



Town of Oakville  
Council

AGENDA

Date: Tuesday, July 9, 2024  
Time: 6:30 p.m.  
Location: Council Chamber

Live streaming video is available on <https://www.oakville.ca/town-hall/mayor-council-administration/agendas-meetings/live-stream> or at the town's YouTube channel at <https://www.youtube.com/user/TownofOakvilleTV>. Information regarding written submissions and requests to delegate can be found at <https://www.oakville.ca/town-hall/mayor-council-administration/agendas-meetings/delegations-presentations>.

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	Pages
1. O Canada	
2. Regrets	
3. Declarations of Pecuniary Interest	
4. Confirmation of Minutes of the previous Council Meeting(s)	
<i>Item 4.3 see confidential agenda.</i>	
4.1 Minutes of the Regular Session of Planning and Development Session of Council, JUNE 10, 2024	6 - 12
4.2 Minutes of the Regular Session of Council, JUNE 17, 2024	13 - 23
4.3 Confidential Minutes of the Closed Session of Council, JUNE 17, 2024	
4.4 Minutes of the Regular Session of the Planning and Development Session of Council, JUNE 24, 2024	24 - 29
5. Public Presentation(s)	
There are no public presentations listed for this agenda.	
6. Standing Committee Report(s)	
6.1 Minutes of the Committee of the Whole Workshop, JUNE 11, 2024	30 - 31

6.2	<b>Minutes of the Budget Committee, JUNE 17, 2024</b>	32 - 34
7.	<b>Committee of the Whole</b>	
8.	<b>Consent Item(s)</b>	
8.1	<b>By-Law 2024-068, A by-law to amend By-Law 1981-066 (The Fire Route By-Law)</b>	35 - 68
	Recommendation: That By-Law 2024-068, a by-law to amend By-Law 1981-066 (The Fire Route By-Law) be passed.	
9.	<b>Confidential Consent Item(s)</b>	
	<i>Item 9.1 see confidential addendum to be distributed.</i>	
9.1	<b>Towing Vehicles from Private Property - Legal Update</b>	
10.	<b>Discussion Item(s)</b>	
	<i>Item 10.2 see addendum to be distributed.</i>	
10.1	<b>Oakville Marine Search and Rescue - Relocation to Bronte Harbour</b>	69 - 75
	Recommendation: <ol style="list-style-type: none"><li>1. That the relocation of Oakville Marine Search and Rescue to Bronte inner harbour for the spring 2026 boating season, be approved.</li><li>2. That the 2024 capital budget be amended to add a new capital project for the renovations and improvements to relocate Oakville Marine Search and Rescue to Bronte harbour (2508 Lakeshore Road W), in the amount of \$1,750,000 funded from the Capital Reserve.</li></ol>	
10.2	<b>Towing Vehicles from Private Property</b>	
10.3	<b>Bronte Village Commercial Parking Program</b>	76 - 85
	Recommendation: <ol style="list-style-type: none"><li>1. That the commercial paid parking program in Bronte Village continue as a permanent ongoing program under the self-funded parking program managed by Municipal Enforcement Services.</li></ol>	

**10.4 Royal Windsor Drive Bridge Rehabilitation - Additional Budget Request 86 - 94**

Recommendation:

That the budget for capital project 53361902 Royal Windsor Drive Bridge Rehabilitation over Metrolinx Rail be increased by \$14,150,000 from \$9,217,400 to \$23,367,400 to be funded from the General Capital Reserve (\$12,150,000) and the Canada Community-Building Fund (\$2,000,000) in order to complete additional rehabilitation works.

**10.5 Oakville Marine Search and Rescue Vessel Replacement - Update 95 - 104**

Recommendation:

1. That Council provide staff direction on the options for funding OSMR as outlined in the report from the Parks and Open Space and Finance departments dated June 25, 2024, entitled Oakville Marine Search and Rescue Vessel Replacement – Update.

**11. Confidential Discussion Item(s)**

There are no Confidential Discussion Items listed for this agenda.

**12. Advisory Committee Minutes**

**12.1 Accessibility Advisory Committee Minutes - JUNE 13, 2024 105 - 108**

Recommendation:

That the Accessibility Advisory Committee minutes dated June 13, 2024 be received.

**13. Rise and Report to Council**

**14. Information Items (Circulated Electronically)**

**14.1 Council Information June 5 - June 25, 2024 109 - 111**

**14.2 INTERNAL MEMO - Transportation & Engineering, Roads and Works Operations RE: 2024 Annual School Crossing Guard Program 112 - 115**

**14.3 INTERNAL MEMO - Planning Services Reupdate on Bill 200 116 - 117**

**14.4 INTERNAL MEMO - Clerks Department RE: Municipal Clearance for Liquor Licence 118 - 118**

14.5	<b>INTERNAL MEMO - Transportation &amp; Engineering RE: 14 Month Closure of Burloak Drive</b>	119 - 120
14.6	<b>INTERNAL MEMO - Clerk's Department RE: Compliance Audit Process under the Municipal Elections Act</b>	121 - 121
15.	<b>Status of Outstanding Issues</b>	122 - 132
16.	<b>New Business</b>  (Notice of Motion, Emergency, Congratulatory or Condolence)	
17.	<b>Regional Reports and Question Period Regarding Town Boards and Advisory Committees</b>	
18.	<b>Requests for Reports</b>	
19.	<b>Consideration and Reading of By-Laws</b>  That the following by-law(s) be passed:	
19.1	<b>By-law 2024-068</b>  A by-law to amend By-Law 1981-066 (The Fire Route By-Law)(Re: Item 8.1)	
19.2	<b>By-law 2024-102</b>  A by-law to dedicate certain land as part of a public highway (Block 121, Plan 20M-1114 – Thistlewood Gate; Block 182, Plan 20M-1143 – North Park Boulevard)	133 - 134
19.3	<b>By-law 2024-108</b>  A by-law to dedicate certain land as part of a public highway (Block 181, Plan 20M-1243 – Preserve Drive)	135 - 136
19.4	<b>By-law 2024 -115</b>  A by-law to confirm the proceedings of a meeting of Council.	137 - 137

**20. Delegated Authority By-laws**

The following by-law was prepared under the authority of amending By-law 2022-022 - A by-law to amend By-law 2021-077, a by-law to delegate certain powers and duties under the Municipal Act, S.O. 2001 c.25, the Planning Act, R.S.O. 1990 c. P.13, and other Acts:

**20.1 By-law 2024-063** 138 - 139

A by-law to remove Holding “H” Provisions on lands described as Part of Lot 16, Concession 1 NDS, Timsin Holding Corp., File No.: ZH 4/24

**20.2 By-law 2024-077** 140 - 142

A by-law to amend Zoning By-law 2009-189 as amended, to remove Holding Provision 2 (H2), Section 9.0 (Greenpark Group, 455 – 465 Dundas Street West, Plan M1085 BLK 383), File No.: ZH6/24

**20.3 By-law 2024-083** 143 - 145

A by-law to remove the H48 Holding Provision from 70 Old Mill Road, 2317511 Ontario Inc. File No.: ZH 5/24

**20.4 By-law 2024-088** 146 - 150

A by-law to amend Zoning By-law No. 1984-063, as amended, and Zoning By-law No. 2014-014, as amended, to permit a temporary use for a period of three years on lands described as 420 South Service Road East (Rose Acquisition Corporation, File No.: Z.1612.18)

**21. Adjournment**



**Town of Oakville**  
**Planning and Development Council**  
**MINUTES**

**Date:** June 10, 2024  
**Time:** 6:30 p.m.  
**Location:** Council Chamber

Mayor and Council: Mayor Burton  
Councillor Adams  
Councillor Chisholm  
Councillor Duddeck  
Councillor Elgar  
Councillor Gittings  
Councillor Grant  
Councillor Haslett-Theall  
Councillor Knoll  
Councillor Longo  
Councillor McNeice

Regrets: Councillor Lishchyna  
Councillor Nanda  
Councillor O'Meara  
Councillor Xie

Staff: J. Clohecy, Chief Administrative Officer  
P. Fu, Commissioner of Community Infrastructure  
P. Damaso, Commissioner of Community Services  
D. Carr, Town Solicitor  
G. Charles, Director of Planning Services  
K. Biggar, Manager of Policy Planning and Heritage  
L. Musson, Manager of Planning Services, East District  
K. Cockburn, Senior Planner  
V. Tytaneck, Town Clerk  
N. Coric, Council and Committee Coordinator  
J. Radomirovic, Council and Committee Coordinator

**The Town of Oakville Council met in regular session to consider planning matters on this 10th day of June, 2024 in the Council Chamber of the Oakville Municipal Building, 1225 Trafalgar Road, commencing at 6:30 p.m.**

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**1. Regrets**

As noted above.

**2. Declarations of Pecuniary Interest**

No declarations of pecuniary interest were declared.

**3. Committee of the Whole**

Moved by Councillor Longo  
Seconded by Councillor Knoll

That this meeting proceed into a Committee of the Whole session.

CARRIED

**4. Consent Items(s)**

There were no consent items.

**5. Confidential Consent Item(s)**

There were no confidential consent items.

**6. Public Hearing Item(s)**

There were no public hearing items.

*In accordance with Section 2(8) of the Procedure By-law, the items were considered out of order.*

**7. Discussion Item(s)**

**7.2 Application to Demolish – 42 Lakeshore Road West**

Moved by Councillor Chisholm

1. That the proposed demolition of the McCraney-Robertson House at 42 Lakeshore Road West be approved subject to the following:

- a. That the property owners work with Heritage Planning staff and members of the Heritage Oakville Advisory Committee and/or members of Council, to design a commemorative strategy and structure to be rebuilt on the property that more adequately reflects the statement of cultural heritage value and interest and the heritage attributes as set out in By-law 2009-074, and the importance of the site as a gateway to Tannery Park and the lake, and the collective importance of the site, tree and house as well as using any salvaged material from the McCraney-Robertson House;
- b. That a Heritage Easement Agreement for the commemoration of the McCraney-Robertson House at 42 Lakeshore Road West, be entered into between the town and the owner in keeping with the content of this report, with the Agreement to be in form and content satisfactory to the Town Solicitor and the Director of Planning Services or their designate;
- c. That the Heritage Easement Agreement be executed in accordance with Executions By-law 2013-057 and be registered on title to the lands on which the McCraney-Robertson House is located; and
- d. That the Town Solicitor be authorized to discharge the Heritage Easement Agreement from title to the lands on which it is registered, at the expense of the owner, once the requirements in the Heritage Easement Agreement have been fully satisfied to the satisfaction of the Director of Planning Services or their designate.

CARRIED

**7.1 Recommendation Report – Official Plan Amendment, Infrastructure Ontario – 2551 Sherwood Heights Drive, By-law 2024-091, File No. OPA1504.03**

The following delegates spoke on this item:

David Sajecki, Planning Consultant for Infrastructure Ontario ( the applicant), John Scheel, Jaya Misra, Elena Oel, Vishal Narayan, David Harris, Vivianne MacKinnon, Tracy Chu, Lillian Chu, Vera Chu, Jasper Moester, Tianming Wang, Ruisi Fu, Jerry Mengfei Fan, Melissa Fedsin, Stephanie Fedsin, Elizabeth Chambers, Joshua Creek Residents



Association, Olaf Alksnis, Susan Alksnis, Clearview Oakville Community Alliance, Daniel Cressman, Olena Martyanova, Yangzhou Liong, Verne Lorde, Susan Madonia Fedsin, Ron Di Natale.

**BEYOND THE HOUR**

Moved by Councillor Gittings

That this meeting proceed beyond the hour of 10:30 p.m.

CARRIED

**RECESS**

*The meeting recessed at 11:15 p.m. and reconvened at 11:45 p.m.*

Moved by Councillor Haslett-Theall

That the proposed Official Plan Amendment application submitted by Infrastructure Ontario, inclusive of the site specific Urban Design Guidelines included as Appendix “B” be referred to staff to address the following matters raised by Council:

1. Make amendments to the OPA to reduce the warehousing component
2. Review the disposition of the property and possible town interest in the lands
3. Consider the hours of operation for future uses, specifically 24/7 operations
4. Review the definition of warehouse and implementing minor warehousing
5. Review the number of buildings that could be accommodated based on 7,000 sq.m.
6. Review the D6 Guidelines, the area of influence and setbacks
7. Review the Class 1 and Class 2 uses that could be considered under D6 Guidelines, and uses without environmental impact.
8. Review alternative uses, consider Office Employment uses with exceptions

9. Review if there is a potential for housing
10. Review the town's biodiversity plan
11. Clarify the environmental protection process
12. Review appropriate separation distance and heights of buildings

CARRIED

**8. Confidential Discussion Item(s)**

There were no confidential discussion items.

**9. Advisory Committee Minutes**

**9.1 Heritage Oakville Advisory Committee Minutes May 28, 2024**

Moved by Councillor Elgar

That the minutes of the Heritage Oakville Advisory Committee meeting on May 28, 2024 be received.

CARRIED

**10. Rise and Report to Council**

Moved by Councillor Chisholm

That this committee rise and report.

CARRIED

The Mayor arose and reported that the Committee of the Whole has met and made recommendations on Discussion Items 7.1, 7.2 and 9.1.

**11. New Business**

Mayor Burton congratulated Rory Nisan for being re-elected to the Board of the Federation of Canadian Municipalities.

**12. Consideration and Reading of By-laws**

**12.1 By-law- 2024-085**

A by-law to declare that certain land is not subject to part lot control (Blocks 4 and 5, Plan 20M-1256 – 404072 Ontario Limited).

**12.2 By-law 2024-092**

A by-law to declare that certain land is not subject to part lot control (Blocks 42, 44, 46, 47, 48, 49 Plan 20M-1268 – Mattamy (Joshua Creek) Limited)

**12.3 By-law 2024-093**

A by-law to designate the Cudmore house at 3175 Lakeshore Road West as a property of cultural heritage value or interest.

**12.4 By-law 2024-094**

A by-law to designate the Louth House at 1099 Sixth Line as a property of cultural heritage value or interest.

**12.5 By-law 2024-095**

A by-law to designate the Thomas and Electa Leach House at 159 Balsam Drive as a property of cultural heritage value or interest.

**12.6 By-law 2024-098**

A by-law to confirm the proceedings of a meeting of Council.

Moved by Councillor Longo  
Seconded by Councillor Adams

That the by-laws noted above, be passed.

CARRIED

*The Mayor gave written approval of the by-law(s) 2024 -085, 2024 -092, 2024-093, 2024-094, 2024-095, 2024-098 that were passed during the meeting.*

**13. Adjournment**

The Mayor adjourned the meeting at 11:53 p.m.

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Andrea Holland, Acting Town  
Clerk





## Town of Oakville

### Council Minutes

**Date:** June 17, 2024  
**Time:** 6:30 p.m.  
**Location:** Council Chamber

Mayor and Council: Mayor Burton  
Councillor Adams  
Councillor Chisholm  
Councillor Duddeck  
Councillor Gittings  
Councillor Grant  
Councillor Haslett-Theall  
Councillor Knoll  
Councillor Lishchyna  
Councillor Longo  
Councillor McNeice  
Councillor Nanda  
Councillor O'Meara  
Councillor Xie

Regrets: Councillor Elgar

Staff: J. Clohec, Chief Administrative Officer  
N. Sully, Commissioner of Corporate Services and Treasurer  
P. Fu, Commissioner of Community Infrastructure  
P. Damaso, Commissioner of Community Services  
R. Kaminski, Acting Commissioner of Community Development  
D. Carr, Town Solicitor  
V. Tytaneck, Town Clerk  
N. Coric, Council and Committee Coordinator

**The Town of Oakville Council met in regular session this 17th day of June, 2024 in the Council Chamber of the Oakville Municipal Building, 1225 Trafalgar Road, Oakville commencing at 6:30 p.m.**

**1. O Canada**

**2. Regrets**

As noted above.

**3. Declarations of Pecuniary Interest**

No declarations of pecuniary interest were declared.

**4. Confirmation of Minutes of the previous Council Meeting(s)**

**4.1 Minutes of the Regular Session of Planning Development Session of Council, MAY 21, 2024**

**4.2 Confidential Minutes of the Closed Session of Planning and Development Council, MAY 21, 2024**

**4.3 Minutes of the Regular Session of Council, MAY 27, 2024**

**4.4 Minutes of the Special Session of Council, JUNE 3, 2024 at 4:00 p.m.**

**4.5 Confidential Minutes of Closed Special Session of Council, JUNE 3, 2024 at 4:00 p.m.**

**4.6 Minutes of the Special Council Session, JUNE 3, 2024 at 6:30 p.m.**

**4.7 Confidential Minutes of the Closed Special Council Session, JUNE 3, 2024 at 6:30 p.m.**

Moved by Councillor Duddeck

Seconded by Councillor Xie

1. That the minutes of the Regular Session of Planning and Development dated May 21, 2024, be approved.
2. That the confidential Minutes of the Closed Session of Planning and Development dated May 21, 2024, be approved.
3. That the minutes of the Regular Session of Council dated May 27, 2024, be approved.

4. That the minutes of the Special Session of Council dated June 3, 2024 at 4:00 p.m. be approved.
5. That the confidential minutes of the Closed Special Session of Council dated June 3, 2024 at 4:00 p.m. be approved.
6. That the minutes of the Special Session of Council dated June 3, 2024 at 6:30 p.m. be approved.
7. That the confidential minutes of the Closed Special Session of Council, June 3 at 6:30 p.m. be approved.

CARRIED

**5. Public Presentation(s)**

There were no public presentations.

**6. Standing Committee Report(s)**

**6.1 Minutes of the Committee of the Whole - Workshop, MAY 27, 2024**

**6.2 Confidential Minutes of the Committee of the Whole - Workshop, MAY 27, 2024**

Moved by Councillor Lishchyna  
Seconded by Councillor Grant

1. That the minutes of the Committee of the Whole - Workshop dated May 27, 2024, be approved.
2. That the confidential minutes of the Closed Committee of the Whole - Workshop dated May 27, 2024, be approved.

CARRIED

**7. Committee of the Whole**

Moved by Councillor Adams  
Seconded by Councillor McNeice

That this meeting proceed into Committee of the Whole Session.

CARRIED

*In accordance with Section 2(8) of the Procedure By-law, the items were considered out of order.*

**8. Consent Item(s)**

**8.1 Extension of License with Wai Nui O’Kanaka Outrigger Canoe Club and Charterability Cruising For the Disabled**

Moved by Councillor Adams

1. That staff be granted authority to extend the license agreement with the Wai Nu O’Kanaka Outrigger Canoe Club and Charterability Cruising For the Disabled for an additional 10 years for their premises within Busby Park, on the terms set out in this report.
2. That the license extension agreement be executed in accordance with By-law 2013-057 and the Town Solicitor be authorized to enter into any minor amendments, as required.

CARRIED

**8.2 2024 Recreation and Culture Rates and Fees - Seniors Services Fee Amendments**

Moved by Councillor Adams

That the report entitled “2024 Recreation and Culture Rates and Fees - Seniors Services Membership Fee Amendment” be received and the recommendation to amend the 2024 Recreation and Culture Rates and Fees be approved.

CARRIED

**8.4 Disposition of surplus remnant parcel adjacent to Wyecroft Road**

Moved by Councillor Adams

1. That the Town Solicitor be authorized to transfer Parts 2 and 3 on Plan 20R-17281 to the adjoining property owner for nominal consideration to be incorporated within the private lands.
2. That By-law 2024-060 – A by-law to stop up and close for all purposes a portion of Wyecroft Road, being Part 2 on Plan 20R-17281, be passed.



3. That the Town Solicitor be authorized to register By-law 2024-060 in compliance with the *Municipal Act, 2001*.

CARRIED

### **8.6 March 31, 2024 Financial Results**

Moved by Councillor Adams

1. That the information contained in the staff report dated June 4, 2024, entitled *March 31, 2024 Financial Results* from the Finance Department, be received.
2. That project 36102219 Cellular Enablement be amended to add \$106,000 from the Capital Reserve to fund additional equipment for the Transit fleet and to decommission the old infrastructure.
3. That the 2024 capital budget be amended to add a new project with a budget of \$65,000 funded from the Bloomberg Philanthropies Youth Climate Action Fund.

CARRIED

### **8.3 Public Notice and Engagement Policy and Procedure Update**

Moved by Councillor Haslett-Theall

That this item be referred to staff to further explore public notice requirements for statutory public meetings and the timeframe to inform Council members of the matters within their ward and report back to Council at the August 13th Council meeting.

CARRIED

### **8.5 Housekeeping Amendments to the Public Nuisance, Property Standards and Lot Maintenance By-laws**

The following delegate spoke on this item:

Bryan Charlebois

Moved by Councillor McNeice

1. That By-law 2024-072, a by-law to amend Public Nuisance By-law 2007-143 attached as Appendix A to the report from Municipal

Enforcement Services dated June 4, 2024 be referred back to staff to identify best practices on light transfer onto properties (including outside living spaces) in intensifying urban areas to minimize nuisance and transmission across properties, as well as light pollution into the sky affecting our environment (dark sky regulations), while balancing the needs for sensor activated lighting for security and safety purposes.

2. By-law 2024-073, a by-law to amend Property Standards By-law 2023-074, as amended, attached as Appendix B to the report from Municipal Enforcement Services dated June 4, 2024 be passed.
3. By-law 2024-074, a by-law to amend Lot Maintenance By-law 2023-075, as amended, attached as Appendix C to the report from Municipal Enforcement Services dated June 4, 2024 be passed.

CARRIED

#### **8.7 ServiceOakville – In Person and Service Channel Trends**

Moved by Councillor Haslett-Theall

That the report dated June 4, 2024 , from the Strategy, Policy and Communications Department be received.

CARRIED

#### **8.8 Corporate Policy Update**

Moved by Councillor Haslett-Theall

1. That the updated Use of Corporate Resources During an Election Period Procedure be approved.
2. That the updated Notice of Close Vote Procedure be approved.
3. That the BIA Event Signs Policy be approved.

CARRIED

**10. Discussion Item(s)**

**10.1 Business Licensing By-law Review – Draft By-law**

Moved by Councillor Knoll

1. That Council's comments and draft licensing by-law attached as Appendix A to the report from Municipal Enforcement Services dated June 4, 2024 be received for consideration and not passed at this time.
2. That By-law 2024-101, a by-law to amend Licensing By-law 2015-075 attached as Appendix D to the report from Municipal Enforcement Services dated June 4, 2024 be passed.
3. That Municipal Enforcement Services circulate the draft licensing by-law for comment to currently licensed businesses and businesses that are captured under the new licensing classes.
4. That Municipal Enforcement Services report back with comments received from the business community and the final version of the licensing by-law in Q4 of 2024.

CARRIED

**10.2 2024 Corporate Asset Management Plan – Part B for Non Core Assets**

Moved by Councillor Longo

That the 2024 Corporate Asset Management Plan – Part B for Non-Core assets as included in Appendix A be approved.

CARRIED

**11. Confidential Discussion Item(s)**

There were no Confidential Discussion items.

**12. Advisory Committee Minutes**

**12.1 Community Spirit Awards Minutes - May 29, 2024**

Moved by Councillor Xie

That the minutes from the Community Spirt Awards of May 29, 2024 be received.

CARRIED

**9. Confidential Consent Item(s)**

**9.1 Regulating the Display and Distribution of Objectionable Images**

Moved by Councillor O'Meara

**CLOSED SESSION**

That Council resolve into a closed meeting session for the purpose of advice that is subject to solicitor-client privilege, including communications necessary for that purpose with respect to Item 9.1 - Regulating the Display and Distribution of Objectionable Images.

CARRIED

**RECESS**

*The meeting recessed at 8:26 p.m. and reconvened in closed session at 8:33 p.m.*

Council resolved back into open session at 8:48 p.m.

Moved by Councillor Chisholm

That the confidential report from the Legal department dated June 4, 2024 be received.

CARRIED

*Staff direction was given in closed session.*

**13. Rise and Report to Council**

Moved by Councillor Longo

That this committee rise and report.

CARRIED

Moved by Councillor Xie  
Seconded by Councillor Gittings

The Mayor arose and reported that the Committee of the Whole has met and made recommendations on Consent Items 8.1, 8.2, 8.3, 8.4, 8.5, 8.6, 8.7, 8.8 Confidential Consent Item 9.1, Discussion items 10.1, 10.2, and Advisory Minutes, 12.1 as noted by the Clerk.

CARRIED

**14. Information Items (Circulated Electronically)**

**14.1 Council Information May 15 - June 4, 2024**

**15. Status of Outstanding Issues**

**16. New Business**

Councillor Xie and Nanda would like to extend their heartfelt gratitude to everyone that contributed to the success of the first Asian Heritage Festival.

Councillor Haslett- Theall announced that the Wedgewood pool opened this past weekend and is fully accessible and thanked Canada's enabling Accessibility fund for its generous \$100,000 grant that allowed for the work that needed to be done.

Councillor Knoll reminded everyone that the Oakville Family Rib Fest is taking place June 21st-23rd at Sheridan College and the 2024 annual Oakville Film Festival starts on June 19th, with a special screening in Town Square. He also noted that he and the Honourable Anita Anand are hosting Pancake Breakfast on July 1st 8:30 a.m. -10:30 a.m. at Oak Park in Ward 5.

Mayor Burton advised that the Honourable Anita Anand was at the Wedgewood pool opening and they are grateful for everything she does for the Town. Mayor Burton also congratulated three Oakville high schools, Abbey Park, Iroquois Ridge and Oakville Trafalgar for having students accepted to Harvard.

**17. Regional Reports and Question Period Regarding Town Boards and Advisory Committees**

**18. Requests for Reports**

There were no request for reports.

**19. Consideration and Reading of By-Laws**

**19.1 By-law 2024-060**

A by-law to stop up and close for all purposes a portion of Wyecroft Road, being Part 2 on Plan 20R-17281 **(Re: Item 8.4)**

**19.2 By-law 2024-072 (Not passed)**

A by-law to amend Public Nuisance By-law 2007-143, being a by-law to prohibit or regulate public nuisances, vibration, odour, dust and outdoor illumination, including indoor lighting that can be seen outdoors within the Town of Oakville **(Re: Item 8.5)**

**19.3 By-law 2024-073**

A by-law to amend Property Standards By-law 2023-074, being a by-law to prescribe standards for the maintenance and occupancy of property within the Town of Oakville **(Re: Item 8.5)**

**19.4 By-law 2024-074**

A by-law to amend Lot Maintenance By-law 2023-075, being a by-law to regulate exterior property maintenance including vegetation, waste and graffiti **(Re: Item 8.5)**

**19.5 By-law 2024-101**

A by-law to amend Licensing By-law 2015-075 **(Re: Item 10.1)**

**19.6 By-law 2024-104**

A by-law to confirm the proceedings of a meeting of Council.

Moved by Councillor Lishchyna

Seconded by Councillor Longo

That the by-laws noted above be passed.

CARRIED

*The Mayor gave written approval of the by-law(s) noted above that were passed during the meeting.*

**20. Adjournment**

The Mayor adjourned the meeting at 8:58 p.m.

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Vicki Tytaneck, Town Clerk



**Town of Oakville**  
**Planning and Development Council**  
**MINUTES**

**Date:** June 24, 2024  
**Time:** 6:30 p.m.  
**Location:** Council Chamber

Mayor and Council:

- Mayor Burton
- Councillor Adams
- Councillor Chisholm
- Councillor Duddeck
- Councillor Elgar
- Councillor Gittings
- Councillor Grant
- Councillor Haslett-Theall
- Councillor Knoll
- Councillor Lishchyna
- Councillor Longo
- Councillor McNeice
- Councillor Nanda
- Councillor O'Meara
- Councillor Xie

Staff:

- J. Clohec, Chief Administrative Officer
- R. Kaminski, Acting Commissioner
- P. Fu, Commissioner of Community Infrastructure
- D. Carr, Town Solicitor
- G. Charles, Director of Planning Services
- P. Barrette, Manager of Planning Services, West District
- K. Biggar, Manager of Policy Planning and Heritage
- C. Van Sligtenhorst, Supervisor of Heritage Conservation
- C. Buckerfield, Senior Planner
- A. Holland, Acting Town Clerk
- M. Bowie, Senior Economic Development Officer
- R. Diec Stormes, Director Economic Development
- J. Radomirovic, Council and Committee Coordinator



Others: Sarah Lewis, Senior Associate, Deloitte

**The Town of Oakville Council met in regular session to consider planning matters on this 24th day of June, 2024 in the Council Chamber of the Oakville Municipal Building, 1225 Trafalgar Road, commencing at 6:30 p.m.**

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**1. Regrets**

There are no regrets.

**2. Declarations of Pecuniary Interest**

No declarations of pecuniary interest were declared.

**3. Committee of the Whole**

Moved by Councillor McNeice

Seconded by Councillor Xie

That this meeting proceed into a Committee of the Whole session.

CARRIED

**4. Consent Items(s)**

**4.1 Recommendation Report, Draft Plan of Condominium, 530 Speers Road Inc., File No.: 24CDM-24002/1620, 530 Speers Road**

Moved by Councillor Adams

That the Director of Planning Services be authorized to grant draft plan approval to the Draft Plan of Condominium (24CDM-24002/1620) submitted by 530 Speers Road Inc., and prepared by R-PE Surveying Ltd. dated October 18, 2023, subject to the conditions contained in Appendix A of the Planning Service Report dated June 11, 2024.

CARRIED

**4.2 Notice of intention to designate – 399 Spruce Street – June 24, 2024**

Moved by Councillor Adams

That a notice of intention to designate be issued under section 29, Part IV of the *Ontario Heritage Act* for the Hobbs House at 399 Spruce Street.

CARRIED

**4.3 2024 Integrated Halton Planning System Memorandum of Understanding: A New Model that Recognizes Changing Roles for Halton Municipalities**

Moved by Councillor Adams

1. That the Town's Chief Administrative Officer be authorized to sign the 2024 Integrated Halton Planning System Memorandum of Understanding: A New Model that Recognizes Changing Roles for Halton Municipalities.
2. That the Town Clerk forward a copy of this report to Halton Region, the City of Burlington, the Town of Halton Hills, the Town of Milton, Conservation Halton, Credit Valley Conservation Authority, Grand River Conservation Authority, the Ministry of Natural Resources and Forestry, and the Ministry of Municipal Affairs for their information.

CARRIED

**5. Confidential Consent Item(s)**

There were no confidential consent Items .

**6. Public Hearing Item(s)**

There were no public hearing Items.

**7. Discussion Item(s)**

**7.1 Recommendation Report, ZBA, ASC (Oakville) Facility Limited Partnership, Z.1327.03**

Moved by Councillor Adams

1. That the proposed Zoning By-law Amendment application submitted by ASC (Oakville) Facility Limited Partnership (File No.: Z.1327.03) be approved on the basis that the application is consistent with the Provincial Policy Statement, conforms with all applicable Provincial plans, the Region of Halton Official Plan, the

Livable Oakville Plan, has regard for matters of Provincial interest, and represents good planning for the reasons outlined in the report from the Planning Services department dated June 5, 2024.

2. That By-law 2024-097, an amendment to Zoning By-law 2009-189, be passed.
3. That the notice of Council's decision reflect that Council has fully considered all of the written and oral submissions relating to these matters and that those comments have been appropriately addressed.
4. That, in accordance with Section 34(17) of the *Planning Act*, no further notice is determined to be necessary.

CARRIED

## **7.2 2023 Economic Development Annual Report**

Moved by Councillor Knoll

That the 2023 Economic Development Annual Report from the Economic Development department be received.

CARRIED

## **7.3 Economic Development Plan: 2024-2029 - Draft Strategic Directions**

Moved by Councillor Longo

That the draft strategic directions identified in the staff report from the Economic Development department titled, Economic Development Plan 2024-2029 – Draft Strategic Directions, dated June 11, 2024 be endorsed for public consultation.

CARRIED

## **7.4 Consideration of Objection to Notice of Intention to Designate – 2366 Carrington Place – By-law 2024-107 – June 24, 2024**

The following delegates spoke on this item:

Michael McClelland, Glenn Piotrowski, Debbie Daymond, Neil Daymond,

Moved by Councillor Duddeck

1. That the Notice of Intention to Designate the property at 2366 Carrington Place under Section 29, Part IV of the *Ontario Heritage Act* not be withdrawn despite the notice of objection received from the property owner; and,
2. That By-law 2024-107 to designate the property at 2366 Carrington Place as a property of cultural heritage value or interest, attached as Appendix "B", be passed.

CARRIED

**8. Confidential Discussion Item(s)**

There were no confidential discussion Items.

**9. Advisory Committee Minutes**

There were no advisory committee minutes.

**10. Rise and Report to Council**

Moved by Councillor Longo

That this committee rise and report.

CARRIED

The Mayor arose and reported that the Committee of the Whole has met and has made recommendations on Consent Items 4.1, 4.2 and 4.3 and Discussion Items 7.1, 7.2, 7.3 and 7.4.

Moved by Councillor Haslett-Theall

Seconded by Councillor Xie

That the report and recommendations of the Committee of the Whole be approved.

CARRIED

**11. New Business**

There was no new business.

**12. Consideration and Reading of By-laws**

**12.1 By-law 2024-106**

A by-law to designate the MacKendrick House at 2038 Lakeshore Road East as a property of cultural heritage value or interest.

**12.2 By-law 2024-097**

A by-law to amend ZBL 2009-189 to permit uses at 3000 Hospital Gate.  
(Re: Item 7.1)

**12.3 By-law 2024-107**

A by-law to designate the property at 2366 Carrington Place as a property of cultural heritage value or interest. (Re: Item 7.4)

**12.4 By-law 2024-109**

A by-law to confirm the proceedings of a meeting of Council.

Moved by Councillor Chisholm

Seconded by Councillor McNeice

That the by-laws noted above be passed.

CARRIED

*The Mayor gave written approval of the by-law(s) 2024 -106, 2024 -097, 2024-107, 2024-109 that were passed during the meeting.*

**13. Adjournment**

The Mayor adjourned the meeting at 9:04 p.m.

---

Andrea Holland, Acting Town  
Clerk



**Town of Oakville**  
**Committee of the Whole - Workshop**  
**MINUTES**

**Date:** June 11, 2024  
**Time:** 6:30 p.m.  
**Location:** Council Chamber

Mayor and Council: Mayor Burton  
Councillor Adams  
Councillor Chisholm  
Councillor Duddeck  
Councillor Elgar  
Councillor Gittings  
Councillor Grant  
Councillor Haslett-Theall  
Councillor Knoll  
Councillor Lishchyna  
Councillor McNeice  
Councillor Nanda (As of 6:33 p.m.)  
Councillor O'Meara

Regrets: Councillor Longo  
Councillor Xie

Staff: J. Clohecyc, Chief Administrative Officer  
N. Sully, Commissioner of Corporate Services and Treasurer  
P. Fu, Commissioner of Community Infrastructure  
P. Damaso, Commissioner of Community Services  
C. Hewitson, Director - Asset Management  
J. Stephen, Director of Engineering and Construction  
J. van der Heiden, Deputy Treasurer and Director of Finance  
V. Tytaneck, Town Clerk  
N. Coric, Council and Committee Coordinator  
J. Radomirovic, Council and Committee Coordinator

Others: Steve Auger, Senior Manager, Toronto and Region Conservation Authority  
Sharon Lam, Intermediate Research Scientist, Toronto and Region Conservation Authority  
Barb Veale, Senior Director, Conservation Halton  
Lesley Matich, Manager, Conservation Halton  
Pippy Warburton, Water Resources Lead, AECOM  
Alicia Evans, Manager, AECOM

**The Committee of the Whole - Workshop met on this 11th day of June, 2024, in the Council Chamber of the Oakville Town Hall, 1225 Trafalgar Road, Oakville, commencing at 6:30 p.m. These minutes will go forward to the Council meeting of July 9th, 2024, for approval.**

---

**1. Regrets**

As noted above.

