

PLANNING JUSTIFICATION REPORT

2365-2377 Lakeshore
Road West
Oakville

Date:
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Prepared for:
Graywood Developments

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Our File 21468A



EXECUTIVE SUMMARY

This Planning Justification Report ('PJR') has been prepared in support of a proposed Official Plan Amendment and Zoning By-law Amendment to facilitate the redevelopment of the lands municipally known as 2365-2377 Lakeshore Road West (the Subject Lands) in the Town of Oakville filed by Graywood Developments (the 'Owner').

The Subject Lands, with an area of 0.37 ha, are located within the Growth Area known as Bronte Village, a mixed use commercial/residential area that extends approximately 1.1 kilometres along Lakeshore Road West between West River Street to the west and East Street to the east. Lakeshore Road West is serviced by Oakville Transit Routes 3, 14 and 14A which provide connections to three GO stations (Bronte, Oakville and Appleby) and to the Oakville Trafalgar Memorial Hospital to the north at Third Line and Dundas St. West. As a designated Growth Area, this location provides an opportunity for intensification that supports the continued viability of the existing commercial uses within the area, while reflecting the residential uses of the lower density neighbourhoods to the north.

The Subject Lands are also within 350 metres of recreational amenity areas including Bronte Heritage Waterfront Park and Fisherman's Wharf by Bronte Harbour.

The redevelopment proposes a nine storey, mid-rise building containing 673 m² of retail space and 180 residential condominium units. A total of 161 vehicular parking spaces are provided, split between 14 shared visitor and retail parking spaces and 147 residential parking spaces. 155 vehicle parking spaces are provided in two levels of underground parking, while 6 parking spaces are provided at grade. 24 long-term bicycle spaces and 7 short-term bicycle spaces are provided for the residential units and 2 bicycle spaces are provided for the non-residential uses on site.

The Subject Lands will be accessed from Lakeshore Road West by a two-lane driveway along the eastern property line. The building is designed to transition in height from the rear lot line, adjacent to Town's right-of-way/easement lands, through building setbacks and will generally comply with a 45-degree angular plane projected from the low-rise residential areas to the north above 10.5 metres. The building's front lot area encourages activity and provides visual interest at street level with active grade-related uses and by creating a rhythm of bays. The incorporation of glazing with views to retail uses and a lobby provide views into and out of the building.

An Official Plan Amendment and Zoning By-law Amendment are required to support the residential intensification proposed for the lands. The current land use designation and zoning for the Subject Lands have not been updated to conform to the Municipality of Halton Region, Region Official Plan Amendment No. 48 Urban Structure (ROPA 48). ROPA 48 has identified Bronte Village as being a Strategic Growth Area: Secondary Regional Node "which have a concentration of residential and employment uses with development densities supportive of pedestrian traffic and public transit." The proposed amendments to the Livable Oakville Official Plan and Zoning By-law 2014-014 implement policy and regulatory standards that support the intensification directives of the Province and Region.

These amendments flow from the plans and studies that include functional servicing, waste management, archaeological and environmental assessment and urban design. These studies were prepared based on the Town's Terms of Reference, where applicable, in addition to other requirements and standards and provide a full assessment/justification of the proposed redevelopment.

Based on our assessment of the area context and technical studies, municipal land use policies and regulations, the proposed redevelopment meets municipal requirements, with the exception of the proposed policy and zoning exception(s).

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ABBREVIATIONS

FSR	Functional Servicing Report
LOS	Level of Service
OP	Official Plan
OPA	Official Plan Amendment
PJR	Planning Justification Report
PPS	Provincial Policy Statement (2020)
ROP	Halton Region Official Plan
ROW	Right-of-way
SWM	Stormwater Management
TDM	Transportation Demand Management
TIS	Traffic Impact Study
UDB	Urban Design Brief
uph	Units per hectare
ZBA	Zoning By-law Amendment

1.0 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited (“MHBC”) has been retained by Graywood Bronte Village GP Inc. (hereinafter referred to as the “Owner” or “Bronte Developments”) to assist with planning applications to redevelop the property municipally known as 2365-2377 Lakeshore Road West in the Town of Oakville (the “Subject Lands”). The Subject Lands are on the west side of Lakeshore Road West, within the Bronte Village Growth Area of the Town of Oakville.

This Planning Justification Report (“PJR”) has been prepared in support of proposed amendments to the Town of Oakville Official Plan and Zoning By-law (the “Applications”) to facilitate the redevelopment of the Subject Lands for a 9 storey, mixed use, mid-rise apartment building containing 673 m² retail space, 180 dwelling units and 161 parking spaces.

This PJR provides the following:

- A general description of the Subject Lands, surrounding land uses, and existing physical conditions;
- A description of the proposed redevelopment and design elements;
- A summary of the technical studies and plans prepared to support the proposal;
- A description of the proposed amendments to the Town of Oakville Livable Oakville Plan (2009) and to Zoning By-law 2014-014;
- A review of the existing policy and regulatory framework in relation to the proposed redevelopment and an assessment of its consistency and conformity with Provincial, Regional and Town policies and regulations; and
- A summary of key conclusions related to the proposed redevelopment.

1.1 Pre-Application Consultation

A Pre-Application Consultation meeting was held with the Town of Oakville on November 10, 2021. Following this meeting, a number of revisions and additions to the development concept were made in response to preliminary staff comments. The minutes of the pre-consultation are attached to this report along with the Pre-Application Consultation Checklist identifying the submission materials required for a complete application’. (Appendix 1). A virtual public information meeting was held on December 14, 2021 and a summary of the session is provided in Section 1.2 of this report. This Pre-application Consultation identified the need for an Official Plan Amendment and a Zoning By-law Amendment to facilitate the proposed development. All municipal and public inputs have been addressed and incorporated within the redevelopment plans as submitted.

The following submission materials were identified as being required, and have been submitted in support of this proposal, under separate cover.

Plan / Report	CONSULTANT
Survey/Legal Plan	Krcmar
Planning Justification Report	MHBC
Urban Design Brief	Bousfields
Draft Official Plan Amendment	MHBC
Draft Zoning By-law Amendment	MHBC
Aerial Photograph(s)	Diamond Schmitt Architects
Concept Plan and 3-D Computer Model	Diamond Schmitt Architects
Site Plan	Diamond Schmitt Architects
Elevations	Diamond Schmitt Architects
Floor Plans	Diamond Schmitt Architects
Renderings & Shadow Study	Diamond Schmitt Architects
Roof Plan	Diamond Schmitt Architects
Truck Turning Plan	CF Crozier and Associates
Landscape Plan	Adesso Design
Tree Protection Plan	Adesso Design
Construction Management Plan	CF Crozier and Associates
Phase I Environmental Assessment	Hemmera
Geotechnical Assessment	Hemmera
Arborist Report	Jackson Arboriculture Inc.
Archaeological Assessment	ASI
Grading and Drainage Plan	Trafalgar
Functional Servicing & Stormwater Management Report	Trafalgar
Traffic Impact Study & Parking Justification	CF Crozier and Associates
Waste Management Memo	RJ Burnsides & Associates
PIM Minutes and Attendee List	Bousfields
ESSQ	Hemmera
Land Use Compatibility Report	SLR

Together these reports provide for the comprehensive assessment and justification for the proposed redevelopment of the Subject Lands as proposed and are relied upon in arriving at this planning opinion. The above noted documents, and all documents submitted in support of this proposal, are summarized in Section 4.3 of this Report.

1.2 Public Consultation Strategy

In facilitating the proposed Official Plan and Zoning By-law Amendment, public engagement ensures that the public and stakeholders have an understanding of the proposal and the process through which they can provide input. Our proposed Public Consultation Strategy for the application is presented below. The Applicant is committed to working with the Town to ensure all interested stakeholders are engaged throughout the process.

Effective July 1, 2016, changes to the *Planning Act* (O.Reg. 544/06, amended by O.Reg 178/16) require that applicants submit a proposed strategy for consultation with the public with respect to the application as part of the 'complete' application requirements.

The public consultation process for the proposed OPA and ZBA will follow the *Planning Act* statutory requirements and the Town's practices as outlined in the Official Plan. Throughout the duration of this process, commenting agencies, members of the public and stakeholders will be given the opportunity to provide written comment with respect to the application.

Once the application has been deemed complete, Town staff will circulate the application including all technical reports and supporting studies for comment to commenting agencies and will provide a notice of complete application in accordance with the *Planning Act* and a Development Application Notice sign will be posted on the Subject Lands and updated throughout the process to identify important dates (e.g. statutory meeting). We understand all application materials will be publicly available for viewing on the City's website, and our contact information, as well as the City staff contact information, will be available.

A public information meeting under the *Planning Act* will be held in accordance with the regulations of the *Planning Act*. At this meeting, staff will provide the Committee with a report summarizing all comments and feedback received from the public, agencies, and stakeholders. Additionally, members of the public will be provided with an opportunity to make oral comments at this meeting. We will be available to meet with area residents and stakeholders informally, as needed, prior to the Town's formal Public Information Meeting.

In addition to the statutory public meeting required after the submission of a complete application, the Owner and participating consultants held a virtual Public Information Meeting (PIM) on December 14, 2021. The purpose of this PIM was to collect feedback from local residents and stakeholders on the early design and to incorporate notable suggestions into the overall site design. Notice of the meeting was provided by the Town through the Town's on-line page.

Notice of the meeting was also circulated to all property owners within 120 metres of the Subject Lands by the Owner. Attendees could submit questions via the Zoom webhosting application or provide direct questions and comments to an email provided by the Owner. Representatives from Graywood Developments, MHBC Planning, Bousfields Inc. and the Town were present at the public information meeting to answer questions. The event was organized by the project team and intended to provide an overview of the proposal to the public in a presentation format. Approximately 20 people attended the PIM.

A number of written and verbal comments were received during the Public Information Meeting. Table 4 provides a high level overview of the themes expressed during the Public Information Meeting.

Table 4: Themes Expressed at Public Information Meeting

Bonusing	<ul style="list-style-type: none"> • Where bonusing is proposed.
Type of Retail Space	<ul style="list-style-type: none"> • Status of retail types proposed on site.
Design of Building	<ul style="list-style-type: none"> • Importance of urban design considerations in architectural plans.
Streetscape Provision	<ul style="list-style-type: none"> • Adequate space for sidewalks and streetscaping.

The above noted public input was considered, in addition to input from the pre-consultation process and the following changes were made to the proposal, among others:

- Additional provisions for improving the streetscape design;
- Consideration for certain design typologies and materiality in the architectural plans;

Once the application has been submitted, further public consultation will be undertaken pursuant to the requirements of the *Planning Act*. The submission materials will also be posted to the Town’s website and available to the public for review and comment.

2.0 Existing Site & Context

The following sections of the report address the current site and surrounding context, including proposed and recently approved redevelopments. A photo record documenting the on-site conditions and the surrounding neighbourhood is provided in **Appendix 2**.

2.1 Site Description

As shown in **Figure 1**, the Subject Lands are situated on the north side of Lakeshore Road West, east of Bronte Road, and municipally addressed as 2365-2377 Lakeshore Road West in Bronte Village, within the Town of Oakville. The Subject Lands are comprised of a two parcels fronting onto Lakeshore Road West. The Subject Lands have a total area of approximately 0.37 hectares, with approximately 68.6 metres of frontage along Lakeshore Road West.

The Subject Lands consist of two lots that together are civically addressed as 2365-2373 and 2377 Lakeshore Road West. Currently the parcel addressed as 2365 to 2373 Lakeshore Road West contains a one- and two-storey strip plaza with four ground floor retail units and four second floor residential units over the western portion of the building. Surface parking is provided along both the front and rear lot areas with two driveway entry/exits onto Lakeshore Road West. The parcel addressed as 2377 Lakeshore Road West currently serves as an unpaved parking lot for Catch Catering services which is located at 2390 Lakeshore Road West. In addition, to the rear of the Subject Lands is an approximately 5 metre servicing easement owned by the Town.

Jones Street is located 78 m to the west and Nelson Street is located 80 m to the east.

2.2 Surrounding Land Uses

As a compliment to **Figure 2**, which illustrates the surrounding area context of the Subject Lands, the following is a description of the physical context within which the development is proposed:

NORTH: To the immediate north of the Subject Lands, is a 4.5 metre wide Town owned parcel of land. Beyond that are several residential townhomes and walk-up apartments with frontage along Nelson Street. Further north along Nelson Street towards Hixon Street are single-detached residential dwellings. Eastview Public School is also located on Hixon Street with access to Bronte Athletic Park via Donovan Bailey Trail.

EAST: To the east of the Subject Lands along Lakeshore Road are primarily mixed-use commercial buildings including retail, financial institutions, and fast food/restaurants. Lakeshore Road continues in a northeast direction towards Bronte Athletic Park and Oakville Senior Citizens Residence. Further east along Nelson Street is Bronte Heritage Waterfront Park. A number of low-rise and mid-rise residential buildings are located along Ontario Street adjacent to Bronte Heritage Waterfront Park which leads into Waterfront Trail. There are several tall residential buildings located at the intersection of Lakeshore Road West and East Street.

SOUTH: To the south of the Subject Lands is access to a number of mixed-use commercial buildings containing retail, financial institutions, and restaurants along Lakeshore Road and towards Bronte Road and Ontario Street. This continues towards Walton Memorial United Church and Bronte Harbour Park.

WEST: To the west of the Subject Lands along Jones Street is access to a shopping centre with grocery, pharmacy, and fast food options. Further along Jones Street are single-detached residential dwellings towards the intersection of Hixon Street and Bronte Road.

Appendix 2 provides a photo record which further illustrate the Subject Lands and the surrounding context.

2.3 Surrounding Context

The Subject Lands are located within the Bronte Village Growth Area, which generally extends from Sovereign Street to the north, the Lake Ontario shoreline to the south, East Street to the east, and West River Street to the west. The predominant land use in the surrounding neighbourhood and along Lakeshore Road West is a mixture of residential and commercial, with institutional and recreational uses spread throughout the neighbourhood. A mix of low and mid-rise mixed use commercial buildings are located along Lakeshore Road West running through the Bronte Village Growth Area. As the area continues to experience significant growth, there are several tall residential buildings in the area, including new 10, and 14 buildings located along Lakeshore Road West and Bronte Road, and 15 storeys proposed at Lakeshore Road West and East Street.

The general area surrounding the Subject Lands includes a large number and variety of community amenities, including Riverview Park in the centre of Bronte Village and Shell Park and Creek Path Woods to the southwest. To the northeast of the Subject Lands, Bronte Athletic Park provides access to Donovan Bailey Trail which runs to Donovan Bailey Park. The Subject Lands are located in proximity to a number of community facilities, parks, and amenities which are listed below in **Table 1**.

Table 1: Proximity to Nearby Destinations

Destination	Travel Distance (km)	Travel Time		
		Walking	Cycling	Car
Bronte Heritage Waterfront Park	0.45 km	6 min	1 min	2 min
Eastview Public School	0.8 km	10 min	4 min	3 min
Bronte Athletic Park	0.5 km	6 min	2 min	1 min
Walton Memorial United Church	0.4 km	8 min	2 min	1 min
Saint Dominic Parish	1 km	12 min	5 min	2 min
Riverview Park	1 km	12 min	3 min	3 min
Bronte Public Boat Launch	1.1 km	14 min	4 min	3 min
Sir John Colborne Recreation Centre for Seniors	1.5 km	17 min	4 min	3 min

Oakville Public Library – Woodside Branch	2.3 km	37 min	10 min	5 min
Bronte GO Station	4.6 km	58 min	15 min	8 min

Note: Distances and times are approximate.

Figure 11 also provides a complement to Table 1 as it shows the walkability of the Bronte Growth Area, including the location of a number of commercial, retail, and recreational uses within close proximity to the Subject Lands.

LOT AND BUILDING CHARACTERISTICS

Single detached dwellings, townhouses, walk-up apartments, and duplexes are the predominant housing type in the Bronte Village Growth Area, ranging from one to three storeys in height. The majority of the homes were built in the 1950s and 1980s. However, Bronte Village is now starting to transition towards taller building heights in recognition of its designation as a Growth Area and a Secondary Regional Node, including a recently constructed 14 and 9-storey residential building located approximately 200 metres west of the Subject Lands.

2.4 Transit & Transportation

Transportation considerations and access to the Subject Lands are summarized below. A more detailed analysis of the transportation context is provided in the Traffic Impact Study prepared in support of the application and provided under separate cover.

The Subject Lands currently provide two vehicular access point via Lakeshore Road West. Pedestrian access is currently provided via sidewalk connection from Lakeshore Road West.

The Subject Lands front onto Lakeshore Road West. Lakeshore Road West consists of a 26 metre right of way, with four vehicular lanes and sidewalks on both sides. In 2021, Wood Environment and Infrastructure Solutions completed an Environmental Study Report for the Town of Oakville on planned Lakeshore Road West improvements from Mississaga Street to Dorval Drive. The technically preferred design concept for Block 1 from Mississaga Street to East Street would result in 2.0 metre sidewalks and 1.5 metre on road bike lanes with a 0.5 metre painted buffer in both directions. Therefore, a 3 metre sidewalk conveyance is required to facilitate the redevelopment of the Subject Lands.

Local Public Transit

The Subject Lands are well serviced by existing transit routes and facilities. Oakville Transit Routes 3 (Third Line), 14 & 14A (Lakeshore West) run along Lakeshore West, with bus stops located at the intersection of Lakeshore Road West and Nelson Street, adjacent to the Subject Lands and stops at the intersection of Lakeshore Road West and Jones Street, to the southwest. The 3 Third Line bus route operates between Trafalgar Memorial Hospital and South Oakville Centre, generally in a northwest-southeast direction with stops at Bronte GO. The 3 runs from 5:51 a.m. with the last stop at 12:00 a.m. The 14 & 14A Lakeshore West runs from Oakville GO to Appleby GO with stops at South Oakville Centre in a general east-west direction. The 14 bus makes a stop at Great Lakes & Rebecca every half hour while the 14A makes a stop at Burloak and

Rebecca every half hour and the RioCan Centre every half hour. The 14 runs from 6:37 a.m. with the last stop at 8:30 p.m. The 14A runs from 6:05 a.m. with the last stop at 12:18 a.m.

The Oakville Transit Map for the area showing the 3, 14, and 14A routes is available on **Figure 3**.

Regional Public Transit

The Oakville GO, Bronte GO, and Appleby GO Stations are on the Lakeshore West line with service from Downtown Toronto (Union Station) and Aldershot GO Station, with a frequency of approximately 20 minutes during peak hours and 30 minutes during off peak hours and weekends. Additionally, several GO bus routes operate from the stations. Route 12 provides service from Niagara Falls to Toronto Union Station, with a stop at Bronte GO, with a frequency of approximately every hour. The 56A runs from Oakville GO Station to Oshawa GO Station, approximately every hour from 5:15 a.m. with the last bus departing at 11:50 a.m.

Oakville Transit connects with MiWay, the transit service for the City of Mississauga, at South Common Centre, Clarkson GO station, and at Laird Road and Ridgeway Drive. Oakville Transit also connects with Burlington Transit at Appleby GO station, and Highway 407 GO Carpool at Dundas Street west of Walkers Line.

In addition, Metrolinx is proposing a Dundas Bus Rapid Transit (BRT) project along a 48 kilometre stretch of Dundas Street from Highway 6 in the City of Hamilton through to the Kipling Transit Hub in the City of Toronto, linking Etobicoke and Mississauga City Centres. More than 20 kilometres of the 48 kilometre will operate in bus lanes or in a dedicated right-of-way. The BRT will have stops in Oakville along Dundas Street, north of the Subject Lands with presumed connections to Bronte GO and Oakville GO Stations.

Road Network

Schedule C - Transportation Plan of the Town of Oakville Official Plan identifies the road network, major transit stations, transitways and busway corridors in proximity to the Subject Lands. Lakeshore Road West is classified as a Minor Arterial in the Town of Oakville Official Plan. The streets surrounding the Subjects Lands, including Nelson Street, Jones Street, Sovereign Street, and Marine Drive are all classified as Local Streets. The current approximate widths of these streets is 7.5 m, 9.5 m, 9.5 m, and 10 m, respectively.

Cycling

There are currently bike lanes along Lakeshore Road West. Bike Lanes or sharrow pavement markings are not currently present on Nelson Street, Jones Street, Sovereign Street, or Marine Drive.

2.5 Surrounding Development Applications

As part of the preparation of the proposed applications, a search of the Town's development application database was undertaken to provide a broader context of the existing and proposed developments within the surrounding area. There are currently five recent or on-going development applications in close

proximity to the Subject Lands (shown on Figure 4 and summarized in Table 3).

Table 3: Surrounding Development Applications

Number (#) on Figure 4	Development	Current Application	Number of Units	Height	Density	Status
#1	2262-2266 Lakeshore Road West & 83 East Street	Proposed OPA and ZBA	245 rental residential units	15-storeys	5.24 FSI	Under Review
#2	320 Bronte Road	Proposed OPA and ZBA	30 residential units	11.75 metres	32 units per hectare	Under Review
#3	2432-2455 Lakeshore Road West & 87-99 Bronte Road	Site Plan Application	188 residential units	6-storeys	3.02 FSI	Under Review
#4	3171 Lakeshore Road West	OPA, ZBA & Plan of Subdivision	35 residential units	3-storeys	39.6 units per hectare	Recently Approved
#5	2368-2380 Lakeshore Road West	Site Plan Application	107 units for senior residential facility	4-storeys	2.44 FSI	Recently Approved
#6	1515 and 1521 Rebecca Street	OPA	274 residential units including 161 retirement units	2-3 storeys for townhouse units and 9-storeys for retirement residence	1.01 FSI	Under Review

As shown on Table 3 and Figure 4, Bronte Village continues to experience significant growth and change as Bronte Village serves as a compact and walkable Growth Area in the Town of Oakville. Halton Region has recognized Bronte Village as a Secondary Regional Node which is to accommodate mixed-use intensification. As such, Bronte Village is an area with an important concentration of services, shops, residential uses, and other facilities which serve as a focal point for the surrounding community.

3.0 HISTORY AND BACKGROUND

Historically, settlement in Bronte Village was reflective of its founding as a small fishing village and the building of Bronte Harbour in the mid-1800s which transformed Bronte into a thriving port town. Much of Bronte Village's industry and thus their residential development were built close to the water, to support stoneworking, shipbuilding, and a saw and grist mill. During the 1900's, Bronte Beach extended much further and included two rows of cottages, a pavilion and a picnic area. A summer resort was created but by the 1950's, the resort shut down. Bronte was annexed in 1962 with the former Township of Trafalgar, forming the new Town of Oakville.

Planning Bronte Village during the last four decades can be characterized as a continuing struggle between development and place making. The early planning response to growth was to redevelop existing historic cores into high-density focal points rather than to planning for rehabilitation or preservation. In 1970, an Official Plan review was initiated to recognize Bronte and the harbor lands as a unique place within the Town of Oakville.

A number of planning studies have been undertaken for this area, from the Bronte Planning Study, completed in 1972, to the Bronte Village Revitalization Study in 2009. The main focus for Bronte Village was by the harbor and lake area - to protect its village character, while along the Subject Lands and the Lakeshore Road West streetscape, the emphasis was to enhance commercial activities, allow flexible residential development, and contribute space for social/cultural uses. More recent planning studies, including the N. Barry Lyons Redevelopment Viability Assessment and ROPA 48 state that Bronte Village is an area that can support additional growth as a Secondary Regional Node and Strategic Growth Area in Halton Region. The N. Barry Lyons Assessment of Redevelopment Viability with the Town of Oakville's Main Street Growth Areas Report indicated that insufficient/limited development was occurring in the Secondary Regional Node and that encouragement was needed to attract development investment along Lakeshore Road West in Bronte Village through increased building heights. In this context, it is critical that appropriate OP designations and zoning are applied to lands within Strategic Growth Areas. The proposed OPA and ZBA support and implement this goal and direction.

There are currently no designated heritage properties under the *Heritage Act* within the street block of the subject lands including along Lakeshore Road West between Bronte and East Streets.

