



April 1, 2026

Brian O'Hare, Planner
Planning and Development
Town of Oakville
1225 Trafalgar Road
Oakville, Ontario
L6H 0H3

Dear Brian O'Hare,

**Re: *Planning and Urban Design Rationale Addendum Letter
2172 Wycroft Road, Town of Oakville
Rezoning and Draft Plan of Subdivision Applications
Town File No. OPA 1627.02, Z.1627.02 and 24T-25006/1627***

1. INTRODUCTION AND APPLICATION HISTORY

We are the planning consultant for NBIM 2172 Wycroft LP (the "Owner") with respect to their lands located at 2172 Wycroft Road in the Town of Oakville (the "site" or "subject site"). The subject site is located on the south side of Wycroft Road, north of the Lakeshore West GO rail corridor, and immediately north and west of the Bronte GO Transit Station. We provide the following addendum to our Planning Rationale Report (August 2025) to outline changes made to the proposal and to provide an updated analysis of the applicable policies resulting from these changes.

On September 17, 2025, Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision (Town File No. OPA 1627.02, Z.1627.02 and 24T-25006/1627) applications were submitted by Bousfields Inc., on behalf of the Owner to implement the policies and land use designations of the Town of Oakville Official Plan (the "Livable Oakville Plan"), specifically the land use and built form permissions approved through OPA 41 for the Bronte GO Major Transit Station Area ("MTSA") (the "Initial Applications").

The Initial Applications proposed two (2) mixed-use buildings on two separate development blocks ("Block A" and "Block B") with four (4) residential towers at heights of 35-, 32-, 28-, and 25-stories, as well as a new 20-metre east-west public road and new 16-metre north-south public road conveyance. Bousfields Inc. prepared a Planning and

Urban Design Rationale report (the “2025 Rationale”) in support of the Initial Applications. The applications were deemed complete on November 2, 2025. The Statutory Public meeting was held during the December 8, 2025, Planning and Development Council for which feedback was received from members of Town Council. In response to staff comments received on January 29, 2026, and comments and questions raised by the public and members of Council at the Statutory Public Meeting, the Owner has updated the proposal and has prepared revised materials (“Revised Proposal”).

The following letter (the “Planning Addendum”) provides a detailed description of the Revised Proposal which continues to implement the policies and land use designations of the Town of Oakville Official Plan (the “Livable Oakville Plan”), specifically the land use and built form permissions approved through Official Plan Amendment 41 for the Bronte GO Major Transit Station Area (“MTSA”). The proposed buildings have been reduced in height from the Initial Applications to conform to the in-effect Livable Oakville Plan (20-storeys plus 4 storeys given the amount of public road dedication). Subject to the additional comments set out in this Planning Addendum, the findings and analysis set out in our 2025 Rationale continues to be relevant and accurate.

This Planning Addendum concludes that the Revised Proposal is consistent with the planning framework established in the Provincial Planning Statement, 2025 (“the PPS”) and conforms to policies of the Halton Region Official Plan and the Livable Oakville Plan and respects the applicable urban design guidelines and represents good planning.

2. REVISED PROPOSAL

The Revised Proposal continues to contemplate the division of the subject site into two (2) separate development blocks (Block A and Block B), separated by a new 20.0 metre-wide east-west public road bisecting the site as well as a 16.0-metre-wide public road conveyance along the eastern edge of the subject site. Based on comments from Town staff, a 4.4-metre-wide road widening was added along the Wyecroft Road frontage. Each proposed a mixed-use building with two (2) residential towers atop shared 6-storey podiums (plus mezzanine), for a total of two (2) mixed-use buildings with four (4) residential towers, which remains unchanged in the Revised Proposal.

The table below provides a breakdown of the Revised Proposal statistics as compared to the Initial Applications