**2. Declarations of Pecuniary Interest**

No declarations of pecuniary interest were declared.

**3. Discussion Item(s)**

**3.1 Rainwater Management Financial Plan Council Workshop 1**

**RECESS**

*The meeting recessed at 8:19 p.m. and reconvened at 8:29 p.m.*

Moved by Councillor Knoll

That the presentation materials be received.

CARRIED

**4. Confidential Discussion Item(s)**

There were no confidential discussion items.

**5. Adjournment**

The Mayor adjourned the meeting at 9:35 p.m.



**Town of Oakville  
Budget Committee  
MINUTES**

**Date:** June 17, 2024  
**Time:** 5:00 p.m.  
**Location:** Council Chamber

Mayor and Council: Mayor Burton  
Councillor Adams  
Councillor Haslett-Theall  
Councillor O'Meara  
Councillor Chisholm  
Councillor Duddeck  
Councillor Gittings  
Councillor Grant  
Councillor Knoll  
Councillor Lishchyna  
Councillor Longo  
Councillor McNeice  
Councillor Nanda  
Councillor Xie

Regrets: Councillor Elgar

Staff: J. Clohecyc, Chief Administrative Officer  
N. Sully, Commissioner of Corporate Services and Treasurer  
P. Fu, Commissioner of Community Infrastructure  
P. Damaso, Commissioner of Community Services  
R. Kaminski, Acting Commissioner of Community Development  
D. Carr, Town Solicitor  
J. van der Heiden, Deputy Treasurer and Director of Finance  
D. Stancovici, Manager of Financial Planning and Policy  
V. Tytaneck, Town Clerk  
N. Coric, Council and Committee Coordinator



**The 2025 Budget Committee met in regular session, this 17th day of June, 2024, in the Council Chamber of the Oakville Town Hall, 1225 Trafalgar Road, Oakville, commencing at 5:00 p.m.**

**These minutes will go forward to the Council meeting of July 9th, 2024, for approval. Please view those minutes to note any changes Council may have made.**

---

**1. Regrets**

As noted above.

**2. Declarations of Pecuniary Interest**

No declarations of pecuniary interest were declared.

**3. Consent Items(s)**

There were no consent items.

**4. Confidential Consent Item(s)**

There were no confidential consent items.

**5. Discussion Item(s)**

**5.1 2025 Budget Forecast**

Moved by Councillor Xie

That the 2025 Budget Forecast report and accompanying staff presentation be received.

CARRIED

**5.2 Draft Mayoral Direction to Staff Regarding the Preparation of the 2025 Annual Budget**

Moved by Councillor Lishchyna

That the Budget Committee endorse the draft Mayoral Direction to Staff for the preparation of the 2025 annual budget.

CARRIED

**6. Confidential Discussion Item(s)**

There were no confidential discussion items.

**7. Adjournment**

The Mayor adjourned the meeting at 5:35 p.m.



## REPORT

### Council

Meeting Date: July 9, 2024

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**FROM:** Oakville Fire Department

**DATE:** June 25, 2024

**SUBJECT:** By-Law 2024-068, A by-law to amend By-Law 1981-066 (The Fire Route By-Law)

**LOCATION:**

**WARD:** Town-wide

Page 1

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#### RECOMMENDATION:

That By-Law 2024-068, a by-law to amend By-Law 1981-066 (The Fire Route By-Law) be passed.

#### KEY FACTS:

The following are key points for consideration with respect to this report:

- By-Law 1981-066 designates certain private roadways as fire routes.
- Fire Routes are required for certain buildings specified in the Ontario Building and Ontario Fire Codes.
- The Fire Department has reviewed several applications for a new fire route at various locations in the Town and is recommending them for approval by Council.

#### BACKGROUND:

By-Law 1981-066 designates fire routes for buildings at specified locations in the Town. The provisions of the Ontario Building Code require a fire route for any property containing: a building that is more than three storeys in height; a building that is more than 600 m<sup>2</sup> in building area; a self-serve storage building; or portable classrooms that are not otherwise exempt. When buildings are renovated, revisions may also be required to an existing fire route. The Fire Department has received several applications for a new fire route at various locations in the town as set out in Appendix A

**COMMENT/OPTIONS:**

The Fire Department has reviewed and approved the applications for a new fire route at the subject properties. A fire route is required for these properties in accordance with the Ontario Building Code. Staff recommend that the proposed By-law amendment set out in Appendix A, incorporating new fire routes for the subject properties, be passed.

**CONSIDERATIONS:**

**(A) PUBLIC**

Fire routes have been designated for the safety of the public. In the event of an emergency, it is critical that emergency vehicles can respond to the needs of residents without any roadway impediments.

**(B) FINANCIAL**

There is no financial impact for the Fire Department. A fee is paid by an applicant to process a fire route application.

**(C) IMPACT ON OTHER DEPARTMENTS & USERS**

Enforcement of parking in a designated fire route is conducted by the Town's Parking Control Operations.

**(D) COUNCIL STRATEGIC PRIORITIES**

This report addresses the corporate strategic goal(s) to:

- Continuously improve our programs and services
- Be accountable in everything we do
- Be the most liveable town in Canada

**(E) CLIMATE CHANGE/ACTION**

This issue addresses the economic sustainability of the community.

**APPENDICES:**

Appendix A By-Law 2024-068

Prepared by:  
Gary Laframboise  
Chief Fire Prevention Officer  
OAKVILLE FIRE DEPARTMENT

Submitted by:  
Paul Boissonneault  
Fire Chief  
OAKVILLE FIRE DEPARTMENT



OAKVILLE

**Appendix A**

**THE CORPORATION OF THE TOWN OF OAKVILLE**

**BY-LAW NUMBER 2024-068**

A by-law to amend By-Law 1981-066 (The Fire Route By-Law)

**WHEREAS** it is desirable to amend By-Law 1981-66 to change certain fire routes and designate the new fire routes for buildings at specified locations in the town:

**COUNCIL ENACTS AS FOLLOWS:**

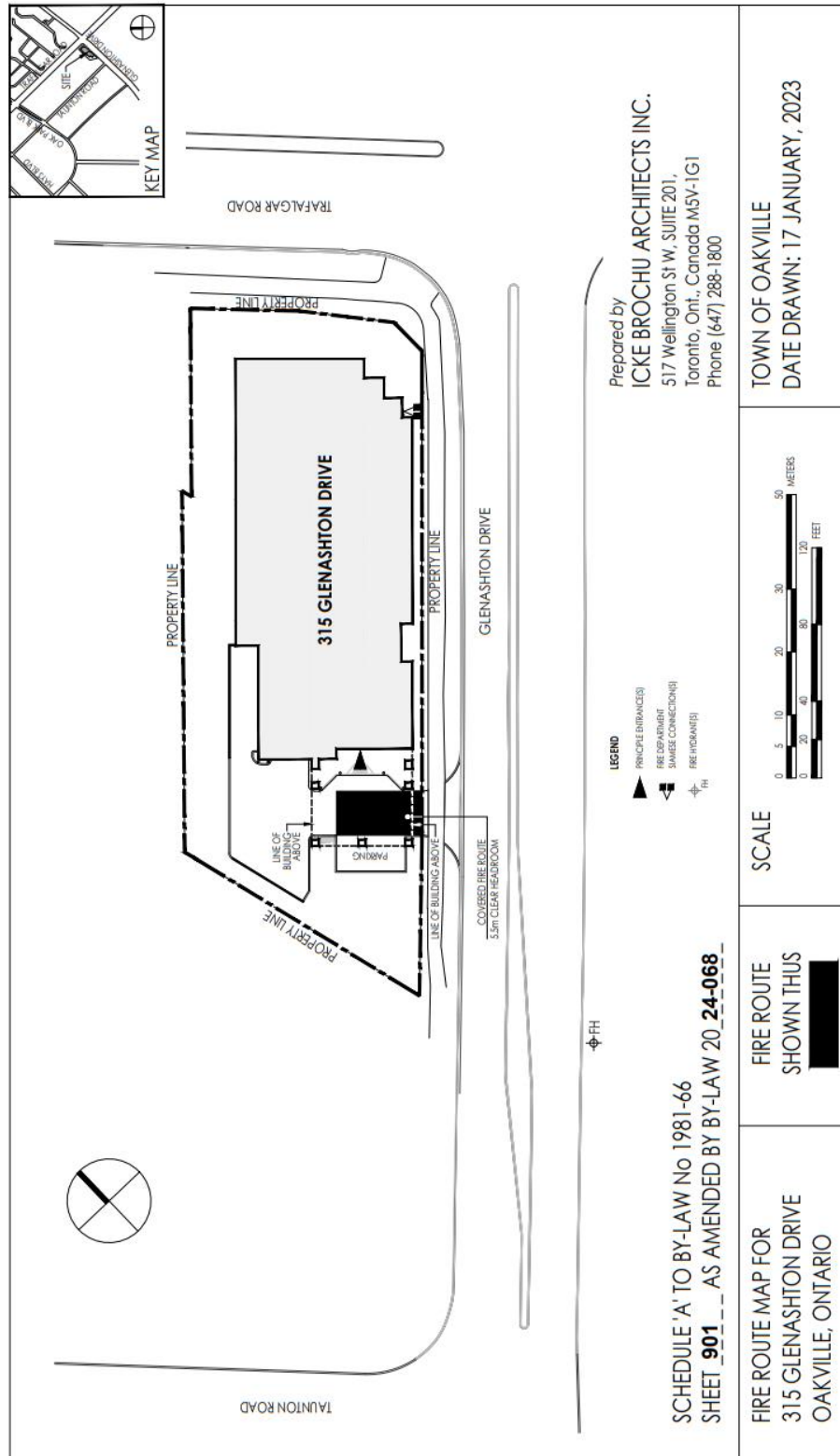
1. Schedule "A" of By-Law 1981-66 is hereby amended by inserting Sheets 901,902,903,904,905,906,907,908,909,910,911,912,913,914,915,916,917, 918,919,920 attached as Schedule "A" to this By-law.
  
2. Schedule "A" of By-Law 1981-66 is hereby further amended by replacing Sheets 239,262,301,374,400,445,693,765,897 attached as Schedule "B" to this By-Law in corresponding Sheets in Schedule "A" of By-Law 1981-66.

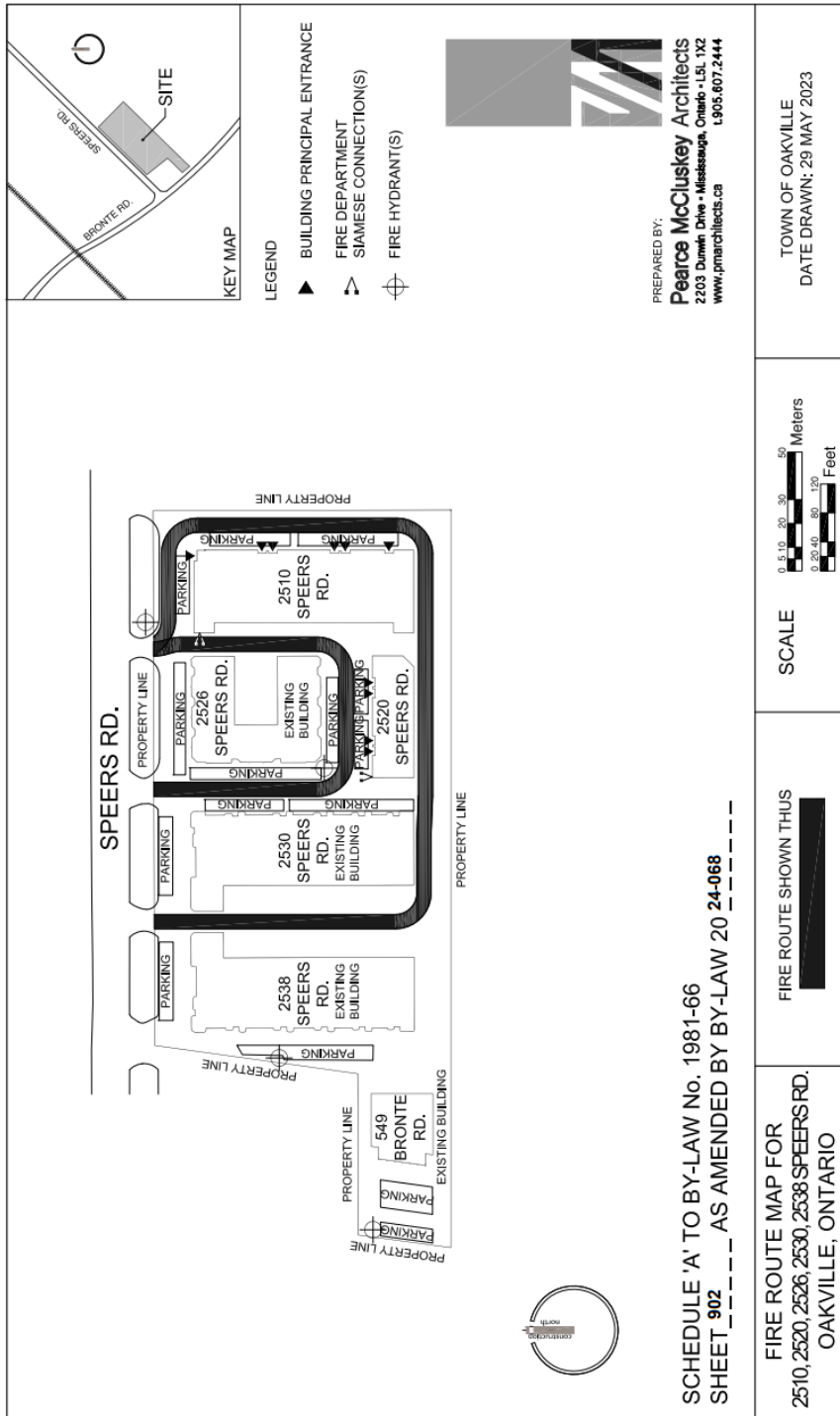
PASSED this 9<sup>th</sup> day of July, 2024.

\_\_\_\_\_  
MAYOR

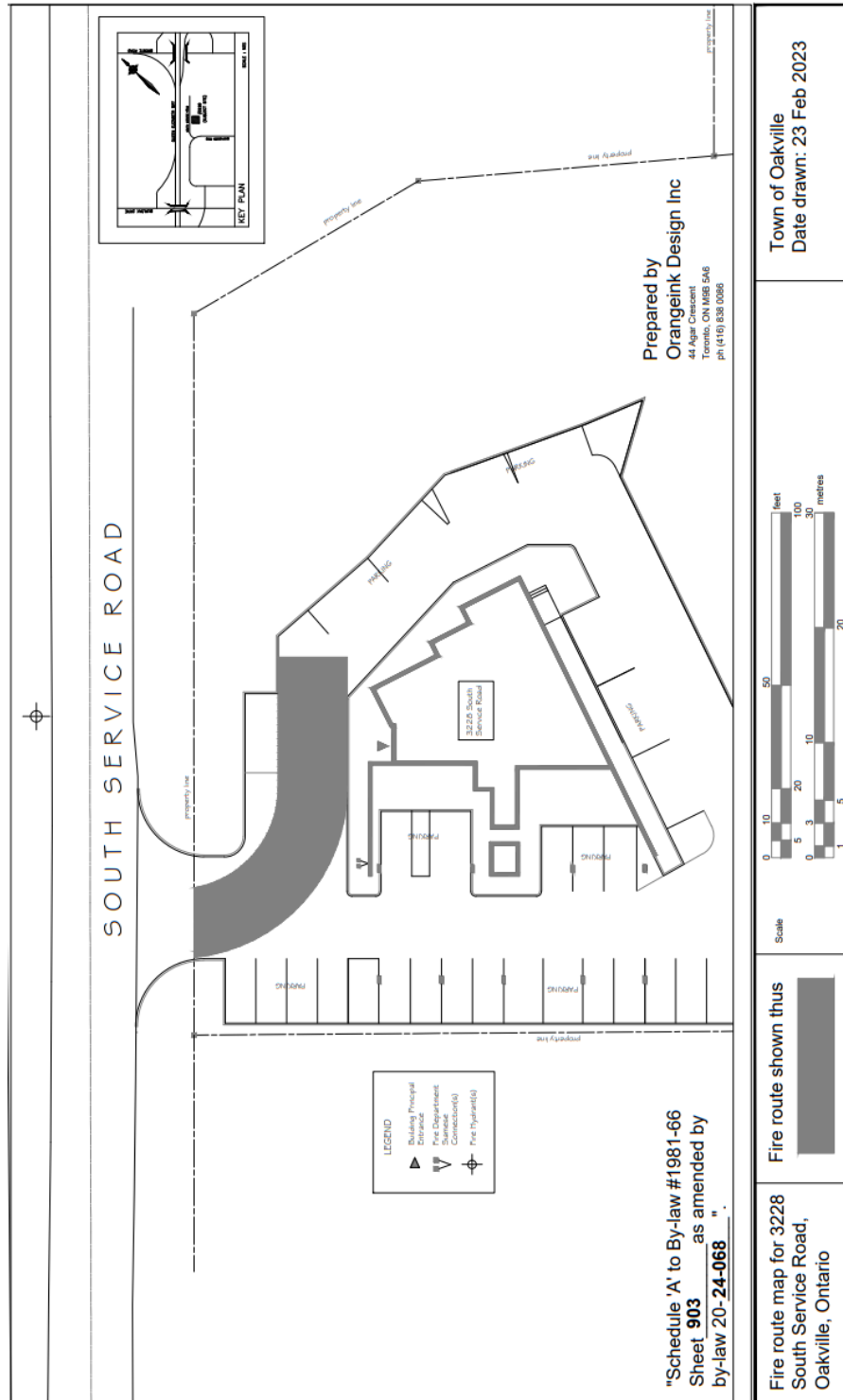
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CLERK

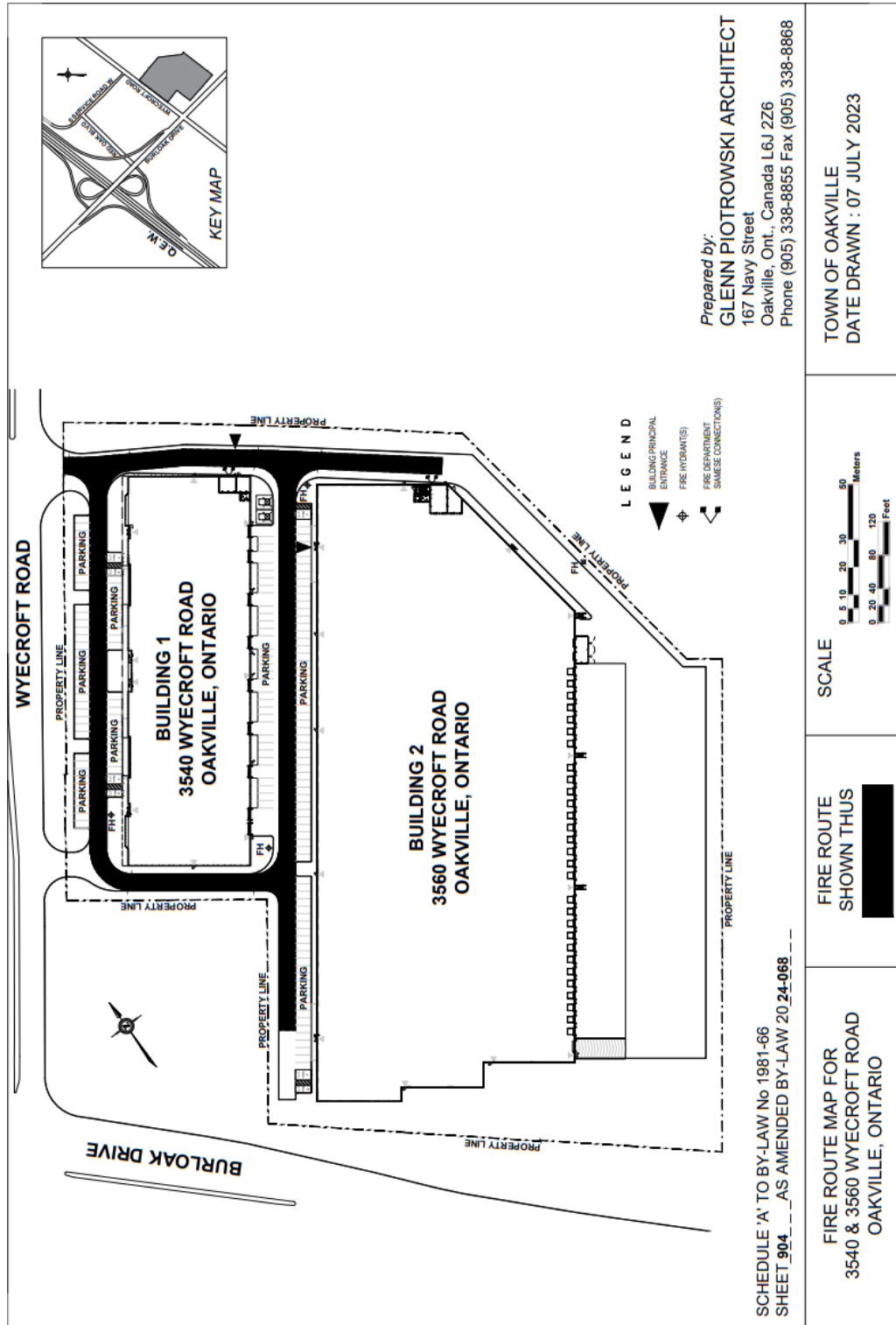
Schedule "A" to By-Law 2024-068

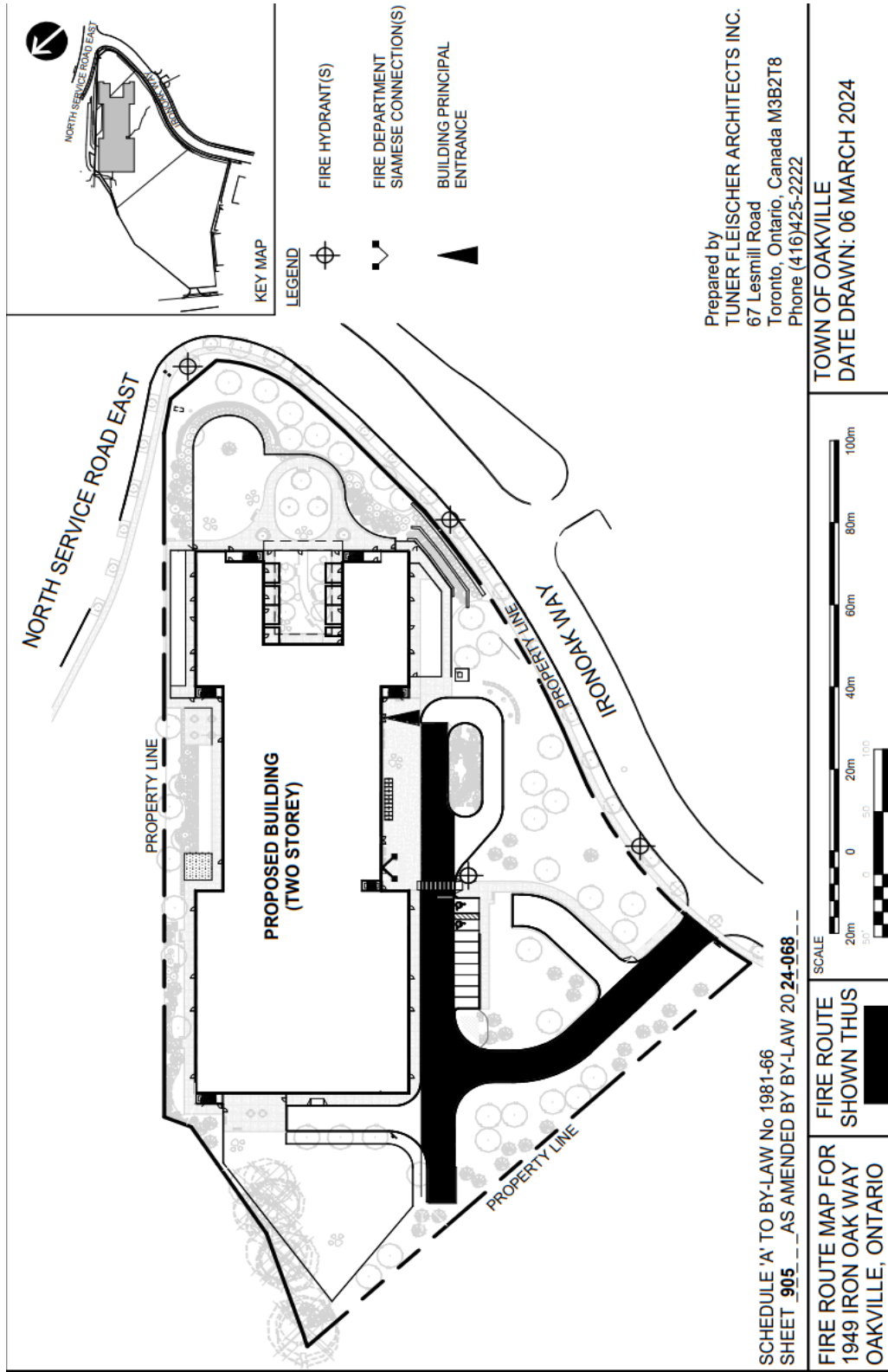


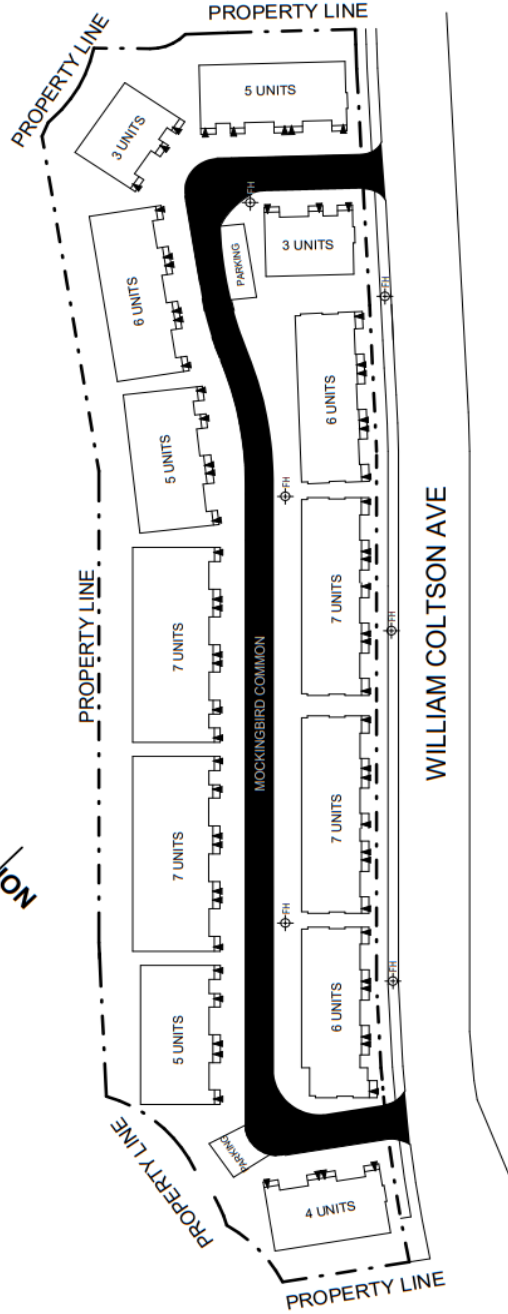
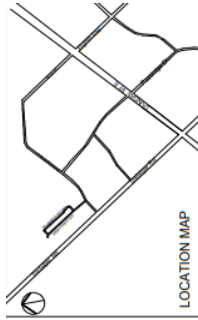







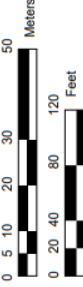


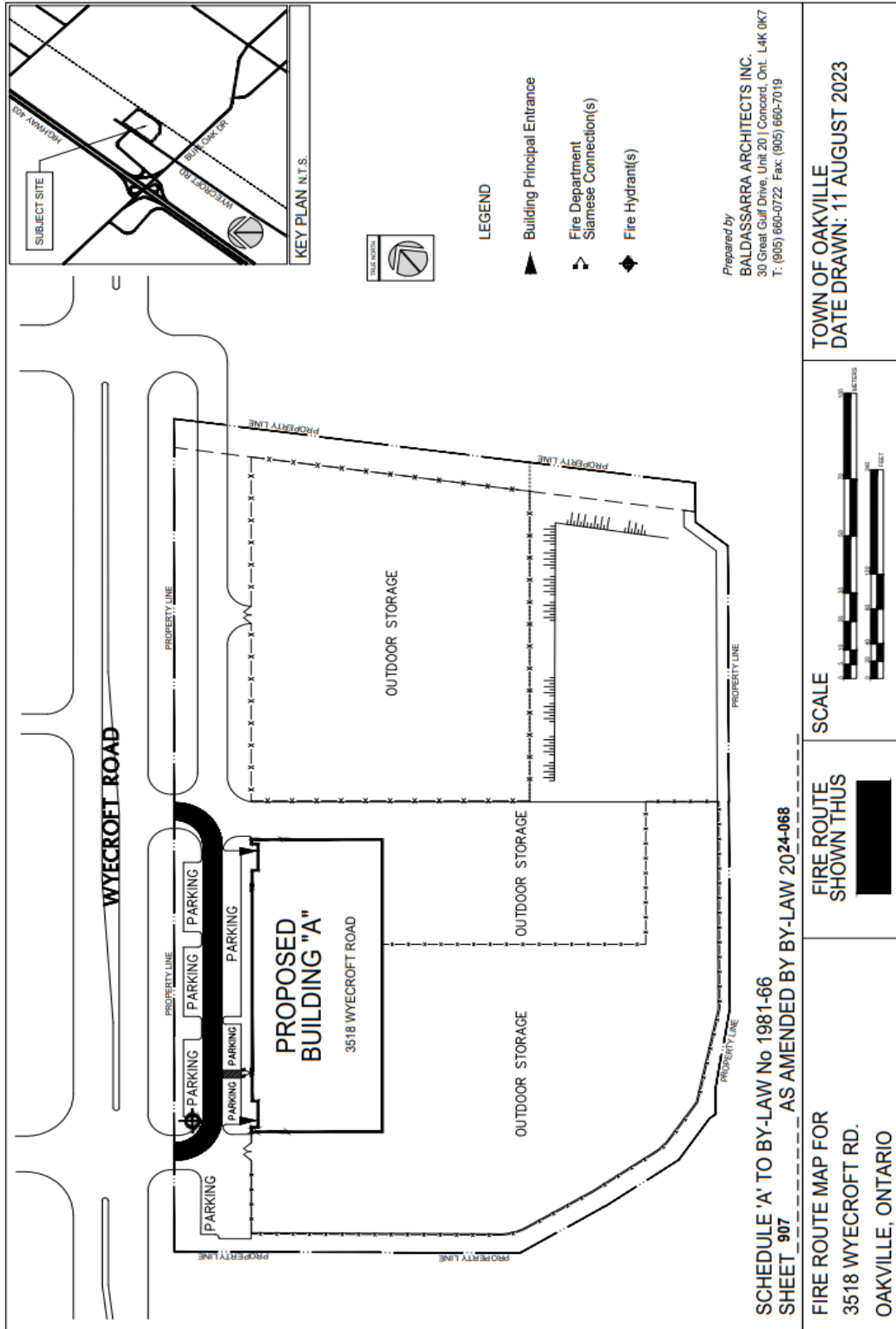


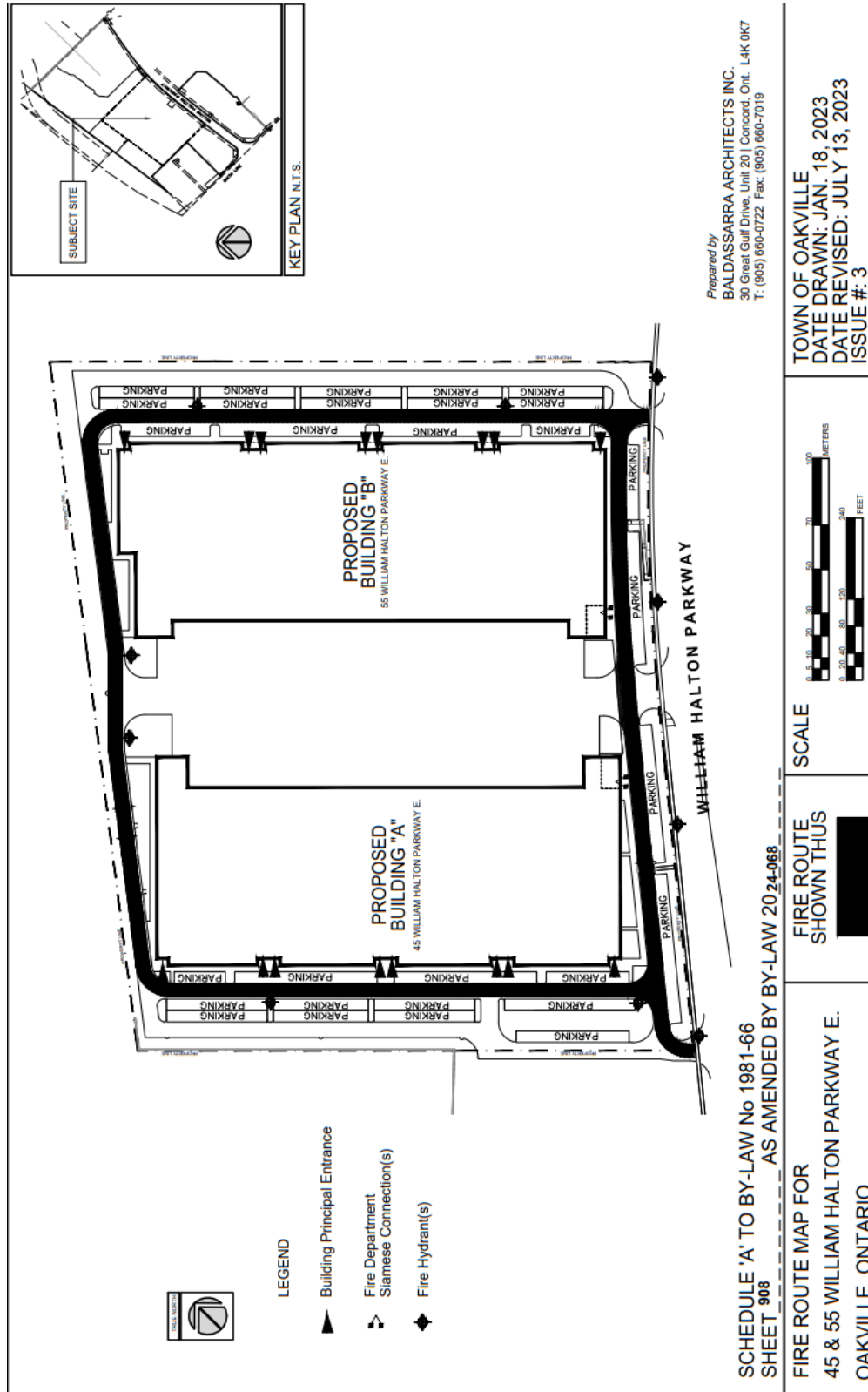


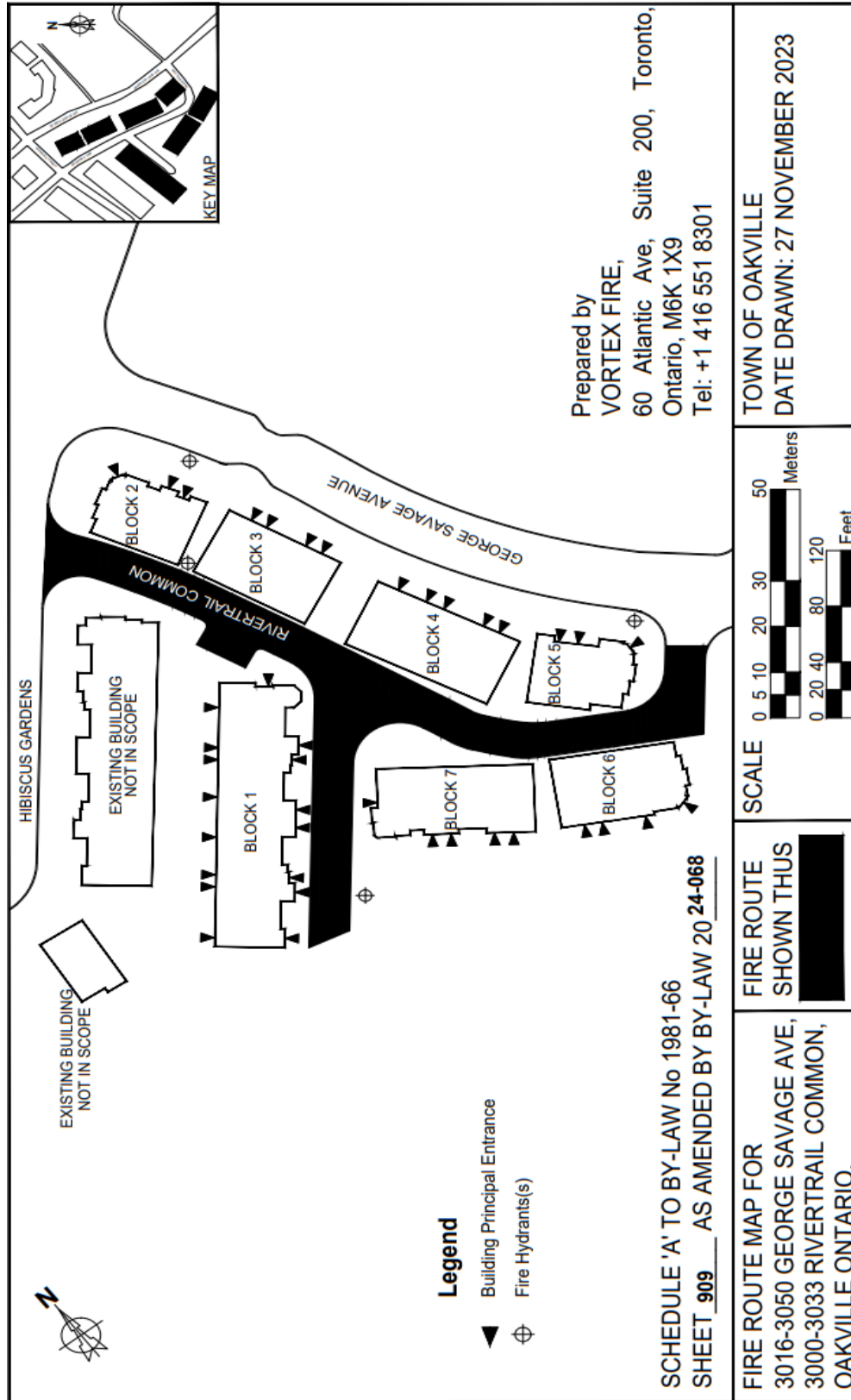
Prepared by  
**CYNTHIA ZAHORUK ARCHITECTS**  
 3077 New St,  
 Burlington, Ont., Canada L7N-1M6  
 Phone (905) 331-4480