4.0 DESCRIPTION OF THE PROPOSAL

4.1 Proposal

The current redevelopment proposal is the result of careful planning and design undertaken by the project team, including consideration of the Provincial policy framework for managing and directing growth, the local policy context, and the surrounding context of the Bronte Village Growth Area. See schedule P1 of the Livable Oakville Plan as well as schedule F.

Since the initial pre-consultation in 2021, the concept plan has undergone iterative revisions. These changes reflect initial discussions with City staff, technical comments, as well as feedback from the community. The design of the proposal has also been guided by the local context, the policy and regulatory framework, as well as the urban design guidelines.

The proposed redevelopment represents an intensification of the Subject Lands that will serve to recognize its designation as a Growth Area and provide for an appropriate development will respecting the transition from the low and medium density development to the north, which are still a part of the Bronte Growth Area. The proposal is a 9 storey (29.75 metres + MPH), mid-rise building containing 673 m² of retail space, 180 residential condominium units and a total of 161 parking spaces. 147 parking spaces are provided for the residential units in order to meeting the residential parking by-law requirements. 9 parking spaces are provided underground for visitor parking spaces. 6 parking spaces will be provided at-grade for the proposed retail uses. Of the total 161 parking spaces, 6 parking spaces are provided at grade and 155 spaces are located in two below grade parking levels. 24 long-term bicycle spaces and 7 short term bicycle spaces are also provided for the residential units. The resulting density is approximately 481 uph. The preliminary intended unit breakdown is provided in **Table 4**, which may be subject to change prior to occupancy.

Table 4: Unit Breakdown

Unit Size	Quantity
1 bedroom	54
1 bedroom plus den	55
2 bedroom	26
2 bedroom plus den	36
3 bedroom	9
Total	180

The Subject Lands will be accessed from Lakeshore Road West by one two-lane driveway along the eastern property line. The building is designed to transition in height from the rear lot line, adjacent to Town's servicing lands, through building setbacks. Based on the Functional Servicing Report prepared by Trafalgar Engineering, the narrow strip of land directly north of the Subject Lands is to be maintained as an emergency overland flow route for the external lands to the north. The Report also recommends a storm sewer line within the strip to connect to an already existing storm line to the east. It is our understanding that this will make this strip of land unlikely to be assembled as part of any future redevelopment to the north. Therefore, the angular plane setback is taken from the existing rear yards of the residential properties on the north side of the strip. As such, the proposed development generally fits within the angular plane. The building massing frames Lakeshore Road with several setbacks above the streetwall condition, minimizing the perception of

massing from within the public realm. The building's front lot area encourages activity and provides visual interest at street level with active grade-related uses and by creating a rhythm of bays. The incorporation of glazing with views to retail uses and a lobby provide views into and out of the building. The design incorporates a 3.0-metre road allowance and the building steps back 1.0 metre from the new property line at grade to create a wider boulevard zone. Side yard blank walls will also be provided to accommodate future development of adjacent lots.

The proposal is shown in Figures 5A and 5B. 3-D Visual Renderings of the proposal can be seen on Figure 10.

Table 5: Summary of Proposed Redevelopment Statistics

CHARACTERISTIC	DESCRIPTION
Total Site Area	0.37 ha
Proposed Total Gross Floor Area	14,672 m ²
Proposed Net Floor Area	12,759 m ²
Proposed Residential Units	180
Proposed Density	481 units / hectare
Proposed FSI	3.41
Residential Parking Spaces	147 spaces
Shared Visitor and Retail Parking Spaces	23 spaces

4.3 Summary of Technical Reports

The following studies have been identified as submission requirements through the pre-consultation process and have been prepared in support of the proposal. The studies have been considered as part of the formulation of the planning opinion expressed in this report.

1. Urban Design Brief;
2. Tree Vegetation Study/Arborist Report & Tree Protection Plan;
3. Functional Servicing and Stormwater Management Report;
4. Geotechnical Assessment;
5. Traffic Impact Study and Parking Justification Report;
6. Archaeological Assessment (Stage One, minimum);
7. Environmental Site Assessment, Phase 1 (to O.Reg 153/04); and
8. Land Use Compatibility Report (to Halton Region Guidelines);

Urban Design Brief

The Urban Design Brief has been prepared by Bousfields Inc. in support of the Official Plan Amendment and Zoning By-law Amendment applications to permit the redevelopment of the Subject Lands. The Urban Design Brief describes and illustrates the design vision, principles and objectives of the proposal in order to demonstrate its conformity with the Town's relevant design-related policies and guidelines. The Urban Design Brief concludes that the proposed development represents good urban design and is appropriate

within the existing planned context of Oakville's Bronte Village Growth Area.

From a built form perspective, the proposed building is compatible with the existing and planned context of Lakeshore Road in terms of its massing and the relationship of the building with the public realm at grade. The proposed development generally conforms to the policies and objectives prescribed in the Livable Oakville Plan and the Livable by Design Manual and is consistent with the evolving context of the Town of Oakville. Further information can be found in the Urban Design Brief, included as part of the submission files.

Arborist Report

A Tree Inventory and Preservation Plan Report has been prepared by Jackson Arboriculture Inc in support of the proposed applications. The purpose of this report was to conduct a tree inventory of existing trees on site and an impact assessment in the context of the proposed development plan. The tree inventory documented a total of 33 trees situated on the subject property, in the road allowances and on neighbouring property within 6 metres of the property boundaries. The results of the impact assessment indicate that the removal of 21 trees included in the tree inventory will be required to accommodate the proposed development.

The report provides a number of recommendations for the proposal, including the construction of tree protection fencing and the establishment of a Tree Preservation Zone to restrict heavy operations and protect trees for the duration of the project. Further information can be found in the Arborist Report, included as part of the submission files.

Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report have been prepared by Trafalgar Engineering in support of the proposed applications. The purpose of this report is to provide the conceptual framework for water distribution, sanitary sewage, and storm drainage outlining the quality and quantity controls for the development of the site. The development proposal results in a minor increase to water and sanitary flows from the site over the existing conditions, however there is capacity in the existing system to accommodate the increase. The site is located within an identified Urban Growth Area and minor increases to flows from development are expected.

An emergency overland flow route of external lands to the north must be provided to safely convey emergency overland flows through the site and onto the adjacent lands, generally consistent with the existing condition. A swale in the municipal lands is proposed to mitigate filling of the remnant watercourse and reduce local ponding/standing water. Further information can be found in the Functional Servicing and Stormwater Management Report, included as part of the submission files.

Traffic Impact Study and Parking Justification

A Traffic Impact Study and Parking Justification has been prepared by CF Crozier and Associates in support of the proposed applications. The purpose of this study was to review the key traffic impacts related to the proposed applications to the permit the proposed development, including a review of the existing site and development plan, existing and future traffic context, transportation demand management measures, and a parking justification report.

The Traffic Impact Study identifies that a full-moves site access off Lakeshore Road West is proposed to access the development. Under the 2025 and 2030 future background traffic conditions, the intersection of Lakeshore and Bronte Road operates similar to existing conditions with acceptable delays and is under capacity. To alleviate capacity concerns at the intersections of Lakeshore at Jones and Lakeshore at Nelson, signal optimization measures were recommended to improve traffic operations. However, based on discussion with Town staff, it is understood that delays at these intersections are generally acceptable to the Town because they act as a strategy to attract visitors to local businesses in the area. The proposed site access is expected to operate with minimal delays and well under capacity for the 2025 and 2030 horizon.

The parking review and justification prepared as part of the Traffic Impact Study notes that the proposed parking supply is expected to be sufficient for residential parking. In addition, the proposed shared parking between visitor and retail best aligns with the infrequent use of these spaces at various times of the day and the surrounding land use context of Bronte Village as a high-density 15-minute community with lay-by parking along Lakeshore Road for lay-by shopping. There are also Transportation Demand Management measures recommended at the site that would aid in promoting the use of alternative modes to private vehicles. Further information can be found in the Traffic Impact Study, included as part of the submission.

Archaeological Assessment

A Stage 1 Archaeological Assessment has been prepared by Archaeological Services Inc. in support of the proposed Official Plan and Zoning By-law Amendment applications. Stage 1 background research was completed due to the proximity of previously registered archaeological sites and the original environmental setting of the property, along with its development history. This research indicated that there would typically be potential for the presence of both Indigenous and Euro-Canadian archaeological resources on the subject property. It was concluded that the presence of any intact archaeological deposits within the property is unlikely due to widespread and intensive ground disturbance across the entire property from previous development and grading activities. The Stage 1 Archaeological Assessment determine that the entire subject property retains no landscape integrity or archaeological potential and it is recommended that no further archaeological assessment be required on the subject property. Further information can be found in the Stage 1 Archaeological Assessment, included as part of the submission files.

Phase 1 Environmental Site Assessment

A Phase One Environmental Site Assessment (ESA) has been prepared by Hemmera Envirochem Inc. in support of the proposed Official Plan and Zoning By-law Amendment applications. This Phase One ESA was completed in general accordance with Ontario Regulation 153/04. The purpose of the assessment was to identify areas of potential environmental concern (APECS) and associated potential contaminants of concern (PCOCs) at the Phase One Property arising from present and past potentially contaminating activities (PCAs) on the property and within the Phase One Study Area.

Based on the assessment, the property was first developed in the 1950s. The property was used for agricultural purposes or was undeveloped prior to 1931. The site contains some APECS and associated PCOCs due to prior or current uses. A Phase Two ESA would be required before a Record of Site Condition (RSC) may be submitted to the MECP with respect to all or part of the property. Further information can be found in the Phase One ESA, included as part of the submission files.

Land Use Compatibility Report

A Land Use Compatibility Report has been prepared by SLR in support of the proposed Official Plan and Zoning By-law Amendment applications. Based on the review completed, the proposed development is anticipated to be compatible with the surrounding land uses from an air quality perspective. Emissions of dust and odour are not anticipated. The site is not anticipated to limit surrounding existing or future industries. The site is unlikely to result in increased risk of complaint and nuisance claims, unlikely to result in operational constraints for the major facilities, and unlikely to result in constraints on major facilities to reasonably expand, intensify or introduce changes to their operations. In addition, there are no significant sources of PM, VOCs, NOx, and SO2 emissions associated with the site.

Adverse noise impacts from commercial and industrial facilities are not anticipated. Wall and window upgrades and noise barriers are not required to address transportation noise. Residential units must have forced-air heating systems with the provision to add air conditioning systems. Noise warning clauses are required, to be included in documents registered in Title. Further information can be found in the Land Use Compatibility Report, included as part of the submission files.

Geotechnical Report

A Geotechnical Assessment has been prepared by Hemmera Envirochem Inc. in support of the proposed Official Plan and Zoning By-law Amendment applications. In this report, the primary stratigraphic units encountered were summarized, as were prevailing subsurface and groundwater conditions and water taking requirements. The report additionally provides an evaluation of potential impacts, proposed mitigation measures, and a monitoring plan to support the proposed development. The Site may be classified as Site Class 'C' under the site classification for seismic site response of OBC 2012. Further information can be found in the Geotechnical Assessment, included as part of the submission files.

4.4 Compatibility

The proposed development has been designed to be compatible with the surrounding neighbourhood. This section provides an assessment of compatibility based on the definition of "compatible" in the in-force OP which is as follows:

"Compatible means 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."

Aesthetics and Design

The proposed building has a modern design using glass, large windows, an articulated façade and an active streetscape. The proposed materials are a combination of modern and traditional building materials which serve to both reflect some of the older building stock in the area while acknowledging the state of transition as a designated Growth Area. The design includes various levels of building step backs at the south end of the building towards the street and at the north end of the building towards the existing low and medium-

density residential buildings which provides for a smooth height transition. The use of various building materials for the upper and lower portions of the building, as well as the centre, help break up the building mass. The proposed development generally fits within the angular plane. Side yard blank walls will also be provided to accommodate future development of adjacent lots.

Traffic and Parking

The proposed parking space standards are based on the Subject Lands being within a Growth Area and, in tandem with, the availability of public transportation in the area. The required amount of resident parking is provided while the shared parking provided for visitors and retail shopping is based on the infrequent use of these parking spaces for smaller periods of time. The Subject Lands are also located on the main street of the Bronte Village Growth Area, and as such, are designed to be walkable and active for local residents. It is anticipated that the area will evolve into an area which is less reliant on the car for transportation. The accompanying Traffic Impact Study notes that street intersections will continue operating at acceptable levels.

Overall, the proposal has been designed in a manner to reflect the Bronte Village Growth Area and transition from the existing abutting residential properties to the north. The proposed development provides for intensification within the Growth Area in a manner that is compatible and respects the surrounding context.

4.5 Proposed Official Plan and Zoning By-law Amendments

4.5.1 Official Plan Amendment

Halton Region confirmed, through Region Official Plan Amendment No. 48 Urban Structure, that Bronte Village is within a "Growth Area". The lands are also currently within the Bronte Village 'Growth Area' in the Livable Oakville Plan as indicated in Schedule F (see **Figure 7**) and are designated 'Main Street 1' (MU1) in the Livable Oakville Plan, Schedule P1 (**Figure 8**).

The MU1 designation allows for a mixture of residential and commercial uses, with commercial uses at grade. In accordance with the policies of the Livable Oakville Plan, the MU1 designation permits a maximum of 4 storeys, with an additional 2 storeys permissible through bonusing provisions, to a total of 6 storeys. As a result, an Official Plan Amendment is required for the development in order to provide for the additional three storeys to the proposed building height of 9 storeys. This amendment supports the intensification of lands as envisioned by the market assessment for Bronte Village to attract investment and the revitalization of the Business Improvement Area. The draft OPA is attached to this report as **Appendix 3**.

4.5.2 Zoning By-law Amendment

The Subject Lands are currently zoned Main Street 1 - Holding (H1-MU1). Similar to the proposed policy amendment above, the zoning amendment is required to accommodate the additional building height from 4 storeys (6 storeys with bonusing) to 9 storeys as well as reduced parking space provisions.

The special exception makes the following modifications:

- 1) Permit a Maximum Number of Storeys of 9 storeys on the Subject Lands;
- 2) Permit a Maximum Height of 29.75 metres plus Mechanical Penthouse on the Subject Lands;
- 3) Permit a total parking space count of 161 spaces based on the following ratio:
 - a. 0.82 spaces per dwelling for residential uses;
 - b. 0.08 spaces per dwelling to be shared for retail and visitor parking;Whereas the by-law requires a total parking space count of 200 parking spaces provided at a ratio of:
 - c. 0.8 residential spaces per dwelling where the unit has less than 75.0m² net floor area;
 - d. 1.05 residential spaces per dwelling for all other units;
 - e. 1.0 per 40.0m² net floor area – all other permitted non-residential uses in a Mixed Use Zone on Map 19(2a) [Bronte Village]
 - f. 0.2 visitor spaces per total number of parking spaces required per dwelling.

The draft ZBA is included in **Appendix 4** and justification for the zone changes is provided in **Section 5.5** below. A zoning compliance table is provided in **Table 6**.

5.0 LAND USE POLICY & REGULATIONS: REVIEW & ASSESSMENT

This section of the Planning Justification Report provides a review and assessment of tri-level government land use policies and the local regulatory framework as they pertain to the Subject Lands for the proposed development. The subsections describe the applicable policies and regulations and assesses how the proposed development (and proposed amendments) are consistent with, and conform to, the Provincial Plans and Region of Halton's Official Plan policies.

The amendments to the Official Plan are required to reflect the Official Plan's goal of intensifying and revitalizing the Bronte Village Growth Area. The amendment will also align to Halton Region's Regional Official Plan Amendment No. 48 that identifies Bronte Village as a Strategic Growth Area that is intended to be a focus for growth through mixed use intensification at a scale appropriate for their context.

The proposed amendments, while site specific, provide an opportunity to recognize the bonussing provision of Livable Oakville's policies, while ensuring consistency and conformity with Provincial regulations and policies, as well as Halton Region's policies and recent amendments.

5.1 Planning Act, R.S.O. 1990, c. P.13

While the *Planning Act* establishes the legal framework for municipal land use planning, the Province identifies that the purpose of the legislation is to:

- provide for planning processes that are fair by making them open, accessible, timely and efficient;
- promote sustainable economic development in a healthy natural environment within a provincial policy framework;

- provide for a land use planning system led by provincial policy;
- integrate matters of provincial interest into provincial and municipal planning decisions by requiring that all decisions be consistent with the Provincial Policy Statement and conform/not conflict with provincial plans;
- encourage co-operation and coordination among various interests; and to
- recognize the decision-making authority and accountability of municipal councils in planning.

Part 1, Provincial Administration, Section 2 of the *Planning Act* identifies “matters of provincial interest” which the Minister, the Council of a municipality and the Tribunal shall have regard to while carrying out their responsibilities under the Act. The following matters of provincial interest are applicable to the proposal:

- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- (l) the protection of the financial and economic well-being of the Province and its municipalities;”*

The proposed development will make efficient use of existing municipal services through an appropriate intensification of the Subject Lands located within the built boundary that will contribute to the financial and economic well-being of the municipality.

- (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;*
- (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;*
- (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.”*

The proposal represents orderly development through an intensification of a property located within close proximity to a transportation corridor and within a Growth Area. The 9 storey mid-rise building will provide a range of unit sizes and diversity the housing options available in an area that has been identified as a Strategic Growth Area. The proposal embodies a high quality design. Careful consideration has been given to the site’s locational context. Elements of the design provide a compatible use and built form that are well integrated in the community. The design has also been refined using feedback received from the public and following the City of Oakville Urban Design Guidelines. The proposal also contributes to enhancing the streetscape along Lakeshore Road West through the provision of at-grade residential patios which function to both increase activity along the street and provide natural surveillance.

- (p) the appropriate location of growth and development;*
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- (s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.”*

The Subject Lands are located along a frequent transit route and are within walking distance of a number of commercial, recreational, and employment uses. Future residents will have convenient options to utilize public transit or active transportation as an alternative to the car, thereby helping achieve reductions in greenhouse gas emissions.

The proposal is located within the built boundary and within a designated Strategic Growth Area, clearly an appropriate location for growth and development. The proposal represents an appropriate intensification on an underutilized parcel of land while maintaining compatibility with the existing low density neighbourhood through a number of design measures, as described in the Urban Design Brief.

It is our opinion that the proposal has regard for all applicable matters of provincial interest as outlined in Section 2 of the *Planning Act*.

5.2 Provincial Policy Statement (2014)

The Provincial Policy Statement (2020) (the “PPS”) was issued under Section 3 of the *Planning Act* and was updated on May 1, 2020. The PPS establishes the policy foundation for regulating the development and use of land in Ontario and provides policy direction on matters of provincial interest related to land use planning and development. It provides a vision for land use planning in Ontario that encourages an efficient use of land, resources and public investment in infrastructure.

The PPS strongly encourages development that will provide long term prosperity, environmental health and social well-being. These directives depend on the efficient use of land and development patterns that support strong, livable and healthy communities that protect the environment and public health and facilitate economic growth. Land use planning decisions, including those made on applications for Official Plan Amendments and Zoning By-law Amendments, must be consistent with the PPS.

An analysis of the Provincial Policies contained in the 2020 PPS, and how the proposed Official Plan and Zoning By-law Amendment is consistent with these policies is provided herein.

Section 1.0 Building Strong Healthy Communities

Within Section 1.0 Building Strong and Healthy Communities, Policy 1.1, Subsection 1.1.1, describes how healthy, liveable and safe communities are sustained. The following is a review of the relevant policies and how the proposed amendment addresses the policies.

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

Policy	Evaluation
a) <i>promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;</i>	The proposed development will make efficient use of the Subject Lands, which are currently underutilized, consisting of an empty lot that is used as surface parking and a 2-storey mixed use building with retail and office uses. The

proposed development will provide much needed housing units available in the Bronte Village neighbourhood, improving the overall housing stock and range within the Town of Oakville. The proposed development will locate residential uses on a site designated for growth in the Town of Oakville Official Plan.

- 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;*

The proposed development consists of a mid-rise market-based housing unit options, all of which will be privately-owned. The location of the proposed development along Lakeshore Road West will also provide a mix of unit types and therefore increase affordable options, with units ranging from studios to 3 bedroom units. The proposed development support the continued economic investment in Bronte Village by providing additional population density supportive of rapid transit and retail.
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*

The Subject Lands are located in an area of Bronte Village designated for growth and development, and not located in proximity to any areas of environmental protection or where public health or safety would be of issue.
- d) *Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*

The Subject Lands are located within a Settlement Area as defined by the PPS. No expansion to the existing Settlement Area boundary is required to accommodate the proposed development. The proposed development provides for a compact, urban built form that respects the existing residential neighbourhood while introducing additional housing options.
- 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;*

The proposed development will provide for intensification that supports continued transit investment along Lakeshore Road West. The proposed compact built form will utilize existing servicing and is in proximity to several adjacent existing City facilities, minimizing land consumption and servicing costs.

- | | |
|---|--|
| f) <i>Improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;</i> | The proposed building will be constructed in accordance with the Ontario Building Code, AODA and all required accessibility standards. The proposed development further provides for market-rate housing in close proximity to a number of community amenities as identified in Table 1 . |
| g) <i>Ensuring that necessary infrastructure and public service facilities are or will be available to meet current or projected needs; and</i> | The proposed development will take advantage of existing infrastructure available to the Subject Lands, reducing servicing costs. A Site Servicing Plan and Functional Servicing Report have been prepared in support of the proposed redevelopment, and further describe the adequacy of existing infrastructure to service the proposed development. |
| h) <i>Preparing for the regional and local impacts of a changing climate.</i> | The proposed development will facilitate the compact redevelopment of the Subject Lands, directing growth to the Built-Up Area and improving residential housing supply, which will support alternative forms of transportation to reduce the environmental impact of the development. |

Additional policies in Section 1.1 include:

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

As indicated above, the Subject Lands are located within the Settlement Area of the Town of Oakville, and therefore the proposed development will provide for intensification of a currently underutilized site within a Settlement Area as supported by this policy objective.

"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;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed; and*
- g) are freight-supportive."*

The proposed development will provide for the efficient use of land and resources through the redevelopment of the site to facilitate residential intensification that makes use of and improve existing water, wastewater, and stormwater infrastructure in the area. For example, the 4.5 metre vacant lands to the north will be improved through the recommended addition of a storm sewer line. The proposed compact built form and adjacency to Bronte Heritage Waterfront Park and Bronte Athletic Park are supportive of active transportation and existing and planned transit within the surrounding neighbourhood. The accompanying Functional Servicing and Stormwater Management Reports demonstrate how the proposed redevelopment can be adequately serviced by existing infrastructure. The proposed compact built form also serves to minimize impacts to climate change and promote energy efficiency by providing additional density in proximity to a number of community services and existing transit, reducing automobile reliance.

“1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.”

The proposal represents intensification with a compact built form on serviced, under-utilized lands in a Strategic Growth Area. The proposed nine-storey mixed use building represent efficient development of the Subject Lands that will not result in any risks to public health and safety. The proposed compact built form and site layout are intended to facilitate transit and active transportation use, which will improve public health, reduce emissions, and lead to a healthier lifestyle for future residents.

Section 1.4 of the PPS provides policies for Housing as follows:

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

- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans.*
- b) Permitting and facilitating:*
 - i. All housing options required to meet the social, health and well-being required of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - ii. 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;*

- d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and,*
- 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 will facilitate residential intensification on the Subject Lands through a mid-rise mixed use built-form. The proposal diversifies the range of housing forms in the area by adding apartment units of varying sizes to the local housing stock. The proposal will add 180 residential condominium units within walking distance to a number of parks and community facilities located in the area. As such, future residents will have a range of opportunities to complete daily tasks using active transportation or public transportation that further connects to GO Stations in the surrounding area.

The proposal consists of a compact built form and has been designed to not create adverse impacts and achieve compatibility using a number of design measures. The proposed development generally fits within the angular plane which recognizes its critical location adjacent to a low density neighbourhood.