Statistic	September 2025 Initial Applications			March 2026 Revised Applications			Difference Between Initial and Revised Applications		
	Block A	Block B	Blocks A+B	Block A	Block B	Blocks A+B	Block A	Block B	Blocks A+B
Site Area (m²)									
Gross (incl. public roads)	15,495.5	8,119.8	23,615.3	15,495.4	8,119.8	23,615.2	--	--	--
Public Road Dedications	0.0	0.0	0.0	343.7	0.0	343.6	+343.7		+343.7
Net (excl. public roads)	9,374.7	8,119.8	17,494.5	9,031.0	8,119.8	17,150.8	-343.7		-374.3
Building Height (storeys)	Tower A = 35 Tower B = 32	Tower C = 28 Tower D = 25	--	Tower A = 24 Tower B = 24	Tower C = 24 Tower D = 24	--	-11 storeys -8 storeys	-4 storeys -1 storeys	--
Building Height (metres)	Tower A = 117.45 Tower B = 108.60	Tower C = 96.80 Tower D = 87.65	--	Tower A = 84.60 Tower B = 84.60	Tower C = 84.60 Tower D = 84.60	--	-32.85 m -24.00 m	-12.20 m -3.05 m	--
Gross Floor Area (m²)	78,516.3	64,596.9	143,113.2	58,579.1	54,022.9	112,602.0	-19,937.2	-10,574.0	-30,511.2
Residential	76,122.1	63,629.5	139,751.7	55,245.2	53,451.4	108,696.6	-20,876.9	-10,178.1	-31,055.1
Retail	1,379.3	967.4	2,346.7	1,978.8	571.4	2,550.2	+599.5	+396.0	+203.5
Daycare	1,014.8	0.0	1,014.8	1,355.2	0.0	1,355.2	+340.4	--	+340.4
Density (FSI)									
Net	8.38	8.0	8.18	3.42	3.15	6.57	-4.96	-4.85	-1.61
Gross	5.10	8.0	6.06	2.48	2.29	4.77	-2.62	-5.71	-1.29
Residential Units (total)	892	724	1,616	615	576	1,191	-277	-148	-425
One-bedroom	507 (56.8%)	473 (65.3%)	980 (60.6%)	305 (49.6%)	314 (54.5%)	619 (52.0%)	-202 (-7.2%)	-159 (-10.8%)	-361 (-8.6%)
Two-bedroom	357 (40.0%)	226 (31.2%)	583 (36.1%)	244 (39.7%)	201 (34.9%)	445 (37.4%)	-113 (-0.3%)	-25 (+3.7%)	-138 (+1.3%)
Three-bedroom	28 (3.1%)	25 (3.5%)	53 (3.3%)	66 (10.7%)	61 (10.6%)	127 (10.7%)	+38 (+7.6%)	+36 (+7.1%)	+74 (+7.4%)
Total Amenity Space (m²)	3,736.1 (4.2/unit)	3,911.6 (5.4/unit)	7,647.7 (4.7/unit)	2,464.2 (4.0/unit)	2,306.6 (4.0/unit)	4,770.8 (4.0/unit)	-1,271.9 (-0.2/unit)	-1,605.0 (-1.4/unit)	-2,876.9 (-0.7/unit)
Indoor Amenity	1,659.2 (1.86/unit)	1,393.6 (1.92/unit)	3,052.8 (1.88/unit)	1,233.0 (2.0/unit)	1,153.8 (2.0/unit)	2,386.8 (2.0/unit)	-426.2 (+0.14/unit)	-239.8 (+0.08/unit)	-666.0 (0.12/unit)
Outdoor Amenity	2,076.9 (2.33/unit)	2,518.0 (3.48/unit)	4,594.9 (2.84/unit)	1,231.2 (2.0/unit)	1,152.8 (2.0/unit)	2,384.0 (2.0/unit)	-845.7 (-0.33/unit)	-1,365.2 (-1.48/unit)	-2,180.9 (-0.84/unit)
Total Vehicular Parking	960 (1.07/unit)	797 (1.10/unit)	1,757 (1.09/unit)	946 (1.54/unit)	796 (1.38/unit)	1,742 (1.46/unit)	-14 (+0.47/unit)	-1 (+0.28/unit)	-15 (+0.37/unit)
Residential	806 (0.90/unit)	669 (1.41/unit)	1,475 (0.91/unit)	741 (1.20/unit)	666 (1.16/unit)	1,407 (1.18/unit)	-65 (+0.3/unit)	-3 (-0.2/unit)	-68 (+0.27/unit)
Visitor/Retail/Other	154 (0.17/unit)	128 (0.18/unit)	282 (0.17/unit)	205 (0.33/unit)	130 (0.23/unit)	335 (0.28/unit)	+51 (+0.16/unit)	+2 (-0.05/unit)	+53 (+0.11/unit)
Accessible	21 (0.02/unit)	20 (0.03/unit)	41 (0.03/unit)	22 (0.03/unit)	20 (0.03/unit)	42 (0.04/unit)	+1 (+0.1/unit)	--	+1 (+0.01/unit)
Bicycle Parking Spaces (total)	896 (1.00/unit)	726 (1.00/unit)	1,622 (1.00/unit)	621 (1.00/unit)	578 (1.00/unit)	1,199 (1.00/unit)	-275 (same rate)	-148 (same rate)	-423 (same rate)
Residential (long-term)	669 (0.75/unit)	540 (0.75/unit)	1,209 (0.75/unit)	462 (0.75/unit)	432 (0.75/unit)	894 (0.75/unit)	-207 (same rate)	-108 (same rate)	-315 (same rate)
Residential (short-term)	223 (0.25/unit)	184 (0.25/unit)	407 (0.25/unit)	154 (0.25/unit)	154 (0.25/unit)	308 (0.26/unit)	-69 (same rate)	-30 (same rate)	-99 (same rate)
Retail (short-term)	2 (1/1000m ²)	2 (1/1000m ²)	4 (1/1000m ²)	2 (1/1000m ²)	2 (1/1000m ²)	4 (1/1000m ²)	--	--	--
Daycare (short-term)	2 (1/500m ²)	0 (1/500m ²)	2 (1/500m ²)	3 (1/500m ²)	0 (1/500m ²)	3 (1/500m ²)	+1 (1/500m ²)	--	+1 (1/500m ²)
Loading Space	2	2	4	2	2	4	--	--	--

Height and Density

With respect to height and density, the Revised Proposal includes reduced tower heights and a lower overall floor space index (“FSI”). The heights of the proposed towers have been reduced from 35-, 32-, 28-, and 25-storeys, to 24-storeys for all towers. As a result, the FSI has been reduced from 6.06 to 4.77 (gross). The podium heights (6-storeys) remain unchanged from the Initial Applications. The proposed building heights were revised to conform to the permitted building heights in the Livable Oakville Plan, as amended by OPA 41. The reduction in height and density has resulted in a significant decrease in the number of units across both blocks (1,616 units down to 1,191 units, representing a decrease of 26.3%). Because of the decrease in units, fewer parking spaces are provided (a total of 1,742 resident, visitor, and commercial spaces are now proposed, down from 1,757 spaces) but similar rates of resident, visitor and non-residential parking is proposed. Similarly, fewer bicycle parking spaces are provided but the provided bicycle parking continues to comply with the requirements in the Town’s Zoning By-law 2014-014.