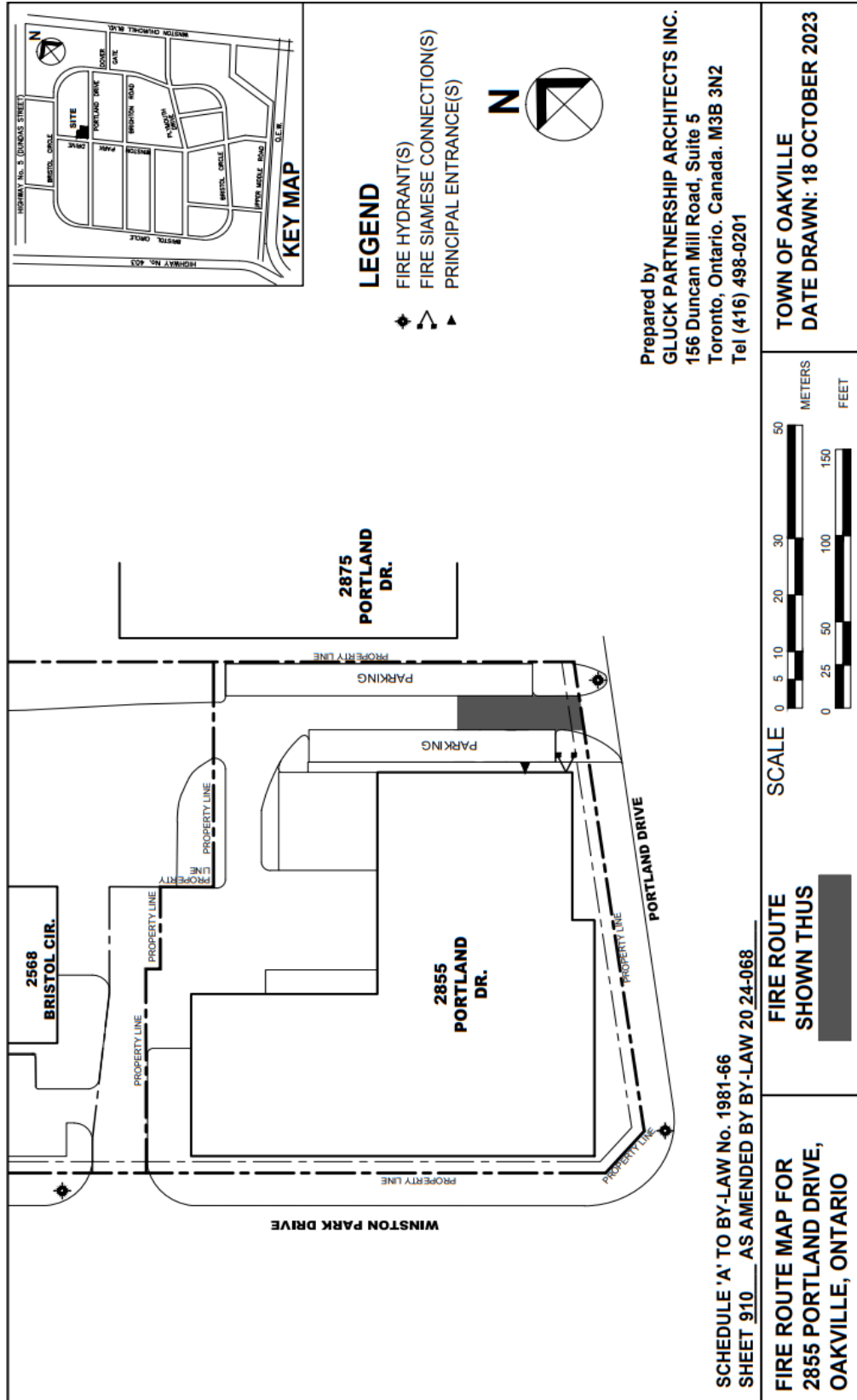
**SCHEDULE 'A' TO BY-LAW No 1981-66**  
**SHEET 906 AS AMENDED BY BY-LAW 20 24-068**

<p>FIRE ROUTE MAP FOR                  3250 - 3355 MOCKINGBIRD COMMON                  3163 - 3225 WILLIAM COLTSON AVE.                  OAKVILLE, ONTARIO</p>	<p>FIRE ROUTE SHOWN THUS</p> 	<p>SCALE</p> 	<p>TOWN OF OAKVILLE                  DATE DRAWN: 15 AUG 2023</p>
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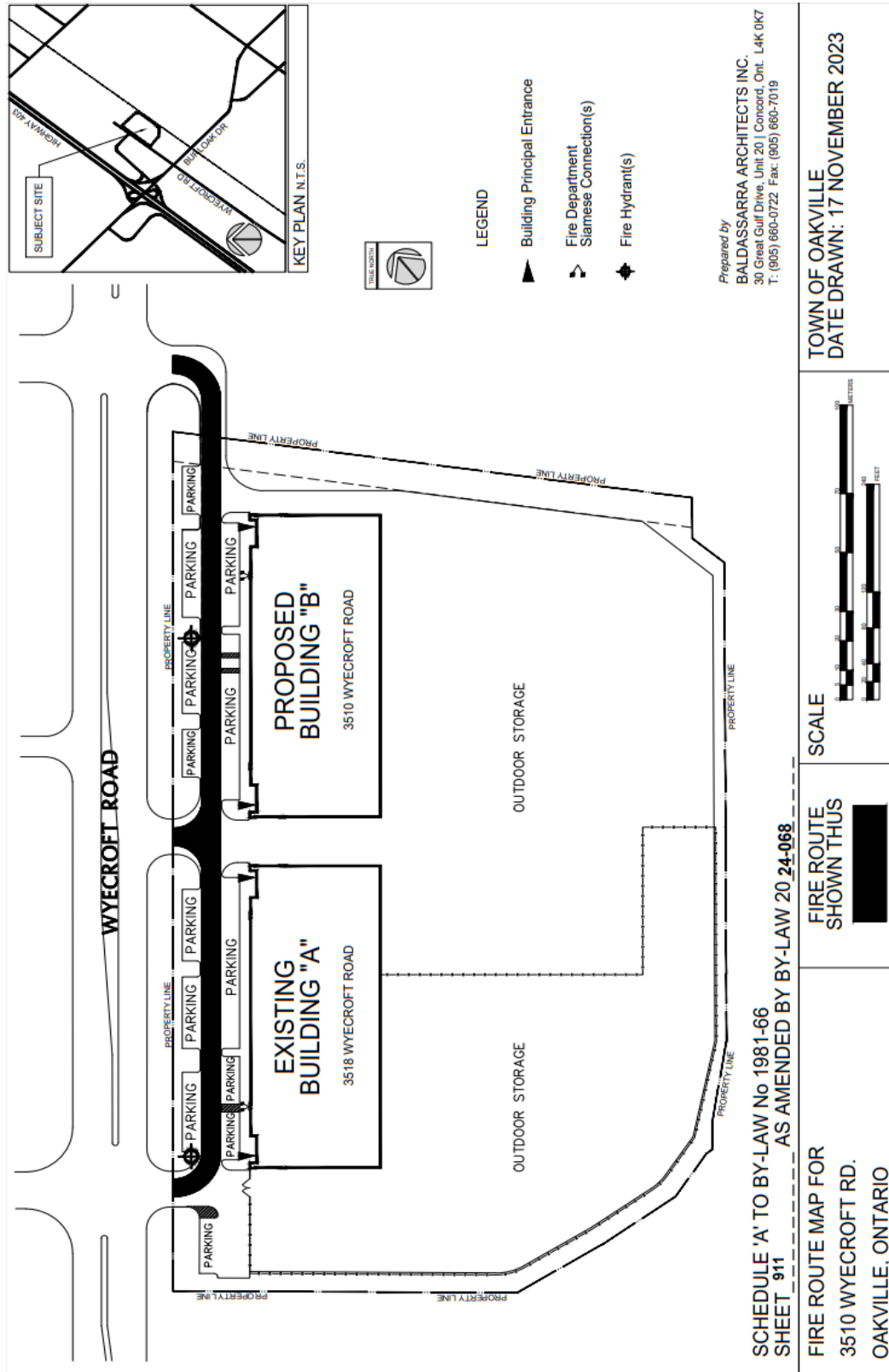


