

# **PLANNING JUSTIFICATION REPORT**

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## **OFFICIAL PLAN AND ZONING BY-LAW AMENDEMENT**

Eaglewood Communities Inc.  
1354 Bronte Road  
Town of Oakville

February 2022  
GSAI File # 1330-001

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Official Plan and Zoning By-law Amendment  
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## **1.0 INTRODUCTION**

Glen Schnarr & Associates Inc. has been retained by Eaglewood Communities Inc. to assist with the planning approvals required to permit the development of the lands municipally known as 1354 Bronte Road in the Town of Oakville (herein referred to as ‘the Subject Property’). Our client is seeking to amend the Town of Oakville Livable Oakville Official Plan and Zoning By-law 2014-014 to allow for the development of a four-storey residential building containing 71 units.

This Planning Justification Report is prepared in support of applications for an Official Plan amendment and Zoning By-law Amendment. The proposed Official Plan amendment seeks to permit an increase in residential density within the Medium Density Residential designation to allow for an increase in the maximum permitted residential density while maintaining the permitted built form. The proposed Zoning By-law amendment will seek to rezone the Subject Property from the existing PB2 (Parkway Belt West Plan Complementary Use Zone) to the proposed RM 4 (Residential Medium 4 Zone).

The purpose of this report is to outline the nature of the proposed development and the surrounding community context. In addition, the report will provide a framework for which the proposed development has been evaluated in the context of the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Halton Official Plan, the Livable Oakville Official Plan as well as the Town of Oakville Zoning By-law 2014-014.

This report will provide a planning opinion in support of the proposed Official Plan amendment and Zoning By-law amendment which is required to facilitate the proposed development.

## **2.0 CONTEXT ANALYSIS**

The following provides a summary of the physical context of the Subject Property within the surrounding neighbourhood as well as a general summary of the characteristics of the surrounding development.

### **2.1 Site Description**

The Subject Property is located west of Bronte Road and south of Upper Middle Road West (at the nearest intersection of Upper Middle Road West and Bronte Road) in the Town of Oakville. The lands are legally described as Part Lot 31, Concession 2 Trafalgar, south of Dundas Street and represents one municipal parcel of record addressed as 1354 Bronte Road. The Subject Property

has an area of approximately 4,400m<sup>2</sup> (47,361 ft<sup>2</sup>). The location of the property is illustrated on *Figure 1 – Aerial Context Plan* contained in Appendix 1 to this Report.

The Subject Property is currently developed with a single detached dwelling and associated outbuildings. The Subject Property was previously used for the operation of a pet boarding business. Access to the Subject Property is achieved by way of two driveway entrances onto Bronte Road.

## **2.2 Adjacent Land Uses**

The adjacent properties to the north and south have been developed with large lot rural residential uses. To the west of these rural residential uses, the lands consist largely of open space uses and natural areas associated with Bronte Creek Provincial Park. Bronte Creek and its associated valley system is contained within the Provincial Park and beyond to the south. The valley system is heavily vegetated with mature trees. The Bronte Creek valley system is a contiguous part of the Regional Natural Heritage System.

The lands located on the east side of Bronte Road are currently being developed with residential uses as part of the Bronte Green development. Bronte Green is developing a new residential community on the former Saw Whet Golf Course lands along Bronte Road. This subdivision will include approximately 1,181 residential units through a mix of single-family homes, townhouses and low-rise apartments. This transit-friendly community has space for an elementary school and provides land for parks and a trail system while preserving sensitive environmental lands. At the time of preparing this report, construction of subdivision has been substantially advanced.

To the southeast, the lands have been developed with the Region of Halton offices and Halton Regional Police Service headquarters.

The Queen Elizabeth Way highway interchange at Bronte Road is located 1.3 km to the south. The Subject Property is located 3.6 km from the Bronte GO Station which is located to the south east. The proximity to the Bronte GO Station provides convenient access to the Lakeshore West GO Line as well as Town of Oakville and inter-regional transit systems.

## **3.0 PROPOSED DEVELOPMENT**

The applications propose an Official Plan Amendment and Zoning By-law Amendment to permit the development of a four storey residential condominium with a total of 71 dwelling units and one level of underground parking. A total of 111 parking spaces are provided, of which 94 parking spaces are provided in an underground garage and 17 surface parking spaces are provided. There are 4 barrier free parking spaces provided.

The proposed Official Plan Amendment seeks to add an additional site specific permission to allow for the development of the Subject Property with a maximum of 71 apartment dwelling units. The proposed amendment would result in a residential density of 162 units per hectare which is beyond the maximum residential density permitted within the Medium Density Residential designation.

The intent of the proposed Official Plan Amendment is to maintain the Medium Density built form while allowing for a more efficient residential density to be achieved.

The proposed Zoning By-law Amendment seeks to amend the existing zoning on the Subject Property from PB2 – Parkway Belt West Plan Complementary Use Zone to the proposed RM4 - Residential Medium 4 zone. The proposed Zoning By-law Amendment also seeks to add a site specific provision to allow for a reduced front yard setback of 3.5 metres whereas the parent RM4 zoning provisions require a minimum of 6.0 metres. Additionally, the proposed Zoning By-law Amendment seeks to add a site specific provision for an increase in maximum building height to 16.0 metres whereas the parent RM4 zoning provisions permit a maximum building height of 15.0 metres.

## **4.0 POLICY FRAMEWORK**

### **4.1 The Planning Act**

Section 2 of The Planning Act requires decision makers, in carrying out their responsibilities under the Planning Act, to have regard to, among other matters, matters of Provincial interest. The following matters of Provincial interest are relevant to the evaluation of the proposed development:

- “(a) the protection of ecological systems, including natural areas, features and functions;*
- (h) the orderly development of safe and healthy communities;*
- (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- (i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;*
- (j) the adequate provision of a full range of housing, including affordable housing;*
- (l) the protection of the financial and economic well-being of the Province and its municipalities;*
- (m) the co-ordination of planning activities of public bodies;*
- (n) the resolution of planning conflicts involving public and private interests;*
- (p) the appropriate location of growth and development;*
- (r) the promotion of built form that,*
  - (i) is well-designed,*
  - (ii) encourages a sense of place, and*
  - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*
- (s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.”*

Based on the my review of Section 2 a) through s) of the Planning Act conducted for the preparation of this report, the approval of the proposed development will not conflict with the above-mentioned matters of Provincial interest as identified in this section of the Planning Act. On this basis, it is my opinion that the proposed Applications have regard for matters of Provincial interest as required by Section 2 of the Planning Act.

## 4.2 The Provincial Policy Statement 2020

The Provincial Policy Statement 2020 (PPS) provides policy direction on matters of Provincial interest related to land use planning and development. Section 3 of the Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. Section 1 of the PPS outlines policies associated with future development and land use patterns. Sections 1.1.1 and 1.1.3 of the PPS state:

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

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*

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

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

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

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

*1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including*

*brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.”*

The proposed development conforms to Sections 1.1.1 and 1.1.3 of the PPS as the Subject Property is located within the Town of Oakville Settlement Area. The proposed development will allow for a more efficient use of land by accommodating new residential density on lands which are currently identified in the Livable Oakville Official Plan as being appropriate for accommodating residential growth. The proposal will make efficient use of existing and planned municipal infrastructure which will assist in sustaining the financial well-being of the Town of Oakville and allow for a cost-effective development which will reduce land consumption and servicing costs.

Section 1.4 of the PPS provides policies relating to the provision of housing options. Specifically, Section 1.4.3 of the PPS states that:

*“1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:*

- b) permitting and facilitating:
  - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
  - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;**
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations;*
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

The proposed development can assist in providing a wider range of housing types and residential densities within this area of Oakville. Furthermore, the proposed development is located in an area where the recent development of the Bronte Green development site will provide greater levels of public services. The proposed development will allow for the development of a compact urban form and will offer opportunities that support existing transit facilities given its relative proximity to the Bronte GO Transit Station.

Section 1.6 of the PPS provides policies relating to infrastructure and public service facilities:

*“1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and*

*minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services;*

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

The proposed development will make use of existing and planned water and wastewater servicing infrastructure. The proposed development will result in an increase in the residential density beyond which currently exists on the Subject Property through intensification which will optimize the use of existing services. Any constraints within the existing municipal infrastructure system will be required to be resolved prior to, or as a condition of development.

The proposed future development conforms to Section 1.6 of the PPS as it will be serviced using existing municipal infrastructure. The proposed future development is situated in the Settlement Area for the Town of Oakville. In addition, the proposed future development, in combination with the surrounding land uses, will help contribute to the densities necessary to support efficient transit services.

Based on the review conducted for this report, it is my opinion that the proposed amendments are consistent with the policies in the PPS.

### **4.3 Growth Plan for the Greater Golden Horseshoe (2020 Office Consolidation)**

The Growth Plan for the Greater Golden Horseshoe, 2020 (the “Growth Plan”) is a long-term plan intended to manage growth through building complete communities, curbing sprawl and protecting the natural environment. The Growth Plan builds upon the initial Growth Plan (2017) and responds to the key challenges that the region will face over the coming decades, with enhanced policy directions. The guiding principles of the Growth Plan include building complete communities that are vibrant and compact, and utilizing existing and planned infrastructure to support efficient growth within communities.

Section 1.2.1 of the Growth Plan establishes the following principles regarding how land is developed, resources are managed and protected, and public dollars are invested:

- Support the achievement of complete communities that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime.
- Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability.
- Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.
- Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.

- Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate – and moving towards environmentally sustainable communities by incorporating approaches to reduce greenhouse gas emissions.

The proposed future development will assist in achieving the above-mentioned principles through providing diversity in built form and housing options, thereby contributing to a more complete community. The proposed future development will locate additional new residential density in an area that is in close proximity to the Bronte GO Transit Station. The proposed development will allow for the efficient use of existing and planned infrastructure and public service facilities. Accommodating new residential growth through intensification of underutilized lands within the urban area will assist in mitigating the impacts of climate change through offsetting the need for accommodating growth through expansions of the urban area into areas that are not currently designated for accommodating residential growth.

Section 2.1 – Context of the Growth Plan establishes further direction on achieving complete communities. This section of the Growth Plan states that:

*“To support the achievement of complete communities, this Plan establishes minimum intensification and density targets that recognize the diversity of communities across the GGH. Some larger urban centres, such as Toronto, have already met some of the minimum targets established in this Plan, while other communities are growing and intensifying at a different pace that reflects their local context.*

*Building compact and complete communities, and protecting agricultural lands, water resources and natural areas will help reduce greenhouse gas emissions and ensure communities are more resilient to the impacts of climate change. Ontario has recently affirmed its commitment to reduce greenhouse gas emissions by 30 per cent below 2005 levels by 2030 in Preserving and Protecting our Environment for Future Generations: A Made-in-Ontario Environment Plan. This target aligns Ontario with Canada’s 2030 target under the Paris Agreement.”*

The proposed future development will assist the Town of Oakville in achieving the minimum intensification targets.