Section 1.6, Infrastructure and Public Service Facilities, provides polices to address the supportive infrastructure required to facilities development as follows:

- "1.6.3 Before consideration is given to developing new infrastructure and public service facilities:*
 - a) *the use of existing infrastructure and public service facilities should be optimized; and*
 - b) *opportunities for adaptive re-use should be considered, wherever feasible.*

- 1.6.6.1 *Planning for sewage and water services shall:*
 - a) *direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing:*
 - 1. *municipal sewage services and municipal water services;*
 - b) *ensure that these systems are provided in a manner that:*
 - 1. *can be sustained by the water resources upon which such services rely;*
 - 2. *is feasible, financially viable and complies with all regulatory requirements;*

- 1.6.6.2 *Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible."*

The development proposes an intensification project within the built boundary of a settlement area on existing municipal services. The proposed development will take full advantage of the existing

infrastructure and public service facilities, as well as support the use and optimization of existing infrastructure. The accompanying Functional Servicing Report proposes a servicing scheme for the Subject Lands which, does not require upgrades to existing municipal infrastructure and, subject to confirmation through a hydrant flow test, confirms that there is existing water and sewer capacity to accommodate the proposed development. The proposed development will also provide required stormwater upgrades to the north to facilitate the redevelopment.

The PPS contains the following relevant policies with respect to transportation systems:

"1.6.7.2 Efficient use should be made of existing and planning infrastructure, including through the use of transportation demand management strategies, where feasible."

The existing and planning transportation infrastructure will be efficiently used by the proposed development. The Subject Lands are located in proximity to a designated frequent transit route and within walking distance of a number of recreational, commercial and employment uses, helping achieve reductions in greenhouse gas emissions. The proposed development will also provide 24 long-term bicycle spaces and 7 short-term bicycle spaces for the residential units and 2 bicycle spaces for the non-residential uses on site. The proposed development will contain underground parking that will serve residents to ensure easy access to the road network and surrounding transportation infrastructure services.

Section 1.8 of the PPS speaks to energy conservation, air quality and climate change as follows:

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

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

The proposed development contemplates a compact form that will make use of existing active transportation and transit infrastructure in a Strategic Growth Area and a mixed use neighbourhood.

Section 4.0 of the PPS speaks to the implementation and interpretation of the PPS.

"4.6 The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

The ability to optimize development opportunities that better achieve provincial policy objectives should be considered through changes to the Town's existing Official Plan. The proposal represents an intensification of a property within a neighbourhood that is designated a Strategic Growth Area. The Town of Oakville Official Plan has not been updated to reflect the changes in the 2020 PPS and

ROPA 48 which designated the site as a Strategic Growth Area. The proposed planning amendments implement the policies of the PPS that direct intensification of underutilized lands that are in proximity to public transit. The proposed site-specific amendments and the associated zoning, are more consistent with the PPS than the maintenance of the current land use designation which constrains intensification in a Strategic Growth Area.

Summary / Consistency Statement

The above analysis demonstrates that the proposed development and the corresponding Official Plan and Zoning By-law Amendment are consistent with the PPS by allowing for development at an appropriate density, in an area served by existing infrastructure on an underutilized site, and that supports the goals of the PPS. As such, the proposed development and corresponding amendments are consistent with the policies of the PPS.

5.3 Growth Plan for the Greater Golden Horseshoe (2017)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the 'Growth Plan') was prepared and approved under the *Places to Grow Act, 2005* and updated on August 28, 2020. The Growth Plan establishes a long-term vision and policy framework for growth and development in the Greater Golden Horseshoe ('GGH'). The outcome it envisions, is for the efficient use of land through the development of complete communities that are compact, transit supportive, and provide a range of housing. The Growth Plan has established population and growth targets to 2051.

The Growth Plan, not only identifies where and how to grow, but provides policies for infrastructure to support growth while protecting what is valuable in terms of natural heritage features and systems. The Guiding principles include:

- achieving complete communities;
- prioritizing intensification and higher densities to make efficient use of land and infrastructure;
- supporting a range and mix of housing options;
- providing for different approaches to manage growth;
- protecting and enhancing the natural heritage and hydrologic features and systems;
- conserving and promoting cultural heritage resources to support the cultural well-being of communities; and
- integrating climate change considerations into planning for resilient communities.

The Growth Plan states that population and employment growth is to be directed to urban areas. Within this area, the Growth Plan distinguishes between two different areas of growth: the Built-Up Area, where growth is to be directed and accommodated through intensification; and, Designated Greenfield Areas, which are generally undeveloped, vacant land, where growth and development should achieve a compact urban form.

The Subject Lands are located within the built-up area of the Town of Oakville in accordance with the Growth Plan. The proposed development follows the guiding principles and provides for residential intensification within an established community as envisioned and required by the Growth Plan.

Section 2.2 Policies for Where and How to Grow

This section sets the growth framework for accommodating 2051 population targets within the Built Up Areas of Settlement Areas. Growth is to occur in areas with existing or planned transit, municipal water and wastewater systems that support the achievement of complete communities. The following policies are evaluated as they apply to development of the Subject Lands.

Policy	Evaluation
<p>2.2.1.2 <i>Forecasted growth to the horizon of this Plan will be allocated based on the following:</i></p> <ul style="list-style-type: none"> a) <i>the vast majority of growth will be directed to settlement areas that:</i> <ul style="list-style-type: none"> i. <i>have a delineated built boundary;</i> ii. <i>have existing or planned municipal water and wastewater systems; and</i> iii. <i>can support the achievement of complete communities;</i> b) <i>-----</i> c) <i>within settlement areas, growth will be focused in:</i> <ul style="list-style-type: none"> i. <i>delineated built-up areas;</i> ii. <i>strategic growth areas;</i> iii. <i>locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and</i> iv. <i>areas with existing or planned public service facilities</i> d) <i>development will be directed to settlement areas.</i> <p>2.2.1.4 <i>Applying the policies of this Plan will support the achievement of complete communities that:</i></p> <ul style="list-style-type: none"> a) <i>feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;</i> b) <i>improve social equity and overall quality of life, including human health,</i> 	<p>Halton Region’s Official Plan Amendment No. 48, Urban Structure, has allocated forecasted growth to the Built Up Area within the settlement area boundary to support the achievement of a complete community and in areas that have existing/planned municipal water and wastewater services.</p> <p>Development of the Subject Lands implements these Provincial and Regional policies, as the site is located within a Strategic Growth Area (e.g. Secondary Regional Node), is serviced by existing Regional water and wastewater systems and is situated on a transit route and is well connected to local and regional transit systems. The proposed development supports the achievement of a complete community by increasing the residential density that supports existing infrastructure. The proposed residential development fronts onto the local transit system along Lakeshore Road West that provides access to community facilities, as identified in Table 1.</p> <p>The proposed development has been directed away from the natural heritage features and systems.</p> <p>The Subject Lands, support the complete community objective for Bronte Village as the lands are located on a local public transit route that provides convenient access to local stores, services and public service facilities. The proximity to the Bronte GO Station and major east-west roadways with cycling lanes, provides a range of transportation options. The proposed development will contribute to the provision of high quality built form and will optimize the use of lands through</p>

- 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.

residential intensification that is integrated with the design and scale of the existing streetscape and community and that will mitigate climate change impacts through redevelopment within currently under-utilized, low density lands.

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

- a) A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara,

The proposed development will significantly contribute to Halton Region's intensification target by providing an appropriate mid-rise built form that is located within the core of a Strategic Growth Area. The proposed OPA and ZBA update the land use designations and zoning applicable to the Subject Lands so that the proposal conforms to the objectives and policies of the Growth Plan.

Peel, Waterloo and York will be within the delineated built-up area;

2.2.2.3 *All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:*

- a) Identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*
- b) Identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;*
- c) Encourage intensification generally throughout the delineated built-up area;*
- d) Ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
- e) Prioritize planning and investment in infrastructure and public service facilities that will support intensification; and*
- f) Be implemented through official plan policies and designations, updated zoning and other supporting documents.*

2.2.4.10 *Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.*

The Subject Lands are located within a Strategic Growth Area. Specifically, the Subject Lands are designated as a Secondary Regional Node as per ROPA48. The proposed development will facilitate residential intensification on the Subject Lands through a mid-rise mixed use built-form. The proposal diversifies the range of housing forms in the area by adding apartment units of varying sizes to the local housing stock. The proposal will add 180 residential condominium units within walking distance to a number of parks and community facilities located in the area.

The Subject Lands front onto Lakeshore Road West, which is serviced by the regular Third Line and Lakeshore West routes of Oakville Transit. Active transportation pathways for pedestrian and bicycle usage is also located along Lakeshore Road West.

Section 2.2.6 Housing

Section 2.2.6 contains policy directives for upper- and single-tier municipalities to achieve residential intensification through the provision of housing choice. Municipalities are directed to utilize policy tools requiring that residential developments achieve minimum intensification and density targets and that incorporate a mixing of unit sizes to accommodate a diverse range of households. The policies also encourage that sufficient servicing capacity is made available to accommodate the increased residential unit supply. These applicable policy directions are identified below.

2.2.6.2 *Notwithstanding Policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:*

- a) planning to accommodate forecasted growth to the horizon of this Plan;*

The proposed development supports the municipality's achievement of minimum growth targets within the Region's Strategic Growth Area of Bronte Village. This is achieved through the provision of a "missing middle" housing option that is in support of the complete community.

- b) *planning to achieve the minimum intensification and density targets in this Plan;*
- c) *considering the range and mix of housing options and densities of the existing housing stock; and*
- d) *planning to diversify their overall housing stock across the municipality.*

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

The proposed redevelopment will provide for a total of 180 residential dwelling units of varying sizes in a multi-unit residential development. Of these units thirty-five will be 2 bedroom and nine will be 3 bedroom, which contribute to a range of housing choices for current and future residents and can support a range of household formations and lifestyles.

Section 4.2.10 Climate Change

Section 4.2.10 contains policies related to climate change mitigation and climate change adaptation for upper- and single-tier municipalities.

4.2.10.1 Upper and single-tier municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals, aligned with other provincial plans and policies for environmental protection that will include::

- a) *supporting the achievement of complete communities as well as the minimum intensification and density targets in this Plan;*
- b) *reducing dependence on the automobile and supporting existing and planned transit and active transportation;*
- c) *assessing infrastructure risks and vulnerabilities and identifying actions and investments to address these challenges;*
- d) *undertaking stormwater management planning in a manner that assesses the impacts of extreme weather events and incorporates appropriate green*

The proposed development supports the achievement of minimum density targets through intensification of the subject lands that is an intended outcome within complete communities. The location along a minor arterial road that currently provides public transit reduces the residents and visitors need to utilize vehicular transportation. Energy efficiencies within the building through shared systems supports the culture of conservation and reduction of greenhouse gas emissions. The engineering reports attached to this report address stormwater management planning and the means of addressing extreme weather impacts. By intensifying within an urban growth area, the proposed development protects the Natural Heritage System and the agricultural land base.

- infrastructure and low impact development;
- e) recognizing the importance of watershed planning for the protection of the quality and quantity of water and the identification and protection of hydrologic features and areas;
 - f) protecting the Natural Heritage System for the Growth Plan and water resource systems;
 - g) Promoting local food, food security, and soil health, and protecting the agricultural land base;
 - h) providing direction that supports a culture of conservation in accordance with the politics in subsection 4.2.9; and
 - i) any additional policies to reduce greenhouse gas emissions and build resilience, as appropriate, provided they do not conflict with this Plan.

The proposed development supports Regional and Town climate change mitigation and adaptation policies by providing for a compact, transit supportive built form that supports Halton Region’s intensification and density targets. The Functional Service and Stormwater Management Report submitted in support of this application demonstrate that the proposed development will have no negative impacts on existing infrastructure capacity. In addition, the provision of residential and non-residential bike racks will support active transportation initiatives throughout the Bronte Growth Area.

5.1 *Where a municipality must decide on a planning matter before its official plan has been amended to conform with this Plan, or before other applicable planning instruments have been updated accordingly, it must still consider the impact of the decision as it relates to the policies of this Plan which require comprehensive municipal implementation.*

The Bronte Village Growth Area Review resulted in the Town of Oakville Official Plan Amendment No. 118 (OPA 118), being approved by Halton Region on June 20, 2018. Since then, amendments have occurred to land use policies, both at the Provincial level, as well as the Regional level. These amendments pertain to growth and intensification. The Town of Oakville has not yet undertaken amendments to Livable Oakville that address the most recent Provincial and Regional policy amendments. The proposed development has considered the upper-level government land use plans in this report.

Summary/Conformity Statement

The proposed development supports and conforms to the positive outcomes envisioned by the Growth Plan policies. The development provides intensification through an increased medium density housing option in an area well served by transit that utilizes existing infrastructure. As such, the development proposal, with the corresponding Official Plan Amendment and Zoning By-law Amendment, conform with (and serve to implement) the applicable policies of the Growth Plan in the strategic growth area of Bronte Village.

5.4 Region of Halton Official Plan (June 19, 2018 Office Consolidation) and Region of Halton Official Plan Amendment No. 48 (ROPA 48)

The Town of Oakville is situated within the Regional Municipality of Halton (“Halton Region”). To implement the Provincial Plan policies at the lower-tier scale, the Region provides land use policies through the Halton Region Official Plan (“ROP”). The ROP land use policies support growth management throughout the four lower-tier municipalities. The most recent version of the ROP is identified as, Regional Official Plan Amendment 38 (ROPA 38). ROPA 38 was adopted by Regional Council on December 16, 2009. ROPA 38 was approved by the Province with modifications. While ROPA 38 was appealed to the Ontario Land Tribunal (OLT) those appeals have been resolved and the current consolidated ROP represents the in effect OP.

In 2021, the Region adopted Region Official Plan Amendment No. 48 (“ROPA 48”) regarding Urban Structure, as the first phase of the Region’s Official Plan Review. ROPA 48 has established Strategic Growth Areas throughout the lower-tier municipalities, which are areas targeted for residential intensification and population growth to 2051. While ROPA 48 generally guides growth, the lower-tier municipalities are provided the flexibility to further define the achievement of Provincial growth targets.

While the Region is undertaking the Integrated Growth Management Strategy for the Official Plan Review that is ongoing, ROPA 38 established population and employment forecasts to 2031. Overall, the Region was predicted to grow by 324,000 persons and reach a population of 780,000 by 2031. Of the regional total, it is intended that the Town of Oakville would grow by 88,000 persons and reach a population of 255,000 by 2031 (ROPA 38, Table 1). To achieve provincial targets and accommodate the forecasted growth, the Region adopted a regional intensification target for new residential development at 40% within the Built Up Area (Policy 77 (2.1)). The Region has assigned growth to the local municipalities in order to achieve this target. Based on this approach, Oakville was required to accommodate at least 13,500 new housing units within its Built-Up Area between 2015 and 2031 to achieve the 2031 population target (Halton ROP, Table 2).

The ROP also provides general guidance for redevelopment, creation of complete communities and intensification. The *Planning Act* requires that the OPs and Zoning By-laws of local municipalities conform

to the ROP.

The proposal will contribute to the Region's intensification target for Oakville by providing new housing development within the Built-Up Area. As per the Growth Plan analysis in the previous section, it is important to note that the Provincial intensification target for 2051 growth within the Built Up Area requires that 50% of new dwelling units are to be built within existing communities. This is reinforced by the fact that the Region has not proposed a boundary expansion of the Town's delineated built up area boundary. The Region is also expecting that the typology of growth in the "preferred growth concept" to 2051, will be as apartment dwellings. The Region is currently revising the growth targets for Oakville through the Region's current Integrated Growth Management Strategy to conform to provincial policy. The Region must adopt the 2051 growth targets by the July 1, 2022.

Urban Area

The Subject Lands are located within the Region's built boundary and are identified as "Urban Area" in Map 1- Regional Structure of the ROP (Figure 6). Urban Area lands represent municipal boundaries within which existing and future development will be accommodated throughout the Region.

Objectives for Urban Areas are identified in Section 72:

- 72 *The goal of the Urban Area and the Regional Urban Structure is to manage growth in a manner that fosters complete communities, enhances mobility across Halton, addresses climate change, and improved housing affordability, sustainability, and economic prosperity.*
- 72.1(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.*
- 72.1 (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.*
- 72.1(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.*
- 72.1(6) *To identify a Regional Urban Structure that directs growth to Strategic Growth Areas and protects Regional Employment Areas.*
- 72.1(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.*

72.1(9) *To facilitate and promote intensification and increased densities.*

As discussed in detail in the policy review below, the proposal conforms to the objectives of the ROP. The proposed mid-rise building with below grade parking constitutes a compact built form. The location on a public transit service route, that also supports the priority GO transit corridor and system, decreases dependence on private vehicular use. The introduction of a mid-rise building with varying unit sizes will help diversify the housing options available in the Secondary Regional Node, contributing to the creation of a more complete community and mitigating climate change. Intensification within the Strategic Growth Area meets the provincial objective and direction for intensification within Built Up Areas and the proposal reflects an appropriate level of intensification within the locational context.

The ROP contains the following policy with respect to permitted uses in the Urban Area:

76. *The range of permitted uses and the creation of new lots in the Urban Area will be in accordance with Local Official Plans and Zoning By-laws. All development, however, shall be subject to the policies of this Plan.*

This report demonstrates that the proposal and its associated planning instruments implement the provincial direction for intensification within Growth Areas. A Regional Official Plan Amendment is not required.

Regional Urban Structure

78. *Within the Urban Area, the Regional Urban Structure, as shown on Map 1H, implements Halton's planning vision and growth management strategy to ensure efficient use of land and infrastructure while supporting transit and the long-term protection of lands for employment uses.*

The Regional Urban Structure consists of the following structural components,

- (1) Strategic Growth Areas;*
- (2) Regional Employment Areas;*
- (3) Built-Up Areas; and*
- (4) Designated Greenfield Areas.*

78.1 *The objectives of the Regional Urban Structure are:*

- (1) To provide a structure and hierarchy in which to direct population and employment growth within the Urban Area to the planning horizon of this Plan;*
- (2) To focus a significant proportion of population and certain types of employment growth within Strategic Growth Areas through mixed use intensification supportive of the local role and function and reflective of its place in the hierarchy of Strategic Growth Areas identified in this Plan;*

The Subject Lands are within the Urban Area with the proposed development representing the efficient use of land and existing infrastructure and supporting existing transit service. The

Subject Lands are within the Strategic Growth Area and fulfills its local role and function through the provision of mixed use intensification.

Strategic Growth Areas

The objectives for Strategic Growth Areas are identified in Section 79 of the ROP.

- 79(1) *To provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable in order to promote the development of complete communities.*
- 79(2) *To provide opportunities for more cost-efficient and innovative urban design.*
- 79(4) *To provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighbourhoods.*
- 79(5) *To create a vibrant, diverse and pedestrian-oriented urban environment.*
- 79(8) *To support transit and active transportation for everyday activities.*
- 79(9) *To generally achieve higher densities than the surrounding areas.*
- 79(10) *To achieve an appropriate transition of built form to adjacent areas*
- 79.1(3) *Primary and Secondary Regional Nodes identified by symbol on Map 1H due to their contribution to the Regional Urban Structure, which have a concentration of residential and employment uses with development densities and patterns supportive of active transportation and public transit.*
- 79.2 *The Regional urban Structure contains a hierarchy of Strategic Growth Areas as delineated or identified by symbol on Map 1H:*
 - (6) *Secondary Regional Nodes.*

The proposed development consists of a compact, mid-rise built form which efficiently uses underutilized land on a minor arterial road that is served by frequent transit. It is situated with a Secondary Regional Node (Bronte Village). The nine storey mixed use building complements the existing developed area, uses under-utilized land more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable as it achieves the goal of establishing a complete community. The proposed building generally fits within the angular plane as measured from the existing rear yards of the residential properties on the north side of the strip. Along the front property, the building is stepped back in the upper floors that emphasize the at-grade pedestrian-scale. The majority of the parking is situated below grade which is balanced by a cost-effective built form above

grade. The increased density will contribute to increased pedestrian activity on the local commercial mixed use street network. The increased density will provide increased ridership for local transit service which is provided along Lakeshore Road and within walking distance. Residents and visitors will be able to utilize the existing active transportation infrastructure along area roadways.

The ROP contains the following policies with respect to Strategic Growth Areas:

79.3(1) Direct development with higher densities and mixed uses to Strategic Growth Areas in accordance with the hierarchy identified in Section 79.2 of this Plan.

79.3(6) Require the Local Municipalities to ensure the proper integration of Strategic Growth Areas with surrounding neighbourhoods through pedestrian walkways, cycling paths and transit routes, and the protection of the physical character of these neighbourhoods through urban design.

The proposal is consistent with the policies requiring higher densities to be located within intensification areas. The proposed site plan contains appropriate landscaping and buffer areas to provide screening and separation distance. The proposed development generally fits within the angular plane and allows for a smooth built form transition to the existing lower density neighbourhood. Thus the physical character of the neighbourhood will not be negatively impacted.

"79.3(7) Require the Local Municipalities to:

a) include Official Plan policies and adopt Zoning By-laws to meet intensification and mixed-use objectives for Intensification Areas;

d) promote development densities that will support existing and planned transit services.

79.3(8) Encourage the Local Municipalities to adopt parking standards and policies within Strategic Growth Areas to promote the use of active transportation and public transit.

The proposed development seeks to optimize the land use of the underutilized parcel of land. The associated planning instruments facilitate the proposal and implement the intensification policies of the ROP, allowing for increased density and reduced parking standards that will support transit and active transportation.

79.3(7.3) Ensure that Strategic Growth Areas are development-ready by:

a) making available at the earliest opportunity water, waste water and transportation service capacities to support the development densities prescribed for Strategic Growth Areas

81(9) Encourage the Local Municipalities to consider planning approval, financial and other incentives to promote the development of Strategic Growth Areas.

The above-noted policies underscore the importance that the Region places on promoting intensification and development with intensification areas. The N. Barry Lyons Assessment of Redevelopment Viability with the Town of Oakville's Main Street Growth Areas Report indicated that insufficient/limited development was occurring in the Secondary Regional Node and the encouragement was needed to attract development investment along Lakeshore Road West in Bronte Village through increased building heights. In this context, it is critical that appropriate OP designations and zoning are applied to lands within intensification areas. The proposed OPA and ZBA support and implement this goal and direction.

Regional Nodes

ROPA 48 introduced the following objectives for Regional Nodes:

- 82(1) *To recognize Strategic Growth Areas in the Region which are an integral component of the Regional Urban Structure, and are historic downtown areas, or contain a concentration of public service facilities (i.e. hospitals, universities) and/or transit-supportive, high density uses.*

- 82(3) *To provide a range and mix of transit-supportive uses, such as residential, retail, office and public uses that supports the area in a pedestrian-oriented urban environment.*

- 82(4) *To reflect and reinforce Local Urban Structures.*

- 82.1 *The Regional Node as identified on Map 1H by symbol are:*
 - (2) *Secondary Regional Nodes that are historic downtown areas or villages, and/or are intended to be a focus for growth through mixed use intensification at a scale appropriate for its context;*
 - c) Bronte Village, Oakville.*

- 82.2 *It is the policy of the Region to:*
 - (1) *Direct development with higher densities and mixed uses to Regional Nodes in accordance with the hierarchy identified in Section 79.2, and based on the level of existing and planned transit service;*
 - (2) *Encourage the Local Municipalities to delineate the boundaries of Regional Nodes, and identify a minimum density target expressed as the minimum number of residents and jobs per hectare for the delineated area.*

The ROP contains the following objectives and policies with respect to housing:

- 84. *The goal for housing is to supply the people of Halton with an adequate mix and variety of housing to satisfy differing physical, social and economic needs.*

85(4) *To make more efficient use of existing developed lands, housing stock and available services to increase the supply of housing while maintaining the physical character of existing neighbourhoods.*

86(6a) *At least 50 percent of new housing units produced annually in Halton be in the form of townhouses or multi-storey buildings.*

86(11) *Permit intensification of land use for residential purposes such as infill, redevelopment, and conversion of existing structures provided that the physical character of existing neighbourhoods can be maintained.*

86(21) *Require local Official Plans to provide an appropriate mix of housing by density, type and affordability in each geographic area, consistent with current and project demands reflecting socio-economic and demographic trends."*

The proposal for a mid-rise building on a minor arterial road in an established mixed use commercial district is within a Regional Strategic Growth Area. The Region has indicated that this is a Regional Secondary Node where increased unit densities are to occur to accommodate population growth and a mix of housing. The proposed development increases the housing unit density to meet achievable affordability in the Bronte Village neighbourhood. The redevelopment of the under-utilized lands will make more efficient use of existing infrastructure while maintaining the commercial character of the arterial route. The proposed building's design will complement the surrounding neighbourhood character and will include landscaping and design features to mitigate any visual impacts.

