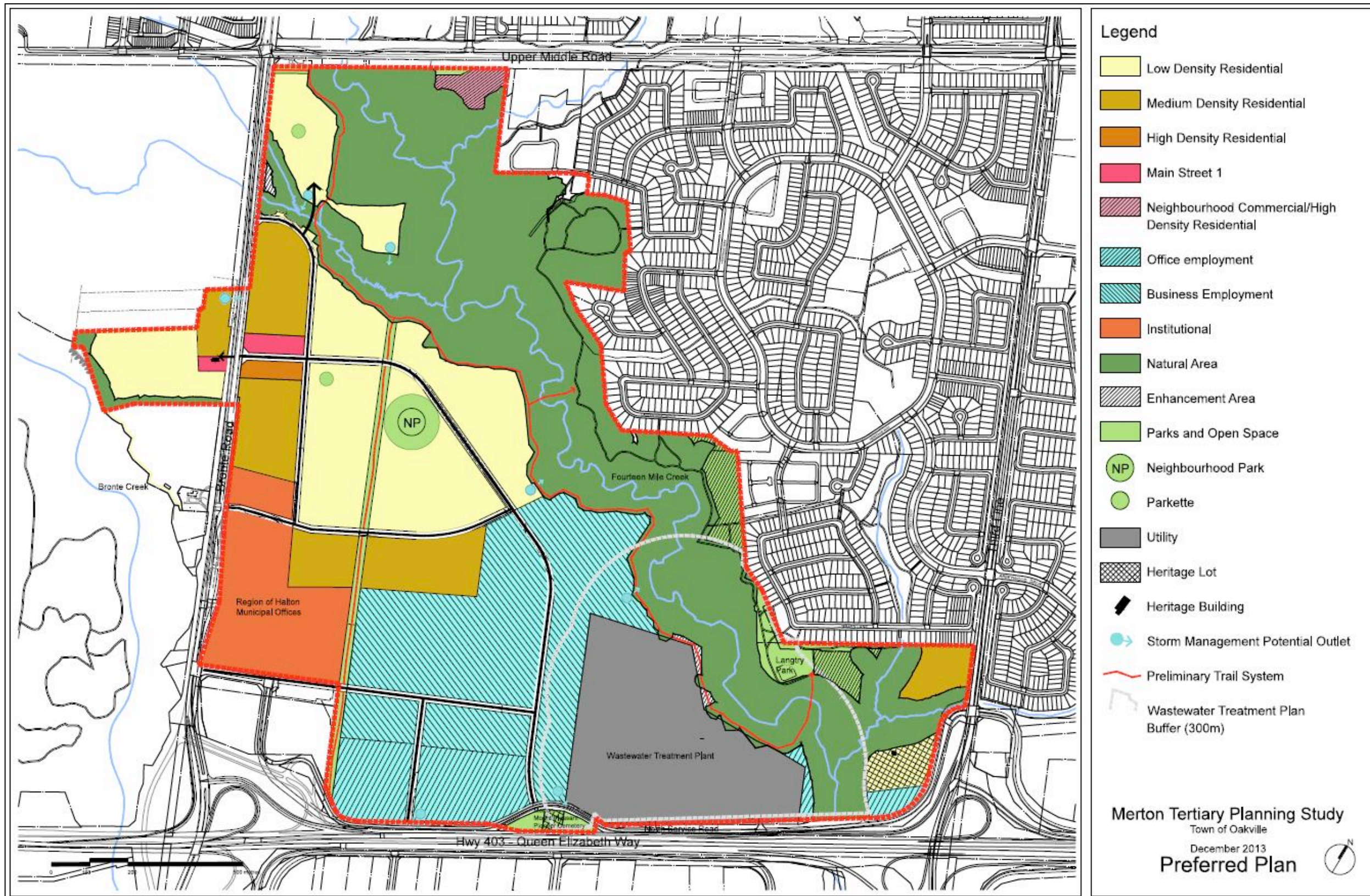
The preferred plan identifies a number of Enhancement Areas within and adjacent to the Natural Heritage System which through management are intended to enhance the Natural Heritage System.

The proposed draft plan of subdivision is based on the above noted land uses with the Merton Planning Study's draft preferred plan.

In order to accommodate the traffic forecast from the proposed employment lands to the south of the Saw Whet Golf Course, the Traffic Impact Study for the Merton Planning Study recommended an additional road connection through the Region's lands to connect with Bronte Road at the signalized intersection to the Region's Woodlands operation centre. Although this road connection is not required to support the proposed development on the Saw Whet Golf Course, the proposed draft plan of subdivision does accommodate the future road connection.

As per the Merton Study terms of reference (attached as **Appendix A**), the review of the Bronte Green draft plan of subdivision and zoning by-law amendment will run concurrent with the review of the Merton technical studies, finalization of the preferred land use option and development of the implementing Official Plan Amendment. This concurrent process will allow both, the more detailed technical information provided through the studies in support of the draft plan to be reviewed and evaluated as part of the consideration of land use boundaries, densities and buffers and permit the draft plan to be further informed by the findings of the Merton technical studies.

Figure 2 – Preferred Option



4 DESCRIPTION OF THE PROPOSAL

4.1 OVERVIEW OF THE DRAFT PLAN OF SUBDIVISION

The Bronte Green plan of subdivision proposes a compact and walkable community, which is primarily a residential community consisting of a mix of housing types, and includes a “gateway” node of mixed use and high density blocks at the primary entrance to the community. The proposed draft plan of subdivision is illustrated in **Figure 3**.

In the draft plan of subdivision, Fourteen Mile Creek is protected and respectfully integrated into the plan as a defining character of the community. A major element of the Bronte Green community is an accessible open space network. The open space system consists of the Fourteen Mile Creek, a neighbourhood park, two parkettes, and two storm ponds. The neighbourhood park and parkettes are distributed throughout the community to ensure optimal accessibility through a 5 minute walk. The open space system is interconnected by the local road system, and a trails system, which both follows the Fourteen Mile Creek and utilizes the hydro corridor. The main spine of the collector road system is intended to facilitate multiple modes of transportation, and connects to the neighbourhood park and potential future employment south of the subject lands.

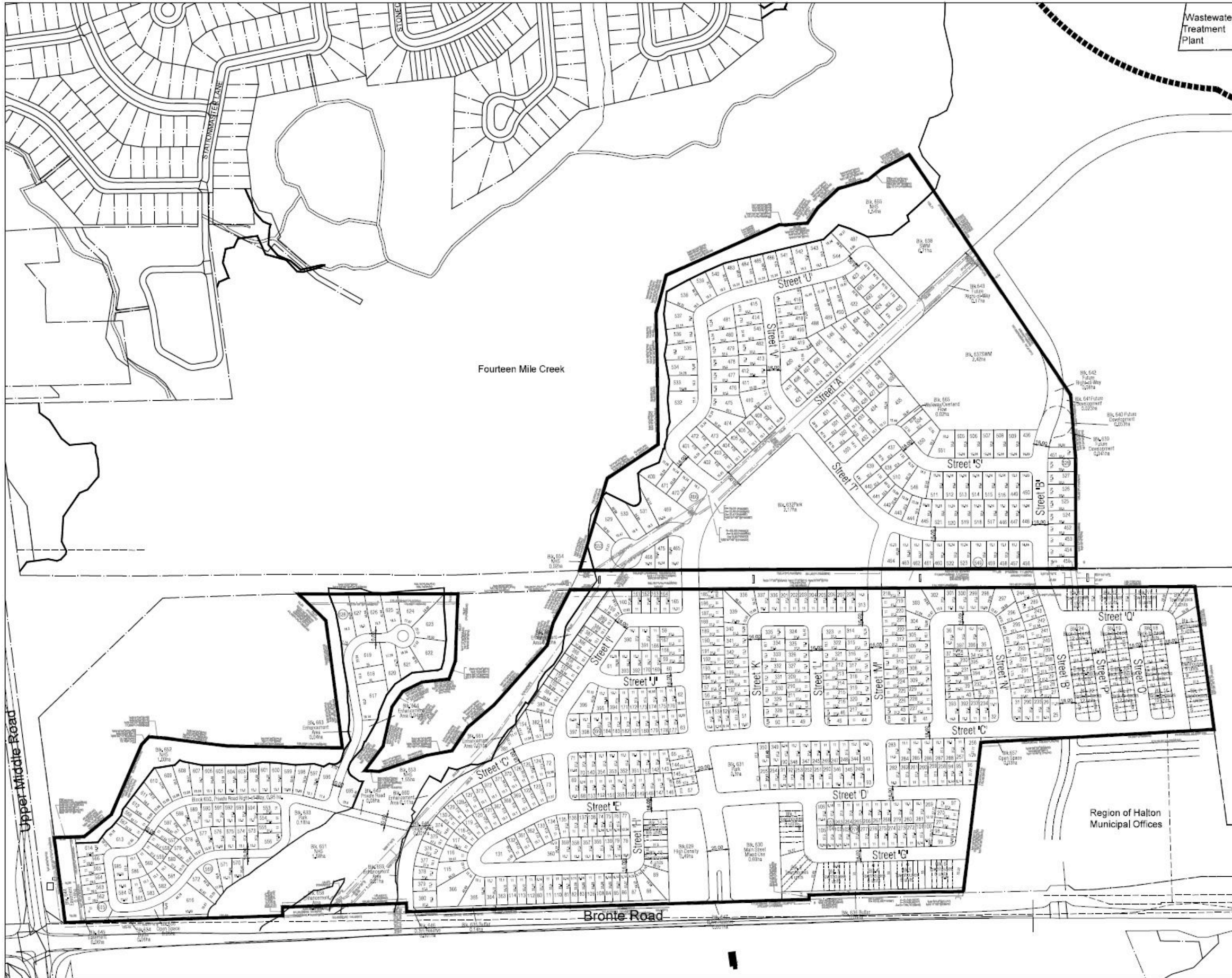
The plan recognizes the role of Bronte Road as a major regional arterial road and as a transit corridor. A gateway node consisting of mixed use and high density residential blocks are proposed at the intersection of Bronte Road and the primary collector road. It is intended that the commercial uses on Block 630 will face the collector road with on-street parking in front of the stores. Offices or residential units will be located above the shops. Opposite to the main street block, a 4-6 storey apartment building will occupy the high density block with the opportunity and permission for ground floor commercial uses (Block 629). The gateway mixed use block is intended to serve the local population, as well as drive-by traffic.

4.2 SUBDIVISION DETAILS

Transportation Network

Two access points to Bronte Road are proposed, between the east-west tributary of 14 Mile Creek and the Regional offices. A primary collector road of 20 m. wide (Street ‘A’) traverses the subject lands and is located to allow for a future extension south to the North Service Road when the Deerfield golf course redevelops. Street ‘A’ is intended to accommodate an eventual introduction of transit services extending from with the existing transit service along Bronte Road to the North Service Road. A modified grid network of local roads is proposed with right-

Figure 3 – Proposed Draft Plan of Subdivision



DRAFT PLAN OF SUBDIVISION

PART OF LOTS 28, 29 AND 30
CONCESSION 2, SOUTH OF DUNDAS STREET
(GEOGRAPHIC TOWNSHIP OF TRAFALGAR)
TOWN OF OAKVILLE
REGIONAL MUNICIPALITY OF HALTON

SCALE 1:5000 METRIC
10 0 20 40 60 80 100 metres

Owner's Certificate

I hereby authorize Sorenson Gravelly Loewes Planning Associates Inc. to submit this plan for approval.

Saw Whet Golf Course Ltd. _____ DATE _____

Surveyor's Certificate

I hereby certify that the boundaries of the land to be subdivided as shown on this plan, and their relationship to the adjacent land are accurately and correctly shown.

J.D. Barnes Limited _____ DATE _____

Schedule of Land Use

DESCRIPTION	LOTS / BLOCKS	AREA (ha)	UNITS
1. Residential (Township)	141	1.94	96
2. Residential (Boro-4-roads)	1628	0.91	76
3. Residential (Single - 9.1m)	25-27	2.41	83
4. Residential (Single - 11.2m)	108-278	5.34	171
5. Residential (Single - 13.2m)	279-445	8.74	191
6. Residential (Single - 15.2m)	446-528	3.44	47
7. Residential (Single - 18.2m)	529-547	1.81	25
8. Residential (Single - 19.8m)	548-557	0.13	3
9. Residential Condo (Single - 11.0m)	558-587	0.89	17
10. Residential Condo (Single - 13.0m)	570-610	2.47	46
11. Residential Condo (Single - 18.0m)	611-628	1.18	13
12. Residential High Density	629	0.49	
13. Urban Street Mixed Use	630	0.49	
14. Park	631-633	2.64	
15. Buffer	634-636	0.79	
16. BMO	637-638	0.13	
17. Future Development	639-641	0.17	
18. Future Right-of-Way	642-643	0.25	
19. Easement	644-645	0.24	
20. 0.3m Reserve	646-647	0.02	
21. Road Right-of-Way	NA	11.18	
22. Wide Road Right-of-Way	648-650	1.07	
23. Natural Heritage System	651-655	3.69	
24. Open Space	656-657	0.08	
25. Urbanism Area	658-664	0.45	
26. Walkway/Overpass Area	665	0.02	
TOTAL		55.18	785

TOTAL NUMBER OF UNITS: 785

Additional Information Required Under Section 51(17) of the Planning Act R.S.O. 1990, C.P.13

A, AS SHOWN
B, AS SHOWN
C, AS SHOWN
D, RESIDENTIAL, MIXED USE, PARK, STORMWATER MANAGEMENT, OPEN SPACE
E, AS SHOWN

F, AS SHOWN
G, AS SHOWN
H, MUNICIPAL WATER SUPPLY,
I, LOAM
J, AS SHOWN
K, ALL SERVICES AS REQUIRED
L, AS SHOWN

Revisions	DATE	INITIAL

Date: February 14, 2014
File Name: 140214 SGL Draft Plan.dwg



of-way widths of 16 m. and 18 m. These local road widths are reflective of North Oakville standards.

There is insufficient frontage along Upper Middle Road to create a public road access onto this road. As a result, access to the areas north of the east-west tributary of 14 Mile Creek requires an access road extending from the south across the tributary. A private road of 10 m. wide is proposed to minimize impact on the tributary. This private road is proposed as a common element condominium with each of the residential lots abutting the private road being freehold lots.

Lots Types, Housing Types, and Densities

A diverse range of housing types and densities is proposed from apartment units in a mid rise apartment building to large executive lots with the densities generally transitioning from higher medium density housing forms adjacent to Bronte Road to low density large lot housing forms abutting the Natural Heritage System along the Fourteen Mile Creek.

The large executive lots in the range of 18 m. frontages are located along the interface with the Fourteen Mile Creek valley on streets ‘R’ and ‘U’ and in the field enclave. Densities gradually increase towards the hydro corridor with lots in the range of 13 m. to 18 m. width. The lot depth of these areas range from 27.5 m. to over 35 m., yielding lot sizes in the range of 300 sq.m. to approximately 640 sq.m.

The densities increase again west of the hydro corridor with smaller single detached lots predominantly between 11 m. to 13 m. in width located between the hydro corridor and Street ‘C’. For the most part, lot widths are between 11 m. to 13 m., with some 9 m. wide interspersed. The lots between Street ‘C’ and the hydro corridor are generally 27.5 m. deep, yielding lot areas of between 250 sq.m. and 425 sq.m.

The density increases again between Street ‘C’ and Bronte Road, and between Street ‘B’ and the Regional offices, reflective of the proposed Medium Density land use designation. The lot fabric is composed of single detached and townhouse lots. The single detached lots are a mix of 9 m., 11 m., and 13 m. lot frontages. The lots are for the most part 27.5 m. deep, which yield lot areas in the range of 250 sq.m. to approximately 360 sq.m. Three areas of townhouses are proposed: along the interface of the Regional offices, along the interface of Bronte Road, and adjacent to the high density block that is located at the corner of Street ‘A’ and Street ‘E’. The townhouses are approximately 6 m. wide per unit in blocks of up to 8 units on 27.5 m. deep lots. The individual townhouse lots are generally 165 sq.m. and larger. Nine blocks of back-to-back towns are also proposed in the medium density block south of Street ‘B’. This area of street and back-to-back townhouses is intended to act as a transition between the low density residential / detached dwellings to the north, and the Regional complex to the west and south. The back-to-back townhouse units are generally 6 metres wide and 13.5 m. deep. The resultant lot areas are 82 sq.m. for the back-to-back townhouses.

Open Space and Parks

Three park blocks are proposed, evenly dispersed throughout the subdivision. The neighbourhood park is 2.17 ha, located adjacent to the hydro corridor, which capitalizes on the opportunity to connect to the surrounding trail system. This park is located within a 400 m. walking radius to the majority of the surrounding residential areas as shown on **Figure 4**. A parkette of 0.3 ha is proposed adjacent to the Main Street/mixed use block. Together, with the high density block and the Main Street/mixed-use block, a gateway node is created. The third park block is also a parkette of 0.18 ha, proposed north of the east-west tributary to the Fourteen Mile Creek. This parkette is intended to service the dwellings of this northern enclave and will form part of the common element condo for this northern enclave. In addition to the proposed park and parkette blocks, several open space blocks (Blocks 658– 664) amounting to 0.45 ha are proposed as enhancement areas to be added to the Natural Heritage System. These areas have been identified in the *Environmental Impact Study* for the Saw Whet Golf Course by Beacon Environmental Inc. (2013) as areas of opportunity for restoration and enhancement of the proposed natural heritage system.

Two stormwater management blocks are proposed along the southern boundary of the subject lands. One stormwater management block is 2.42 ha, and the smaller one is 0.71 ha.

Statistics

Table 1 outlines the proposed lot types, numbers, and density (units per site ha) by land use designation. The overall net site density for the plan is 27 to 29 units per hectare. This density works out to a growth plan density of 60 persons and jobs per ha. Although the site is an intensification site as it is within the built-up area and the density targets don't apply, this number was calculated for density comparison purposes.

Table 1. Land Use Designation, Lot Sizes, and Density

Proposed Official Plan Designation	Proposed lot widths (m)	# Proposed Units	Proposed Area (ha)	Proposed Density (units/site ha)	Max. Permitted Density (units/site ha)
Low	9m to 10.9m	40			
	11m – 12.9m	109			
	13m – 14.9m	189			
	15m – 17.9m	61			
	18m +	36			
<i>Sub-total Low</i>		435	20.113	22	29
Medium	Detached: 9 m. to 13.1 m.*	170			
	Street towns: 6 m.	86			

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	Back-to-back towns: 6 m.	94			
<i>Sub-total Medium</i>		350	8.77	40	30 to 50
High		25 to 90	0.49	51 to 185	51 to 185
Main Street Mixed Use		none	0.69		
Total		810 to 875	30.06	27 to 29	

* two lots abutting the Region's property are wider to provide for buffering.

Future Development Areas

Blocks 639, 640, 641, and 642 represent future development areas that are intended to accommodate connection with the anticipated development of the adjacent Deerfield Golf Course. Block 642 represents a future road extension of Street 'B' that will eventually connect with Street 'A'. Blocks 639, 640, and 641 will likely become future lots in the remainder of the Merton Planning Area. In total, the Future Development Area blocks amount to 0.117 ha, and are counted towards the total developable area of the Bronte Green subdivision.

4.3 ZONING BY-LAW AMENDMENT

Despite being removed from the Parkway Belt West Plan in 1998, Zoning By-law 1984-63 zones the subject lands Parkway Belt Public Use (05). The 05 zone permits public parks, golf course, country and recreation clubs, and public works.

An amendment to Zoning By-law 1984-63 is proposed to rezone the lands to appropriately reflect the proposed land use and range of lot and dwelling types intended throughout the proposed draft plan of subdivision. The R3, R6, and R11 zones best reflect the type of single detached lots intended for the subject lands. The R8 and R9 zones are proposed to regulate the townhouse and apartment zones. However, site-specific exceptions are proposed for these zones to better reflect the proposed draft plan of subdivision. The proposed zoning map is shown in **Figure 5**.