Section 2.2.1 - Managing Growth from the Growth Plan includes policies that are directly applicable to the evaluation of the proposed application:

*“Policy 2.2.1 (2) 2. Forecasted growth to the horizon of this Plan will be allocated based on the following:*

- a) *the vast majority of growth will be directed to settlement areas that:*
  - i. *have a delineated built boundary;*
  - ii. *have existing or planned municipal water and wastewater systems; and*
  - iii. *can support the achievement of complete communities;*



- c) *within settlement areas, growth will be focused in:*
- i. *delineated built-up areas;*
  - ii. *strategic growth areas;*
  - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
  - iv. *areas with existing or planned public service facilities;”*

The Subject Property is located within a Settlement Area and within the delineated built boundary for the Town of Oakville. The Subject property is serviced with planned municipal water and wastewater systems. The proposed development supports the achievement of complete communities through providing convenient access to services that meet the daily needs of residents. The Subject Property is located within close proximity to the Bronte GO Transit Station, allowing for opportunities for modal split options for commuters.

Policy Section Policy 2.2.1 (4) Managing Growth of the Growth Plan states that:

*“4. Applying the policies of this Plan will support the achievement of complete communities that:*

- a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) *provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) *expand convenient access to:*
  - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
  - ii. *public service facilities, co-located and integrated in community hubs;*
  - iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
  - iv. *healthy, local, and affordable food options, including through urban agriculture;*
- e) *ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards;*
- f) *mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities; and*
- g) *integrate green infrastructure and low impact development.”*

The proposed development will contribute to a diverse mix of land uses in the area by generating additional housing options within the Oakville area. The proposed development will also create additional residential density on a currently underutilized site.

Based on the above analysis, it is my opinion that the proposed amendments conform to the intent of the Growth Plan (2020). The application contributes to the creation of complete communities and is a wise use of land through the intensification of a site within a 'Delineated Built-up Area'. As well, the future intensification of the Subject Property will assist in meeting the density targets set out in the Growth Plan and will contribute to the Town of Oakville achieving the forecasted growth target.

#### **4.4 Parkway Belt West Plan**

The Subject Property is located within the 1978 Parkway Belt West Plan (PBWP), which is a Provincial Plan that is intended to protect for an interjurisdictional multi-purpose utility corridor, urban separator and linked open space system.

The PBWP provides four main goals for lands that are contained within the plan area, those being:

1. To separate and define the boundaries of urban areas, helping to provide residents with a sense of community identification;
2. Link urban areas with each other and with areas outside of Halton Region by providing space for the movement of goods, people, energy and information without disrupting community integrity and function;
3. Provide a land reserve for future linear facilities and for unanticipated activities requiring site of high accessibility and substantial land area; and,
4. Provide a system of open space and recreational facilities linked with each other, with nearby communities and with other recreational areas.

The PWBP area is divided into two land use categories, those being the Public Use Area and the Complementary Use Area. The Subject Property is located within the Complementary Use Area. The Complementary Use Area is comprised of predominantly private uses that are compatible with and assist in the attainment of the provisions of the PBWP. The Complimentary Use Area provides for a limited range of land uses related predominantly to low density residential uses on existing lots of record and agricultural uses. The Complimentary Use Area also allows for low intensity institutional and recreational uses.

The Subject Property is located within the Burlington-Oakville Mini-belt Link area of the PWBP area. With respect to the area of the Mini-link in which the Subject Property is located, the following specific objectives are established within the PBWP:

1. Define the western limits of the Oakville Urban Area;
2. Separate by open space the Burlington and Oakville Urban Areas;
3. Minimize the number of transportation routes crossing the Link and connecting the Burlington Urban Area to the Oakville Urban Area;
4. Encourage the use of land for agricultural purposes in areas of good soil quality and where operations will secure the provisions of the Plan; and,

5. Provide for the integrated planning and development of a public open space area comprising Bronte Creek Provincial Park, the Fourteen Mile Creek Valley, and the lands between.

The Subject Property abuts the easterly boundary of the Bronte Provincial Park. These lands are Provincially owned and ultimately prevent the long-term fragmentation of the PBWP area.

We note that the Subject Property is part of an assembly of seven parcels which are located on the west side of Bronte Road— all of which were located within the original 1978 PBWP area. Collectively, these parcels represent 7.83 hectares of land area. In October 2019, the Ministry approved Parkway Belt West Plan Amendment Number 182. This amendment had the effect of removing 6.7 hectares of land area from this assembly of parcels. An area of approximately 1.1 hectares remains with the PBWP area. This area includes the Subject Property and the adjacent properties to the north and south. These three parcels are the last remaining parcels on the west side of Bronte Road which have been designated by the Town of Oakville for Medium Density Residential Uses and have not been removed from the PBWP area. Removal of the Subject Property from the PBWP area will allow for the future development of the intended medium density residential uses following the approval of the required development applications by the Town of Oakville.

It is my opinion that the proposed application to remove the Subject Property from the PBWP area will not detract from the specific objectives identified for the Burlington-Oakville Mini-belt. Additionally, it is also my opinion that the proposed amendment to the PBWP will not detract from the general objectives of the plan.

An application has been submitted to the Ministry to remove the Subject Property from the PBWP on December 23, 2020. This application is currently under review by the Province.

#### **4.5 Ministers Zoning Order – Ontario Regulation 481/73**

Based on discussions with Ministry Staff, the Subject Property appears to be governed by a Minister's Zoning Order (MZO), filed as Ontario Regulation 481/73. The MZO was implemented to restrict certain uses within geographic areas located within the PBWP area. The MZO indicates that specific uses are prohibited on the Subject Property, which include the following:

- a) Public or private hospitals;
- b) Buildings or structures dedicated for religious worship; or
- c) Public or private educational institutions, including schools, universities and colleges.

It does not appear that the MZO would prohibit and/or restrict the development of the Subject Property for the intended Medium Density Residential land uses, however it is possible that the presence of the MZO could complicate zoning matters at the point of building permit submissions on the Subject Property. As such, in conjunction with the proposed PBWP Amendment, a corresponding application for the removal of the MZO has been submitted.

The application to remove the MZO was submitted to the Province on December 23, 2020. This application is currently under review by the Province.

#### **4.6 Region of Halton Official Plan (Office Consolidation June 2018)**

The Halton Region Official Plan (Office Consolidation June 19, 2018) (the “ROP”) was the result of the last Official Plan Review (ROPA 38), which the OMB modified, approved and concluded in 2017 (with the exceptions of certain site-specific appeals). The current ROP reflects the policies currently in force. The ROP outlines the policies, strategies and long-term vision for the Region’s physical form and community. The ROP reflects Halton Region’s aspirations for the character of the landscape and the quality of life to be developed. Building on this framework, the ROP illustrates a regional land use structure and allocates growth to the four local municipalities.

The Subject Property is designated ‘Urban Area’ with Regional Phasing to 2021 as shown on Map 1 of the ROP. The ROP designation is illustrated on *Figure 2 -Region of Halton Official Plan Schedule 1 – Regional Structure* included as Appendix 2 to this Report.

Part II Basic Position of the ROP outlines Halton’s Planning Vision, and specifically discusses Population and Employment as well as density targets in the Regional Structure section. *Table 1 - Population and Employment Distribution*, in Section 56 of the ROP outlines that Oakville’s population shall increase to 255,000 by 2031, and employment shall rise to 127,000. *Table 2 - Intensification and Density Targets* indicates that Oakville’s minimum intensification target for 2031 is 13,500 new housing units in the Built-Up Area. Furthermore, *Table 2A - Regional Phasing* establishes unit targets for Oakville and provides a target of 1,798 Medium & High Density Units to be achieved inside the Built Boundary between 2017 and 2021. The proposed future development will assist the Town of Oakville in achieving the required number of units prescribed in the Regional Plan.

The Policies of the Regional Plan’s ‘Urban Area’ land use designation that are relevant to the proposed development include:

- “72 (1) To accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently.*
- 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.*
- 72(3) To provide a range of identifiable, inter-connected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure.*

*72(7) To plan and invest for a balance of jobs and housing in communities across the Region to reduce the need for long distance commuting and to increase the modal share for transit and active transportation.*

*72 (9) To facilitate and promote intensification and increased densities.”*

The application conforms with Policy 72, as it contributes to the Region’s ability to accommodate growth within an ‘Urban Area’ that will foster the development of a healthy community in this emerging Oakville neighbourhood. It does so through supporting growth in a compact built form that is transit supportive and has relatively convenient access to active transportation opportunities. The application proposes a form of intensification and density that aligns with the objectives of the Regional Plan, creating opportunities for a live-work relationship and fostering a complete community.

Additional ‘Urban Area’ policies that apply include:

*“74 The Urban Area consists of areas so designated on Map 1 where urban services are or will be made available to accommodate existing and future urban development and amenities. Within the Urban Area, Employment Areas and Urban Growth Centres are identified on Map 1 as overlays on top of the Urban Area, for which specific policies apply.*

*75 The Urban Area is planned to accommodate the distribution of population and employment for the Region and the four Local Municipalities as shown in Table 1 and the Regional phasing as shown in Table 2a.”*

The application conforms with Policies 74 and 75 by proposing a development within the ‘Urban Area’ where services are currently planned and can accommodate growth. The proposal aligns with the density targets prescribed in the Region of Halton Official Plan and contributes to the Town of Oakville achieving these targets.

Section 77(2.1) of the ROP states that it is the policy of the Region to direct, through Table 2 and Table 2a, to the Built-Up Area, a minimum of 40 per cent of new residential development occurring annually within Halton in 2015 and every year thereafter. The Region’s policies relating to Growth Management direct a significant portion of new growth to the Region’s Built-Up Area and that this new growth is to be achieved through intensification. The approval of the Applications will assist in accommodating growth within the Built-Up Area and reaching the minimum growth target of 40 per cent within the Region’s Built-Up Area.

I note that the Growth Plan (2019) has increased the proportion of all residential development occurring annually within each upper-tier municipality to be achieved within the built-up area to 50%. The ROP has not yet been updated to reflect this new Provincial policy directive.

As discussed above, the proposed amendments conform with the Regional Plan’s policies through contributing to a built form that is compact, complementary to the area, transit supportive, and will support the Region in achieving their density targets. The proposed applications will introduce a

residential density that will assist in the creation of a complete community. Based on a review and analysis of the relevant ROP policies, it is my opinion that the proposed Official Plan and Zoning By-law amendments conform to the ROP policies and support the objectives of the Region of Halton.

#### **4.7 Town of Oakville Livable Oakville Official Plan**

The Town of Oakville Livable Oakville Official Plan (The “OP”) designates the Subject Property as “Medium Density Residential” with a “Parkway Belt West Overlay”. The current Official Plan designation permits a range of housing types including multiple attached dwelling units, apartments and others at a density range between 30-50 dwelling units per site hectare. The OP designation of the Subject Property is illustrated on *Figure 4 – Town of Oakville Official Plan Schedule E - Land Use Schedule Boundaries* included as Appendix 4 to this Report.