Healthy Communities

The ROP has the following "Air and the Ambience" objectives with respect to creating healthy communities:

142. *The objectives of the Region are:*

142(5) *To support urban forms that will reduce long distance trip-making and the use of the private automobile.*

142(6) *To promote trips made by active transportation and public transit.*

143(4) *Promote walking, cycling and public transit over other modes of transportation.*

The proposed mid-rise building represents a compact, urban built form of housing unit provision. This form will contribute to a healthier urban environment by utilizing existing infrastructure within an established neighbourhood. By increasing unit density, the built form supports the reduction of, and the need for, long distance car trips while promoting the use of transit and active transportation.

The ROP contains the following transportation-related objectives:

172(8) To achieve a level of public transit usage that averages at least 20 percent of all daily trips made by Halton residents by year 2031.

172(9.1) To ensure development is designed to support active transportation and public transit.

172(10) To promote land use patterns and densities that foster strong live-work relationships and can be easily and effectively served by public transit and active transportation.

Table 3 Minor Arterials' Function:

- *Serve mainly local travel demands*
- *May serve an Intensification Corridor*
- *Accommodate local truck traffic*
- *Accommodate local transit services*
- *Connect Urban Areas within the same municipalities*
- *Carry moderate to high volumes of traffic*
- *Distribute traffic to and from Major and Multi-Purpose Arterials*
- *Accommodate active transportation*

The proposed building is sited along a minor arterial road that contains an existing bicycle lane. The proposed building will contain bicycle parking and will be located within walking distance of local transit. The proximity of active transportation facilities and public transit will encourage residents to utilize these modes of transportation to accomplish their daily tasks.

Summary / Conformity Statement

The proposal optimizes the use of an under-utilized mixed use site within an established mixed use neighbourhood. The proposed mid-rise building increases residential density in an area which supports local public transit usage while maintaining appropriate built form transition to the high-rise developments at the entry points to Bronte Village and to the abutting growth area lands to the north. The proposed building's scale offers a contextually appropriate form that complements the extreme scales of high to low densities in the immediate vicinity of the subject lands. The proposal conforms to the ROP and supports the goal of achieving a complete community through increasing the number of housing units in the area while efficiently using existing infrastructure.

5.5 Halton Region, Land Use Compatibility

Halton Region planning staff indicated through the pre-consultation meeting minutes, that a Land Use Compatibility ("LUC") study was required for the proposed mixed use commercial-residential development that is located within an existing mixed use commercial-residential development growth area that abuts a lower density residential neighbourhood. The Town of Oakville's OPA 18, (Bronte Village Growth Area, By-law No. 2017-118), an amendment to Livable Oakville, amended Bronte Village's land use policies, which was approved by Halton Region and came into effect on June 20, 2018. No industrial uses exist within 1.5 km radius of the site and no industrial uses are proposed with the application, nor are any industrial uses proposed near the development.

The following provides the relevant ROPA 38 and ROPA 48 policies, and Halton Region Land Use Compatibility Guideline excerpts regarding land use compatibility and the application of same within lower-tier municipalities.

Urban Area

77. It is the policy of the Region to:

- (5) Require the Local Municipalities to prepare Area-Specific Plans or policies for major growth areas, including the development or redevelopment of communities. The area may contain solely employment lands without residential uses or solely an Intensification Area. Such plans or policies shall be incorporated by amendment into the Local Official Plan and shall demonstrate how the goals and objectives of this Plan are being attained and shall include, among other things:
 - f.1) consideration for land use compatibility in accordance with Regional and Ministry of the Environment guidelines,

Employment Areas

77.4 It is the policy of the Region to:

- (1) Prohibit residential and other non-employment uses including major retail uses in the Employment Areas except:
 - b) for institutional uses identified in a Local Official Plan, as a result of a detailed study that sets limits and criteria on such uses based on the following principles:
 - [ii] the location and design of the use meet the Land Use Compatibility Guidelines under Section 143(10) of this Plan;

Air and the Ambience

143. It is the policy of the Region to:

- (10) Develop, in consultation with the Local Municipalities, the Province, Federal government and the railway agencies, Land Use Compatibility Guidelines to minimize the adverse effects of noise, vibration, odour and air pollution from industrial, transportation and utility sources on sensitive land uses, including the application of separation distance between these non-compatible uses.
- (12) Require the proponent of sensitive land uses in proximity to industrial, transportation and utility sources of noise, vibration, odour and air pollutants to complete appropriate studies and undertake necessary mitigating actions, in accordance with the Region's Land Use Compatibility Guidelines, Air Quality Impact Assessment Guidelines, and any applicable Ministry of the Environment guidelines. Specifically, an air quality study based on guidelines under Section 143(2.1) is required for such development proposals within 30m of a Major Arterial or Provincial Highway, or 150m of a Provincial Freeway, as defined by Map 3 of this Plan.

Guidelines and Advisory Committees

192. This Plan calls for the preparation of certain guidelines or protocols to provide more detailed directions in the implementation of its policies. They guide processes and outline approaches including studies and methodologies that would satisfy the relevant policies of

this Plan. Alternative approaches that meet the intent and purpose of the policies can be proposed with appropriate justification following consultation with the Region. In the event of conflict between guidelines and the Plan, the latter shall prevail. The following lists the guidelines referred to in this Plan:

(5.2) Land Use Compatibility Guidelines (Section 143(10)),

In the case of policy 77(5), it is the Town of Oakville, through an Area Specific Plan, that would determine and prepare land use compatibility policies for the municipality that are in accordance with the Ministry of Environment D-Series and Classes of Industrial uses within Urban Areas. In regards to policy 77.4, the proposed development is not situated within an Employment Area, but in a Secondary Regional Node (under ROPA 48) where population growth is to occur, rather than industrial growth. And similarly, policy 143(10) applies to the compatibility between industrial uses and sensitive residential uses, rather than the compatibility of permitted mixed uses and residential uses within established mixed use neighbourhoods. The nearest Employment Areas, according to ROPA 38 and 48 maps 1 and 1C overlays, are over 1.5 km distant and located to the north near the Queen Elizabeth Highway and across Bronte Creek on the north side of Rebecca St, west of Mississauga Road. The Potential Area of Influence for a Class III Industrial Facility is 1000 metres that requires a minimum separation distance of 300 metres (LUC Guideline, p. 4). As noted in the LUC Guidelines, section 2.3 Separation Distances, "Implementation of separation distances between emission sources (industrial, transportation, utility) and sensitive land uses is undertaken by local municipalities through development of new Zoning By-laws." And further, as per ROPA 38/48 Map 1 and policy 134(3), Bronte Harbour is a Regional Waterfront Park and is not an industrially functioning harbor. As noted in Halton Region's Land Use Compatibility Guidelines, under "Application & Use", the guidelines are only applicable "to industrial and sensitive land uses in proximity to one another."

Land Use Compatibility Guidelines, 2014

The following are excerpts taken from Halton Region's Land Use Compatibility Guidelines:

Application and Use:

These guidelines apply to industrial and sensitive land uses in proximity to one another.

1.1 Overview

The goal of land use compatibility is to minimize adverse effects of "industrial, transportation and utility" uses that emit noise (vibration), odour or air pollution on sensitive uses (e.g. residential).

1.2 Applicable Policy

Section 143(10) of the Regional Official Plan [2009] calls for the development of Land Use Compatibility Guidelines whose purpose is to:

"develop, in consultation with the local municipalities, the Province, the Federal government and the railway agencies, Land Use Compatibility Guidelines to minimize the adverse effects of noise, vibration, odour and air pollution from industrial, transportation and utility sources on sensitive land uses, including the application of separation distance between these non-compatible uses."

Further Official Plan policies recognize the Ministry of the Environment's legislation and applicable guidelines that regulate noise, odour and air emissions from industrial, transportation and utility sources. The main legislation being the Environmental Protection Act that ensures that no adverse effects are caused to sensitive uses and the public at large

Summary

The proposed commercial/residential mixed use property is not within the 1000 metre Potential Area of Influence of any industrial use as all Employment Area uses are over 1500 metres distant from Bronte Village. The accountability to determine the appropriate separation distances between new sensitive uses and/or new industrial uses rests with the Town of Oakville through its land use studies when preparing land use policies and zoning by-law regulations. The proposed development is not introducing a 'new' sensitive use within, or near, an Employment Area industrial use.

5.6 Livable Oakville: Official Plan, 2009 (Office Consolidation, August 31, 2021)

Town of Oakville Council adopted Livable Oakville Official Plan in June, 2009 (the 'OP'), and approved with modifications by Region of Halton in November, 2009. Several parties appealed the Region's decision to the Ontario Municipal Board, with the Board adjudicating the majority of the appeals and, in May 2011, approved the Plan with modifications.

In 2015, Town of Oakville Council initiated an Official Plan Review, of which Bronte Village Growth Area was identified as a priority study area. The Official Plan Amendment No. 18 (OPA 18) represents the completion of the review with the adoption of the respective policies for the Bronte Village Growth Area (BVGA) through By-law 2017-118.

The following provides a summary of the relevant in effect OP policies with an analysis of how the proposed redevelopment conforms to the general direction and policies of the OP. The analysis also identifies how the proposed site specific OPA provides conformity to the Growth Plan, ROPA 38 and 48, and is consistent with the PPS.

The Subject Lands are within a Growth Area, as indicated on Schedule F (**Figure 7**), South West Land Use, and designated as Main Street 1, Lands Eligible for Bonusing on Schedule P1, Bronte Village Land use (**Figure 8**). Schedule P2 Bronte Village Urban Design identifies Lakeshore Road West as a Primary Street, and that the Subject Lands contain a portion of an Enhanced Streetscape Area along the lot frontage.

Policy Framework

Livable Oakville sets out Guiding Principles in Section 2.0 of Part B that provide a framework for the creation of complete communities. The three main principles for growth and development are to:

1. *Create livable communities*
 - *Direct growth to identified locations where higher density where transit and pedestrian oriented development can be accommodated*
2. *Provide choice throughout the Town*
 - *Enable the availability and accessibility of a wide range of housing to meet the diverse needs of the community*
3. *Achieve sustainability*
 - *Minimize the Town's ecological footprint.*

The proposal supports the creation of a livable community by ensuring higher density is achieved in a Strategic Growth Area adjacent to active transportation corridors. The proposed development also makes a wider range of housing available to meet the diverse needs of a community that may not be able to afford the established, low density dwelling units in the area. The redevelopment of a low density site by increasing density and utilizing existing public infrastructure minimizes the Town's ecological footprint as new land, transit or infrastructure is not required.

Part C, General Policies

3.6 *Nodes and Corridors Nodes and Corridors are key areas of the Town identified as the focus for mixed use development and intensification. Nodes and Corridors shown on Schedule A1 – Urban Structure are referred to in this in this Plan as Growth Areas... and include ..., Bronte Village.*

Downtown Oakville, and Bronte Village are intended to develop as mixed use centres with viable main streets. They are recognized in the urban structure as Main Street Areas for their distinctive character and are intended to accommodate lesser amounts of intensification.

For those areas identified on Schedule A1 – Urban Structure as Nodes and Corridors for Further Study, future review shall provide updated and new policies to delineate boundaries, the mix of land uses and the intensity and scale of development.

The proposed development is providing a mixed use development that supports the intensification envisioned by the Growth Plan and Halton Region, through ROPA 48 Urban Structure. ROPA 48 has identified Bronte Village as a Strategic Growth Area, Secondary Regional Node.

Part C, 4. MANAGING GROWTH AND CHANGE

...Many of the principles reflect those of Provincial policies and plans which provide for a significant shift to a more compact urban form and intensification within the built-up area.

The population and employment growth in the Town is intended to be accommodated through the development of the Residential and Employment Areas within the existing

built boundary shown on Schedule A2, Built Boundary and Urban Growth Centre, and within greenfield areas.

Within the existing built boundary shown on Schedule A2, growth is to occur primarily within the defined Growth Areas in Part E (... Bronte Village ...).

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.

Part E, Definitions:

Intensification means the development of a property, site or area at a higher density than currently exists through:

- a) redevelopment, including the reuse of brownfield sites;*
- b) the development of vacant and/or underutilized lots within previously developed areas;*
- c) infill development;*

Intensification areas means lands identified by the Town, the Region or the Province within a settlement area that are to be the focus for accommodating intensification.

Intensification areas include urban growth centres, intensification corridors, major transit station areas, and other major opportunities that may include infill, redevelopment,

The compact urban form, through infill redevelopment that is proposed for the Subject Lands, supports the intensification of the built-up area of Bronte Village. ROPA 48 has identified that Bronte Village is a Growth Area where growth is to occur. The proposed development optimizes, and makes use of, existing infrastructure and public service facilities.

Part C, 4.1 Growth Areas

The majority of intensification in the Town is to occur within the Growth Areas as defined in Part E.

Bronte Village, ... Downtown Oakville are also Growth Areas. These areas are intended to develop as mixed use centres with viable main streets. The revitalization of Bronte Village ... has been the subject of detailed, comprehensive land use studies which have resulted in objectives and policies to provide for growth opportunities

4.3 Residential Intensification Outside of the Growth Areas

It is the policy of the Plan that the key focus for development and redevelopment to accommodate intensification will be the locations identified as Growth Areas.

4.4 Intensification Targets

The minimum heights and densities as set out in the land use designations in Part

D and the policies set out in Part E of the Plan shall be maintained to achieve the minimum intensification target of 13,500 units, as required by the Region of Halton Official Plan

The revitalization of Bronte Village is supported by the mixed use development which will intensify an under-utilized area of the main street between Bronte and East Streets. The nine-storey structure provides an appropriate residential density that will support the retail and commercial market uses found at grade along Lakeshore Road West.

Part C, 6. Urban Design

The Town is committed to achieving a high standard of urban design and architectural quality to provide an innovative and diverse urban form that promotes a sustainable, dynamic and livable environment.

6.1.1 Objectives

The general objectives for urban design are to provide for:

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

A high standard of architectural excellence has been provided through an urban form that creates a distinctive street presence and promotes a visually dynamic streetscape.

6.1.2 Policies

- a) Development and public realm improvements shall be evaluated in accordance with the urban design direction provided in the Livable by Design Manual, as amended, to ascertain conformity with the urban design policies of this Plan.*
- b) Urban design policies shall be developed and incorporated by amendment to this Plan.*
- c) The urban design policies will be implemented through design documents and zoning*

The accompanying Urban Design Brief provides an overview of how the proposed development achieves public realm improvements, and further identifies how the proposed development aligns with the Town's urban design principles and policies.

6.12 Vehicular Access and Circulation

- 6.12.1 *Developments should incorporate safe and direct vehicular access and circulation routes with defined internal driving aisles to direct traffic, establish on-site circulation, and frame parking areas.*
- 6.12.2 *Consolidated driveway accesses are encouraged to maximize the areas available for landscaping, minimize disruption of the public sidewalk, and minimize expanses of pavement.*

A direct vehicular access route is provided from Lakeshore Road West through a defined drive aisle at the eastern area of the property to the rear courtyard and to the below-grade parking area. Only one vehicular entry point is provided thereby reducing disruption to pedestrian traffic.

6.13 Parking

- 6.13.1 *To provide safe and attractive pedestrian environments, surface parking areas should be organized into appropriately sized areas (parking courts) separated by a combination of built form, landscaping, and pedestrian facilities.*
- 6.13.2 *Surface parking areas should be:*
 - a) *located in the rear or side yard, or in areas that can be appropriately screened, so they do not dominate the streetscape, but are sufficiently visible for safety and functionality; and,*
 - b) *connected to the on-site pedestrian network and streetscape through landscaped pedestrian linkages.*
- 6.13.3 *Barrier-free parking spaces should be located in close proximity to principal building entrances.*
- 6.13.4 *Surface parking areas should incorporate planted landscaped areas that:*
 - a) *effectively screen parked vehicles from view from the public realm;*
 - b) *provide shade, wind break, and visual relief from hard surfaces;*
 - c) *clearly define the vehicular circulation route(s); and,*
 - d) *are sufficiently sized to support the growth of trees and other vegetation*
- 6.13.5 *Parking areas within a structure should be screened from view from the public realm.*

Structured parking facilities should be underground structures, wherever possible.

Surface parking, mainly for the provision of barrier-free, visitor and retail parking, is provided in the rear courtyard and provides on-site pedestrian linkage to the proposed building.

Landscaping will be provided along the rear property line to screen the parked vehicles from adjacent land uses to the north.

6.16 Service, Loading and Storage Areas

6.16.1 Service and loading areas should be:

- a) located and oriented away from the general circulation of pedestrians and motor vehicles both on-site and in the public right-of-way;*
- b) accessible but not visible from the public realm; and,*
- c) separated and buffered from Residential Areas*

6.16.2 The visual and noise effects of activities associated with service and loading areas on the surrounding environment should be minimized by locating such areas behind buildings, erecting noise walls and fences, and screening with tree and shrub plantings

6.16.3 For all development in the Growth Areas and on lands adjacent to residential land uses, service and loading areas should be located internal to the building or appropriately screened from the public realm and, where required, from adjacent uses.

6.16.4 Site and building services and utilities such as waste storage facilities, air handling equipment, hydro transformers and telecommunications equipment should be located within the rear yard or away from or screened from public streets, adjacent Residential Areas and other sensitive land uses.

Vehicular servicing and loading is located within the inner courtyard of the property. Landscaping will be provided to buffer the subject lands from the Town lands abutting the property along the rear lot line. The Town's 4.6 metre-wide lands provide a further buffer area to the low density residential land uses located on the north side of the Town lands. Utilities and telecommunications are generally located within the below-grade parking areas.

PART C, Transportation Network

Table 4: Functional Classification of Roads

- Minor Arterials/Transit Corridors 26 metres*
- Transit-supportive land uses to be encouraged along right-of-way*

Table 5: Road and Section ROW Widths

Lakeshore Road West, from Bronte Road to East Street, Note 2: special right-of-way; width and lane requirements to be determined following impact analysis.

Lakeshore Road West is classified as a minor arterial/transit corridor roadway with a functional width identified as 26 metres. Refer to Traffic Impact Study for reference.

PART E, Definition

Transit-supportive:

- a) *Makes transit viable and improves the quality of the experience of using transit.*
- b) *When used in reference to development, it often refers to compact, mixed use development that has a high level of employment and residential densities to support frequent transit service.*
- c) *When used in reference to urban design, it often refers to:*
 - ii) *pedestrian-friendly built environment along roads to encourage walking to transit*
 - iii) *reduced setbacks and placing parking at the sides/rear of buildings.*

As noted in Table 4, development along Lakeshore Road West is to be transit-supportive. The proposed building will be a compact, mixed use development with a higher level of residential density that supports investments in public transit service. Access from the development to the transit stop is less than a 5-minute walk. With resident parking provided below-grade, the development meets the urban design reference of transit-supportive building design.

8.4 Rights-of-Way

8.4.1 *The required right-of-way widths shown in Table 4, Functional Classification of Roads, in conjunction with Schedule C, denote the requirement for the section of the road. Additional rights-of-way may be required at intersections to provide for exclusive queue jump and/or turning lanes and other special treatments to accommodate the optimum road/intersection geometric design.*

8.4.2 *Additional rights-of-way may be required to provide lands for environmental considerations in the construction of bridges, overpasses, grade separations, pedestrian and cycling facilities, and transit priority measures. Any such additional right-of-way requirements shall be determined at the time of the design of the road facilities.*

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

8.4.6 *From a streetscape perspective, the Town may require additional road rights-of-way to provide for improvements such as, but not limited to, median, double row planted street trees, on-street or lay-by parking, and urban design considerations.*

8.5 Road and Section Right-of-Way Widths

8.5.1 *Notwithstanding the right-of-way widths listed in Table 4, Functional Classification of Roads, the roadway sections in Table 5, Road and Section Right-of-Way Widths, are expected to achieve the following widths.*

8.5.2 *Major changes to existing road allowance widths identified as special in Table 5 (Note 2) are not anticipated. However, operational improvements, development,*

bus bay development, channelization and improvements of a similar nature may be undertaken as the need arises, and may be required as a condition of development approval.

Table 5: Road and Section Right-of-Way Widths

- *Lakeshore Road: Bronte Road to East Street– Note 2*
- *Note 2: special right-of-way; width and lane requirements to be determined following impact analysis*

8.6 Asymmetrical Road Widenings

8.6.1 *The right-of-way widths as shown in Table 4, Functional Classification of Roads with reference to Schedule C, will generally be centred on the existing centreline of construction for a given road or the centreline of the original road allowance.*

8.6.2 *Existing road rights-of-way (allowances) should be widened symmetrically on both sides of the road as measured from the original centre of the right-of-way.*

Exceptions

to this could occur where it is not possible to acquire rights-of-way due to constraints beyond the Town's control or where an environmental assessment or functional design study recommends an asymmetric alignment.

8.7 Future/New Road Alignments

8.7.1 *The Town may protect for new alignments and additional right-of-way requirements*

identified within the Growth Areas and shown on Schedule C.

8.7.2 *The Town may secure through the planning application process rights-of-way on alignments as shown on Schedule C. Final rights-of-way and alignments will be determined through detailed transportation studies, environmental assessments where required and the planning approval process.*

The Lakeshore Road West, is a minor arterial/transit corridor and identified as being a 26 metre wide right-of-way (ROW). The consulting group Wood PLC, in their recent Environmental Assessment (EA) of Lakeshore Road for the Town of Oakville, identified an entry access road to the subject lands and that a 2 metre-wide strip of land along the current front property line of the subject lands would be acquired by the Town for a proposed public walkway.

Part C, 8.15 Parking

8.15.2 *...Reduced off-street parking requirements will be established for specific areas where appropriate, particularly in major transit station areas and within the Growth Areas.*

8.15.6 *Opportunities for off-peak shared parking will be considered, subject to evaluation by the Town.*

8.15.7 *Cash-in-lieu of parking may be considered where appropriate.*

Reduced off-street parking requirements is supported within the Bronte Village Growth Area to encourage public use of Town transit. The proposed Zoning By-law Amendment incorporates a reduced parking rate. This is supported by the Traffic Impact Study that supports a reduced parking rate for the site.

Part C, SUSTAINABILITY

The Town is committed to sustainable development in order to achieve environmental sustainability.

10.4 Energy Conservation

10.4.1 *The Town shall promote and encourage development which minimizes energy consumption when evaluating planning applications by:*

- a) *seeking a compact urban form;*
- b) *encouraging mixed use development where appropriate to minimize motor vehicle trips;*
- d) *encouraging urban design that promotes energy conservation;*
- e) *promoting transit and modes of active transportation; and,*
- f) *addressing other matters, as appropriate, that reduce energy consumption.*

10.11 Air Quality

10.11.1 *The Town will work to improve air quality through its land use and transportation decisions including, but not limited to:*

- b) *encouraging mixed use development;*
- e) *implementing parking policies, primarily through the Zoning By-law, that do not undermine the encouragement of transit and active modes of transportation.*

The proposed development represents a compact, mixed use urban form. Through the provision of dwelling units above the at-grade commercial uses fronting on to Lakeshore Road West, residents will be encouraged to walk to services and facilities along the street thereby minimizing the need for motor vehicle trips. The proposed redevelopment of under-utilized lands to a higher-density residential use will support the reduction in energy consumption through the increase in active transportation participants. Further to this, the proposed landscape plan indicates a tree canopy cover of 21.6% where the residential target is 20%.

Part D: LAND USE DESIGNATIONS & POLICIES

12.2 Main Street 1

The Main Street 1 designation represents small scale, mixed use development along main streets and is intended to reflect a pedestrian-oriented, historic main street character.