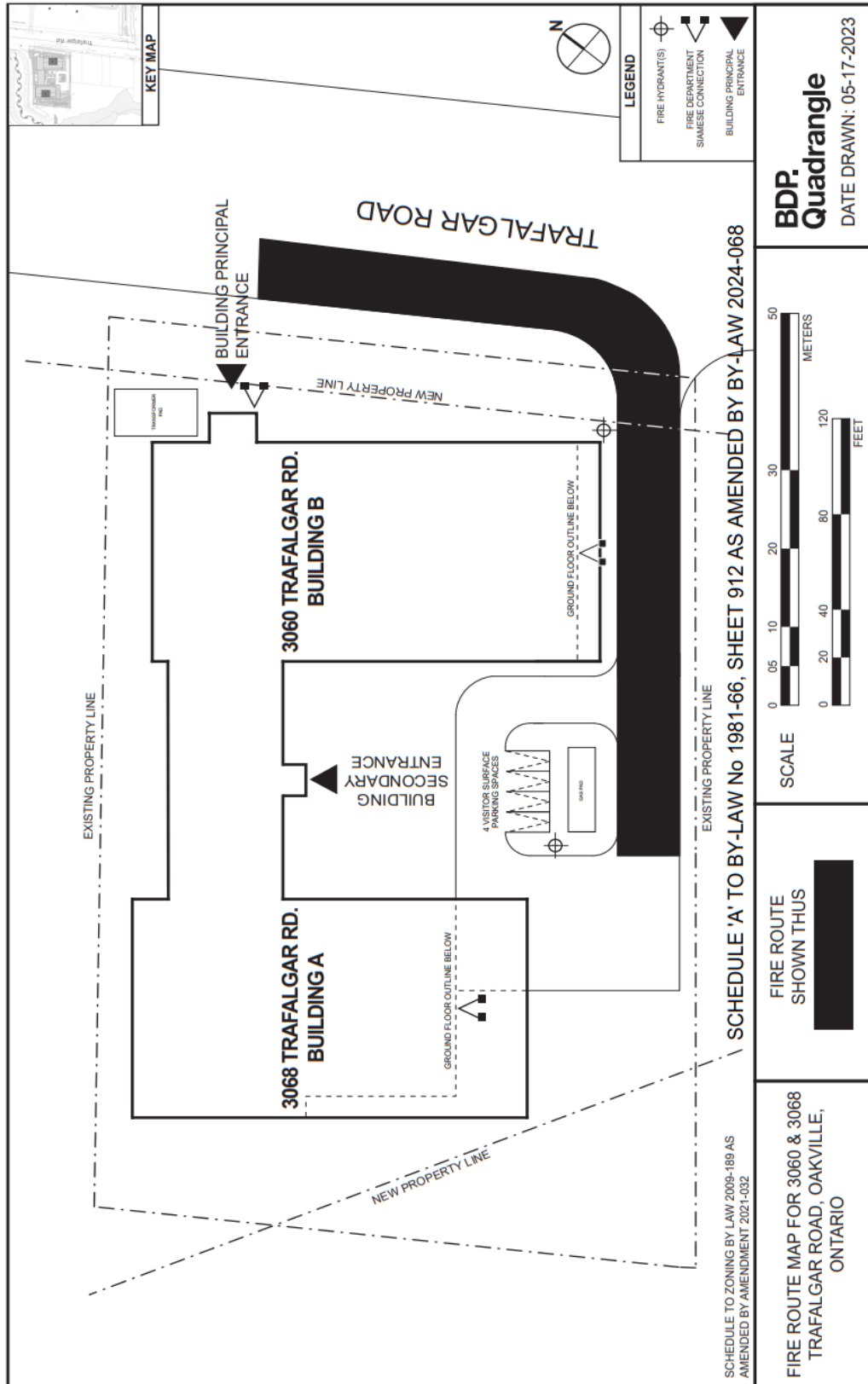




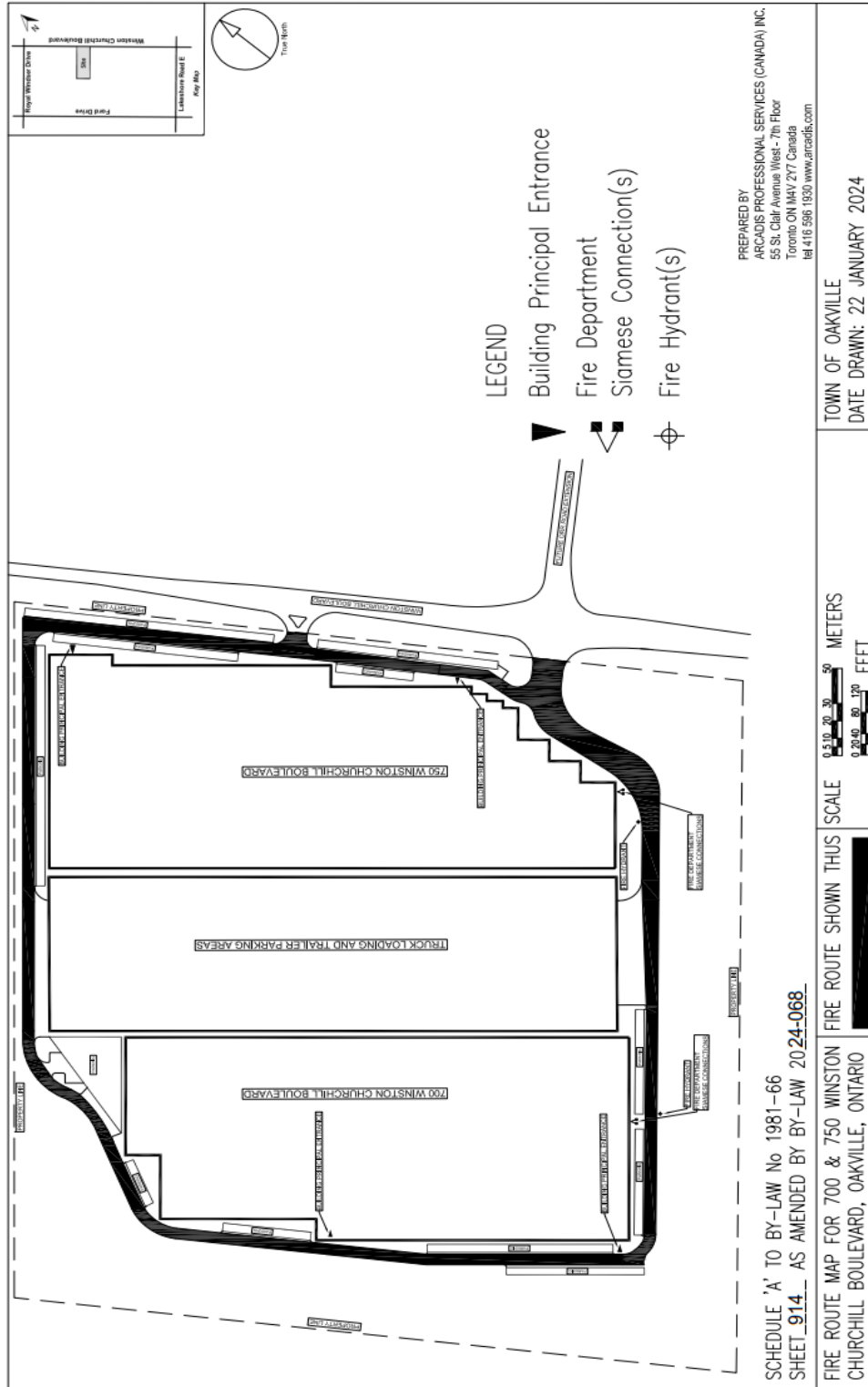


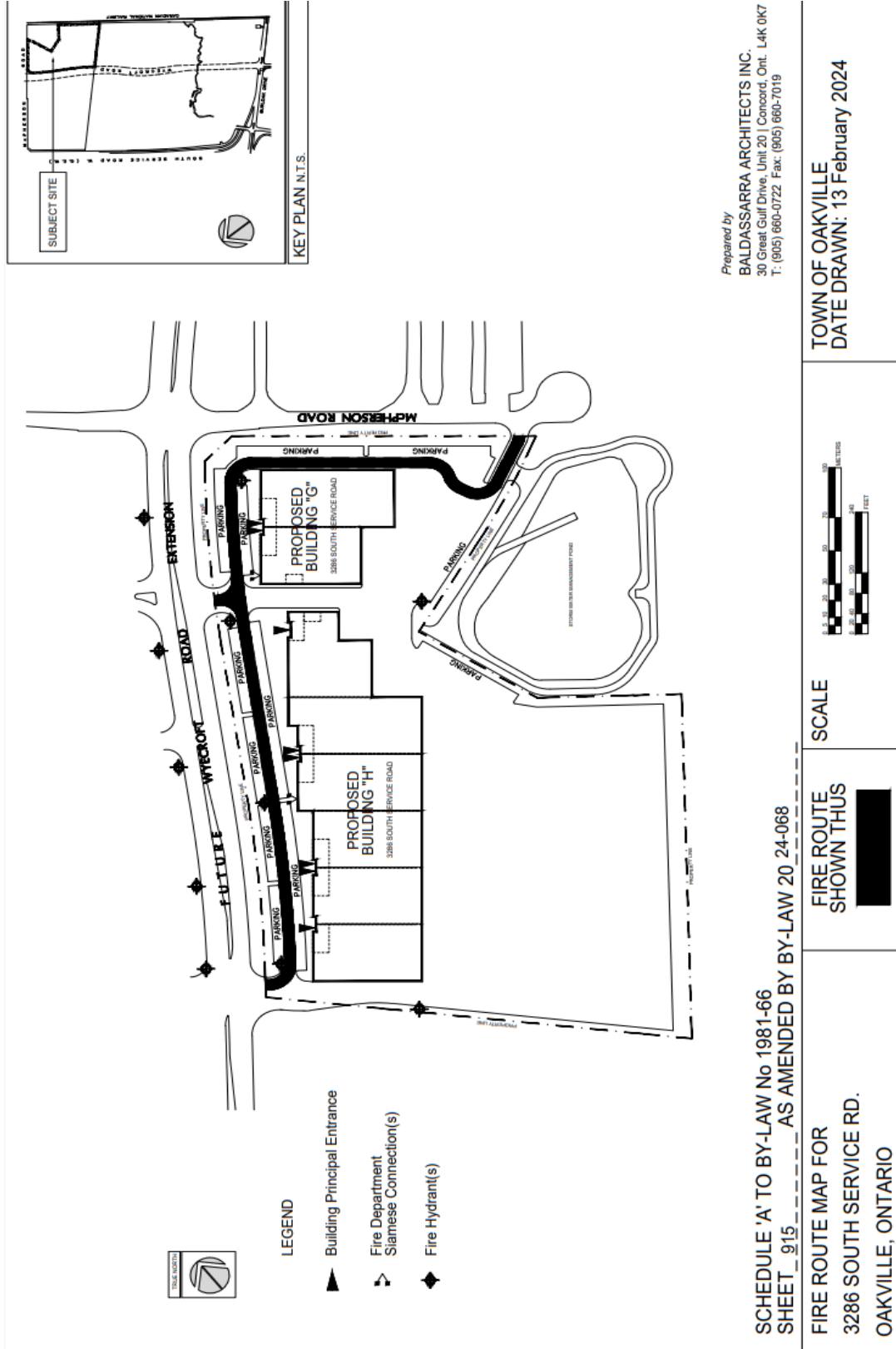


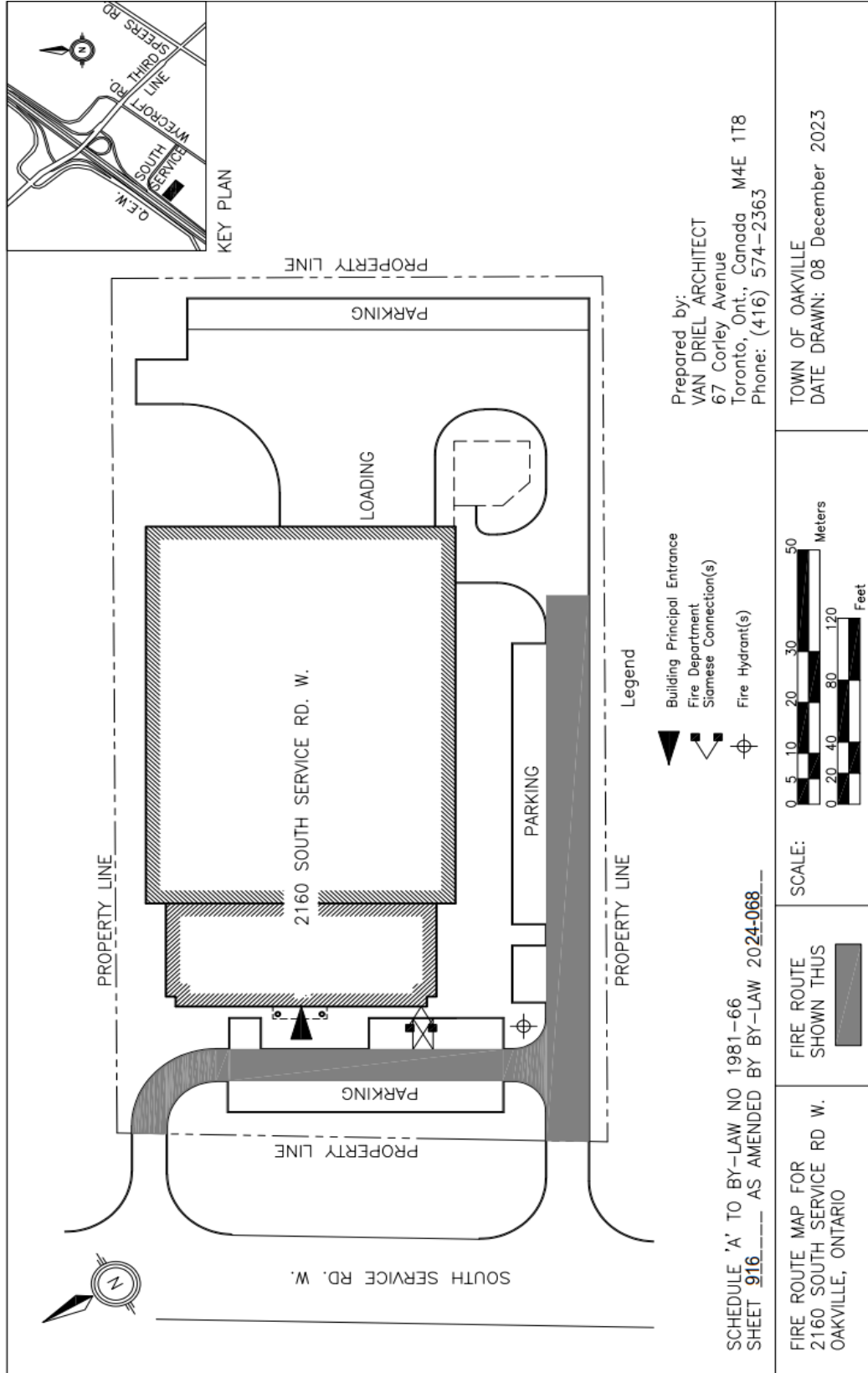


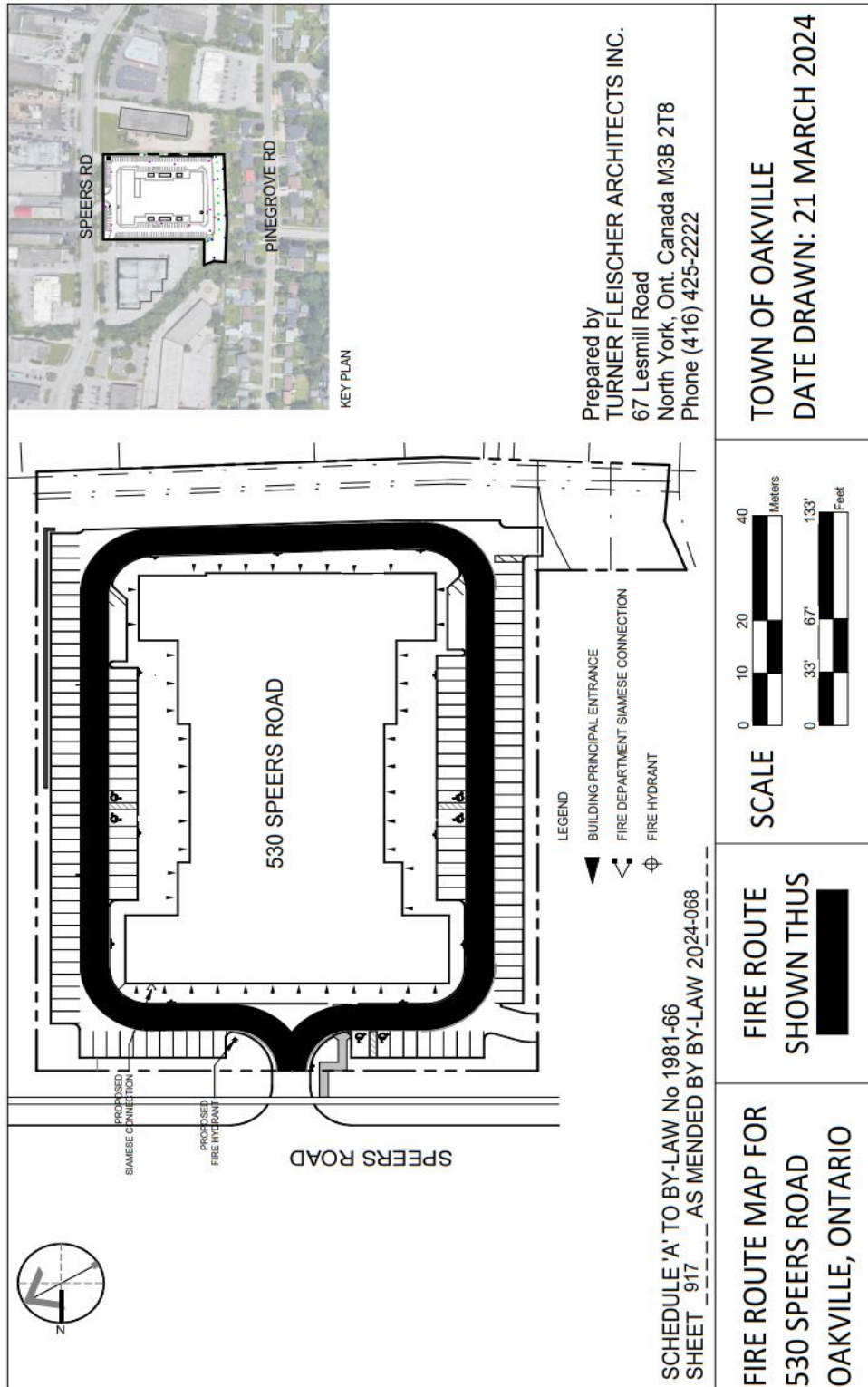


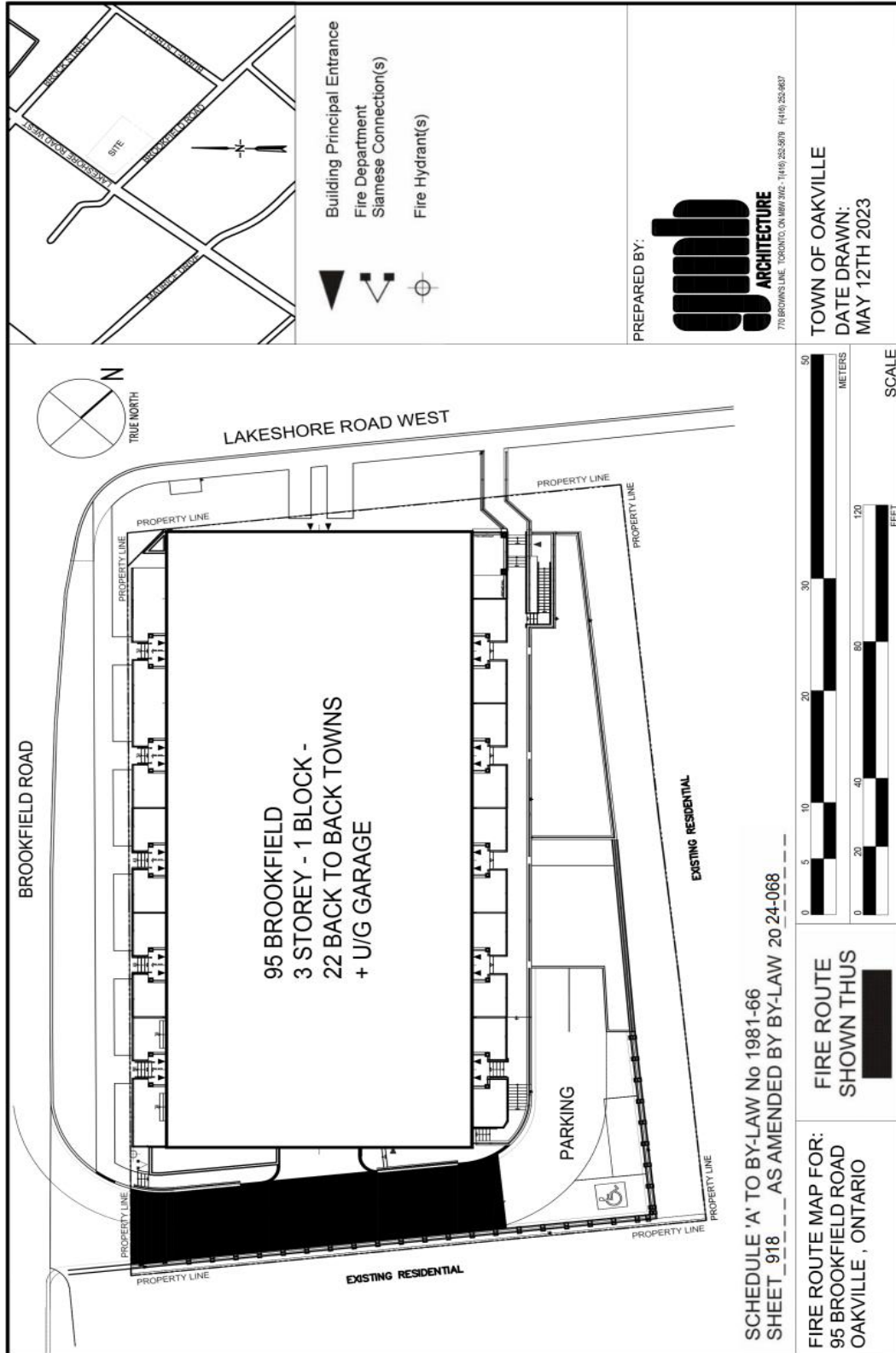




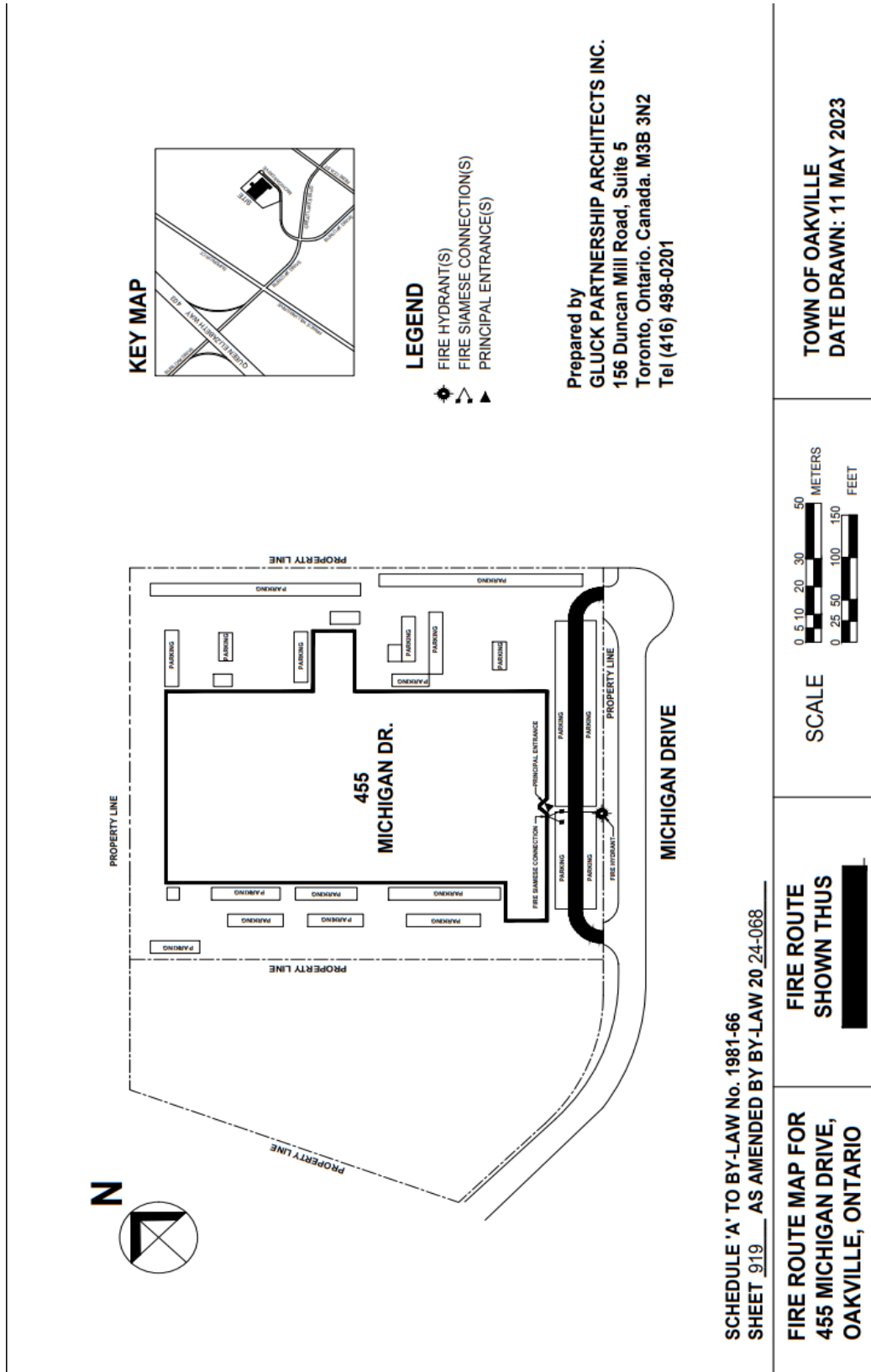


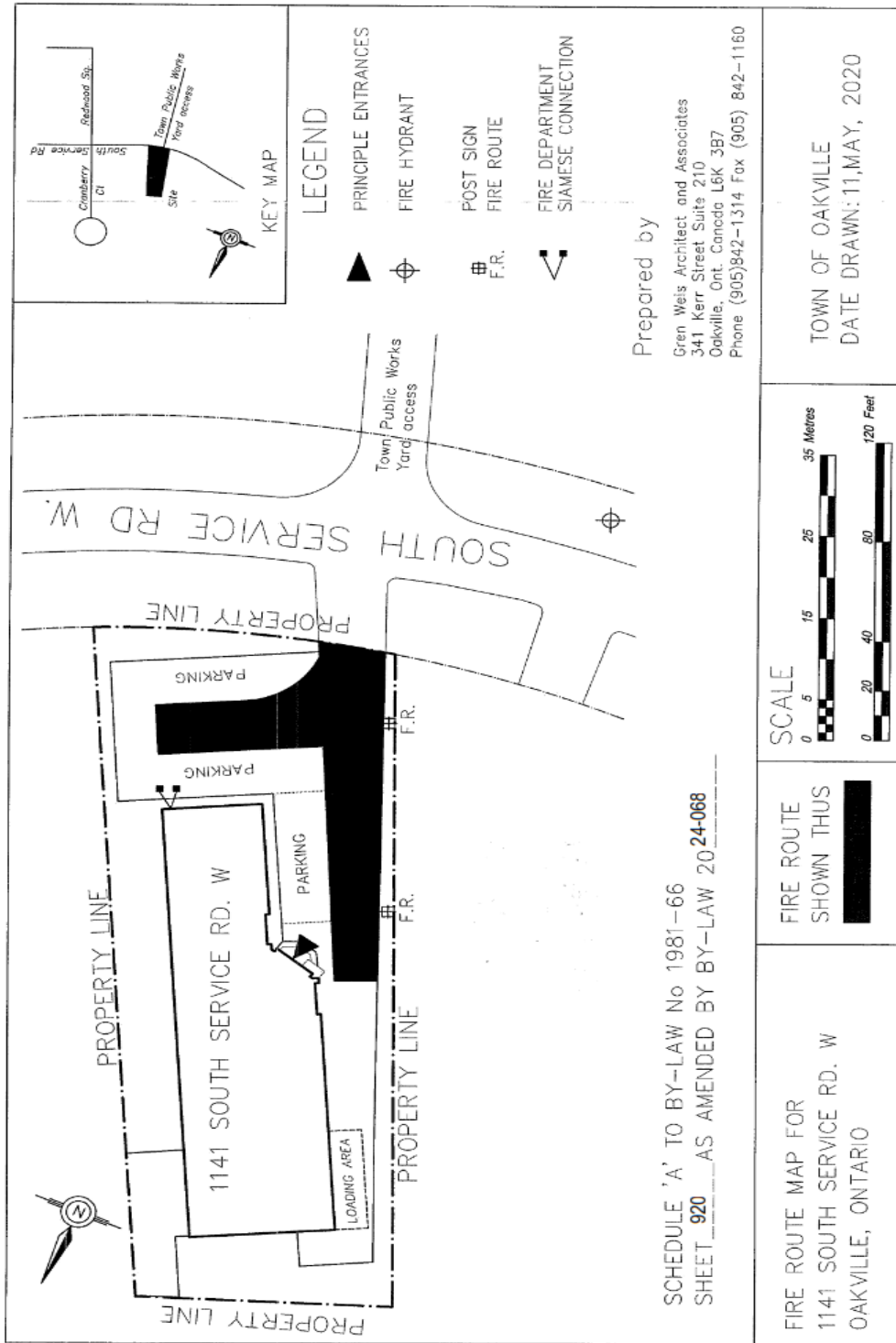




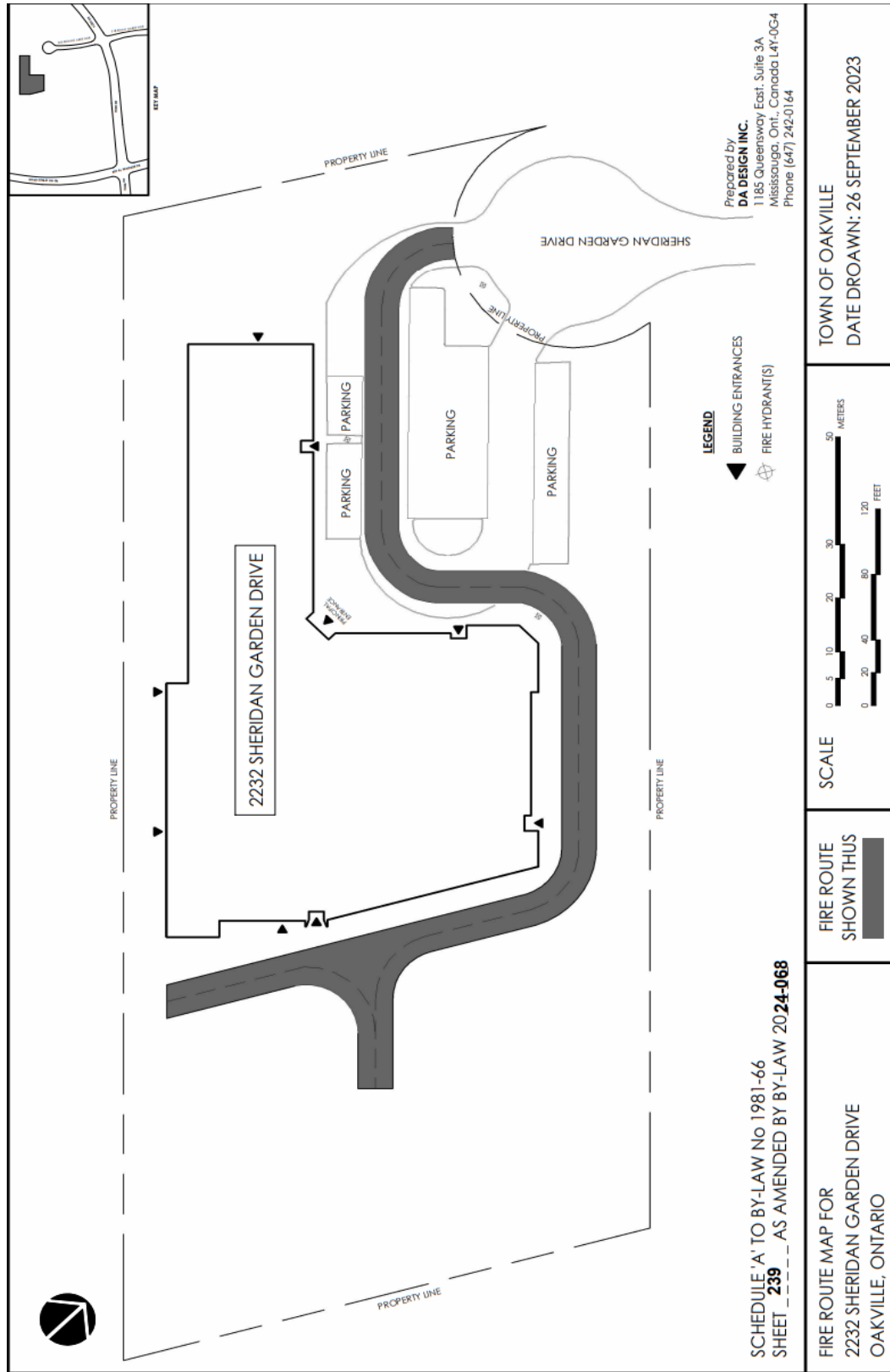


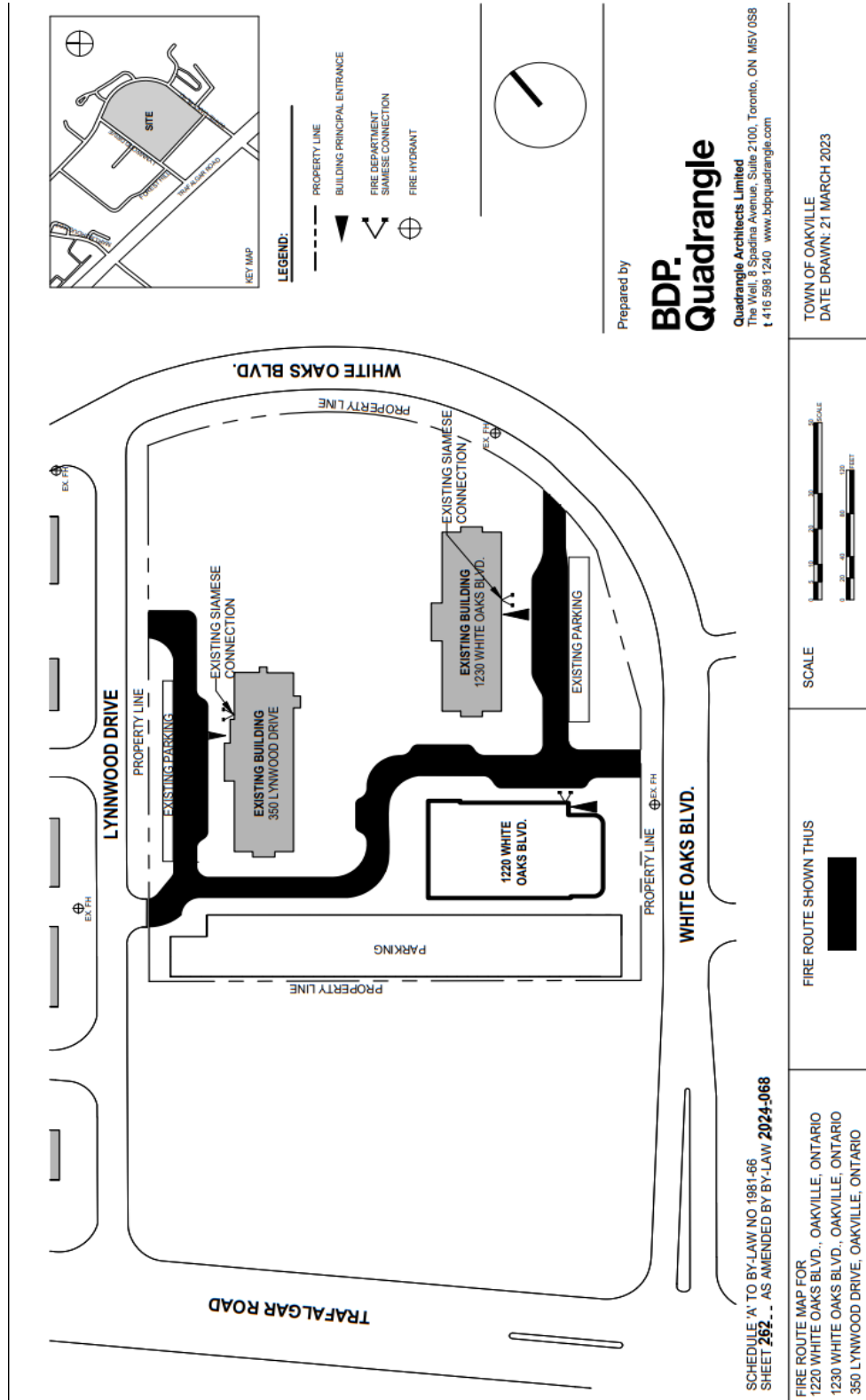


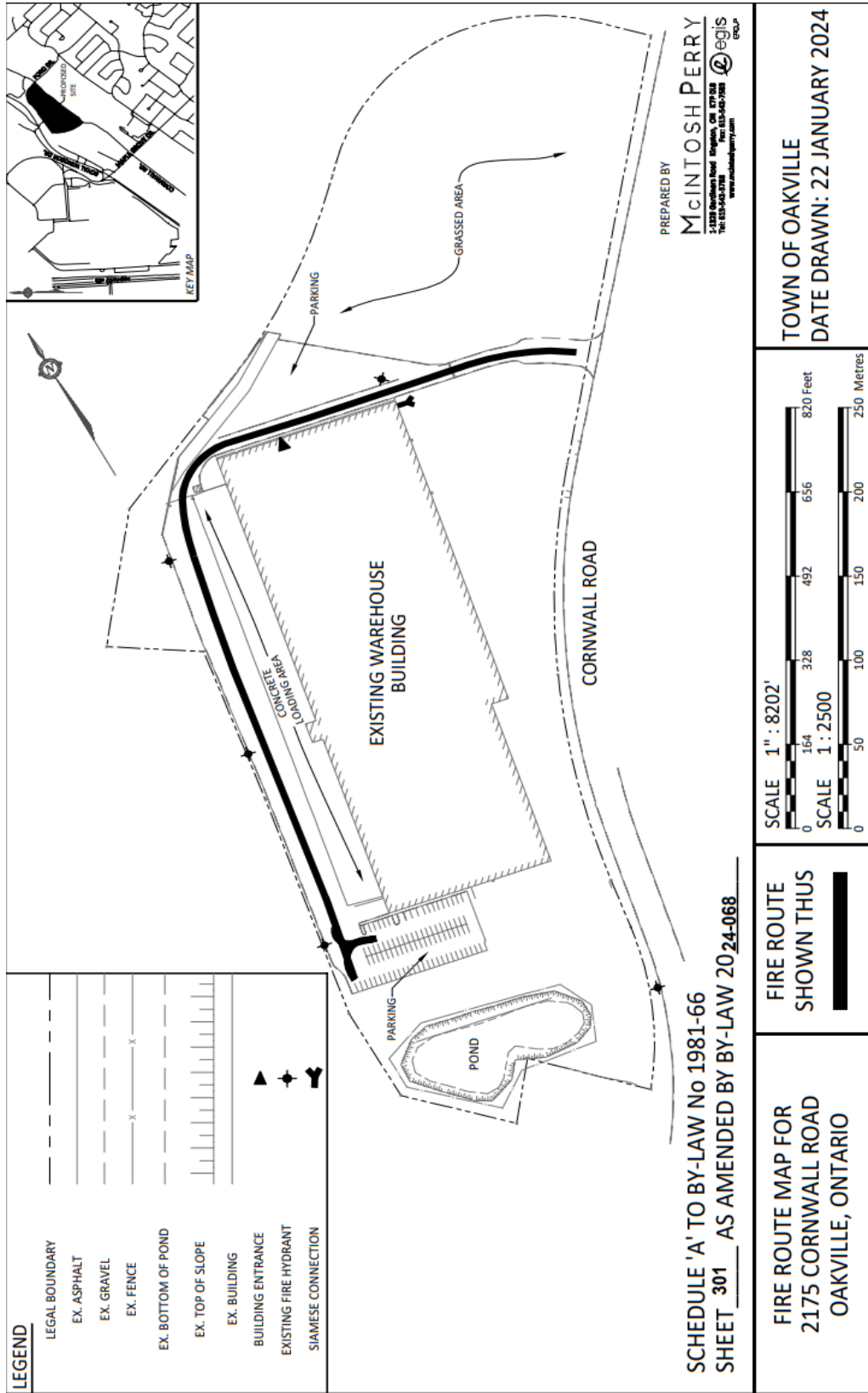


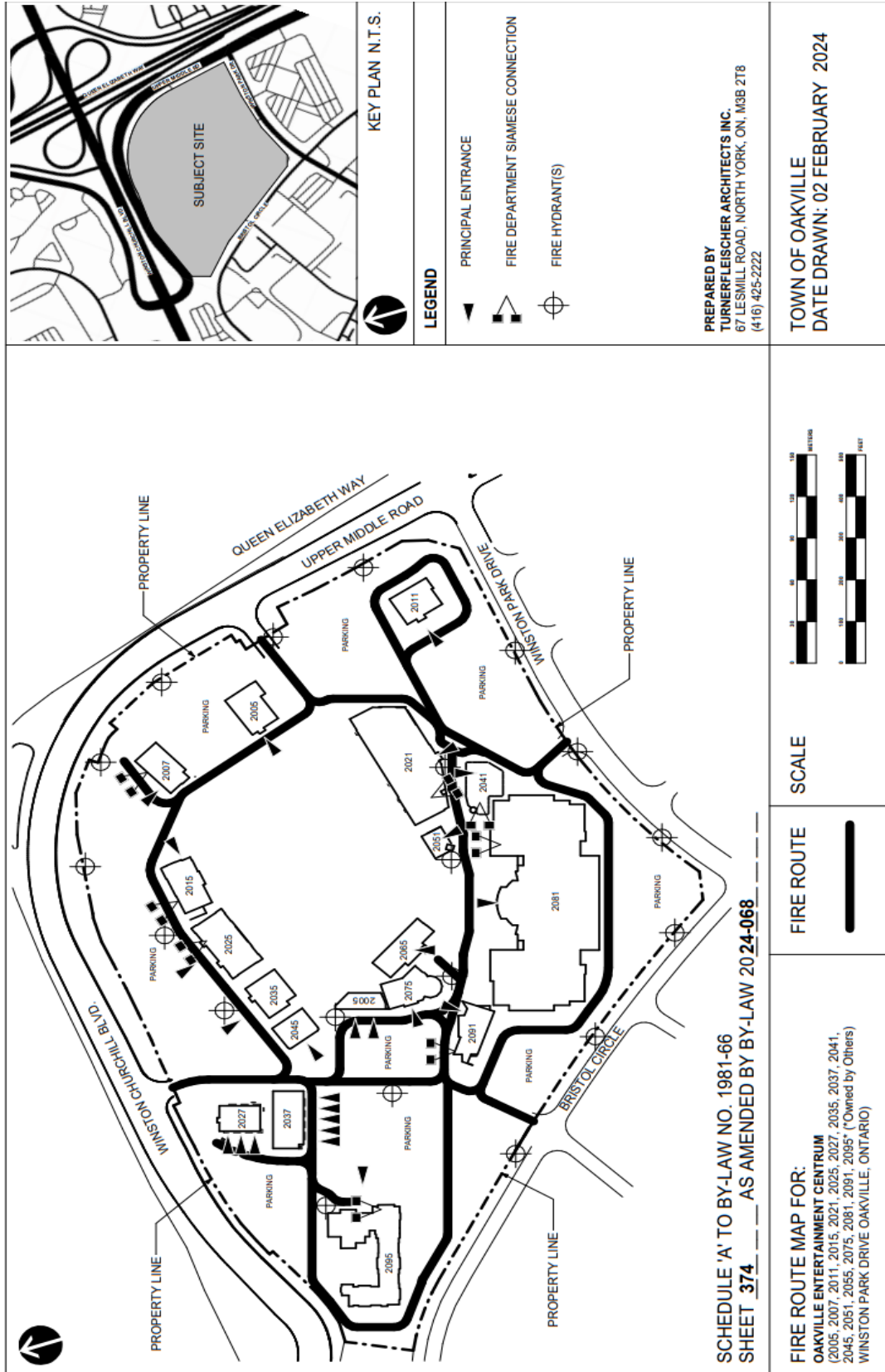


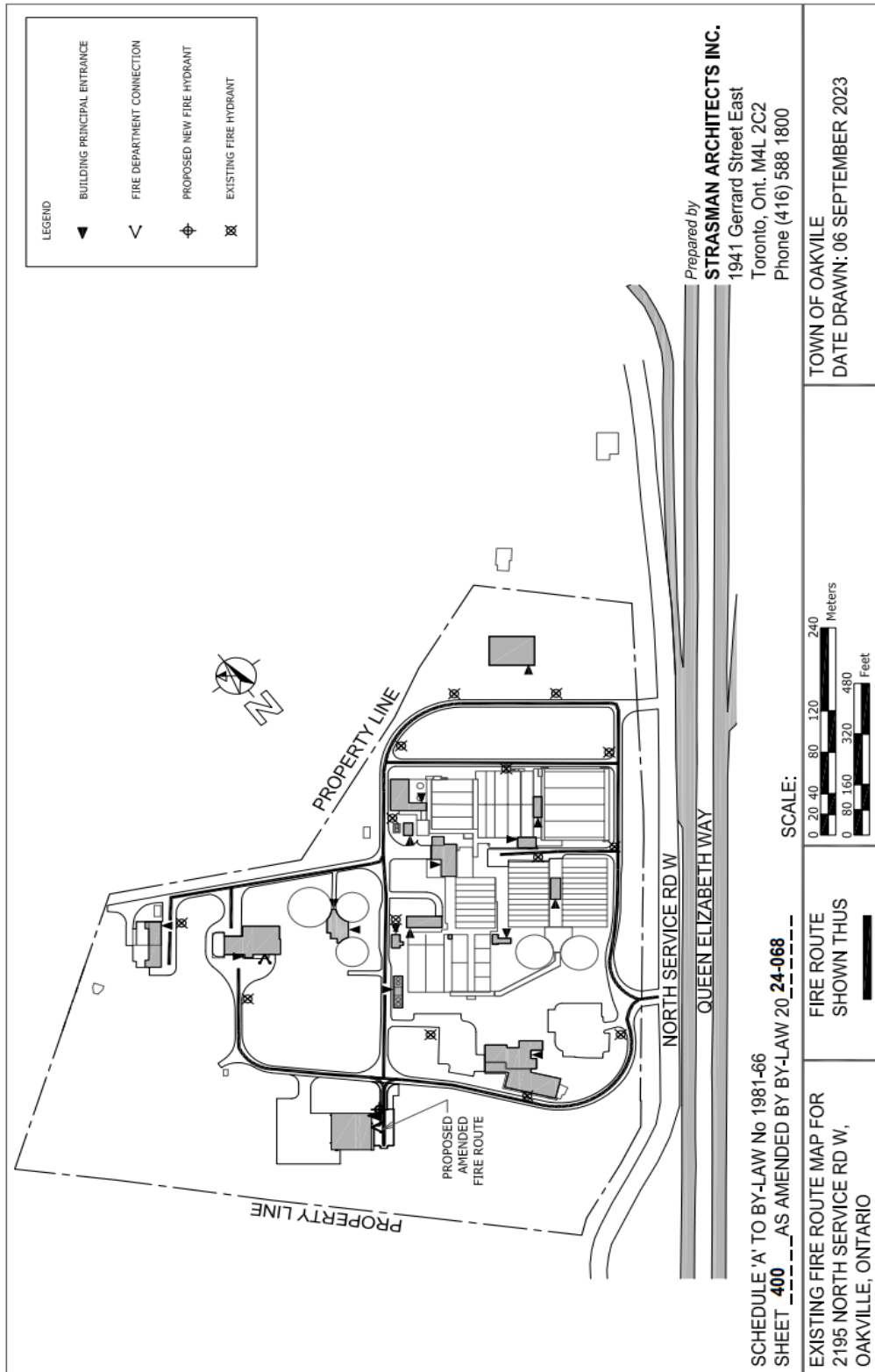
Schedule “B” to By-Law 2024-068



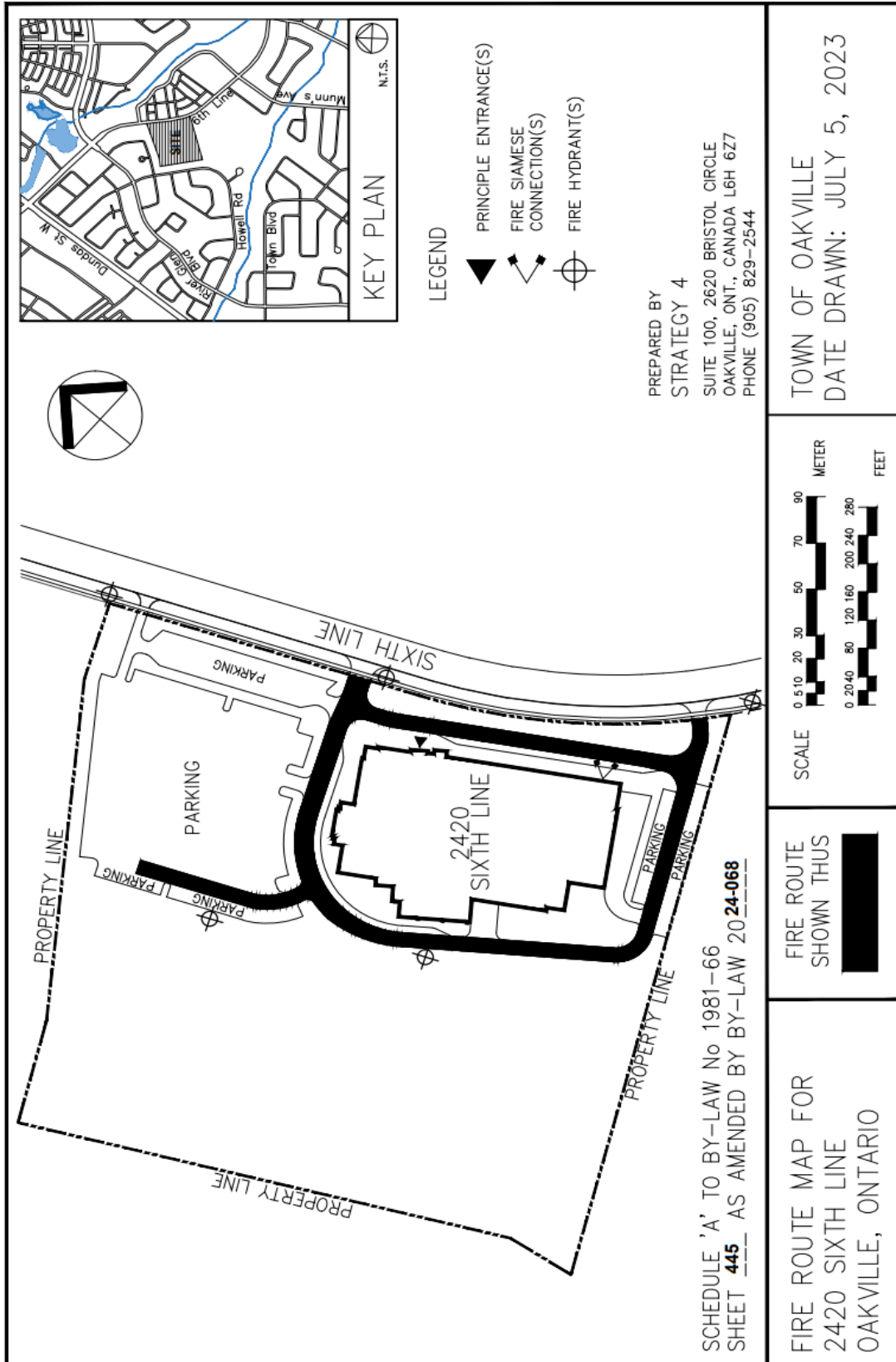


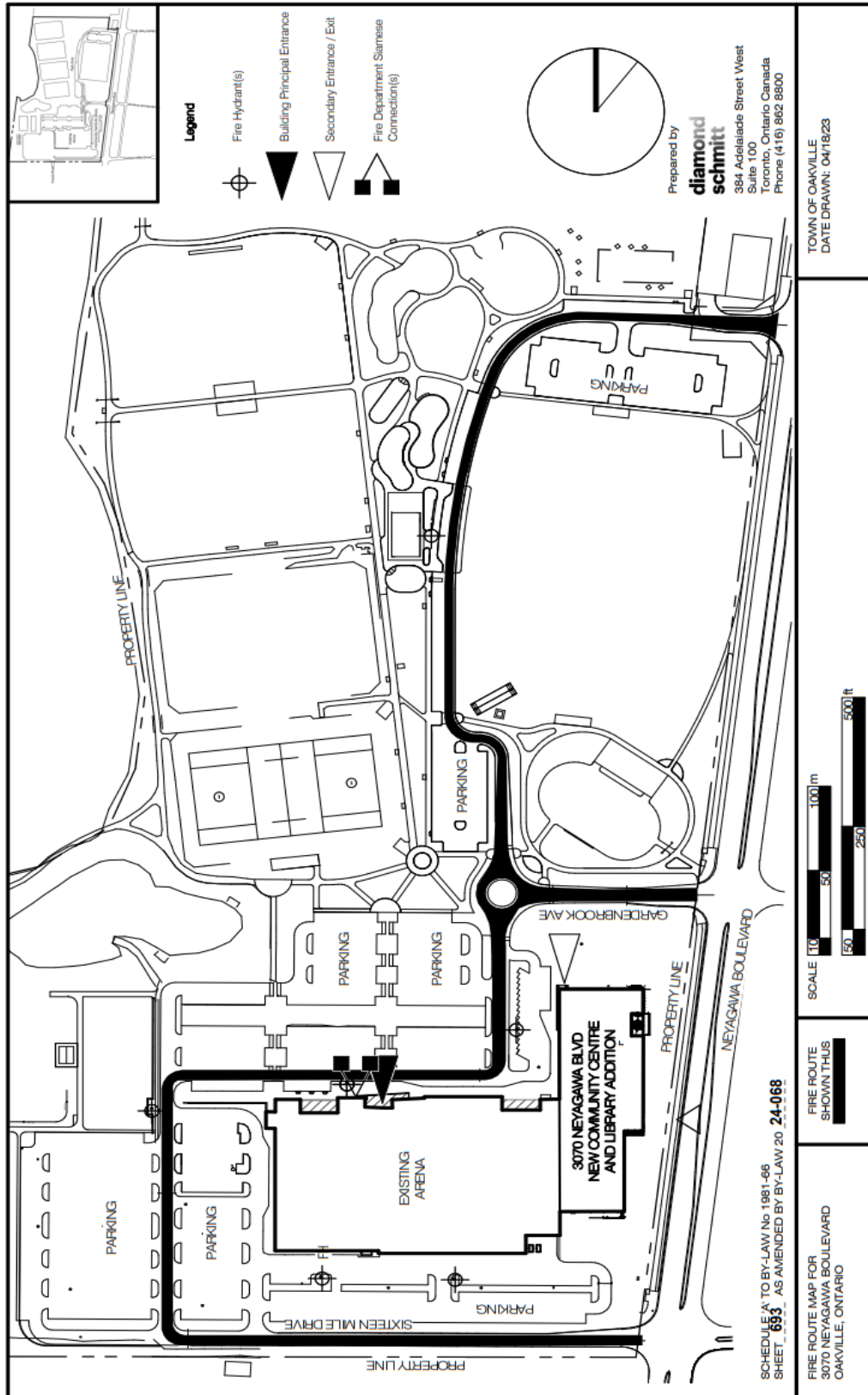


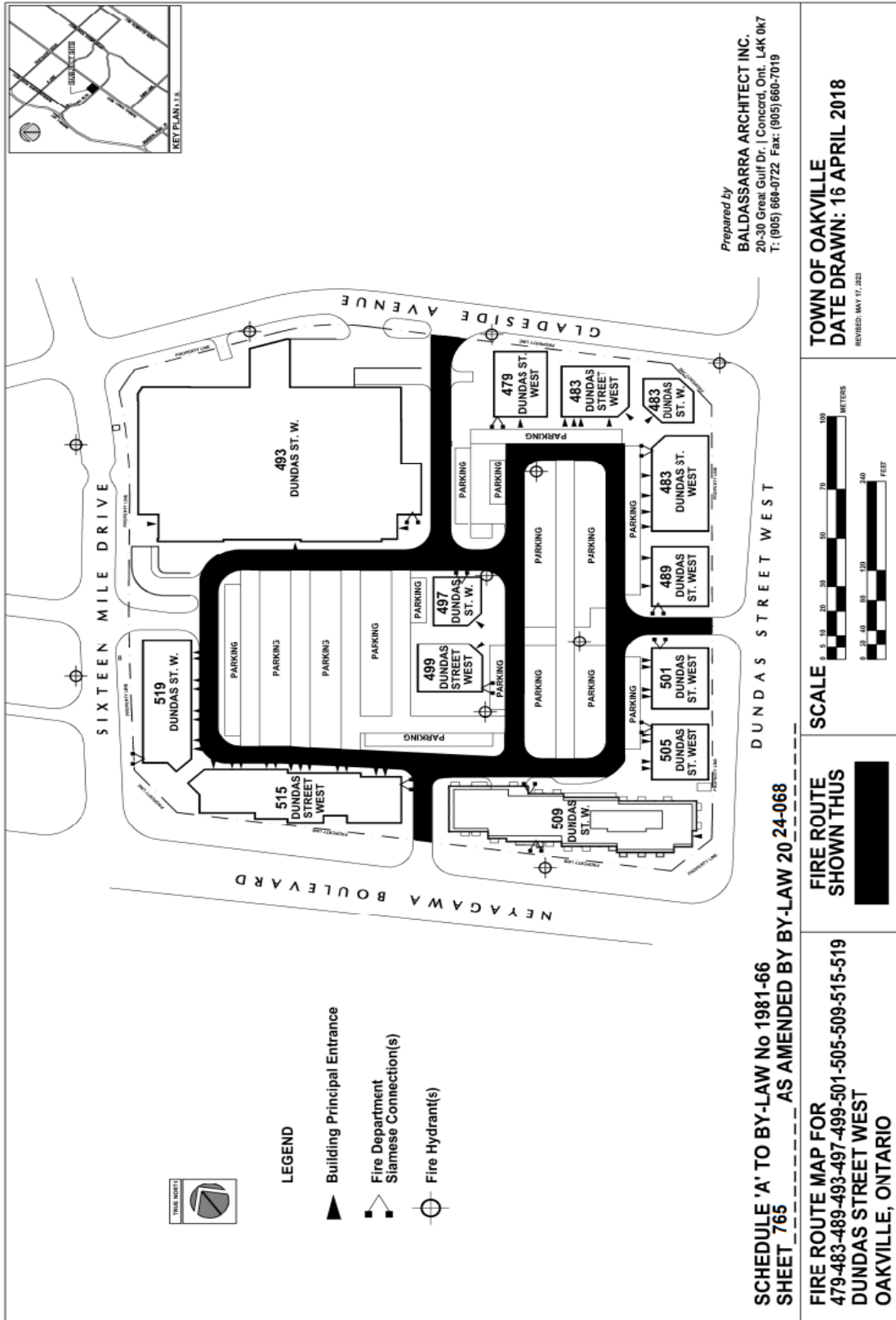


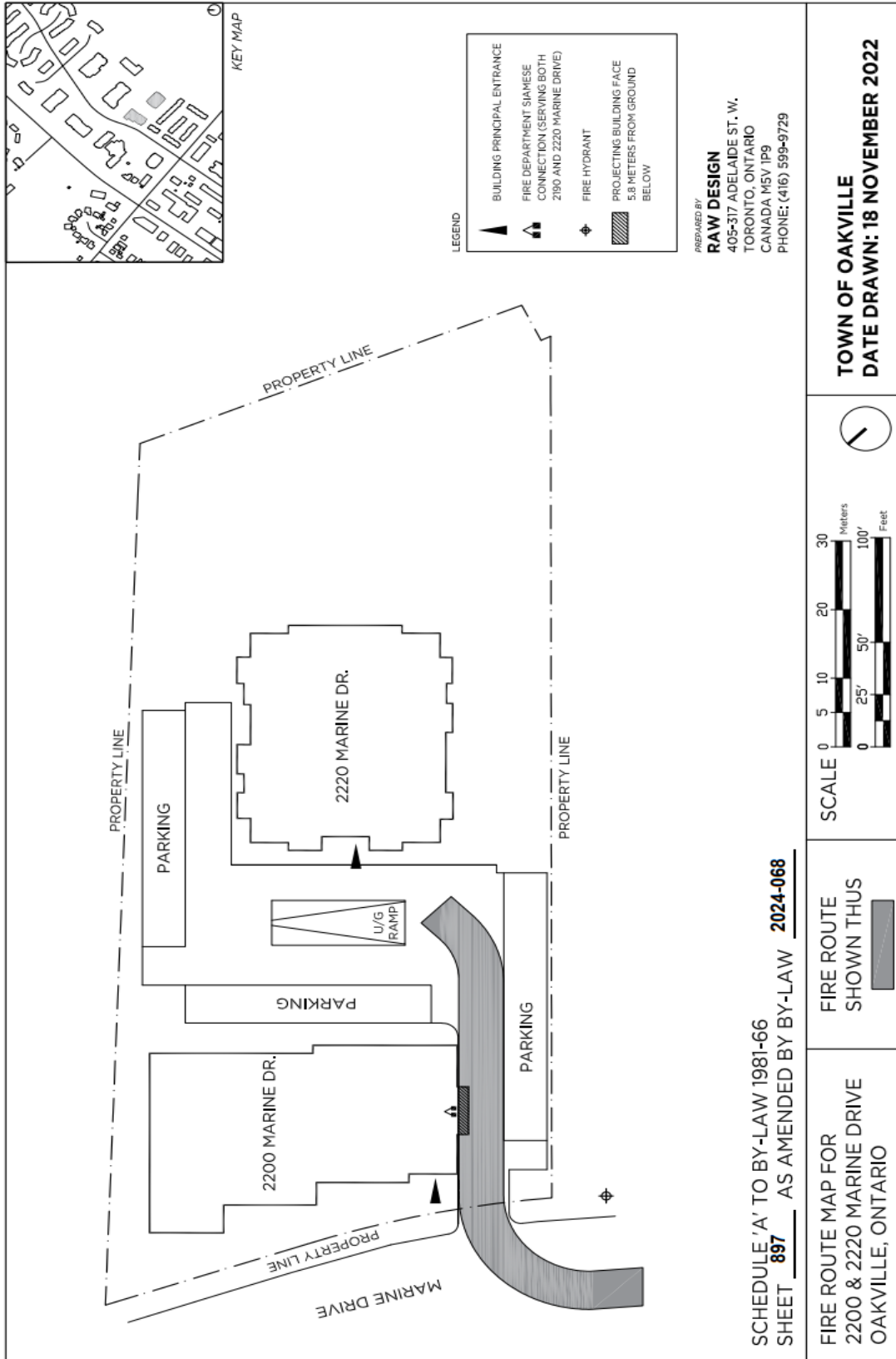












## REPORT

### Council

Meeting Date: July 9, 2024

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**FROM:** Parks and Open Space Department

**DATE:** June 25, 2024

**SUBJECT:** **Oakville Marine Search and Rescue - Relocation to Bronte Harbour**

**LOCATION:** 2508 Lakeshore Road W

**WARD:** Ward 1 Page 1

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#### RECOMMENDATION:

1. That the relocation of Oakville Marine Search and Rescue to Bronte inner harbour for the spring 2026 boating season, be approved.
2. That the 2024 capital budget be amended to add a new capital project for the renovations and improvements to relocate Oakville Marine Search and Rescue to Bronte harbour (2508 Lakeshore Road W), in the amount of \$1,750,000 funded from the Capital Reserve.

#### KEY FACTS:

The following are key points for consideration with respect to this report:

- Oakville Marine Search and Rescue (OMSR (formerly TOWARF) will be relocating from Oakville harbour (2 Navy Street) to Bronte inner harbour (2508 Lakeshore Rd W).
- 2508 Lakeshore Rd W is the former Metro Marine building and is a Heritage designated building.
- Relocation is expected to be complete for the spring 2026 boating season.
- Significant renovations are required at 2508 Lakeshore Rd W to accommodate OMSR operations. Specific localized building renovations related to OMSR operational needs are required, as well as state of good repairs are necessary throughout the building.

- There are efficiencies, future cost avoidances, and opportunities by relocating OMSR to Bronte inner harbour.

**BACKGROUND:**

OMSR has been operating for several decades out of a Town owned building in Oakville harbour (municipal address known as 2 Navy Street). There is an above ground fuel tank and fuel dispenser, a gantry (overhead crane), and a seasonal dock for the vessel as ancillary equipment used by OMSR.

Several factors have prompted discussion regarding relocating the OMSR operation to Bronte inner harbour.

The (former) Metro Marine building at 2508 Lakeshore Road West is a two-storey heritage building located on the south side of Lakeshore Road West within the Bronte inner harbour. The majority of the Metro Marine Building is used and rented to a boat repair tenant. Town harbours staff have workstations, and storage in a portion of the north side of the building. A large section of the building is vacant and currently used for storage purposes.

**COMMENT/OPTIONS:**

Relocating OMSR operations from Oakville harbour (2 Navy Street) to Bronte harbour (2508 Lakeshore Rd W) would be advantageous for several reasons including efficiencies, cost avoidance for the Town, and opportunities in the use of both buildings. Facilities department staff have closely reviewed the building at 2508 Lakeshore Rd and provided sketches that outline how a ground floor and connected upper level can be used by OMSR for their operation. They have also provided building renovation cost estimates. A summary of rationale for the relocation of OMSR from Oakville harbour to Bronte harbour include:

- Improved docking capability for OMSR's new larger vessel. Safer location for the new SAR vessel up river in Bronte harbour. Major easterly summer storms that overtop the pier at 2 Navy Street can create significant wave action in the current OMSR boat slip.
- Cost avoidance for the Town to repair the gantry (overhead crane) and associated seawall at 2 Navy Street. The OMSR vessel can be lifted by the Town's travel lift in Bronte for inspections, bottom washing, repairs, seasonal launch and haul out onto a cradle or trailer.
- Cost avoidance for the Town in future replacement of the above ground fuel tank at 2 Navy Street. Fuel is available for OMSR in Bronte at the Bronte Outer Harbour marina.

- Significantly more parking in Bronte at 2508 Lakeshore Rd W for OMSR crews
- Potential cost avoidance to the Town in repairs and accessibility compliance through repurposing the building at 2 Navy Street.
- Relocation of OMSR allows for a repurposing of the 2 Navy Street building. The Town has issued an RFP for a seasonal restaurant and that will be further discussed in a report at the August 13, 2024, Council Meeting.
- Opportunity to create a space and environment for OMSR in Bronte harbour at the former Metro Marine building that reflects their current operation and needs, that cannot be accommodated in the older building at 2 Navy Street.
- Although they are relocating to the western end of their territory, their new Hike 34 SAR vessel is 45% faster than their current boat. This significant increase in speed more than compensates for the increased response distance.
- Relocating OMSR to 2508 Lakeshore Rd W will maintain the building's maritime function, aligning with its historical use as a Heritage structure. This move will ensure a productive application of the building, which has several constraints for other potential uses due to its harbour location and heritage designation. Notwithstanding this, the OMSR's use of the building will be limited to only approximately one-third of the buildings total space. As a result, there will still be opportunities to consider additional potential uses, in the remainder of the building space, when the current lease for that portion of the building expires.
- Halton Marine unit is also based out of Bronte so there are potential synergies during search and rescue missions.
- OMSR will maintain a small presence in the building at 2 Navy Street for their radio room on the second floor, but the remainder of the building at 2 Navy Street would be available for a potential community use within the park.

Relocating OMSR will take some time as they must move during their “off-season” (November – March), and the necessary renovations must be completed at 2508 Lakeshore Road W for them to occupy the space and operate out of the new facility. Town Harbours staff will work closely with OMSR to ensure their relocation and future operation is efficient and successful. To meet the target date of Spring 2026 for OMSR to operate out of Bronte harbour, a project timeline of 9-12 months is anticipated based on the following tasks: engage an architectural consultant, undertake the detail design, prepare tender specifications and documents, obtain permits, and undertake construction. The estimated cost for the renovations and improvements is \$1,750,000 and work must be initiated by fall 2024 at the latest. This requires additional funds be added to the 2024 capital budget.

The renovations for OMSR will be done concurrently with “state of good repair” work throughout the building. This cost has already been approved through a previous

capital budget and the 2 projects will be tendered together for greater efficiency and anticipated cost savings.

**CONSIDERATIONS:**

**(A) PUBLIC**

The public is not impacted by the relocation of OMSR from 2 Navy Street to Bronte inner harbour (2508 Lakeshore Rd W).

**(B) FINANCIAL**

Relocating OMSR from 2 Navy Street incurs a capital cost associated with building renovations at 2508 Lakeshore Rd W estimated at \$1,750,000 and requires an increase to the 2024 capital budget. The additional funding required for the OMSR relocation is recommended to be funded from the Capital Reserve. There is no impact expected on the annual operating budget of OMSR.

**(C) IMPACT ON OTHER DEPARTMENTS & USERS**

This report has been prepared in conjunction with the Facilities, Finance and Legal departments.

**(D) COUNCIL STRATEGIC PRIORITIES**

This report aligns with Council's strategic priority for Accountable Government.

**(E) CLIMATE CHANGE/ACTION**

Elimination of an above ground fuel tank and operation in a marine environment at 2 Navy Street is reducing environmental risk for the Town.

**APPENDICES:**

Appendix A – Layout and location of OMSR new operation in Bronte inner harbour.



Prepared by:

Chris Mark, Director Parks and Open Space

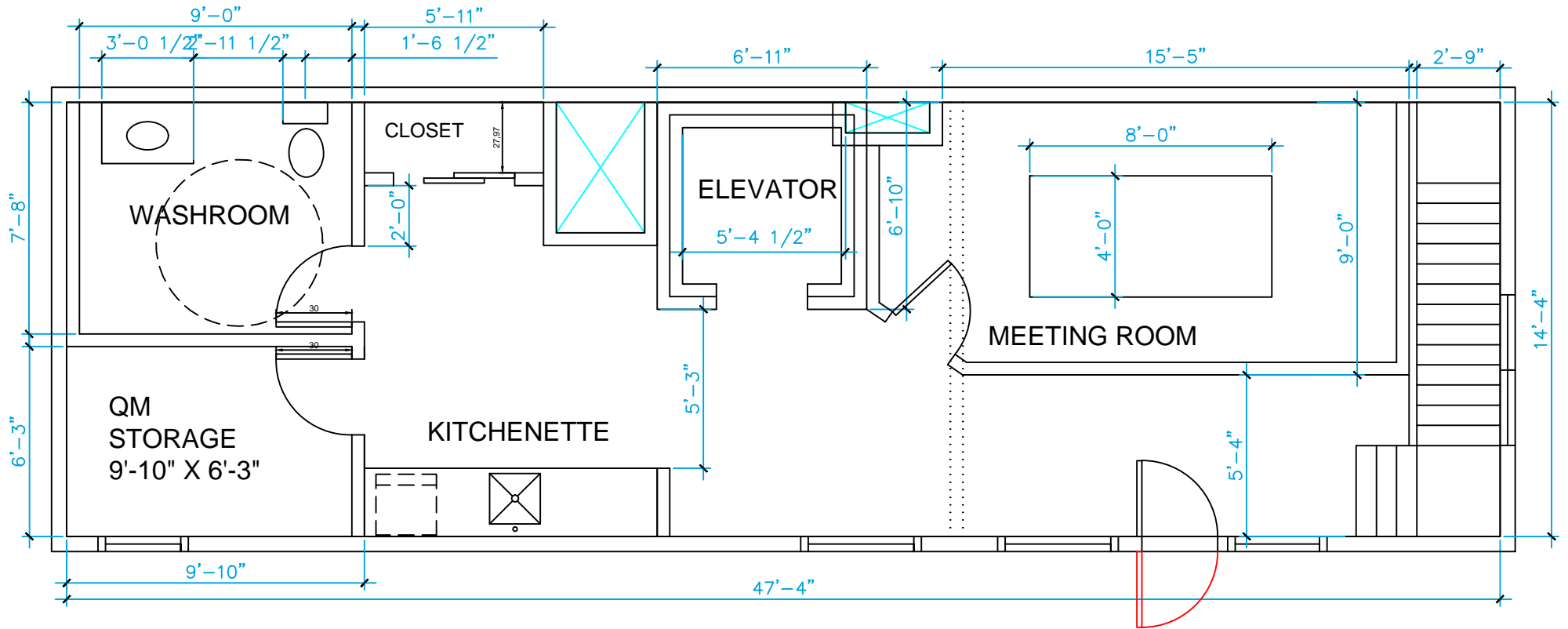
Recommended by:

Paul Damaso, Commissioner Community Services

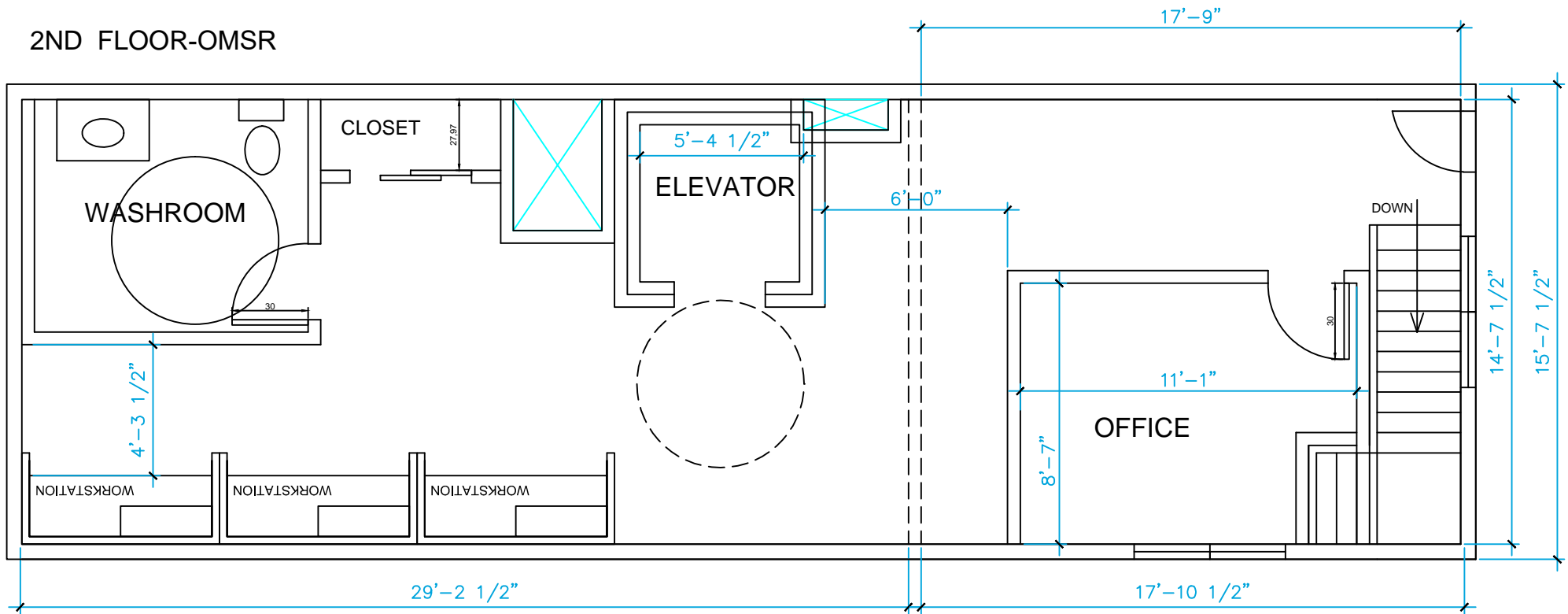
Submitted by:

Paul Damaso, Commissioner Community Services

1ST FLOOR-OMSR



2ND FLOOR-OMSR



## REPORT

### Council

Meeting Date: July 9, 2024

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**FROM:** Municipal Enforcement Services Department

**DATE:** June 25, 2024

**SUBJECT:** Bronte Village Commercial Parking Program

**LOCATION:** Bronte Village

**WARD:** Ward 1

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#### RECOMMENDATION:

1. That the commercial paid parking program in Bronte Village continue as a permanent ongoing program under the self-funded parking program managed by Municipal Enforcement Services.

#### KEY FACTS:

The following are key points for consideration with respect to this report:

- In 2019, Council directed staff to introduce a two-year pilot program for paid parking in Bronte
- In July 2019, payment equipment and parking information signage was installed along selected areas between Lakeshore Road West to Ontario Street and Bronte Road to Nelson Street
  - The pilot program launched with 145 on-street parking spaces and an additional 27 off-street parking spaces accommodated on municipal land within the parking lot at Bronte Village Mall.
  - Bronte Heritage Waterfront Park parking was not included in the paid parking program and includes 184 free parking spaces across two lots for Bronte Outer harbour boaters, park visitors, special events, and Lighthouse Banquet Facility visitors, tenants, and employees.
- The pilot was introduced to improve vehicle turnover in the commercial district, and therefore increase the availability of spaces for shoppers visiting the commercial area. Charging for parking in commercial shopping areas is a common way to promote turnover and manage parking supply.
- Fees collected from the paid parking program help finance future parking services and programs through the self-funded municipal parking program.

- Provincial regulations and Public Health guidance relating to COVID interrupted commercial parking programs in Bronte, Kerr and Downtown Oakville. Social distancing requirements and related business closures changed parking behaviour thereby limiting parking data collection through the period of 2020-2022.
- With the Bronte commercial parking program now recovering from the COVID-19 interruption, staff are recommending that it be made permanent.

**BACKGROUND:**

At its meeting of February 25, 2019, staff provided a report to Council providing details of a proposed commercial paid parking program in Bronte. Council passed the following resolution at the February 25, 2019, Council meeting:

1. *That staff implement a two-year pilot commercial parking program in the Bronte Village, as outlined in the report from Municipal Enforcement Services dated January 16, 2019;*
2. *That the cost of implementing the commercial parking program in the Bronte Village, as outlined in the report from Municipal Enforcement Services dated January 16, 2019, be funded from the Parking Reserve Fund;*
3. *That the Town Solicitor be authorized to amend the existing license agreement with Bronte Village Mall property owners to allow for paid parking on the town owned lands; and,*
4. *That staff report to Council in the fourth quarter of 2021 on the Bronte Village commercial parking pilot program outcomes and next steps.*

The year 2021 saw reduced and less than typical parking activity resulting from various COVID-19 restrictions, and as such, staff brought forward a report to continue with the pilot program and report back at a future date.

**COMMENT/OPTIONS:**

Staff is providing an update on the Bronte Paid Parking Program, which is currently operating as a pilot project, for Council's consideration, and is recommending that the program become permanent.

**Paid Parking Program Overview**

Controlling on-street parking in a commercial area through payment is a common way to promote turnover, manage demand and self-fund a parking program. Typically, a commercial parking operation within a business district evolves through

the introduction of paid parking (parking meters) at prime on-street parking spaces. The net revenues from on-street parking are then used to establish a long-term funding model to grow the parking program by increasing parking supply along with providing regular enforcement patrols.

The town's commercial paid parking strategy includes designated accessible on-street parking spaces, 20-minute "quick stops," short-stay transient customer parking, all-day parking, and monthly permit parking.

In Downtown Oakville and Kerr Village, the town manages commercial parking operations to provide parking for all activities in the area. The costs for commercial parking operations are fully funded from parking rates, fees, fines, and penalties and do not rely on property tax revenue to support the program. Parking revenue is used to enforce, manage, and maintain existing parking operations as well provide for future parking initiatives. Revenues collected through parking programs are invested back into the programs through such initiatives as technology upgrades, expansion of parking and modernization opportunities. With a permanent commercial parking program in Bronte, the revenue collected within the district will be reinvested into the parking program, similar to the town's other established commercial parking districts (Kerr Village and Downtown Oakville), with ongoing data collection and program measurement to assist with future planning of technology and parking infrastructure to support the community.

### **Bronte Paid Parking Pilot Program**

The parking pilot program in Bronte Village launched using a similar format (hours, rates, and fees) as existing municipal parking operations in Kerr Village, which operates paid parking from 9 a.m. to 6 p.m., Monday through Saturday. Like Kerr Village, the zoning regulations for commercial properties in Bronte Village require that the properties provide primary parking for their employees, customers, and visitors on their private property. With this being the case, a paid parking program is intended to provide supplemental parking to that provided by commercial (private) properties and be available to the public on a first come first serve basis.