The OP establishes the desired land use pattern for the Town’s growth through a coordination of land use development and infrastructure. The OP does so by providing policy framework and policy context that is intended to conform with provincial interests and is consistent with the Provincial Policy Statement. The OP provides planning policies to guide the Town’s development to the year 2031, as required by Provincial legislation. As required by the Planning Act, the OP contains policies to manage physical change in the Town while giving consideration to the social, economic and natural environment impacts. It also forms the basis for detailed land use designations and urban design policies. Part B: Mission Statement and Guiding Principles of the OP outlines the Guiding Principles for Town of Oakville’s growth, focusing on becoming a sustainable town that balances the Town’s natural, cultural, social and economic environments. Section 4.2 of the OP outlines the following guiding principles related to the proposed development:

*“2.2.1 Preserving and creating a livable community in order to:*

- a) preserve, enhance, and protect the distinct character, cultural heritage, living environment, and sense of community of neighbourhoods;*

*2.2.2 Providing choice throughout the Town in order to:*

- a) enable the availability and accessibility of a wide range of housing, jobs and community resources to meet the diverse needs of the community through all stages of life;*
- b) provide choices for mobility by linking people and places with a sustainable transportation network consisting of roads, transit, walking and cycling trails; and,*
- c) foster the Town’s sense of place through excellence in building and community design.*

*2.2.3 Achieving sustainability in order to:*

- a) minimize the Town’s ecological footprint;*

- b) *preserve, enhance and protect the Town's environmental resources, natural features and areas, natural heritage systems and waterfronts; and,*
- c) *achieve sustainable building and community design."*

The proposed development promotes a desirable urban form that will preserve and enhance the emerging Oakville neighbourhood character. In relation to choice, the proposal will contribute to a wider range of housing options. With the Subject Property's proximity to numerous services and amenities, the introduction of additional residential units will further develop a balanced form of growth and facilitate the creation of a complete community. Moreover, the proposed development will assist in facilitating a complete community and a multimodal transportation system with the Subject Property's access to the transit, bicycle network and trail system. The proposed development supports the Town's objectives for complete communities through an appropriate compact built form and density with opportunities for an active lifestyle, thereby minimizing the Town's ecological footprint.

Part C: General Policies of the Livable Oakville Plan states that the Town's urban structure was shaped by the Town's environmental features, historic routes, original settlements, and Lake Ontario. This Section of the OP recognizes the nine categories of land use designations that shape the Urban Structure of the Town. The Subject Property is designated 'Residential' as shown on the Livable Oakville Plan – Schedule A1 Urban Structure. Policy 3.1 states the following regarding the 'Residential' designation:

*"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. "*

The Subject Property is designated within the OP as Medium Density Residential and has therefore been identified for accommodating future residential growth in accordance with the Official Plan policies for medium density residential uses.

Section 4 Managing Growth and Change provides policies relating to the Town's transition towards a more compact urban form and intensification within the built-up area. The OP forecasts a population of 255,000 by the year 2031. To accommodate this growth the Town is intended to accommodate the majority of the growth within the existing 'Built Boundary' which the Subject Property is located within. The OP specifically states the following regarding managing growth and change:

*"In managing growth and change, the use of existing infrastructure and public service facilities should be optimized wherever feasible before consideration is given to the development of new infrastructure. Infrastructure investment shall be cost-effective and co-ordinated to support and facilitate intensification. The Town will consider planning approval, financial and other incentives to support the development of intensification areas."*

The application conforms with the goal intent of Section 4 through intensifying a site with access to existing and planned infrastructure and public services. The proposal will optimize existing infrastructure within this emerging Oakville neighbourhood, while assisting the Town in reaching the 2031 OP population target.

Section 4.3 of the OP provides the policy directive that growth will occur in the six designated growth areas. However, the Livable Oakville Plan also recognizes that some growth can occur outside the growth areas on the provision that the character of the community is preserved and the overall urban structure of the Town is maintained.

Urban Design Policies that are contained in Section 6 of the Livable Oakville Plan. A full analysis of the relevant Urban Design Policies is contained in Section 6 of this report.

Part D of the OP provides greater policy direction for growth of land within the Town of Oakville. Section 11 Residential states that the 'Residential Area' contains three residential land use designations, namely Low Density Residential, Medium Density Residential and High Density Residential.

Section 11.1.8 of the Livable Oakville Plan states that intensification within the stable residential communities shall be provided as follows:

- “a) Within stable residential communities, on lands designated Low Density Residential, the construction of a new dwelling on an existing vacant lot, land division, and/or the conversion of an existing building into one or more units, may be considered where it is compatible with the lot area and lot frontages of the surrounding neighbourhood and subject to the policies of section 11.1.9 and all other applicable policies of this Plan;*
- b) Within the stable residential communities, on lands designated Low Density Residential, there may also be sites at the intersection of arterial and/or collector roads, or sites with existing non residential uses, that have sufficient frontage and depth to accommodate appropriate intensification through development approvals. Intensification of these sites may occur with Low Density Residential uses in accordance with section 11.1.9 and all other applicable policies of this Plan; and,*
- c) Within the stable residential communities, on lands designated Medium Density Residential and High Density Residential, there may be underutilized lands on which additional development may be appropriate. Intensification of these lands may occur within the existing density permissions for the lands and may be considered subject to the requirements of section 11.1.9 and all other applicable policies of this Plan.”*

Section 11.1.8 c) best represents the form of intensification proposed on the Subject Property, as the property is currently designated for Medium Density Residential uses and is currently developed with a singled detached dwelling. Based on the current use of the Subject Property, the property is underutilized given its existing land use designation.



Section 11.1.9 of the Livable Oakville Plan establishes a set of evaluative criteria for infill development in stable residential communities. The proposed development is required to be evaluated in the context of the policies contained in Section 11.1.9. The following table provides commentary on how the proposed development is in accordance with Section 11.1.9 of the Livable Oakville Plan:

*Table 1 – Evaluation of the Proposed Development under Section 11.1.9*

<b><i>11.1.9 Development within all stable residential communities shall be evaluated using the following criteria to maintain and protect the existing neighbourhood character:</i></b>	
<b><i>a) The built form of development, including scale, height, massing, architectural character and materials, is to be compatible with the surrounding neighbourhood.</i></b>	The proposed residential built form, albeit different than that which currently exists currently in the immediate neighbourhood, is considered to be at a scale, height and massing that is generally compatible with the emerging built form in the surrounding neighbourhood. The proposed site layout provides for adequate degrees of separation between the proposed and existing development and as such effectively mitigates potential impacts resulting from the scale of the proposed building.
<b><i>b) Development should be compatible with the setbacks, orientation, and separation distances within the surrounding neighbourhood.</i></b>	The surrounding neighbourhood is evolving from a historical rural residential character to a more dense and compact urban form. The proposed development is considered to be compatible with the emerging urban environment. Additionally, the proposed development is considered to provide an appropriate degree of separation between the proposed building and the adjacent residential property to the north. The proposed building is setback over 25 metres from the closest portion of the adjacent residential building to the north.
<b><i>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.</i></b>	A transition in building height from two to four storeys is achieved between the adjacent residential dwelling to the north and the proposed building through siting of the proposed building to provide the greatest degree of separation possible between the existing residential building and the proposed building.
<b><i>d) Where applicable, the proposed lotting pattern of development shall be compatible with the predominant lotting pattern of the surrounding neighbourhood.</i></b>	Given that the proposed development will be a condominium building, there is no substantive change to the lotting pattern.

<p><b><i>e) Roads and/or municipal infrastructure shall be adequate to provide water and wastewater service, waste management services and fire protection.</i></b></p>	<p>A functional Servicing Report has been submitted as part of the review of the Applications. The site layout has been designed to meet the requirements of the Ontario Building Code with respect to Fire Access requirements. A traffic impact analysis was prepared in order to assess any impact of the proposed development on the municipal right of way. The report indicates that no impact should result from the approval of the proposed development.</p>
<p><b><i>f) Surface parking shall be minimized on the site</i></b></p>	<p>Surface parking has been minimized to 17 spaces through the provision of parking for the proposed units below grade in an underground parking garage.</p>
<p><b><i>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.</i></b></p>	<p>The development proposes to extend the public street network to provide access to the Subject Property and ensure appropriate connectivity to the adjacent parcel to the north through the use of a private road connection.</p>
<p><b><i>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.</i></b></p>	<p>No significant grading changes are proposed. The Functional Servicing report prepared for the proposed development included a preliminary Grading Plan which identified the manner in which stormwater management would occur on the Site. Any potential issues relating to grading and drainage will be further addressed through the Site Plan Approval process.</p>
<p><b><i>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.</i></b></p>	<p>No impacts on access to amenities are anticipated. The proposed development will introduce a medium density development in close proximity to existing commercial and recreational amenities, transit routes and the Bronte GO Station thereby providing an opportunity for increased use of public transit facilities.</p>
<p><b><i>k) The transportation system should adequately accommodate anticipated traffic volumes.</i></b></p>	<p>A Traffic Impact Assessment has been prepared for the proposed development. The study does not indicate any issues regarding the ability of the transportation system to accommodate the traffic which is expected to be generated by the proposed development.</p>
<p><b><i>l) Utilities shall be adequate to provide an appropriate level of</i></b></p>	<p>A Functional Servicing Report has been prepared in support of the proposed development the report does not identify any deficiencies with the existing servicing</p>

<i>service for new and existing residents.</i>	infrastructure or utilities. Any deficiencies that are identified through a future Condominium Application and/or Site Plan Approval will be resolved/upgraded as a condition of the development of the site.
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The evaluation criteria of 11.1.9 focuses on the compatibility of intensification within the existing neighbourhood, servicing and traffic. In relation to compatibility in the existing neighbourhood the proposed development incorporates various architectural features that maintain and respect the existing character including setbacks, landscaping and natural buffers. The Livable Oakville Plan defines *Compatible* to mean the development or redevelopment of uses which may not necessarily be the same as, or similar to the existing development, but can coexist with the surrounding area without unacceptable adverse impact. Based on the analysis provided in the preceding table, it is in the author’s opinion that the proposed development when evaluated in the context of Section 11.1.9 of the Livable Oakville Plan will not present an unacceptable adverse impact to the surrounding Community.

Based on the analysis conducted for this Report, it is my opinion that the proposed development, which would be implemented through the accompanying Official Plan amendment, is in keeping with the intent of the relevant Official Plan policies and would allow for the continuance of the planning objectives of the Livable Oakville Official Plan.

#### **4.8 Town of Oakville Zoning By-Law 2014-014**

The Subject Property is currently zoned as “Parkway Belt West Plan Complementary Use” (‘PB2’) in Zoning By-law 2014-014, which permits recreational uses such as a park or golf course, agricultural uses and conservation uses. The current Zoning category does not align with the Livable Oakville Official Plan land use designation applicable to Subject Property.