Bronte Village is identified as a Strategic Growth Area, Secondary Regional Node, that is intended to accommodate growth in support of complete communities.

12.2.1 Permitted Uses

- a) *A wide range of retail and service commercial uses, including restaurants, commercial schools, offices, places of entertainment, indoor sports facilities, hotels, and residential uses, may be permitted in the Main Street 1 designation. The ground floor of buildings in the Main Street 1 designation shall be primarily occupied by retail and service commercial uses. Limited office uses, and ancillary residential uses, may also be permitted on the ground floor of mixed use buildings*
- b) *The requirement for and the size and location of retail, service commercial and office uses on the ground floor of buildings shall be determined through the development process and regulated by the implementing zoning.*

The proposed development will contain at grade commercial spaces that may accommodate the permitted uses, such as restaurants and retail/service commercial. Residential uses are permitted above grade in the upper storeys. The size and location of the ground floor spaces will be identified through the site plan application process.

12.2.2 Building Heights

Buildings within the Main Street 1 designation shall be a minimum of two storeys in height and a maximum of four storeys in height.

Under the Livable Oakville Growth Area Schedules, Schedule P1 Bronte Village Land Use map indicates that the Main Street 1 designated lands are eligible for bonusing. The applicable policies are identified under Part E Growth Areas, 24. Bronte Village, 24.8.2 Bonusing and discussed further below.

12.2.3 Parking

Surface parking shall be provided only within a side and/or rear yard. Surface parking on corner lots shall only be permitted in the rear yard.

Surface visitor parking is provided in the rear yard with below grade parking representing the majority of parking space provision.

Part E Growth Areas, Special Policy Areas

Bronte Village is intended to continue to evolve and serve as an intensification area.

The proposed development to a higher density use that supports the achievement of the minimum growth targets, as set by the Province and the Region, serve to intensify the Bronte Village Growth Area as envisioned through the Growth Plan and ROPA 49.

Goal for Bronte Village

- 24.1 *Bronte Village will be a vibrant community, with a thriving commercial area and a variety of housing opportunities that provide a year round environment for residents, employees, and visitors.*

The proposed higher density, mixed-use development will support the creation of a 'vibrant' community and active commercial area through the provision of housing options.

24.2 Objectives

24.2.1 *To nurture, conserve and enhance the historic lakeside village character of Bronte Village by:*

- a) *promoting a predominately low-rise and pedestrian-oriented built form along Lakeshore Road West, Bronte Road and Jones Street;*
- b) *ensuring high quality urban design that complements and contributes to the historic lakeside village character;*
- c) *protecting, conserving and enhancing cultural heritage resources and integrating them with new developments;*
- d) *integrating public and private open spaces into the streetscape along Lakeshore Road West;*
- e) *applying a co-ordinated streetscape and urban design plan, with recurring defining elements; ...*
- g) *providing a sensitive transition between the concentration, mix and massing of uses and buildings within, and adjacent to, the village*

The current character of the Lakeshore Road West streetscape, between Jones and Nelson Streets, is mainly front yard surface parking areas that directly abut Lakeshore Road West sidewalks or are located in the side yards of one storey, flat-roofed brick and stucco façade buildings. As noted in the Urban Design Brief, the proposed development will welcome pedestrians through the use of the front façade arcade and landscape features. The high quality urban designed elements will act as a catalyst to a revitalized main street landscape that will eliminate the current and predominate surface parking area character. The public open spaces will be complemented by the front façade that provides visual interest to pedestrians. A transition to buildings adjacent to the main street will occur as the proposed development generally fits within the angular plane.

24.2.2 *To revitalize Bronte Village and maintain a complete community by:*

- a) *permitting uses that attract different users throughout the day and throughout the year, by including a mix of residential, commercial, office, cultural and recreational uses, complemented by public open spaces;*
- b) *providing for a variety of residential unit sizes in new buildings;*
- c) *focusing retail, service commercial and office uses along Lakeshore Road West...;*
- d) *providing for a variety of retail unit sizes and improved retail space to encourage commercial revitalization;*

The proposed mixed use development will revitalize the main street by providing the elements that form a complete community. A variety of residential unit sizes will be provided in the upper floors while at-grade commercial retail uses will front onto Lakeshore Road West creating activity along the public realm. The higher density market population residing in the proposed building will act as one element that is needed to revitalize the commercial aspects of the main street.

24.3 Development Concept

Bronte Village is intended to be revitalized as a mixed use area. The primary focus of revitalization and change, including opportunities for development and intensification is in the area identified as the Bronte Village Main Street District

24.3.1 Bronte Village Main Street District

New development in the Bronte Village Main Street District shall primarily be provided in mixed use buildings. New commercial and office uses provided in developments shall be reflective of the existing street-related and pedestrian-oriented main street function.

New residential uses shall primarily be provided in mixed use buildings.

The District shall provide for well-defined landscaped streetscapes and integrated open spaces which provide opportunities for enhanced pedestrian focused activity and connections.

The mixed use development represents change to the streetscape but also the revitalization of an under-developed main street block. During the Bronte Village Growth Area Review process between 2015 and 2017, the Town retained N. Barry Lyons to undertake a Market Assessment for Growth Areas. The purpose was to ascertain why redevelopment and revitalization was not occurring in Bronte Village. The Report concluded that the means to revitalize the area was as follows:

While four storey developments can produce viable financial results, current costs of development in Oakville typically require developers to position these developments at the luxury market, where demand is less robust. Therefore, these projects take longer to develop and it is difficult for multiple sites to compete in the market at the same time.

Outside of any planning and urban design challenges associated with increased height, amendments permitting building heights of at least six storeys in these locations would be a positive policy change which could support:

- *Increases in land value that could motivate land owners to redevelop sites consistent with the vision of the Official Plan;*
- *Lot assemblies for development sites;*
- *Population growth, strengthening local area retail and other downtown functions;*
- *and,*
- *A wider spectrum of housing choice and affordability.*

Through the proposed nine storey mixed use building, the development redevelops the site consistent with the Town's vision to revitalize the main street, supports population growth while strengthening the local retail market and provides a wider range of housing options.

24.4 Functional Policies

24.4.1 Transportation

a) Parking

- i) *On-street parking shall be permitted throughout Bronte Village and may be counted toward non-residential parking requirements as established by the implementing zoning.*
- ii) *Parking shall be encouraged to be provided below-grade within the Bronte Village Main Street District.*
- iv) *Individual driveway access to Lakeshore Road West or Bronte Road shall be restricted. Where driveway access from a side street is not possible, shared driveways shall be encouraged.*

- c) *As part of the class environmental assessment process for Lakeshore Road West, the Town shall consider streetscape design and public realm improvements for Bronte Village to support and enhance pedestrian and cycling activity, transit use, as well as on-street parking opportunities within the right-of-way, to complement and contribute to Bronte Village's lakeside village character.*

While on-street parking is envisioned through the Environmental Assessment (EA) for Lakeshore Road West, the development proposes a small amount of at-grade parking on site, with the majority of parking being below-grade. The EA also identifies driveway access to the Subject Lands from Lakeshore Road West and the proposal is to provide one entry/egress lane.

24.4.2 Cultural Heritage

- c) *The Bronte Village Heritage Resources Review and Strategy, General Conservation and Commemoration Strategies, shall be used to guide development:*
 - i) *on, adjacent to, or in the immediate vicinity of an individually designated historic property;*

No heritage designated properties under the *Heritage Act* are adjacent to, or in the immediate vicinity of the Subject Lands.

24.4.3 Minimum Density

A minimum planned density shall be established for Bronte Village through Provincial conformity coordinated with Halton Region.

Livable Oakville does not establish the minimum planned density target for Bronte Village, although targets have been identified for Midtown Oakville and Uptown Core. While Halton Region's ROPA 48 identifies Bronte Village as a Strategic Growth Area, the minimum density targets are also not established as these may be forthcoming through the ROPA 49, Integrated Growth Management that has not been approved by the Province at the date of this application. The Regional Council has established, as of February, 2022, that all population growth and intensification is to occur within the settlement area boundaries only.

The recent Ministry of Municipal Affairs and Housing approval of ROPA 48, states through s.

55.3, that:

“The general targets for an overall proportion of residents and jobs in Strategic Growth Areas may be refined by the Local Municipalities, subject to Regional approval, and provided the change does not compromise the overall intent of the Region’s growth strategy.”

In light of growth being directed to Strategic Growth Areas by the Region, the density of the proposed development will help implement the overall intent of the Region’s growth strategy rather than compromise it through low density development.

24.5 Urban Design

24.5.1 *Built form and public realm elements should be designed to recognize and enhance a historic lakeside village character.*

24.5.2 *Development and public realm improvements, including the streetscape for Lakeshore Road West, shall be evaluated in accordance with the urban design direction provided in the Livable by Design Manual.*

The accompanying Urban Design Brief provides an assessment of the proposed development’s built form and public realm elements that enhance the current surface parking character of the main street between Jones and Nelson Streets.

24.5.3 Public Realm

- a) *Where the Lakeshore Road West right-of-way is greater than that required by the policies of this Plan, the Town may permit minor encroachments in the form of small open spaces, such as landscaped areas and patios related to adjacent retail uses, to enhance the streetscape.*

- c) *Enhanced streetscape areas, as indicated on Schedule P2, should be incorporated in the design of new developments, streetscapes and open space areas, and utilized as a unifying public realm element through the use of compatible, consistent and complementary design treatments while contributing to a distinctive and unique streetscape. Enhanced streetscape areas may include the preservation of existing large stature trees and open space areas, as well as larger setbacks in built form and the creation of additional pedestrian-oriented spaces.*

The Lakeshore Road West right-of-way, through the Environmental Assessment currently underway, identifies the ROW as 26 metres in the design drawings for this section of the road. This is also confirmed in Part C, Transportation Network, Table 4: Functional Classification of Roads, that minor arterials/transit corridors are 26 metres.

24.5.4 Streetscapes

- a) *Enhanced streetscape treatments including cycling, transit and pedestrian-oriented amenities shall be provided on primary and secondary streets identified on*

Schedule P2.

- i) Wider sidewalks and additional street furniture and landscaping shall be provided.*
- ii) Gathering spaces and public art shall be encouraged.*

- b) Buildings along primary streets identified on Schedule P2 shall:*
 - i) incorporate a high degree of transparency on the ground floor;*
 - ii) provide building openings and principal entrances facing the street; and,*
 - iii) contain commercial, community, cultural, or limited office uses adjacent to the street which foster an active main street environment.*

The proposed development will: provide a 3.0 metre conveyance, which will significantly improve the public realm; implement the Lakeshore Road EA requirements; and provide an additional 1.0 metre at grade setback that will allow for planters, bistro seating and pedestrian protection from the weather elements. This will foster human activity along the main street where pedestrians may congregate and socialize. The building's front façade provides transparency on the ground floor with principal openings and entrances along Lakeshore Road West.

24.5.8 Built Form

To maintain a pedestrian-scaled environment, new development should generally be two to four storeys in height along the street edge, with taller elements stepped back from the street.

The proposed new building has been designed to step back above the fourth storey along the street edge. The front façade, at grade, has also been stepped back and which will help provide a pedestrian-oriented environment. This covered walkway provides seasonal protection to passersby while also welcoming them to enter the commercial spaces. The undulated four storey front façade elevation, prior to stepping back, visually establishes a continuation of the visual lines along Lakeshore Road and assists in creating a welcoming social environment. Side yard blank walls will also be provided to support future development of adjacent lots.

24.6 Land Use Policies

- 24.6.5** *On the lands designated Main Street 1 . . . , residential uses may be permitted on the ground floor, including multiple-attached dwellings and apartments, except where adjacent to Lakeshore Road West. . . where commercial, community, cultural or limited office uses shall be provided on the ground floor facing the street, to maintain and enhance a pedestrian-oriented main street function.*

Commercial uses are situated at-grade in the proposed development, with residential units situated on the upper floors. The commercial spaces will front onto Lakeshore Road West and provide pedestrian entryways into these spaces.

24.7 Bronte Village Exceptions – Schedule P1

24.7.4 *On the lands designated Main Street 1 north of Lakeshore Road between Bronte Road and Jones Street, the following policies shall apply:*

- a) *Retail and service commercial uses shall not be permitted adjacent to Sovereign Street.*

The rear property line of the subject lands abut a Town-owned 4.6 metre-wide strip of land. The subject lands do not abut the rear lot lines of the properties situated on the south side of Sovereign Street. Commercial uses are not proposed along the Subject Lands' rear property line.

24.8 *Implementation Policies*

24.8.2 *Bonusing*

- a) *In the areas of Bronte Village identified as lands eligible for bonusing on Schedule P1, the Town may allow increases of building height beyond the maximum permitted height, without amendment to this Plan, as follows:*

- i) *two storeys west of East Street*

The additional height may be allowed in exchange for the provision of public benefits as listed in section 28.8.2, and with priority given to those public benefits noted in section 24.8.2 b).

- b) *Public benefits considered appropriate for the application of increased height in Bronte Village may include, but are not limited to:*

- i) *improved local transit service and transit user amenities;*
- ii) *affordable housing;*
- iii) *public parking facilities;*
- iv) *streetscape enhancements;*
- v) *cultural heritage conservation and enhancements;*
- vi) *parkland improvements beyond the minimum standards for public squares; and,*
- vii) *public art.*

As a result of the Town-proposed road widening along Lakeshore Road along the frontage of the subject lands, the public right-of-way's width requirements to accommodate pedestrian is reduced and prohibits the achievement and implementation of the all-encompassing urban design goals. The goal of additional bonusing is in support of revitalizing the commercial life of Lakeshore Road and represents a market-confirmed contribution to the Town.

Section 37 of the *Planning Act* previously allowed municipalities to pass a by-law that permitted increased building heights and densities beyond what was permitted in a zoning by-law. The *COVID-19 Economic Recovery Act, 2020* replaced the bonusing provision of section 37 with a Community Benefits Charge (CBC). This new amendment allows a local municipality to charge against land to pay for the capital costs of "facilities, services and matters" required because of new development that is greater than 10 residential units or 5 storeys in height. The transition period between the application of bonusing to the application of a CBC system will end on September 18, 2022. At this time, the Town

of Oakville has not indicated if they will be adopting a CBC strategy and by-law.

If they do, then pursuant to the CBC regulation, the amount of a CBC payable shall not exceed 4% of the value of land on the date of the first building permit.

While the current bonusing provision of the Official Plan suggests a 6 storey building height, the proposed Official Plan amendment seeking three additional storeys supports increased community benefits. Benefits of increased municipal financial gains, active transportation participants, and at grade economic activity are objectives identified for the Bronte Village main street.

Policy Section: Summary / Conformity Statement

The design of the proposed building, combined with façade and landscape features, ensures that the site and structure generally meet the objectives of the Town's urban design guidelines. The building will act as a catalyst for revitalization of the streetscape which currently contains a high percentage of paved surface parking areas that reflect the existing lack of character.

The proposed OPA that requests an increase in building height conforms to the residential intensification goals of the Growth Plan as well as supporting the achievement of minimum population growth targets. Halton Region's ROPA 49 Integrated Growth Management Strategy does not indicate any density targets for lower-tier Strategic Growth Areas while Livable Oakville has not committed to identifying density targets for Bronte Village. The Town, through the most recent OPA 118 sought to revitalize Bronte Village and the N. Barry Lyons Market Assessment indicated a minimum of six storeys is required to incent development and revitalization of Bronte Village. The proposed nine storey development represents a contextually appropriate scale, given the nearby developments of The Shores, Crombie REIT, Lakeshore & East that permit ten story-plus structures with bonussing.

Based on the legislation and policy analyses, MHBC is of the opinion that the proposal conforms to Provincial, Regional and Local Plans and policies. The proposal represents the catalyst for revitalizing the Bronte Village main street's commercial retail activity that occurs through the provision of a resident population. The proposed mid-rise building achieves compatibility with the existing development within the Bronte Village Growth Area through a number of design measures, including that the proposed building generally fits within the angular plane as measured from the existing rear yards of the residential properties on the north side of the strip, as well as providing side yard blank walls to support future development of adjacent lots. These aspects align with the intensification goals for growth areas. The proposal, through the OPA, will provide for a level of intensification highly appropriate for the physical context.

5.7 Town of Oakville Zoning By-law 2014-04

The Subject Lands are zoned Main Street 1 – with Holding Provision 1 on Map 19(2) of Zoning By-law 2014-014 (H1-MU1) (See **Figure 9**). As noted above, the proposed Zoning By-law Amendment will introduce several site-specific exceptions for a number of provisions, including height, building setbacks, density, landscaping and parking, among other things, is also included. **Table 6** contains the zoning conformity table for the H1-MU1 zone.

The H1-MU1 zone permits a mix of residential uses including apartment dwellings, detached dwellings, semi-detached dwellings, and townhouse dwellings. In addition, retail stores are also permitted.

Zoning By-law 2014-014 includes a range of standards for development, set out in Table 6. Conformity with these zoning standards has been reviewed per below:

Table 6: Mixed Use Zoning Standards

Standard in the MU1 Zone	Measure	Provided	Compliance
Minimum Front Yard	0.0 metres	0 metres	Yes
Maximum Front Yard	3.0 metres	3.0 metres	Yes
Minimum Flankage Yard	0.0 metres	N/A	Yes
Maximum Flankage Yard	3.0 metres	N/A	Yes
Minimum Interior Side Yard	0.0 metres	1.023 metres	Yes
Minimum Rear Yard abutting a lot in any Residential Zone, Institutional Zone or Community Use Zone	3.0 metres	3 metres	Yes
Minimum Number of Storeys	2 storeys	9 storeys	Yes
Maximum Number of Storeys	4 storeys	9 storeys	No – Modification Requested
Minimum First Storey Height	4.5 metres	4.820 metres	Yes
Minimum Height	7.5 metres	29.75 metres + MPH	Yes
Maximum Height	15.0 metres	29.75 metres + MPH	No – Modification Requested
Parking	<ul style="list-style-type: none"> a. 0.8 per dwelling where the unit has less than 75.0 square metres net floor area; b. 1.05 per dwelling for all other units c. 1.0 per 40.0m² net floor area – all other permitted non-residential uses in a Mixed Use Zone on Map 19(2a) [Bronte Village] d. 0.2 visitor spaces per total number of parking spaces required per dwelling. 	<p>147 spaces for residential units</p> <p>23 shared spaces for visitor parking and for non-residential retail parking</p>	No – Modification Requested
Maximum Surface Parking Area Coverage	50%	2.6%	Yes

The proposed development has been assessed in accordance with the currently applicable zoning. As a result, a Zoning By-law Amendment is required to facilitate the proposed development. The proposed Zoning By-law Amendment seeks to rezone the Subject Lands to a site-specific "Main Street 1" (H1-MU1-xx) in order to permit the height and setbacks proposed and the proposed development.

As noted above, the proposed Zoning By-law Amendment will change the parent zone on the Subject from Main Street 1 with Holding Provision 1 (H1-MU1-H1) to Main Street 1 with a Special Exception (H1-MU1 sp: XX). The special exception will include a number of provisions, including maximum number of storeys, maximum height, and parking. Table 7 provides the justification for the proposed H1-MU1 sp: XX zone.

The proposed change in zoning to the MU1 zone implements the Main Street 1 land use designation of the in-force OP as justified in Section 5.4 above and recognizes the location of the Subject Lands as a Strategic Growth Area: Secondary Regional Node in conformance with ROPA 48. Justification for the zoning modifications to the MU1 parent zone are provided below.

Table 7: Justification for Parent Zone Modifications

Modification	Justification
1) Permit a Maximum of 9 storeys on the Subject Lands;	Additional number of storeys is consistent with the development concept for Bronte Village as the Subject Lands are identified as a Growth Area. This redevelopment proposal presents an opportunity for intensification and additional density that will add more housing forms and an active streetscape while preserving the general form and character of the neighbourhood.
2) Permit a Maximum Height of 29.75 metres plus a mechanical penthouse on the Subject Lands;	Additional height is consistent with the development concept for Bronte Village as a Growth Area as described above. In addition, additional height conforms to the objectives and policies of ROPA48.
Permit a total parking space count of 161 spaces based on the following ratio: <ul style="list-style-type: none"> a. 0.82 residential spaces per dwelling for residential uses; b. 0.08 spaces per dwelling for shared visitor and retail commercial parking. whereas the by-law requires a total parking space count of 200 parking spaces provided at a ratio of: <ul style="list-style-type: none"> c. 0.8 per dwelling where the unit has less than 75.0 square metres net floor area; 	Reductions in parking standards are consistent with policies for Strategic Growth Areas in ROPA 48 which encourage public transit and active transportation so that residents in these areas are less reliant on cars. <p>The parking review and justification prepared as part of the Traffic Impact Study notes that the proposed parking supply is expected to be sufficient for residential parking, upon a review of peak parking rates observed in surrounding residential development in the GTA. In addition, the proposed shared parking between visitor and retail best aligns with</p>

<ul style="list-style-type: none"> a. 1.05 per dwelling for all other units b. 1.0 per 40.0m² net floor area – all other permitted non-residential uses in a Mixed Use Zone on Map 19(2a) [Bronte Village] c. 0.2 visitor spaces per total number of parking spaces required per dwelling. 	<p>the infrequent use of these spaces at various times of the days and the surrounding land use context of Bronte Village as a high-density 15-minute community with lay-by parking along Lakeshore Road for lay-by shopping.</p>
--	---

Summary / Conformity Statement

The regulations of the parent H1-MU1 zone do not represent appropriate development standards that can implement the type of intensification contemplated by provincial and regional planning documents. The regulations are outdated and do not consider the type of compact, urban environment required to facilitate the development of vibrant, transit oriented community which utilizes land in an efficient manner.

The proposed ZBA implements proposed, modified Main Street 1 designation of the in-force OP. The proposed zoning implements the policies of the PPS, Growth Plan and ROP and contributes to achieving the intensification goals and targets specified in those documents.

6.0 SUMMARY AND CONCLUSIONS

As noted through the justification analysis of policies and legislation in this report, and in combination with the supporting technical reports, the proposed development and associated Official Plan and Zoning By-law Amendments represent an appropriate intensification of the Subject Lands.

Based on the existing physical context and surrounding neighbourhood, the technical assessment of the proposal and our analysis, the following summarizes how the development meets the goals and objectives of the Province, Region and Town of Oakville:

1. The proposed development is consistent with the PPS and conforms to the Growth Plan and ROPA 38 and 48;
2. The proposed development conforms to the goals and objectives of the in-force Town of Oakville Official Plan, specifically as noted for Bronte Village to “continue to evolve and serve as an intensification area;”
3. The proposed OPA and ZBA bring the OP policies applicable to the Subject Lands into conformity with the Growth Plan and ROP in support of the Town’s goal to incent development and revitalize Bronte Village and its main street commercial activities, as indicated in N. Barry Lyons Market Assessment undertaken for the Town;
4. The proposal can be adequately serviced and does not create any impacts to municipal servicing;
5. The proposal is well-served by existing community infrastructure including public transit, bike lanes, parks, schools, places of worship and an arena;
6. The proposed building will enhance the pedestrian environment and activity along the exterior street frontage; and,
7. The proposal is compatible with the existing neighbourhood and does not create adverse impacts.

The proposed development is appropriate for the Subject Lands and represents good planning and is in the public interest. Based on these conclusions, it is recommended that the proposed Official Plan and Zoning By-law Amendments be approved.