As mentioned above, a 4.4-metre-wide widening has been added along Wyecroft Road based on comments received from Town staff.

Unit Distribution

The proposed distribution of unit types within each building has also been revised to increase the number of family-sized units (2 and 3-bedroom units). The Revised Proposal has increased the combined number of 2-bedroom units by 1.3% and the number 3-bedroom units by 7.4%.

Ground Floor Uses and Public Realm

Significant changes have been made with respect to the ground floor uses and size of the public realm surrounding the proposed buildings including the introduction of four (4) Privately-Owned Publicly Accessible Spaces (“POPS”) totalling an area of 2,050 m² and the addition of 203.5 m² ground floor retail/commercial space. The ground floor retail/commercial uses and daycare use have been reorientated and redesigned to accommodate a larger retail unit at the southwest corner of Wyecroft Road and the new north-south Street “A” which has been designed to accommodate an urban-format grocery store. The daycare is proposed to remain but has been relocated, along with the proposed associated outdoor play area, to the southwest corner of Block A (see **Figure 1** showing

the revised ground floor uses). Additional pedestrian routes and secondary residential entrances have been added to respond to staff comments as show on **Figure 1**.

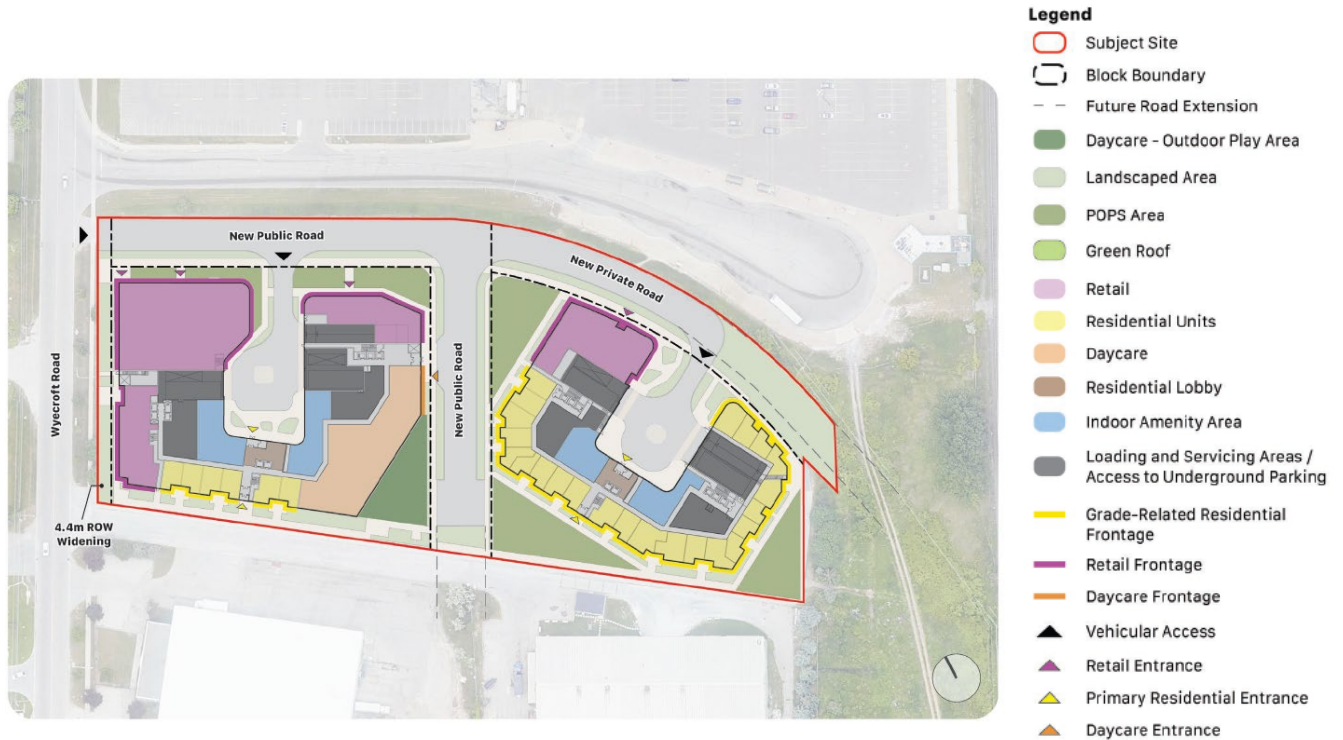
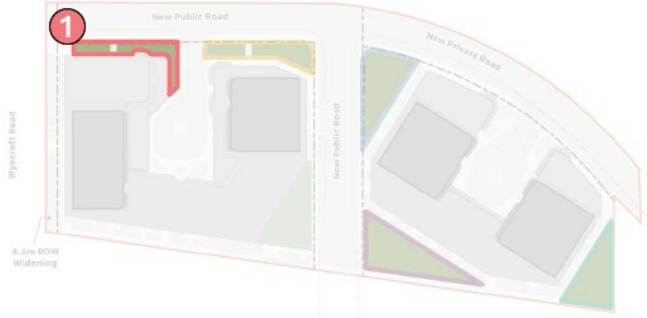