The existing regulations for multiple attached dwellings require large lot area minimums, which are not reflective of the multiple attached dwellings proposed. The R8 zone with exceptions is proposed to address the street and back-to-back townhouses with lot frontages and lot areas dictated by individual unit rather than the overall block. The R9 zone will address the apartment block with modifications on minimum front yard setback of 0 metres, exterior side yard setback at 3 metres and no maximum lot coverage requirement. A modified R11 zone is proposed for lots that have a lot frontage minimum of 9 metres and minimum lot area of 250 sq. m. The R6 zone is proposed for lots with a minimum frontage of 13 metres and a minimum lot area of 350 sq. m. The R3 zone is proposed for lots with a minimum frontage of 18 metres and minimum lot area of 557.5 sq. m. The uses and regulations of the R3, R6, R8, R9 and R11 zones may be met in all other respects, and no further amendments are proposed.

Figure 4 – 400m Buffer from Park Block

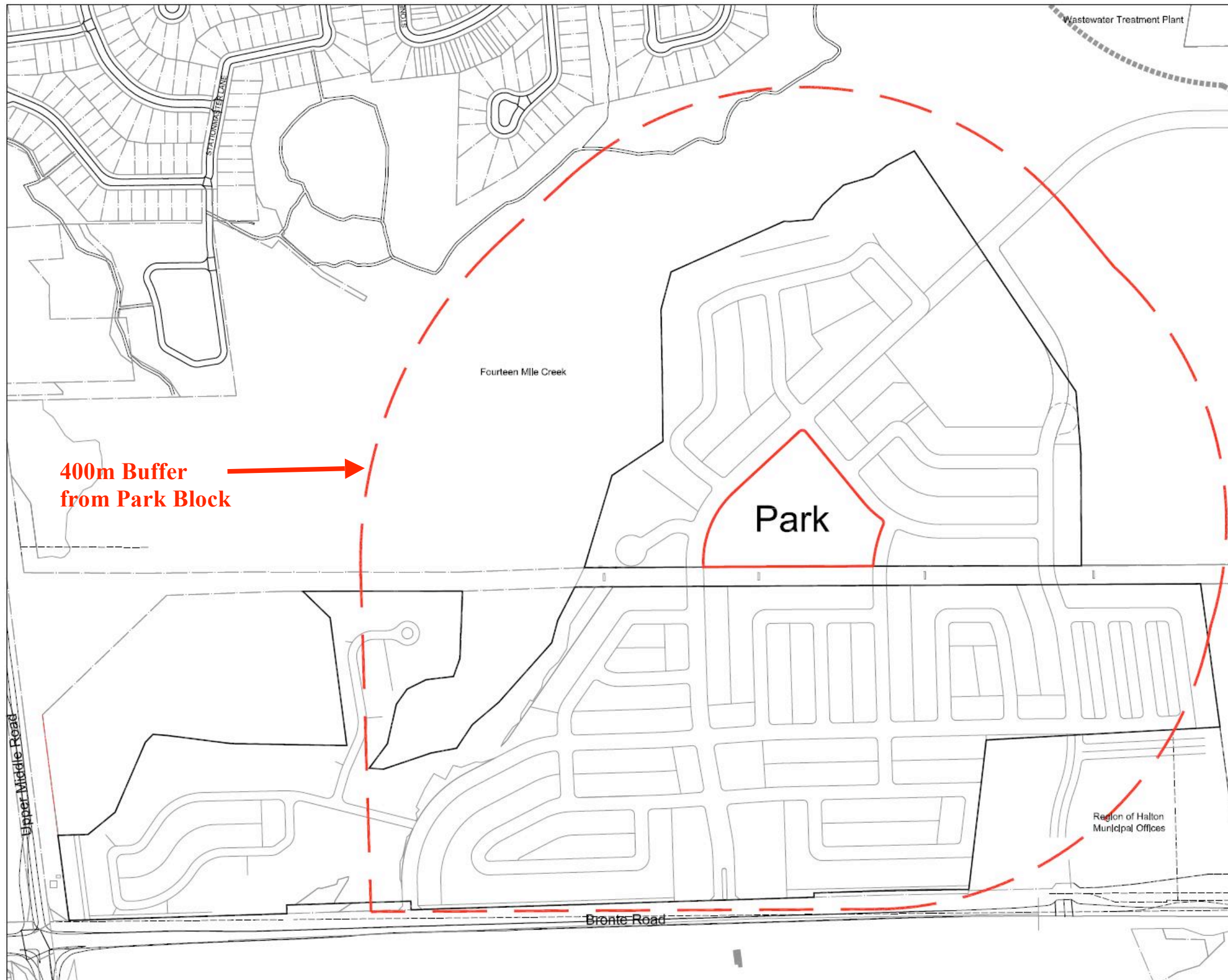


Figure 5 – Proposed Zoning By-law Amendment Map



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Table 2 below outlines the proposed land use, dwelling and lot types in the Bronte Green subdivision, and the suggested zoning category for each.

Table 2. Proposed Zones

Dwelling Type	Proposed New Zone
Street Townhouses and Back-to-backs	Modified R8
Apartment block	Modified R9
Detached 9 m. – 13 m. lots	Modified R11
Detached 13 m. – 18 m. lots	Modified R6
Detached 18 m. + lots	Modified R3
Mixed-use block	MU1
Parks and Open Space	O1
Natural Heritage System, enhancement areas and Stormwater Management	O4

The proposed zoning by-law amendment text and map is provided in **Appendix B**.

5 CURRENT PLANNING POLICY FRAMEWORK

The Saw Whet Golf Course was removed from the Parkway Belt West Plan in 1998. It is also located outside of the Greenbelt Plan. Therefore, from a policy planning perspective, the Provincial Policy Statement (2005), the Growth Plan for the Greater Golden Horseshoe (2013), the Region of Halton Official Plan (2006), Region of Halton Official Plan Amendment 38 (2013), and the Livable Oakville Plan (2009) are the applicable policy documents which apply to the subject lands.

5.1 PROVINCIAL POLICY STATEMENT (PPS), 2005

Managing and Directing Land Use To Achieve Efficient Development and Land Use Patterns, Section 1.1

The 2005 PPS encourages efficient land use and development patterns. Section 1.1.1 provides that healthy and livable and safe communities are sustained by:

- e) *Promoting cost-effective development standards to minimize land consumption and servicing costs;*

Consistency:

The subject lands are currently not serviced. However, the *Functional Servicing Report* by DSEL (January 2014) determined that existing watermains and sanitary sewers are currently available in the vicinity of the subject lands. Existing watermains exist along Upper Middle road and Bronte Road. Wastewater mains exist along Upper Middle Road and Bronte Road, which lead to the Mid-Halton Wastewater Treatment Plant, and along Bronte Road and the North Service Road, which lead to the Oakville Southwest Wastewater Treatment Plant (DSEL, 2014). The *Functional Servicing Report* noted that the subject lands may be serviced by a network of local gravity sewers and new watermains designed in accordance with Halton Region Design Criteria and MOE guidelines. According to DSEL (2014), the existing 2400 mm. gravity sewer that crosses the subject lands diagonally to the Mid Halton North Pumping Station will function as the outlet for the subject lands, and there is sufficient capacity to convey the sanitary flows to the Mid Halton North Pumping Station. Further discussion of the *Functional Servicing Report* is in Section 6 below.

With regards to the road system, a *Traffic Impact Study*, completed by Reed Voorhees & Associates (January 2014), described Bronte Road as a four lane arterial road plus turn lanes at intersections, and is under Region of Halton jurisdiction. The report noted the Region's *Transportation Master Plan's* recommendation of widening Bronte Road to six

lanes in the future from North Service Road to Highway 407 (Reed Voorhees & Associate, 2014). Further, Bronte Road will be designated as a transit corridor with two of the lanes utilized as HOV lanes (Reed Voorhees & Associate, 2014). The *Traffic Impact Study* also identified Upper Middle Road as an, "...east-west arterial road that provides connection to the area north of the QEW and with other north-south arterials," and North Service Road being a major collector that serves the lands north of the QEW. Currently, Oakville Transit runs along Upper Middle Road and Bronte Road, providing service from the Bronte GO station to the east end of Oakville (Reed Voorhees & Associate, 2013). Further discussion of the *Traffic Impact Study* is in Section 6 below.

In light of the findings of the *Functional Servicing Report*, and of the *Traffic Impact Study*, existing municipal services are available surrounding the subject lands. In addition, the subject lands are located within proximity to a higher order arterial road that is serviced by local and regional transit services including linkage to the GO Transit station to the south. Therefore, development of the subject parcel would minimize land consumption and servicing costs, consistent with Section 1.1.1 e) of the PPS.

The PPS further directs that sufficient land shall be made available through "intensification" and "redevelopment" and, if necessary, "designated growth areas", to accommodate an appropriate range and mix of housing and other land uses to meet projected needs for a time horizon of up to 20 years [Policy 1.1.2].

The PPS provides that settlement areas are to be the focus of growth, and that their vitality and regeneration are to be promoted. Land use patterns within settlement areas shall be based on densities and a mix of land uses that:

- efficiently use land and resources;
- are appropriate for and efficiently use infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; and,
- minimize negative impacts to air quality and climate change, and promote energy efficiency [Policies 1.1.3.1 & 1.1.3.2 a)].

Accordingly, the PPS directs that appropriate development standards should be promoted to facilitate compact form, while maintaining appropriate levels of public health and safety [Policy 1.1.3.4, in part].

Consistency:

The proposed development is consistent with these policies as it provides for intensification to help the Town meet its projected housing needs for 20 years, as well as providing for a mix of housing to meet long-term needs. It represents an efficient development of the subject lands from the perspective of servicing, and use of existing infrastructure and public service facilities to which there is sufficient capacity (as described in further detail in Section 6 of this report). It creates a compact built form that supports transit and walkability and is compatible with neighbouring uses, as discussed in greater detail in the following sections of this report.

The subject lands are located along a major transit route in Oakville. Residents on the subject lands will be within walking distance to convenience shopping and parks and will be well connected to the Fourteen Mile Creek and associated trails which will assist in reducing commuting and minimizing negative impact to air quality.

The PPS contains policies aimed at providing for an appropriate range of housing types and densities. It requires that planning authorities provide for an appropriate range of housing types and densities to meet projected requirements by permitting and facilitating, among other matters:

- all forms of residential intensification and redevelopment in accordance with policy 1.1.3.3; and,
- promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities [Policy 1.4.3, in part].

Consistency:

The proposed draft plan provides for a full mix of housing types from large lot single detached to apartment units. The draft plan of subdivision accommodates 810 to 875 residential units on 48.96 hectares of developable land, resulting in a maximum gross density of approximately 18 units per hectare and a growth plan density of 60 persons and jobs per hectare. This provides for a broad range of housing forms while achieving a density that efficiently uses that land and infrastructure.

Section 1.8 of the PPS requires that planning authorities support energy efficiency and improved air quality through land use and development patterns that are compact, promote the use of public transit and alternate forms of transportation and improve the mix of employment and housing to shorten commute times.

Consistency:

As mentioned above, the proposed draft plan is designed to create a compact new neighbourhood as an intensification site, located along a major transit route and in close proximity to the QEW and existing and potential new employment areas. The grid system of roads, the central location of the neighbourhood park, the distribution of the parkettes, the mixed use node gateway at the entrance of the community, and the collector road / transit spine with future potential linkage to the North Service Road all promote the use of public transit and active transportation with the potential for shortened commute times.

Section 2 of the PPS contains policies on the wise use and management of resources. Accordingly, the PPS sets out policy for the long-term protection of natural features and areas (section 2.1.1). It also requires that the diversity and connectivity of natural features and the long-term ecological function of natural heritage systems be maintained or where possible improved. It does not permit development and site alteration in particular areas, as cited in sections 2.1.3, 2.1.4 and 2.1.6:

2.1.3 *Development and site alteration shall not be permitted in:*

- a) *significant habitat of endangered species and threatened species;*
- b) *significant wetlands in Ecoregions 5E, 6E and 7E1; and*
- c) *significant coastal wetlands.*

2.1.4 *Development and site alteration shall not be permitted in:*

- a) *significant wetlands in the Canadian Shield north of Ecoregions 5E, 6E and 7E1;*
- b) *significant woodlands south and east of the Canadian Shield;*
- c) *significant valleylands south and east of the Canadian Shield;*
- d) *significant wildlife habitat; and*
- e) *significant areas of natural and scientific interest*

unless it has been demonstrated that there will be no *negative impacts* on the natural features or their *ecological functions*.

2.1.6 *Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.3, 2.1.4 and 2.1.5 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.*

Consistency:

The *Environmental Impact Study* (2014) by Beacon Environmental identified the various features on and adjacent to the subject lands that together comprise the Natural Heritage System. No development is proposed within any of the features identified in Section 2.1 of the PPS. The study also recommended appropriate buffers to protect the features from adjacent development and ensure no negative impacts on the natural features or their ecological functions as per Section 2.1.6 of the PPS.

The Environmental Impact Study also identified a natural heritage system along the Fourteen Mile Creek and encompassing natural heritage features, which lie primarily adjacent to the subject lands. The natural heritage system provides a north-south connection along the Fourteen Mile Creek valley. As well, the study recommends an east-west linkage along the two minor tributaries of the Fourteen Mile Creek that traverse the subject lands and extend west across Bronte Road into the Bronte Creek Provincial Park. The study recommends restoration along these stream corridors as an enhancement area as these lands are current part of the golf course and not fully in a natural state. Further, the study recommends additional enhancement areas be added to the Natural Heritage System in this area to further enhance the east-west linkage function. Findings of the *Environmental Impact Study* by Beacon Environmental (2014) are provided in Section 6 of this report.

Finally, the PPS directs measures to protect public health and safety with respect to both natural hazards such as flooding and erosion, and man-made hazards such as contaminated sites [Policies 3.1 & 3.2].

Consistency:

All flooding hazards are contained within the Natural Heritage System in Blocks 651 – 655. Further, as described in greater detail in Section 5.3.1 of this report, the lands are not contaminated, as determined by the *Phase 1 and 2 Environmental Site Assessments*.

5.2 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2013)

With adoption of Places to Grow, Growth Plan for the Greater Golden Horseshoe in 2006, the Province further reinforced the importance of the PPS policies requiring that, as a first priority, growth be directed to locations within built-up areas where intensification and redevelopment can be transit-supportive and make efficient use of land, infrastructure and public service facilities. The subject lands fall within the built-up area of the Town of Oakville.

In part, the intent of the *Growth Plan for the Greater Golden Horseshoe* (the Growth Plan) is to encourage better use of land, and efficient use of infrastructure, with emphasis on “...intensification and optimizing the use of the existing land supply” (p.13). It is also a guiding principle of the Growth Plan to, “Optimize the use of existing and new infrastructure to support growth in a compact and efficient form.” (Section 1.2.2, p. 10). Specific policies achieve this intent by directing new growth to built-up areas through intensification (section 2.2.2.1 a)), providing convenient access to intra- and inter-city transit (section 2.2.2.1 e)), and directing major growth to settlement areas that offer municipal water and wastewater systems (section 2.2.2.1 k)).

Conformity:

The subject lands are located within the built-up area of Oakville, and are located within proximity to a higher order regional road, Bronte Road, that offers both intra- and inter-city transit, and is surrounded by existing municipal water and wastewater infrastructure. Allowing development of the subject lands would conform to sections 2.2.2.1 a), e), and k) of the Growth Plan, and support the general purpose and intent of the Growth Plan.

Policy 2.2.3(1) requires a minimum of 40% of all residential development within each upper- and single-tier municipality to be within the built-up area by the year 2015 and beyond. Policy 2.2.3(6) requires municipalities to develop an intensification strategy, to be implemented through their official plans and other supporting documents, which will, among other things, identify “Intensification Areas”. “Intensification Areas” are defined, in part, as including Urban Growth Centres, intensification corridors, major transit station areas, and other major opportunities including infill, redevelopment, brownfield and greyfield sites, and expansion or conversion of existing buildings.

Conformity:

The Region of Halton has a region wide intensification target of 40%. As noted throughout this report, the subject lands are located within the built-up area of Oakville, and therefore represents an intensification site. In Oakville, the Town’s Livable Oakville

Plan has identified growth areas within the built-up area, as described in further detail in Section 5.4 of this report. Although the subject lands are not within a designated growth area, the subject lands represent one of the Town's largest intensification sites (in terms of land area). The development of the subject lands will assist the Town in achieving its minimum intensification target.

The Growth plan also provides specific direction on matters related to transportation infrastructure, including roads and transit systems. Policy 3.2.3(2) requires municipalities to evaluate decisions on transit planning based on specific criteria, including planning for high residential densities, increasing the capacity of existing transit systems, improving transit linkages to major transit station areas and urban growth centres, and increasing the modal share of transit. Policy 3.2.3(3) requires the integration of a well-connected and safe bicycle and pedestrian trail network within existing communities and new development.

Conformity:

As described throughout this report, the proposed development will be served the existing transit system along Bronte Road, which is connected to destination points both inside and outside of Oakville, including the Bronte GO Station. However, the draft plan of subdivision also provides for the opportunity for a new transit line through the centre of this new neighbourhood connecting to a future employment area to the south and through to the North Service Road. Within the community itself, a modified grid of roads, sidewalks and trails will provide residents with convenient access to the transit system.

In terms of community infrastructure, the Growth Plan requires that planning for growth take into account the availability and location of existing and planned community infrastructure so that the community infrastructure can be provided efficiently and effectively [Policies 3.2.6(1) and 3.2.6(2)].

Conformity:

The proposed development on the subject lands will make efficient use of existing community infrastructure facilities within the Town. The subject lands are located in proximity to existing community facilities located south and east of the subject lands, including libraries, community centres, schools and emergency services.

Section 4.2.1 of the Growth Plan addresses Natural Systems within the Plan area, and requires municipalities to work with other public agencies on the development of additional policies for their protection and connectivity to a broader Natural Systems network. Policy 4.2.1(4) encourages municipalities, public agencies and any other interested party to develop a coordinated system of open space, parkland and trails that is based on good land stewardship practices for public and private lands.

Conformity:

As shown on the pedestrian and trail network plan, submitted in support of the subject applications, a trail network is proposed to connect the proposed development to the Natural Heritage Systems along, the Fourteen Mile Creek.

5.3 HALTON REGION OFFICIAL PLAN

5.3.1 Halton Region Official Plan (Partially in Effect, 2013)

On February 4, 2014, the Ontario Municipal Board ordered that much of the Halton Region Official Plan, incorporating Amendments No. 37, 38 and 39, be approved and come into full force, except matters remaining under appeal listed in Schedule 3 of the Board Order. For the purposes of this report, those policies and objectives in Amendment No. 38 (ROPA 38) that are still under appeal are discussed separately in Section 5.3.2 of this report.

Part 3 of the Regional Official Plan addresses both the Urban Area and the Greenlands components of the Regional Structure. The subject lands are identified as “Urban Area”, with a portion of the subject lands described as “the field” identified as “Greenlands B” on the currently in force Map 1 of the Regional Official Plan. Map 1, as revised by ROPA 38, is still under appeal. It should also be noted that “the field” portion of the subject lands are designated as “Regional Natural Heritage System” on Map 1 of ROPA 38, however this designation, as it applies to the subject lands, remains under appeal, and as such, the objectives and policies of the Regional Greenlands System are discussed in section 5.3.2 of this report.

Figure 6 of this report shows the existing Map 1 of the Halton Region Official, and **Figure 7** shows Map 1 as revised by ROPA 38 (map currently under appeal).

Intensification targets in the Region are set out in Table 2. For Oakville, according to Table 2, a minimum of 13,500 new residential units will be added to the Built-up Area between 2015 and 2031.

Conformity:

The proposed subdivision is located within the Built-up Area of Oakville, and therefore the subject proposal will contribute to the achievement of the Town’s minimum intensification target.

As noted above, the majority of the subject lands are identified as the “Urban Area” component of the Regional Structure. One of the Region’s objectives of the Urban Area is:

72(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.