Respectfully submitted,

MHBC



Oz Kemal, BES, MCIP, RPP
Partner

7.0 Appendix




Figure 1

LOCATION MAP

**2365-2377 Lakeshore Rd W,
Oakville, Ontario**

LEGEND

 Subject Lands

Date: Mar 17, 2022

Drawn By: RM

File: 21468 - A

Scale: 1:1,000

Folder: N:\21468\A -\MHBC Documents\Technician Data\21468 GIS Data\





Town of Oakville, Maxar, Microsoft

Figure 2

SITE CONTEXT & SURROUNDING USES

2365-2377 Lakeshore Rd W,
Oakville, Ontario

Legend

Subject Lands

Date: Mar 17, 2022

Drawn By: RM

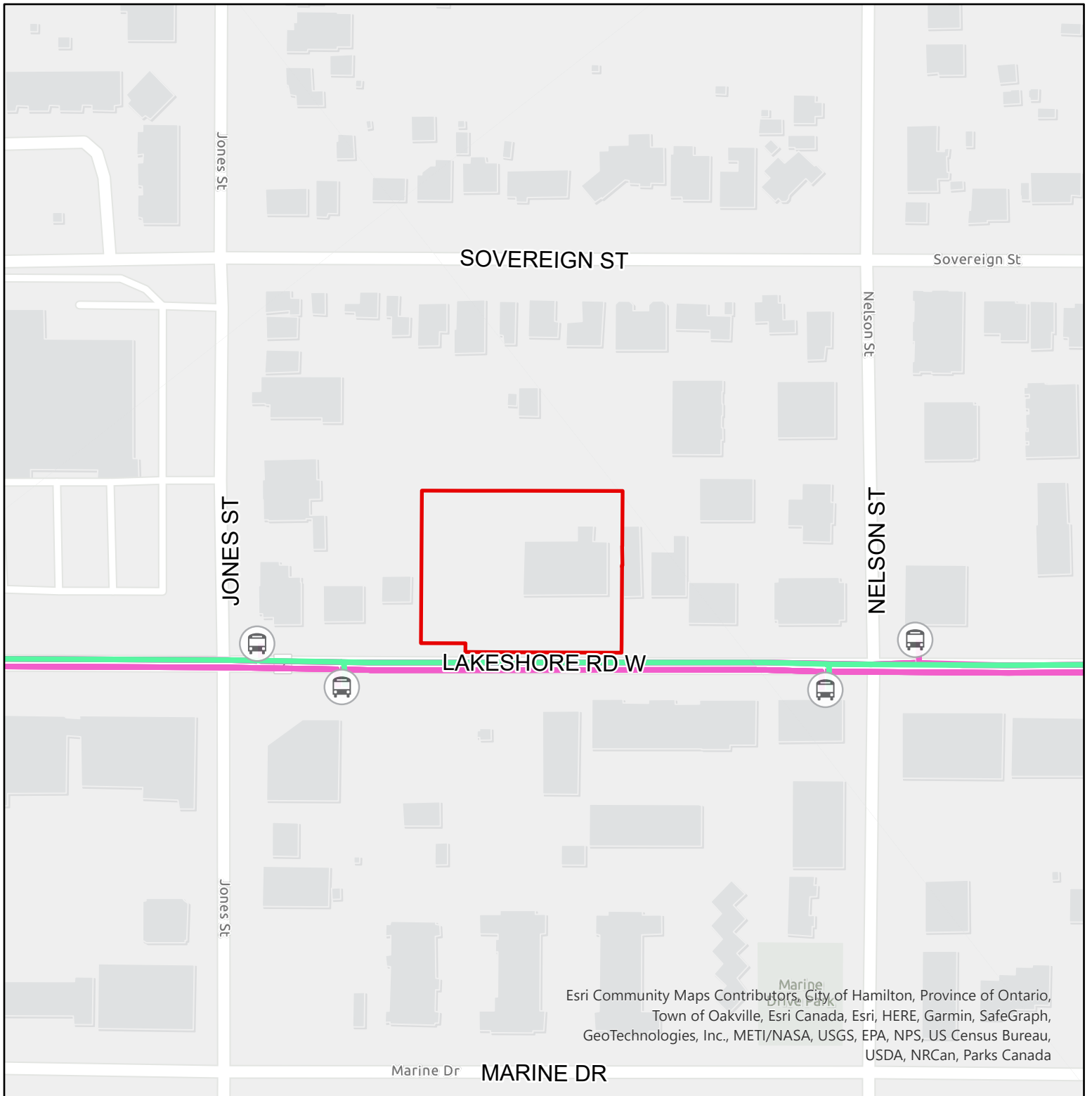
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MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE
 204-442 BRANT STREET, BURLINGTON, ON, L7R 2G4
 T. 905.639.8686 F. 905.761.5589 | WWW.MHBCPLAN.COM







Esri Community Maps Contributors, City of Hamilton, Province of Ontario, Town of Oakville, Esri Canada, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc., METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, NRCan, Parks Canada

Figure 3

TRANSIT ROUTES

**2365-2377 Lakeshore Rd W,
Oakville, Ontario**

LEGEND

-  Subject Lands
-  Oakville Transit Stops
-  Lakeshore West
-  Third Line

Date: Mar 17, 2022

Drawn By: RM

File: 21468 - A

Scale: 1:2,500

Folder: N:\21468\A -\MHBC Documents\Technician Data\21468 GIS Data\




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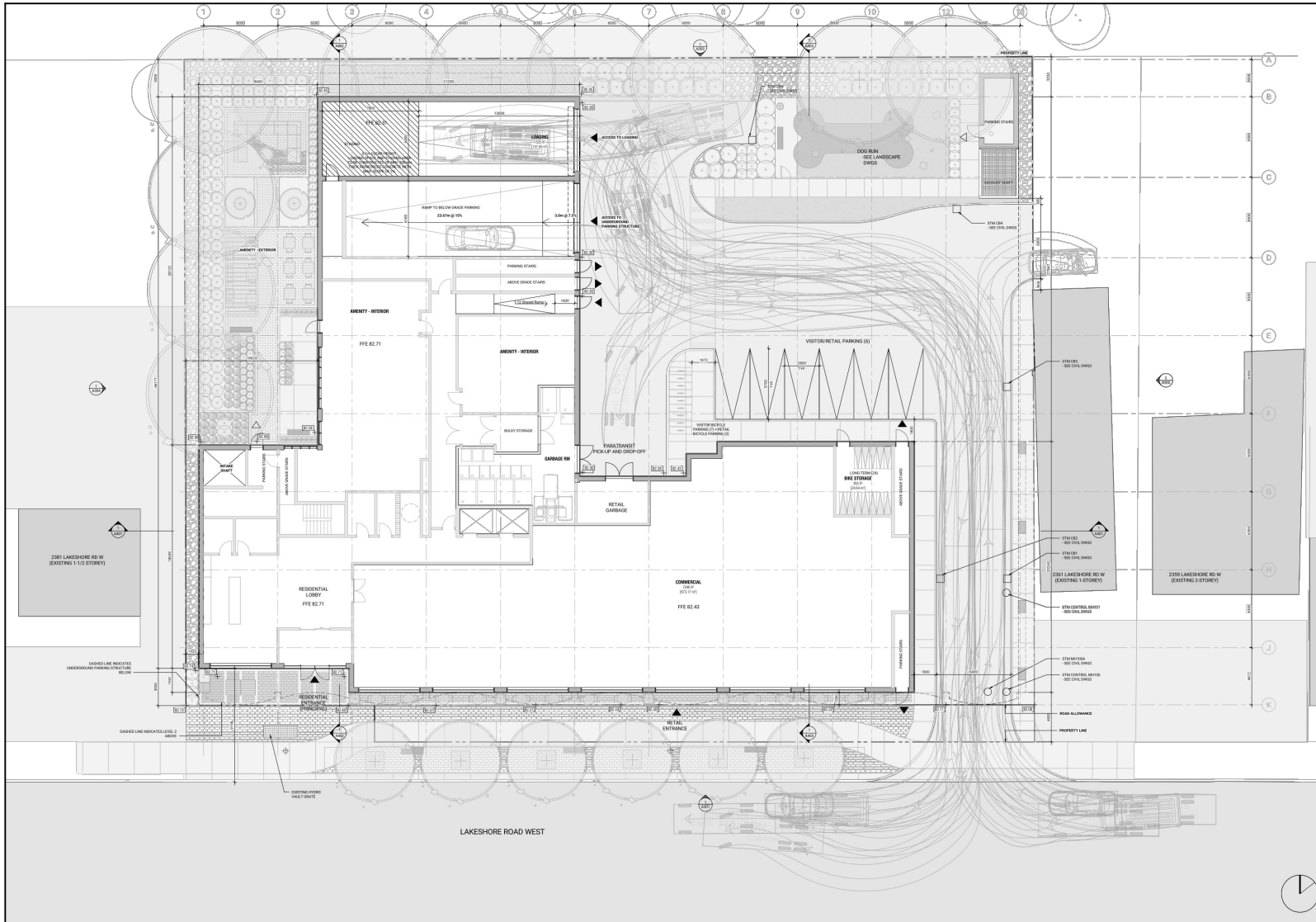
Figure 4 - Surrounding Development Applications



Figure 5A

SITE PLAN

2365-2377 Lakeshore Rd W,
Oakville, Ontario



Date: March 28, 2022

Scale: NTS



NOT MHA - MHC DOCUMENT/TECHNICAL DRAWING/SITE PLAN/DWG

Date Source: Diamond Schmitt

MHBC PLANNING
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& LANDSCAPE
ARCHITECTURE

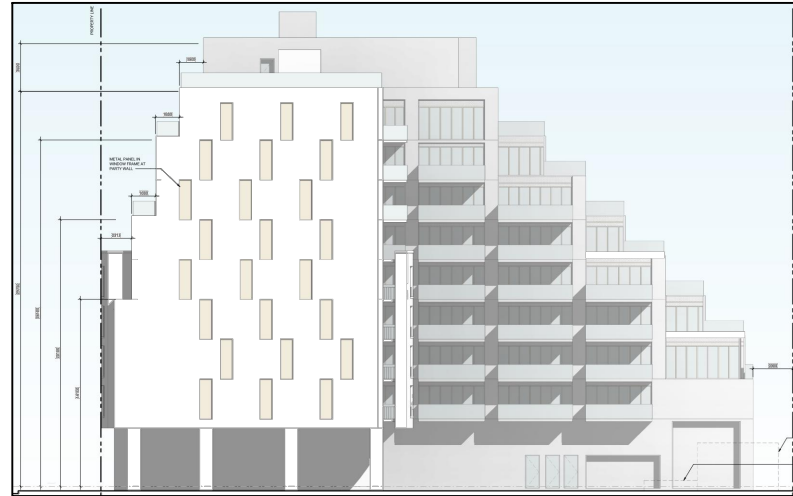
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ELEVATIONS

2365 - 2377 Lakeshore Rd W,
Oakville, Ontario



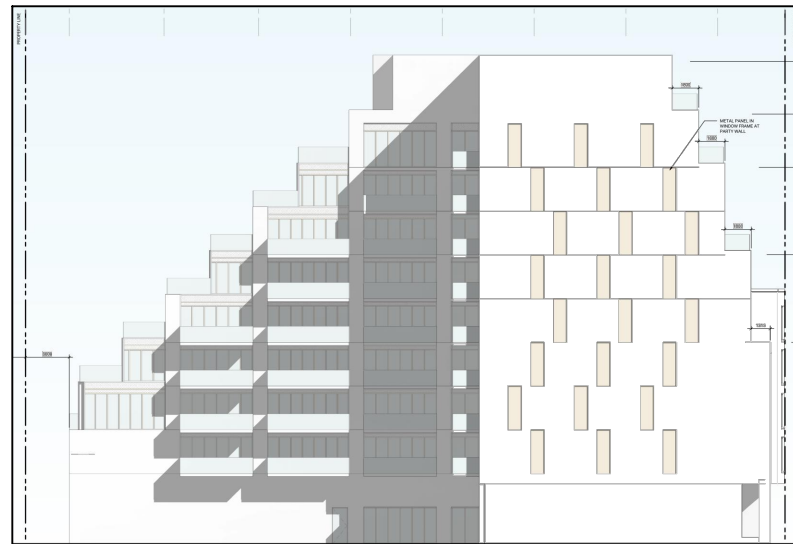
SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION



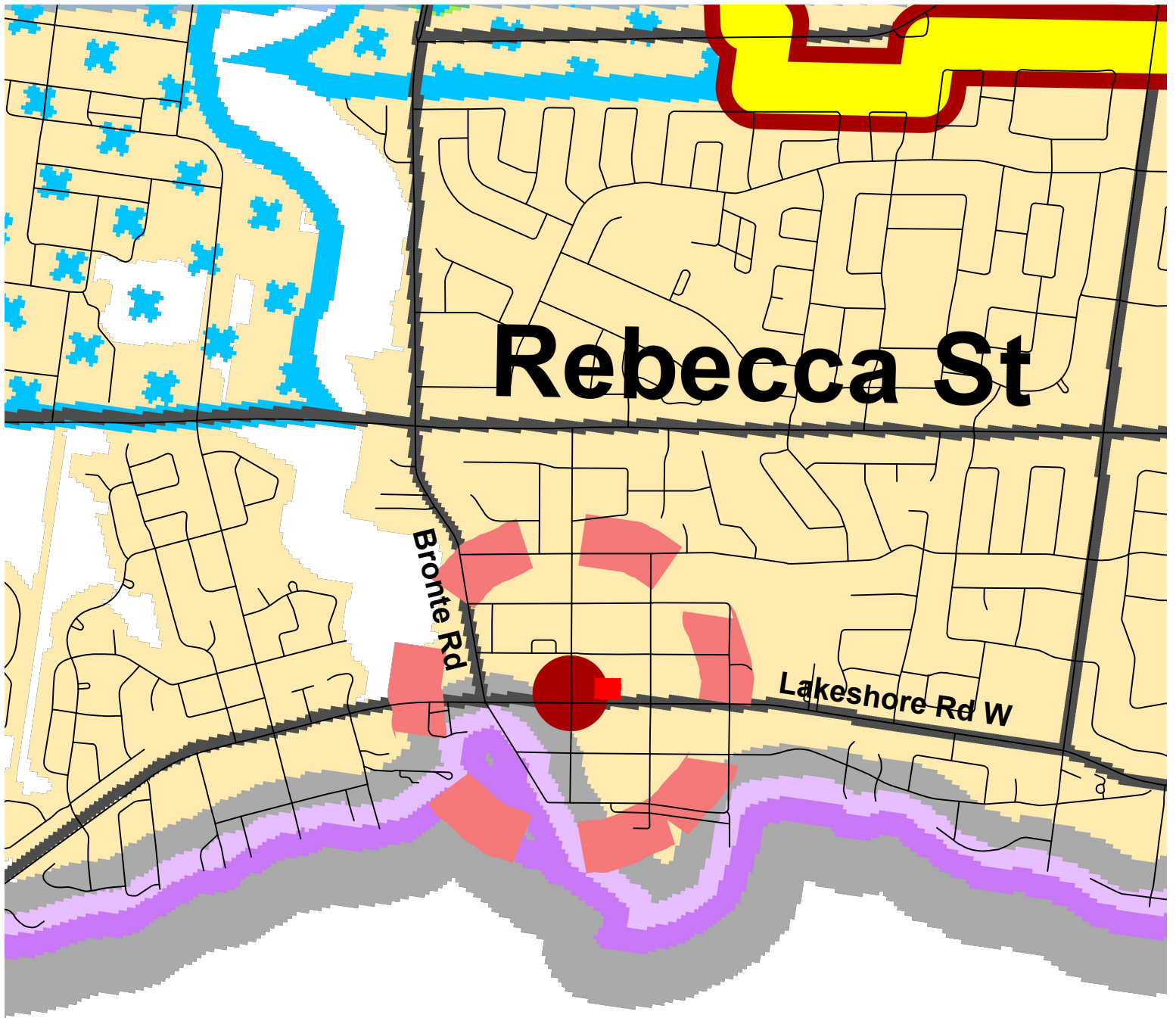
WEST ELEVATION

Date: March 28, 2022

Scale: NTS

NOT FOR CONSTRUCTION. DOCUMENTS FOR INFORMATION ONLY. DATE: 03/28/2022

Date Source: Diamond Schmitt



Data Source: Town of Oakville Open Data; Region of Halton

Figure 6
REGION OF HALTON OFFICIAL PLAN
 Map 1H: Regional Urban Structure

2365 Lakeshore Rd W,
 Oakville, Ontario

LEGEND

- Subject Lands
- Major Transit Station
- Proposed Major Transit Station
- Rail Line
- Proposed Major Arterial
- Major Road
- Provincial Freeway
- Urban Area
- Built Boundary
- Employment Area
- Higher Order Transit Corridor
- Commuter Rail Corridor
- Priority Transit Corridor
- Lot and Concession Line
- Municipal Boundary
- Urban Growth Centre
- Major Transit Station Area (MTSA)
- Primary Regional Nodes
- Secondary Regional Nodes

Date: March 24, 2022

Scale: 1:16000



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Figure 7
**TOWN OF OAKVILLE
 OFFICIAL PLAN**

**SCHEDULE F:
 SOUTH WEST LAND
 USE**

**2365-2377 Lakeshore Rd W,
 Oakville, Ontario**

LEGEND

- SUBJECT LANDS
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- GROWTH AREA
- NATURAL AREA

Date: March 17, 2022

Scale: 1:2000



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






Data Source: Town of Oakville Open Data

Figure 8
**TOWN OF OAKVILLE
 OFFICIAL PLAN**

**SCHEDULE P1:
 BRONTE VILLAGE
 LAND USE**

2365-2377 Lakeshore Rd W,
 Oakville, Ontario

LEGEND

-  SUBJECT LANDS
 -  GROWTH AREA BOUNDARY
 -  LOW DENSITY RESIDENTIAL
 -  MEDIUM DENSITY RESIDENTIAL
 -  HIGH DENSITY RESIDENTIAL
 -  MAIN STREET 1
 -  MAIN STREET 2
 -  URBAN CORE
 -  NATURAL AREA
 -  PARKS AND OPEN SPACE
 -  WATERFRONT OPEN SPACE
 -  GREENBELT - URBAN RIVER VALLEY
 -  PARKWAY BELT - OVERLAY
 -  LANDS ELIGIBLE FOR BONUSING
 -  DISTRICT BOUNDARIES
- Refer to Part E, Bronte Village, for Growth Area Policies
-  Refer to Part E, Bronte Village Exceptions

Date: March 17, 2022

Scale: 1:2000

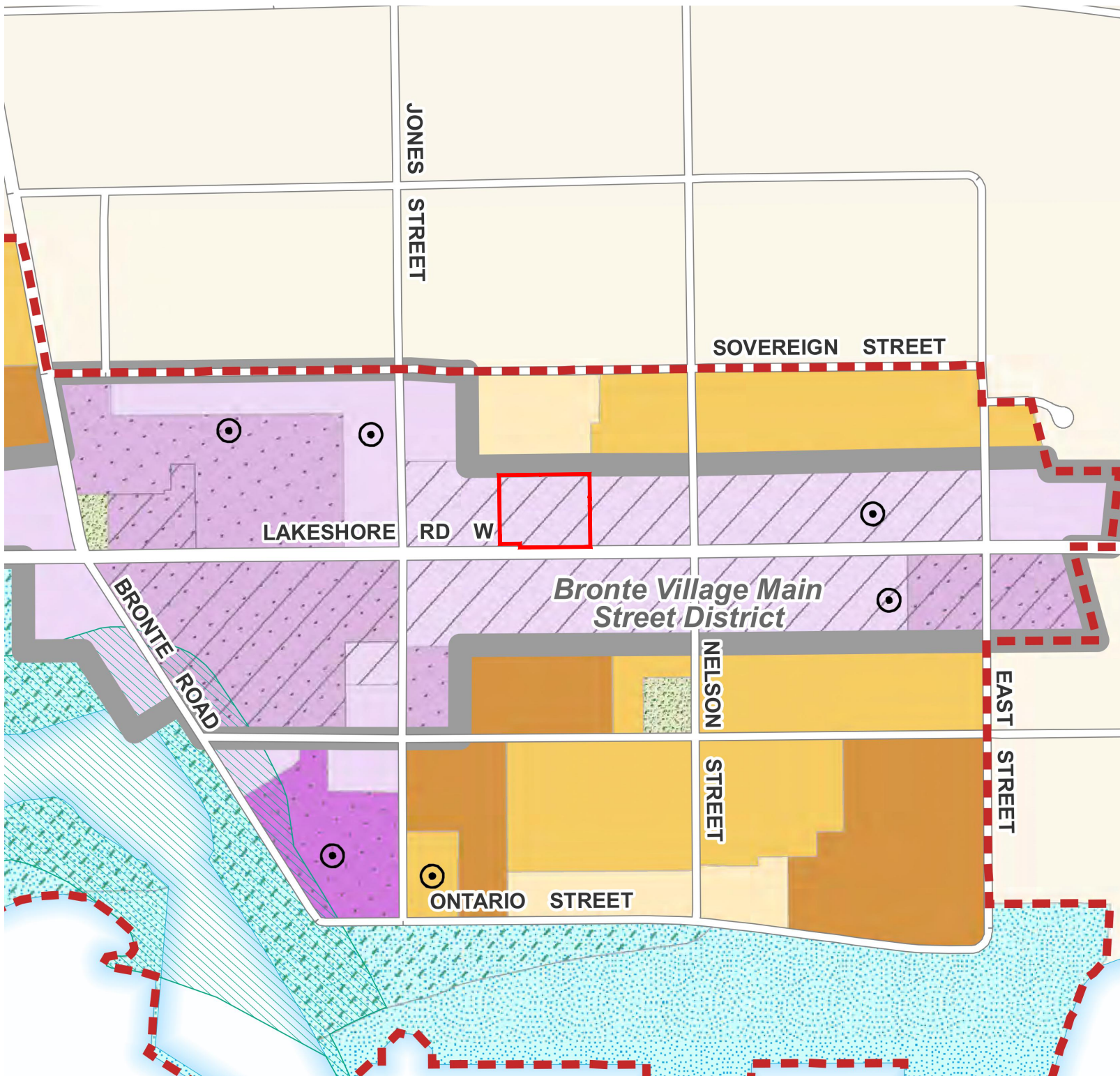


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Data Source: Town of Oakville Open Data

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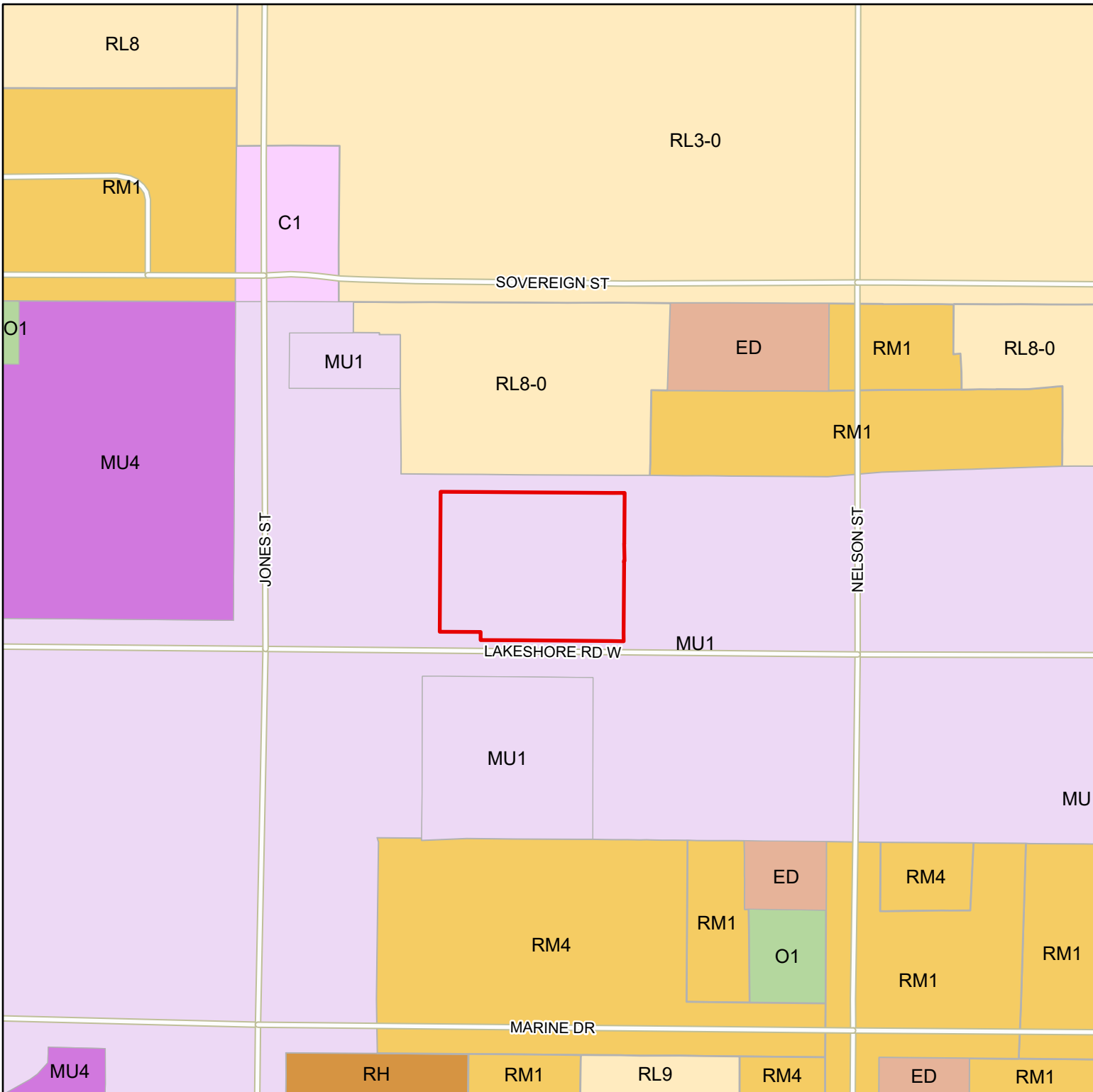











Figure 9

ZONING BY-LAW 2014-014

2365 Lakeshore Rd W,
Oakville, Ontario

LEGEND

-  Subject Lands
-  Neighbourhood Commercial
-  Existing Development
-  Main Street 1
-  Urban Core
-  Park
-  Residential High
-  Residential Low
-  Residential Medium

Date: Mar 17, 2022

File: 21468 - A

Drawn By: RM

Scale: 1:2,000



Figure 10 – 3-D Visual Rendering





Figure 11 – Walkability Distance



7.1 Appendix 1 – Development Application Pre-Consultation Form

Planning Applications Pre-consultation Package

Official Plan Amendment
Zoning By-law Amendment
Draft Plan of Subdivision
Draft Plan of Condominium
Site Plan Approval

Effective January 1, 2020, a \$300 Pre-consultation request fee is required as per Fee By-law 2019-129. Send e-transfers to preconsultations@oakville.ca.

