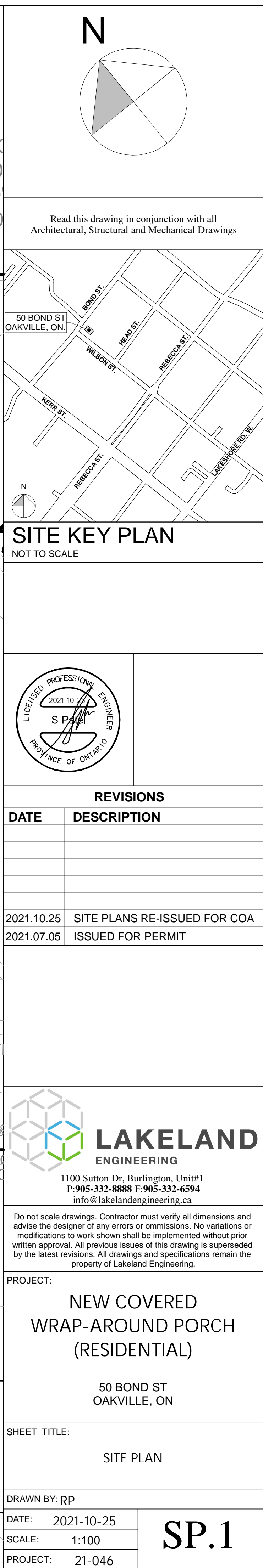
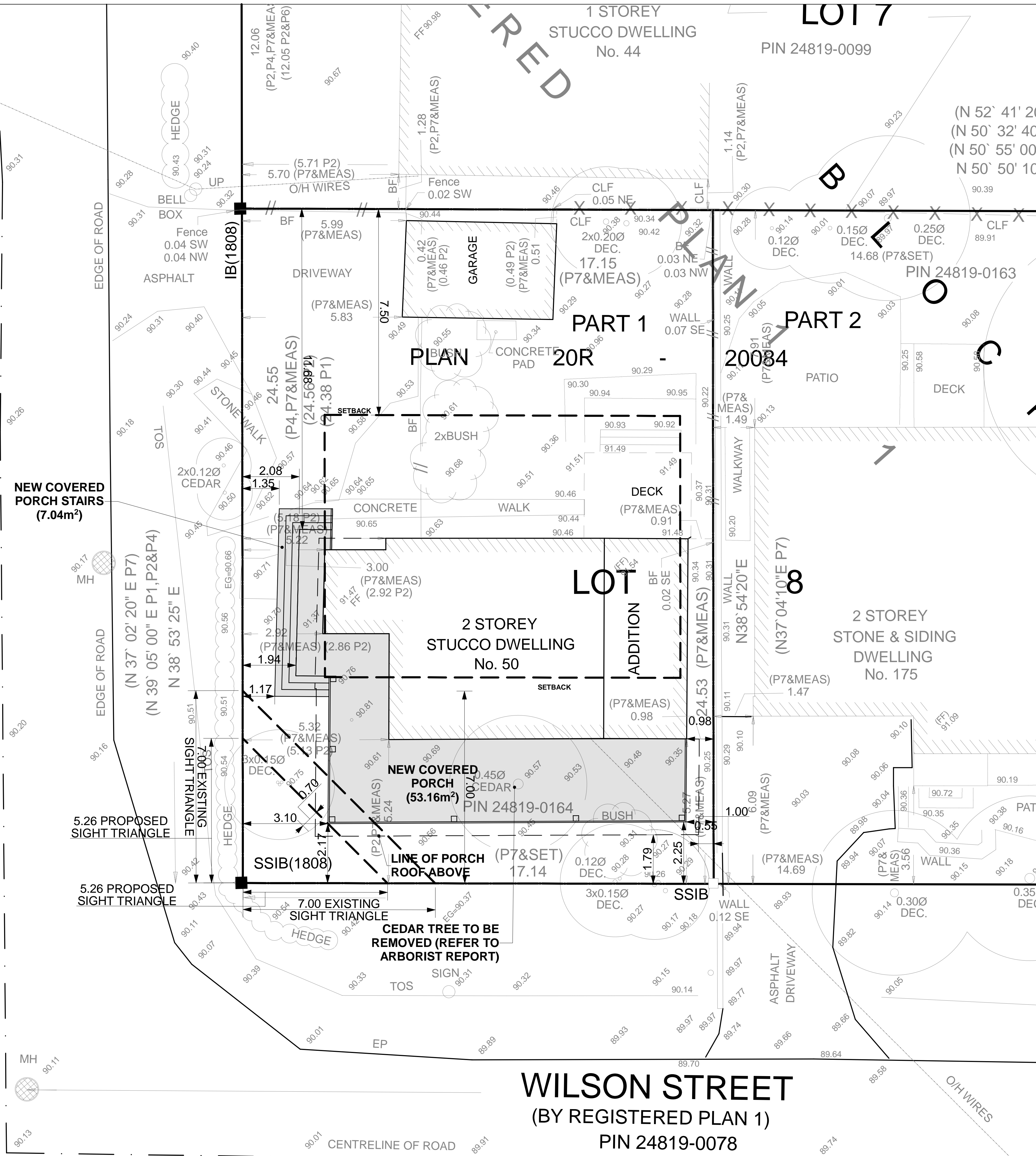