Conformity:

The proposed subdivision offers a range of residential densities, with access to parks and open space within a walking distance of 400 m. The primary collector road Street ‘A’ is intended to accommodate future public transit that will connect with existing transit routes and will link through a future employment area to the North Service Road which will promote live-work relationships. As well, a trail is proposed along the hydro

Figure 6 – Halton Region Official Plan 2006: Excerpt from Map I

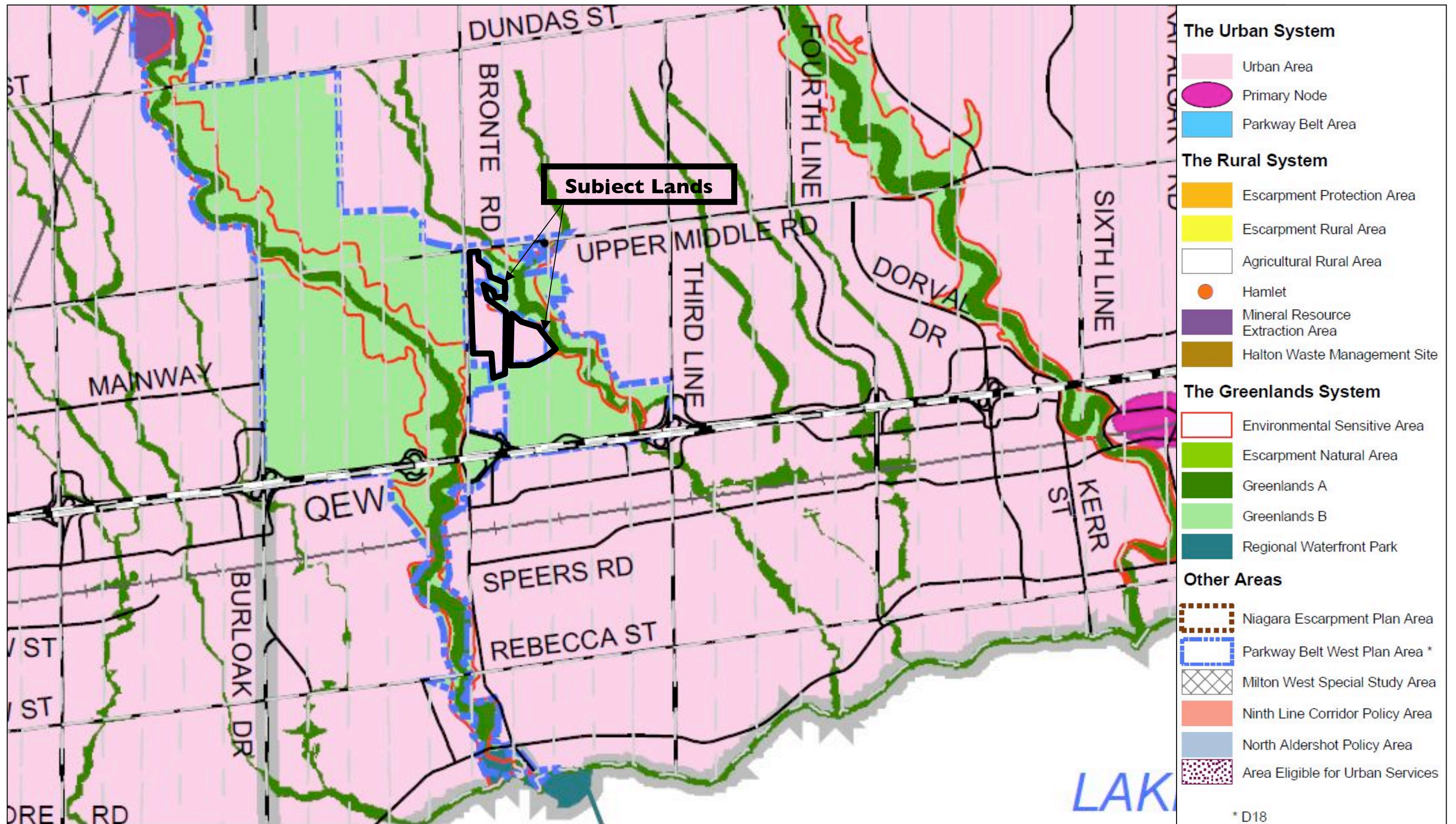
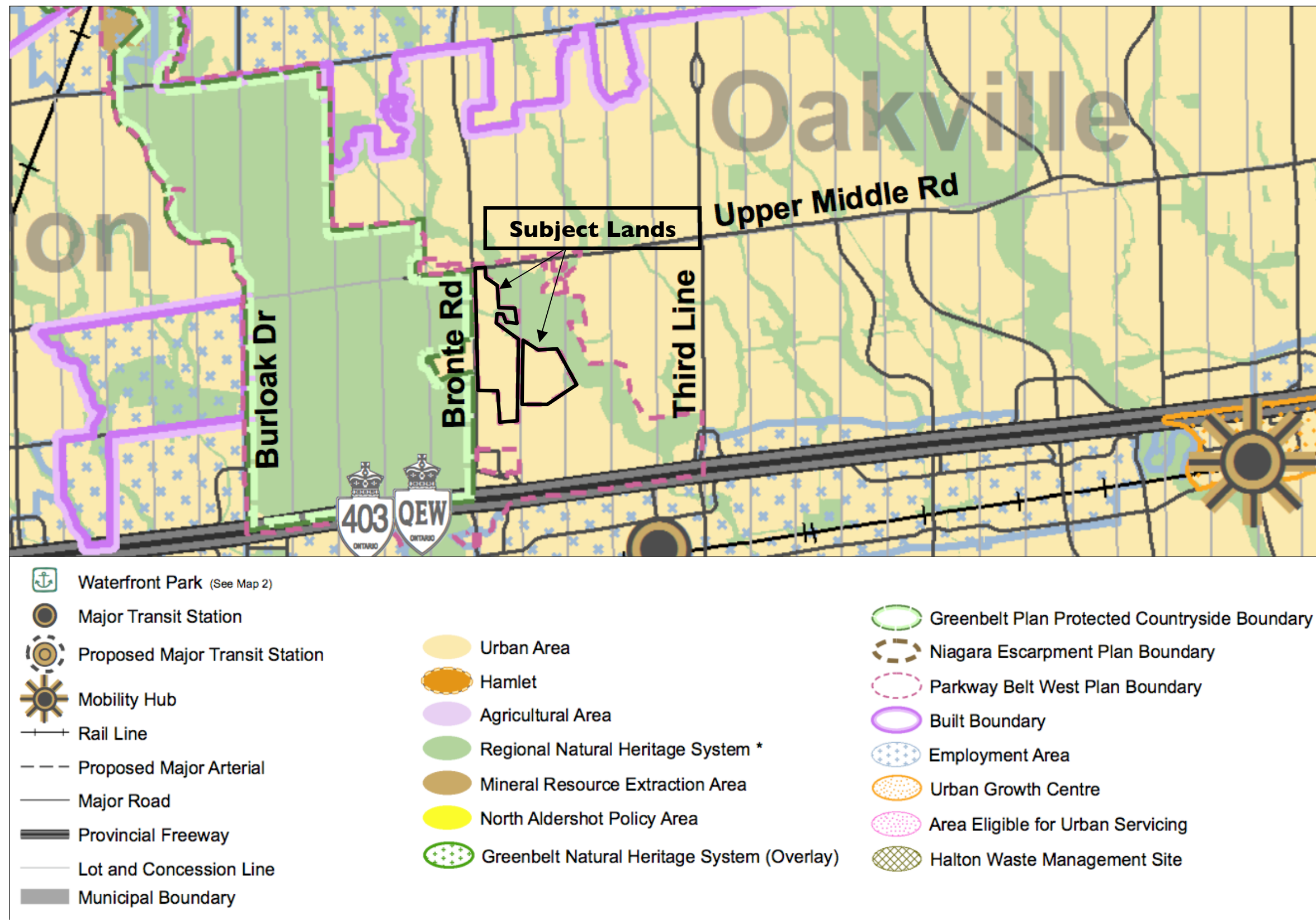


Figure 7 – ROPA 38: Excerpt from Map I – Regional Structure



corridor, which traverses the subject lands. In general, the proposed subdivision is compact, supportive of transit usage and non-motorized modes of travel. As well, a mixed-use block and adjacent high density block are proposed at the intersection of Bronte Road and Street 'A'. This mixed-use gateway will offer neighbourhood commercial services and local servicing office space.

Another objective is “to facilitate and promote intensification and increased densities” (section 72(9)).

Conformity:

As noted above, the subject lands are located within the Built-up Area of Oakville. The development of the subject lands would count towards the achievement of the Town’s and the Region’s intensification target.

Policy 86(6)(a) requires that at least 50 percent of new housing units across the Region every year be in the form of townhouses or multi-storey buildings. According to data obtained from the Town of Oakville’s Demographics page on its website, specifically, in the *Housing Inventory 1958-2012* and *Housing Starts by Year* documents, approximately 80% of new housing units built in 2012 were townhouse or apartment units. In recent years, townhouse and apartments have made up the majority of new housing units:

- 2012: 80% townhouses or apartments
- 2011: 48% townhouses or apartments
- 2010: 80% townhouses or apartments
- 2009: 61% townhouses or apartments
- 2008: 39% townhouses or apartments
- 2007: 47% townhouses or apartments

Conformity:

The proposed draft plan is composed of 30% townhouse and apartment units. Although less than the 50% target by the Region, it is highly likely that the 50% target will be reached across the municipality. It has been reached or nearly reached in all but one of the last 7 years. According to information on the Town’s website, existing development applications, including draft approved plans of subdivisions and applications on intensification sites indicate that townhouse and apartments units will equal 65 % of future units.

The adjacent 14 Mile Creek Valley and “the field” portion of the subject lands are designated as “Greenlands B” on the currently in-force Map 1 of the Regional Official Plan. In addition, these lands are shown as being within an Environmentally Sensitive Area (ESA) on Map 1. Policy 118(3) requires that proponents of any development that is located within the Greenlands System or adjacent lands carry out an Environmental Impact Assessment to assess the potential impact to natural features and their associated functions to ensure that there is no overall negative impacts to the functions and features of that portion of the Greenlands System and to assessing potential impacts, requirements for impact avoidance and mitigation measures and opportunities for enhancement.

Policy 119 notes that the Region’s mapping shows the general boundaries of the ESAs. Further, the policy requires that precise boundaries of ESAs are to be established through an Environmental Impact Assessment. Further, Part 4 of the Plan contains objectives and policies on Healthy Communities.

Policy 132(5) requires that where Greenlands B are not defined through Section 115 or 115.1, development proposals are to undertake an Environmental Impact Assessment to identify or refine the boundaries of Significant Woodlands on the property.

Conformity:

An *Environmental Impact Study* (EIS) has been submitted in support of the subject applications, and is summarized in section 6.2 of this report. The boundary of the Greenlands B and related natural features within and adjacent to the site have been identified and refined. The “field” which is identified as part of the ESA has been extensively evaluated as part of the EIS. The evaluation has led to recommended revisions to the boundary of the Greenlands B and ESA, based on current information relating to natural features and their associated functions. The proposed Draft Plan reflects the revised boundary of the ESA, satisfying primary ESA criteria and allowing for residential lots that are appropriately buffered from environmental features in the NHS.

Policy 118(4) requires that the recommendations of an EIS endorsed by the Region be implemented through official plan amendments, zoning by-laws, site plan control, conditions of planning approval or regulations by the appropriate authority.

Conformity:

The refinements to the Greenlands B and the ESA are being implemented through the proposed zoning by-law and through the conditions of draft plan approval which will see Blocks 651 - 655 (the natural heritage system) and Blocks 658 - 664 (the proposed enhancement areas) dedicated to the municipality. The refinements to Greenlands B can also be implemented through the local Official Plan Amendment for the Merton Planning Study as contemplated by ROP policy 115 and 118(4).

Part 4 of the Regional Official Plan further contains objectives and policies on the improvement of air quality, promoting cycling and walking, promoting transit use, and addressing impacts of noise and vibration. The policies require the Region to consider these matters in reviewing development applications (policies within section 143).

Conformity:

As described throughout this report, the themes of walkability, pedestrian connectivity, and transit accessibility have been at the forefront of the planning process of designing the proposed subdivision. The *Urban Design Brief* further addresses the matters in detail. A *Noise Feasibility Study*, as summarized in Section 6.5 of this report examines the impact of noise and vibration sources on the proposed uses on the subject lands.

The Regional Plan also contains policies relating to landform and natural feature conservation and natural resources. The Region requires all proponents of development applications to have regard to Ministry of Environment guidelines relating to land use compatibility, to submit a tree preservation and planting plan, and to identify potentially contaminated lands (policies 147(5) and 147(17)).

Conformity:

Land use compatibility is addressed through the *Noise Impact Study*. As described in the *Phase 1 Environmental Site Assessment (ESA)* report prepared by Soil Probe Ltd, no sources of soil and groundwater contamination were found on the subject lands. However, as the site is currently and has historically been used as a golf course, potential on-site sources of soil and groundwater contamination from pesticide, gasoline, diesel and oil may be present. As a result, a Phase 2 ESA was recommended for the subject lands. The *Phase 2 Environmental Site Assessment (ESA)* report, dated October 25, 2013, was also prepared by Soil Probe Ltd. The analysis conducted as part of the Phase 2 ESA included the further testing of soil and groundwater samples on the subject lands to determine any potential environmental concerns. Based on the results of both the Phase 1 and Phase 2 ESA reports, the subject lands are considered to be suitable for the proposed residential development.

In addition, the *Tree Preservation Report* recommends a tree preservation and tree transplanting program to preserve as many trees on the subject lands as possible.

The Regional Official Plan further requires proponents of development applications to submit a detailed transportation study to assess the impact of the proposal on the existing and planned transportation network (policy 173(22)).

Conformity:

A *Traffic Impact Study* has been prepared and submitted in support of the subject applications. The results of the study are described in section 6.3 of this report.

5.3.2 Amendment No. 38 (August 7, 2013 Version)

Most of the ROPA 38 policies affecting the subject lands have now been approved by the OMB and are in full force.

As noted above, Map 1 of ROPA 38, currently under appeal and as shown on **Figure 7** of this report, identifies “the field” portion of the subject lands as being within the “Regional Natural Heritage System”. The Regional Natural Heritage System objectives and policies of ROPA 38 are also all under appeal.

Policy 116.1 (b) states that the boundary of the Regional Natural Heritage System may be refined through an individual Environmental Impact Assessment.

Conformity:

As described in section 5.3.1 above, an *Environmental Impact Study* (EIS) has been submitted in support of the subject applications, and is summarized in section 6.2 of this report. The EIS has assessed the boundary of the Natural Heritage System on and adjacent to the subject lands based on a systems analysis and recommends refinements including additions of some wooded areas adjacent to the valley on the subject lands, removal of the “field”, addition of enhancement areas adjacent to the east-west tributaries of the Fourteen Mile Creek as part of the east-west linkage, and addition of buffers and additional enhancement / restoration within the Natural Heritage System. The proposed Draft Plan reflects the revised boundary Natural Heritage System with Blocks 651 - 655 including the Natural Heritage System and associated buffers and Blocks 658 - 664 including the additional enhancement areas.

5.4 LIVABLE OAKVILLE PLAN (2009)

5.4.1 Urban Structure and Land Use

The Livable Oakville Plan identifies the subject lands as “Residential Areas” within its Urban Structure on Schedule A1 (Urban Structure), as shown on **Figure 8**. In describing Residential Areas of the Urban Structure, Section 3.1 of Livable Oakville Section 3.1 provides, “The majority of the residential neighbourhoods in the Town are designated for low density residential uses to ensure a continuation of the existing neighbourhood structure. Medium and high density areas are also provided for in existing communities primarily to reflect developments that are already in place.” Section 11 further provides, “The lands identified as Residential Areas on Schedule A1, Urban Structure, represent the areas that provide for stable residential communities.” (p.D-1).

The entirety of the property is designated “Private Open Space”, as shown on **Figure 9**. The Private Open Space land use designation is a component of the Open Space category of the Urban Structure, together with the Parks and Open Space designation, and the Waterfront Open Space designation.

The uses permitted within the Private Open Space land use designation are restricted to, “...legally existing golf courses; legally existing recreational facilities; trails; existing cemeteries; conservation uses including fish, wildlife and forest management; and, essential public works including transportation, utility, watershed management and flood and erosion hazard control facilities.” (section 17.4.1, p.D-29).

Schedule B (Natural Features & Hazard Lands) identifies a portion of the subject lands adjacent to the Fourteen Mile Creek, referred to as the field, as “Environmentally Sensitive Areas”, as shown on **Figure 10**.

The only policies regarding ESA’s in the Livable Oakville Plan (2009) exist as a sub-policy of the Natural Area land use designation, rather than as a policy that would apply to any land use designation of the Plan. Section 16.1.11 of the Natural Area land use designation provides the following policies relating to ESA’s:

Figure 8 – Livable Oakville Schedule A1 (Urban Structure)

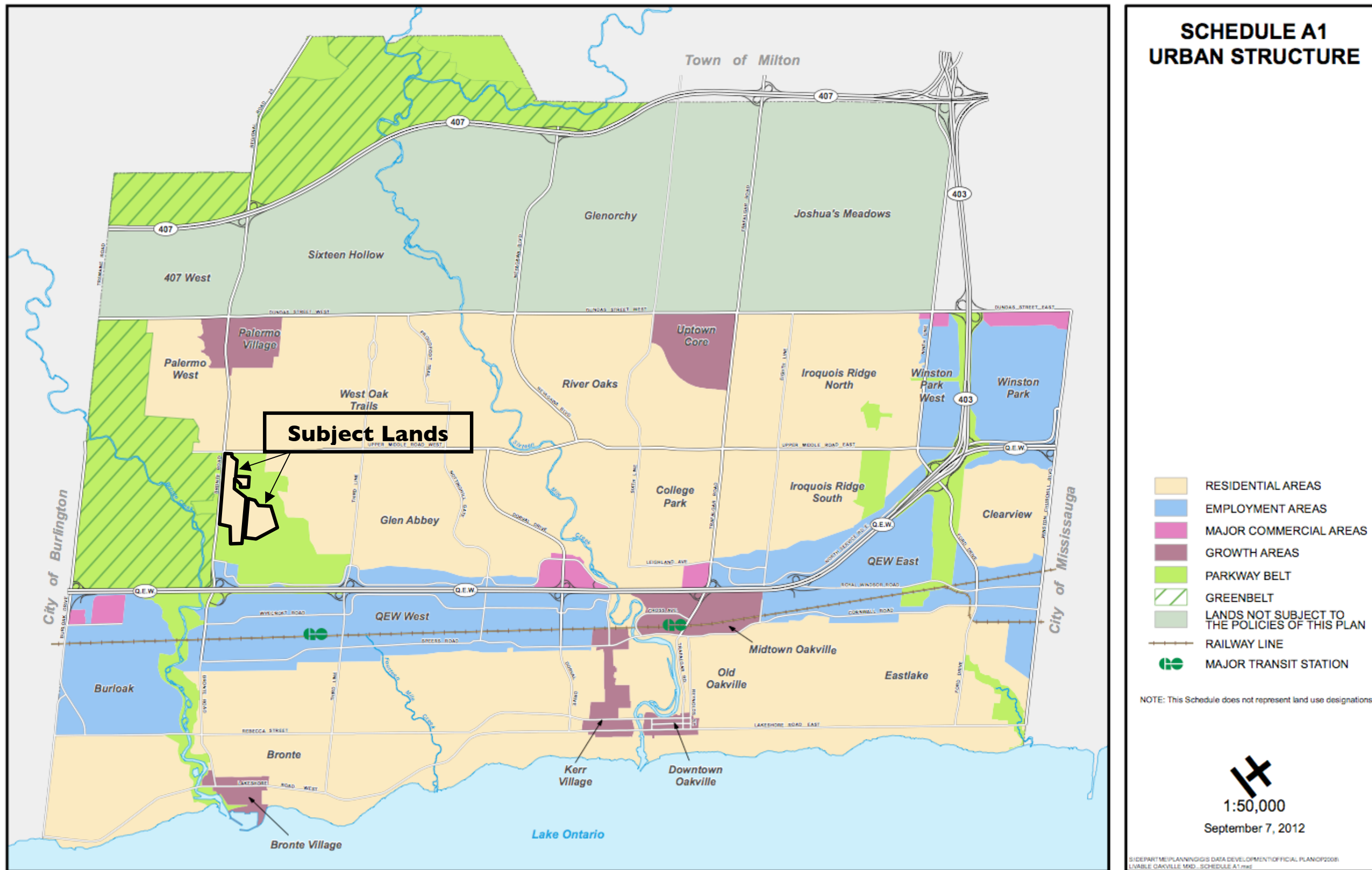


Figure 9 – Livable Oakville Schedule H (West Land Use)