Figure 1: Ground Floor Uses (Revised Proposal)

The podiums and overall setbacks of the buildings have been reoriented to expand the size of the public realm and to provide additional access for future residents of this community to ground level greenery, recreational opportunities and walking pathways. These landscaped areas are proposed as POPS to ensure public access, while being maintained and owned privately. Through detailed design, an agreement registered on title will be required (to the satisfaction of the Town) which will outline the responsibilities of the owner and ensure the spaces meet Town standards. The proposed POPS spaces are conceptually proposed as follows, which are described in more detail in the enclosed revised Urban Design Brief (prepared by Bousfields):

POPS Location	Proposed Uses/Description <i>(more detail and imagery in Urban Design Brief)</i>	
Block A - POPS 1		<p>Generous setbacks along the new north-south Public Street "A" (± 5.5 metres from the property line)</p> <p>Proposed uses include:</p> <ul style="list-style-type: none"> - Bistro Tables and Chairs/Retail Spill Out - Lush Streetscape planting buffers - Flexible Seating with Colour Interest
Block A - POPS 2		<p>Generous setbacks along new north-south Public Street "A" (± 10.0-14.0 metres from the property line)</p> <p>Proposed uses include:</p> <ul style="list-style-type: none"> - Social Commons/Fun Seating Elements - Information Seating Nooks - Engaging Street Furniture
Block B - POPS 3		<p>Generous setbacks at the corner of the new north-south Public Street "A" and Public Street "B" (482 m²)</p> <p>Proposed uses include:</p> <ul style="list-style-type: none"> - Open Planters with Ornamental Grasses and Perennials with Lush Planting Thresholds - Placemaking/public art opportunities - Streetscape Planting Buffers

POPS Location	Proposed Uses/Description <i>(more detail and imagery in Urban Design Brief)</i>
<p>Block B – POPS 4</p> 	<p>Generous setbacks at the northwest corner of Block B along the new Public Street “B” (569 m²)</p> <p>Proposed uses include:</p> <ul style="list-style-type: none"> - Discovery Play/Children’s Play Area - Community Gardens - Mounded Law - Shaded Seating/Hammock Garden
<p>Block B – POPS 5</p> 	<p>Generous setbacks at the southwest corner of Block B (372 m²).</p> <p>Proposed uses include:</p> <ul style="list-style-type: none"> - Pet Play Area - Communal Seating - Activation with Play - Modular Seating

3. UPDATED PLANNING ANALYSIS

Our 2025 Rationale provided detailed analysis which concluded the Initial Applications were consistent with the PPS and in conformity with the Halton Regional Official Plan (“ROP”) and the Town of Oakville’s Official Plan (the “Livable Oakville Plan”). In our opinion and as outlined in detail below, the Revised Proposal continues to be consistent and conform to the applicable policies.

Since the submission of the Initial Applications in September 2025, Town Council approved OPA 73 (on October 20, 2025) as part of a consistency exercise to address provincial legislation changes and the new Provincial Planning Statement, 2024 and it is now in force. OPA 73 removed references to the former Growth Plan, updated policies to be consistent with the PPS and to reflect current *Planning Act* requirements with respect to parkland dedication, pre-consultation, and notice, as well as to revise referenced to Halton Region, where appropriate. We have reviewed the policies, as amended by OPA

73 and in our opinion the amendments are technical in nature and do not impact the analysis and findings in our 2025 Rationale.

Land Use and Land Use Compatibility

The proposed land uses have not changed from the Initial Applications, and the Revised Proposal continues to conform to the policies in the Liveable Oakville Plan. Comments received from Town Planning as well as Parks and Open Space noted that the southernmost part of the subject site is “located within a portion of the proposed future east-west local roadway and the future Town-owned parkland/open space area adjacent to the Metrolinx operated rail corridor.” Based on the Town’s online Livable Oakville GIS mapping platform, the parcel fabric shown includes a small portion that belongs to a separate PIN and is owned by the Minister of Infrastructure (PIN 24849-0240). This small portion refers to Part 1, Plan 20R-10370 and the PIN for the subject site specifically excludes Part 1. The correct boundaries of the site are shown on the Draft Plan of Subdivision, Survey, and all supporting materials in the Initial Applications and Revised Proposal (i.e., Architectural Plans, Transportation, Civil Plans).

As you are aware, the Bronte GO MSTA Study was initiated on June 11, 2018, at the Livable Oakville Council Subcommittee which directed the preparation of an Area Specific Plan. This Area Specific Plan (dated February 2021) was presented to Planning and Development Council on March 8, 2021. At this meeting, Council directed staff to “develop a town-initiated OPA substantially in accordance with the Area Specific Plan for the Bronte GO MTSA, in consideration of comments received, and report back at a future Statutory Public Meeting of Planning and Development Council”. The Statutory Public Meeting was held on May 10, 2021, for which a draft OPA was presented for the Bronte GO MTSA which was prepared “substantially in accordance with the Area Specific Plan”. Between the release of the initial draft OPA (April 2021) and the adoption of OPA 41 (November 2021), the maximum height permissions for the subject site was increased but the proposed public road locations, land use designations and minimum densities remained the same.