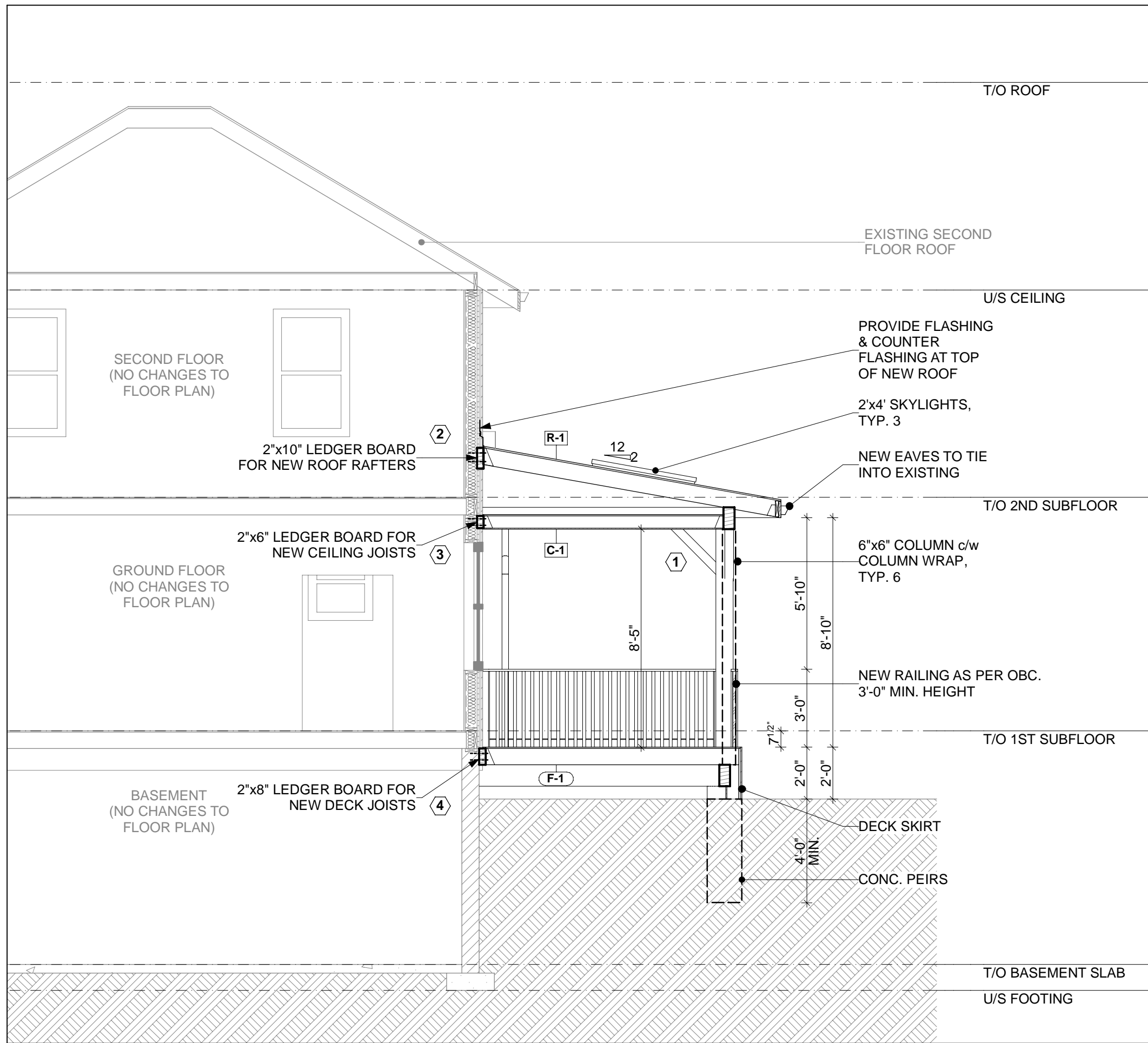