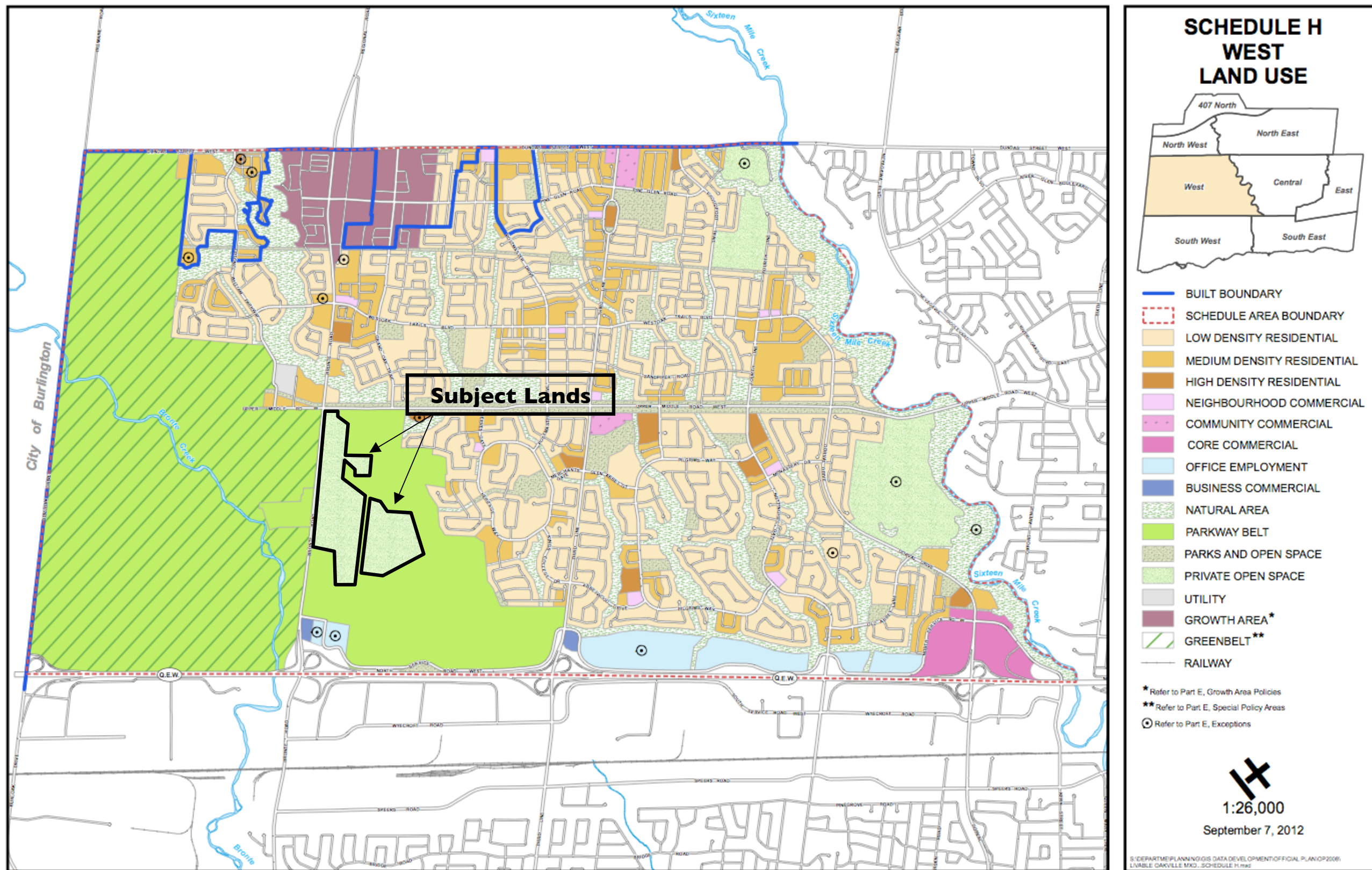


Figure 10 – Livable Oakville Schedule B (Natural Features & Hazard Lands)



16.1.11 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.*

16.1.11 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.*

Section 16.1.11 a) provides that ESA's are identified by the Region, according to the criteria set out in the Region's Official Plan.

Consistency

The Environmental Impact Study prepared by Beacon Environmental has determined that the field does not satisfy any of the Region's Primary ESA Criteria, and as such, the Natural Heritage System as set out in the Region's Official Plan should be refined to exclude the field.

Policy 26.5.1 of the Livable Oakville Plan identifies the subject lands, "lands in the vicinity of the QEW and Bronte Road on the north side", as an area for potential future development that should be comprehensively studied. Policy 26.5.2 elaborates on the nature of the comprehensive studies and what they should address, including matters such as infrastructure, transportation, and land uses. The policy states that development applications will be considered premature until these studies are completed.

Consistency:

As noted above, the subject lands are currently subject to the Merton Planning Study, which is a comprehensive study that is being jointly undertaken by the Town of Oakville and surrounding area landowners. All studies as required by the Terms of Reference have been submitted for the Merton Planning Study including a draft preferred land use plan as described in Section 3 of this report. The preferred land use plan will be implemented through a municipally initiated Official Plan Amendment. The proposed draft plan and zoning of the subject lands are consistent with the preferred land use plan. The proposed land use designations in the preferred plan are consistent with the designation categories in the Livable Oakville Plan, and as also detailed in Section 3 above, the proposed draft plan of subdivision satisfies the density requirements of these land use designations. The Merton terms of reference states that individual development applications can be submitted concurrently to the Merton Planning Study process.

5.4.2 Managing Growth and Change

Section 4 of the *Livable Oakville Plan* contains policies and objectives related to growth in Oakville. Policy 4.3 of the *Livable Oakville Plan* speaks to residential intensification outside of the Midtown Oakville, Uptown Core, Palermo Village, Bronte Village, Kerr Village and Downtown Oakville growth areas. The policy states that:

“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.”

Consistency:

The subject lands are located within the built-up area of Oakville, but are located outside of the growth areas identified above. Unlike many other intensification areas, the subject lands are separated from existing development within the Oakville built-up area by the Fourteen Mile Creek Valley. As such, the proposed community is not directly adjacent to established residential areas so that the character of these existing residential areas will not be affected in any respect. The design of the Bronte Green community as described in the *Bronte Green Urban Design Brief* by Williams & Stewart Associates Limited will be consistent with character of the Glen Abbey community to the east and the West Oak Trails community to the north. As the character of this new residential community will be consistent with the character and density of the surrounding communities, the urban structure of the Town will be maintained.

5.4.3 Urban Design

Section 6 of the Livable Oakville Plan contains the Town’s urban design objectives and policies. The applicable Town objectives for urban design include:

- Providing diversity, amenity, comfort, safety and compatibility with the existing community;
- Encouraging safe and attractive streetscapes and open spaces; and,
- Promoting innovative and diverse urban form.

Urban Design has been addressed in detail in the *Urban Design Brief* submitted in support of the subject applications, as described in Section 6 of this report. This report describes how the proposed draft plan of subdivision achieves and conforms to the Town’s urban design objectives and policies described in Section 6 of the Livable Oakville Plan.

The policies of Section 6.2 of the *Livable Oakville Plan* address matters related to urban design and the public realm. Policy 6.2.5 states that, “reverse frontage lots should be avoided”.

Consistency:

The frontage along Bronte Road is a challenge due to its planned width, traffic volumes, noise and existing development pattern. Opposite the subject lands, only a portion of the Bronte frontage will see development opposite. The remainder will be opposite the Bronte Creek Provincial Park. To the north of Upper Middle Road, a significant part of the frontage up to Westoak Trails Boulevard is back lotted with substantial landscaped setbacks. The remainder of the developed portion of the Bronte Road frontage up to Dundas Street is developed with window streets or flankage lots. As a result, Bronte Road north of the QEW does not have the built form character to create a strong pedestrian orientation.

As shown on the proposed draft plan (**Figure 3**), reverse frontage lots are proposed along both Street G and Street H, with houses backing onto Bronte Road as one design solution to address the issues of Bronte Road. At the gateway, high density and mixed use development flanks onto Bronte Road which accentuates the gateway into the community. As described in the *Urban Design Brief*, upgraded rear elevations are proposed for homes backing onto Bronte Road, to provide for visual interest and character along the Bronte Road public realm. This should include wall articulation, gabled roofs, and architectural details consistent with the front elevations of the dwellings. Further, covered rear porches with decorative railings are recommended. A 4.5 metre wide buffer is proposed along Bronte Road (Blocks 634, 635 and 636) to accommodate half of a 1.5 metre berm as part of the noise attenuation. This buffer will be extensively landscaped, providing for an enhanced streetscape along the entire Bronte Road interface of the subject lands.

The policies of Section 6.4 call for the achievement of compatibility between areas with different land uses through the appropriate transition and design of new development in terms of roads, landscaping and compatible built form. Section 6.5 of the Plan contains more specific policies on the built form of new development, requiring adequate transitions in building height, accessible design, and a high level of architectural detail for buildings in prominent locations, such as corner lots.

Consistency:

The matters relating to Urban Design have been addressed in detail within the *Urban Design Brief* submitted in support of the subject proposal. To summarize, and as described throughout this report, the subject lands are largely separate from surrounding development due to natural and constructed physical barriers including the Fourteen Mile Creek and Bronte Road. The policies of Section 6.4 and 6.5 of the *Livable Oakville Plan* apply more to situations where development is proposed on lands directly adjacent to areas that have been built-up and contain existing buildings and roads. Since there are residential development on lands directly adjacent to the subject lands, these policies are not fully applicable.

However, there is a potential land use compatibility issue with the existing golf course and the future employment area to the south. The proposed stormwater management facilities provides adequate separation and transition between the proposed residential uses and both the existing golf course and the future employment area. One row of single detached dwellings along Street 'B' is proposed to back onto the golf course. However, it is currently buffered from the fairway by a treed and landscaped fringe area. Additional mitigative fencing can be installed if required. The preferred land use option for the Merton Planning Area includes both residential and employment lands to the south of the subject lands. The employment lands, as planned, will be buffered from the row of single detached dwellings along Street 'B' by medium density residential development, providing for an appropriate transition and interface between the low density residential area on the subject lands and planned employment uses. The

stormwater management facility will also provide adequate separation between the low density residential area and the planned employment uses.

Further, section 6.9 of the Livable Oakville Plan requires extensive landscaping of varied form, colour and texture as part of new development, to enhance visual appeal, frame views, and promote walkability.

Consistency:

Extensive landscaping will be used to buffer development from Bronte Road and neighbouring uses, all the while creating an attractive environment for pedestrians throughout the entire community as well as complementing and enhancing lands in the vicinity of natural areas.

5.4.4 Sustainability

Section 10 of the Livable Oakville Plan addresses sustainability in the Town. Generally, the Town's sustainability objectives include achieving sustainable building and community design, preserving and enhancing environmental features and the natural heritage system, enhancing air and water quality, and increasing the Town's canopy cover, among others. As part of the Town's process of reviewing development applications, sustainable development is one of the criteria used to evaluate development proposals.

The proposed draft plan of subdivision application and corresponding zoning by-law amendment application have been crafted with the Town's sustainability policies in mind. Section 10.4 of the Livable Oakville Plan requires the Town to promote development that minimizes energy consumption by:

- “seeking a compact urban form;
- encouraging mixed use development where appropriate to minimize motor vehicle trips;
- encouraging the use of appropriately selected and located vegetation to reduce the energy consumption of buildings;
- encouraging urban design that promotes energy conservation;
- promoting transit and modes of active transportation; and,
- addressing other matters, as appropriate, that reduce energy consumption.”

Consistency:

The subject proposal represents a compact urban form made up of a range of housing types and densities, as well as a main street mixed use node located within the community, thereby offering future residents of the community a place to shop and work within walking distance. The proposal also incorporates vegetated buffers along Bronte Road, a network of parks and open spaces, and the preservation of the natural heritage system. Elements of community design, such as the street-oriented main street mixed use node, sidewalks and innovative house designs with front porches and garages set back beyond the front wall of the house will contribute to the attractiveness and walkability of the neighbourhood. As described earlier in this report, the community will also be served by public transit.

Section 10.10 of the Livable Oakville Plan addresses stormwater management and the policies generally require new developments to incorporate stormwater management measures to control stormwater runoff in terms of quantity and quality, as well as infiltration.

Consistency:

As described in the *Functional Servicing Report* by DSEL (January 2014), and as shown on the proposed draft plan of subdivision, stormwater management facilities have been located appropriately to service the subject lands, and are able to handle runoff generated by storm events. Further, the facilities have been designed to be attractive design elements within the community and have been well integrated into the urban fabric.

Section 10.11 of the Livable Oakville Plan deals with Air Quality, calling for the Town to improve air quality by encouraging mixed use developments, providing efficient transit service, providing a network of connected trails and sidewalks for pedestrians and cyclists, among other efforts to improve air quality.

Consistency:

As described throughout this report, the proposal represents the development of a mixed use community with multiple trail connections for pedestrians and cyclists, and is accessible by transit.

5.4.5 Character Impact Analysis

This section addresses the Town’s requirement for a “Character Impact Analysis”. According to the Town’s development application guidelines, a “Character Impact Analysis” is meant to explain how a proposed development will maintain and protect the existing character of the community that it is proposed within. Specifically, this analysis addresses matters from Section 11.1.9 of the Livable Oakville Plan.

- a) The built form of development, including scale, height, massing, architectural character and materials, is to be compatible with the surrounding neighbourhood.
 - This is addressed in detail in the *Urban Design Brief*. As described above, the proposal will be compatible with the character of development in the surrounding area.

- b) Development should be compatible with the setbacks, orientation and separation distances within the surrounding neighbourhood.
 - Although the subject lands represent one of the Town’s largest intensification sites, there are currently no surrounding residential neighbourhoods to which setbacks, building orientation and separation distances can be measured to be compatible with. Development is proposed to be in accordance with existing zone standards in the Town, subject to site specific exceptions as described in the proposed zoning by-law amendment.

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Bronte Green Corporation

- c) Where a development represents a transition between different land use designations or housing forms, a gradation in building height shall be used to achieve a transition in height from adjacent development.
- As briefly discussed above and in section 5.4.3 of this report, the proposed subdivision has been designed with land use transition and compatibility in mind, particularly relating to the existing and proposed land uses south of the subject lands. However, none of these land uses are existing residential uses, which is the intended focus of the Character Impact Analysis.
- d) Where applicable, the proposed lotting pattern of development shall be compatible with the predominant lotting pattern of the surrounding neighbourhood.
- As noted, this proposed subdivision is not adjacent to existing residential communities, and as such, there is no predominant lotting pattern in the surrounding neighbourhood. The subject lands will be developed in a modified grid pattern and in accordance with existing zone standards in the Town, subject to site specific exceptions as described in the proposed zoning by-law amendment.
- e) Roads and/or municipal infrastructure shall be adequate to provide water and wastewater service, waste management services and fire protection.
- As described in greater detail in section 6.1 of this report, the Functional Servicing Report has indicated that the proposed subdivision will be adequately serviced in all regards. The closest fire station is located nearby to the subject lands, along Upper Middle Road near the Postmaster Drive intersection.
- f) Surface parking shall be minimized on the site.
- The proposal is for a residential subdivision. Other than fulfilling the required parking spaces within the residential area (on driveways and within garages), there are only two blocks that will likely contain surface parking lots: the high density residential block and the main street mixed use block. The specific location and size of parking areas for these blocks will be determined at a later point in time during the site plan approval stage for these blocks.
- g) A proposal to extend the public street network should ensure appropriate connectivity, traffic circulation and extension of the street grid network designed for pedestrian and cyclist access.
- Section 6.3 of this report summarizes the findings and recommendations of the *Transportation Impact Study*, which indicates that future traffic levels can be adequately accommodated on existing boundary roads and proposed roads through the subject lands. The proposed network of streets offers multiple connections to Bronte Road, as well as a proposed future collector road and transit spine connection to the south. Pedestrian and cyclist movement and flow through the proposed subdivision has been addressed throughout this report and in further detail in the *Urban Design Brief*.

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- h) Impacts on the adjacent properties shall be minimized in relation to grading, drainage, location of service areas, access and circulation, privacy, and microclimatic conditions such as shadowing.
- Matters relating to servicing, grading and drainage of the subject lands have been addressed within the *Functional Servicing Report*, as summarized in section 6.1 of this report. Privacy and microclimatic conditions such as shadowing are not of concern relating to adjacent properties, as adjacent properties consist of the existing Deerfield golf course, the Fourteen Mile Creek and the Region of Halton offices and public works yard. Matters relating to transition and compatibility with these uses have been addressed in sections 5.4.3 and 5.4.5 c) above, as well as within the *Urban Design Brief*.
- i) The preservation and integration of heritage buildings, structures and uses within a Heritage Conservation District shall be achieved.
- There are no heritage buildings or heritage districts on the subject lands.
- j) Development should maintain access to amenities including neighbourhood commercial facilities, community facilities including schools, parks and community centres, and existing and/or future public transit services.
- Access to amenities will in fact access to trails, parks and transit service will be improved.
- k) The transportation system should adequately accommodate anticipated traffic volumes.
- Section 6.3 of this report summarizes the findings and recommendations of the *Transportation Impact Study*, which indicates that future traffic levels can be adequately accommodated on existing boundary roads and proposed roads through the subject lands.
- l) Utilities shall be adequate to provide an appropriate level of service for new and existing residents.
- The subdivision will be adequately serviced by all planned utilities.

6 SUPPORTING STUDIES

Technical studies have been completed in support of the proposed plan of subdivision, as required through the pre-consultation meeting that occurred on January 18, 2014. These studies are described in this section.

6.1 FUNCTIONAL SERVICING REPORT

David Schaeffer Engineering Ltd. (DSEL) has prepared a report titled *Functional Servicing Report for the Bronte Green Property*, dated January 2014. The report outlines the water, wastewater and stormwater servicing requirements for the subject lands and development of the proposed subdivision in order to assess the feasibility of adequately servicing the lands.

Water Servicing

The subject lands are proposed to be serviced by Zone 03 watermains, and the distribution systems will be adequately sized to comply with the Region's water pressure and flow criteria. It is noted that specific requirements for watermains will be provided at the detailed design stage of the development review process.

Wastewater Servicing

The subject lands are proposed to be serviced by a network of local gravity sewers, compliant with the Region's criteria, releasing into the existing trunk sewer that crosses the subject lands to the Halton North Pumping Station. A *Sanitary Capacity Analysis*, prepared by Genivar, (Appendix E to the *Functional Servicing Report*) has determined that this trunk sewer has sufficient capacity to transfer the sanitary flows from the subject lands to the pumping station.

Stormwater Servicing

The proposed stormwater system design will ensure that stormwater flows can be safely conveyed through the site through minor and major storm events, in accordance with Town of Oakville Engineering Standards. The proposed stormwater management system addresses the following:

- **Water Balance:** Low impact development (LID) measures are recommended to maximize infiltration in pervious areas, leading to a reduction of water runoff and peak flows. Specific LID measures will be determined at the detailed design stage of the lands.
- **Water Quality and Quantity:** For the lands north of the east-west tributary of the Fourteen Mile Creek, an oil / grit separator is recommended to be installed at the storm outlets, which will keep the quality of the water free from up to 80% of fine particles that would otherwise pass through. In the southern portion of the subject lands, storm water will drain to two stormwater management ponds, which straddle Street "A" in the south-

eastern corner of the subject lands. In terms of water quantity, current discharge levels for Fourteen Mile Creek are recommended to be maintained.