While the Livable Oakville Growth Schedules (approved through OPA 41) do not contain property lines, the Area Specific Plan did provide analysis at the property fabric level which formed the basis of the land use designations, conceptual location of the public roads, as well as the location and area of proposed parks and open space measured across the entire area. Policy E.27.6.4 of the Livable Oakville Plan (as amended by OPA 41) states the intention of OPA 41 is to achieve approximately 14 hectares publicly accessible land

for parks and open spaces. As demonstrated through the Area Specific Plan, achievement of the 14 hectares does not rely on any public parkland dedication on the subject site. As shown below in **Figure 2**, the Initial Applications and Revised Proposal are consistent with the Area Specific Plan including the Immediate Station Area (Figure 4-11). **Figure 3** below shows a side-by-side comparison between the Demonstration Plan (Figure 4-18) in the Area Specific Plan and the approved Bronte GO MTSA Schedule S5 – Urban Design which illustrates that the location and area of the Open Spaces are consistent.

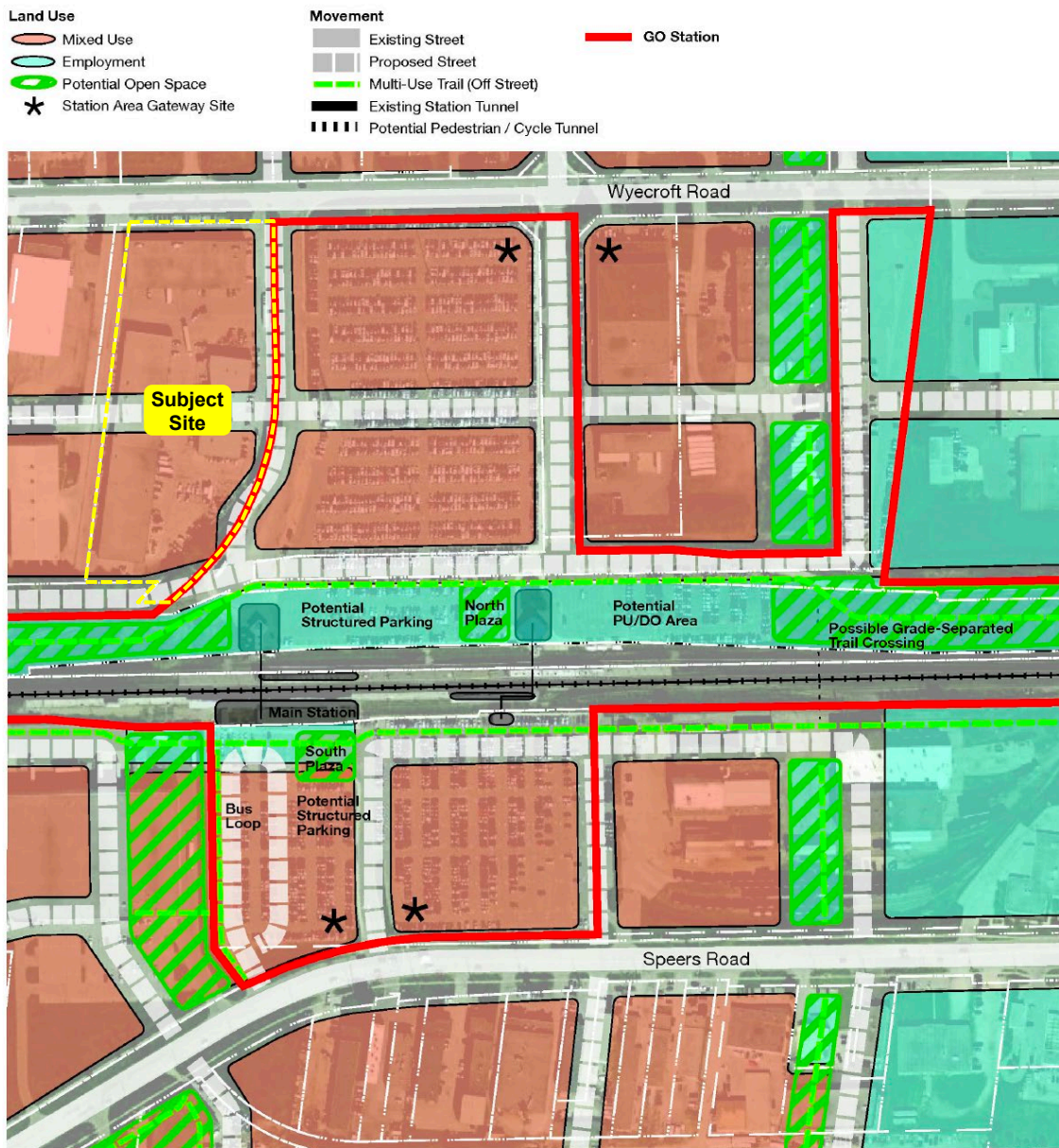


Figure 2: Figure 4-11 from February 2021 Bronte GO MTSA Area Specific Plan

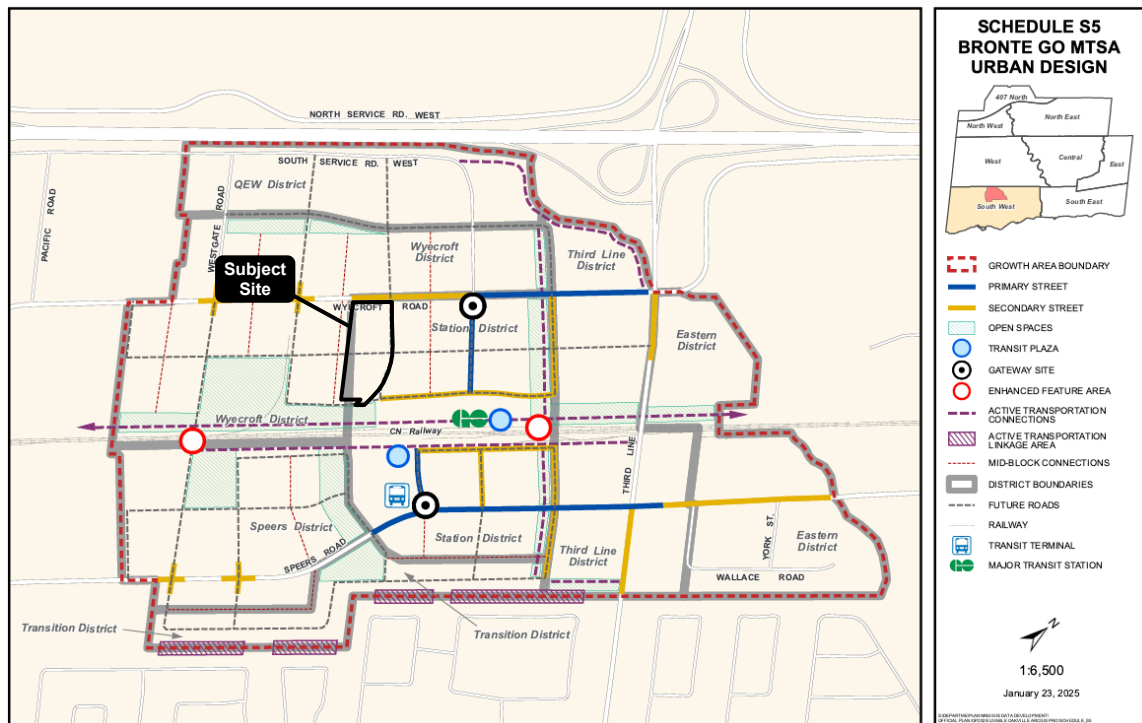
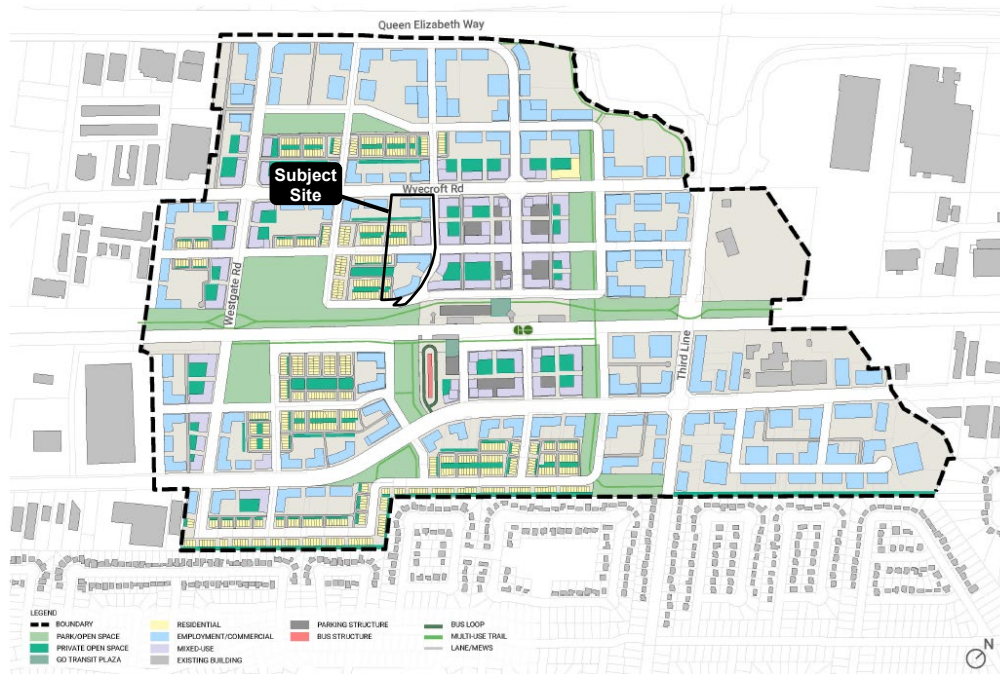


Figure 3: Comparison between Figure 4-18 2D Demonstration Plan of the Bronte GO MTSA Area Specific Plan (February 2021) and Schedule S5 - Bronte GO MTSA Urban Design of the Livable Oakville Plan.

Regarding **Figure 3**, the demonstration plan from the Area Specific Plan does not represent the permitted building heights for the subject site. As mentioned above, the maximum permitted building height was increased between the release of the April 2021 draft OPA and the OPA adopted in November 2021.

In our opinion, the Initial Applications and Revised Proposal continue to conform to the land use policies of the Livable Oakville Plan, as amended by OPA 41, will facilitate the delivery of a network of public roads in accordance with their location shown in OPA 41, and will not preclude the future construction of the future east-west public road and parks and open space to the south of the subject site.

Policy E.27.7.11 a) of the Livable Oakville Plan requires that new development *when redeveloping an of an employment use or building, provide space for a similar number of jobs to be accommodated onsite*. The Initial Applications, with the proposed amount of non-residential floor area would accommodate 92 jobs which would replace the estimated number of jobs on the subject site. The Revised Proposal, with the proposed retail/commercial floor area of 2,554.4 m² and the daycare floor area of 1,355.2 m² (assuming 400 ft²/employee based on the Town of Oakville Development Charges Background Study, 2022 prepared by Watson & Associates) results in 106 expected jobs, thereby satisfying this policy requirement.