Additionally, a Minister’s Zoning Order (MZO) is attached to the Subject Property under Ontario Regulation 481/73 Section 2(2)1.vi and Schedule A5 to By-law 1983-170. The MZO prevents the development of certain uses on the Subject Property, none of which are being contemplated through the proposed applications. Based on discussions with Ministry Staff, it does not appear that the MZO would ultimately prevent the future development of the Subject Property for the intended uses, however, the presence of such an order has the potential to cause further delays in the Planning process when planning applications are advanced with the Town of Oakville. As such, an application has been submitted to remove the MZO.

### **5.0 PROPOSED AMENDMENTS**

#### **5.1 Proposed Official Plan Amendment**

As previously mentioned, the proposed Official Plan Amendment seeks to add an additional site specific permission to allow for the development of the Subject Property with a maximum of 71 apartment dwelling units. The proposed amendment would result in a residential density of 162 units per site hectare which is beyond the maximum residential density permitted within the Medium Density Residential designation. The intent of the proposed Official Plan Amendment is

to maintain the Medium Density built form, that being a four storey apartment building, while allowing for a more efficient residential density to be achieved on the Subject Property. But for the proposed number of residential units, the proposed development will conform to the relevant Official Plan policies applicable to the Subject Property.

A Draft Official Plan Amendment has been prepared in support of the proposed application and has been submitted as part of the application package.

## **5.2 Proposed Zoning By-Law Amendment**

As previously mentioned, the proposed Zoning By-law Amendment seeks to amend the existing zoning on the Subject Property from PB2 – Parkway Belt West Plan Complementary Use Zone to the proposed RM4 - Residential Medium 4 zone. The proposed Zoning By-law Amendment also seeks to add a site specific provision to allow for a reduced front yard setback of 3.5 metres whereas the parent RM4 zoning provisions require a minimum of 6.0 metres. Additionally, the proposed Zoning By-law Amendment seeks to permit a maximum building height of 16.0 metres whereas the parent RM4 Zoning provisions permit a maximum building height of 15.0 metres.

The site specific reduction to the minimum required front yard setback is being sought in order to allow for the building to be sited closer to the limits of the Bronte Road right of way. The intent of this request is to allow for the creation of a prominent streetscape along the Bronte Road frontage.

The site specific increase in building height to 16.0 metres is being sought to allow for design flexibility in the articulation of the building given its presence at a prominent corner and gateway to the community.

The proposed development is intended to comply with all other applicable zoning regulations. It is however acknowledged that the proposed development will be subject to a detailed zoning review conducted by the Town. Any deficiencies or areas of non-compliance identified by the Town can be incorporated into an implementing By-law prior to approval by Council.

A Draft Zoning By-law Amendment has been prepared in support of the proposed application and has been submitted as part of the application package.

## **6.0 URBAN DESIGN COMMENTARY**

The Urban Design Commentary section of this report provides information on the design direction and strategy that has been pursued in order to ensure that the proposed development can be effectively integrated into the existing built community and be in keeping with the emerging character of the surrounding development.

The Urban Design Commentary section provides an abbreviated analysis on Urban Design matters as the proposed applications are being submitted to implement the proposed Medium Density Residential uses. A more fulsome Urban Design Analysis is to be provide through a future Site

Plan Approval application which will follow the approval of the land use planning applications (Official Plan and Zoning By-Law Amendments). A full Urban Design Brief will be submitted in support of a future Site Plan Application when detailed design matters have been determined.

The Town of Oakville “Urban Design Brief Terms of Reference”, as well as the urban design policies contained in Part C, Section 6 of the “Livable Oakville Plan”, and the “Livable By Design Urban Design Manual”, have all provided direction in the preparation of this Brief, which has been a collaborative effort between KNYMH Architecture Solutions Inc. and Glen Schnarr & Associates Inc.

## 6.1 Urban Design Vision

It is envisioned that the proposed development will be designed in a manner that is respectful of, and compatible with, the existing low density residential development while integrating seamlessly with the emerging and more urban development that is occurring within the surrounding community. The applicant has sought out a building design that is visually attractive with an articulated façade, high quality building materials, ample fenestration, and a prominent entrance. The applicant is seeking an architectural treatment that was appropriate to the high visibility of this intersection. It is proposed that the development will be intentionally designed in use and scale to reflect and enhance the existing and planned surrounding context.

*Figure 1: Envisioned Streetscape along Bronte Road north of Subject Property*



## **6.2 Context Analysis**

A full analysis of the context of the Subject Property and the Surrounding Community is provided in *Section 2 – Context Analysis* of this Report.

It is important to note that there are several active Development and Site Plan applications that help inform the emerging urban fabric for the surrounding community and therefore will influence the community context significantly. The most notable of these applications are those that have been submitted for the northeast and southeast corners of the intersection of Bronte Road and Saw Whet Boulevard. With respect to this intersection, both corners are proposed to be developed with a six storey residential apartment building on each corner. Both of these buildings have a strong street presence in that the main entrances of each building are oriented to the corners of the intersection and the building facades wrap the majority of the length of their respective corners. The proposed building will compliment this emerging built form and community context through achieving similar and compatible building heights and framing the intersection with a well designed and articulated building.

## **6.3 Policy Context**

In addition to the Livable Oakville Official Plan policies identified in the earlier sections of this report, the Urban Design Policies that are contained in Section 6 of the Livable Oakville Official Plan are relevant to the evaluation of the proposed development. The following analysis is provided regarding how the proposed development has addressed the relevant Urban Design policies in Section 6 of the Livable Oakville Plan.

### **Guiding Objectives**

- The proposed development will contribute to providing greater diversity in urban forms which exist within the emerging community (Part C. 6.1.1.a). The proposed built form will contribute to creating an attractive streetscape through providing a continuous connection along the frontage of the development with several barrier free connections from the municipal sidewalk to the pedestrian entry walkways (Part C. 6.1.1.b).
- The proposed development will contribute excellence in architectural design which supports a pedestrian scaled environment through proposing a four storey condominium building, presenting an appropriate visual height and overall scale of the building. The stepping back at the western corner of the building fosters integration between the proposed building and the proposed adjacent low density residential development further to the west. This stepping back assists in providing design compatibility with the neighbouring low-rise residential development. The proposed design provides maximum separation from the adjacent residential uses to the north and south/ southwest and contributes to an provides an appropriate degree of separation (Part C. 6.1.1.c);
- The proposed development will contribute to the creation of a cohesive streetscape by placing the principal building entrances towards the street and where applicable, towards corner intersections (Part C. 6.4.2.a). Additionally, the siting of the building at the corner

of the property will assist in framing the street and creating a sense of enclosure (Part C. 6.4.2.b.).

- The location of the Subject Property serves as a gateway at the entrance of this new community. As such the proposed building will assist in creating a sense of entrance and arrival through well-designed built form, landscaping and enhanced streetscape treatments that will contribute to the image and identity of the new community (Part C. 6.6.1). Furthermore, the proposed development will be well-designed, pedestrian-scaled, address the public realm, and complement the distinctive character of the area (Part C. 6.6.3).

## 6.4 Development Plan

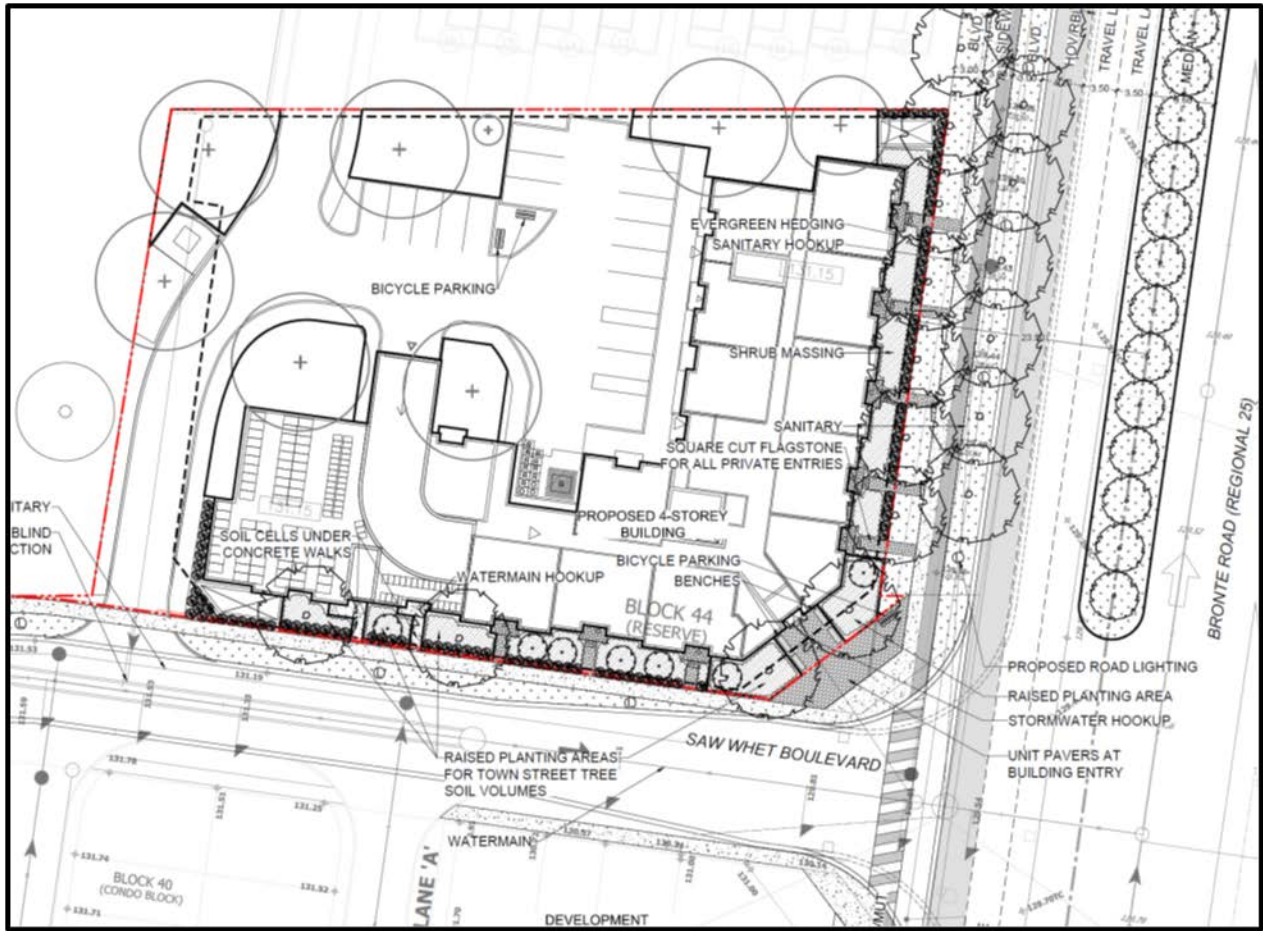
The proposed development seeks the approval of a four storey residential condominium apartment building consisting of 71 dwelling units. The proposed building provides for the following unit size/configuration breakdown:

Unit Type	Count
One Bedroom	1
One Bedroom plus Den	11
Two Bedroom	59

Unit mix and size will be further examined during the detailed design phase in order to determine the final unit mix and size offerings.