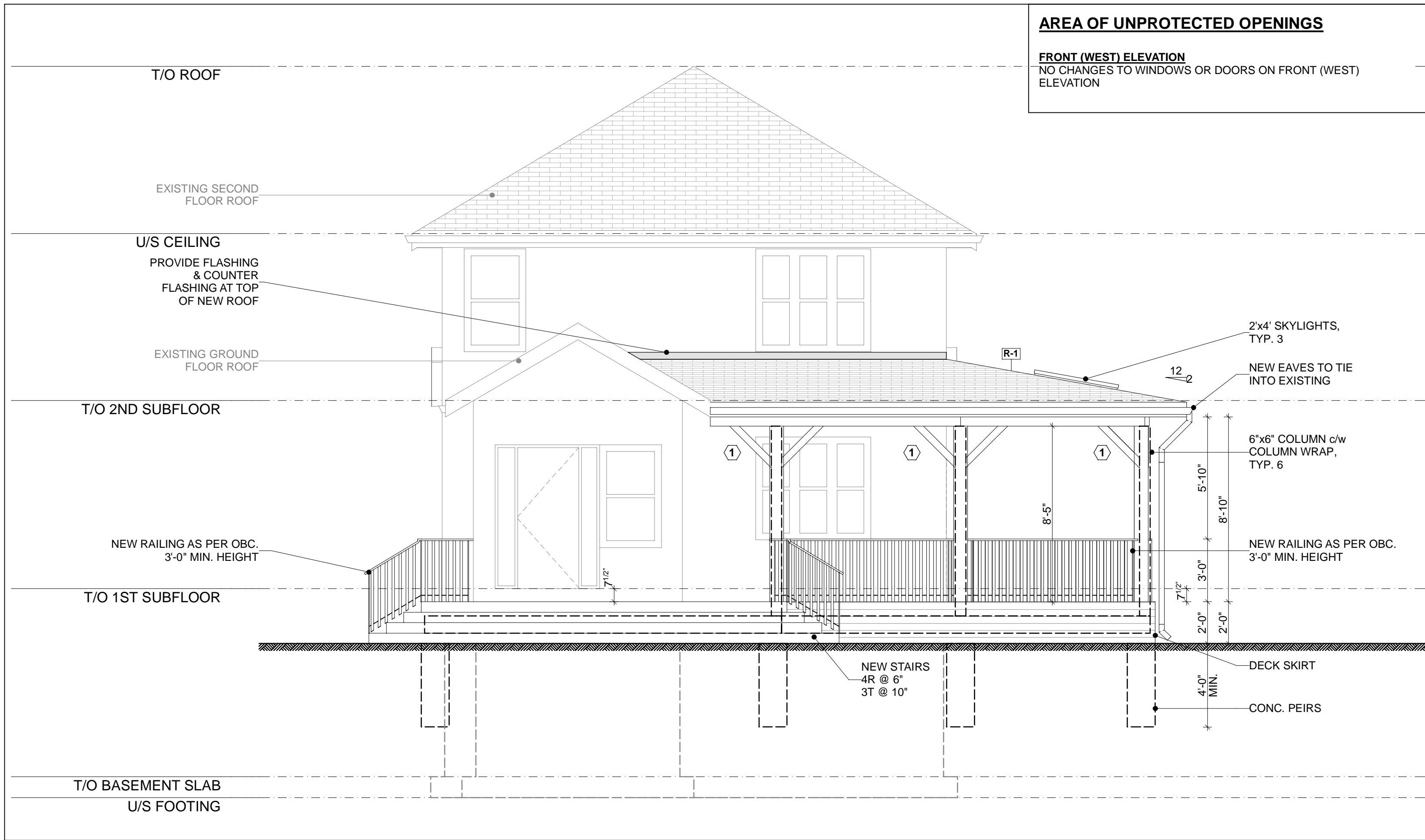
| PROJECT STATISTICS - Town of Oakville - Zone RL8 (Residential) (Single Detached Dwelling) | | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|-----------------------------------------------|------------------------------------------------------|---------------------------------------|
| | EXISTING | PROPOSED | TOTAL | ALLOWED AS PER BY-LAWS |
| LOT AREA | (420.82 m ²) (0.042082 Ha) | EXISTING TO REMAIN | (420.82 m ²) (0.042082 Ha) | Min. 405m ² (By-Law 6.3.3) |
| LOT FRONTAGE | 56.2 ft (17.14 m) | EXISTING TO REMAIN | 56.2 ft (17.14 m) | Min. 13.5m (By-Law 6.3.3) |
| HEIGHT TO TOP OF ROOF | EXISTING TO REMAIN | EXISTING TO REMAIN | EXISTING TO REMAIN | Max. 10.5m (By-Law 6.3.3) |
| GROSS FLOOR AREA | | | | |
| BASEMENT | EXISTING TO REMAIN | EXISTING TO REMAIN | EXISTING TO REMAIN | |
| GROUND FLOOR | EXISTING TO REMAIN | EXISTING TO REMAIN | EXISTING TO REMAIN | |
| SECOND FLOOR | EXISTING TO REMAIN | EXISTING TO REMAIN | EXISTING TO REMAIN | |
| TOTAL GFA | | | EXISTING TO REMAIN | |
| LOT COVERAGE | | | | |
| DWELLING | 945.5 ft ² (87.82 m ²) | EXISTING TO REMAIN | 945.5 ft ² (87.82 m ²) | |
| PORCH | EXISTING TO BE REMOVED | 572.2 ft ² (53.16 m ²) | 572.2 ft ² (53.16 m ²) | |
| PORCH STAIRS | EXISTING TO BE REMOVED | 75.8 ft ² (7.04 m ²) | 75.8 ft ² (7.04 m ²) | |
| TOTAL COVERAGE | | | 1,593.3 ft² (148.02 m²) | N/A (By-Law 6.3.3) |
| YARD SETBACKS: DWELLING | | | | |
| FRONT (WEST) | 9.58 ft (2.92 m) | EXISTING TO REMAIN | 9.58 ft (2.92 m) | Min. 4.5m (By-Law 6.3.3) |
| REAR (EAST) | 2.99 ft (0.91 m) | EXISTING TO REMAIN | 2.99 ft (0.91 m) | Min. 7.5m (By-Law 6.3.3) |
| INT. SIDE (NORTH) | 39.3 ft (11.99 m) | EXISTING TO REMAIN | 39.3 ft (11.99 m) | Min. 0.6m (By-Law 6.3.3) |
| FLANKAGE SIDE (SOUTH) | 17.19 ft (5.24 m) | EXISTING TO REMAIN | 17.19 ft (5.24 m) | Min. 3m (By-Law 6.3.3) |
| YARD SETBACKS: COVERED PORCH | | | | |
| FRONT (SOUTH) | ----- | 7.1 ft (2.17 m) | 7.1 ft (2.17 m) | *Special Provision 129 |
| REAR (NORTH) | ----- | 75.8 ft (11.68 m) | 75.8 ft (11.68 m) | Min. 7.5m (By-Law 6.3.3) |
| INT. SIDE (EAST) | ----- | 3.2 ft (0.98 m) | 3.2 ft (0.98 m) | Min. 0.6m (By-Law 6.3.3) |
| FLANKAGE SIDE (WEST) | EXISTING TO BE REBUILT | EXISTING TO BE REBUILT | 6.4 ft (1.94 m) | Min. 3m (By-Law 6.3.3) |
| *Special Provision 129: Minimum front yard for dwellings legally existing on July 5, 1983: As legally existing on July 5, 1983 = 7.5 m (24.6 ft) | | | | |