With respect to land use and compatibility, the Revised Proposal continues to propose a Holding Provision in the Zoning By-law for both Blocks A and B requiring the landowner to provide several key studies prior to construction, including the preparation of an updated noise study, wind study, air quality study, Environmental Site Assessments, hydrogeological study, geotechnical studies and filing a Record of Site Condition. Based on discussions with Town staff, we understand that inclusion of these matters in the proposed Holding provision is supported in principle.

Height and Density

The Revised Proposal now contemplates a height of 24-storeys for each tower, down from the previously proposed 35-, 32-, 28-, and 25-storey towers proposed. The towers continue to be proposed atop 6-storey podiums (inclusive of a mezzanine level).

As noted in our 2025 Rationale, it was our opinion that the Initial Applications conformed to the Livable Oakville Plan, as amended by OPA 41, except for the maximum permitted height which exceeded the permitted height of 24 storeys (20 storeys plus additional 4-storeys based on Policy E.27.9.2 a)). Given the reduction in building height to 24 storeys, an Official Plan Amendment is no longer needed as the building height conforms to the Livable Oakville Plan.

With respect to density, as a result of the decreased height as well as the introduction of the POPS, the overall gross density has been reduced from 6.06 FSI to 4.77 FSI (gross). The proposed density continues to align with the Livable Oakville Plan, which requires a *minimum* FSI of 2.0 on the northern portion of the site, and 2.5 on the southern portion of the site per Schedule S3 – Bronte GO MTSA Density of the Livable Oakville Plan.

Further, the Liveable Oakville Plan identifies a minimum density target of 150 residents and jobs combined per hectare in the Bronte GO MTSA by 2051 (Policy 27).

Based on the Town of Oakville’s Development Charges Background Study, dated May 13, 2022, the projected people per unit (“PPU”) count is as follows:

- 1 bed and bachelor – 1.394 people x 619 units = 862.88 people
- 2-bed + = 1.849 people x 572 units = 1,057.63 people

Based on the PPU calculations above, the proposal is expected to generate approximately 1,920 people. Along with the 106 expected jobs and the gross site area of 2.362 hectares this means the Revised Proposal exceeds the overall minimum density target by proposing a density of 858 people and jobs per hectare.

Policy E.27.4.1 of the Livable Oakville Plan notes that the planned unit count and residential population of the Bronte GO MTSA through to 2051 is 21% of the unit count and 23% of the residential population (a reduction of about 10% from the Initial Applications).

Built Form and Massing

In terms of built form and massing, the Revised Proposal continues to provide for a strategically organized, sited, and massed development which provides an appropriate design solution for underutilized lands directly adjacent to the Bronte GO Station, in an area that is anticipated to evolve and intensify over the long term. The general built form and massing has not changed significantly in the Revised Proposal except for the tower heights and setbacks of the podiums as described above.

In this regard, the proposed towers remain in the same general location and continue to provide generous separation between towers (30 metres, 32.4 metres, and 44.10 metres) to limit potential impacts on privacy and overlook, as well as to preserve access to sunlight and sky view. Further, the building podiums are sited and scaled to frame the adjacent public streets and maintain adequate separation distances from one another, and to provide generous outdoor amenity and landscaped space.

Based on comments received from Trans Northern Pipeline (TNPI), the TNPI operates two high-pressure petroleum product transmission pipelines within a 60-foot right-of-way located south of the subject site. The TNPI recommends a 30-metre setback from the pipeline right-of-way for high-density projects. Based on the figure provided to us by TNPI (see **Figure 4** below) as well as more detailed reference plans provided by the Town, **Figure 5** illustrates that the proposed development is located more than 30 metres from the pipeline right-of-way.

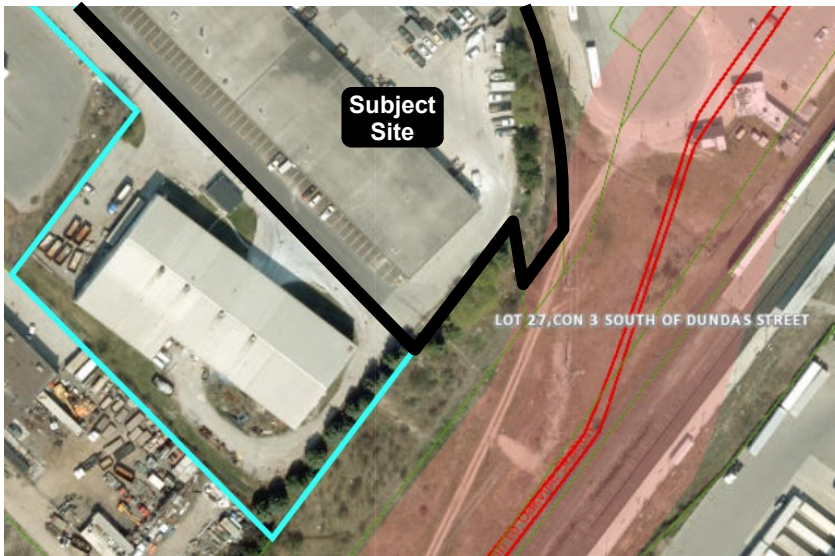


Figure 4: Image provided by TNIP showing general location of Pipeline Right-of-Way



Figure 5: Pipeline location in proximity to the subject site and proposed buildings.