Ground floor units have been designed to have individual accesses to the public realm from each unit as well as private amenity areas in the form of ground floor terraces. Private amenity areas for upper floor units is provided for through the use of individual unit balconies. A communal amenity area is also provided in the ground floor of the building. The site configuration is illustrated in *Figure 2: Proposed Site Configuration* below:

*Figure 2: Proposed Site Configuration*



The building has been designed and sited so as to provide the greatest degree of separation possible to existing adjacent residential use to the north and the emerging Low and Medium Density residential development proposed to the south and southwest.

The proposed development provides for a total of 111 parking spaces. Of the total parking provision, 94 parking spaces are provided for in a single level of underground parking. An additional 17 surface parking spaces are provided internal to the site and adjacent to one of the building entrances. The development includes a total of 4 accessible parking spaces all of which are located at grade.

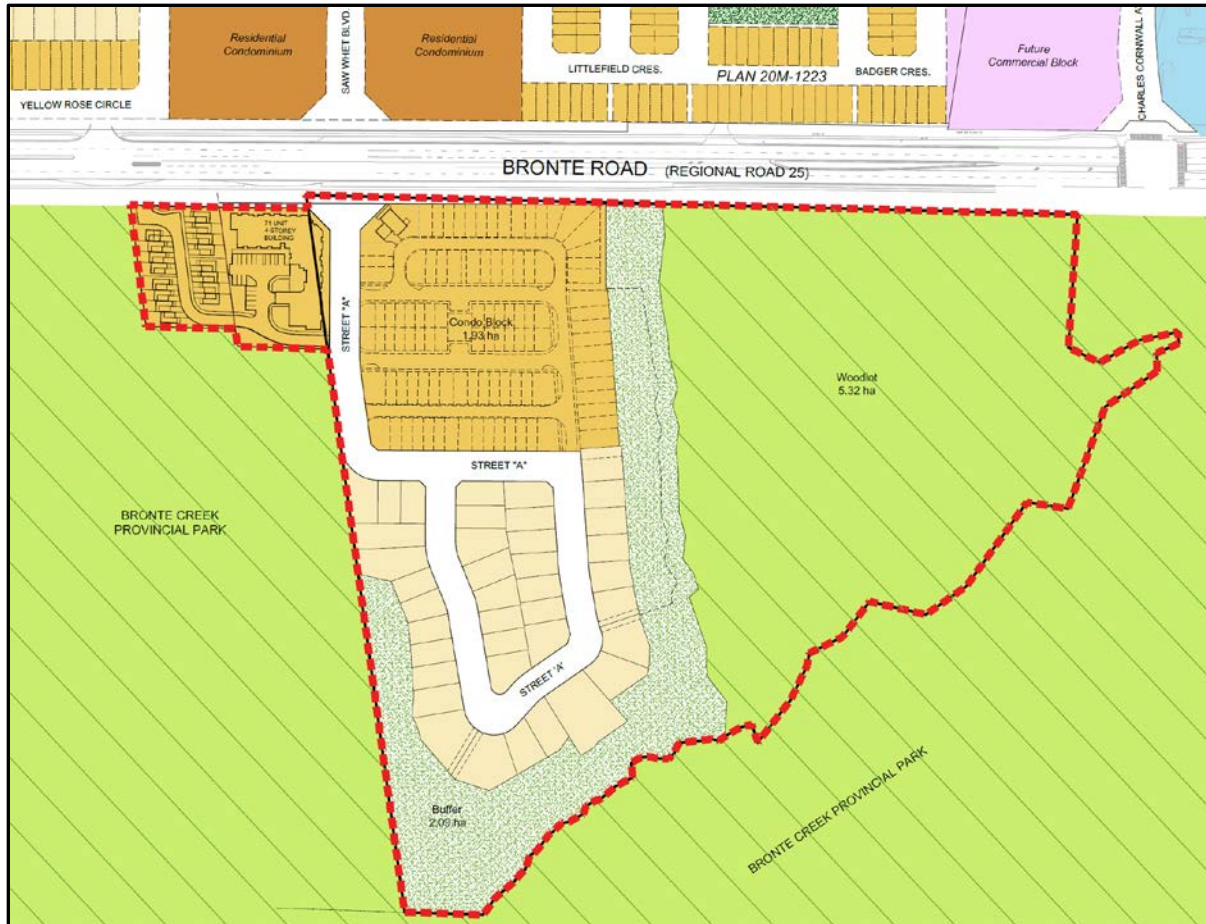
The proposed building seeks a maximum building height of 16.0 metres. A transition in building height is provided at the southwest corner of the building adjacent to an area of proposed residential low density development. In this area, a step back in the second and third floors is provided to assist in reducing the overall mass of the building.



## 6.5 Area Master Plan

An Area Master Plan has been prepared in participation with the neighbouring property owner to the south. The intent of the Area Master Plan is to illustrate how the development of the entirety of the designated residential lands on the west side of Bronte Road can be developed in a coordinated manner. The Area Master Plan is illustrated in *Figure 3: Proposed Area Master Plan* below:

*Figure 3: Proposed Area Master Plan*



The properties to the south of the Subject Property, those being 1300 to 1350 Bronte Road, are proposed to be developed as one comprehensive development parcel. The owner of these properties has actively participated in the preparation of the Area Master Plan. The property to the north of the Subject Property, 1372 Bronte Road, is a non-participating property owner as the owners are not currently contemplating the development of the property. As such, the Area Master Plan has been developed to illustrate a conceptual development for the lands located at 1372 Bronte Road. The intent of illustrating a conceptual development of this adjacent parcel to the north is to illustrate how the parcel could conceptually be developed with provision for vehicular access through the Subject Property. Additionally, the Area Master Plan contemplates how the adjacent parcel to the north could reasonably be provided with servicing infrastructure.

## 6.6 Site Design

The proposed site design has sited the building in a prominent location at the corner of the site. The L-shaped building configuration allows for the building to create a prominent streetscape and continuous street wall along both Bronte Road and the future extension of Saw Whet Boulevard. The proposed building will frame almost the entire length of each of the street frontages with a well designed and articulated building. A conceptual rendering of the proposed building is illustrated in *Figure 4: Conceptual Building Rendering* below:

*Figure 4: Conceptual Building Rendering*



Vehicle access and parking areas are located in the rear of the Subject Property and behind the proposed building thus screening these areas from public view. Garage and recycling facilities are located within the building and are accessed from the internal courtyard area so as to reduce any impact of garbage collection on the public realm.

The development proposes a robust landscape planting plan which provides for a significant amount of new tree plantings along the public street frontages both within the public boulevard and between the building and the property line. The landscape plan proposes additional landscape plantings adjacent to the ground floor units entrances to provide a physical and visual connection between the building and the public realm. A continuous concrete sidewalk is provided along both street frontages. Landscape areas internal to the site have been planted with large caliper trees to assist in meeting the Town's tree canopy targets.

## **6.7 Built Form**

The proposed building has been sited at a prominent location at the northwest corner of the entrance into the Glen Abbey Encore Community. The building has been sited to provide the greatest possible degree of separation from the adjacent existing residential uses to the north. As such, the building placement is considered to be compatible with the existing and planned surrounding context and has been undertaken in a creative and innovative manner (Part C. 6.9.2). The proposed building design is compatible with Part C. 6.9.3 as the development incorporates appropriate spatial separation through an interior side yard setback of 4.76 metres and a separation distance of approximately 25 metres from the nearest portion of the residential building to the north.

The main principal residential entrances for ground floor units front onto the future Saw Whet Boulevard extension and Bronte Road frontages and are oriented to the public sidewalk in order to provide direct access for residents and visitors via an entry walkway (6.9.6).

As per Part C. 6.9.8, the corner building design will showcase a distinct architectural appearance and a high degree of detailing along both property frontages this will help support a continuous architectural façade visible on both Saw Whet Boulevard extension and Bronte Road.

## **6.8 Livable by Design Principles: Section 3.3 of the Livable by Design Manual- Urban Design Direction**

The Livable by Design Manual is intended to provide a detailed design direction for both developments and capital projects in the Town of Oakville, ensuring their integration into the existing area. The Livable by Design Manual provides specific directions for various built forms related to context, urban form, character, sustainability, and barrier free designs. Section 3.1 of the Livable by Design Manual provides direction for the development of Tall and Mid-rise Residential buildings applies to the proposed development. Given that the proposed building is three storeys in height, the mid-rise building design directives contained within the Livable by Design Manual are directly applicable to the proposed building.

As described in the Livable by Design Manual (LDM), the design direction orients the building towards the public streets of the future Saw Whet Boulevard extension and Bronte Road to foster an active pedestrian environment. Additionally, the proposed building placement has been designed to incorporate the greatest possible separation distance between residential dwelling to the north to mitigate potential impacts to privacy concerns and maximize access to sunlight.

### Height, Massing and Façade Treatment

The LDM directs that new developments incorporate height and massing which reinforces the pedestrian-scaled environment. The proposed building is a four storey building which has been sited at the southeast corner of the Subject Property in order to provide a significant degree of separation between the proposed building and the adjacent existing residential dwelling to the north. The emerging development pattern at the corner of Saw Whet Boulevard and Bronte Road

is of a three and four storey new urban development. The proposed building has incorporated building height, massing and siting that is compatible with and sensitive to both the emerging built forms and the existing residential uses.

Façade treatments for the proposed building will be further examined and refined through the future Site Plan Approval application.

### Entranceways

As previously mentioned, the main principal residential entrances for ground floor units front onto the future Saw Whet Boulevard extension and Bronte Road frontages and are oriented to the public sidewalk in order to provide direct access for residents and visitors via an entry walkway. Additionally, vehicular access and parking will be located at the rear of the property so as to allow the building to create a more prominent streetscape. The vehicle access and parking areas are illustrated in Figure 6: Conceptual Rendering of Buildings Rear below:

*Figure 6: Conceptual Rendering of Buildings Rear*



### Building Detailing and Materials

The LDM directs new developments incorporate a high standard of design and a variety of materials that are aesthetically compatible, functional and easily maintained. Building detail and materiality will be examined further during a future Site Plan Approval application.

## **7.0 SUPPORTING STUDIES**

### **7.1 Arborist Report**

The submitted arborist report was prepared by Kuntz Forestry Consulting Inc. and dated November 8<sup>th</sup>, 2021. The purpose of the report is to document existing tree and site conditions to evaluate anticipated impacts to site trees which may occur as a result of the proposed development, and to identify required and recommended trees protection measures and regulatory requirements associated with the proposed development.