PORCH SECTION

1/4" = 1'-0"



FRONT ELEVATION

1/4" = 1'-0"

| STRUCTURAL KEY NOTES | |
|----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | PROVIDE 4"x4" KNEE BRACE @ 45° MIN 2'-0". FOR ROOF POSTS TO ROOF BEAM CONNECTIONS. |
| 2 | NEW 2"x10" LEDGER BOARD FOR ROOF RAFTER CONNECTION w/ JOISTS HANGERS. LEDGER BOARD NAILED TO EXISTING WOOD FRAME. |
| 3 | NEW 2"x6" LEDGER BOARD FOR ROOF CEILING JOISTS CONNECTION w/ JOIST HANGERS. LEDGER BOARD NAILED TO EXISTING WOOD FRAME. |
| 4 | NEW 2"x8" LEDGER BOARD FOR DECK FLOOR JOISTS CONNECTION w/ JOIST HANGERS. LEDGER BOARD SECURED TO EXISTING BLOCK FOUNDATION WALL w/ 1/2" Ø x 8'LG LAG BOLTS @ 32" o.c. |

| STRUCTURAL LOADING | |
|--------------------|-----------------------|
| DEAD LOAD: | 0.72 kPa (15 lbs/ft²) |
| LIVE LOAD: | 1.92 kPa (40 lbs/ft²) |
| ASSUMED SBC: | 75 kPa |