Revised Supporting Studies

Revised technical studies and materials have been prepared to address and respond to staff comments received from the Initial Applications. A summary of the revised materials (provided under separate cover) is provided below:

- **Rail Safety:** A Revised Rail Safety Consideration Technical Memorandum prepared by Dillon Consulting Ltd. has been provided to respond to outstanding comments and questions from Metrolinx which demonstrates that the subject site is located a sufficient distance from the railway corridor.
- **Urban Design Brief:** An updated Urban Design Brief has been prepared by Bousfields with updated figures and analysis to reflect the Revised Proposal and to respond to staff comments and outstanding questions.
- **Transportation and Intersection Alternatives:** A detailed response letter has been prepared by Dillon Consulting Ltd. providing responses to staff comments. In addition, Dillon Consulting Ltd. has prepared a separate Memorandum outlining potential alternatives for the intersection of Wyecroft Road and the new public Street “A” based on a request from Metrolinx. This memo details potential “longer-term interim” measures for this intersection prior to the ultimate relocation of the adjacent bus terminal to a location south of the Bronte GO Station (as contemplated in the February 2021 Bronte GO MTSA Area Specific Plan and in Metrolinx’s February 2023 GO Rail Station Access report) and redevelopment of the adjacent GO parking lot. The memo provides a detail transportation assessment of four (4) alternatives.
- **Functional Servicing and Stormwater Management:** With respect to servicing and stormwater management, a key item identified in the comments received from Regional staff was the need for an Area Servicing Plan (“ASP”) for the entire Bronte GO MTSA. Based on several meetings held with Town and Halton Region Staff, we understand, the ASP process has been initiated by the Town, but a consultant still needs to be chosen for this work. We understand the ASP for the Bronte GO MTSA is expected to be completed by the end of 2027. To conform to Policy E.27.9.1 of the Livable Oakville Plan, the supporting materials for the Initial Applications prepared by Valdor Engineering assessed a greater network (network E) beyond the subject site to ensure the coordination of infrastructure (i.e., water and wastewater servicing) within the Bronte GO MTSA and amongst adjacent owners. An important aspect of the policies for the Bronte GO MTSA is to ensure that proposed development does not preclude future development from occurring, in accordance with the Livable Oakville Plan. We understand that the Region’s 2051 Integrated Master Plan identifies infrastructure upgrades for the Bronte GO

MTSA to accommodate the Bronte GO MTSA growth area including a new pumping station to be operational by 2041. Based on the materials provided by Valdor Engineering in the Initial Applications, connections to the existing infrastructure are appropriate and can proceed prior to the completion of the ASP and prior to the construction of the new pumping station. Revised materials from Valdor Engineering will be provided based on the Revised Proposal to demonstrate how the proposed development can be appropriately serviced on an interim basis between now and the construction of the pumping station and how this “interim” strategy will not preclude a future “ultimate” condition from proceeding.

- **Noise and Vibration** – a revised Noise and Vibration Study has been provided, only to provide additional information on vibration monitoring per Metrolinx comments. An updated study will be required as a condition of the Holding provision.

4. CONCLUSION

Substantial revisions have been made to respond to staff and public comments including the reduction of height to conform to the in-effect Livable Oakville policies, a reduction in density (FSI) by 21.3%, the introduction of 8.7% more family-sized units (2- and 3-bedroom units), as well as the introduction of 2,050 m² of ground floor landscaped Privately-Owned Publicly-Accessible Space.

Given the reduction in height, an Official Plan Amendment is no longer required. In our opinion, the Revised Proposal continues to implement the vision of the Livable Oakville Plan for the Bronte GO MTSA which envisions the Bronte GO MTSA be transformed, over the long-term, from an area dominated by employment and industrial uses to a transit-supportive mixed-use, urban community with a range of residential, commercial, and retail uses while maintaining an employment focus.

As the first development application in the Bronte GO MTSA following the approval of OPA 41, the Revised Proposal will set a positive example with respect to the establishment of a new local road network in accordance with the approved Area Specific Plan, the provision of retail/commercial and community uses, including a potential grocery store, to aid in the evolution of the area into a complete community, and the replacement of on-site jobs to ensure applicable employment targets are achieved. Ground floor retail/commercial and daycare uses are proposed along Wycroft and the new public roads which will help contribute to the ongoing evolution of the Bronte GO MTSA into a complete community and will allow the subject site to maintain the same number of jobs

as the current industrial uses. The proposed residential, retail/commercial, and daycare uses are permitted in the Livable Oakville Plan and a Holding provision continues to be requested to ensure appropriate mitigation measures are implemented prior to development to achieve land use compatibility (i.e., noise and air quality). The proposed public road network has been designed to ensure that future development in accordance with OPA 41 to the south and to the east of the subject site is not precluded.

In our opinion, the Revised Proposal is appropriate, continues to represent good planning and we recommend the Zoning By-law and Draft Plan of Subdivision be approved. As described above, in our opinion an Official Plan Amendment is no longer required given the proposed reduction in building height and we formally request that upon confirmation from Town staff, that the Official Plan Amendment application be formally withdrawn.

We trust the foregoing is satisfactory for your purposes. Should you have any questions, please do not hesitate to contact the undersigned or Rachel Nault (rnault@bousfields.ca) of our office. We look forward to continuing to work with you on the applications.

Yours truly,

Bousfields Inc.



Ashley Paton, MCIP, RPP