- Erosion Control: The two stormwater management ponds will hold the stormwater runoff and control the release of stormwater runoff into the Fourteen Mile Creek, providing erosion protection.
- Thermal Mitigation: To protect the Redside Dace and other fish populations in Fourteen Mile Creek, the report recommends a maximum discharge temperature of 24^oc and provides a number of recommendations to achieve that temperature.

The report concludes that the subject lands can be adequately serviced by water, wastewater and stormwater management services in accordance with Regional criteria.

6.2 ENVIRONMENTAL IMPACT STUDY

Beacon Environmental (Beacon) has prepared a report titled *Saw-Whet Property – Environmental Impact Study*, dated February 2014. The report was prepared according to the Merton Planning Study Terms of Reference for the Environmental Impact Study (EIS). More specifically, the EIS for the subject lands addresses in detail the planning context, the biophysical context and related ecological functions, the proposed development concept, assessment of anticipated environmental impacts related to the proposed development, a monitoring framework and an evaluation of compliance and associated recommended mitigation measures.

The EIS applied a scientific, systems based approach to develop a proposed Natural Heritage System (NHS) for the Subject Property and adjacent lands comprised of core areas, linkages, buffers and enhancement areas. The NHS, as recommended, is shown on the proposed Draft Plan (Blocks 651 - 655). Additional enhancement areas outside of the features and buffers, which will form part of the NHS, are shown on the Draft Plan as Blocks 658 - 664.

The EIS determined that the proposed Draft Plan will not have an adverse impact on the natural features or their ecological functions, or on the proposed NHS, provided that a series of recommended mitigation measures are implemented. Some of the notable recommendations that have been reflected in the proposed Draft Plan are described below:

- Five restoration/enhancement areas are identified, one of which is within the subject lands. The EIS recommends vegetation management strategies to enhance the ecological functions of these areas.
- The EIS recommends feature specific buffers in conformity with the policies of Livable Oakville based on the ecological sensitivities of the individual features.
- The EIS recommends the protection and enhancement of a linkage along the east-west Tributary to the Fourteen Mile Creek (Tributary 14W-W1-2 and 14W-W1-3) which will connect Fourteen Mile Creek to the Bronte Provincial Park and Bronte Creek.

The “field” portion of the subject lands, as described previously in this report, has been extensively evaluated as part of the EIS, as it had previously been identified as part of an Environmentally Sensitive Area (ESA). The evaluation has led to recommended revisions to the boundary of the ESA, based on current information relating to natural features and their

associated functions. The proposed Draft Plan reflects the revised boundary of the “field” ESA, satisfying primary ESA criteria and allowing for residential lots that are appropriately buffered from environmental features in the NHS.

In addition, the EIS recommends limits to future development for use in the proposed Draft Plan, describes preliminary grading and servicing options, and recommends measures for avoiding and/or mitigation potential impacts.

In summary, the EIS determined that the proposed Draft Plan is in compliance with applicable environmental protection and planning policies at the provincial, regional and local levels. From a natural heritage perspective, the EIS concludes that the proposed Draft Plan maintains and improves protection to the Redside Dace fishery, strengthens connectivity between the Fourteen Mile Creek and Bronte Creek valley systems, and maintains and enhances habitat for the full range of plant and wildlife species identified in the area.

6.3 TRANSPORTATION IMPACT STUDY

Read, Voorhees & Associates (RVA) has prepared a report titled *Traffic Impact Study – Bronte Green Subdivision – Merton Tertiary Plan*, dated January 2014. The study examines existing traffic levels and current levels of transit service, as well as future traffic and transit levels including traffic generated by the proposed Draft Plan, as well as anticipated future transit service requirements. Further, the study examines signalized intersections in the vicinity of the subject lands and assesses the impact to the level of service for each intersection.

The study concludes that for the most part, the existing road system can accommodate forecast traffic, including traffic generated from the subject lands. Further, the study concludes that the proposed road system on the subject lands can accommodate forecast traffic, and that all intersections within the subdivision can operate satisfactorily with stop sign control. However, the study recommends the following improvements to specific intersections and roadways to accommodate additional traffic:

- It is recommended that modifications be made to the lane configurations at both QEW off-ramp intersections. For the westbound off-ramp, it is recommended that the centre lane be designated as an optional left or right turn lane. For the eastbound off-ramp, it is recommended that the ramp lane designations be modified to create a left turn lane, a through/right lane, and a right turn lane.
- Within the proposed Draft Plan, it is recommended that the section of Street ‘A’ adjacent to the commercial block be constructed as a four lane road which could accommodate on-street parking.
- Traffic calming can be proposed within the proposed Draft Plan through the use of all-way stop control that at the Street A / C intersection and at the Street B / C intersection. Curb extensions along the straight sections of Street C are also recommended for an additional measure of traffic calming (specifically at the intersection with Street M).

In terms of transit, the study concludes that transit service is expected to operate along Street 'A' between Bronte Road and North Service Road when Street 'A' is extended through to the North Service Road. In the interim, an internal route to and from Bronte Road can be adequately provided along Street 'A' to ensure that all units can access transit within 400 metres of their homes.

6.4 ARCHAEOLOGICAL ASSESSMENT

AMICK Consultants Limited (AMICK) has prepared a report titled *Stage 1 Archaeological Background Study of Proposed Bronte Green Subdivision*, dated January 15, 2014. The study provides a historical and archeological context of the subject lands, an analysis of the physical conditions of the subject lands, the details of a property inspection conducted on site, as well as conclusions and recommendations drawn from an analysis of the findings from the detailed property inspection.

As a result of this study, the subject lands has been identified as an area of archaeological potential. While a large portion of the subject lands does not require further archaeological assessment (including the areas of building footprints, paved parking lot, paved or gravel trails, low lying and wet areas, steep slope and artificial mounds), a number of archaeological sites have been identified on the lands.

As noted, there are select sites on the subject lands that have been previously documented. It is recommended that these sites be further investigated through Stage 3 Site-specific Assessment.

The study notes that areas on the subject lands that have not been previously assessed and have little or no apparent disturbance will require assessment by test pit survey as part of the Stage 2 Property Assessment. These areas are specifically identified within the report.

The report further recommends that if development is phased, only the first phase of development needs to be assessed by test pit survey and the balance can be ploughed and disked in preparation for pedestrian assessment. It is recommended that the Ontario Ministry of Tourism, Culture and Sport (MTCS) permit either strategy at the discretion of the proponent.

6.5 NOISE AND VIBRATION STUDY

SS Wilson Associates Consulting Engineers (Wilson) has prepared a report titled *Noise Feasibility Study – Proposed Residential Development Bronte Green Joint Venture Area*, dated January 27, 2014. The report examines current and future noise sources potentially affecting the subject lands, including both transportation and stationary noise sources.

Transportation Noise Sources

The report finds that indoor sound levels for the majority of the proposed dwellings are acceptable. For some of the proposed dwellings adjacent to Bronte Road,, the recommended sound levels for the outdoor living areas, as well as some indoor areas, will be exceeded due to traffic noise. The report recommends acoustical barriers, such as an earth berm or an acoustic

fence, of a sufficient height to protect the affected dwellings. Specifically, the report recommends a barrier (either earth berm or acoustic fence) with a required height of up to 3.5 metres along the Bronte Road frontage of the subject lands. This could be in the form of a 2 metre acoustic fence atop a 1.5 metre earth berm. As shown on the proposed draft plan, a 4.5m wide buffer is proposed between residential lots and Bronte Road, which could accommodate the western half of the berm with the acoustic fence sitting on the property line. Further, air conditioners are recommended as being required for those dwellings affected by transportation noise sources, so that windows can remain shut and keep transportation noise sources at acceptable levels from the inside of dwellings.

Stationary Noise Sources

The stationary noise sources affecting the proposed development are the Halton Region Municipal Offices and the Halton Region public works yard, which have the potential for exceeding the acceptable MOE (Ministry of Environment) sound level criteria for stationary noise sources. The report recommends that the Town of Oakville classify the affected areas on the subject lands as an MOE Class 4 Area, as described in the MOE guideline document NPC-300. Once an area is classified as a Class 4 Area, prospective purchasers must be informed that the dwelling is located within a Class 4 Area and that appropriate noise mitigation measures will be employed. It is recommended that an optional 2.2-metre sound barrier be constructed along the south property lines to provide separation between the subject lands and the Region's property. In addition, a ventilation and air conditioning system, which will allow windows and exterior doors to remain closed, is required for all affected dwellings.

The report concludes that the necessary noise control measures are technically feasible and can be implemented during the detailed design phase of the proposed development.

6.6 ODOUR STUDY

Pollutech Environmental Limited (Pollutech) has prepared a report titled *Merton Tertiary Planning Area Odour Study*, dated December 12, 2013. The study examined potential odours affecting the subject lands. The study recommends that a minimum separation distance of 300 metres be applied from the Mid-Halton Wastewater Treatment Plant, as referenced in the Halton Region Draft Land Use Compatibility Guidelines, to any future development to minimize potential adverse effects due to odour. Pollutech also notes that there are no sensitive land uses within the preferred option for Merton that fall within the recommended 300-metre separation distance. In fact, the lands within the draft plan of subdivision fall well outside of the minimum 300-metre separation distance from the wastewater treatment plant.

6.7 CAPITAL IMPACT ASSESSMENT REPORT

Altus Group (Altus) has prepared a report titled *Bronte Green Capital Impact Assessment*, dated February 19, 2014. The purpose of this report is to assess the impact that the proposed development has on the Town's capital budget. The study provides a description of the Town's capital impact model along with a summary of applicable development charges, as well as a

description of capital works generated from the proposed development, including roads, stormwater management facilities, parks trails and water and sanitary services.

The study provides an estimate of the cost of the anticipated capital works generated from the proposed development. Beyond the costs that will be the responsibility of the developer, the cost will amount to \$1,865,447, of which, the majority will be eligible for funding through development charges. It is noted that as of the end of 2013, the Town had positive balances (in excess of \$25 million) in its general capital reserves, with a greater projected amount for the end of 2014. The report concludes that the Town should have sufficient capital reserves to fund the portion of the capital funding requirements that are not covered by development charges (estimated to amount to approximately \$186,500 for the subject proposal).

6.8 URBAN DESIGN BRIEF

John G. Williams Limited, Architect has prepared a report titled *Bronte Green Urban Design Brief*, dated February 25, 2014. The document describes the vision of “an attractive, high quality residential neighbourhood with a definable identity and architectural character that will complement the existing community at large”. The document describes this vision by providing urban design principles and guidelines addressing the public and private realm while promoting a pedestrian-scaled environment. The document also identifies opportunities to establish character areas within the proposed development to foster place-making and to provide the neighbourhood with an upscale identity. Finally, the document recommends an implementation strategy to achieve this goal, in the form of design guidelines and an architectural control design review process.

Section 7.1 of this report describes and reflects the urban design objectives and policies of the *Livable Oakville Plan*. In brief, the objectives and policies call for safe and attractive streetscapes and open spaces, as well as innovative and compatible built and urban form. The *Urban Design Brief* provides detailed, implementable urban design guidelines to achieve the *Livable Oakville Plan* objectives and policies.

The document contains varied and detailed neighbourhood design guidelines to address the following:

- The protection and preservation of views to the NHS;
- The creation of a linked network of trails;
- The creation of “character areas” around public areas such as parks, neighbourhood gateways and the main street mixed use node to foster a ‘sense of place’;
- The development of attractive, green, accessible parks and open spaces; and,
- The inclusion of landscaping, attractive lighting and street furniture within streetscapes.

The *Urban Design Brief* also proposes built form guidelines and architectural design criteria to address the built form elements of within the community, including massing, façade treatments, as well as architectural styles and details for each dwelling type. The report also includes guidelines specific to the siting and appearance of buildings on priority lots within the proposed

development, recognizing prominent, ‘landmark’ locations to help establish visual reference points within the Neighbourhood.

Sustainability is also addressed in the form of guidelines, addressing matters such as stormwater management, landscaping in terms of creating micro-climates, promoting pedestrian links to transit, walkability, and community safety through CPTED (Crime Prevention Through Environmental Design) principles.

Lastly, the document proposes an “Architectural Control Design Review Process” for all new residential construction on the subject lands. The process would include the preliminary review of sketch designs prior to any submissions, followed by the final review and approval of working drawings detailing exact designs. The purpose of this process is to ensure that new development proposals are in compliance with the requirements of the *Urban Design Brief*.

6.9 TREE PRESERVATION REPORT

Cosburn Giberson Landscape Architects Ltd. (CGLA) has prepared a letter report titled *Bronte Green Community – Tree Preservation*, dated January 30, 2014. The report provides a summary of a tree inventory of all existing trees on the subject lands, as well as a description of planned tree preservation measures.

A total of 62 tree species have been identified on the subject lands, 36 of which are native species. The majority of the trees inventoried were found to be in good health. In terms of tree preservation, the report states that tree preservation will be limited due to the proposed development. For the most part, tree preservation opportunities exist within the valleylands and on lands adjacent to the Fourteen Mile Creek valley, as well as around the perimeter of the subject lands such as at the rear and/or edges of proposed lots and blocks, subject to site grading. In all, 49% of trees on the subject lands (equaling 858 trees) were rated to have preservation priority.

The report also proposes to transplant approximately 15% of the total trees on the subject lands (equaling 260 trees). These trees are proposed to be transplanted on the subject lands, including along the edges of the Fourteen Mile Creek valleylands, as well as within buffer and open space blocks. A tree maintenance program is recommended to be implemented, including mulching and watering.

6.10 GEOTECHNICAL REPORT AND PHASE 1 & 2 ENVIRONMENTAL SITE ASSESSMENTS

In April 2012, Soil Probe Ltd prepared a report titled *Geotechnical Investigation for the Proposed Residential Subdivision (Saw-Whet Golf Course)*. The purpose of the Geotechnical Investigation was to determine the subsoil and groundwater conditions of the subject lands. The report also provides recommendations for grading, filling, servicing and construction given the observed subsoil and groundwater conditions. The details of these recommendations is outlined in the report.

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Also in April 2012, Soil Probe Ltd completed a *Phase 1 Environmental Site Assessment (ESA)* for the subject lands. The Phase 1 ESA found that there are no sources of soil and groundwater contamination on the subject lands. However, as the site is currently and has historically been used as a golf course, potential on-site sources of soil and groundwater contamination from pesticide, gasoline, diesel and oil were identified as being potentially present on the lands. As a result, a Phase 2 ESA was recommended for the subject lands.

The *Phase 2 Environmental Site Assessment (ESA)* report, dated October 25, 2013, was also prepared by Soil Probe Ltd. The analysis conducted as part of the Phase 2 ESA included the further testing of soil and groundwater samples on the subject lands to determine any potential environmental concerns. Based on the results of both the Phase 1 and Phase 2 ESA reports, the subject lands are considered to be suitable for the proposed residential development.

7 PLANNING ASSESSMENT

Conformity of the proposal to the Livable Oakville Plan has been largely addressed throughout Section 5 of this report. This section of the report focuses on how the proposal addresses the matters under Section 51(24) of the Planning Act.

7.1 TESTS UNDER SECTION 51(24)

Section 51 (24) of the Planning Act lists the matters that plans of subdivision shall have regard to. The following provides a summary of how the proposed draft plan of subdivision has addressed to each of these matters:

- a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2 of the Planning Act;
 - Matters of provincial interest include, among others, the protection of natural areas, the conservation of heritage features, the development of safe and healthy communities, the provision of a full range of housing opportunities, and sustainable development, among others.
 - Natural areas will be protected as described in this report and the EIS.
 - The proposed subdivision contains a mix of housing opportunities with single detached dwellings, townhouses, back-to-back townhouse dwellings, and a high density residential block.
 - Affordable housing opportunities are provided through the back-to-back townhouse dwellings and the apartment units.
 - Community design measures, as described throughout this report, have been carefully considered and provided to ensure the development of a safe and sustainable community.

- b) whether the proposed subdivision is premature or in the public interest;
 - The subject proposal provides for residential intensification, protection and enhancement of the Natural Heritage System, public trails, a public open space system the management of stormwater and an improved network of connected roads. All of these matters are in the public interest

- c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;
 - As described in Section 5 of this report, the proposal conforms to the general intent of the *Official Plan*, and once the Official Plan Amendment implementing the preferred Merton plan is approved, it will fully conform to the Town's Official Plan.

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- d) the suitability of the land for the purposes for which it is to be subdivided;
 - The land is suitable for the proposed subdivision and uses. The land is designated for urban uses in an approved plan, is readily serviceable, and is largely free of constraints.

- e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;
 - The number, width, location and proposed grades of all streets are appropriate. The proposed roads meet the Town's engineering standards in terms of location and width. The proposed grades on the subject lands do not exceed the Town's standards.

- f) the dimensions and shapes of the proposed lots;
 - The layout of the proposed subdivision represents an efficient use of land containing a range of lot and block sizes laid out efficiently to create a compact and walkable community.

- g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structure proposed to be erected on it and the restrictions, if any, on adjoining land;
 - Existing and proposed easements on the subject lands are shown on the draft plan of subdivision. Conditions of draft plan of subdivision approval will set out any necessary and appropriate conditions on matters to be addressed prior to the registration of the subdivision.

- h) conservation of natural resources and flood control;
 - Natural heritage features on and abutting the subject lands will be protected with buffers and enhancement areas. All flood plain areas fall within the protected natural heritage system.

- i) the adequacy of utilities and municipal services;
 - As described in this report, the proposed plan of subdivision is located within the Town's Urban Area on lands subject to the Merton Planning Study. The *Functional Servicing Report* by DSEL (January 2014) has examined the availability and planned provision of municipal services and has determined that the subject lands can be adequately serviced.

- j) the adequacy of school sites;
 - There are no proposed school sites on the subject lands. According to a letter submitted to the Town on December 17, 2013 from the Halton District School Board, the Board states that they require a school block within the Merton Planning Area in order to accommodate new students. The letter states that students that are currently in the area are being accommodated at existing schools in Northwest Oakville. While that may be the case, the proposed subdivision

alone is not expected to yield the amount of students that would trigger the requirement for an additional school site. According to pupil yield calculations provided by the school board, the proposed development would yield approximately 204 students from Junior Kindergarten to Grade 8. According to the Halton District School Board's Long Term Accommodation Plan (LTAP) report, a typical new elementary school in Oakville provides for approximately 740 students, with additional capacity within portables up to approximately 1,016 students total. Consultation between the school board and landowner will continue in order to address this issue.

- k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;
- As described in Section 3 of this report, parkland dedication (2.47 hectares) is proposed - 2.17 ha in the Neighbourhood Park Block 632, and 0.3 ha in the Parkette Block 631. There are 48.696 developable hectares on the subject lands (excludes lands within the Natural Heritage System and Enhancement Areas). Section 28.10.8 of the *Livable Oakville Plan*, requires 5% of this land area to be dedicated to the Town for Parkland purposes. 5% of the developable land area is equal to 2.45 hectares. It should be noted that in addition to the 2.47 hectares of parkland provided in the plan, an additional parkette at 0.18 ha. is planned on the lands within the common element condominium. As such, there is an over dedication of parkland.
- l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and
- The proposed subdivision is designed as a modified grid system of streets that provide multiple connections to Bronte Road, as well as future road connections to the south of the subject lands (where the Deerfield golf course is currently located). With the provision of transit opportunities, a walkable grid block pattern, pedestrian and trail connections to facilitate movement through the community, and a mixed use node at Bronte Road, the subdivision design optimizes the conservation of energy by reducing dependence on and use of personal vehicles.
- 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.
- The majority of the subject lands is not subject to site plan control. The "high density" block as well as the "main street mixed use" block are subject to site plan control. The development of these blocks will address all site plan control matters at the time that site plan approval is sought.

8 SUMMARY AND CONCLUSIONS

The applications for Zoning By-law Amendment and for approval of the Draft Plan of Subdivision and Draft Plan of Condominium merit approval, based on the analyses documented in this planning report, as well as the other technical reports submitted in support of the applications, as described throughout this report. The proposal seeks to implement the vision for the Merton Planning Area of a complete community that is well integrated with the greater community at large. The proposed subdivision also addresses all of the requirements of Section 51 (24) of the Planning Act.