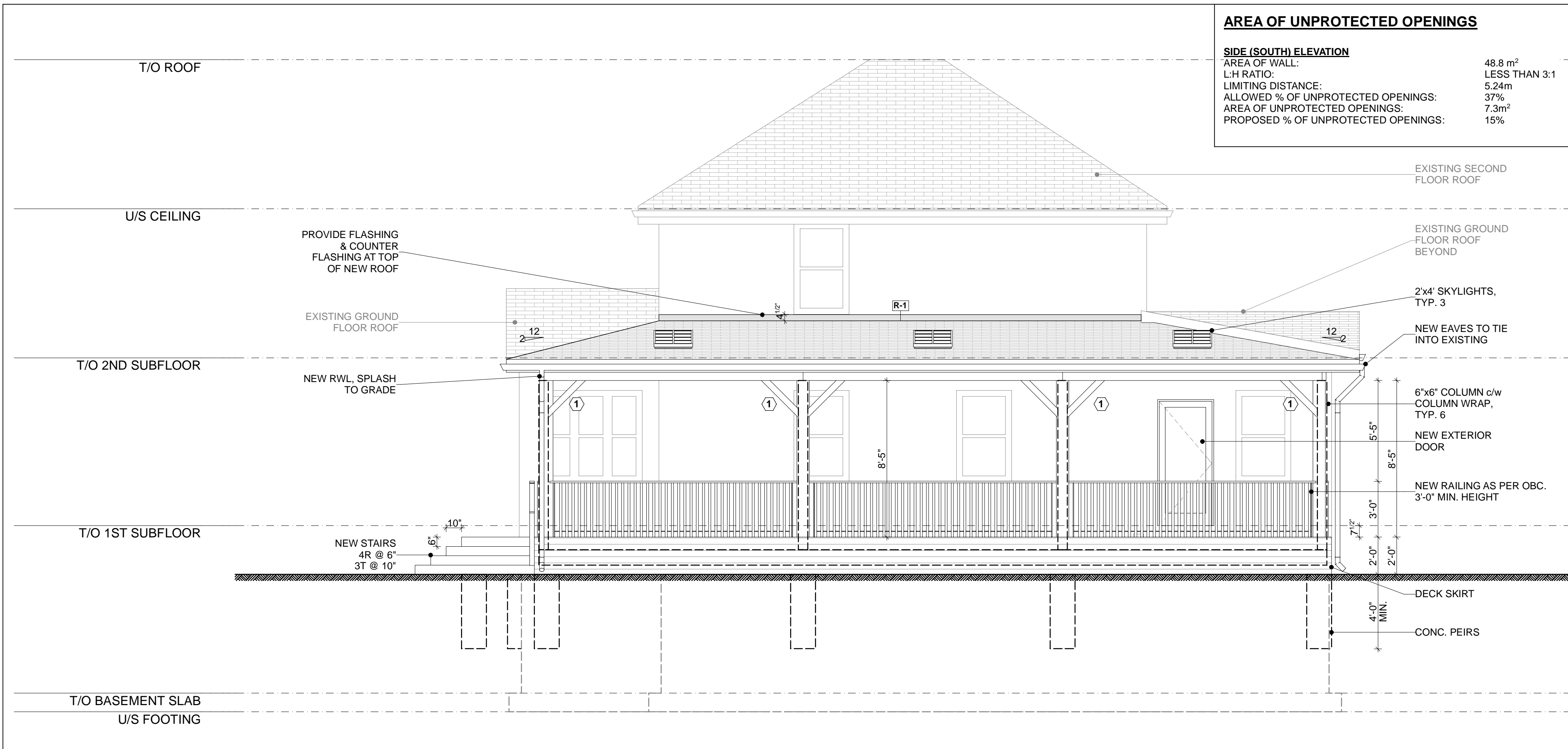
| STRUCTURAL SCHEDULE | |
|--------------------------------------------------------------------------------------------------------------------------------------------------|--|
| BEAMS | |
| DECK | |
| DB1 - (2) 1-3/4" x 9-1/4" LVL | |
| DB2 - (3) 1-3/4" x 9-1/4" LVL | |
| DB3 - (2) 1-3/4" x 9-1/4" LVL | |
| ROOF | |
| 1B1 - (2) 1-3/4" x 9-1/4" LVL | |
| 1B2 - (2) 1-3/4" x 9-1/4" LVL | |
| POSTS | |
| P-1 - 6"x6" POST c/w COLUMN WRAP | |
| P-2 - 16"Ø POURED CONCRETE PEIRS, MIN. 4' BELOW GRADE ON UNDISTURBED SOIL & MIN. 6" ABOVE GRADE, c/w METAL BASE SHOE FOR CONNECTION TO P-1 POSTS | |
| KB - 4"x4" KNEE BRACE @ 45° MIN 2'-0". FOR ROOF POSTS TO ROOF BEAM CONNECTIONS. | |