Mimicking the existing Kerr Village program allowed the Bronte program to mature and be assessed through monitoring of utilization to determine effectiveness as well as provide determinants on such things as fee increases. Appendix A to this report shows the municipal parking operations in Bronte Village.

### **Program Details**

The pilot program launched in July 2019 with 145 on-street parking spaces and an additional 27 off-street parking spaces accommodated on municipal land within the parking lot at Bronte Village Mall. The off-street spaces were in place until the development of the property (133 Bronte Road and 2471 Lakeshore Road West) was completed. Upon development completion, the 27 off-street parking spaces

were removed, and a lay-by introduced which provided 9 municipal on-street parking spaces on the north side of Lakeshore Road West, west of Jones Street.

Paid parking in Bronte's commercial district is now controlled through time limits ranging from 20 minutes to 9 hours and includes EV charging stations.

Payment can be made via single-space meters, multi-space pay-by-plate machines, or electronically through the HONK mobile app. Monthly permits are available for purchase online at oakville.ca. Payment options, equipment types, and permit programs are consistent across all town paid parking programs.

### **Bronte Parking Utilization Survey**

An October 2022 utilization survey identified the peak parking utilization for Bronte Village's private off-street parking lots at 37%, for municipal off-street lot (Bronte Heritage Waterfront park) the peak was 12%, and for Bronte Village's on-street parking, the peak was 54%.

While the surveys showed overall availability of parking in Bronte Village, overutilization was observed on:

- Bronte Road - north of Marine Drive
- Lakeshore Road West – Bronte Road to Jones Street
- Sovereign St - Bronte Road to Jones Street
- East St – south of Marine Drive

On the other hand, underutilization of parking was observed on:

- Marine Drive
- Ontario Street
- Bronte Heritage Waterfront Park

The data provided showing overutilization in several areas of the Bronte Commercial district supports the continuation of the parking program in the area to support the commercial area by specifying time limits for parking allowing for shared access to the parking spaces in the defined area. The information gathered from the utilization survey has been used to assist with planning of parking programming and enforcement over the duration of the Bronte Paid Parking program. With a permanent paid parking program in place, these parking survey results will be retained for use against future parking surveys to determine trends in the use of parking in the Bronte paid parking area and will allow for improvements to parking infrastructure, to be funded through the Parking reserve fund.

### **Bronte Heritage Waterfront Park**

Bronte Heritage Waterfront Park provides parking spaces across two lots for Bronte Outer harbour boaters, park visitors, special events, and Lighthouse Banquet Facility visitors, tenants, and employees. These parking lots add 184 more spaces to the parking supply in Bronte but are not currently part of the paid parking program. These lots are currently maintained by the Parks Department.

**Parking Supply Impacts**

Changes in Bronte are currently ongoing and include initiatives being undertaken through private development and by the town. Town initiatives to enhance the local community exist throughout the year. Other impacts such as multi-residential parking requests for street parking during construction are monitored through the town's Multi Vehicle Parking permit program. A full analysis of the parking program in Bronte remains ongoing given the various interruptions in the area.

**Other Department Initiatives**

On-street parking spaces in commercial districts are used by town initiatives which support the community's needs. Seasonal programs like the Patio Program and bike corrals result in some parking stalls being removed during various times of the year.

**Bronte Village Streetscape Study**

Initial work is underway to enhance the Bronte Village streetscape. The streetscape plans (design and layout) will include street trees and other landscape materials, special paving, lighting, street furniture, on-street parking, public art and wayfinding. This project was launched in April of 2024, Public engagement is ongoing, and the streetscape plan and implementation plan is planned to be completed in February 2025. Implementation of the streetscape plan may impact the number and location of on-street parking spaces in Bronte Village.

**Property Redevelopment and Construction**

Several major redevelopment projects are underway in Bronte Village. These projects include both town and developer initiatives to provide more housing, commercial space and retail attractions.

It is standard practice to review developer-led projects through the site plan process which now includes a Construction Management Plan (CMP). The CMP reviews the requirements of the development with a priority on safety and community impact. Parking impacts are considered in these plans with a focus on areas for contractor parking and parking space reductions from lane and/or sidewalk closures required for the safety of the community. Municipal Enforcement Services (MES) monitors the parking impact from the developer projects, considering any additional impacts due to town initiatives in the area.

Appendix A shows the current parking area on Bronte Road currently impacted by a development project.



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### **Multi Residential Maintenance Projects**

The Bronte area contains several medium to high-density developments in and adjacent to the Bronte Village district. These buildings undergo regular maintenance on an annual basis, which restricts residents' access to their private parking facilities. The duration of these projects can range from one day to several months, depending on their scope.

The Town extends courtesy on-street parking permits to residents who temporarily lose access to their private parking. For multi residential properties, parking permits are issued under the Multi Vehicle Permit (MVP) program administered by MES staff. Each on-street parking accommodation request is reviewed, considering the available parking in the area and other permits issued during the same period. In instances where parking availability is limited and cannot fully accommodate the request, the project may need to be staged, alternative private arrangements made by the building property management, or the permit request may not be approved. Permits exceeding 15 days require a building permit to be issued for eligibility under this program.

### **Private Parking Lots**

All commercial and mixed-use sites in Bronte Village are required to provide parking facilities for patrons of their commercial businesses under current municipal zoning regulations. These private parking spaces, not part of the Bronte Paid Parking program or the municipal public parking supply, are typically located within the site, either in an underground parking lot/garage or as a surface parking lot adjacent to the businesses, often visible from the street.

Visitors to Bronte Village frequently use these private parking lots to be closer to their destinations. In certain instances, property owners may manage their private parking by immediately towing unauthorized vehicles to ensure spaces remain available for their customers.

As towing from private property remains a concern at specific locations in Oakville, staff will continue to educate the public about towing from private property through social media channels. Closer to special events, staff may also deploy community mobile signs to inform residents and visitors of appropriate parking options.

### **Bronte Paid Parking Program 2024 and Future**

If the Bronte Paid Parking program made permanent through Council's approval of the recommendations contained in this report, program planning and expansion will proceed in a manner consistent with other established commercial paid parking districts. Funding for all projects will be sourced from the Parking reserve fund, which is sustained by revenue generated through paid parking programs, including rates, fees, and penalties generated in Bronte Village and will allow for the

continuation of current and future parking programming initiatives in the Bronte commercial district.

### **Bronte Projects**

#### **Current Initiatives**

MES has included several projects specifically related to Bronte Village parking initiatives on the 2024 workplan which are either currently underway or yet to be initiated, as follows:

- Bronte Technology Pilot Project
- Future parking lot at existing Jones/Ontario Street property
- Expansion of paid parking program
- Investigation of accessing private parking areas for general public use

These current initiatives will allow for the continuation of the commercial parking program in Bronte through expansion and planning initiatives as the program is established.

#### **Long term planning**

Several parking initiatives specific to Bronte Village having been identified for future consideration, pending budget approval. With an approved commercial parking program, new projects and initiatives in the Bronte commercial district will be funded through capital funding from the Parking reserve fund. These initiatives will allow for data collection and program review to provide further understanding and evaluation of the commercial parking program in Bronte. Staff will continue to review potential land purchases to assist in parking supply. Projects such as the development of a Cash in Lieu Parking Procedure and Bronte Supply Strategy will provide the tools required to move forward to future supply and programming funding provisions which will assist with opportunities for purchase of land in the area for parking.

#### **Conclusion**

Since its introduction as a pilot in 2019, the Bronte Paid Parking program has effectively managed parking supply and programming in Bronte Village on a cost recovery basis. Like the approach in Kerr Village and Downtown Oakville, the implementation of time limits with payment promotes turnover of prime parking and establishes a uniform parking management strategy in this commercial district.

Staff recommend that the paid public parking program become permanent in Bronte Village as the program:

- manages the public parking spaces on a cost recovery basis
- promotes turnover of prime parking spaces
- introduces parking revenues to start building a broader parking program in the area

- is generally accepted as evidenced from the general compliance of payments and time limits

If the paid parking program in Bronte is approved to continue as a permanent program, staff are recommending a review of areas identified for expansion of the paid parking program. The review is expected to be completed by Q4 at which time staff will report back to Council on the review findings.

Through the approval by Council of a formalized permanent paid parking program in Bronte, the ongoing collection of parking rates, fees, and penalties from the commercial paid parking program in Bronte will contribute to the Parking reserve fund. This reserve fund will be used to reinvest in future paid parking programming and infrastructure.

Utilization surveys in the commercial areas are undertaken on a regular basis and, with the formalized paid parking program in Bronte Village, regular utilization surveys will be extended to the Bronte Village area. These surveys are conducted to provide data to identify utilization in the area showing demand for parking in the various locations. This data is used for future parking programming needs in the commercial parking areas. Overall monitoring of parking in Bronte will provide information on program outcomes for consideration of the future direction of the ongoing paid parking program.

### **CONSIDERATIONS:**

#### **(A) PUBLIC**

The Bronte BIA and the Bronte Village Residents Association have been made aware of this report and have been invited to attend this Council Meeting.

#### **(B) FINANCIAL**

Revenues generated through parking rates, fees, fines and penalties, supports the town's parking operation, which is self-funded and does not rely on the tax levy to cover annual operating and capital expenses.

Annual costs of \$22,000 related to equipment operations and maintenance are funded from parking rates, fees and penalties collected from the Bronte Village paid parking program.

Future projects identified in this report will be requested through the annual budget process and funded through the Parking reserve fund.

#### **(C) IMPACT ON OTHER DEPARTMENTS & USERS**

Transportation and Engineering, Planning and Economic Development Departments have been consulted over the development of this report.

**(D) COUNCIL STRATEGIC PRIORITIES**

This report addresses Council's strategic priority/priorities: Growth Management, Community Belonging, Environmental Sustainability and Accountable Government.

**(E) CLIMATE CHANGE/ACTION**

Municipal public parking within our commercial districts provides a means to better manage and control the prime on-street parking for customers in Bronte Village and includes 4 specialized parking spaces dedicated to electric vehicle charging stations.

**APPENDICES: APPENDIX A - BRONTE COMMERCIAL DISTRICT PAID PARKING**

Prepared by:

Margaret Boswell, Manager Strategy, Licencing and Business Services  
Municipal Enforcement Services

Recommended by:

Selena Campbell, Director - Municipal Enforcement Services

Submitted by:

Ralph Kaminski, Acting Commissioner – Community Development Commission

# Bronte Commercial Parking

- Paid (2 hour max)
- Paid (9 hour max)
- Proposed expansion of commercial parking
- ♿ Accessible parking
- Q Quick Stop (20 min)
- ⚡ EV charging station
- Construction zone

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- P Municipal parking
- Municipal parking



## REPORT

### Council

Meeting Date: July 9, 2024

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**FROM:** Transportation and Engineering Department

**DATE:** June 25, 2024

**SUBJECT:** Royal Windsor Drive Bridge Rehabilitation - Additional Budget Request

**LOCATION:** Royal Windsor Drive

**WARD:** Ward 3

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#### RECOMMENDATION:

That the budget for capital project 53361902 Royal Windsor Drive Bridge Rehabilitation over Metrolinx Rail be increased by \$14,150,000 from \$9,217,400 to \$23,367,400 to be funded from the General Capital Reserve (\$12,150,000) and the Canada Community-Building Fund (\$2,000,000) in order to complete additional rehabilitation works.