APPENDIX A

MERTON STUDY TERMS OF REFERENCE

MERTON PLANNING STUDY (QEW/BRONTE ROAD)
TERMS OF REFERENCE
May 6, 2013

1. Introduction

The Town of Oakville requires a comprehensive study of the undeveloped lands generally located on the north side of the QEW between Bronte Road and Third Line. The Study will be facilitated by the Town and will consist of four components:

i) **Technical Reports** – A number of technical reports are to be completed as part of the study by a consulting team retained by the major landowners. These will include studies relating to natural heritage, servicing and infrastructure, transportation, noise, vibration, odour, archaeology and phasing. These terms of reference outline the scope and requirements of those studies.

ii) **Tertiary Plan** – Land Use alternatives will be developed by the landowners’ consultants in consultation with Town Planning Staff and participating landowners within the Study Area, utilizing the Livable Oakville policies and schedules, and the initial constraint information from the Technical Reports. The relationship between the technical reports and land use assessment will be iterative with the technical reports informing the land use options in terms of development boundaries and constraints. The technical reports will then assess the implications of the options. The findings of the technical reports along with a policy review will lead to a preferred land use option and the Tertiary Plan. The Tertiary Plan will recommend the most appropriate land use designations and policies for the Study Area including policies that will set out what is required for the development of the area.

iii) **Peer Review** – The Town will retain a consultant(s) (“Peer Review Consultant(s)”) to assist with the peer review of the required technical studies and Tertiary Plan. The Peer Review Consultant(s) will assist Town staff in the coordination of all internal Town comments and will also co-ordinate the review and comments from the Region, Conservation Halton and other applicable agencies.

iv) **Applications and Approvals** – The Tertiary Plan will be implemented through an amendment(s) to the Livable Oakville Plan and through applications for draft plan of subdivision approval. Individual development applications will be subject to a pre-consultation process and may be made concurrent with the Tertiary Planning Study process to inform and provide context to the technical reports and land use alternatives, recognizing that any such applications and/or updates to the technical studies if required may require amendment as the study progresses. The Town will use the technical reports, Tertiary Plan and peer review information to review the applications for Official Plan and Zoning By-law Amendments and Draft Plan(s) of Subdivision approval.

2. Description of the Study Area

The Study Area consists of approximately 234 gross hectares and is located north of the Queen Elizabeth Way (north of the North Service Road), east of Bronte Road (but including some parcels of land located on the west side of Bronte Road), south of Upper Middle Road and west of existing residentially developed lands west of Third Line.

The current land uses within the Study Area include:

- Saw Whet Golf Course and Deerfield Golf Course;
- Fourteen Mile Creek and natural heritage features associated with Bronte Creek;

- Ontario Hydro Right-of-Way;
- Office Employment and Institutional Uses (Region of Halton Offices and Halton Regional Police Headquarters);
- An existing designated heritage cemetery;
- The Mid-Halton Wastewater Treatment Plant, and
- Existing rural residential uses including a designated heritage property, located immediately west of Third Line, and two other listed properties.

The attached map shows the proposed Study Area land ownership and parcel sizes. The map also defines the lands referred to in these terms of reference as the “Saw Whet lands” and the “Third Line lands”

3. Background and Existing Planning Policy Framework

The Study Area lands are primarily designated *Parkway Belt* and *Private Open Space*. The *Parkway Belt* designation is proposed to be removed and replaced with an Urban Area and Natural Heritage System (NHS) designation as part of Regional Official Plan Amendment 38 (ROPA 38). ROPA 38 is currently under appeal at the Ontario Municipal Board. Furthermore, Infrastructure Ontario (IO), on behalf of the Ministry of Infrastructure, made applications in 2010 to MMAH for its Deerfield Golf Course, surplus Ministry of Transportation land and Third Line lands to be removed from the Parkway Belt West Plan. IO understands that the PBWP approvals for the Third Line lands are imminent. In 2011, IO undertook a planning study for the provincial lands within the Study Area, which assessed constraints and opportunities, which will inform the Tertiary Planning Study. IO has also undertaken extensive environmental, geotechnical, hydrogeological, archaeological, planning, heritage, and site servicing due diligence for the Third Line lands which will be used in the Technical Reports.

The *Private Open Space* designation, which comprises the Saw Whet golf course lands, are also identified as part of the “Residential Areas” on the Town’s Urban Structure Schedule A1 and are currently designated Urban Area in the Region of Halton Official Plan.

In anticipation of the lifting of the Parkway Belt designation and the redevelopment of the Saw Whet Golf Course and other lands, the Town’s Official Plan (Livable Oakville) contains a policy regarding further study necessary to determine the appropriate future detailed land uses for the area:

26.5 Other Areas for Further Study

The following areas have been identified for potential future development and should be comprehensively studied to determine future land uses and policies:

- a) lands in the vicinity of the QEW and Bronte Road on the north side: and,*
- b) lands in the vicinity of Highway 403 on the west side between Dundas Street and Upper Middle Road.*

The comprehensive studies for potential future development areas should address servicing and infrastructure needs, including a detailed transportation needs analysis, phasing of servicing and development, and appropriate land uses. Approvals for individual site development applications in these areas shall be considered premature until the necessary comprehensive studies are completed.

The draft terms of reference for this Tertiary Planning Study responds to the Town’s requirement for comprehensive studies to be completed prior to development proceeding.

The landowner-initiated studies will need to reflect the Town's mission to enhance its natural, cultural, social and economic environments by ensuring that environmental sustainability, cultural vibrancy, economic prosperity and social well-being are incorporated into growth and development decisions.

4. Landowner Interest and Responsibility

There are two major landowners within the Study Area, being Bronte Green Corporation and the Province of Ontario. Both have expressed an interest in proceeding with development applications and as noted have already undertaken background work and have completed some technical studies to support the development of their respective lands.

While the Town acknowledges the preference of the landowners to proceed immediately with their development applications, the Tertiary Planning Study is required to establish the appropriate land use designations and policies on a comprehensive basis, to guide and implement the proposed development rather than responding to individual requests (as is stated in the Livable Oakville policies, noted above). The Tertiary Planning Study will be facilitated by the Town. For clarity, individual landowners will be responsible for undertaking all required site-specific studies in support of development applications.

This Terms of Reference is intended to set out the overall study requirements and identify the technical studies and land use assessment to be undertaken collectively by the major landowners. The technical studies that are undertaken by the landowners as part of the Tertiary Planning Study will also be considered as meeting some of the complete application requirements for subsequent development applications depending on the level of work completed for the lands through the Study (i.e., a higher level of study being completed for Saw Whet and the Third Line lands).

In assessing site-specific development applications, the Town will review and use the information prepared during the Tertiary Planning Study, as well as its own information.

The Town recognizes that lands within the Study Area are characterized by varying ownership, policy contexts and development timeframes. The Town may consider the early approval of specific applications for the Saw Whet and Third Line lands, provided such applications can function independent of adjacent lands within the Study Area, are not reliant upon the implementation of yet to be delivered infrastructure and community servicing to develop, and do not contribute to unacceptable environmental or natural hazard impacts as a result of their early development.

It is recognized that not all landowners may want to or can participate in the study. For those landowners who choose not to participate, it is important to note that while their land uses will be assessed and determined as part of the Tertiary Planning Study, those landowners may be required to address servicing and infrastructure issues and costs separately, and may be required to undertake more detailed site-specific environmental impact studies as part of any site-specific planning application submission process for their lands.

5. Objectives of the Study

5.1 In addition to the goals and objectives of the Livable Oakville Plan, the following key objectives are to be followed in undertaking the study:

- Preserve, enhance and protect the town's and region's environmental features, biological communities, wildlife corridors, and natural heritage system, and review connecting east-west corridors between Environmental Study Assessment (ESA) 10 (Bronte Creek) and ESA 12 (Fourteen Mile Creek);
- Provide complete and sustainable communities with enhanced urban design, required community facilities and parkland;
- Determine appropriate integration and connection of new development, where possible, with the surrounding communities;
- Maintain a strong employment corridor along the Queen Elizabeth Way;
- Recognize the role and function of Bronte Road as a Major Arterial;
- Protect cultural heritage resources;
- Protect all natural hazards through policy and / or dedication to the municipality, and protect new and existing infrastructure from future flooding and erosion concerns;
- Provide a safe, efficient and accessible transportation system with choices in mobility to accommodate new growth;
- Provide cost-effective and coordinated infrastructure investment for new growth; and,
- Optimize use of existing infrastructure and public service facilities.
- Establish targets with respect to water quality parameters including the thermal regime for stormwater management effluents.
- Demonstrate a net benefit to the significant population of Redside Dace within the Study Area.

5.2 The key determinations of the study include:

- The determination of the most appropriate detailed land use designations for the Study Area;
- The determination of desirable population and employment yields;
- The recommendation of additional Official Plan policies for development implementation based on the recommended land use designations including proposed densities, use limitations, buffering, phasing and future application stage study requirements;
- The identification of a natural heritage system, environmentally sensitive areas, open space corridors, valley lands, woodlands, groundwater resources, and other natural features and functions;
- The identification of natural hazards;
- The establishment of appropriate buffers from existing and neighbouring land uses;
- The identification of Town facilities and park needs as well as potential school site needs;
- The determination and timing of services and infrastructure, including transportation improvements required for development within the Study Area;
- The recommendation and justification of an appropriate water management strategy addressing quantity, quality, erosion and water balance targets.
- The phasing / staging of services and development.

6. Study Process and Timing

The West District Team of the Current Planning and Heritage Section of the Town of Oakville Planning Services Department will facilitate the study process and provide Town input during key milestones in the study process. The West District Team will be joined by technical staff from other Town Departments, as well as staff from the Region of Halton, the Ministry of Transportation, the Ministry of Natural Resources and Conservation Halton who will review and assist with the study. A Technical Advisory Group of town and agency staff, including the major landowner representatives and consultants will be established at the initial technical meeting. Bronte Green Corporation and their consultants will be responsible for preparing and submitting studies and plans for the review and input by the Technical Advisory Group and will participate in the technical review meetings by presenting the technical reports and findings and responding to input. Technical Advisory Group meetings are to be held on monthly basis and more frequently as required to meet study timelines. The details of the report formats and numbers of copies required will be established by the project team.

It is anticipated that the study will be completed in 2013.

The following chart illustrates the anticipated key steps and proposed timing in the study process. The proposed timing assumes all matters will be substantially addressed as required with the first submission and that there will be the concurrent submission of the technical studies with the Draft Plans of Subdivision for two of the properties (Saw Whet and the Third Line lands). The timing and completion of the study may be required to be adjusted to ensure there is adequate time to address issues as they arise and to ensure meaningful input and revisions to the studies and the Tertiary Plan. The timing may also be adjusted to address notification requirements and Council’s schedule:

	Key Steps	Timing
1	Information Report to Planning and Development Council –Draft Terms of Reference	Q4 2012
2	Technical Advisory Group meeting to finalize Terms of Reference and establish meeting schedules	Q1 2013
3	Background Technical Studies completion and submission	Q1 2013
4	Review of Technical Study reports including Peer Review	Q1 2013
5	Technical Advisory Group meeting on Technical Studies	Q1 2013
6	Completion of monitoring works and data collection, and refinement and update to Technical Studies and Models accordingly	Q1 2013
7	Resubmission of updated Technical Studies	Q1 2013
8	Review of Updated Technical Studies and Peer Review	Q1 2013
9	Submission of Tertiary Plan Options and Criteria	Q2 2013
10	Development Application pre-consultation meeting(s) as applicable	Q2 2013
11	Meeting with Technical Advisory Group on Tertiary Plan Options and Criteria	Q2 2013
12	Public Information Meetings on the Tertiary Plan Options	Q2 2013
13	Review and Analysis of Tertiary Plan Options	Q2 2013
14	Completion of Final Technical Studies, Tertiary Plan Option Evaluation and Preferred Tertiary Plan	Q3 2013
15	Meeting with Technical Advisory Group on Final Technical Studies, Tertiary Plan Option Evaluation and Preferred Tertiary Plan	Q3 2013
16	Submission of Draft Plan / Development applications	Q3 2013
17	Completion of Recommended Official Plan Land Use Designations and Policies to Implement the Preferred Tertiary Plan (may include additional amendments for Saw Whet and Third Line Lands)	Q3 2013
18	Meeting with Technical Advisory Group on Recommended Policies for the Preferred Tertiary Plan	Q3 2013

	Key Steps	Timing
19	Town Initiated Official Plan and Zoning By-law Amendment Submission(s)	Q3 2013
20	Statutory Public Meeting before Council on the Preferred Tertiary Plan	Q3 2013
21	Tertiary Plan refinements as applicable	Q3 2013
22	Public Information Meeting on Development Applications	Q3 2013
23	Development Application refinements as applicable	Q4 2013
24	Recommendation Report to Council with Official Plan Amendment to implement Tertiary Plan	Q4 2013
25	Statutory Public Meeting before Council on Development Applications	Q1 2014
26	Recommendation Report to Council on Official Plan and Zoning By-law Amendment(s), Draft Plan(s) of Subdivision and Subdivision Conditions for Development Applications (as applicable)	Q1 2014

7. Technical Studies and Reports Required

The following technical studies are required to be coordinated and completed by the landowners and peer reviewed by the Town and agencies. The technical studies will be completed at a Tertiary Plan level for the entire Study Area, unless otherwise noted. After completion of the technical studies, the Town, in conjunction with the Agencies and its peer reviewer, will review the findings of the technical studies and the preferred Tertiary Plan including any Draft Plan(s) of Subdivision and related submission requirements submitted by the landowners.

To the extent possible technical studies shall be integrated and coordinated to ensure that all impacts and mitigation measures are presented accurately and comprehensively.

Terms of reference for the peer review role and function will be provided in a separate appendix to these Terms of Reference and be completed by the Town with input from the Region and Conservation Halton.

In cases where technical studies have already been or are in the process of being undertaken by a landowner within the Study Area, the studies will be used to inform the Tertiary Planning Study and may also be used in support of site-specific development applications.

7.1 Environmental Impact Study

The Environmental Impact Study (EIS) shall be prepared in advance of development to include the components outlined below.

Section 3 of this document outlines the different planning context associated with the Saw Whet lands and the provincial Third Line lands, as compared to the remainder of the Study Area. Accordingly, the Saw Whet lands and the provincial Third Line lands will be developing on a timeline well ahead of the balance of the Study Area.

Further, the Saw Whet lands are generally contained within the Fourteen Mile Creek subwatershed (as illustrated on Figure 1).

The provincial Third Line lands are also separated from the remainder of the Study Area by the significant Fourteen Mile Creek and associated valley lands, so they have a somewhat unique geographic, environmental and servicing context from the remainder of the Study Area. It is noted that the Halton

Natural Areas Inventory (2006) recommended that these lands be evaluated for possible extension of Environmentally Sensitive Area #12.

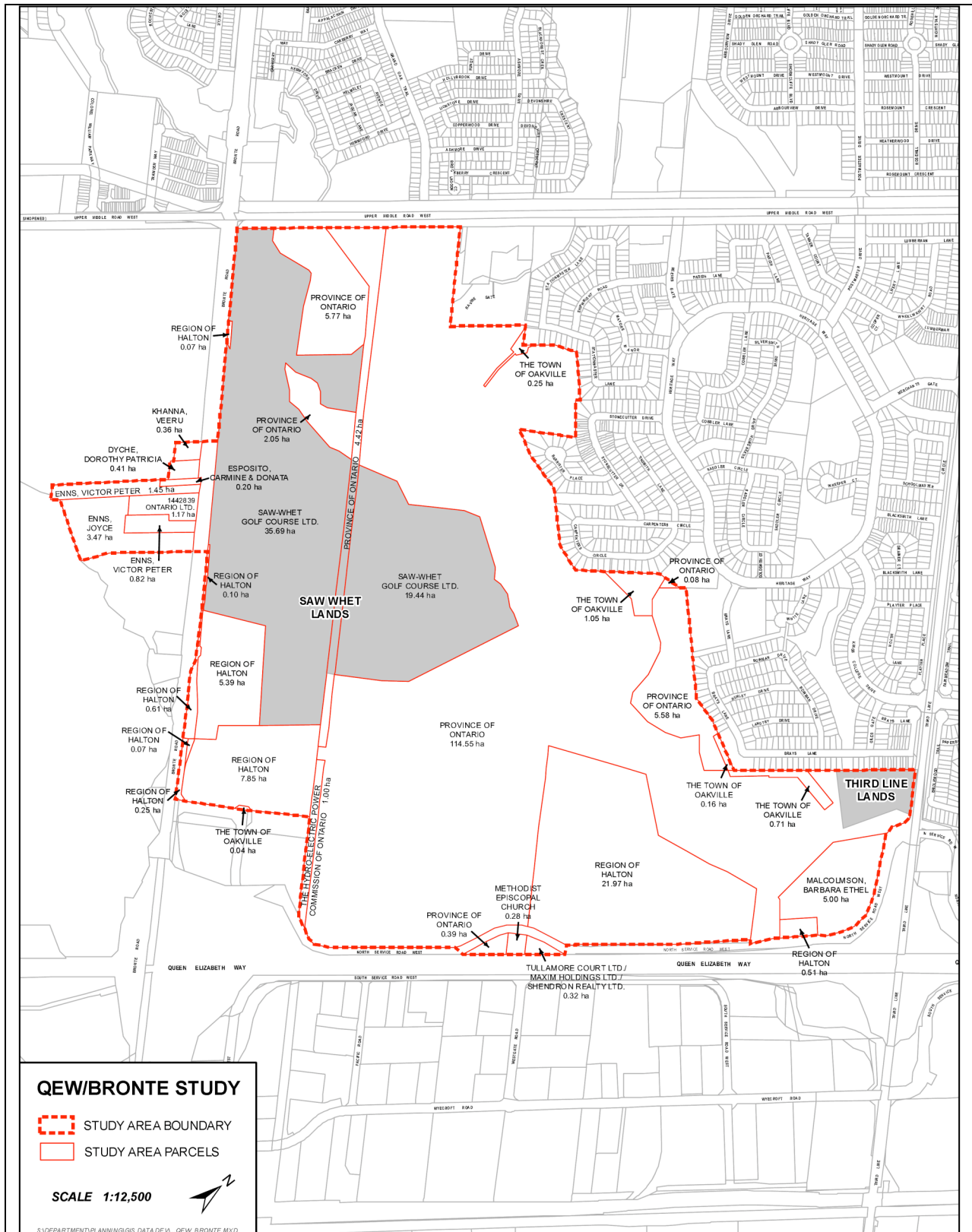


Figure 1 – Merton (QEW Bronte Road) Planning Study Area

In consideration of the foregoing, the EIS will include additional details for the Saw Whet lands and the provincial Third Line lands, inclusive of field data collected on site, and detailed stormwater management and servicing recommendations at a development application level of analysis. The remainder of the Study Area will be studied at a conceptual level to establish relevant constraints and parameters for future detailed study and field investigation.

The following categorizes the expected level of study for the Tertiary Plan Area, and the additional level of detail to be undertaken in support of a development application for each of the components of the EIS. Where the more detailed application level studies have already been undertaken or are in the process of being undertaken, they will be used to inform the Tertiary Planning Study. The EIS should be completed in keeping with Conservation Halton's *Environmental Impact Study Guidelines* and the Region of Halton's *Environmental Impact Assessment Guidelines*. Studies associated with Hazard Delineation must be completed in accordance with Provincial Guidelines, and Stormwater Management planning is to be completed in accordance with Town of Oakville, Halton Region and Ministry of the Environment requirements.

7.1.1 Policy Context

- i) Undertake a review of applicable environmental planning policies at the federal, provincial, regional and local levels and describe how they govern land use planning within the Study Area and other regulatory requirements that may need to be considered prior to development of the property.