| SCOPE OF WORK | | |
|----------------------------------------------------------------------------|--|--|
| NEW WRAP-AROUND FRONT PORCH & COVERED ROOF. NEW SIDE DOOR FOR DECK ACCESS. | | |
| AREA OF WORK | | |
| WRAP-AROUND FRONT PORCH: 60.2m² (647.9 ft²) | | |

| ROOFING SCHEDULE | | |
|------------------|-----------------------------------------------------------------------------------|----------------|
| ID | DESCRIPTION | NOTES |
| R-1 | 2"x8" ROOF RAFTERS @ 16" o.c., 1/2" SHEATHING, ROOFING MEMBRANE, ASPHALT SHINGLES | NEW PORCH ROOF |

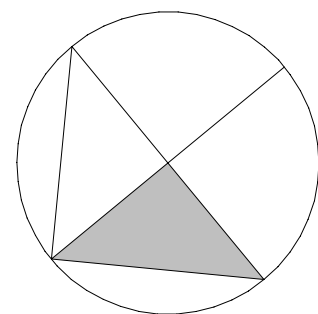
| FLOOR & CEILING SCHEDULE | | |
|--------------------------|-------------------------------------------------------|----------------------------------|
| ID | DESCRIPTION | NOTES |
| C-1 | 2"x6" CEILING JOISTS @ 16" o.c. c/w WOOD BOARD FINISH | PORCH CEILING |
| F-1 | 2"x8" FLOOR JOISTS @ 16" o.c. c/w DECK BOARDS | PROCH ASSEMBLY, DECK BOARDS TBD. |

| DOOR SCHEDULE | | | |
|---------------|-----------|--------------|-------------------------------------|
| ID | PLAN VIEW | LEAF DIMS | NOTES |
| D-1 | | 2'-10"x6'-8" | NEW EXTERIOR DOOR. PROVIDE LOCKSET. |

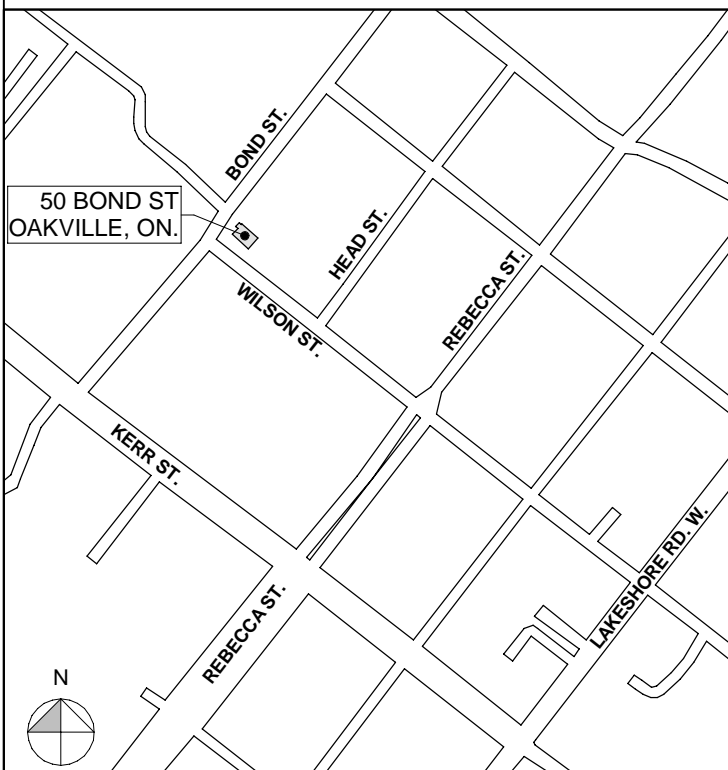


SIDE ELEVATION

1/4" = 1'-0"



Read this drawing in conjunction with all Architectural, Structural and Mechanical Drawings



SITE KEY PLAN

NOT TO SCALE



| REVISIONS | |
|------------|-------------------|
| DATE | DESCRIPTION |
| | |
| | |
| | |
| | |
| | |
| | |
| 2021.07.05 | ISSUED FOR PERMIT |

LAKELAND ENGINEERING
1100 Sutton Dr, Burlington, Unit#1
P:905-332-8888 F:905-332-6594
info@lakelandengineering.ca

Do not scale drawings. Contractor must verify all dimensions and advise the designer of any errors or omissions. No variations or modifications to work shown shall be implemented without prior written approval. All previous issues of this drawing is superseded by the latest revisions. All drawings and specifications remain the property of Lakeland Engineering.