The findings of the study indicate a total of 23 trees and one hedgerow feature on and within six metres of the subject property and within the right-of-way. Twenty-two trees and one hedgerow are required to be removed to accommodate the site plan and/or due to their condition. One neighbouring tree can be preserved.

The report identifies specific tree protection measures for Tree N9 which will be required to be implemented to ensure effective tree retention, including tree protection fencing, root sensitive excavation and root pruning as well as arborist site supervisions during construction.

### **7.2 Functional Servicing and Stormwater Management Report**

A Functional Servicing Report and Stormwater Management Report was prepared by Urbantech, dated February 2022. This FSR outlines the servicing details for the proposed storm drainage, sanitary sewer and water distribution systems required to service the subject development. The recommended servicing plans have been prepared in accordance with design criteria and requirements of the Town of Oakville, Region of Halton, and Conservation Halton (CH). The information in the report is intended to assist regulatory agencies in their review of the planning applications for the proposed development. Notably, the subject property is dependent on the development of the Bronte River Limited Partnership lands to the south for road access, and mutual services within Street A.

The report provides the following concluding remarks regarding the proposed development:

- The proposed site can be graded to match to existing elevations at all property lines while adhering to Town of Oakville grading standards and specifications;
- Storm sewers are sized based on the 5-year Town IDF parameters. 100-year capture is assumed for Street A at Bronte Road;
- Quantity control will be provided in a super pipe within Street A and an underground storage tank to be installed in the underground parking;
- Quality control will be achieved through the use of an OGS placed on public property that will serve all lands that are tributary to the Bronte Road storm system;
- Water balance requirements (if any) through the use of LIDs will be determined at detailed design;
- Wastewater servicing to the site will be provided by a new sewer to be installed along Bronte Road connecting to an existing sewer stub at Yellow Rose Circle that was designed to accommodate the site;

- Water servicing to the site will be provided via a new water connection to existing infrastructure located within Bronte Road. The site may need to be connected to Pressure Zone 3. Details of the connection to Pressure Zone 3 will be determined at a later date; and,
- Erosion and sediment control measures will be implemented during all construction works and will be maintained and inspected regularly.

### **7.3 Archaeology Report**

An archaeological assessment was triggered by the Provincial Policy Statement ('PPS') that is informed by the Planning Act (Government of Ontario 1990a), which states that decisions affecting planning matters must be consistent with the policies outlined in the larger Ontario Heritage Act (Government of Ontario 1990b). According to Section 2.6.2 of the PPS, "development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved." To meet this condition, a Stage 1-2 assessment of the Study Area was conducted during the pre-approval phase of the development under archaeological consulting license P017 issued to Garth Grimes by the Ministry of Heritage, Sport, Tourism and Culture Industries ('MHSTCI') and adheres to the archaeological license report requirements under subsection 65 (1) of the Ontario Heritage Act (Government of Ontario 1990b) and the MHSTCI's Standards and Guidelines for Consultant Archaeologists ('Standards and Guidelines'; Government of Ontario 2011).

The Stage 1 background research indicated that the Study Area exhibited moderate to high potential for the identification and recovery of archaeological resources. As such, a Stage 2 field assessment was recommended for the areas of manicured lawn. The buildings and paved surfaces were deemed previously disturbed and would be mapped and photo documented only.

The subsequent Stage 2 assessment of the Study Area was conducted on November 2, 2021. This investigation consisted of a typical test pit survey of the areas of manicured lawn at 5m intervals. This investigation resulted in the identification and documentation of no archaeological resources, therefore no further archaeological assessment of the Study Area is recommended.

### **7.4 Additional Supporting Studies**

The following additional materials have been submitted in support of the proposed applications and in accordance with the Preconsultation Meeting requirements:

- Area Design Plan
- Building Elevations
- Floor Plans
- Underground parking garage plan
- Functional Servicing Report and Stormwater Management Report with drawings and figures
- Geotechnical Investigation
- Canopy Cover Plan
- Phase 1 Environmental Site Assessment

- Scoped Environmental Impact Assessment
- Streetscape Plans
- Transportation Impact Study
- Tree Inventory and Preservation Report and Plan
- Waste Management Plan
- Noise Impact Study

## **8.0 CONCLUSION**

It is the opinion of the author that the proposed Official Plan amendment and Zoning By-law Amendment are justified and represent good planning for the following reasons:

1. The proposal conforms to and promotes the policies of the Provincial Policy Statement, the Growth Plan, the Region of Halton Official Plan, and the policies of the Town of Oakville Livable Oakville Official Plan. An amendment to the Region of Halton Official Plan is not required to implement the proposed development.
2. The proposal has regard for matters of Provincial interest as referred to in section 2 of the Planning Act.
3. The Subject Property is located within a Settlement Area defined by the PPS, the Built-Up Area defined by the Growth Plan, the Urban Area defined by the Region of Halton Official Plan, and the Built Boundary defined by the Livable Oakville Plan, which are intended to be the focus of growth and development and are to accommodate a significant portion of new growth.


The proposed redevelopment therefore promotes the PPS and Growth Plan policies that direct and manage growth and are consistent with the growth policies of the Region of Halton and Livable Oakville Official Plans which direct growth to the Urban Area and Built Boundary. This growth is being achieved in a manner which does not offend the Livable Oakville policies regarding achieving compatible development.

4. The proposed redevelopment conforms to the Urban Structure policies of the Livable Oakville Official Plan which do not preclude intensification opportunities such as infill and redevelopment outside of the identified Growth Areas. The integrity of the Town's vision and intent of achieving the desired Urban Structure is therefore maintained and is not undermined by the proposed redevelopment.
5. The proposed development represents compact urban form that is considered to be transit-supportive. Furthermore, the site is located along existing Oakville Transit routes and is located in close proximity to the Bronte GO Transit Station.

On the basis of the above, it is my opinion that the proposed Official Plan amendment and Zoning By-law amendment represent good planning and it is respectfully recommended that the applications be approved by the Town of Oakville Planning and Development Committee.