7.1.2 Characterization of Existing Conditions

The characterization of Existing Conditions will be undertaken at two levels. The first level is a higher-level characterization of the entire Study Area using information from published mapping, other studies completed in and around the Study Area and any site-specific work data that may be available. The second level of study is a more detailed characterization of the existing conditions based on site-specific fieldwork and monitoring of the Saw Whet and Third Line lands. The requirements for each level of study are described below.

Note: The decision for the need for site-specific fieldwork to supplement existing background information will be made through discussion between consultant/town/agency staff discipline specialists once the technical submissions for these matters have been presented and reviewed. Supplemental fieldwork may be required for example to assess erosion potential, erosion threshold limits.

a) Entire Study Area

Biophysical resources in the Study Area will be characterized with respect to physiography, topography, soils, bedrock geology, surficial geology, hydrogeology (groundwater), hydrology (surface water), fluvial geomorphology and natural heritage resources*. Further detail on the scope of these topics is provided as follows:

- i) Characterization of the geology and hydrogeological conditions in the Study Area will include description of the regional hydrostratigraphy, local groundwater use, water quality and quantity, depth to water table, seasonal fluctuations of groundwater levels, interpreted groundwater flow directions, recharge and discharge conditions, and calculation of the overall water balance to quantify expected infiltration conditions within the Study Area based on existing land use in the Study Area. Watercourse observations and spot-flow measurements will be included, as well as any flows from contributing tributaries.

- ii) Characterize the existing hydrological (surface water) conditions (water quality and quantity) in the Study Area using available calibrated model, to be provided by the Town of Oakville. The watershed scale hydrological model will need refinement within the study area to allow for generation of appropriate and comparable nodes at key outlet points from the study area. The refined model will be updated during late phase of the study to evaluate development impacts and the mitigation plan.
- iii) Characterize the geomorphological condition of watercourses in the Study Area and downstream to a point where flow contributions and groundwater contributions from the Study Area are considered small relative to the greater drainage systems using background information and/or site-specific information where available. (10% is noted as an acceptable threshold; however, other measures could also be acceptable subject to agency approval). Geomorphological assessment of the watercourses will be undertaken to characterize watercourse conditions and sediment transport functions.
- iv) Characterize existing natural heritage resources for the Study Area using available background information sources. Terrestrial, wetland and aquatic ecosystems in the Study Area should be classified using ELC to the finest level possible based on background information. Vegetation, wildlife and fisheries in the Study Area will be characterized using background information. Species status should be noted using current recognized lists [COSEWIC, SARO, NHIC S-Ranks and Halton Region NAI rankings.
- v) A summary of significant biophysical resources within the Study Area will be provided, including descriptions of key hydrologic and natural heritage features and functions (i.e., discharge areas, populations of species at risk, significant wildlife habitat, linkages) and their role in the Natural Heritage System.

***Note:** Background information and data may be used for initial characterization, but may need to be supplemented with fieldwork.

b) Site-Specific - Saw Whet and Third Line lands

Site-specific technical investigations will be undertaken to confirm existing conditions and collect supplementary data to better characterize the site's physiography, topography, soils, bedrock geology, hydrogeology (groundwater), hydrology (surface water), fluvial geomorphology and natural heritage resources. Further detail on the scope of these topics is provided as follows:

- i) As it specifically relates to the provincial Third Line lands, a separate terms of reference for the site-specific environmental study has been developed, once approved it will be used to define the site-specific studies for those lands.
- ii) Geotechnical investigations including the drilling of subsurface boreholes will be undertaken to confirm and describe in greater detail the existing soil, surficial sediments and bedrock conditions of each site. These investigations will also determine slope stability.
- iii) Additional site-specific geomorphic assessment may be required to support new infrastructure crossings of the Fourteen Mile Creek or its tributaries and the design of new infrastructure proposed within the meander belt.
- iv) Hydrogeological investigations will be undertaken to confirm and describe in greater detail the hydrogeological conditions of each site. Shallow and deep monitoring wells will be installed to permit monitoring of groundwater levels, hydraulic conductivity testing and sampling for groundwater quality testing. The number of monitoring wells, hydraulic conductivity tests and water samples collected will be determined by the consultant to appropriately characterize the conditions. The groundwater level monitoring should be completed to confirm the depth to water table, seasonal variations, hydrostratigraphy and hydraulic gradients (recharge and discharge conditions) and these data will be used in conjunction with

- the regional information from the Study Area to refine the groundwater flow directions and assess potential baseflow contributions to the local watercourses.
- v) Surface water features will also be monitored to assess the potential for groundwater/surface water interactions (i.e., contributions to baseflow). This will involve the installation of drive-point piezometers in selected areas to permit monitoring of shallow groundwater levels and hydraulic gradients along watercourses, as well as spot-flow measurements recorded upstream and downstream of the subject site.
 - vi) Characterization of the surface water quality and groundwater quality within the subject area will be completed. The number of water samples, locations and list of parameters to be included in the analysis will be determined by the consultant based on site-specific conditions and concerns (e.g., known contamination sources from existing land use and sensitivity of the receiving stream). Parameters should include at a minimum basic ions as well as general water quality indicators such as pH, conductivity, temperature, dissolved oxygen, nitrate and phosphorous. Water quality parameters should be presented with regard to the provincial and federal water quality guidelines.
 - vii) Characterization of the existing natural heritage resources at the site will be completed by undertaking the following assessments:
 - a. Conduct field surveys to classify ecological features to the ecosite or ecoelement level using ELC protocols.
 - b. Classify watercourses according to the Ontario Stream Assessment Protocols and map aquatic habitat using MTO protocols.
 - c. Conduct three season floristic surveys (spring, summer, fall).
 - d. Conduct amphibian breeding surveys using Marsh Monitoring Program protocols.
 - e. Conduct breeding bird surveys on two occasions during the breeding season using transect method.*
 - f. Conduct incidental wildlife surveys as part of other surveys.
 - g. Conduct targeted surveys for butterflies and odonates in suitable habitats.
 - h. Conduct targeted surveys for reptiles (turtles and snakes).
 - i. Conduct targeted surveys for wintering owls on three occasions in suitable habitats.
 - j. Conduct targeted surveys for Species at Risk.

***Note:** The transect method is not in keeping with the standardized point count method. Agency staff will review any breeding bird data collected to date for adequacy in terms of dates, times and locations of field study. Any future breeding bird surveys will follow standardized survey methods.

- viii) Document fish and benthic invertebrates using available background information.
 - ix) Document species status using current recognized lists [COSEWIC, SARO, NHIC S-Ranks and Halton Region NAI rankings].
 - x) Define the limits of the natural heritage system and natural features such as woodlands, valleylands and wetlands. Field verification of the natural features with agency staff to be undertaken at the time of a development application;
 - xi) Complete a tree inventory on the subject property according to Town of Oakville standards.
- c) Site-specific - Bronte Creek catchment**
- i) Appropriate stormwater management criteria will be documented or determined, including:
 - a. confirmation of whether or not impacts from development may be accommodated by the existing drainage outlet without negatively impacting the stability of the valley wall, the conservation of land, water quality and fish habitat.
 - ii) If the existing drainage outlet cannot be maintained, a minor diversion could be considered.

- iii) The need for any minor flow diversions to will be identified through the Tertiary Study, as well as the contribution this diversion would make to stormwater flows across the entire study area.

7.1.3 Evaluation of Existing Conditions

- i) Provide an evaluation of the biophysical resources to determine their significance to and relationship to environmental policies at the provincial, regional and local level. The evaluation should consider those environmental policies related to natural heritage resources, surface and groundwater resources and natural hazards. These include the Natural Heritage, Water, and Natural Hazard policies of the Provincial Policy Statement (PPS), Greenlands and Water policies of the Region, and local Natural Areas policies.
- ii) Slope Stability Assessment in accordance with the MNR's Technical Guidelines. The physical top of bank must also be staked by Conservation Halton staff.
- iii) Hydrogeological Evaluation – identify areas of groundwater recharge, discharge and areas of high water table. Complete a water balance assessment based on the identified soil and groundwater conditions to quantify existing groundwater recharge conditions as well as the groundwater contributions to baseflow (discharge) to Fourteen Mile Creek from the Study Area. Identify suitable areas for groundwater recharge for the conceptual post-development land use conditions.
- iv) Hydrological Analyses – Feature-based Water Balance Analysis, Hydrologic Model, Water Quality Assessment on an entire study area basis.
- v) Geomorphic Assessment – Including two commonly applied assessment techniques, such as Rapid Stream Assessment Technique (RSAT), Rapid Geomorphic Assessment (RGA), Index of Stability (Simon & Downs).
- vi) Base flows (ecological flow values) required to maintain water quality and existing ecological conditions.
- vii) Undertake an evaluation of natural features within the Study Area to establish which areas satisfy Halton Region's Environmentally Sensitive Area criteria and provide recommendations for boundary modifications where necessary.

7.1.4 Identification of Constraints and Opportunities

The EIS will identify constraints and opportunities associated with the entire Study Area at a general level using available information. The constraints and opportunities will be refined at the site-specific level using a combination of the available background information and supplementary information collected through the site-specific technical investigations. Constraints and opportunities to be considered should include:

- i) Natural heritage constraints in accordance with applicable Provincial, Regional, Town of Oakville and Conservation Halton policies and regulations. Natural heritage constraints to be considered include:
 - a. Environmentally Sensitive Areas (ESA)
 - b. Areas of Natural and Scientific Interest (ANSI)
 - c. Significant Woodlands
 - d. Significant Valleylands
 - e. Wetlands & Watercourses
 - f. Significant Wildlife Habitat
 - g. Fish Habitat
 - h. Habitats of Threatened and Endangered Species
 - i. Natural Heritage System

- ii) Hydrologic and hydrogeologic constraints and opportunities will be identified. This will involve identifying the local water resource systems, surface water features and functions, groundwater features and functions, construction considerations such as areas of high water table and dewatering/depressurization requirements, and opportunities for increasing infiltration and minimizing stormwater runoff.
- iii) Natural hazard constraints in accordance with applicable Provincial, Regional, Town of Oakville and Conservation Halton policies and regulations and technical guidelines. Natural hazard constraints to be considered include the following:
 - a. Erosion hazards
 - b. Flood hazards
 - c. Flooding and erosion hazard limits to be determined in accordance with the Ministry of Natural Resources Guideline documents.
- iv) Constraints to be classified as high, moderate or low based on their ecological functions.
- v) Constraints to be mapped spatially.
- vi) Opportunities for enhancement of natural heritage features and functions within the Study Areas should be identified. Opportunities to be considered include, but are not necessarily limited to the following:
 - a. Tree preservation opportunities
 - b. Watercourse enhancement through natural channel design (This approach will be acceptable provided no channel relocations are proposed as part of site development)
 - c. Slope stabilization and erosion control
 - d. Water quality improvements
 - i. removal of online ponds subject to feature specific evaluation
 - ii. restoration of in-stream cover
 - iii. directing treated urban storm runoff where beneficial to the system
 - iv. low impact development (LID)
 - e. Natural Heritage System Enhancements
 - i. Removal of litter and refuse from natural areas
 - ii. Invasive species management
 - iii. Habitat enhancement through vegetation management
 - iv. Buffers
 - f. Linkage Enhancements
 - i. Wildlife corridor enhancement
 - ii. Trail opportunities
 - iii. Design road crossings of environmental features to accommodate pedestrian, wildlife and fish passage.
- vii) Coordinate with the Transportation Study in establishing trails in an environmentally responsible manner, and identify areas where enhanced wildlife habitat connectivity (e.g., through the use of ecopassages) will be achieved.

7.1.5 Description of the Proposed Development

- i) Description of the land use alternatives.
- ii) Grading & Servicing Plans (see section 7.2).
- iii) Stormwater Management Plan (See Section 7.2).
- iv) Description of development related activities.
- v) Development Schedule / Timeline.

7.1.6 Impact Assessment & Mitigation

As with the other EIS components, the EIS will assess impacts and mitigation based on the information available with a higher level of assessment being undertaken for the entire study area and/or the Saw Whet and Third Line lands. This work will include the following tasks:

- i) Assess, quantify and predict potential impacts of the proposed development on the biophysical resources and ecological functions of the Study Area.
- ii) Generate a detailed matrix that clearly identifies, quantifies and predicts the development related impact source and its effect on the environment.
- iii) The matrix will identify the specific development activity, describe quantitatively and qualitatively the potential effect on environmental receptors (features and functions), and recommend mitigation measures and possible management and monitoring requirements to assess the net quantitative and qualitative effect on the environment.
- iv) Impacts related to site preparation and development will be assessed and described in terms of their short and long-term effects on the biophysical environment.
- v) An assessment of erosion potential in the entire Study Area and further downstream to a point where the catchment is a relatively small contribution to the greater system, and identification of stormwater management criteria as they relate to erosion control.
- vi) The identification of existing documented constraints in the entire Study Area as they relate to downstream capacity and flood risk, and the identification of stormwater management criteria as they relate to flood risk, as well as a detailed water balance for all retained natural heritage systems.
- vii) The establishment of stormwater management criteria in the entire Study Area as they relate to maintaining base flow, mitigating flood risk, mitigating erosion potential and meeting water quality objectives.
- viii) As the Town of Oakville has completed an update and calibration of the hydrologic model for Fourteen Mile Creek, the study will update the available existing hydrologic model for the entire Study Area to estimate existing and future flow rates, and ensure that the model updates are completed to the satisfaction of the Town, Region and Conservation Halton.
- ix) Utilize existing targets established through previous or existing study, in conjunction with available existing conditions hydrologic models to establish water quality, quantity and erosion targets appropriate for the development and demonstrate that those targets will not result in negative downstream flooding or erosion impacts on both a continuous and event basis, recognizing that continuous modeling may occur in later iterations once more detailed system designs have been developed. This modeling shall consider the full range of design storm events, i.e. low flows, 1:2, 1:5, 1:10, 1:25, 1:50 and 1:100 and Hurricane Hazel, and a cumulative basis that considers duration and magnitude of erosion threshold exceedence. The erosion threshold should be verified in the field.
- x) Demonstrate how thermal warming of Fourteen Mile Creek from urban stormwater inputs will be mitigated.
- xi) Determine appropriate transportation crossing designs that will ensure no impediments to fish and wildlife passage up to and during a 25-year storm event. Appropriate transportation crossing designs shall also ensure continued natural fluvial geomorphological processes to occur without hardening of valley or stream corridors.
- xii) A range of mitigation measures that can be used to avoid or reduce development related impacts to natural heritage features and ecological functions on the subject property. Mitigation measures to be considered will include buffers, stormwater management, Low Impact Development (LID) measures to promote infiltration to address water balance deficits and as a measure to reduce end of pipe facilities and others.
- xiii) Summarize any residual impacts that cannot be avoided or mitigated.
- xiv) Identify, quantify and describe cumulative impacts of the proposed land use change in the Study Area on water quality, water quantity, hydrology, hydrogeological features and functions,

aquatic and terrestrial features and functions and on fish and wildlife communities within the Study Area. Indicate how these impacts can be mitigated.

7.1.7 Monitoring

- i) The EIS or concurrent document will include recommended terms of reference for a pre- and post-development monitoring program to evaluate changes to the biophysical and chemical environment of the Study Area and to evaluate compliance and performance of the environmental management strategies recommended through the various technical studies prepared in support of the Tertiary Plan and individual Draft Plans. The terms of reference will be prepared through consultations with the Region, Town and Conservation Halton. The post development monitoring program will be prepared in keeping with programs that have been prepared for other similar development areas in the vicinity.
- ii) Baseline and post-development monitoring, including baseline groundwater level and quality monitoring, will consider a variety of biophysical parameters within the Study Area and for some period of time following complete build out of the area. The purpose of this monitoring is to evaluate changes to relevant components of the biophysical and chemical environment. As background studies are completed, the agreed upon value-added parameters that would potentially require monitoring, including quantifiable potential impacts, would be better understood and the detailed program established at that time. The location and distribution of the monitors across the study area, water quality parameters and timing of data collection should be sufficient for site characterization and potential impact monitoring.

7.1.7 Peer Review

The Environmental Impact Study will be peer reviewed by a consultant to be retained by the Town of Oakville.

7.2 Area Servicing Plan and Functional Servicing Study

The Area Servicing Plan (ASP) and Functional Servicing Study (FSS) address municipal servicing, and a Stormwater Management Report will provide an analysis of the most appropriate means of servicing the Study Area, and the timing of service installations.

As with the EIS portion of the technical studies, the servicing analysis is divided into two levels of study as outlined below. An Area Servicing Plan (ASP) level of detail will be completed for the Tertiary Study Area, with additional Functional Servicing Study details being completed in support of site-specific development applications as required. As a starting point, these reports must cross-reference natural heritage constraints (including buffers) as identified in the EIS.

7.2.1 Area Servicing Plan

Water Servicing:

Evaluation of Existing Water System:

- Outline of existing water system and pressure zones within the Study Area and the impact the new development will have on these.
- Outline the improvements and upgrades required to the existing water system infrastructure to accommodate development in this Study Area.

Proposed Water System:

- A preliminary servicing plan should be provided that shows the trunk watermain system that will be required within this Study Area. Should the trunk cross any valley systems, geomorphic input should be provided with respect to anticipated future downcutting and planform adjustment.
- A skeletal watermain modeling analysis is to be provided of the proposed watermain system within this Study Area and this analysis is to provide preliminary sizing of watermains, expected static pressures and fire flows. The analysis is to be in accordance with Halton Region standards, based on the network model provided by Halton Region.
- The watermain analysis will also address the phasing of the development within the Study Area.
- The study will review opportunities for system redundancies and watermain looping within the Study Area.
- The study is to review land and easement requirements for Development Charge (DC) watermain infrastructure.
- The cost and timing of DC watermain infrastructure, sensitive to phasing, is to be addressed in the study.
- Identify all DC projects that may potentially require a Municipal Class EA when project specific details are better defined.

Wastewater Servicing:

Evaluation of Existing Wastewater System:

- Outline the existing wastewater system and drainage areas within the Study Area.
- Determine any downstream constraints in the existing wastewater system such as pump stations, pipe capacity and plant capacity.
- Determine the improvements required in the existing wastewater system based on the development of the Study Area and identify the triggers for these improvements.

Proposed Wastewater System:

- Provide a preliminary servicing plan that shows the proposed trunk wastewater system required to service this Study Area. Should the trunk cross any valley systems, geomorphic input should be provided with respect to anticipated future downcutting and planform adjustment.
- Provide external and internal drainage area plans and preliminary design sheets for major trunk sewers, and related conceptual sizing calculations.
- The wastewater analysis will also address the impact of phasing of the development on within the Study Area.
- The study should review the size and locations of pump station infrastructure, including alternative to pumping station infrastructure, and address potential overflows and environmental impacts, if required.
- Preliminary Plan and Profile drawings are to be provided for DC trunk wastewater mains based on preliminary grades.
- The study is to review land and easement requirements for DC wastewater infrastructure.
- The cost and timing of DC wastewater infrastructure, sensitive to phasing, will be addressed in the study.
- Identify all DC projects that may potentially require a Municipal Class EA when project specific details are better defined.

Stormwater Management:

- A Stormwater Management analysis that demonstrates an understanding of existing conditions including the hydrologic requirements of natural features and watercourses, which will be retained. Note: Should the Tertiary Study or individual development applications propose the elimination or re-alignment of an existing riverine corridor (regulated or otherwise) additional study may be required. In that case, the Town and agencies should be contacted for a more detailed terms of reference.
- Outline how the proposed development will be serviced in such a way as to meet the stormwater management targets with respect to quantity, quality and erosion control. Conceptual plans showing grading of the proposed facilities, and updated hydrologic modeling will be required.
- Outline the existing stormwater drainage systems that are part of the Regional road network.
- At a conceptual level, determine the impact of stormwater drainage from the development area to existing and planned Regional roadways, including potential impact upon existing and planned stormwater drainage systems within a Regional roadway, including mitigation.
- At a conceptual level, determine the feasibility and benefit of incorporating existing and future drainage from Regional roadways into development area stormwater management infrastructure.
- Identify the potential for any upgrades or improvements necessary to the stormwater drainage systems on Regional roadways including culverts, ditches, storm sewers, etc.
- Use of stormwater management designs that will consider at source controls and Low Impact Development techniques wherever feasible to reduce erosion potential, mitigate thermal impacts of urbanization on Redside Dace populations in Fourteen Mile Creek and to maintain groundwater contributions to baseflows in Fourteen Mile Creek.