To help slow the spread of COVID-19 and support Public Health officials, the Town of Oakville has joined the Province of Ontario and Halton Region in declaring a State of Emergency. Effective **May 4, 2020**, Pre-consultation Meetings will be held using ZOOM or the GoTo app. Submit your Pre-consultation Request to preconsultations@oakville.ca and meeting details will follow once agendas are determined.

During the COVID-19 pandemic the Town will be accepting digital submissions commencing **May 4, 2020**. Send your digital submission requests to planningapps@oakville.ca

(Additional information regarding digital submissions and electronic fee payments can be found at: <https://www.oakville.ca/business/application-forms-guidelines.html>)

**Town of Oakville
Planning Services Department**
1225 Trafalgar Road
Oakville, ON., L6H 0H3
PHONE: 905.845.6601
www.oakville.ca

Guide for Applicants

Applications for Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium and Site Plan approval are required to follow the pre-consultation process, as required by By-law 2007-106, or any amendments or replacements to that By-law. Applicants are required to attend a pre-consultation meeting before submitting a planning application. The meeting is intended to identify key issues and the approvals that will be required with a project, and confirm the supporting materials that must be submitted with the planning application(s).

For most development applications, applicants should review Terms of Reference for the Urban Design Brief, conduct a preliminary design analysis and consult with Planning and Urban Design staff prior to requesting a Pre-consultation Meeting.

Timing & Required Information: Pre-consultation meetings are held on regularly scheduled dates as availability permits. Requests to attend must be made at least 14 working days prior to the pre-consultation meeting by submitting the following information electronically:

- a) a completed Pre-consultation Request (Form 1); and,
- b) the required supporting material in the Request form.

Official Plan Amendment, Zoning By-law Amendment, draft plan of subdivision and draft plan of condominium:

The Town's Official Plan establishes standards for complete applications and an application for Official Plan Amendment, Zoning By-law Amendment, draft plan of subdivision and draft plan of condominium will only be considered complete under the *Planning Act* when the following items have been provided to the Town:

- a completed application form,
- cover letter,
- all information and materials prescribed by statute,
- an executed Pre-consultation Agreement,
- minutes of developers meeting (See Note "g")
- all supporting information and materials required to be provided with the initial submission pursuant to the Pre-consultation agreement, in a digital format (usb) including 2 hard copies of each plan/drawing, and,
- the prescribed application fee(s).

Site Plan:

Site Plan applications will be deemed complete when the following items have been provided to the Town:

- a completed application form,
- cover letter,
- all information and materials prescribed by statute,
- an executed Pre-consultation Agreement,
- all supporting information and materials required to be provided with the initial submission pursuant to the Pre-consultation agreement in a digital format (usb) including 2 hard copies of each plan/drawing, and,
- the prescribed application fee(s).

Digital Submissions:

The planning department will accept digital submissions with the following naming conventions. Digital submissions are to be provided in a single zip file via email or download. Additional information regarding digital submissions and electronic fee payments can be found at:
<https://www.oakville.ca/business/application-forms-guidelines.html>

Digital copies must be named in an organized and descriptive manner according to the below format: File Number _ Condensed Name _ Version Number _ Date *(with no spaces)*

For Example, your set of files should look like the following list:

- 00_CoverLetter_v1_2020-02-28
- 01_Aerial_v1_2020-02-14
- 02_Survey_v1_2020-02-23
- 03_SitePlan_v1_2020-02-23
- 04_SitePlanDetails_v1_2020-02-23
- 05_FloorPlan_v1_2020-02-23
- 06_Elevations-v1-2020-02-21
- 07_Landscape_v1_2020-02-18
- 08_LandscapeDetails_v1_2020-02-18
- 09_CanopyCoverage_v1_2020-02-18
- 10_PedestrianCircPlan_v1_2020-02-23
- 11_Servicing_v1_2020-02-15
- 12_Grading_v1_2020-02-15
- 13_SWM_v1_2020-01-30
- 14_TIS_TruckTurning_v1_2020-02-20
- 15_NoiseVibration_v1_2020-02-2012
- 16_ESSQ_v1_2020-02-28
- 17_ESS1_v1_2020-02-28
- 18_3D model_v1_2020-02-28

File Naming Conventions:

- NO spaces in the file name.
- NO special characters within the file name (i.e. @ # \$ % & * / \ |).
- ONLY Letters, Numbers, Dashes, Underscores and Periods are permitted in the file name.

Final Note:

- All submission of plans and/or studies must be clearly labelled and in a larger font size in the title block as the next submission by number, corresponding to the version number and date in the file name.

General Information:

Re-circulation fee: A re-circulation fee of 15% of the original application fee will apply to every re-circulation of any *Planning Act* application, after the third circulation (i.e. the re-circulation fee will apply at the fourth re-circulation and every re-circulation required thereafter.) This requirement may only be waived at the discretion of the Director of Planning Services on an individual case basis, and all requests must be made in writing outlining the justification for such consideration (Fee By-law 2019-129, Schedule A, Section 10).

Additional financial payments: Additional financial payments and costs may be required through the processing of an application, including, but not limited to, peer review of materials and/or information, agreements and associated fees. Fees and payments such as parkland dedication (or cash-in-lieu), development charges, payment of outstanding taxes, securities, archive retrieval, Local Planning Appeals Tribunal (LPAT) appeals and appearances, costs for lifting reserves, and reimbursement for road widening acquisition or road improvements may also be required.

Other Applications: Additional applications to other public agencies and governments, including, Provincial, Regional, Conservation Authority, and/or other Town Departments, may be necessary depending on the nature of the application.

Pre-consultation Request

The following is to be completed by the Applicant (check all that apply)

Official Plan Amendment <input type="checkbox"/>	Plan of Subdivision <input type="checkbox"/>	Site Plan <input type="checkbox"/>
Zoning By-law Amendment <input type="checkbox"/>	Plan of Condominium <input type="checkbox"/>	
Site address/legal description:		
Existing Official Plan designation:		
Existing Zoning Category:		
Are there any encumbrances on the property? (i.e. easement)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If yes, List encumbrances:		

1. Indicate precise nature of the proposal including but not limited to type of use proposed, amount of proposed area in m², and /or number of proposed units:

2. Has a pre-meeting been held with Urban Design staff? Yes No

3. List any other pre-meetings held with Town, Halton Region and/or Conservation Halton staff:

Supporting Material:

The following must be submitted in electronic (i.e. PDF or JPEG) form with a completed Pre-consultation Request Form 1:

- **Pre-consultation Fee (\$300), payable to the Town of Oakville**
- A colour copy of a concept/sketch plan that shows the proposal, including a context plan (i.e. lotting plan, road location, building(s) location),
- A copy of a survey,
- A copy of current air photo with the property indicated,
- For a Site Plan pre-consultation, the above plus elevations and landscape concept,
- Environmental Site Screening Questionnaire
- A completed North Oakville Sustainability Checklist (Applications North of Dundas Street only)
- A completed North Oakville Natural Heritage System Checklist (Applications North of Dundas Street only)

North Oakville Natural Heritage System Checklist	
Indicate all that apply to the subject lands:	
<input type="checkbox"/>	Entirely within Environmental Implementation Report (EIR) Subcatchment Area Boundary
<input type="checkbox"/>	Partially within EIR Subcatchment Area Boundary
<input type="checkbox"/>	Contains lands within the Natural Heritage System
<input type="checkbox"/>	Stormwater management pond indicated
<input type="checkbox"/>	High Constraint Stream Corridor(s) indicated
<input type="checkbox"/>	Medium Constraint Stream Corridor(s) indicated
<input type="checkbox"/>	Low Constraint Stream Corridor(s) indicated

Owner: _____	Phone: _____
	Email: _____
Agent: _____	Phone: _____
	Email: _____
Owner's Signature or Signature of Authorized Agent: _____	
Date: _____	

Pre-consultation Form

Please note pre-consultations are only valid for Six (6) Months from the date of Signing: See Note (a)

Applicant: Graywood Group (Shwaan Hutton) c/o Oz Kamel, MHBC Planning
 Site Location: 2365 - 2377 Lakeshore Road West
 Proposal: Nine (9) storey, mixed use building

Official Plan Amendment <input checked="" type="checkbox"/>	Plan of Subdivision <input type="checkbox"/>	Site Plan <input type="checkbox"/>
Zoning By-law Amendment <input checked="" type="checkbox"/>	Plan of Condominium <input type="checkbox"/>	

Terms of Reference for Listed Studies / Reports can be found here:
<http://www.oakville.ca/business/terms-of-reference.html>

SUBMISSION REQUIREMENTS				
Materials to be Provided:	OPA/ZBA/SUB/ CONDO/SITE PLAN (Paper copies plus 2 usbs)		NOTES:	Digital File Name
	Required	Paper Copies		
Plans				
Aerial Photograph(s)	<input checked="" type="checkbox"/>	2		XX_Aerial_v1_yyyy-mm-dd
Survey/Legal Plan	<input checked="" type="checkbox"/>	2		XX_Survey_v1_yyyy-mm-dd
Concept Plan	<input checked="" type="checkbox"/>	2	detailed, dimensioned	XX_Concept_v1_yyyy-mm-dd
Draft Plan of Subdivision and/or Draft Plan of Condominium (individual lots and/or units to be shown on draft Plan)	<input type="checkbox"/>	2		XX_DraftSub_v1_yyyy-mm-dd XX_DraftCondo_v1_yyyy-mm-dd
Site Plan & Site Plan Details	<input type="checkbox"/>	2		XX_SitePlan_v1_yyyy-mm-dd XX_SitePlanDetail_v1_yyyy-mm-dd
Park/Open Space Concept Plan	<input type="checkbox"/>	2		XX_ParkConcept_v1_yyyy-mm-dd
Building Elevations & Renderings	<input checked="" type="checkbox"/>	2		XX_Elevations_v1_yyyy-mm-dd XX_Renderings_v1_yyyy-mm-dd
Building Floor Plans (including roof Plan)	<input type="checkbox"/>	2		XX_FloorPlans_v1_yyyy-mm-dd XX_RoofPlan_v1_yyyy-mm-dd
Landscape Plan & Details	<input type="checkbox"/>	2		XX_Landscape_v1_yyyy-mm-dd XX_LandsDetails_v1_yyyy-mm-dd
Pedestrian Circulation Plan	<input type="checkbox"/>	2		XX_PedCircPlan_v1_yyyy-mm-dd
Streetscape Plan	<input type="checkbox"/>	2		XX_Streetscape_v1_yyyy-mm-dd
Site Servicing Plan	<input type="checkbox"/>	2		XX_Servicing_v1_yyyy-mm-dd
Grading & Drainage Plan (including topographic information)	<input checked="" type="checkbox"/>	2		XX_Grading_v1_yyyy-mm-dd XX_Drainage_v1_yyyy-mm-dd
Erosion and Sediment Control Plan	<input type="checkbox"/>	2		XX_ErosionSed_v1_yyyy-mm-dd
Lighting Plan &/or Photometric Plan	<input type="checkbox"/>	2		XX_Photometric_v1_yyyy-mm-dd
Truck Turning Plan	<input checked="" type="checkbox"/>	2	incl. underground parking	XX_TruckTurning_v1_yyyy-mm-dd
Pavement Markings/Signage Plan	<input type="checkbox"/>	2		XX_MarkingsSign_v1_yyyy-mm-dd
Construction Storage/Staging Plan	<input type="checkbox"/>	2		XX_ConstructSS_v1_yyyy-mm-dd

Materials to be Provided:	OPA/ZBA/SUB/CONDO/ SITE PLAN (Paper copies plus 2 usbs)		NOTES:	Digital File Name
	Required	Paper Copies		
Demarcation of limits of natural features (i.e. top-of-bank and/or natural hazards)	<input type="checkbox"/>	2		XX_NaturalLimit_v1_yyyy-mm-dd
Tree Canopy Cover Plan & calculation	<input type="checkbox"/>	2	20% target @ SP stage	XX_CanopyCover_v1_yyyy-mm-dd
Waste Management Plan	<input checked="" type="checkbox"/>	2	Conceptual	XX_WasteManage_v1_yyyy-mm-dd
Reports and Studies				
Completed Application Form/Fees	<input checked="" type="checkbox"/>	2		XX_AppForm_v1_yyyy-mm-dd
Planning Justification Report/Letter	<input checked="" type="checkbox"/>	2	& Land Use Compatibility Study	XX_PJR_v1_yyyy-mm-dd
Character Impact Analysis	<input type="checkbox"/>	2		XX_CharacterImp_v1_yyyy-mm-dd
Draft Zoning By-law Amendment	<input checked="" type="checkbox"/>	2		XX_DraftZBLA_v1_yyyy-mm-dd
Draft Official Plan Amendment	<input checked="" type="checkbox"/>	2		XX_DraftOPA_v1_yyyy-mm-dd
Urban Design Brief	<input checked="" type="checkbox"/>	2		XX_DesignBrief_v1_yyyy-mm-dd
Tree Vegetation Study/Arborist Report and Tree Protection Plan	<input checked="" type="checkbox"/>	2		XX_ArbReport_v1_yyyy-mm-dd XX_TPP_v1_yyyy-mm-dd
Functional Servicing Study/Report	<input checked="" type="checkbox"/>	2		XX_FSR_v1_yyyy-mm-dd
Stormwater Management Study/Report	<input checked="" type="checkbox"/>	2		XX_SWM_v1_yyyy-mm-dd
Environmental Impact Study/Report	<input type="checkbox"/>	2		XX_EIR_v1_yyyy-mm-dd
Transportation Impact Analysis	<input checked="" type="checkbox"/>	2		XX_TIS_v1_yyyy-mm-dd
Heritage Impact Assessment	<input type="checkbox"/>	2		XX_HIA_v1_yyyy-mm-dd
Archaeological Assessment	<input checked="" type="checkbox"/>	2	Stage One, at min	XX_Arch_v1_yyyy-mm-dd
Market Impact Study	<input type="checkbox"/>	2		XX_MarketImpact_v1_yyyy-mm-dd
Capital Impact Study	<input type="checkbox"/>	2		XX_CapitalImpact_v1_yyyy-mm-dd
Noise & Vibration Study	<input type="checkbox"/>	2		XX_NoiseVibration_v1_yyyy-mm-dd
Geotechnical/Soils Report	<input type="checkbox"/>	2		XX_Geotech_v1_yyyy-mm-dd
Environmental Site Assessment (i.e. Phase 1)	<input checked="" type="checkbox"/>	2	to O.Reg 153/04	XX_ESS1_v1_yyyy-mm-dd
ESSQ	<input checked="" type="checkbox"/>	2		XX_ESSQ_yyyy-mm-dd
Shadow Impact Analysis	<input type="checkbox"/>	2		XX_Shadow_v1_yyyy-mm-dd
Wind Study/Micro-Climate	<input type="checkbox"/>	2		XX_WindStudy_v1_yyyy-mm-dd
Sample Materials Board/Photos	<input type="checkbox"/>	2		XX_Materials_v1_yyyy-mm-dd
3-D Computer Model (i.e. SketchUp)	<input checked="" type="checkbox"/>	1		XX_3DModel_v1_yyyy-mm-dd
Minutes and attendance list of Applicant-initiated "Public Information Meeting" (see Note g)	<input checked="" type="checkbox"/>	2	*not required for site plan	XX_PIMMinutes_yyyy-mm-dd XX_Attendlst_yyyy-mm-dd
North Oakville				
Environmental Implementation Report/Functional Servicing Study	<input type="checkbox"/>	See table below		XX_EIRFSS_v1_yyyy-mm-dd
Map and Accompanying Tables Showing Densities and Designations	<input type="checkbox"/>	2		XX_DensityMap_v1_yyyy-mm-dd XX_DensityTable_v1_yyyy-mm-dd
NOUFSMP/Tree Canopy Cover Plan & Calculation	<input type="checkbox"/>	2		XX_NOUFSMP-TCCP_v1_yyyy-mm-dd
Planning Statistics Spreadsheet	<input type="checkbox"/>	2		XX_PlanningStats_v1_yyyy-mm-dd
Sustainability Checklist	<input type="checkbox"/>	2		XX_SustainCheck_v1_yyyy-mm-dd
Transit Facilities Plan	<input type="checkbox"/>	2		XX_TransitFac_v1_yyyy-mm-dd

Area Design Plan	<input type="checkbox"/>	2		XX_AreaDesign_v1_YYYY-mm-dd
Executed Adhesion Agreement	<input type="checkbox"/>	2		XX_AdhesionAgmt_v1_YYYY-mm-dd
Other				
Parking Justification Report	<input checked="" type="checkbox"/>	2		XX_XXXXX_v1_YYYY-mm-dd
Land Use Compatibility Report	<input checked="" type="checkbox"/>	2	to Regional guide	XX_XXXXX_v1_YYYY-mm-dd

EIR/FSS Submission Requirements:

EIR/FSS Submission Requirements		
Agency/Department	# of hard copies	What is required:
Development Engineering - Stormwater	1	<ul style="list-style-type: none"> Binder/USB to be labeled: Development Engineering – Stormwater Binder with full EIR text and figures Do not print appendices USB key with full EIR text, figures and appendices
Development Engineering - Technologist	1	<ul style="list-style-type: none"> Binder/USB to be labeled: Development Engineering – Technologist Binder to include: <ul style="list-style-type: none"> Draft plan of subdivision Grading Plan Drawings (and details) Storm Servicing Plans – major and minor Storm drainage figures Conceptual Water and Wastewater Servicing and related figures Locations of LIDs All drawings/sections/figures related to roads and/or crossings USB key with full EIR text, figures and appendices
Parks and Open Space	1	<ul style="list-style-type: none"> USB to be labelled: POS USB key with full EIR text, figures and appendices
CH	3	<ul style="list-style-type: none"> Binders/USB to be labeled: Conservation Halton Binder with full EIR text, figures and appendices 1 USB key with full EIR text, figures and appendices
Region of Halton	1	<ul style="list-style-type: none"> Binder/USB to be labeled: Region of Halton Binder with full EIR text, figures and appendices USB key with full EIR text, figures and appendices
Planning	1	<ul style="list-style-type: none"> Binder/USB to be labeled: Town Planning Binder with full EIR text and figures Do not print appendices USB key with full EIR text, figures and appendices

1. Conformity with the Regional Official plan land use designation: Yes No
- If "NO", an application has been made to amend the Regional Official Plan: Yes No

2. Existing Official Plan Designation: Maini Street 1

Conformity with the Town's Official Plan land use designation: Yes No

More Information Required

If "No", the nature of the amendment needed: to amend the main Street 1 designation that limit the height to a max. 4 stories (with 2 additional storeys subject to Bonusing)

3. Existing Zoning: MU1

Conformity with the Town's Zoning By-law: Yes No

More Information Required

If "No", the Proposed zoning is: tbd

4. Related File No.: _____

5. Informal Open House: To be held on: _____ Has been held on: _____

6. Additional Agencies/Departments to be contacted: _____

7. Related notes pertinent to the application: _____
Refer to "Additional Notes"

8. A site walk is required as a second part of the pre-consultation meeting: Yes No

If "Yes", the site walk is scheduled for (date & time): _____

Notes:

- a) **This agreement expires 6 months from the date of signing or at the discretion of the Director of Planning or his/her designate. In the event that this Pre-consultation Agreement expires prior to the application being accepted, and/or new policy and/or by-laws apply, another agreement may be required.**
- b) The purpose of this agreement is to identify the information required to prepare a complete application as set out in the *Planning Act*. Pre-consultation does not imply or suggest any decision whatsoever on the part of Town staff or the Corporation of the Town of Oakville to either support or refuse the application. Comments provided at a pre-consultation meeting are preliminary and based on the information submitted for review at that time.
- c) When a formal application is made, the application fee may be processed immediately; however, this does not constitute the application being deemed complete for *Planning Act* purposes. An annual maintenance fee will apply to all applications, one year after being deemed complete for *Planning Act* purposes, and annually thereafter.
- d) For all applications for Official Plan Amendment, Zoning By-law Amendment, Plan of Subdivision and Plan of Condominium, the applicant acknowledges that the Town is not responsible for the construction or installation of the sign and the applicant agrees to submit a photo of the sign on the property. This shall be submitted within one week of receiving confirmation of a complete application.
- e) An application submitted without the requisite information and number of copies identified in this Pre-consultation Agreement, or in the Site Plan application form, will not be accepted. Submission not meeting these criteria will be returned to the agent or property owner. If a site walk is required, the application may not be considered complete until it has taken place.
- f) All reports, documents and drawings (including two sets of reduced copies of all plans (11"x17" or 8½"x11")) must be submitted in paper and electronic (i.e. PDF or JPG) form. All submission material must be collated and bundled to each Department and Agency to be circulated, as identified in the provided Agency Circulation spreadsheet.
- g) An applicant is strongly encouraged to conduct a 'Public Information Meeting' (PIM) prior to submission of a development application. The timing of the PIM may be waived at the discretion of the Director of Planning, however, a PIM must take place prior to the Public Statutory Meeting.

The PIM would summarize the purpose and intent of the proposed application (s), after having given a minimum of a two (2) week, mailed, notice to residents within 120 metres of the subject property (ies). The date of the 'Public Information Meeting' shall be coordinated in consultation with the Ward Councillors and Town of Oakville planning staff. The minutes of the 'Public Information Meeting', shall outline the nature of the proposed development, the planning approvals being sought from the Town, the nature of the input received by the attending public and how this input may have informed the development proposal.

- h) Acknowledgement of Public Information:

The applicant acknowledges that the Town considers the application forms and all supporting materials, including studies and drawings, filed with any application to be public information and to form part of the public record. By filing an application, the applicant consents to the Town photocopying, posting on the Internet and/or releasing the application and any supporting materials either for its own use in processing the application or at the request of a third party, without further notification to or permission from the applicant. The applicant also hereby states that it has authority to bind its consultants to the terms of this acknowledgement.