PROJECT: **NEW COVERED WRAP-AROUND PORCH (RESIDENTIAL)**

50 BOND ST
OAKVILLE, ON

SHEET TITLE: **ELEVATIONS & SECTIONS**

| | |
|------------------|-----|
| DRAWN BY: RP | |
| DATE: 2021-10-15 | A.2 |
| SCALE: AS SHOWN | |
| PROJECT: 21-046 | |

April 25, 2022

VIA E-MAIL: COAREQUESTS@OAKVILLE.CA

Town of Oakville
Committee of Adjustment
1225 Trafalgar Road
Oakville, ON L6H 0H3

Paul Chronis
Land Use Planner
t. 416-947-5069
pchronis@weirfoulds.com

File 23184.00001

Attention: Heather McCrae, Secretary-Treasurer

Dear Ms. McCrae:

Re: 50 Bond Street - Application for Minor Variance (CAV A/180/2021) Pursuant to the Provisions of Section 45(1) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

WeirFoulds is legal counsel to Kimberley and Adam Laird, owners of lands municipally known as 50 Bond Street (the “**subject property**”), in the Town of Oakville (the “**Town**”).

Background

On October 11, 2021, the clients filed a minor variance application (CAV A/180/2021 – the “**Application**”) requesting that the Committee of Adjustment (the “**Committee**”) permit the construction of a covered porch and uncovered platform on the subject property by authorizing three variances:

| No. | Zoning By-law Regulation | Variance Request |
|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Table 4.3 (Row 16) <i>Uncovered platforms</i> having a floor <i>height</i> equal to or greater than 0.6 metres measured from <i>grade</i> shall be located in a <i>front</i> or <i>rear yard</i> with a maximum total encroachment of 1.5m into a minimum <i>yard</i> . | To permit an <i>uncovered platform</i> to be located in the <i>flankage yard</i> with a maximum total encroachment of 0.92 m into the minimum <i>yard</i> . (Minimum required <i>flankage yard</i> is 3.00m) |
| 2 | Section 4.24.2 Notwithstanding any other provision of this By-law, no <i>building</i> or <i>structure</i> , that has a <i>height</i> of greater than 1.0 metre shall be permitted in a <i>sight triangle</i> according to the provisions of Table 4.24. Intersection of two <i>Local Roads</i> requires a <i>sight triangle</i> of 7.50 metres. | To permit a <i>sight triangle</i> of 5.26 metres at the intersection of two <i>Local Roads</i> . |
| 3 | Section 15.129.2 a) The <i>minimum front yard</i> for <i>dwellings</i> legally existing on July 5, 1983 shall be, as legally existed on July 5, 1983 (5.24 m) | To permit a <i>minimum front yard</i> of 2.17 m. |

The matter was scheduled for the November 23, 2021 virtual public hearing, but at the hearing the Application was deferred to allow the clients the opportunity to address the combined circulation comments received on the Application. We are now seeking to have the matter brought back before the Committee.

The Planning Department supported Variance #1, but recommended refusal of related Variance #2 and #3.

In respect of Variance #1, Planning Staff indicated the following:

“Staff are of the opinion that the stairs and platform leading up to the dwelling's main entrance will not have a negative impact on adjacent and surrounding properties and the variance request is minor in nature.”

In response to Variance #2 and #3, Planning Staff indicated the following:

Variance #2:

“Transportation Staff do not support a covered porch encroaching into the sight triangle for safety and liability reasons as the covered porch could block visibility for oncoming vehicles. It is Staffs opinion that the requested variance is not desirable for the development of the subject site and does not meet the intent of the Zoning By-law.”

Variance #3

“Variances #2 and #3 are interconnected since they work together to permit a covered porch in the front yard. Staff cannot support this variance since the variances are interconnected and Staff cannot support an encroachment into a sight triangle for safety and liability reasons. It is Staffs opinion that the requested variance is not desirable for the development of the subject site.”

Given Transportation Staff's reasoning that a reduction in the sight triangle raises safety and liability concerns, our clients retained an independent professional transportation consulting engineer to assess what, if any, impacts were associated with a reduction of the sight triangle by 2.24 metres from the required 7.5 metres down to 5.26 metres.

Attached to this letter, we are pleased to submit a report dated April 21, 2022, prepared by LEA Consulting Ltd. entitled “Sightline Analysis Letter” (the “**Report**”). For reasons which are elaborated in the Report and discussed further below, the 2.26 metre reduction in the sight triangle does not compromise the intersection safety and creates no liability issues.