#### KEY FACTS:

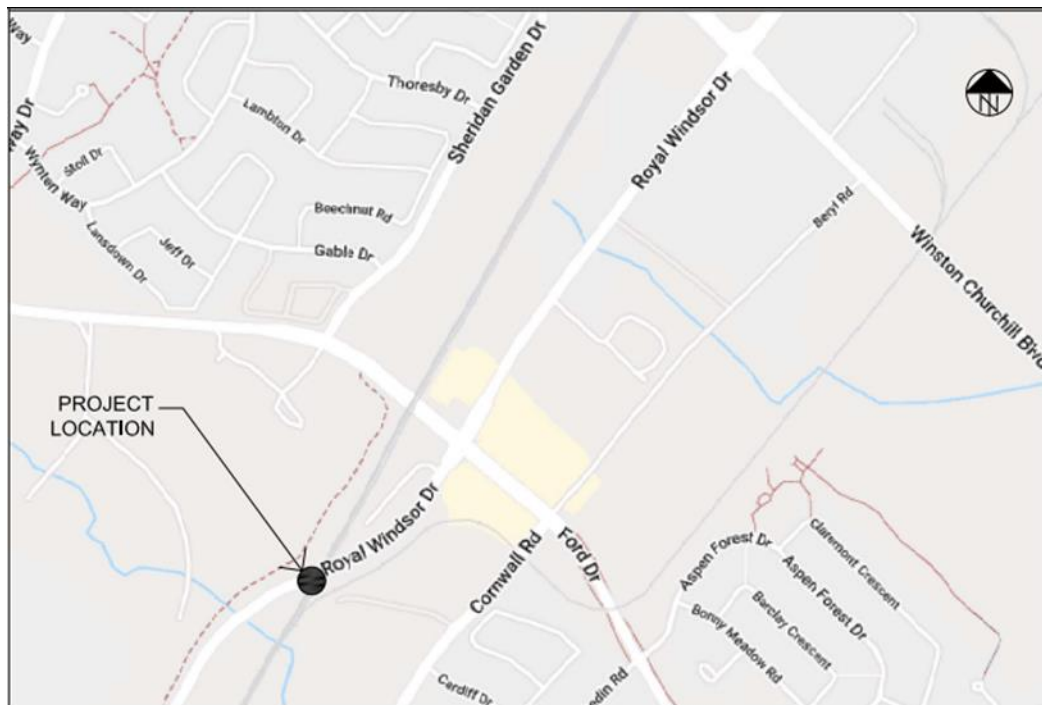
The following are key points for consideration with respect to this report:

- The Royal Windsor Drive bridge is located in east Oakville, just west of Ford Drive. The bridge is a town-owned structure that crosses the Metrolinx Lakeshore West rail corridor.
- Planned concrete and structural steel rehabilitation (construction) work began in February 2024 and is ongoing.
- As rehabilitation work progressed, it was determined that the extent of the concrete and steel rehabilitation required is significantly greater than the scope identified during detail design.
- To complete the additional repairs that have now been identified, as recommended by Jewell Engineering (Jewell - the town's bridge design consultant), additional funding in the amount of \$14,150,000 is required. It is recommended that this amount be funded from the General Capital Reserve (\$12,150,000) and the Canada Community-Building Fund (\$2,000,000). This amount includes newly identified concrete and steel repairs, engineering fees, internal costs, and contingencies.

- The bridge is approaching the end of its service life; staff recommends initiate necessary studies in 2025 for future bridge replacement.

**BACKGROUND:**

The Royal Windsor Drive (RWD) bridge is located in east Oakville, just west of Ford Drive. The bridge was constructed in 1954 and is a town-owned structure that crosses the Metrolinx Lakeshore West rail corridor. Access to certain parts of the bridge requires access permission from Metrolinx due to the active rail corridor.



**Bridges are inspected based on legislative requirements and the Royal Windsor Bridge was last inspected in 2021 with a “Fair” condition.**

The Royal Windsor Drive bridge was originally constructed in 1954. Rehabilitation projects were previously completed in 1974, 1992, 1994 and 2019.

The town’s bridges are inspected regularly as part of the Town’s asset management practices in accordance with Ontario Structural Inspection Manual (OSIM) inspection requirements. OSIM reports use an overall ranking system of Excellent/Good/Fair/Poor, specifically:

- Excellent – rehabilitation is usually not required within the next 10 years.
- Good – rehabilitation work usually not required within the next 5 years.

- Fair – rehabilitation work is usually scheduled within the next 5 years. This is the ideal time to schedule major repairs from an economic perspective.
- Poor – rehabilitation work is usually scheduled within approximately 1 year.

OSIM inspection reports were completed in 2019 and 2021 and were used to inform the capital program. In 2019, the OSIM report concluded that the bridge was in generally good repair. The 2021 OSIM inspection assigned the structure an overall rating of “Fair” with recommendations to initiate rehabilitating abutment walls, pier shafts and pier caps, among other works. Budget for major rehabilitation of the bridge was planned for in the 2019 capital forecast with design work to begin that year and construction to follow in subsequent years.

**Structural design consultant hired in 2021 and recommended rehabilitation design with budget approved in 2023 for \$9.2M.**

A request for Proposals (RFP) was issued to retain a structural engineering consultant to deliver the preliminary and detail design drawings, construction cost estimates, and contract administration and inspection services for the Royal Windsor Drive bridge rehabilitation project. The design assignment was awarded to Jewell Engineering (Jewell) on March 22, 2021.

Jewell’s recommendations were based on availability of inspection and field testing of accessible areas. The recommendations, which were expected to add 20 years to the service life of the structure, include: the deteriorated concrete areas of the substructure be removed to sound concrete and properly repaired; areas exposed to salt spray were proposed to be sealed; and steel elements were noted to be cleaned of any existing corrosion on the surface or between the girder plates. In addition, plates were to be welded and repaired, and then sealed with an approved penetrating sealer; cracks in the asphalt wearing surface were identified to be cleaned and sealed with an asphalt sealing product; and cracks found in the underside of the bridge deck were recommended to be epoxy injected.

Using the design estimate prepared by Jewell, a total budget for the project of \$9,217,400 was approved, including rehabilitation, contingencies, staff time, materials testing, permitting and other related expenses.

**Contract was awarded to KAPP Infrastructure Inc. and work began in 2024.**

Reflecting the scope and complexity of the project, a prequalification process (RFSQ-2-2023) was completed prior to tendering (RFT-21-2023) the project. On October 17, 2023, the project was awarded to KAPP Infrastructure Inc. (KAPP). The tender was awarded in the amount of \$8,356,601, within the total approved budget.



The contractor began mobilizing on-site on January 15<sup>th</sup>, 2024. Active rehabilitation work began in February 2024, outside of the Metrolinx right-of-way, on the west abutment of the bridge and is still in progress. The bridge is restricted to one-lane of traffic each way during the contract with the work planned to be completed in Q3 2024.

**The purpose of the report is to request for additional budget to complete the rehabilitation project.**

**COMMENT/OPTIONS:**

**Additional work and budget are required to complete the rehabilitation due to an unforeseen level of deterioration discovered.**

To rehabilitate the piers and abutments, KAPP was required to remove deteriorated concrete. The extra degradation of the concrete components was not immediately apparent but, as work continued, the extent of the deterioration became more evident. As a result, considerably more work is required to address these areas than originally anticipated, including:

- Deeper, more extensive deteriorated concrete removal, with replacement with new concrete.
- Additional bridge jacking requirements.
- Rehabilitation of various steel elements and replacement of corroded reinforcing steel.

There are insufficient funds in the contract as awarded or in the project account to cover these additional works.

The extent of additional rehabilitation work is influenced by elements that were unforeseen and unexpected and which are difficult to be identified through inspection:

- Inconsistency between actual site condition versus what is illustrated on the available drawings (e.g. depth of reinforcing steel shown at a depth of 50mm when it was found at 100mm).
- Additional deterioration between the time of inspection and award of contract (e.g. smaller cracks have migrated to larger cracks).
- Certain elements can only be seen once exposed (e.g. removal of steel elements showed severe corrosion which was hidden under steel bearing plates which are not removed during inspections).
- Water penetration deeper into the structure than expected causing significant concrete spalling and delamination.

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The bridge is restricted to one lane per direction while rehabilitation is underway. The bridge is safe to travel on in this configuration and can remain open while construction proceeds.

**To return traffic over the bridge on its original platform of 4 lanes, with no lane or weight restrictions, staff recommends completing the necessary rehabilitation for an additional \$14.15 million.**

- Complete all the necessary rehabilitation works now for an additional \$14.15 million (see Table 1) to extend the life of the structure by approximately 10-15 years.
- Work will include additional concrete/steel rehabilitation, bridge jacking, more extensive works to minimize water intrusion to reduce freeze/thaw impacts and corrosion by full replacement of bridge deck waterproofing, along with repaving of the bridge deck driving surface.
- Project completion (rehabilitation work) is planned for Q2 2025 (extension by 9 months compared to original completion date).
- Jewell has completed a structural review of the bridge with the recommended rehabilitations in place and advised that the structure is sufficient to retain a full Ontario Truck and Lane Load as specified in Canadian Highway Bridge Design Code 2019.

Returning the bridge to 2 lanes in each direction, with no lane or weight restrictions is the basis of the rehabilitation plan. Other options were considered however these would result in long term travel or weight restrictions being applied to the bridge, which would impact local businesses and others, along with the motorists and residents who travel through the area. Royal Windsor Drive is part of the Ministry of Transportation Emergency Detour Route (EDR) for the QEW corridor. When serious accidents or closures occur on the provincial highway, traffic overflows to the EDR network of streets. Restrictions on the bridge would hinder Oakville's commitment to both the MTO and the community at large.

**Table 1: Summary of Additional Project Costs**

	KAPP Infrastructure Inc Awarded Tender	Jewell Engineering Revised Cost Estimate (10-15 Year Life Cycle Option)	Cost Increase from Tender (As Awarded)
Part A – Mobilization and Traffic Control	\$ 1,996,974.50	\$ 3,615,151.50	\$ 1,618,177
Part B – Site Access	\$ 721,010.00	\$ 988,608.90	\$ 267,599
Part C – Structural	\$ 4,449,777.00	\$ 11,968,234.61	\$ 7,518,458
Part D – Restoration	\$ 4,400.00	\$ 4,400.00	\$ -
Part E – Provisional and Contingency	\$ 1,184,500.00	\$ 4,402,860.00	\$ 3,218,360
<b>Total Contract Value</b>	<b>\$ 8,356,661.50</b>	<b>\$ 20,979,255.01</b>	<b>\$ 12,622,594</b>
		Subtotal	\$ 12,622,594
		Additional Inspection, Material Testing and Contract Administration Costs	\$ 635,000
		Contingency for Eng. Services during construction, CA and Inspection	\$ 180,000
		Third Party Engineering Review	\$ 40,000
		1.76% Non-recoverable HST	\$ 237,206
		Project Coordination and Staff Time	\$ 85,000
		Uncommitted Contingency	\$ 350,000
		Estimated Additional Cost	\$ 14,149,799
		Requested Additional Funds	\$ 14,150,000

**Access to the rail corridor poses a potential risk to the project schedule, rehabilitation strategy and costs.**

Access to the rail corridor to complete the rehabilitation work requires Metrolinx permits and approvals, as well as flagging supervision by Metrolinx. Delays in obtaining permits, or a lack of available flagging and track protection will impact the timeline for completion of the rehabilitation work. To date, Metrolinx has not provided KAPP with access to the active rail corridor.

The rehabilitation plan is based on the accessible area of the bridge. Approximately 25 percent of the bridge substructure has not undergone detailed inspections due to the access restrictions above the active rail corridor. While rehabilitations in this area are expected and planned for, the extent of rehabilitations required may be greater than that currently estimated. Metrolinx approvals, and conditions on those approvals (e.g. daily installation and tear down of equipment), are both a schedule and a cost risk. Discussions with Metrolinx staff are ongoing.

**Additional project risk due to concrete condition has been considered and will be closely monitored.**

The rehabilitation of old structures such as the Royal Windsor Drive bridge is similar to a “time and materials” contract. In time and materials contracts, costs may

increase over estimated amounts, or costs could be less than estimated amounts. Once work advanced on the Royal Windsor Drive bridge contract, it was evident that the time and materials required to remediate the structure were greater than originally envisioned. Jewell has included contingency along with the time and material quantities/cost for the recommended expanded rehabilitation works.

The condition of the Royal Windsor Drive bridge is being actively monitored by the consultant (Jewell Engineering) and contractor (KAPP Infrastructure) to ensure that any additional risks or concerns are identified and addressed quickly and that there are no safety concerns with the structure.

**Process improvements and lessons learned will be incorporated into future capital project management practices.**

There are number of complexities that cause increases in project costs and timelines. For this project, the rate and extensiveness of the bridge structure deterioration is unforeseen and for some areas difficult to estimate as certain structural elements were covered and not exposed until the work is underway.

Lessons learned through this project include the following and will be incorporated into future project planning and management:

- Scope definition: Well defined scope for detailed testing will be specified for all future bridge rehabilitation projects.
- Project plan / timelines: Develop project plans that minimizes time lag between inspection/testing/design to construction start.
- Cost risk management: Recognize the “time and material” nature of these contracts by allocating additional unit quantities for unknown elements and allocate larger contingencies. In the case of the Royal Windsor Drive bridge however, as outlined above, the scale of the unforeseen conditions was significant and well beyond what could be covered by a standard contingency allowance.
- Recognize the varying expertise of the staff and hire specialty consulting engineer (bridge) to conduct a peer review of design/rehabilitation strategy and associated estimates.

**The bridge is approaching the end of its service life, staff recommends initiate necessary studies in 2025 for future bridge replacement.**

Concurrently with the above noted rehabilitation work, staff is recommending the activities related for the ultimate replacement on the Royal Windsor Drive bridge to be included in the 2025 budget and 10-year capital forecast, as the bridge is approaching the end of its service life. The required studies, design, permits, and construction will take approximately 8 years from start to finish due to the complexity in the design and coordination with external agencies such as Metrolinx, MTO and

Hydro One, therefore, it is important for activities related to the ultimate replacement of the bridge to begin in 2025.

## **Summary**

While scheduled rehabilitation of the Royal Windsor Drive bridge was underway, it was discovered that significantly more work was required to address concrete and steel deficiencies than originally scoped. These items increased contract quantities, and bridge jacking requirements significantly. Staff recommends to rehabilitate the structure at a cost of additional \$14.15 million in order to restore the 4 lane traffic on the bridge, and incorporate the ultimate bridge replacement activities in the 2025 capital budget and 10 year capital forecast.

## **CONSIDERATIONS:**

### **(A) PUBLIC**

There are no additional public notification requirements as a result of this report. The project webpage on Oakville.ca will be updated with the new schedule information.

### **(B) FINANCIAL**

Capital Project – 53361902 Royal Windsor Drive Bridge Rehabilitation over Metrolinx Rail was approved by Council through previous capital budgets with a total budget of \$9,217,400. With Council approval of recommended budget adjustment of \$14,150,000, the total capital budget for the project will be \$23,367,400 funded from the General Capital Reserve (\$14,182,400) and the Canada Community-Building Fund (\$9,185,000).

The Capital Reserve being utilized to fund this request is the primary source of funding for the town's asset management needs, as well as the town's share of growth-related costs and program initiatives. A balance of \$109 million is projected year end 2024; however, as discussed in the 2024 budget, the balance is projected to rapidly decline over the 2024-2033 forecast period. The additional costs required for this project will put additional pressure on the reserve, reducing the balance to \$97 million at year end.

### **(C) IMPACT ON OTHER DEPARTMENTS & USERS**

The Finance Department will be requested to make the required budget updates, subject to the approval of this report.

### **(D) COUNCIL STRATEGIC PRIORITIES**

This report addresses Council's strategic priority of Accountable Government.

**(E) CLIMATE CHANGE/ACTION**

There are no Climate Action considerations associated with this report.

**APPENDICES:**

None

Prepared by:  
Jennifer Trimble,  
Supervisor - Surveys & Construction

Recommended by: [OBJ]  
Philip Kelly  
Manager - Design & Construction

Submitted by:  
Jill Stephen  
Director - Transportation & Engineering

## REPORT

### Council

Meeting Date: July 9, 2024

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**FROM:** Parks and Open Space Department

**DATE:** June 25, 2024

**SUBJECT:** **Oakville Marine Search and Rescue Vessel Replacement - Update**

**LOCATION:** N/A

**WARD:** Town-wide Page 1

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#### RECOMMENDATION:

1. That Council provide staff direction on the options for funding OSMR as outlined in the report from the Parks and Open Space and Finance departments dated June 25, 2024, entitled Oakville Marine Search and Rescue Vessel Replacement – Update.

#### KEY FACTS:

The following are key points for consideration with respect to this report:

- A new TOWARF Search and Rescue (“SAR”) vessel is being constructed with delivery scheduled for early July 2024. The new vessel, at a cost of \$909,958 (including HST), is replacing a vessel that was purchased in 2000 which is at end-of-life.
- This report provides a recommendation that the TOWARF levy fee incorporate funding the acquisition of the new vessel, as well as whole life cycle costs, which includes vessel repairs at key milestones and eventual replacement of the vessel. It is expected the new vessel will have a minimum 40-year life span. The current TOWARF vessel and the new vessel are Town assets.
- TOWARF recently changed their name to *Oakville Marine Search and Rescue* (“OMSR”) to reflect their role more accurately.
- A review of the last 10 years of taskings from OMSR illustrates that, while they are fully funded by the Oakville recreational boating community, they

provide more assistance to Oakville residents and other non-Oakville individuals than to Oakville boaters.

- Since the pandemic there has been a surge in people using the water for swimming, canoeing, kayaking, paddleboarding, and dinghies. Through infrastructure renewal and harbour improvements, the Town continues to provide as much access to Lake Ontario as practical for residents.
- Through this report, staff are reporting back to Council regarding the purchase of the new OMSR vessel.

### **BACKGROUND:**

TOWARF (Town of Oakville Water Air Rescue Force), now OMSR (Oakville Marine Search and Rescue), was established under By-law 1962-127 with the mandate to protect persons using the water areas within Oakville, to perform rescue works and to encourage education of the public in water safety. Primarily TOWARF accomplishes this mandate with a vessel and over 100 volunteers divided into crews; patrolling the waters and waterfront of Oakville and to ensure the safety of persons using small watercraft.

In 1979 OMSR became an auxiliary unit of C.M.R.A (Canadian Marine Rescue Auxiliary). Today OMSR is a Unit of the Canadian Coast Guard Auxiliary (CGGA) providing Search and Rescue (SAR) as directed by the Joint Rescue Coordination Centre (JRCC) in Trenton. When *tasked* by JRCC to perform a marine search and rescue operation on Lake Ontario they are paid by the hour by JRCC. These funds are used by OMSR as part of their operating budget with any annual surplus forwarded to the Town for contribution to the vessel replacement reserve.

The current OMSR vessel is a 27 ft. Stanley work boat, purchased in 2000 for \$109,000 and has reached its end-of-life. At that time, the boat was fully funded from the OMSR Vessel Reserve. The Vessel Reserve was funded through annual budget surplus funds in the OMSR budget primarily related to JRCC taskings as well as an annual contribution of \$5,000 from the town Harbours budget.

As background for Council, OMSR operates annually from late April to early October from Oakville harbour patrolling the waters and waterfront of Oakville to ensure the safety of persons using small watercraft. There are 106 volunteers that are led by a Commander. OMSR is also a search and rescue unit of the CGGA through the JRCC in Trenton Ontario. When OMSR is tasked with a search and rescue mission by JRCC their fuel cost and insurance is paid by the CGGA. The types of missions or *taskings* include:

- Swimmers (PIW Person's in Water).



- Personal Water Craft (PWC) (canoes, kayaks, paddle-boards, sailing dinghies, and jet skis).
- Other large vessels launched from public boat ramps in Oakville and Bronte harbour.
- Vessels transiting through Oakville waters.
- Vessels temporarily moored locally, including those visiting from other harbours/clubs.
- Taskings outside of Oakville waters not involving a vessel with a seasonal mooring slip in Oakville.
- Taskings related to an unidentified vessel or person in the water (PIW) where the search is called off by JRCC and nothing is found.

In preparation of this report, staff requested OMSR undertake a review of taskings over the past 10-year period. Included with this report is a detailed breakdown of taskings for the period 2018-2023. The data for the period 2013-2017 was determined to be not sufficiently complete to be included in the 10-year summary of taskings “by type” (please see Appendix A). Over the last 6-7 years the number of taskings assigned to OMSR has increased significantly from earlier in the 10-year period. During the height of the pandemic, OMSR received a record number of taskings due to the increase in recreational boating, use of waterfront parks for swimming, personal watercraft, and use of public boat ramps.

The new OMSR vessel is a purpose-built HIKE 34 ft. Search and Rescue (SAR) vessel that is replacing a 27 ft. work boat. The necessity to purchase a new vessel presented the opportunity to significantly improve crew safety and SAR capability. The key attributes and advantages regarding crew safety and SAR capability are noted below.

### *Crew Safety*

The Hike 34 is designed for SAR operations with 4 dedicated and secure workstations. All stations have full functionality to perform communications, navigation and visual searching through onboard cameras and thermal imaging. This is in contrast to the current vessel, which requires crew to change workstations to perform different functions and the seating is not secure.

The new vessel’s hull and interior are designed to operate in difficult sea conditions at speed and while maintaining crew safety.

With a larger vessel of this design, stability is improved which is important while working on deck and exposed to the elements.

The length of time on the water during missions has increased with many searches lasting multiple days, pausing only for crew changes every 8 to 12 hours. The

physical demands on the crew are reduced with a larger vessel lessening fatigue and ensuring the crew are more alert — reducing the risk of accidents and increasing overall crew effectiveness.

#### *Improved SAR Capability*

- Speed

The Hike 34 is approximately 45% faster than the current vessel and, with its improved design, can maintain higher speeds in rougher waters. In the search for a Person in the Water (PIW) the time required to arrive on scene is often a critical determinant to the outcome of a mission. During most of the boating season, Lake Ontario is considered a cold-water environment and carries with it a very high risk of hypothermia. A PIW at the start of the local boating season will likely lose consciousness in 15 to 30 minutes and, without a personal flotation device, will drown within minutes following that initial time interval.

- Electronics

The new vessel is equipped with significantly more advanced electronics for SAR operations as compared with the current vessel including thermal imaging, additional high-resolution cameras, navigation, sonar and radar. All these improvements together will greatly enhance the SAR unit's ability to locate a PIW or vessel in distress.

- Size

The size of the vessels that OSMR is assisting have increased dramatically over the past 20 years. Whereas 20 years ago a 30-to-35-foot pleasure boat may have been nearer the top of the range, it is not unusual now to encounter vessels in the 40-to-55-foot range that require towing to a safe harbour. The increased size and power of the Hike 34 is better able to handle the towing demands of larger vessels. As mentioned above, the size of the new vessel also allows for an increased effective speed and more stable working platform.

- Range

The increased range of the new vessel is an important improvement whether the mission is local or outside of the normal patrol area. Increased range provides the ability to conduct a search for a longer period of time without the need to refuel. When crew changes are required, greater range provides flexibility in where the change occurs, shortening the time spent off-search as it is much less likely that a refueling station is also needed.

**COMMENT/OPTIONS:**

The new OMSR vessel was awarded to Hike Metal Products through RFP-44-2022 at a cost of \$909,958 (including HST). In accordance with Council direction received at the February 2023 Council Meeting, the new vessel is to be funded partially from the OMSR Vessel Reserve and from an increase to the OMSR levy that each boater, both town and Club, contribute as a portion of their annual mooring slip fee. The increased OMSR fee will fund the purchase of the new vessel, as well as necessary repairs at key milestones over the life of the vessel and the eventual replacement of the vessel (estimated at minimum 40 years), in keeping with sound asset management principles.

Financing

OMSR receives an annual operating grant of \$32,500 from the Town. This amount is primarily generated from a fee to boaters (OMSR Levy) which is included on mooring slip contracts for Town boaters in Oakville and Bronte harbours. Additionally, the various boat clubs also collect a OMSR levy from each of their members with mooring slips. The OMSR levy fee per slip in 2024 is \$26.00 + HST. There are approximately 1,000 mooring slips contracts that contribute to the OMSR operating grant. The remainder of the budget is funded from boat launch ramp fees in Oakville and Bronte harbours. The town's Harbours budget also contributes \$5,000 per year to the OMSR Vessel Reserve.

With the acquisition of the new OMSR SAR vessel, the annual OMSR levy requires review to ensure that the fee collected is reflective of the costs of the program. In accordance with asset management principles and the direction provided by Council at the February 2023 meeting, staff have been directed to incorporate into the fee the cost of the new vessel, major repairs/replacement of key vessel components at various times during the life of the vessel, and the eventual replacement of the vessel at its end-of-life (estimated at minimum 40 years).

In accordance with the February 2023 Council direction, Finance staff have considered the above costs into a financial model over the 40-year period of the boat's expected life. Based on the model, the annual additional cost for the OMSR boat is \$29,000. As a result, with the full cost charged to the boaters, the OMSR Levy would be required to be increased to \$55 per boat (an increase of approximately \$29 per boat), beginning in 2025. This revised fee would be included in the 2025 Rates and Fees as part of the town's 2025 budget process. The financial model does include interest outflow on the funds borrowed from the capital reserve to partially fund the purchase and incorporates an approximate annual inflow of \$20,000 OMSR contribution from the funds they receive through CGGA Taskings. Should this amount change, staff would adjust the model and the fee accordingly.

The levy of \$55 per boater will be significant for the Oakville recreational boating community. For the boaters it is not simply the quantum of the increase, it's the OMSR increase among *other* fee increases. Mooring fees are increased annually by inflation, the Infrastructure Levy is increased each year, Winter Storage rates are increased, as are a multitude of other rates and fees for various services. Staff are concerned that adding another \$29.00 per boater per year may put Oakville at a competitive disadvantage compared to other lakefront communities and marinas. There are vacancies in both Oakville and Bronte harbour this year and the cost of recreational boating is one of the reasons. When the town loses a mooring slip customer, it also loses a roster of other fees (storage, launch, haul, mast stepping/unstepping, blocking, etc.) that produces revenue for the Harbours budget. While our harbours and waterfront are premier destinations, further higher pricing could place our Harbours at a competitive disadvantage. A full Sixteen Mile Creek harbour looking south of the Lakeshore bridge is an iconic and frequently used marketing and economic development tool that portrays Oakville as a premier destination waterfront community.

#### OMSR Taskings and Contribution to Community Safety

Upon review of the details of the taskings provided by OMSR, it is clear that OMSR provides SAR services beyond recreational boaters with a seasonal mooring slip in town or Club slips in Oakville and Bronte harbours. In fact, the number of taskings assigned favours Oakville residents and others who are using Lake Ontario within Oakville for swimming, kayaking, canoeing, and paddleboarding. Since the pandemic, more and more residents and non-residents are using the lake for other activities besides boating. In reviewing the OMSR taskings, OMSR responds to approximately 55% non-Oakville/Bronte recreational boaters (non-Oakville related) and approximately 45% Oakville/Bronte recreational boaters and local lake users.

OMSR taskings are increasing towards non-boater assistance and safety rather than solely boaters. Oakville prides itself on being a waterfront community and access to the water is important for Oakville residents. This is demonstrated by projects such as adding steps to the water in Lake Ontario shoreline rehabilitations, a new public dock for canoes/kayaks and paddleboards added to the Busby Park launch ramp renewal, a doubling of the width of recent new public launch boat ramps in Oakville and Bronte harbour, and stairs added at South Shell Park for improved beach access. Since the pandemic, Oakville residents, in abundance, are using the town's harbours, waterfront parks and partaking in on-water activities. The most recent citizen survey illustrates Oakville residents' satisfaction, appreciation, and importance they place on harbours, waterfront parks, and green spaces.

#### Options for OMSR Operation and Vessel Funding

In an effort to balance these various considerations, staff have prepared two options for Council to consider in addressing the need to fund the current and future replacement of the OSMR vessel and any associated refurbishments.

Option 1 – Full cost of boat on the slip fee.

Staff be directed to attribute all costs associated with the purchase and future funding of the new OSMR Hike 34 ft SAR to the recreational mooring customers in town and Club docks in accordance with the direction to staff at the February 23, 2023 Council Meeting. This would result in the full \$29,000 annual cost being added to the slip fee, resulting in a new fee of approximately \$55 per slip.

Option 2 – Partial cost of TOWARF on the slip fee

Based on the statistics from OMSR taskings, OMSR is serving the role of community safety (not just boater safety) and therefore a fixed percentage of tax funding support could be contributed towards the entire TOWARF budget of \$61,500 (\$29,000 for the boat and \$32,500 for the ongoing operations) with the remaining balance being assigned to Oakville recreational boaters (both town and Club slip holders).

A recommended cost split (between tax funding and boater fees) has not been specifically calculated by staff but would be identified through the 2025 Budget Committee process if Council wishes to pursue this option and direct staff on a percentage split to utilize.

**CONSIDERATIONS:**

**(A) PUBLIC**

The boating community will be impacted by the decision of Council attributing the costs of the new Hike 34 ft. SAR vessel. It is recommended any increase in boater fees related to OMSR be deferred to the 2025 Budget Process to provide public notification of the potential increase(s).

**(B) FINANCIAL**

The annual OMSR budget of approximately \$32,500 is primarily funded by recreational boaters with mooring slips in Oakville and Bronte harbours. This report highlights the total annual cost of the new Hike 34 ft. SAR vessel (\$29,000) and provides Council with options to pay for this purchase and its

lifecycle costs. Options include allocating all or a percentage of the cost of the vessel to the Oakville and Bronte recreational mooring slip holders on town and Club docks, with any unallocated portion being funded by the tax levy.

**(C) IMPACT ON OTHER DEPARTMENTS & USERS**

This report has been prepared by the Parks and Open Space and Finance departments.

**(D) COUNCIL STRATEGIC PRIORITIES**

This report address Council Strategic Priority of Accountable Government

**(E) CLIMATE CHANGE/ACTION**

N/A

**APPENDICES:**

Appendix A – Summary of Oakville Marine Search and Rescue Tasking’s 2018-2023

Prepared by:

Chris Mark, Director Parks and Open Space  
Jonathan van der Heiden, Deputy Treasurer & Director of Finance

Submitted by:

Paul Damaso, Commissioner - Community Services  
Nancy Sully, Commissioner - Corporate Services and Treasurer

# Oakville Marine Search and Rescue Tasking's 2018 – 2023

The data in the table below is derived from the Canadian Coast Guard Auxiliary (CCGA) SMS system. Although the details of each tasking are confirmed with the Joint Rescue Coordination Center (JRCC) assumptions had to be made in some cases to determine if the tasking was conducted on behalf of an Oakville or Bronte dock holder.

**Docked in Oakville or Bronte** — Tasking data is sufficient to determine that it is highly likely the assisted vessel is permanently moored in either Oakville or Bronte Harbour. In cases where there isn't specific reference made to the home port, the determination was made using the owners home address and the size of the vessel.

**Local Personal Water Craft (PWC) & Other** — this category includes canoes, kayaks, paddle boards, windsurfers, Jet Skis, Sailing Dingy's and other smaller vessels launched from public boat ramps in Oakville or Bronte. It's possible, if not likely, that some smaller vessels in this category may have a permanent dock in one of the local harbours but sufficient information wasn't available to make the determination. Also included in this category would be Person's in the Water (PIW's) and Other. These "other" tasking will include instances where something was reported in local waters and OMSAR was tasked to investigate but nothing was found and no action taken.

**Non-Oakville Related** — The details of the tasking do not have a clear association with the Town of Oakville sufficient to indicate that the vessel is permanently moored locally. This category will include tasking's outside of OMSAR's patrol area and also local taskings where a non-Oakville vessel in need of assistance was transiting through Oakville waters.