Respectfully submitted,

**GLEN SCHNARR & ASSOCIATES INC.**



---

David Capper, MCIP, RPP  
Senior Associate

**Appendix 1 – *Aerial Context Plan***

**Appendix 2 – *Site Context Map***

**Appendix 3 – *Region of Halton Official Plan Schedule 1 – Regional Structure***

**Appendix 4 – *Town of Oakville Official Plan Schedule E – Land Use Schedule Boundaries***

**Appendix 5 – *Town of Oakville Zoning By-Law (Existing)***

**Appendix 6 – *Draft Official Plan Amendment***

**Appendix 7 – *Draft Zoning By-law Amendment***



**Appendix 1 – Aerial Context Plan**




# FIGURE 1

## AERIAL CONTEXT PLAN

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

### LEGEND

 Subject Property



Scale: N.T.S.  
NOVEMBER 30, 2021

**Appendix 2 – Site Context Map**



# FIGURE 2

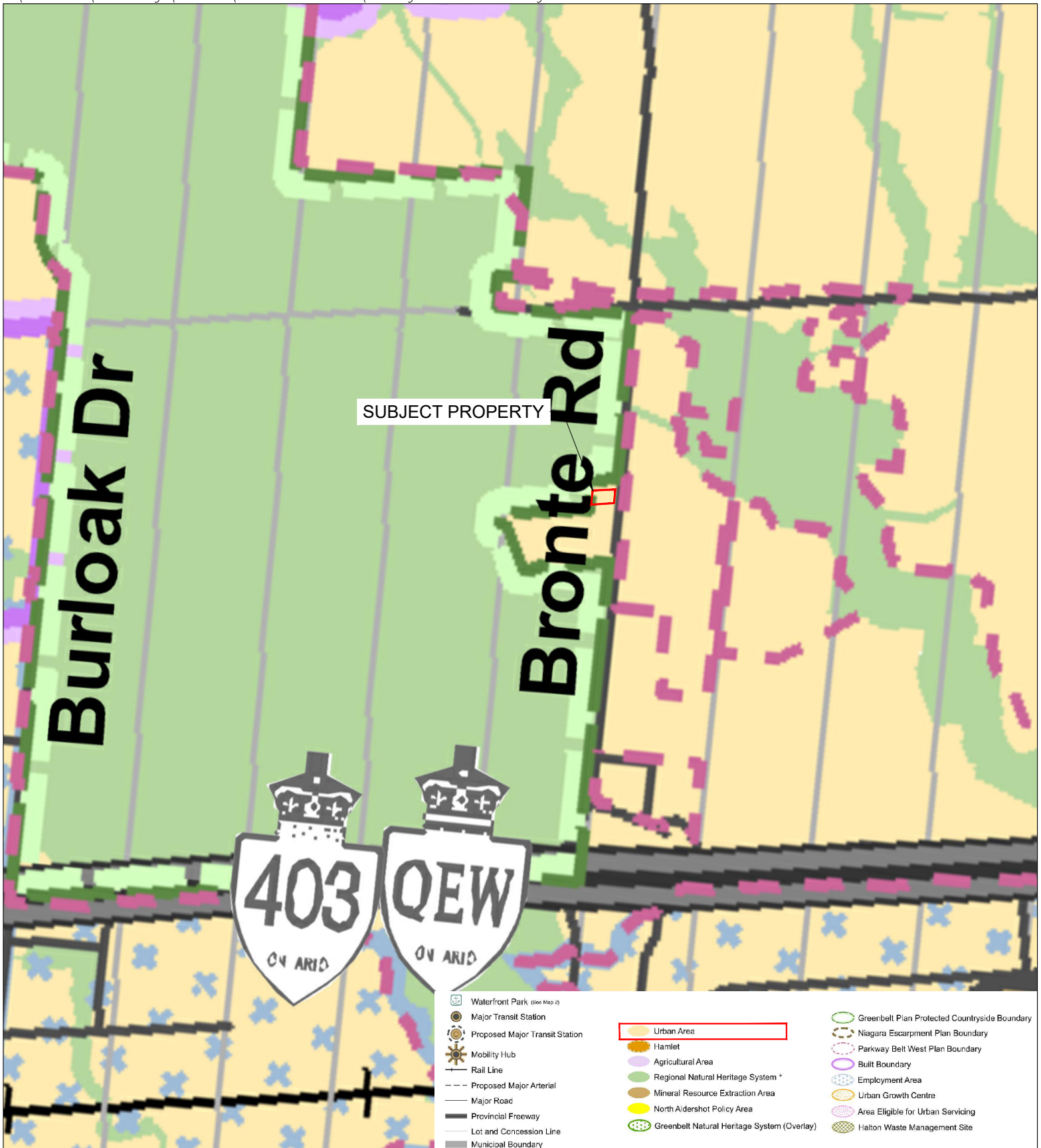
## SITE CONTEXT MAP

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

- LEGEND**
-  Subject Property
  -  Property Owned By Others

  
Scale: N.T.S.  
NOVEMBER 30, 2021

**Appendix 3 – *Region of Halton Official Plan Schedule 1 – Regional Structure***



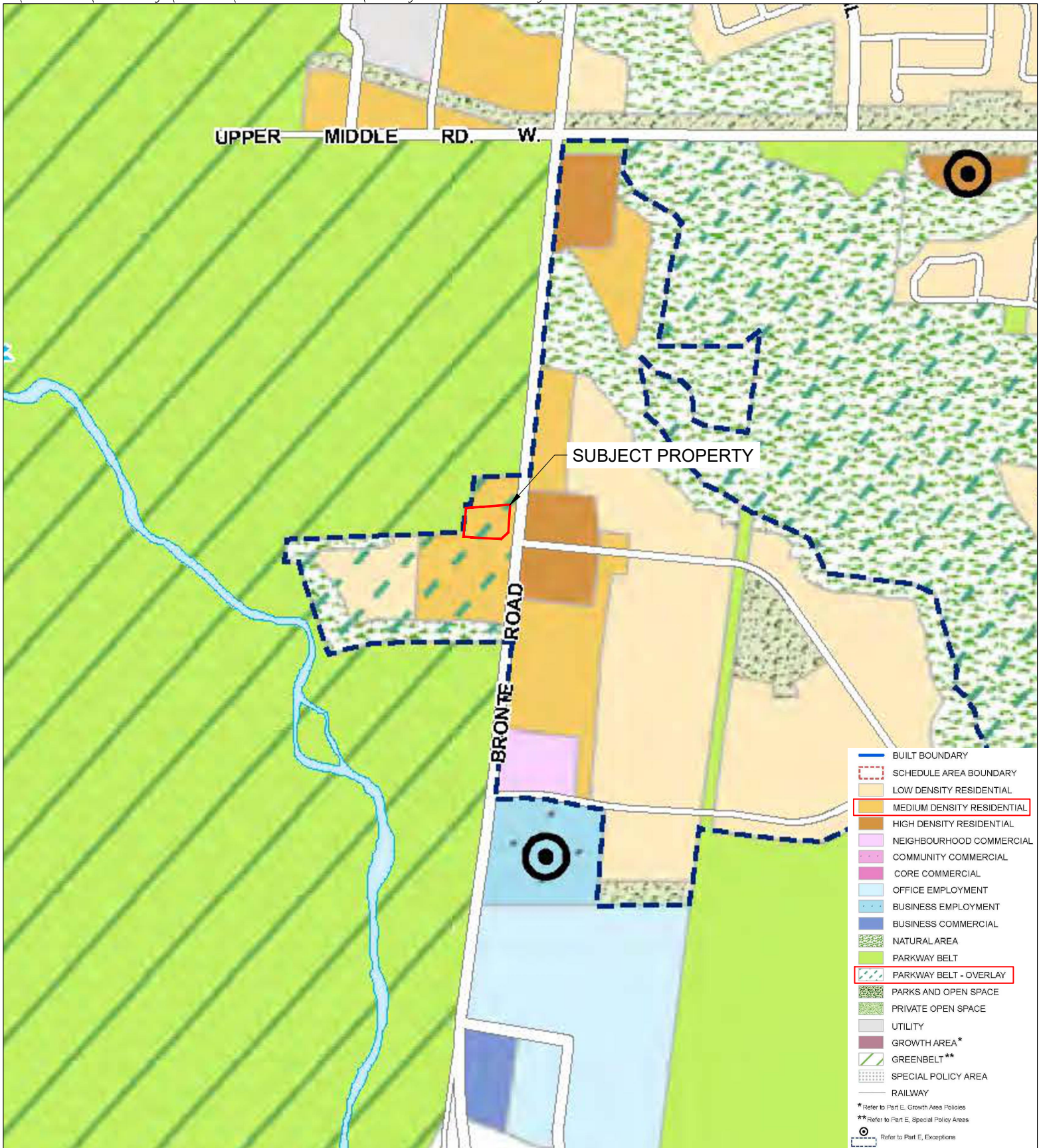
**FIGURE 5**  
**REGION OF HALTON OFFICIAL PLAN**  
**SCHEDULE '1' - REGIONAL STRUCTURE**

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

**LEGEND**  
 Subject Property

  
 Scale: N.T.S.  
 NOVEMBER 30, 2021


**Appendix 4 – *Town of Oakville Official Plan Schedule E – Land Use Schedule Boundaries***



**FIGURE 4**  
**CITY OF OAKVILLE OFFICIAL PLAN**  
**SCHEDULE 'H' WEST - LAND USE**

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

**LEGEND**

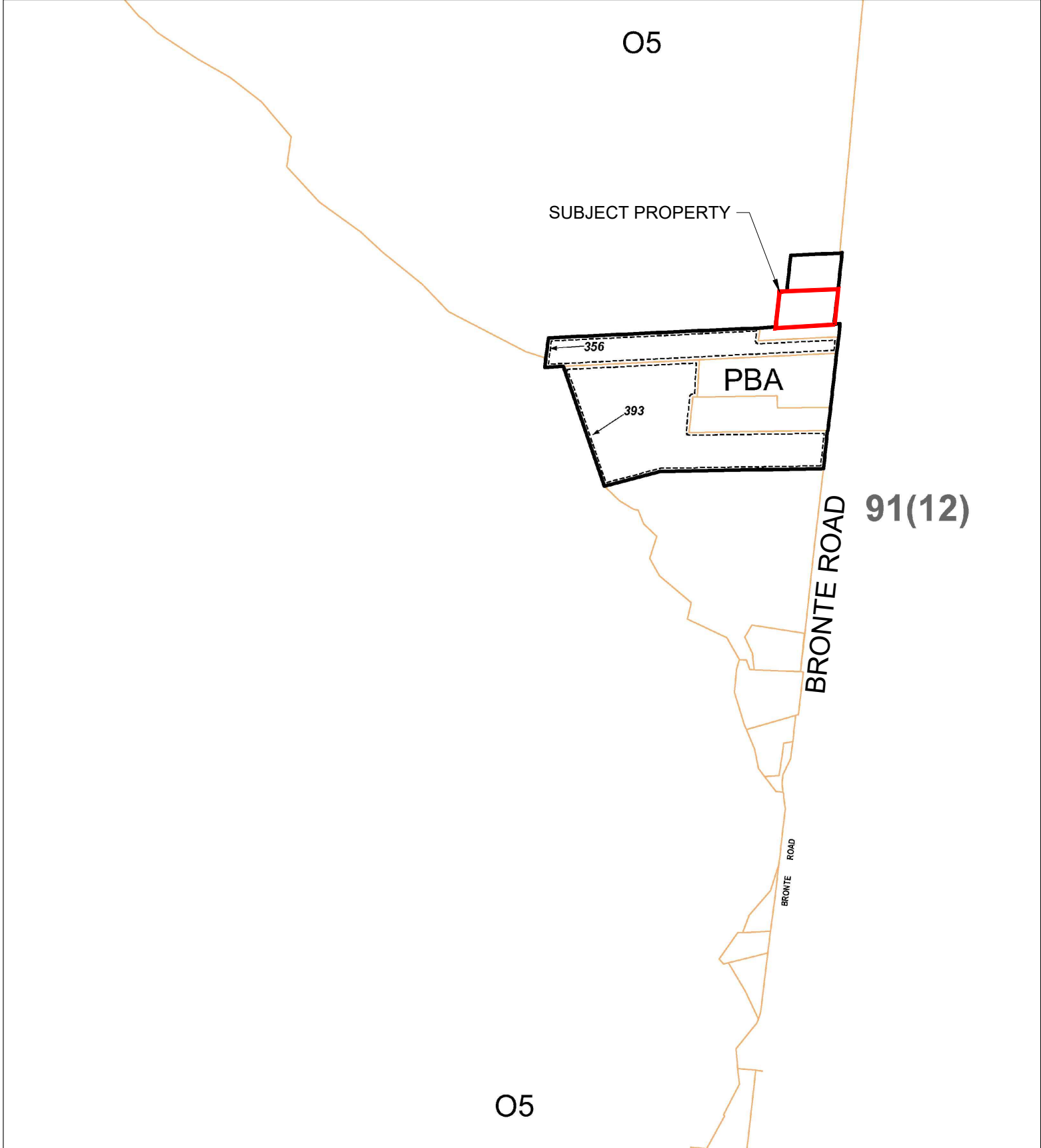
 Subject Property



Scale: N.T.S.  
 NOVEMBER 30 2021



**Appendix 5 – *Town of Oakville Zoning By-Law (Existing)***



# FIGURE 5

## CITY OF OAKVILLE ZONING BY-LAW

### MAP 91-(11)

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

#### LEGEND

 Subject Property



Scale: N.T.S.  
NOVEMBER 30, 2021

## **Appendix 6 – Draft Official Plan Amendment**

**Official Plan Amendment Number XX**  
**to the Town of Oakville Livable Oakville Official Plan**

Constitutional Statement

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

Part 1 – Preamble

A. Purpose

The purpose of this amendment is to incorporate specific amendments to the Livable Oakville Official Plan to facilitate the development of the Subject Lands with a development consisting of a 71-unit residential apartment building.

B. Location

The subject lands are located at the northwest corner of the future Saw Whet Road extension and Bronte Road.

C. Basis

The proposal conforms to and promotes the policies of the Provincial Policy Statement, the Growth Plan, the Region of Halton Official Plan and the policies of the Town of Oakville Livable Oakville Official Plan. An amendment to the Region of Halton Official Plan is not required to implement the proposed development.

The proposed redevelopment conforms to the Urban Structure policies of the Livable Oakville Plan which do not preclude intensification opportunities such as infill and redevelopment outside of the identified Growth Areas. The integrity of the Town's vision and intent of achieving the desired Urban Structure is therefore maintained and is not undermined by the proposed redevelopment.

An increase in the maximum number of residential dwelling units on the Subject Lands will allow for a more efficient and compact urban form to be achieved as encouraged by the Provincial Policy Statement, the Growth Plan, the Region of Halton Official Plan, and the Livable Oakville Official Plan.

Additional residential density is supportable in this location given the former commercial land use has ceased and the proposed development has demonstrated compatibility with the built form in the surrounding neighbourhood.

## Part 2 – The Amendment

### A. Text Change

The amendment includes the changes to the text of the Livable Oakville Plan listed in the following table. Text that is underlined indicates new text to be inserted into the Livable Oakville Plan. Text that is crossed out ("~~strikethrough~~") is to be deleted from the Plan.

Item No.	Section	Description of Amendment
1.	27.4 West Exceptions – Schedule H	Add the following site specific policies to the exceptions section as a new exception number XXX:  On the lands designated Medium Density Residential on the north west corner of Bronte Road and future Saw Whet Drive westerly extension, a maximum of 71 residential apartment dwelling units is permitted.