7.2.2 Functional Servicing Study

In addition to the detail in Section 7.2.1, the Saw Whet and the Third Line lands will be studied and assessed to a functional servicing level of study. The Functional Servicing Study will expand on the general concepts outlined in the Area Servicing Plan in support of a site-specific development application, as outlined below. This study must be coordinated with the EIS and address the following:

- A detailed Water Pressure Network Analysis for the development lands will be completed to advise how the area can be serviced in accordance with Town, Region and Provincial standards, and in keeping the ASP recommendations;
- Identification of constraints as well as water looping strategies to accommodate phased development of the development site;
- Calculation of estimated sanitary flows from the future development area with a view to servicing the area with gravity sanitary sewers where possible, in accordance with the recommendations of the ASP;
- A determination of the role of groundwater in the Study Area, how development impacts groundwater, and the role of groundwater in the watershed;
- In consultation with the Town, Halton Region and Conservation Halton staff, develop alternative stormwater management strategies where feasible, which will include practices such as at-source infiltration, end of pipe stormwater management facilities, water quality swales and trunk sewers;

- The FSS will respect constraints imposed by the natural heritage system;
- Preparation of preliminary grading plans for the development area
- Preparation of preliminary storm sewer network for the development area, including drainage area plans and storm trunk sizing
- Provide a recommended stormwater management strategy that will summarize the criteria, identify the type and approximate size/location of recommended facilities, and prescribe phasing requirements; consideration of the feasibility of Low Impact Development measures (LID) will be among the alternatives;

7.2.3 Peer Review

The Area Servicing Plan and Functional Servicing Study will be peer reviewed by a consultant to be retained by the Town of Oakville, with the opportunity for additional review and comment by Halton Region.

7.3 Transportation Study

The Transportation Study will provide an understanding of transportation issues associated with the development of the Tertiary Plan options. The assessment will determine the need for any improvements to the adjacent and nearby transportation system in order to maintain a satisfactory level of service, an acceptable level of safety and the appropriate access provisions for the proposed development to the satisfaction of the Ministry of Transportation, Region of Halton and Town of Oakville. The study will be coordinated with the EIS with respect to maintaining and, if possible, enhancing wildlife habitat connectivity, in addition to environmental considerations around trails, with due consideration for the Town of Oakville and Halton Region Transportation Master Plans. A Tertiary Plan level review of the above will be undertaken for the Study Area, as outlined below:

- Identify the existing transportation network and opportunities and constraints,;
- Confirm the components of the proposed development uses such as the road network and land uses, as well as development staging, if appropriate;
- Review and document the existing and future background traffic operations at the Study Area intersections;
- Develop the vehicular and transit trip generation associated with the proposed development and assign new vehicular site traffic to the study intersections;
- Forecast future background and total traffic volumes for the appropriate horizon periods and peak hours, and document the operations;

A more detailed functional study will be undertaken for the Saw Whet lands and any additional lands with active applications during the study timeframe. Future additional Transportation Study analyses may be required at the time of development application on the remaining lands within the Study Area. In particular, the detailed study will:

- Identify any mitigating measures such as turn lanes or road/intersection improvements, etc. and timing of implementation will be identified, if any;
- Review the number and locations of all the access points, the requirements for exclusive turning lanes, and sight distance requirements at access / intersection locations;
- Review the spacing and operations of the external intersections along adjacent roadways and internal intersections within the subject lands;
- Conduct signal warrant analysis to determine whether signalized traffic control will be required at the proposed site access intersections;
- Review pedestrian connectivity and prepare a Pedestrian Circulation Plan to illustrate the pedestrian network (i.e. including pedestrian crossing facilities, walkway, sidewalks, multi-use

pathways and critical points for potential vehicle-pedestrian conflicts) within the Study Area, with emphasis on protecting the natural heritage system

- Review potential operational and safety issues (for all road users including auto, transit, pedestrian and cyclist) for the total future traffic conditions;
- Review potential impacts on transit usage and services (routes and frequency) within the Study Area for the interim and ultimate conditions and identify any required improvements, modifications and mitigative measures. Also, identify the locations for new bus stops, as well as the required type;
- Review and comment on the cycling connectivity within the Study Area.
- New roads and connections should consider the location of natural hazards, and must be located in accordance with Conservation Halton's policies.

The Transportation Study will be peer reviewed by a consultant to be retained by the Town of Oakville.

7.4 Stage 1 Archaeological Assessment

A Stage 1 Archaeological Assessment is required for the Study Area. All work is to be carried out in accordance with the provisions of the Ontario Heritage Act, R.S.O. 1990, by a qualified archaeologist licensed by the Ontario Ministry of Tourism, Culture and Sport. In addition, all archaeological work will comply with the technical guidelines for archaeological resource assessment prepared by the Province of Ontario.

The primary objective of the Stage 1 archaeological assessment is to determine whether a property or Study Area has any potential for archaeological resources. The Stage 1 assessment will:

- Determine if there are any registered and/or unregistered archaeological sites, or other significant features such as portage routes, on or in close proximity to the subject lands;
- Examine a number of different criteria including distance to water, soil drainage, presence of significant topographical features, and proximity to historically significant transportation routes and areas of early Euro-Canadian settlement; and,
- Identify any areas of archaeological potential located on the lands, which represent concerns for Stage 2 field survey.

This information will form the basis for recommendations concerning which sections of the Study Area, if any, will require a Stage 2 Archaeological Assessment as part of the development application process.

The Archaeological Assessment(s) will be peer reviewed by a consultant to be retained by the Town of Oakville.

7.5 Noise and Odour Studies

The noise and odour studies will provide an understanding of:

- The impacts of the surroundings on the proposed development area, including road traffic noise sources, and noise from existing uses located within the Study Area (i.e., the Mid-Halton Wastewater Treatment Plant and existing employment uses); and,
- The impacts of the development of the Study Area on itself (i.e., the impact of noise associated with various land uses proposed for the Study Area on other land uses proposed for the area).

The noise and odour studies will be prepared at a Tertiary Plan level of detail based on the Ministry of Environment Guidelines, including LU-131 Guidelines for Stationary Noise Sources. This level of detail will provide a comprehensive noise impact assessment, which will:

- identify land use restrictions for sensitive land uses;
- identify the land use implications for potential new noise sources in the Study Area;
- input into the assessment of land use options;
- identify generalized noise mitigation/abatement requirements; and
- set out further noise and odour study requirements at the draft plan of subdivision / site plan approval stage.

A follow up more detailed noise and odour studies will be undertaken for the Saw Whet lands and any additional lands with active applications during the study timeframe addressing the study requirements emanating from the overview study.

The Noise and Odour Studies will be peer reviewed by a consultant to be retained by the Town of Oakville.

8.0 Tertiary Plan

The process leading up to the development of the Tertiary Plan will identify up to three land use options based on the technical reports. The land use options considered shall also include and consider plans submitted by one or more of the landowners. The land use options shall identify parks and school needs, vehicular and active transportation connectivity and assess varying residential housing forms and densities/heights and a range of employment opportunities.

Input from the technical review along with an assessment of Provincial, Regional and Town policies, including a review of the Town's current growth management policies, its employment and commercial land supply (without conducting a needs assessment), intensification targets, heritage and other Livable Oakville policies will be used to evaluate the land use options for the Study Area.

A set of evaluation criteria incorporating these matters will be developed to evaluate the land use options. The evaluation criteria will be reviewed with and confirmed by Town staff prior the evaluation of the land use options.

The final Tertiary Plan (preferred land use alternative) will recommend the appropriate land use designations and policies as well as associated infrastructure and community servicing needs.

A public open house will be held to present the existing conditions, land use options and preferred option to the public. The final technical study reports and Tertiary Plan will be presented to Council.

The Tertiary Plan will be peer reviewed by a consultant to be retained by the Town of Oakville.

9.0 Documentation to be Referenced and Referred to:

Low Impact Development Stormwater Management Planning and Design Guide. Toronto and Region Conservation Authority and Credit Valley Conservation Authority. 2010.

Draft Guidance for Development Activities in Redside Dace Protected Habitat. Ontario Ministry of Natural Resources. February 2011.

Ontario Provincial Policy Statement. Ontario Ministry of Municipal Affairs and Housing, 2005.

Natural Heritage Reference Manual for Natural Heritage Policies of the Provincial Policy Statement. Ontario Ministry of Natural Resources.

Erosion and Sediment Control Guideline for Urban Construction. Greater Golden Horseshoe Conservation Authorities. December 2006.

Water Balance Guidelines for the Protection of Natural Features. Dec. 2011.

http://www.sustainabletechnologies.ca/Portals/_Rainbow/Documents/Water%20Balance%20for%20the%20Protection%20of%20Natural%20Features%20Guideline%20.pdf

Ontario Stream Assessment Protocol. Ontario Ministry of Natural Resources.

Conservation Halton Long Term Environmental Monitoring Annual Reports for Urban Creeks.

Conservation Halton Environmental Impact Study Guidelines. 2005.

Conservation Halton Landscaping and Tree Preservation Guidelines. April 2010.

Understanding Natural Hazards, Ministry of Natural Resources, 2001

Technical Guide – River & Stream Systems: Flooding Hazard Limit, Ministry of Natural Resources & Watershed Science Centre, 2002

Technical Guide – River & Stream Systems: Erosion Hazard Limit, Ministry of Natural Resources & Watershed Science Centre, 2002

APPENDIX B

DRAFT ZONING BY-LAW AMENDMENT

DRAFT

THE CORPORATION OF THE TOWN OF OAKVILLE
BY-LAW NUMBER 2014-____

A By-Law to amend the Town of Oakville’s Comprehensive Zoning By-law 1984-63 as amended, to permit the development of residential subdivision including mixed uses, parks and open spaces, on lands known legally as
Part of Lots 28, 29 and 30, Concession 2, Town of Oakville
(File Z.____)

Whereas Section 34(1) of The Planning Act, R.S.O. 1990, c.P.13 authorizes the Council of a Municipality to enact a Zoning By-Law;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN OF OAKVILLE ENACTS AS FOLLOWS:

1. Map 91(12) of By-Law 1984-63, as amended, is further amended as shown on Schedule ‘A’ by rezoning the lands identified as O5 – Parkway Belt Public Use Zone to:

R3
R6
R8(a)
R8(b)
R9
R11
MU1
O1
O4

2. Part VI of By-Law 1984-63, as amended, is hereby further amended by adding the following Special Provision:

Special Provision	Applies to / Location	By-law Number
(AAA)	<u>Bronte Green Corporation</u> Part of Lots 28, 29 and 30, Con 2	2014-____

The lands subject to Special Provision AAA may be used for the uses permitted in the general provisions of By-Law 1984-63, as amended, subject to the applicable regulations therefore, except where in conflict with the following regulations, in which case the following shall prevail:

- a) For lands zoned R3

(i) Regulations: Subject to the R3 regulations for Detached Dwellings except where in conflict, the following shall apply:

1. Minimum front yard setback – 4.5 m
2. Minimum side yard setback with attached garage – 1.2 m on one side and 0.8m on the other side
3. Minimum flankage yard setback for corner lots – 3 m
4. Maximum lot coverage shall not apply.
5. Notwithstanding Section 12(3), porches, open or covered by a roof, located on the same level as the main floor level of the dwelling unit or lower, with or without foundations, including the access stairs connecting the porch to the ground, may project into the required yard to a point 2.5m from the front or flankage property lines.
6. Notwithstanding Section 12(3), bay windows shall be permitted with or without foundations.

b) For lands zoned R6

(i) Regulations: Subject to the R6 regulations for Detached Dwellings except where in conflict, the following shall apply:

1. Minimum lot area for interior lots – 350 m²
2. Minimum lot area for corner lots – 410 m²
3. Minimum lot depth regulations shall not apply
4. Maximum floor area regulations shall not apply
5. Minimum front yard setback – 4.5 m
6. Minimum side yard setback – 1.2 m on one side and 0.8 m on the other side
7. Notwithstanding Section 12(3), porches, open or covered by a roof, located on the same level as the main floor level of the dwelling unit or lower, with or without foundations, including the access stairs connecting the porch to the ground, may project into the required yard to a point 2.5m from the front or flankage property lines.
8. Notwithstanding Section 12(3), bay windows shall be permitted with or without foundations.

c) For lands zoned R8(a)

(i) Permitted Uses: All R8 uses including back-to-back multiple attached dwellings except detached dwellings, duplexes, maisonettes and apartments.

“Back-to-back multiple attached dwelling” means a building containing a minimum of 8 and no more than 12 dwelling units that is divided horizontally by common walls, including a rear wall and whereby each unit has an independent entrance to the unit from the outside.

(ii) Regulations: Subject to the R8(a) regulations for Back-to-Back Multiple Attached Dwellings except where in conflict, the following shall apply:

1. Minimum lot area – 82 m² per unit
2. Minimum lot frontage – 6 m per unit
3. Maximum lot coverage regulations shall not apply
4. Minimum front yard setback – 3 m, except for a garage, which shall have a minimum setback of 6 m
5. Minimum rear yard setback – 0 m
6. Notwithstanding Section 12(3), a front or flankage yard porch (with or without foundation) shall have a maximum projection of 1.5 metres into the required yard, except that access stairs connecting the porch to the ground may project an additional 0.6m.
7. Notwithstanding Section 12(3), bay windows shall be permitted with or without foundations.

d) For lands zoned R8(b)

(i) Regulations: Subject to the R8(b) regulations for Multiple Attached Dwellings except where in conflict, the following shall apply:

1. Minimum lot area – 165 m² per unit
2. Minimum lot frontage – 6 m per unit
3. Maximum lot coverage regulations shall not apply
4. Minimum front yard setback – 3 m, except for a garage, which shall have a minimum setback of 6 m
5. Minimum rear yard setback – 6 m
6. Notwithstanding Section 12(3), a front or flankage yard porch (with or without foundation) shall have a maximum projection of 1.5 metres into the required yard, except that access stairs connecting the porch to the ground may project an additional 0.6m
7. Notwithstanding Section 12(3), bay windows shall be permitted with or without foundations.

e) For lands zoned R9

(i) Regulations: Subject to the R9 regulations for Apartments except where in conflict, the following shall apply:

1. Minimum front yard setback – 0 m. The front lot line is deemed to be the southern lot line abutting Street 'A'.
2. Minimum flankage yard setback – 3 m
3. Maximum lot coverage regulations shall not apply
4. Minimum side yard regulations shall not apply
5. Maximum height – 6 storeys

6. A minimum of 1.5 parking spaces are required per unit, of which 0.25 parking spaces per unit shall be specifically designated as visitor parking
7. Notwithstanding Section 31 (1), a retail commercial use within an apartment building shall be permitted to have displays or advertising visible from the outside of the building.

f) For lands zoned R11

(i) Regulations: Subject to the R11 regulations for Detached Dwellings except where in conflict, the following shall apply:

1. Minimum lot area for interior and corner lots – 250m²
2. Minimum lot frontage for corner lots – 9m
3. Minimum rear yard setback – 6m
4. Notwithstanding Section 12(3), bay windows shall be permitted with or without foundations.

3. This By-Law comes into force upon the day it is passed if no appeal is filed pursuant to subsection 34(19) of the Planning Act, R.S.O. 1990, c.P.13, as amended. Where one or more appeals have been filed under subsection 34(19) of the Planning Act, R.S.O. 1990, c.P.13, as amended, this By- Law comes into effect when all such appeals have been withdrawn or finally disposed of, whereupon the By-Law, except for those parts which are repealed or amended by the Ontario Municipal Board pursuant to subsection 34(26) and 34(3) of the Planning Act, R.S.O. 1990, c.P.13, as amended, shall be deemed to have come into force on the day it was passed.

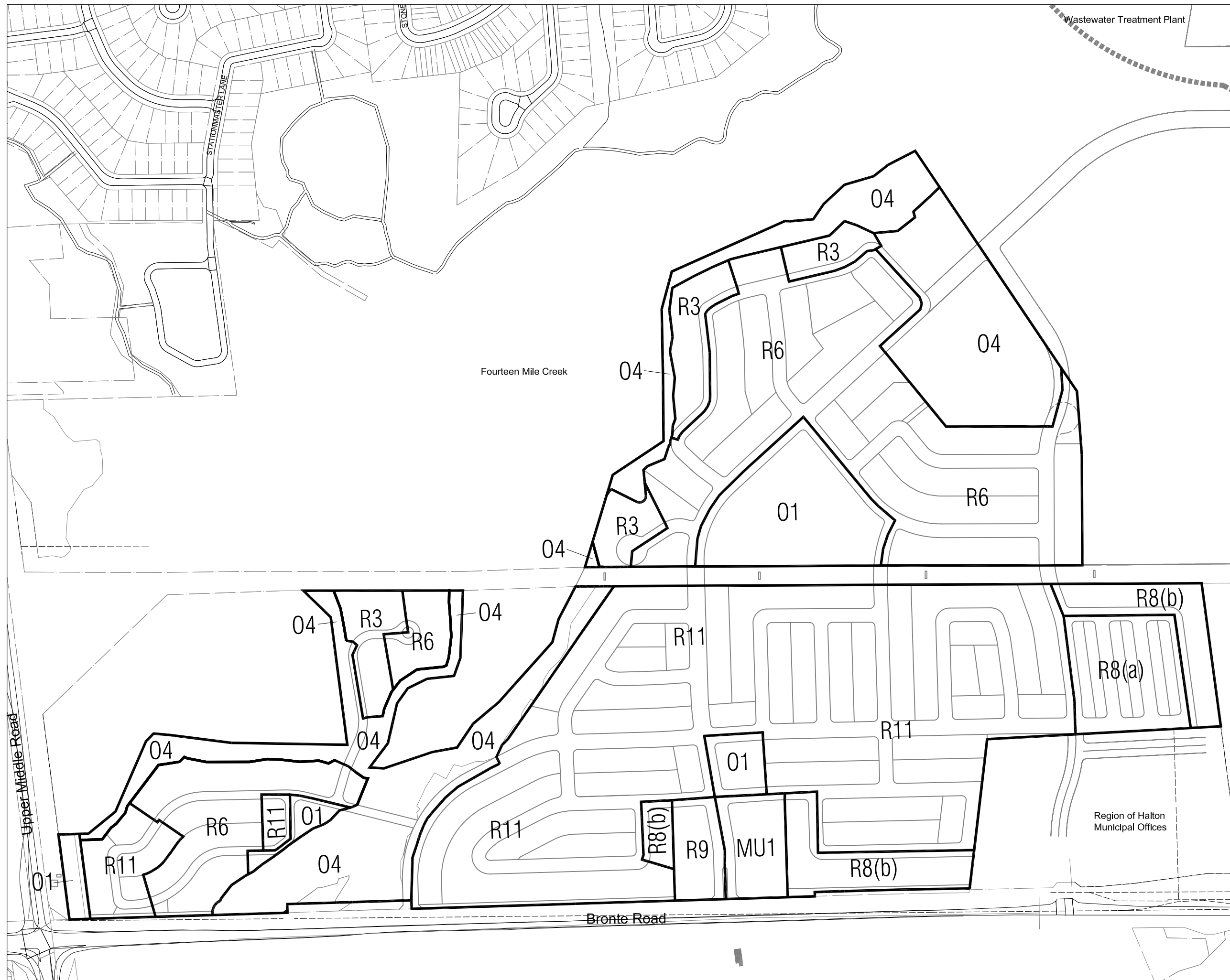
PASSED by Council this _____ day of _____, 2014

MAYOR

CLERK

SCHEDULE 'A'
TO BY-LAW 2014-_____

PROPOSED ZONING
BY-LAW AMENDMENT



— SUBJECT LANDS
TO REZONE FROM "O5" TO
"R3", "R6", "R8(a)", "R8(b)", "R9",
"R11", "MU1", "O1" and "O4"
SUBJECT TO SPECIAL PROVISION
"AAA".

SCALE 1:5000 METRIC
10 0 20 40 60 80 100 metres





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