**Unknown** — Includes taskings where OMSAR was 'Stood-Down' by JRCC before any details became available, and cases where a search was conducted with nothing found and the identity of the vessel was unknown

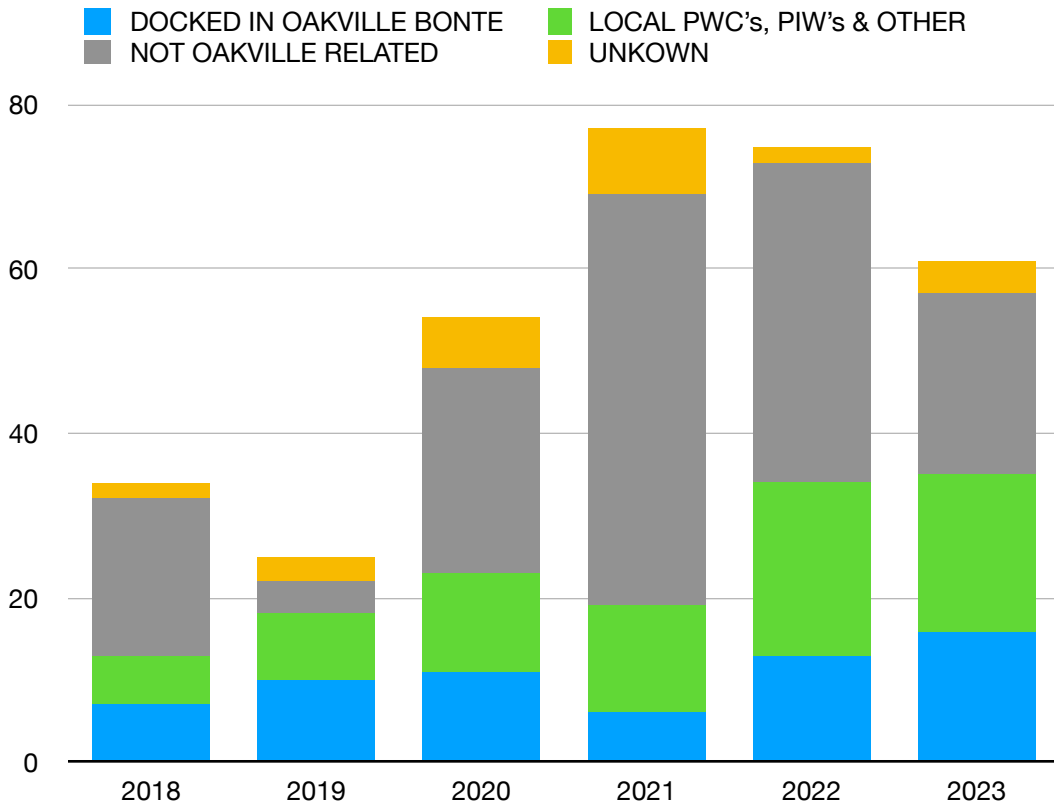
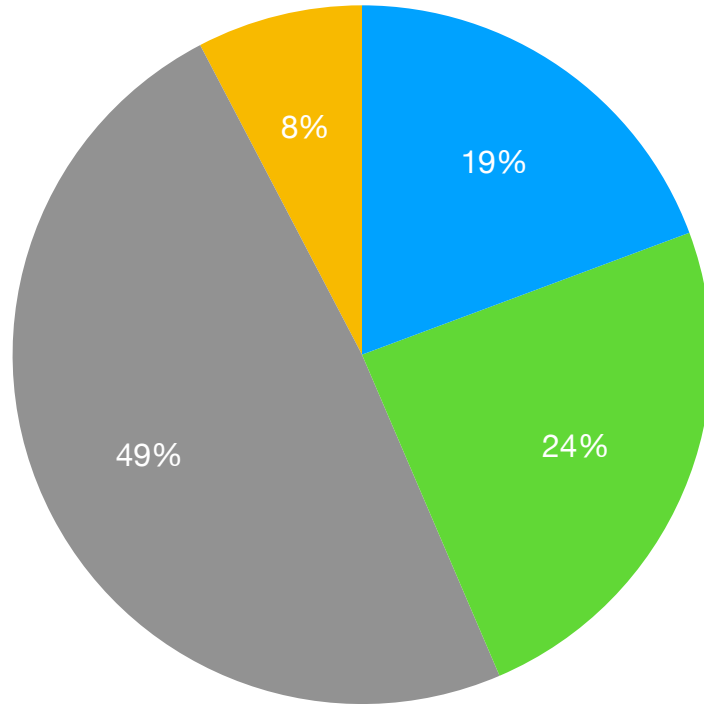
## Tasking's 2018 – 2022

	DOCKED IN OAKVILLE BONTE	LOCAL PWC's, PIW's, & OTHER	NON-OAKVILLE RELATED	UNKOWN	Total
2018	7	6	19	2	<b>34</b>
2019	10	8	4	3	<b>25</b>
2020	11	12	25	6	<b>54</b>
2021	6	13	50	8	<b>77</b>
2022	13	21	39	2	<b>75</b>
2023	16	19	22	4	<b>61</b>
<b>Total</b>	<b>63</b>	<b>79</b>	<b>159</b>	<b>25</b>	<b>326</b>

*2021 Non-Oakville Related taskings are inflated by a total of 10 taskings related to 2 extended searches making use of multiple crews and recorded separately in SMS. The total for this category in 2021 would otherwise be 40.*

# Oakville Marine Search and Rescue Tasking's 2018 – 2023

- DOCKED IN OAKVILLE BONTE
- LOCAL PWC's, PIW's & OTHER
- NOT OAKVILLE RELATED
- UNKOWN





## **Accessibility Advisory Committee**

### **MINUTES**

**Date:** June 13, 2024  
**Time:** 4:00 pm  
**Location:** Council Chamber

**Members:** David Underwood, Chair  
Councillor Gittings  
Karen Bodolai  
Devin Bright  
Nora Lavell  
Deborah Metrakos

**Regrets:** Julie Romanow, Vice-Chair

**Staff:** Andrea Coyne, Manager of Elections, Policy and Print Services  
Joanne Phoenix, Manager of Planning and Administrative Services  
Rebecca Brookes, Corporate Strategy Program Advisor  
Andrea Wood, Project Leader – Accessibility  
Natasha Coric, Council and Committee Coordinator  
Jasmina Radomirovic, Council and Committee Coordinator

**Also Present:** Frank Goehner -Supervisor -Business Solutions and Analytics  
Jeff Smalley- Creative Service Advisor  
Jonathan Chai, Consultant HDR

**A meeting of the Accessibility Advisory Committee was held on June 13th, 2024, in the Council Chamber of the Oakville Municipal Building, commencing at 4:00 p.m.**

**These minutes will go forward to the Council meeting of July 09th, 2024, for approval. Please view those minutes to note any changes Council may have made.**

**1. Regrets**

As noted above.

**2. Declarations of Pecuniary Interest**

No declarations of pecuniary interest were declared.

**3. Confirmation of Minutes of Previous Meeting(s)**

**3.1 Minutes March 21, 2024**

Moved by Deborah Metrakos

That the minutes of the Accessibility Advisory Committee meeting of March 21, 2024, be approved.

CARRIED

**4. Discussion Item(s)**

*In accordance with Section 2(8) of the Procedure By-law, the items were considered out of order.*

**4.1 Inclusion, Diversity, Equity and Accessibility Multi-Year Plan, 2024-2028**

Moved by Devin Bright

That the report dated June 4, 2024, entitled "Final Inclusion, Diversity, Equity and Accessibility Multi-Year Plan, 2024-2028", be received.

CARRIED

**4.2 Accessibility Map Refresh**

Moved by Devin Bright

That the presentation regarding the online accessibility map refresh, be received.

CARRIED

**4.3 Oakville Transit Annual Accessibility Plan 2024**

Moved by Deborah Metrakos

That the Oakville Transit Accessibility Plan 2024 be received.

CARRIED

**4.5 2024 Oakville Universal Design Standards (OUDS) update**

Moved by Karen Bodolai

That the report dated June 4, 2024, entitled “2024 Oakville Universal Design Standards (OUDS) update”, be received.

CARRIED

**4.4 Oakville Transit Five-Year Business Plan**

Moved by Deborah Metrakos

That the presentation and information pertaining to preparation of the Oakville Transit Five Year Business Plan be received.

CARRIED

**5. Information Item(s)**

**5.1 County of Prince Edward Resolution - A Call to Action to Meet the Deadline of an Accessible Ontario by 2025**

**5.2 Share your feedback on our plain language standard**

**5.3 2024-2029 Multi-Year Accessibility Plan Update**

Moved by Karen Bodolai

That the information item(s) be received.

CARRIED

**6. Date and Time of Next Meeting**

September 12, 2024  
Oakville Municipal Building  
Council Chamber - 4:00 p.m.

**7. Adjournment**

Moved by Deborah Metrakos

That this meeting be adjourned.

CARRIED

The meeting adjourned at 5:16 p.m.

DATE OF ITEM	<p style="text-align: center;"><b>June 05 – 11, 2024</b></p> <p style="text-align: center;"><b>COUNCIL INFORMATION INDEX</b></p> <p style="text-align: center;"><b>CONTENT</b></p>	DATE RECEIVED	PAGE
June 04, 2024	EMAIL – Halton Region RE: Letter from Regional Chair Gary Carr	June 04, 2024	<b>1</b>
June 05, 2024	INTERNAL – Office of the Mayor RE: Novae Res Urbis Vol. 27 No. 23	June 05, 2024	<b>6</b>
June 04, 2024	EMAIL – AMO RE: Final reminder: AMO Board nominations closing soon	June 07, 2024	<b>22</b>
June 05, 2024	EMAIL – AMO RE: Renewal of the Canada Community-Building Fund	June 07, 2024	<b>24</b>
June 06, 2024	EMAIL– AMO RE: AMO Watchfile - June 6, 2024	June 07, 2024	<b>25</b>
June 07, 2024	EMAIL– AMO Education RE: Navigating Conflict Relationships as an Elected Official (NCR 1.0)	June 07, 2024	<b>27</b>
June 07, 2024	EMAIL – Oakville Community Foundation RE: Check out the Oakville Community Foundation's Annual Report!	June 07, 2024	<b>29</b>
May 07, 2024	EMAIL – Municipality of Tweed RE: Exotic Animal Resolution - Municipality of Tweed	June 10, 2024	<b>31</b>
June 04, 2024	INTERNAL MEMO – Transportation & Engineering, Roads and Works Operations RE: 2024 Annual School Crossing Guard Program	June 10, 2024	<b>33</b>
June 06, 2024	EMAIL - Brudenell, Lyndoch and Raglan Township RE: Letter of Support Re: National Fire Fighting Strategy	June 10, 2024	<b>37</b>
June 07, 2024	INTERNAL MEMO – Planning Services RE: Update on Bill 200	June 10, 2024	<b>42</b>
June 08, 2024	EMAIL – AMO Events RE: Join Us at AMO 2024: Celebrating 125 Years of Leadership!	June 10, 2024	<b>44</b>
June 10, 2024	EMAIL – OLT RE: OLT-23-000290 et al - OLT Decision Issued (3069 Dundas Street West and 3278 Regional Road 25 and 3005 & 3015 Dundas Street West - Municipality of Oakville	June 10, 2024	<b>46</b>
June 10, 2024	INTERNAL MEMO – Clerks Department RE: Municipal Clearance for Liquor Sales Licences	June 10, 2024	<b>61</b>
June 10, 2024	EMAIL – Michele Sparling RE: 2551 Sherwood Heights Development - OPA 1504.03	June 11, 2024	<b>62</b>
June 10, 2024	EMAIL – Tom Blaszczyk RE: Objection to Proposed Official Plan Amendment 2551 Sherwood Heights Drive Infrastructure Ontario OPA1504.03, Ward 3	June 11, 2024	<b>64</b>
June 11, 2024	EMAIL - Martha Mclver & Harold Fife RE: Infrastructure Ontario - 2551 Sherwood Heights Drive (formerly 50 Sherwood Heights Drive) - OPA 1504.03	June 11, 2024	<b>65</b>

<b>DATE OF ITEM</b>	<b>June 12 - 18, 2024 COUNCIL INFORMATION INDEX CONTENT</b>	<b>DATE RECEIVED</b>	<b>PAGE</b>
June 12, 2024	INTERNAL – Office of the Mayor RE: Novae Res Urbis Vol. 27 No. 24	June 12, 2024	<b>1</b>
June 12, 2024	EMAIL – AMO Events RE: Strengthen Your Municipal Governance: Join the AMO 2024 Pre-conference Workshop on August 17!	June 12, 2024	<b>13</b>
June 12, 2024	EMAIL – AMO Policy RE: AMO Policy Update - Bill 200, Agricultural Land Protection, Electricity Distribution Financing, and Other Updates	June 12, 2024	<b>15</b>
June 12, 2024	EMAIL – AMO Events RE: AMO Healthy Democracy Forum - Registration Open	June 12, 2024	<b>19</b>
June 12, 2024	EMAIL – John Scheel RE: NE Oakville hidden dumps' charade	June 12, 2024	<b>21</b>
June 13, 2024	EMAIL – AMO Watchfile RE: AMO Watchfile - June 13, 2024	June 13, 2024	<b>38</b>
June 13, 2024	EMAIL –City of Hamilton RE: Resolution to Declare the City of Hamilton a “No Paid Plasma Zone”	June 13, 2024	<b>41</b>
June 12, 2024	Internal MEMO – Transportation & Engineering RE: 14 Month Closure of Burloak Drive	June 14, 2024	<b>43</b>
June 14, 2024	EMAIL – John Scheel RE: RE: NE Oakville hidden dumps' charade	June 14, 2024	<b>45</b>
June 14, 2024	EMAIL – AMO Education RE: Indigenous Community Awareness Training	June 14, 2024	<b>46</b>
June 18, 2024	EMAIL – AMO Education RE: Navigating Conflict Relationships as an Elected Official (NCR 1.0)	June 18, 2024	<b>48</b>

<b>DATE OF ITEM</b>	<b>June 19 - 25, 2024 COUNCIL INFORMATION INDEX CONTENT</b>	<b>DATE RECEIVED</b>	<b>PAGE</b>
June 19, 2024	INTERNAL – Office of the Mayor RE: Novae Res Urbis Vol. 27 No. 25	June 19, 2024	<b>1</b>
June 19, 2024	EMAIL – AMO 2024 RE: Strengthen Your Municipal Governance: Join the AMO 2024 Pre-conference Workshop on August 17!	June 19, 2024	<b>16</b>
June 20, 2024	EMAIL- AMO Communications RE: AMO Watchfile - June 20, 2024	June 20, 2024	<b>18</b>
June 20, 2024	EMAIL – AMO Education RE: Cybersecurity for Municipal Councillors - September 24, 2024	June 20, 2024	<b>20</b>
June 20, 2024	EMAIL – OLT RE: OLT-23-001031 - OLT Decision Issued (1020,1024, 1028, 1032 and 1042 Sixth line - Municipality of Oakville)	June 20, 2024	<b>21</b>
June 21, 2024	EMAIL – Tanya Vrebosch RE: Tanya Vrebosch Needs Your Support at AMO / Tanya Vrebosch a besoin de votre soutien à l'AMO	June 20, 2024	<b>31</b>
June 21, 2024	EMAIL – AMO Education RE: Competing Rights: What You Need to Know!	June 21, 2024	<b>35</b>
June 21, 2024	EMAIL – Region of Halton RE: Notice of Construction - Emergency Services, Bridge Repairs, Upper Middle Road West and Neyagawa Boulevard, Ward 2, 4 and 5, Town of Oakville, PR-3380D	June 21, 2024	<b>37</b>
June 22, 2024	EMAIL – AMO Events RE: AMO 2024: New Program Highlights & Election Info!	June 24, 2024	<b>39</b>
June 24, 2024	INTERNAL MEMO- Clerk's Department RE: Compliance Audit Process under the Municipal Elections Act	June 24, 2024	<b>42</b>
June 25, 2024	EMAIL – North Glengarry Nord RE: Infrastructure Small Rural Municipalities	June 25, 2024	<b>43</b>

# Memo

**To:** Mayor Burton and Members of Council

**From:** Jill Stephen, Director, Transportation and Engineering  
Sam Inchasi, Director, Roads and Works Operations

**Copy:** Jane Clohecy, CAO  
Phoebe Fu, Commissioner, Community Infrastructure

**Date:** June 4, 2024

**Subject:** **2024 Annual School Crossing Guard Program**

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This memo provides an update on the School Crossing Guard Program. The key points are:

- The procedure outlining the process for implementing and discontinuing school crossing guard locations was established in 2012, as part of the Municipal Roads Policy MS-CDV-002 and was last modified in 2019.
- The Halton Catholic District School Board (HCDSB) has advised that there will be one (1) new elementary school opening in September 2024.
  - Two new crossing guard locations are recommended to support children walking to this new school.
  - The exact locations will be identified based on expected walking routes, in coordination with the Halton Catholic District School Board over the summer.
  - These locations will be monitored throughout the first school year and adjusted, if necessary, to reflect actual observed pedestrian routes to the school.
  - Following the first school year, crossing guard locations will be confirmed and the regular review and evaluation process for existing crossing guard locations will be followed.
- At this time, one (1) additional new crossing guard location is recommended for the 2024/25 school year as a result of staff analysis undertaken based on requests from stakeholders.
- At this time, no existing crossing guard locations are recommended for removal.

## **Background**

The purpose of the memo is to:



# Memo

- present the results of ongoing crossing guard location monitoring,
- identify any locations where warrant compliance values support the removal of existing school guard locations, and
- advise of any new locations supported by warrant assessment.

The Town's Identification of School Crossing Guard Locations Procedure (MS-CDV-002-002) outlines the process for implementing and discontinuing school crossing guard locations. This procedure was established in 2012 as part of the Municipal Roads Policy MS-CDV-002 and is regularly reviewed and updated. The Procedure was last updated in 2019, and the next review is planned for late 2024.

Regular review and monitoring of the existing approved crossing guard locations ensures data is reflective of any changes in school programming and/or walking boundaries. Staff review locations periodically and annually per the Council approved procedure. Locations that fall below the warrant threshold will be removed following the issuance of notice to identified stakeholders per the Council approved procedure.

## Review

The Town of Oakville currently has 99 approved crossing guard locations.

During 2023-2024, staff undertook annual warrant compliance assessments for a total of ten (10) existing and five (5) prospective new crossing guard locations. Based on the results of this assessment, one (1) of the prospective new guard locations meets the warrant compliance and thus be supported in the 2024-25 school year. Nine (9) out of the ten (10) existing crossing guard locations will not require annual monitoring as the compliance level is above the threshold between 31% and 50%. One (1) of the ten (10) existing crossing guard location will require supplementary review for two consecutive school years as the compliance level is below 30%. All of these ten (10) existing crossings guard locations reviewed in 2023/24 will remain in place.

Existing crossing guard locations are removed when they have failed to meet the minimum warrant compliance for two consecutive school years and/or are no longer eligible as per the Town of Oakville Crossing Guard Policy (i.e., posted speed limit on roadway changed to 60 km/h). No existing crossing guard locations reviewed will be removed.

## New Crossing Guard Locations – HCDSB New Elementary School (Subject to Budget Approval)

- Two (2) locations (specific locations to be confirmed in consultation with HCDSB)

## Prospective Locations Reviewed – Warranted (Subject to Budget Approval)

# Memo

- North Park Boulevard and George Savage Avenue

## Prospective Locations Reviewed - Not Warranted

- Bridge Road and Valley Drive (Re-evaluated)
- Grovehill Road and Ambleside Drive
- Post Road and Fowley Drive
- Ernest Appelbe Boulevard and Threshing Mill Boulevard

## Existing Crossing Guards Locations - Annual Warrant Compliance Assessments – No Changes Required

- Oxford Avenue and McCraney Street
- Sewell Drive and Queen's Avenue
- Glenashton Drive and Millbank Drive/Parkhaven Boulevard
- Lakeshore Road East and Balsam Drive
- Bartos Drive and Oakwood School
- Bridge Road and Warminster Drive
- Devon Road and Maple Grove Drive
- Glenashton Drive and Caldwell Drive
- Bridge Road and Lees Lane

## Existing Crossing Guard Locations - Supplementary Review Required (Compliance falls below 30%)

- Bridge Road and Stanfield Drive

## Impacts

As the town grows and new schools are opened, additional crossing guard locations will require increases to the crossing guard complement at an average cost of \$15,000 per year per guard. In order to ensure fiscal sustainability, and as confirmed by Council adopted policy and procedure, it is prudent to review compliance regularly.

Three (3) new crossing guard locations are recommended for the 2024/25 school year.

Any locations identified for Supplementary Review are kept in place for the upcoming school year and are monitored through additional assessments in the spring and fall to determine if the crossing guard location continues to be warranted.

The Transportation and Engineering Department will continue to provide technical field reviews and computation of the warrant criteria to determine locations where crossing guards are warranted. The Roads and Works Operations Department works to resource approved locations with trained crossing guards. Both departments work closely with the

# Memo

local School Boards in an effort to ensure the School Crossing Guard Program remains optimal and effective.

The provision of crossing guards supports the Town's Climate Action Plan by encouraging and supporting non-automobile trips to and from school.

# Memo

To: Mayor Burton and Members of Council

From: Carolyn Van Sligtenhorst, Supervisor, Heritage Conservation, Planning Services

CC: Kirk Biggar, Manager of Policy Planning & Heritage, Planning Services  
Gabe Charles, Director, Planning Services

Date: June 7, 2024

Subject: Update on Bill 200

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## Comments

This memo provides Council with an update on Bill 200, *Homeowner Protection Act*, 2024.

The Province's Ministry of Citizenship and Multiculturalism proposed amendments to the *Ontario Heritage Act* through Bill 200. The bill received its first reading on May 27 and consultation was to close on June 26. On June 6, the bill received Royal Assent.

The bill provides for an extension to the timeframe for issuing a notice of intention to designate for listed properties before they must be removed from their municipal heritage register. The extension gives municipalities until January 1, 2027, whereas the previous deadline was January 1, 2025.

Recently, the town submitted a request to the Province to provide a five-year extension for this deadline until January 1, 2030, a request also made by numerous other municipalities. While the proposed two-year extension is not as beneficial as a five-year extension, staff is supportive of the extension.

Bill 200 also includes rules to provide clarity on how voluntarily removing a listed property ahead of the legislated timelines would impact the listing rules. Staff has no concerns with these additional rules as they do not impact the town's heritage register.

The town's Planning Services Department provided comments to the Environmental Registry Office on these proposed amendments prior to Royal Assent, supporting the two-year extension for listed properties.

Please contact Carolyn Van Sligtenhorst, Supervisor of Heritage Conservation, Planning Services, with any questions regarding Bill 200 and its impact on the town's heritage register.

# Memo

To: Mayor Burton and Members of Council  
From: Vicki Tytaneck, Town Clerk  
CC: Jane Clohecy, CAO  
Nancy Sully, Commissioner, Corporate Services & Treasurer  
Date: June 10, 2024  
Subject: Municipal Clearance for Liquor Sales Licence

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The following requests for comment regarding Municipal Clearances for liquor sales licences were received and circulated by the Clerk's department from May 7, 2024 to June 10, 2024, for the following establishments:

- River 16



Vicki Tytaneck

Town Clerk

# Memo

To: Mayor Burton and Members of Council  
From: Jill Stephen, Director, Transportation & Engineering  
Copy: Jane Clohecy, Chief Administrative Officer  
Phoebe Fu - Commissioner, Community Infrastructure  
Date: June 12, 2024  
Subject: 14 Month Closure of Burloak Drive

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This memo provides Council with an update on the Burloak Drive Grade Separation project and future closure of Burloak Drive (between Wyecroft Road and Superior Court, south of the QEW).

## Background

The Town of Oakville and the City of Burlington have entered into a cost sharing agreement with Metrolinx for the construction of the Burloak Grade Separation, with Metrolinx taking the lead on the project. The new underpass on Burloak Drive will separate vehicle traffic and rail movement and will enhance public safety in advance of GO Transit's planned 15-minute all-day service on the Lakeshore West GO line.

Early works for the grade separation began in 2023 and included utility relocation works. The project is scheduled to be complete in 2026.

## 14-Month Road Closure

Staff provided an update on the upcoming 10-day closure of Burloak Drive in a Memo to Council dated April 25, 2024. New information that was not available at the time of writing the April 25 memo, regarding the future 14-month road closure, has since been provided by Metrolinx and their contractor.

The 14-month closure was originally scheduled to commence later this summer is now expected to start in the spring of 2025. As the result, Burloak Drive is expected to be closed to traffic from spring 2025 to mid-2026, and the completion date for the project has been pushed back to late 2026 (change of approximately six months).

During the closure, detour routes, similar to those used for the 10-day closure (see below), shall be established and properly advertised using the same methods employed

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for the upcoming 10-day closure. During the 10-day closure traffic counts will be made at key intersections along the detour routes. This information will be utilized to adjust signal timing prior to the start of the 14-month closure in an effort to reduce traffic impacts.

Residents are encouraged to stay informed about the project status by monitoring the websites of both the town and Metrolinx. Prior to the start of the 14-month closure Council can expect a follow up memo with additional details regarding project timing and mitigation measures.



Figure 1: Detour Plan provided by Metrolinx

Please contact Jill Stephen – Director, Transportation and Engineering, or Paul Cripps – Manager, Design and Construction (Special Projects), with any questions regarding the Burloak Drive Grade Separation Project.



# Memo

To: Mayor Burton and Members of Council  
From: Andrea Coyne, Manager, Elections, Policy, Print Services, Clerk's Department  
CC: Vicki Tytaneck, Town Clerk  
Date: June 24, 2024  
Subject: Compliance Audit Process under the Municipal Elections Act

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The purpose of this memo is to provide clarity to Council on the compliance audit process under the Municipal Elections Act, 1996 (Act). The compliance audit process allows electors who believe a candidate has violated election campaign finance provisions to apply for a compliance audit. The statutory compliance audit process applies to all candidates while running for office and who may or may not be elected as a member of municipal council.

Every municipality must establish a Compliance Audit Committee (CAC), an independent, statutory body whose responsibilities and powers are largely prescribed by the Act. As this process is entirely separate from the town's operations and administration, the Clerk's department and internal legal staff do not hold decision-making authority. External counsel is retained for any meetings scheduled of the Compliance Audit Committee to act as legal counsel for the Committee.

In accordance with the established [Terms of Reference](#) and [Administrative Practices and Procedures](#) for the CAC, the Clerk only provides administrative support to the Committee, including accepting compliance audit requests, facilitating compliance audit committee meetings, acting as a liaison with any auditor or legal counsel, and carrying out any other duties required under the Act to implement the committee's decisions.

When an elector submits a compliance audit application, the Clerk ensures the application is complete, that it is submitted by an elector who is entitled to vote, and forwards it to the CAC for consideration in accordance with the Committee's established [administrative practices and procedures](#) and the Act. There is ongoing [advocacy efforts](#) for the province to provide clarity on who may submit a compliance audit application and there is pending litigation on this matter to be dealt with by the Ontario Superior Court of Justice scheduled for the Fall.

All decisions related to the approval or denial of compliance audit applications are made solely by the CAC, with advice from external legal counsel. This separation from the Town ensures the process remains impartial and independent from the municipality, maintaining the integrity of the compliance audit process.

If you have further questions, please don't hesitate to contact me.  
Andrea Coyne

Outstanding Issues Listing

Agenda Item	Due Date	Description	Meeting Type	Meeting Date	Department
Rainwater Management Financial Plan, Stormwater Fee Development and Consideration of Green Stormwater Infrastructure	11/30/2024	1. That staff report back in 2024 with an update on the recommended stormwater fee structure and implementation plan.	Council	9/18/2023	Asset Management Department
Procedure By-law Review	11/30/2024	That the Budget Standing Committee size and composition be amended to reflect a membership of all Council members, and that a Chair be elected annually. That revisions to the Procedure By-law reflecting this change be brought forward to a future Council meeting. That the Clerk consider the comments of Council in finalizing the draft procedure by-law for consideration by Council. That staff report back with a draft version of the Procedure By-law 2023-066 in June 2023.  Further revisions to be considered 1st quarter 2024.	Council	5/29/2023	Clerk's Department
Requests for Reports	9/30/2024	That staff report back to Council on the relocation of TOWARF Headquarters and operations.	Council	4/26/2021	Facility Services
Regulating the Display and Distribution of Objectionable Images	12/31/2024	See confidential minutes for direction.	Council	6/17/2024	Legal Services
Tasks before Escribe	11/30/2025	That staff delay the release of the public tender/RFP for lease proposals for the Deerfield Golf Course until the short term extension with the current tenant expires, and report back to Council with the results of the tender.	Council	1/1/2020	Legal Services
Notice of Motion: Election Sign Regulations	5/31/2024	THEREFORE BE IT RESOLVED THAT: No person shall display an Election Sign at any location other than entirely on private property; No person shall display an Election Sign on private property without the permission or consent of the owner of the property; No person shall display, or permit to be displayed, an Election Sign which is in a state of disrepair so as to be unsafe or unsightly; and THAT staff develop a comprehensive set of rules that ensure signs are installed safely so as not to cause harm or hazard to residents on private property That the motion be referred to staff to undertake community consultation and report back, including legal advice, on the existing by-law regulations and availability of election signage, and options to further regulate and prohibit election signage, including third party elections signs on public property and the resources and cost of implementation.	Council	1/30/2023	Municipal Enforcement Services Department

Outstanding Issues Listing

Predatory Towing on Private Property	5/31/2024	Staff be directed to review the private property parking by-law and report back with options by May 2024, or sooner, including removal of towing authority for private property parking offences, to address predatory towing in Oakville.	Council	3/25/2024	Municipal Enforcement Services Department
Tasks before Escribe	6/30/2024	That staff report to Council in the fourth quarter of 2021 on the Bronte Village commercial parking pilot program outcomes and next steps.	Council	1/1/2020	Municipal Enforcement Services Department
Bronte Paid Parking Pilot Program	6/30/2024	That the report from Municipal Enforcement Services, titled Bronte Paid Parking Pilot Program, dated November 2, 2021 be received; That the pilot commercial parking program in the Bronte Village continue; and That staff report to Council in the first quarter 2023 on the Bronte Village commercial parking pilot program outcomes and next steps.	Council	11/15/2021	Municipal Enforcement Services Department
Business Licensing By-law Review Update	9/30/2024	3.That the Director of Municipal Enforcement Services be authorized to continue by-law preparations in accordance with the direction set out within this report, considering any comments received and report back with a new licensing by-law at a future Council meeting. 4.That Municipal Enforcement undertake a full food truck licensing review, including consultation with the industry, residents and BIAs, to develop a strategy framework for future licensing opportunities and report back to Council at a later date, maintaining the priority of the property standards and noise by-law review.	Council	1/31/2022	Municipal Enforcement Services Department
Sale and Discharge of Consumer Fireworks Response to Staff Direction	9/30/2024	That Council and staff consult with the public on the use and sale of consumer fireworks and report back to Council in the Fall of 2024.	Council	11/20/2023	Municipal Enforcement Services Department
Noise By-law Update	9/30/2024	That staff be authorized to engage in further public consultation to seek input on the draft Noise By-law attached as Appendix A to the staff report dated November 21, 2023, from Municipal Enforcement Services, and report back with a final version of the Noise By-law by the first quarter of 2024.	Planning and Development Council	12/4/2023	Municipal Enforcement Services Department
Tasks before Escribe	11/30/2024	THEREFORE, staff are requested to review opportunities to regulate the number and location of Pay Day Loan businesses as well as determine what other regulatory authority the Town might have to protect consumers from potentially usurious rates and predatory practices and to report back to Council with information and potential methods to regulate these businesses in the interest of consumer protection.	Council	1/1/2020	Municipal Enforcement Services Department

Outstanding Issues Listing

Tasks before Escribe	11/30/2024	That staff report to Council in the fourth quarter of 2021 on the outcomes of the pilot overnight parking program in downtown Oakville and next steps.	Council	1/1/2020	Municipal Enforcement Services Department
Requests for Reports	11/30/2024	That staff report on the feasibility, costs, implications and timing of switching out level 1 EV charging stations installed on Lakeshore Road East (Downtown Oakville) with level 3 fast charging stations. And that staff review the implications and considerations of some or all of the costs of installing level 3 chargers being off-set by sponsors.	Council	7/5/2021	Municipal Enforcement Services Department
Teo's Law	12/31/2024	That staff report back to Council on the feasibility of implementing a by-law for pool safety when hosting guests at their home where there is a unsecured pool present.	Council	8/15/2023	Municipal Enforcement Services Department
Elementary School Traffic Management	12/31/2024	Staff be requested to prepare a report on elementary school traffic management and municipal enforcement with specific reference to incidents and enforcement activity at Montclair Public School on January 9th 2024.	Council	4/29/2024	Municipal Enforcement Services Department
Noise By-law Review Proposed Noise By-law 2024-079	12/31/2024	That staff consider and bring back to Council options for commercial areas, Business Improvement Areas and mixed use areas regarding time restrictions.	Council	5/27/2024	Municipal Enforcement Services Department
Youth/Fireworks in Bronte Village	12/31/2024	That staff explore additional steps that may be taken by the Town to help proactively mitigate the ongoing issue of excessively large groups of youth congregating and being attracted to Bronte Village on holiday weekends, especially Victoria Day and Canada Day, to set off fireworks in the streets and parks that are often targeted at people, vehicles, buildings, and sensitive uses such as gas stations, a seniors building, athletic fields, playgrounds and a school. Also exploring the potential for additional youth programming during these times through our Special Events Strategy and/or further restrictions through our exploration of a fireworks ban to help mitigate this issue in Bronte Village.	Council	5/27/2024	Municipal Enforcement Services Department
Housekeeping Amendments to the Public Nuisance, Property Standards and Lot Maintenance By-laws	12/31/2024	That By-Law 2024-072, a by-law to amend Public Nuisance By-law 2007-143 attached as Appendix A to the report from Municipal Enforcement Services dated June 4, 2024 be referred back to staff to identify best practices on light transfer onto properties (including outside living spaces) in intensifying urban areas to minimize nuisance and transmission across properties, as well as light pollution into the sky affecting our environment (dark sky regulations), while balancing the needs for sensor activated lighting for security and safety purposes.	Council	6/17/2024	Municipal Enforcement Services Department

Outstanding Issues Listing

Business Licensing By-law Review Draft By-law	12/31/2024	That Council's comments and draft licensing by-law attached as Appendix A to the report from Municipal Enforcement Services dated June 4, 2024 be received for consideration and not passed at this time. That Municipal Enforcement Services report back with comments received from the business community and the final version of the licensing by-law in Q4 of 2024.	Council	6/17/2024	Municipal Enforcement Services Department
Tasks before Escribe	10/21/2024	That staff report back on the creation of a safety protocol for homeowners/tenants in private residences where they are unable to self-evacuate. That the report includes, but is not limited to, a communication strategy developed in partnership with community agencies serving vulnerable populations on how to develop a personal fire emergency escape plan, information on current subsidies available for renovations, creation of a registry for dwellings that have residents with mobility issues.	Council	1/1/2020	Oakville Fire
Options for Enhanced Fire Station Signage	11/30/2024	That staff report provide options for enhanced signage in front of our fire stations to indicate stopping is prohibited for safe egress of the fire vehicles.	Council	5/25/2022	Oakville Fire
TOWARF Vessel Replacement	7/9/2024	That Council requests staff to bring back a business plan, in consultation with key stakeholders, with recommendations to ensure the long-term financial viability of Harbours. The recommendations will include the fee requirements to ensure all Harbours infrastructure is maintained in a state of good repair and funding is available to replace all Harbours assets at the end of their useful life, including the current and future replacement TOWARF vessels and fund the new vessel through reserves.	Council	2/27/2023	Parks and Open Space Department
Fishing from Town Parkland Update	8/13/2024	That Council approve an evening fishing pilot program as outlined within the report and staff report back to Council Q1 2024.	Council	4/24/2023	Parks and Open Space Department

Outstanding Issues Listing

48 Bronte Road	8/13/2024	Staff be directed to report on the potential public ownership of the former Greb Property in order to address such issues as:  Potential threats to this section of the Bronte Creek due to extreme weather events/flooding, in consultation with Conservation Halton; The role of this property and section of the Bronte Creek to provide protection/climate proofing, reduction in erosion risks and public infrastructure, and loss of top of bank, in consultation with Conservation Halton; The strategic role of this property to provide a connection to the Fishermans Park and pier, Bronte Heritage Waterfront Park, the Bronte Inner Harbour lands, with connections to Berta Point and Bronte Beach for recreational purposes in consultation with Conservation Halton and Halton Region; A potential role of this property as a cultural heritage landscape and as part of the Harbours portfolio of offerings to boaters and connection to Bronte Road; and, The ability to access any available Federal, Provincial, and Regional funding and other programs for climate proofing.	Council	11/20/2023	Parks and Open Space Department
Tasks before Escribe	10/21/2024	That staff report on the maintenance and design standards for new and existing walkways including standards for widths, construction, fencing, lighting, safety and security, plantings and landscaping, winter and summer seasonal maintenance and the process for interacting with abutting landowners when changes to walkways occur.	Council	1/1/2020	Parks and Open Space Department
Sunningdale Tennis Court	10/21/2024	That staff report back on the feasibility and options for the acquisition, leasing, or other forms of acquisition or for entering into an agreement for the management of the Sunningdale Tennis Court located at Sunningdale Public School as a town facility from the Halton District School Board with the goal of keeping it open to the public and repairing and maintaining it in accordance with the standards offered at other Town owned and operated tennis courts.	Council	5/25/2022	Parks and Open Space Department
Potential Park Uses for McCraney Reservoir Park	10/21/2024	That staff report on potential park uses of the McCraney Reservoir Park upon completion of the Regions Master Plan for the McCraney Reservoir.	Council	8/9/2022	Parks and Open Space Department
Tasks before Escribe	11/18/2024	That staff review and discuss options for the creation and operation of a waterfront attraction or destination or feature with the Oakville Yacht Squadron and potentially other third parties and that the proposal be a recommendation under the forthcoming Harbours Master Plan.	Council	1/1/2020	Parks and Open Space Department