- i) Additional studies may be required during the processing of an application, depending on the issues identified and information required, as the application proceeds through the planning review process.

- j) Prior to undertaking any topsoil stripping or earthworks, the applicant may be required to obtain a site alteration permit in accordance with the Town’s Site Alteration By-law.
- k) Applicants are advised that the removal of trees prior to a final decision being made, or a site alteration permit is issued, is strongly discouraged by the Town.
- l) Where applications may consider potential emissions, please refer to the Town’s Health Protection Air Quality By-law (2010-035) at <http://oakville.ca/environment/health-protection-air-quality.html>

Staff Signatures:

Charles McConnell	<i>Charles McConnell</i>	11/10/21
Town Planning Staff	Planning Staff (Signature)	Date
Alexsandria Pasquini-Smith	Alexsandria Pasquini-Smith <small>Digitally signed by Alexsandria Pasquini-Smith Date: 2021.11.24 15:17:18 -05'00'</small>	11/24/21
Regional Planning Staff	Regional Staff (Signature)	Date
Conservation Authority Staff	Conservation Authority Staff (Signature)	Date

Proponent Signatures:

By signing this agreement, I/we acknowledge that, subject to any appeals, the drawings, reports and other requirements indicated above must be submitted along with a completed application form, any information or materials prescribed by statute in both paper (including reduced copies) and electronic form, the required planning applications’ fees and this executed Pre-consultation agreement to be considered complete. In addition, I have read, understood, and agreed to the Notes listed above.

Agent (Print) (I have the authority to bind the Owner)	Agent (Signature)	Date
Owner (Print)	Owner (Signature)	Date

Overview of Submission Requirements

Terms of Reference for Listed Studies / Reports can be found at: <http://www.oakville.ca/business/terms-of-reference.html>

Archaeological Assessment

A report must be completed in accordance with Provincial requirements and the Regional Archaeological Master Plan in or near areas of archaeological potential.

Aerial Photograph(s)

A recently dated and high-resolution aerial photo showing the context of the application is required for all applications.

Area Design Plan

Where the North Oakville Masterplan is not being followed, an Area Design plan must be submitted.

Building Elevations

Drawings or Plans which illustrate the exterior design of a building including the proposed building materials. Drawings can be either 2-dimensional or 3-dimensional. At least 2 sets of drawings must be rendered in colour.

Building Floor Plans (including Roof Plans)

Drawings or Plans which illustrate the layout and measurement of a building's floorplate and roof, including, but not limited to: the location of stairwells, elevators, hallways, garbage / recycling areas, and common areas, among other elements.

Capital Impact Assessment

A Capital Impact Assessment estimates the cost of local municipal capital infrastructure required to service a new development. In general, this must be completed for any new development proposing more than two residential units, or more than 5000 sq. m. of non-residential development.

Character Impact Analysis

This study explains how the development will maintain and protect the existing character of the community it is proposed within. Specific reference to Part "D", s. 11.1.8 and 11.1.9 is required.

Completed Application Form

The application form which indicates the prescribed information.

Computer Model

A 3-dimensional digital model of the building(s) and context. The model is to be completed in Google Sketchup or AutoCAD.

Concept Plan

Concept plan showing the proposed development in context of adjacent lands including land across the street. The plan is to show all buildings, land uses, sidewalks, walkways, driveways, street trees, street intersections and any other natural or made-made elements.

Construction Storage and Staging Plan

A plan that identifies the storage location of construction vehicles and supplies during the construction of the project.

Heritage Impact Assessment

A Heritage Impact Assessment demonstrates how new development involving a heritage resource will preserve, protect, improve and/or manage the resource(s).

Demarcation of limits of natural features (i.e. top of bank and/or natural hazards)

A recent plan of survey showing the staked limits of natural features (e.g. physical top of bank, stable top of bank, natural heritages system limit, natural hazards and/or lands regulated by a Conservation Authority) to the satisfaction of Halton Region, the applicable Conservation Authority and the Town of Oakville. Natural features requiring protection shall be clearly staked in the field and construction fencing shall be installed to the satisfaction of the Town in accordance with the Site Alteration By-law requirements.

Draft Official Plan Amendment

The applicant must provide proposed amended text and/or map amendments for consideration.

Draft Plan of Subdivision and/or Draft Plan of Condominium (The information required on plans is to be in accordance with the *Planning Act* and its regulations. See Appendix E for details. All drawings are to be folded to 8.5" x 14" with the title block exposed).

- a) A copy of the proposed subdivision or condominium draft plan with key maps
- b) In addition to the paper copies, and .PDF copies required, three electronic copies of the plans are to be submitted in a format compatible with the Town's current software requirements. The current standard is a vector format "DXF" file.

Draft Zoning By-law Amendment

The applicant must provide text and schedules for proposed Zoning By-law Amendments.

Environmental Impact Statement / Study

These statements address, among other things, contain a description of the proposal, a description of the natural environment, an assessment of environmental effects, a description of mitigating measures and recommendations.

Environmental Implementation Report / Functional Servicing Study

An Environmental Implementation Report must be prepared for the subcatchment area(s) of North Oakville where the proposal is located. The reports shall be in accordance with the approved Terms of Reference.

Environmental Site Screening Questionnaire

A copy of the Environmental Site Screening Checklist is attached within Appendix D. Applicants should contact Halton Region for historical data and any environmental records. In accordance with the protocol for contaminated sites, the possibility of site contamination may result in a required Phase 1 Environmental Assessment, Phase 2 Environmental Assessment and/or Record of Site Condition.

Financial Impact Study

A Financial Impact Study generally evaluates the growth-related financial impacts of development in a coordinated and consistent manner, including impacts on capital and operating municipal services, and the estimated cost and timing of capital infrastructure.

Functional Servicing Report / Study

Functional servicing studies address a number of engineering issues. There are separate terms of reference for Functional Servicing Studies related to lands north or south of Dundas Street.

Geotechnical / Soils Report

This report analyses soil composition to determine its structural stability and its ability to accommodate development.

Grading & Drainage Plan

A plan that illustrates how a property drains and how the grades of a property are directing stormwater.

Landscape Plan and Landscape Details

A plan that identifies the proposed landscaping design for a property including illustration of the natural features, planting scheme, plant materials, paving, lighting, and irrigation system, among other elements. The Landscape Details Plan illustrates the specifications for planting and installation of landscaping features.

Map and Accompanying Table Showing Densities and Designations

The map should clearly show the designation of all blocks and lots (i.e. Sub-urban, General Urban, Neighbourhood Centres, and/or Urban Core). The accompanying table must provide the density calculations on a net hectare basis.

Market Impact Study

The purpose of a market impact study is to address the existing market and potential impacts of an application. These studies will be evaluated by the Town on the basis of a peer review to be undertaken at the applicant's expense.

Noise and Vibration Report

A noise and/or vibration study determines the impact on adjacent developments and recommends mitigation measures.

Park / Open Space Concept Plan

Required for any application where all or part of a new Town park or addition to a Town park is included as part of the proposal. The required facilities and standards are available from the Parks and Open Space Department.

Pavement Marking and Signage Plan

A plan that identifies how driveway and pedestrian areas will be signed and/or marked for travel.

Pedestrian Circulation Plan

Pedestrian circulation drawing should outline the following: Nodes/Activity Centres/Open Space/Transit Facilities; Barriers; Landmarks/Focal Points; Edges; Residential Land Use Areas; Proposed Densities; and, Street Pattern.

Planning Justification Report / Letter

For all applications, a qualified planner must submit a report providing planning justification for the proposal based on the principles and objectives of Provincial, Region and Local planning documents.

Planning Statistics Spreadsheet

In submitting a complete application, the applicant must complete the North Oakville Planning Statistics spreadsheet that can be downloaded from the Town's website and submitted in an electronic form.

Reductions of Draft Plans

Reduced versions of plans shall be provided on 8½" by 11" paper.

Site Plan and Site Plan Details

A Site Plan illustrates the technical details of a project including vehicle and pedestrian access, detailed measurements of building footprints and setbacks from property lines, parking areas, and drive aisles among other elements. The Site Plan Details provide the specifications of various elements on the site.

Site Servicing Plan

A plan that illustrates the location of underground or overhead services and where they are entering the property, their area of placement and how they will be accessed.

Stormwater Management Study / Report

Stormwater Management Reports address a number of engineering issues. There are separate terms of reference to Functional Servicing Studies in North Oakville and South Oakville.

Streetscape Plan

A plan that identifies how the area of the property in the private realm will integrate with the existing or proposed streetscape design in the public realm. The plan generally needs to identify paving and planting materials, including measurements and cross-sections.

Survey / Legal Plan

Current survey prepared by a qualified Ontario Land Surveyor that includes the location and nature of any easement affecting the subject land.

Sustainability Checklist

The Sustainability Checklist is used for assessing, encouraging and evaluating the features of a development application that contribute to sustainable development.

Transit Facilities Plan

The Transit Facilities Plan addresses transit facilities in the planning of subdivisions and their integration into the transit network. The Plan includes a number of components that must be submitted at different stages in the Planning Process. The initial component must be submitted in conjunction with a Functional Servicing Study. Please refer to the North Oakville Transit Plan.

Transportation Impact Study

These can be required by Town or Regional staff. Contact the Town's Development Services Department staff (Town roads) or Regional Public Works staff (Regional roads) for background information.

Tree Vegetation Study and Tree Protection Plan

A tree survey must be prepared by a qualified professional, identifying all existing trees, their type, size and condition, those trees proposed to be removed and retained, and the methods to be used to ensure preservation of those trees to be retained. In some cases, only a Tree Inventory Plan will be sufficient, and at the discretion of Town staff.

Truck Turning Plan

This Plan illustrates how delivery trucks and/or garbage trucks will load and unload materials on the site and the location of travel through the site.

Urban Design Brief

The purpose of the Urban Design Brief is to illustrate a detailed design solution for new development based on a thorough contextual analysis of the site and the surrounding area.

Wind Study/Microclimate

A wind study is a technical document that provides a model and written description of the impact of pedestrian-level winds associated with development on adjacent streets, parks and open spaces. These studies are done to evaluate the impact of the wind conditions at various times of the year.

Information Requirements for Plans of Subdivision or Condominium

Subsection 51(17) Requirements:

- the boundaries of the land proposed to be subdivided certified by an Ontario Land Surveyor
- the locations, widths and names of the proposed highways within the proposed subdivision and of existing highways on which the proposed subdivision abuts
- on a small key plan, on a scale of not less than one centimetre to 100 metres: all adjacent land owned by the applicant or in which the applicant has an interest, all of the land adjacent to the proposed subdivision that is owned by the applicant or in which the applicant has an interest, every subdivision adjacent to the proposed subdivision and the relationship of the boundaries of the land to be subdivided to the boundaries of the township lot or other original grant of which the land forms the whole or part
- the purpose for which the proposed lots are to be used
- the existing uses of all adjoining lands
- the approximate dimensions and layout of the proposed lots
- natural and artificial features such as buildings or other structures or installations, railways, highways, watercourses, drainage ditches, wetlands and wooded areas within or adjacent to the land proposed to be subdivided
- the availability and nature of domestic water supplies
- the nature and porosity of the soil
- existing contours or elevations as may be required to determine grade of highways and drainage of proposed lands to be subdivided
- the municipal services available or to be available to the land proposed to be subdivided
- the nature and extent of any restrictions affecting the land proposed to be subdivided, including restrictive covenants or easements

Other Information Requirements:

- legend, map scale, north marker
- boundary of property to be subdivided
- lot and concession/registered plan number/street address
- date prepared and dates of revisions
- name and person or firm who prepared the plan
- owner's name, signature and date of signature*
- Ontario Land Surveyor's name and signature and date of signature
- Site statistics (land use, number of lots/blocks, total area)
- Conceptual trail system through public open space areas and/or the Natural Heritage System. The final plan is to be in keeping with any applicable approved Environmental Implementation Report/Functional Servicing Study to the satisfaction of the Town

* All registered owners must sign. If there is more than one owner, a letter of authorization is necessary allowing one person to act on behalf of the others. If any registered owner fails to sign or provide authorization, the application will be considered incomplete and will be returned.



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Planning & Public Works
 Tel: 905-825-6000 Fax: 905-825-8822
 Toll Free: 1-866-4HALTON (1-866-442-5866)
www.halton.ca

Environmental Site-Screening Questionnaire

Legal/Municipal Address _____ Applicant: _____

1. Was the subject property ever used for industrial purposes? yes no uncertain
 2. Was the subject property ever used for commercial purposes that may have caused contamination (e.g. gasoline station, dry cleaners, etc.) yes no uncertain
 3. Has fill ever been placed on the property? yes no uncertain
 4. Is there any reason to believe that the subject property is potentially contaminated based on historic use of the property or a neighbouring lot located within 100m of the property? yes no uncertain
 5. Are there or were there ever any above-ground or underground storage tanks or waste disposal activities on the property? yes no uncertain
 6. For existing or previous buildings on the property, are there building materials that may be potentially hazardous to human health (i.e. asbestos, lead-based paints, etc.)? yes no uncertain
 7. For agricultural properties, were pesticides or herbicides ever applied to the property? yes no uncertain
 8. Have any of the buildings on the property been heated by fuel oil? yes no uncertain
 9. Is the land use changing to a more sensitive land use (e.g. industrial/commercial to residential/institutional)? yes no uncertain
- Note: Daycare uses are defined in O.Reg.153/04 as institutional.

General Information:

1. Have any environmental documents (e.g. Phase I and II Environmental Site Assessments, Records of Site Condition, etc) ever been prepared for the property? If yes, please submit these documents in digital and hardcopy format with your application together with a letter of reliance granting third party reliance on the documents to the Region of Halton. yes no

Certification

I, _____ am the registered owner of the land that is the subject of this document and to the best of my knowledge, the information provided in this questionnaire is true.

Sworn (or declared) and stamped before me _____
 Commissioner of Oaths (Print Name)

in the _____, this _____ day of _____, 20____
 City/Town/Municipality Day Month Year

 Commissioner of Oaths (Signature)

 Registered Owner (Signature)

7.2 Appendix 2 – Photo Record

The following images further illustrate the Subject Lands and the surrounding context.



Image 1: Looking northeast towards the Subject Lands from Lakeshore Road West (Google Street View, 2021).



Image 2: Looking southwest towards the Subject Lands from Lakeshore Road West (Google Street View, 2021).



Image 3: Looking east towards the Subject Lands from Sovereign Street which abuts the Subject Lands to the rear (Google Street View, 2021).



Image 4: Looking south from the Subject Lands towards the intersection of Lakeshore Road West and Jones Street (Google Street View, 2021)



Image 5: Looking east towards Bronte Heritage Waterfront Park, to the southeast of the Subject Lands (Google Street View, 2021).



Image 6: Looking at the intersection of Lakeshore Road West and Bronte Road (Google Street View, 2021)



Image 7: Looking at Bronte Athletic Park, to the northeast of the Subject Lands (Google Street View, 2021).



Image 8: Looking towards the Subject Lands from the southeast intersection of Marine Drive and Jones Street (Google Street View, 2021)

7.3 Appendix 3 – Official Plan Amendment

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

Constitutional Statement

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

Part 1 - Preamble

A. Purpose

The purpose of this amendment is to allow for site-specific modifications to the Livable Oakville Plan to facilitate the development of a 9-storey mid-rise building at 2365-2377 Lakeshore Road West. The Official Plan amendment will:

- allow for increased height on the Subject Lands located along Lakeshore Road West;

B. Location

The Subject Lands are located at 2365-2377 Lakeshore Road West and are legally defined as Lots 177 and 178 and Part of Lot 179, Plan M-7 (BA-147). The Subject Lands are surrounded by Sovereign Street to the north, Nelson Street to the east, Lakeshore Road West to the south and Jones Street to the west.

C. Background

- The Town of Oakville adopted OPA 18 on December 4, 2017 and approved by Halton Region on May 31st, 2018 which included changes for the Bronte Village Growth area resulting from the Bronte Village Growth Area Review.
- The Town completed an Urban Structure Review which resulted in OPA 15 that was approved by the LPAT on July 9th, 2021. This OPA looked at the Town’s current Growth Areas and identified nodes and corridors throughout the Town (including North Oakville) for intensification. The Bronte Village Growth Area, in which the Subject Lands are located, was slightly modified to include additional lands to the west.

D. Basis

- The Town of Oakville Official Plan designates the Subject Lands as being within the Bronte Village ‘Growth Area’. It also identifies Lakeshore Road West as a

‘Minor Arterial’ and Bronte Road as a ‘Minor Collector’. The Subject Lands are designated Mixed Use ‘Main Street 1’ in the Bronte Village Land Use Plan, and also as ‘Lands Eligible for Bonusing’. Lakeshore Road West is identified as a ‘Primary Street’ and ‘Enhanced Streetscape Area’ and Jones Street is identified as a ‘Secondary Street’.

- The Subject Lands are therefore identified for intensification through the Town of Oakville Official Plan, being within a Growth Area, designated for Mixed-Use at increased densities than the remainder of the neighbourhood, and being eligible for bonusing.
- The Official Plan Amendment will implement the additional bonusing permitted through Policy 23.8.2 of the Official Plan, through implementing a height of 9 storeys on the Subject Lands.
- The proposed increase in height and density will provide for intensification of the site as encouraged through the Provincial Policy Statement, the Growth Plan, the Region of Halton Official Plan and the Livable Oakville Official Plan. Increased density has been contemplated by the Official Plan bonusing provisions and this Official Plan Amendment will ensure the protection of the bonusing provisions and height previously approved by Council prior to the adoption of the Town’s new Community Benefit Charge By-law.

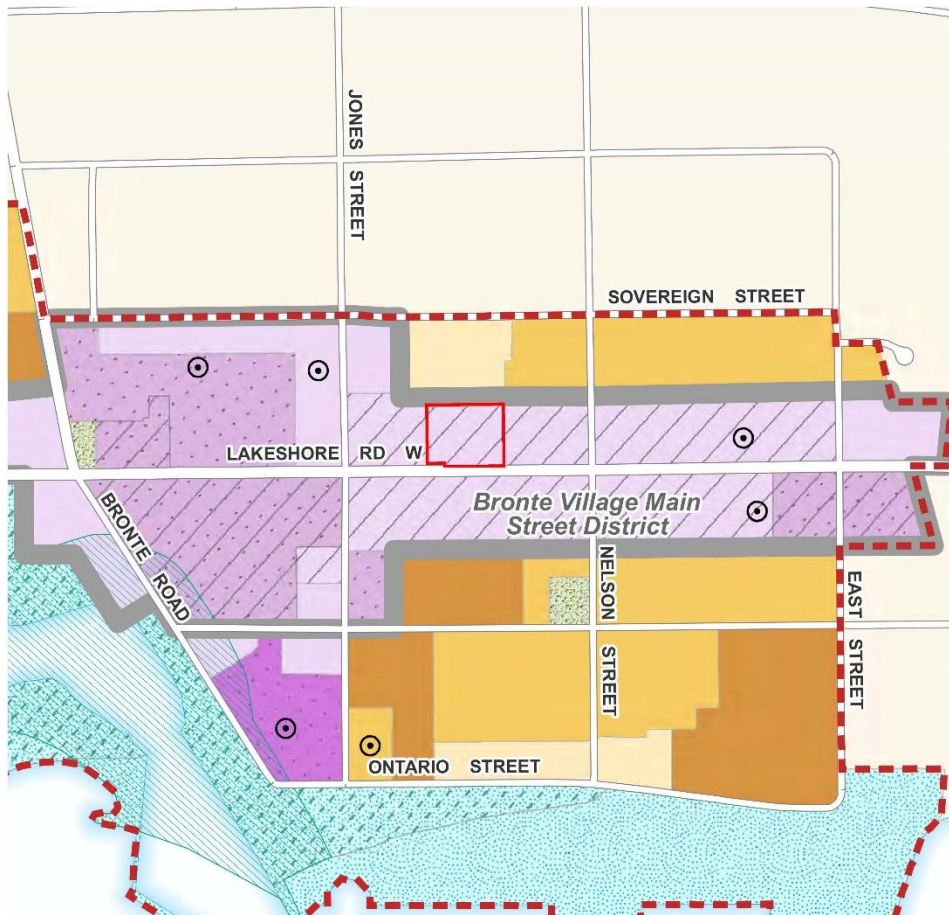
Part 2: The Amendment

The Livable Oakville Official Plan is amended as follows:

Item 1: To add to **Section 24.7.X Bronte Village Exceptions – Schedule P1 as shown on Appendix 1** the following policy:

24.7. X: On the lands designated Main Street 1 located to the east of Jones Street, north of Lakeshore Road West, west of Nelson Street, south of Sovereign Street and municipally known as 2365-2377 Lakeshore Road West, the following policies apply:

- a) Notwithstanding Policy 12.2, development on this parcel will be permitted up to a maximum height of 9 storeys;



Appendix 1
**TOWN OF OAKVILLE
 OFFICIAL PLAN**
**SCHEDULE P1:
 BRONTE VILLAGE
 LAND USE**

2365-2377 Lakeshore Rd W,
 Oakville, Ontario

LEGEND

- SUBJECT LANDS
 - GROWTH AREA BOUNDARY
 - LOW DENSITY RESIDENTIAL
 - MEDIUM DENSITY RESIDENTIAL
 - HIGH DENSITY RESIDENTIAL
 - MAIN STREET 1
 - MAIN STREET 2
 - URBAN CORE
 - NATURAL AREA
 - PARKS AND OPEN SPACE
 - WATERFRONT OPEN SPACE
 - GREENBELT - URBAN RIVER VALLEY
 - PARKWAY BELT - OVERLAY
 - LANDS ELIGIBLE FOR BONUSING
 - DISTRICT BOUNDARIES
- Refer to Part C, Bronte Village, for Growth Area Policies
 Refer to Part E, Bronte Village, for Exceptions

Date: March 17, 2022

Scale: 1:2000



Plan 1910-101, Town of Oakville Official Plan

WWW.TOWNOFOAKVILLE.CA | 905.326.1000
MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE
 554-415 BEAUMONT STREET BRANTFORD, ON L7R 2P4
 P: 905.639.6684 F: 905.639.1100 WWW.MHBCPLAN.COM

7.4 Appendix 4 – 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 Town of Oakville

Described as Lots 177 and 178 and Part of Lot 179, Plan M-7 (BA147), Town of Oakville

File No.: Z.XXXX.XX

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. Map 19 (20) of By-law 2014-014, as amended, is further amended by rezoning the lands as H1-MU1-XXX as depicted on Schedule “A” to this By-law.
2. Part 15, Special Provisions, of By-law 2014-014 as amended, is further amended by addition of a new Section 15.XX as follows:

XXX	2365-2377	Parent Zone: H1-MU1
Map 19 (20)	Lakeshore Road West Described as Lots 177 and 178 and Part of Lot 179 Plan M-7 (BA-147)	(2022-XXX)
15.XXX.1 Lot		
The provisions of this By-law will apply to the whole lands shown in Schedule A despite any future severance or division of the lands.		
15.XXX.2 Zone Provisions for All Lands		
The following regulations apply to all lands identified as subject to this Special Provision:		

a)	Height	Height shall be measured from the finished floor elevation of the building.
b)	Maximum Height	Max. 29.75 metres for mixed-use dwelling
c)	Maximum Number of Storeys	Max. 9 storeys for mixed-use dwelling
d)	Parking	<p>A total number of 161 parking spaces is provided based on the following ratio:</p> <ul style="list-style-type: none"> a. 0.82 spaces per dwelling for residential uses; b. 0.08 spaces per dwelling for shared visitor and retail commercial parking.

Notwithstanding Section 45(1.3) and in accordance with Section 45(1.4) of the *Planning Act*, the submission of a minor variance application during the two (2) year period after the Zoning By-law Amendment ('ZBA') has been passed is permitted.

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.

This By-law read a FIRST, SECOND, and a THIRD time and finally PASSED on the ___ day of _____, 2022.

Mayor

SCHEDULE A

 SUBJECT LANDS