**Appendix 7 – Draft Zoning By-law Amendment**

**THE CORPORATION OF THE TOWN OF OAKVILLE  
DRAFT  
BY-LAW NUMBER 2022-XX**

“Being a By-law to amend Zoning By-law 2014-014”, as amended, to introduce new zoning for lands within the West Oakville Community

WHEREAS the Corporation of the Town of Oakville has received an application to amend Zoning By-law 2014-014, as amended; and,

WHEREAS authority is provided pursuant to Section 34 of the Planning Act, R.S.O 1990, c.P.13 to pass this by-law; and

NOW THEREFORE the Council of the Corporation of the Town of Oakville hereby enacts that Zoning By-law 2014-014, as amended, be further amended as follows:

1. That Schedule “19(11)” to By-law 2014-014, as amended, is hereby further amended by rezoning lands legally described as 1354 Bronte Road, Town of Oakville, Regional Municipality of Halton from the “PB2 – Parkway Belt Complimentary Use” to the “RM4 – Residential Medium 4 Zone, Special Provision XX (SP XXX)” as identified on Schedule A attached hereto and Schedule A forms part of this By-law.
2. Part 15, Special Provisions, of By-law 2014-014 as amended, is further amended to include a new special provision as follows:

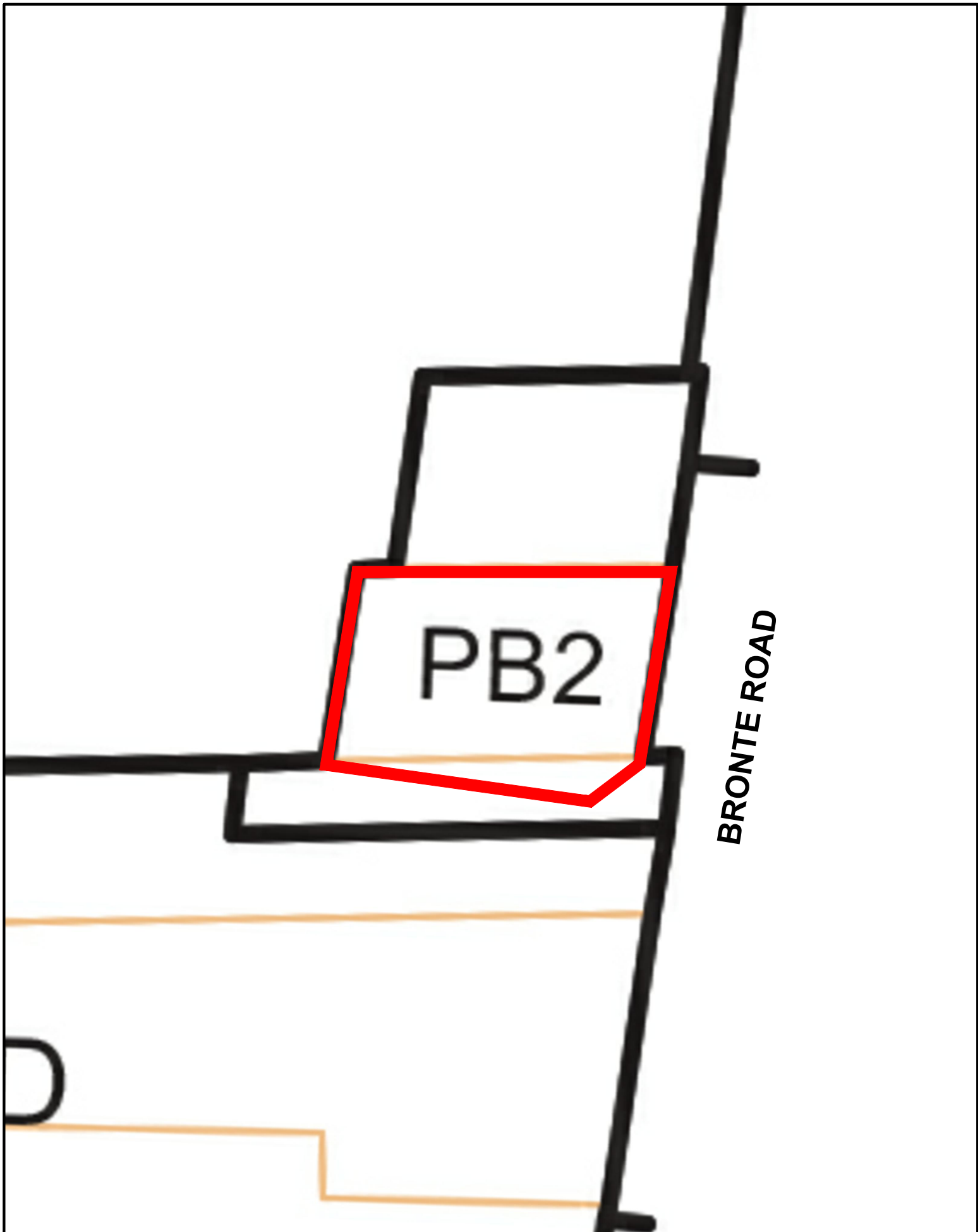
<b>XXX</b>	<b>1354 Bronte Road</b>	Parent Zone: RM4
Map 19(11)		(2022-XXX)
<b>15.XXX.1 Zone Provisions for the RM4 Zone</b>		
The following regulations apply:		
a)	Minimum front yard (Bronte Road)	3.5 metres
b)	Maximum building height	16.0 metres

3. This By-law shall come into force and effect in accordance with the provisions of the Planning Act, R.S.O 1990, C.P.13.

Passed this \_\_\_\_\_ day of \_\_\_\_\_, 2022

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK



**BRONTE ROAD**

**PB2**



**SUBJECT LANDS - PB2 (PARKWAY BELT 2)**

**LOCATION:**  
 1354 BRONTE ROAD  
 PART OF LOT 31,  
 CONCESSION 2, S.D.S.  
 (GEOGRAPHIC TOWNSHIP OF TRAFALGAR)  
 TOWN OF OAKVILLE  
 REGIONAL MUNICIPALITY  
 OF HALTON



SCALE: 1:1,250

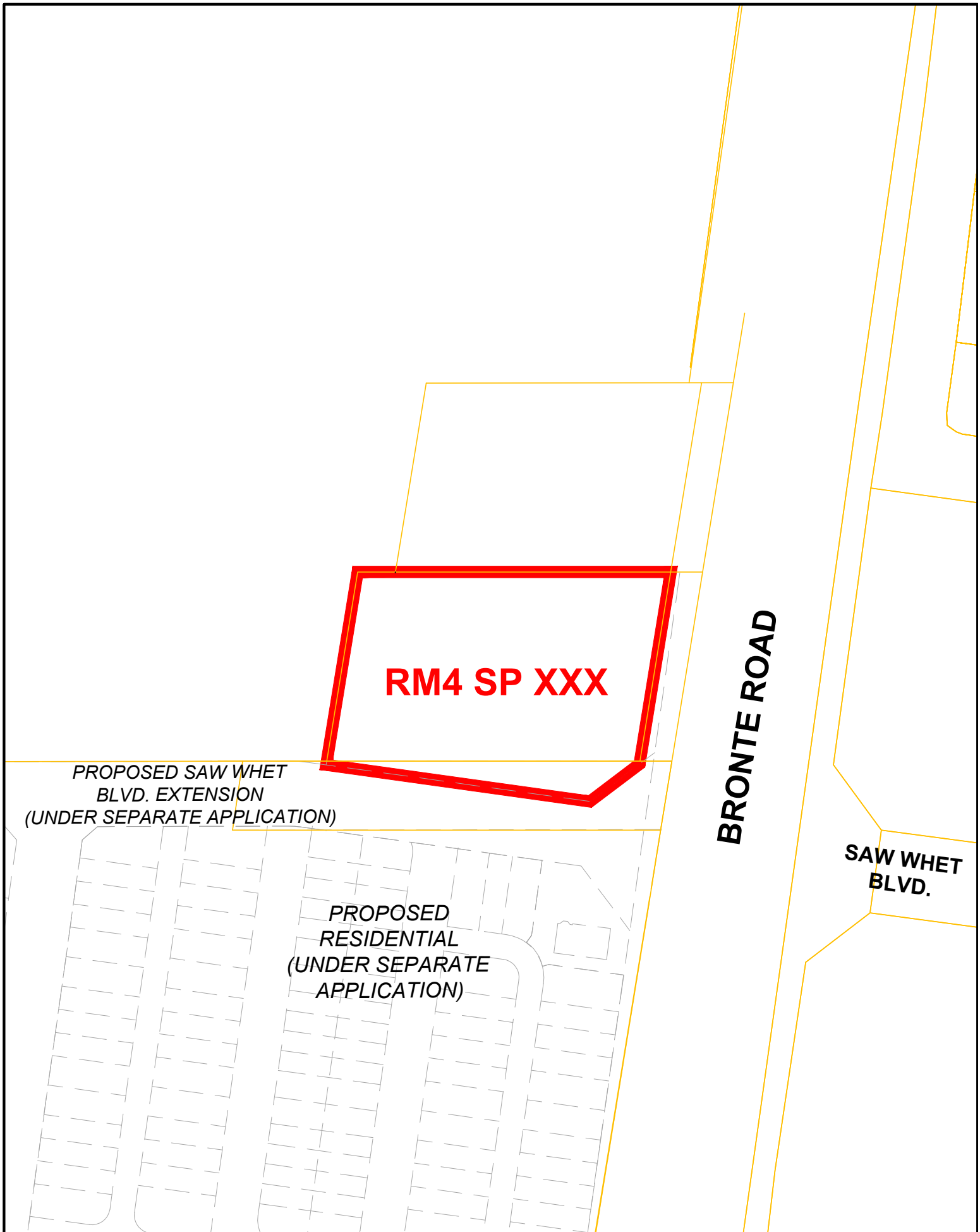
**THIS IS SCHEDULE 'A'  
 TO BY-LAW AMENDMENT \_\_\_\_\_**  
 PASSED THE \_\_\_ DAY OF \_\_\_\_, 2022.

**SIGNING OFFICERS**

\_\_\_\_\_ MAYOR

\_\_\_\_\_ CLERK





SUBJECT LANDS TO BE REZONED FROM PB2 (PARK BELT 2) TO RM4 SP XXX (RESIDENTIAL MEDIUM 4 SPECIAL PROVISION XXX)

**LOCATION:**

1354 BRONTE ROAD  
 PART OF LOT 31,  
 CONCESSION 2, S.D.S.  
 (GEOGRAPHIC TOWNSHIP OF TRAFALGAR)  
 TOWN OF OAKVILLE  
 REGIONAL MUNICIPALITY  
 OF HALTON



SCALE: 1:1,250

**THIS IS SCHEDULE 'B'**

**TO BY-LAW AMENDMENT \_\_\_\_\_**

PASSED THE \_\_\_ DAY OF \_\_\_\_\_, 2022.

**SIGNING OFFICERS**

\_\_\_\_\_ MAYOR

\_\_\_\_\_ CLERK