Outstanding Issues Listing

Region Pumping Station in Bronte Beach August 9, 2022	11/18/2024	4. That in using a build back better approach, the Region be requested to cost share with the planned Town Phase 2 improvements at Bronte Beach Park that will incorporate the pumping station in a plan that benefits the residents of Oakville. 5. That staff report back to Council once discussions have been completed.	Council	8/9/2022	Parks and Open Space Department
Parks & Open Space Strategy: Town of Oakville Parks Plan 2031 and Parkland Dedication By-law 2024-034	12/16/2024	That prior to the finalization of the Land Acquisition Strategy, Staff continue to monitor land acquisition opportunities within the towns Strategic Growth Areas, and where acquisition supports community and infrastructure needs, staff will present options to Council for consideration.	Planning and Development Council	4/8/2024	Parks and Open Space Department
Tasks before Escribe	12/31/2024	1. That the report from the Parks and Open Space department, dated May 22, 2012, entitled Marina Facility at Bronte Harbour - Oakville Harbours Section, be received; 2. That the continued operation of the Marina Facility at Bronte Harbour be approved as identified in Option 1 of the staff report; and 3. That staff be requested to conduct a further analysis of the marina facility in Bronte Harbour in five (5) years and at that time, provide recommendations for the continued operation of the marina facility.	Council	1/1/2020	Parks and Open Space Department
Urban Forest Strategic Management Plan	3/31/2026	That staff to report back to Council within three years to assess the impact of recommended canopy cover targets in achieving the goal of 40% canopy cover target by 2057.	Council	3/25/2024	Parks and Open Space Department
Old Oakville Heritage Conservation District Revised Study	9/30/2024	That the Old Oakville Heritage Conservation District Revised Study as attached in Appendix A to the staff report dated January 23, 2024 and revised in accordance with the memo dated February 5, 2024 from Planning Services, be approved. That staff be directed to continue work on the Old Oakville Heritage Conservation District Update to create a revised Plan and Guidelines.	Planning and Development Council	2/5/2024	Planning and Development Department
North Oakville Driveway Extensions Report for Information	11/30/2024	That the report titled North Oakville Driveway Extensions Report for Information be received and staff report back in 2023 with any recommended changes to the Zoning By-law or process.	Planning and Development Council	6/7/2022	Planning and Development Department

Outstanding Issues Listing

Information Report Warehousing and Distribution Industries Review (File No. 42.15.61)	11/30/2024	1. That this item be referred back to staff to seek additional research from other jurisdictions, identify options for definitions that recognize the difference between warehouses and distribution centres in terms of scale, operational impacts, and best practices in land use compatibility requirements for Q1 2024. 2. That this will allow staff to identify implications from the 2023 Provincial Planning Statement, and provide residents a greater opportunity to review and comment to Planning and Development Council.	Planning and Development Council	6/12/2023	Planning and Development Department
Housing Strategy and Action Plan including the Housing Accelerator Fund Application	11/30/2024	1. That staff undertake a public engagement program on the Housing Strategy and Action Plan, report back to Council on what was heard, and refine the Housing Strategy and Action Plan, as necessary, in coordination with other ongoing provincial initiatives	Planning and Development Council	7/10/2023	Planning and Development Department
White Paper: Planning Act Tools to Facilitate Development of Affordable Housing	11/30/2024	That staff initiate and undertake work programs in an efficient, and where possible, concurrent manner to investigate, and if deemed appropriate, implement the following Planning Act tools:  Inclusionary Zoning within Protected Major Transit Station Areas; Community Planning Permit System within Midtown Oakville and with opportunity to do so in other parts of the Town; and Community Improvement Plan to incentivize affordable housing across the Town.	Planning and Development Council	3/18/2024	Planning and Development Department
Recommendation Report FCHT Holdings (Ontario) Corporation Z.1612.14 and OPA 1612.14 - 271 Cornwall Road and 485 Trafalgar Road By-laws 2022-051 and 2022-052	12/30/2024	That the site plan for this application be brought to Council for final approval.	Planning and Development Council	5/16/2022	Planning and Development Department
Implementation of Bill 109 Amendments to Site Plan Control By-law 2019-114 (July 11, 2022) By-law 2022-093	12/31/2024	That staff arrange for a Council workshop regarding this issue.	Planning and Development Council	7/11/2022	Planning and Development Department
Parks & Open Space Strategy: Town of Oakville Parks Plan 2031 and Parkland Dedication By-law 2024-034	12/31/2024	That prior to the finalization of the Land Acquisition Strategy, Staff continue to monitor land acquisition opportunities within the towns Strategic Growth Areas, and where acquisition supports community and infrastructure needs, staff will present options to Council for consideration.	Planning and Development Council	4/8/2024	Planning and Development Department



Outstanding Issues Listing

<p>Public Meeting Report Town-initiated Official Plan Amendment Midtown Oakville Urban Growth Centre (File No. 42.15.59) April 22, 2024</p>	<p>12/31/2024</p>	<p>That the analysis of the following matters of interest to Council be included as part of the recommendation report:</p> <p>There is a desire for a complete community, and density to ensure viability;                  There is a desire for a complete community, and density to ensure viability;                  There is a desire for a walkable, urban environment that includes sufficient; density - consider the Copenhagen model to achieve this;                  Concerns regarding the planned population, density and height of buildings leading to insufficient amount of greenspace and adversely affecting the character of the area;                  Concerns regarding the transportation network and capacity;                  There is a desire to ensure that financial pressures on the tax base related to Midtown be mitigated to the greatest extent possible; and                  Need further clarification around how matters such as:</p> <p>how a landowners group will function,                  phased redevelopment of sites,                  ratio of non-residential uses,                  delivery of supporting community amenities (i.e. schools, community centres),                  implementation tools (i.e. zoning, financial, green development standards, area design plans),                  terminology,                  climate change resiliency</p>	<p>Planning and Development Council</p>	<p>4/22/2024</p>	<p>Planning and Development Department</p>
<p>Public Meeting and Recommendation Report Town-initiated Official Plan and Zoning By-law Amendments Four Units As-of-Right and Sheridan College Housing Area (File No. 42.15.62 and 42.15.63) May 6, 2024</p>	<p>12/31/2024</p>	<p>Staff be directed to create a Sheridan College Housing Taskforce with the objective to enable, advance, and accommodate the development of residential uses, including student housing, on the Sheridan College campus; and                  Staff be directed to create a work program, in alignment with ongoing HAF initiatives, to bring forward any necessary recommendations, including programs, Official Plan and/or Zoning By-law Amendments, to achieve the findings of the Sheridan College Housing Taskforce to expedite the delivery of student housing on the Sheridan Campus.</p>	<p>Planning and Development Council</p>	<p>5/6/2024</p>	<p>Planning and Development Department</p>
<p>Tasks before Escribe</p>	<p>11/30/2025</p>	<p>3. That Planning Services be directed to report back on the implementation initiatives and incentives for Midtown as outlined in the report dated May 13, 2014 (PD-009-14), which includes a Community Improvement Plan, a municipal parking strategy and alternative parkland dedication requirements.</p>	<p>Council</p>	<p>1/1/2020</p>	<p>Planning and Development Department</p>

Outstanding Issues Listing

Tasks before Escribe	11/30/2025	That staff be requested to report back to Council on the timing and type of Community Improvement Plan, and funding sources, that may be appropriate for Bronte Village following the conclusion of the growth area review and Livable Oakville Plan policy update for Bronte Village.	Council	1/1/2020	Planning and Development Department
Tasks before Escribe	11/30/2025	practice for locating seniors residential developments in the Town of Oakville. That staff also define the uses occurring within these developments and what additional infrastructure needs may be required to accommodate the needs of the residents.	Council	1/1/2020	Planning and Development Department
Public Meeting and Recommendation Report Deferred Items from OPA 34, North West Area and Palermo Village OPA 37 and OPA 38 By-law 2021-096 and By-law 2021-097 July 5, 2021	11/30/2025	4.That Planning staff report back on potential official plan policy updates with respect to parking for the Palermo Village growth area upon completion of the town-wide Parking Strategy.	Planning and Development Council	7/5/2021	Planning and Development Department
Bronte Village Revitalization Comprehensive Plan	11/30/2025	That staff prepare a report outlining the terms of reference, workplan, resources, and timing needed to create a comprehensive and integrated plan to better coordinate the vision, revitalization, and investments in Bronte Village, comparable to the approach taken for the Downtown Oakville Plan, their strategic action plan and associated initiatives.	Council	3/27/2023	Planning and Development Department
Recovery in Sport Oakville	9/16/2024	To support the recovery of sport in Oakville and maximize the use of indoor and outdoor sport facilities, Council requests that staff conduct a review of the Towns Facility Allocation Policy in consultation with community sports organizations; and report back to Council on recommended policy updates including municipal policy comparator information, summary of consultation results with community sport organizations, identification of any impacts to sports organization access to town assets and alignment with the towns Recovery Framework by the end of 2021.	Council	5/25/2021	Recreation and Culture Department

Outstanding Issues Listing

Tasks before Escribe	9/16/2024	<p>1. That staff report on what the stormwater management standards are for ditches and culverts in residential areas including the design standards for depth, width and slope of ditches, the accepted materials in ditches such as plantings, stones or retaining walls, the process for property owners to make any changes to adjacent ditches as well as water retention and conveyance standards for ditches.</p> <p>2. That staff update the Town of Oakville web site to include this information in a user friendly and accessible format.</p> <p>3. That staff report on options, such as the use of a standard leaflet distributed to property owners, to improve proactive communications about the Towns standards, maintenance plans and upcoming works for stormwater ditches and culverts particularly on residential streets including for regular inspections.</p>	Council	1/1/2020	Roads and Works
Town of Oakville Council Strategic Plan and 2023/2026 Action Plan	8/31/2024	That staff report back on how green space is measured.	Council	7/11/2023	Strategy, Policy and Communications Department
Climate Emergency Declaration Progress Report	8/31/2024	That staff report on the operation, success and progress of the Guelph local improvement charge program.	Council	7/11/2023	Strategy, Policy and Communications Department
Tasks before Escribe	11/30/2024	<p>WHEREAS Regional Governance review by the Province has begun and is moving quickly; and</p> <p>WHEREAS the Public and Council require fulsome fact-based information on the potential impact a change in our governance model may have on our finances, services, current priorities and future.</p> <p>THEREFORE staff be directed to prepare a report forthwith on best practices in municipal governance including finances and debt level, potential service changes and service level changes and possible risks in consultation with our Regional Government, and provide it to Council at the next Council meeting.</p>	Council	1/1/2020	Strategy, Policy and Communications Department
Public Notice and Engagement Policy and Procedure Update	12/31/2024	That this item be referred to staff to further explore public notice requirements for statutory public meetings and the timeframe to inform Council members of the matters within their ward and report back to Council at the August 13th Council meeting.	Council	6/17/2024	Strategy, Policy and Communications Department
Opportunities to allow sports activities on local residential streets in Oakville	8/13/2024	That staff report to Council on opportunities to allow sports activities (i.e. road hockey, basketball or similar activities) to take place on local residential streets in Oakville, and that the report identify any by-law amendments or other changes that would be required to allow for these activities to happen.	Council	11/7/2022	Transportation and Engineering

Outstanding Issues Listing

Tasks before Escribe	9/16/2024	8. That staff report to a future Community Services Committee meeting on the advisability of encouraging use of the Local Improvements tool for traffic calming where the warrants are not met but residents still desire traffic calming. CSC 06/17/2019	Council	1/1/2020	Transportation and Engineering
Request for Report Traffic Calming on Loyalist Trail	9/30/2024	That staff report back related to traffic safety on Loyalist Trail following assumption of the road.	Planning and Development Council	12/5/2022	Transportation and Engineering
Streetscape Improvements	11/30/2024	That staff report on options to improve the streetscapes on arterial and collector roads.	Council	2/27/2023	Transportation and Engineering



OAKVILLE

**THE CORPORATION OF THE TOWN OF OAKVILLE**

**BY-LAW NUMBER 2024-102**

A by-law to dedicate certain land as part of a public highway (Block 121, Plan 20M-1114 – Thistlewood Gate; Block 182, Plan 20M-1143 – North Park Boulevard)

**COUNCIL ENACTS AS FOLLOWS:**

1. That certain parcel of land more particularly described in Paragraph 1 in Schedule “A” attached hereto is hereby declared to be part of a public highway, namely Thistlewood Gate.
2. That certain parcel of land more particularly described in Paragraph 2 in Schedule “A” attached hereto is hereby declared to be part of a public highway, namely North Park Boulevard.
3. Schedule “A” forms part of this By-law.

PASSED this 9th day of July, 2024

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MAYOR

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CLERK

SCHEDULE "A"

1. Block 121, Plan 20M-1114, Oakville
2. Block 182, Plan 20M-1143, Oakville



**THE CORPORATION OF THE TOWN OF OAKVILLE**

**BY-LAW NUMBER 2024-108**

A by-law to dedicate certain land as part of a public highway (Block 181, Plan 20M-1243 – Preserve Drive)

**COUNCIL ENACTS AS FOLLOWS:**

1. That certain parcel of land more particularly described in Paragraph 1 in Schedule "A" attached hereto is hereby declared to be part of a public highway, namely Preserve Drive.
2. That Schedule "A" forms part of this By-law.

PASSED this 9th day of July, 2024

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MAYOR

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CLERK

SCHEDULE "A"

1. Block 181, Plan 20M-1243, Oakville





**THE CORPORATION OF THE TOWN OF OAKVILLE**

**BY-LAW NUMBER 2024-115**

A by-law to confirm the proceedings of a meeting of Council.

**COUNCIL ENACTS AS FOLLOWS:**

1. Subject to Section 3 of this by-law, every decision of Council taken at the meeting at which this by-law is passed and every resolution passed at that meeting shall have the same force and effect as if each and every one of them had been the subject matter of a separate by-law duly enacted.
2. The execution and delivery of all such documents as are required to give effect to the decisions taken at the meeting at which this by-law is passed and the resolutions passed at that meeting are hereby authorized.
3. Nothing in this by-law has the effect of giving to any decision or resolution the status of a by-law where any legal prerequisite to the enactment of a specific by-law has not been satisfied.

PASSED this 9<sup>th</sup> day of July, 2024

\_\_\_\_\_  
Rob Burton

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Vicki Tytaneck

\_\_\_\_\_  
Town Clerk



**THE CORPORATION OF THE TOWN OF OAKVILLE**

**BY-LAW NUMBER 2024-063**

A by-law to remove Holding "H" Provision on lands described as Part of Lot 16, Concession 1, North of Dundas Street, Timsin Holding Corporation, File No.: ZH 4/24

**WHEREAS** By-law 2023-063 delegates powers and duties with authority from Council to the Commissioner of Community Development, or designate to approve by-laws of a minor nature under section 34 of the Planning Act with respect to certain matters, including the removal of holding symbols under section 36 of the Planning Act;

**WHEREAS** the Commissioner of Community Development is satisfied that notice of the intention to pass a by-law to authorize the removal of Holding Provision "H53" and "H55" was given in accordance with the requirements of the Planning Act;

**WHEREAS** the Commissioner of Community Development is satisfied that the condition for the removal of the holding symbol set out in Section 9 of the Zoning Bylaw 2009-189, have been satisfied;

**THE CORPORATION OF THE TOWN OF OAKVILLE, BY THE COMMISSIONER OF COMMUNITY DEVELOPMENT ACTING UNDER DELEGATED AUTHORITY, ENACTS AS FOLLOWS:**

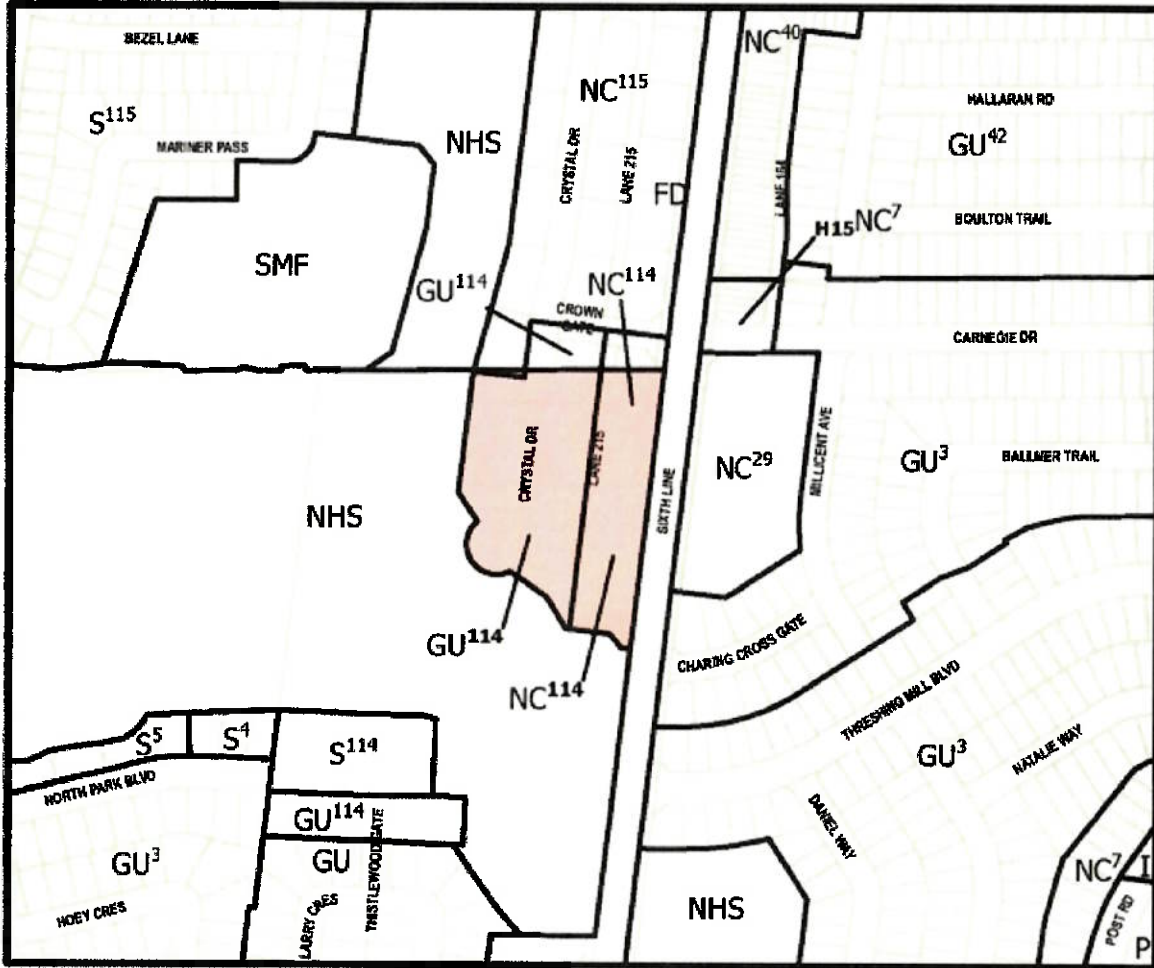
1. Map 12(4) of By-law 2009-189, as amended, is further amended by removing the holding symbols from the lands depicted on Schedule 'A' to this By-law.
2. This By-law comes into force upon the day it is passed.

PASSED this 27<sup>th</sup> day of May 2024

Neil Garbe  
Commissioner of  
Community Development

Andrea Holland  
Acting Town Clerk

**SCHEDULE "A"  
To By-law 2024-063**



**AMENDMENT TO BY-LAW 2009-189**



H53; and, H55 is removed from the subject lands

**EXCERPT FROM MAP  
12 (4)**



**SCALE: 1:3,500**



**THE CORPORATION OF THE TOWN OF OAKVILLE**

**BY-LAW NUMBER 2024-077**

A by-law to amend Zoning By-law 2009-189 as amended, to remove Holding Provision 2 (H2), Section 9.0 (Greenpark Group, 455 – 465 Dundas Street West, Plan M1085 BLK 383), File No.: ZH6/24

**WHEREAS** By-law 2023-083 delegates powers and duties with authority from Council to the Commissioner of Community Development to approve by-laws of a minor nature under section 34 of the Planning Act with respect to certain matters, including the removal of holding symbols under section 36 of the Planning Act;

**WHEREAS** the Commissioner of Community Development is satisfied that the conditions for the removal of the holding symbol set out in Section 9.0 of the Zoning By-law 2009-189, have been satisfied, and that notice of the intention to remove the holding symbol was given in accordance with the requirements of the Planning Act;

**THE CORPORATION OF THE TOWN OF OAKVILLE, BY THE COMMISSIONER OF COMMUNITY DEVELOPMENT ACTING UNDER DELEGATED AUTHORITY, ENACTS AS FOLLOWS:**

1. Map 12(4) of By-law 2009-189, as amended, is further amended by removing the “H2” holding symbol from the lands depicted on Schedule ‘A’ to this By-law.
2. Section 9.0, Holding Provisions, of By-law 2009-189, as amended, is further amended by deleting Section 9.3.2 in its entirety and replacing it with the following: “H2 – removed by By-law 2024-077”.
3. This By-law comes into force upon the day it is passed.

PASSED this 27<sup>th</sup> day of May 2024



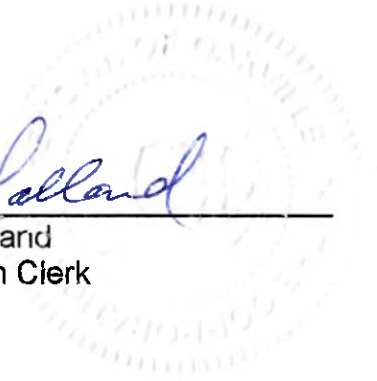
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Neil Garbe  
Commissioner of  
Community Development

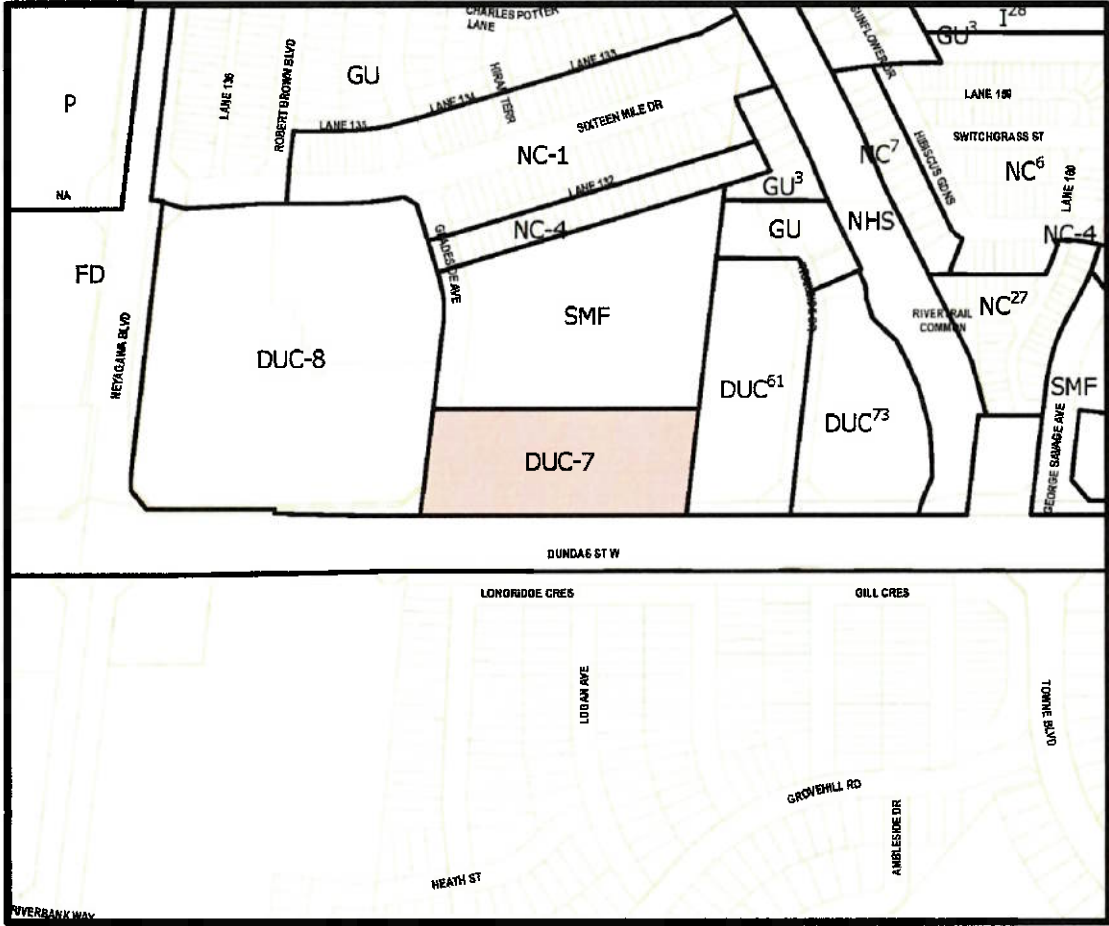


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Andrea Holland  
Acting Town Clerk



**SCHEDULE "A"  
To By-law 2024-077**



**AMENDMENT TO BY-LAW 2009-189**

 H2 is removed from the subject lands

**EXCERPT FROM MAP  
12 (4)**



**SCALE: 1:4,000**



OAKVILLE

**THE CORPORATION OF THE TOWN OF OAKVILLE**

**BY-LAW NUMBER 2024-083**

A by-law to remove the H48 Holding Provision from  
70 Old Mill Road, 2317511 Ontario Inc.  
File No.: ZH 5/24

**WHEREAS** By-law 2023-083 delegates powers and duties with authority from Council to the Commissioner of Community Development, or designate to approve by-laws of a minor nature under section 34 of the *Planning Act* with respect to certain matters, including the removal of holding symbols under section 36 of the *Planning Act*;

**WHEREAS** the Commissioner of Community Development is satisfied that notice of the intention to pass a by-law to authorize the removal of Holding Provision "H48" was given in accordance with the requirements of the *Planning Act*;

**WHEREAS** the Commissioner of Community Development is satisfied that the Conditions for the removal of the holding symbol set out in Part 16 of the Zoning By-law 2014-014, have been satisfied;

**THE CORPORATION OF THE TOWN OF OAKVILLE, BY THE COMMISSIONER OF COMMUNITY DEVELOPMENT ACTING UNDER DELEGATED AUTHORITY, ENACTS AS FOLLOWS:**

1. Map 19(8b) of By-law 2014-014, as amended, is further amended by removing the holding symbol from the lands depicted on Schedule "A" to this By-law.
2. Part 16, Holding Provisions, of By-law 2014-014, as amended is further amended by deleting Table H48 in its entirety and replacing it with the following:

"H48 - Removed by By-law 2024-083"


3. This By-law comes into force upon the day it is passed.

PASSED this 27<sup>th</sup> day of May 2024



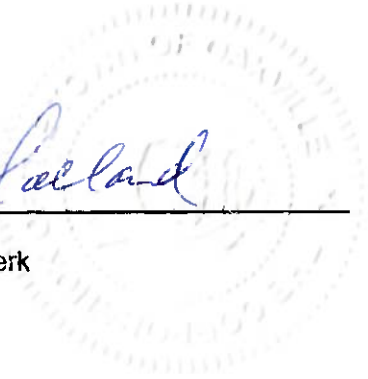
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Neil Garbe  
Commissioner of Community Development  
As delegate for Council



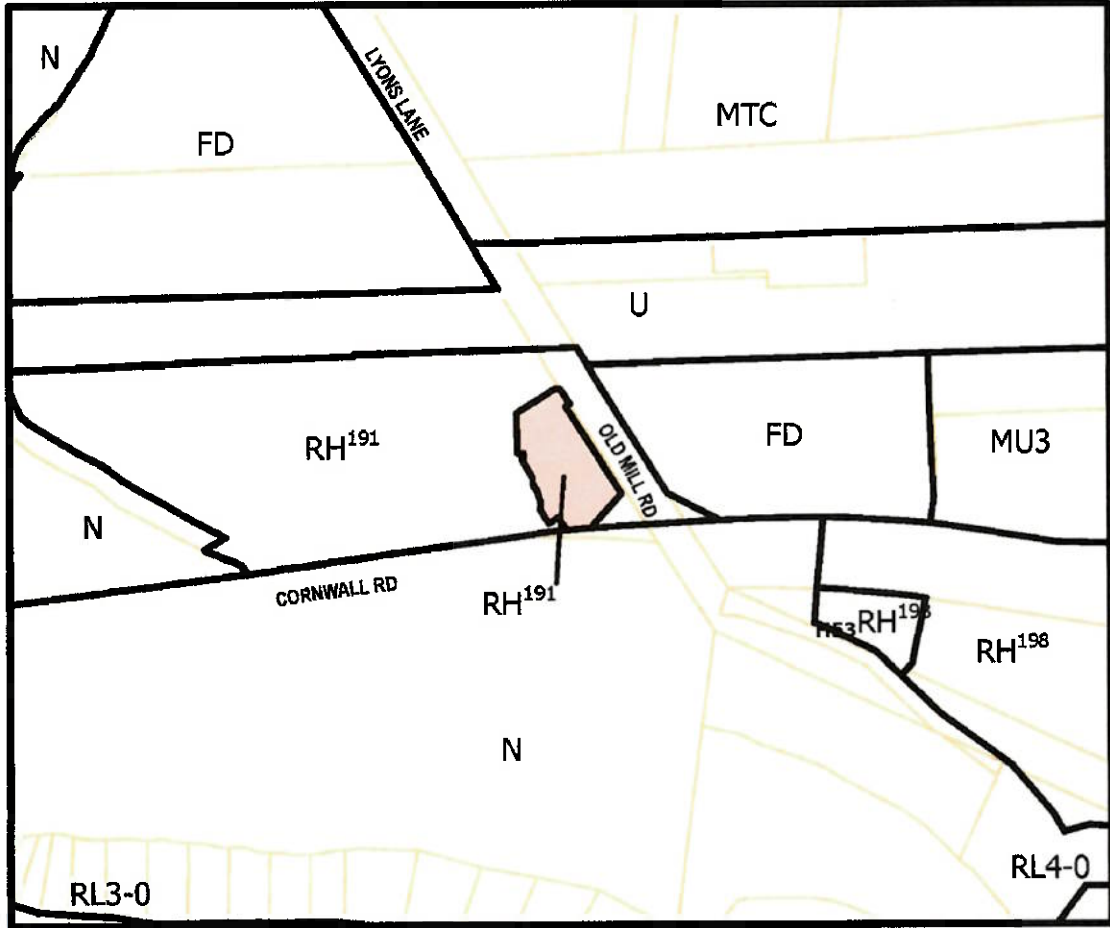
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Andrea Holland  
Acting Town Clerk





**SCHEDULE "A"**  
**To By-law 2024-083**



**AMENDMENT TO BY-LAW 2014-014**

 H48 is removed from the subject lands

EXCERPT FROM MAP  
19 (8B)



SCALE: 1:2,500



**THE CORPORATION OF THE TOWN OF OAKVILLE**

**BY-LAW NUMBER 2024-088**

A by-law to amend Zoning By-law No. 1984-063, as amended, and Zoning By-law No. 2014-014, as amended, to permit a temporary use for a period of three years on lands described as 420 South Service Road East  
(Rose Acquisition Corporation, File No.: Z.1612.18)

**COUNCIL ENACTS AS FOLLOWS:**

1. Map 91(8) of By-law 1984-63 is amended by applying a “32T” prefix to the lands depicted on Schedule ‘A’ to this By-law.
2. Section 90, Special Temporary Use Provisions, of By-law 1984-63 is amended by adding a new subsection T32 as follows:

<b>“Special Provision</b>	<b>Applies to / Location</b>	<b>By-law Number</b>
<b>(32T)</b>	<b><u>Rose Acquisition Corporation</u></b> 420 South Service Road East	<b>(2024-088)</b>

The lands shown in hatchmarks on Schedule “A” of By-law 2024-088 may be used for the uses permitted in the general provision of By-law 1984-63, subject to the regulations provided for such uses, and in addition, may be used for the uses set out below, subject to the regulations set out in By-law 1984-63, and the following regulations which shall govern in the case of conflict:

**a) Permitted Uses:**

- i) Outdoor storage of shipping containers and *vehicles*

**b) Regulations:**

- i) Maximum height of shipping containers shall be 3 metres.

*This permission shall be in effect for a maximum period of three years commencing from May, 27, 2024.”*

3. Map 19(8b) of By-law 2014-014 is amended by applying a “T6” prefix to the lands depicted on Schedule ‘B’ to this By-law.
4. Part 18, Temporary Use Permissions, of By-law 2014-014 is amended by adding a new Section 18.6 as follows:

<b>T6</b>	<b>420 South Service Road East</b> (Part of Lot 12, Concession 3)	Parent Zone: MTE
Map 19(8b)		(2024-088)
		Expires: <b>May 27, 2027</b>
<p>The lands subject to Temporary Zone 6 may be used for all the <i>uses</i> permitted in Part 7.2 of By-law 2014-014, subject to the regulations provided for such uses and, in addition, the following <i>uses</i> subject to the regulations set out herein:</p>		
<b>18.6.1 Additional Permitted Uses</b>		
<p>The following additional <i>uses</i> are temporarily permitted until the expiry date identified above:</p>		
a)	Outdoor storage of <i>shipping containers</i> and <i>motor vehicles</i>	
<b>18.6.2 Zone Provisions</b>		
<p>The following regulations apply to the additional <i>uses</i> permitted in Section 18.6.1 above:</p>		
a)	Maximum <i>height</i> of <i>shipping containers</i> shall be 3 metres	
b)	Section 4.11 shall not apply.	
c)	Section 4.22 shall not apply.	


5. This By-law comes into force in accordance with Section 34 of the *Planning Act*, R.S.O. 1990, c. P.13, as amended.

PASSED this 27<sup>th</sup> day of May 2024



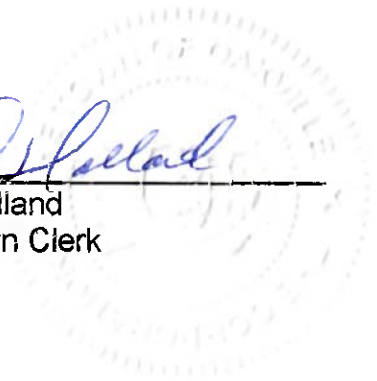
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Neil Garbe  
Commissioner of  
Community Development



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Andrea Holland  
Acting Town Clerk



**SCHEDULE "A"**  
**To By-law 2024-088**



**AMENDMENT TO BY-LAW 1984-63**

 32T is added to the subject lands

**EXCERPT FROM MAP  
91 (8)**



**SCALE: 1:8,000**

**SCHEDULE "B"**  
**To By-law 2024-088**



**AMENDMENT TO BY-LAW 2014-014**

 T6 is added to the subject lands

**EXCERPT FROM MAP  
19 (8B)**



**SCALE: 1:8,000**