THE SUBJECT SITE AND SURROUNDING PLANNING CONTEXT

As the Town is aware, the subject site is located at the southeast corner of Bond Street and Wilson Street. At this location, there are sidewalks on the north side of Bond Street and the west side of Wilson Street. Both Bond and Wilson Streets are characteristic quiet local residential roads with a posted speed limit of 40 kilometers/hour. Immediately to the west and across the street from the subject site is Westwood Park.

At the terminus of Wilson Street at the intersection of Bond Street there is a stop bar painted on the pavement and complimented by a stop sign. There is a no stopping zone and parking restriction signs posted on the flankage side of the subject property.

Located on the municipal right-of-way along the Bond Street frontage of the subject property is a mature hedge row approximately 1 metre in height which also partially wraps around to Wilson Street. This hedge row is partially shown on the “Context” picture contained in the original Staff Report, extracted below for quick reference purposes.



EXISTING OFFICIAL PLAN DESIGNATION AND ZONING

The subject site is designated *Low Density Residential Area* pursuant to the Town's Official Plan.

We concur with Planning Staff's summary comments that development within stable residential communities shall be evaluated against the criteria in Section 11.1.9 to ensure new development will maintain and protect the existing neighbourhood character. Specifically, Policies 11.1.9 a), b), and h) would be the most applicable when assessing the Application, which provide for the following:

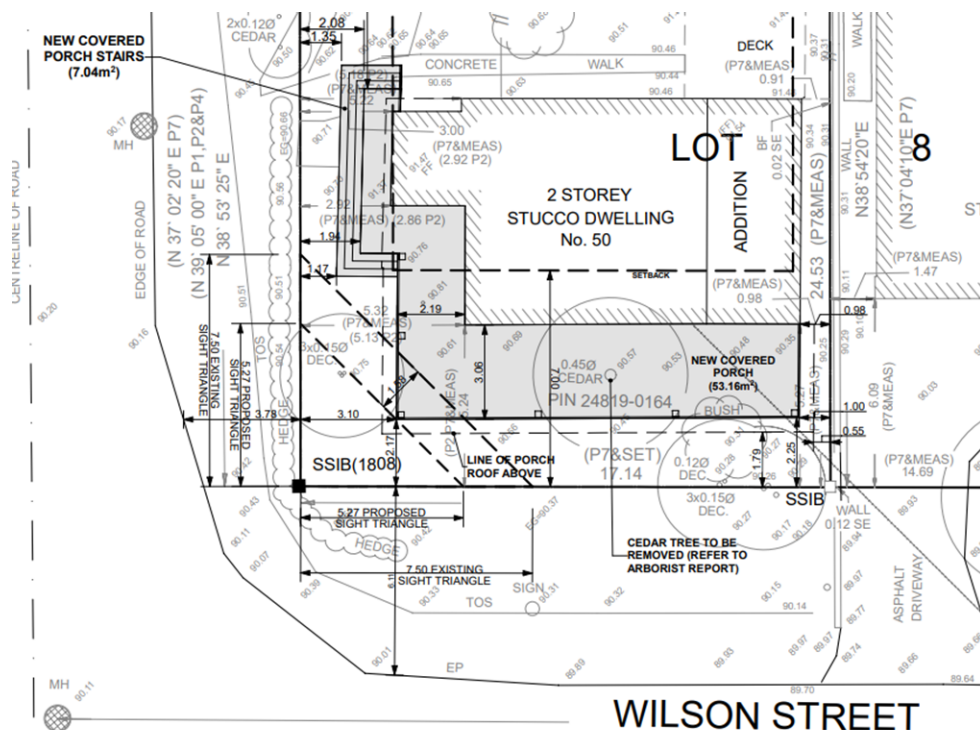
"a) The built form of development, including scale, height, massing, architectural character and materials, is to be compatible with the surrounding neighbourhood.

h) Impacts on the adjacent properties shall be minimized in relation to grading, drainage, location of service areas, access and circulation, privacy, and microclimatic conditions such as shadowing."

“Where appropriate and public safety is not affected, the Town will minimize the amount of land utilized for daylighting triangles to contribute to a more urban environment and maximize the efficient use of land.”

OVERVIEW OF PROPOSED DEVELOPMENT

The clients explored various options to avoid the need for a sight triangle variance, however doing so created an unworkable layout. The ultimate verandah layout design, shown below, impinges on the sight triangle, which is addressed in the Report attached hereto.



Applicant's Report

As described in the attached Report, a sight triangle analysis was conducted to analyze the Stopping Sight Distance (SSD) as well as to determine the Intersection Sight Distance (ISD), the two most relevant assessment criteria for the purpose of safety and liability contained in the Geometric Design Guide for Canadian Roads by the Transportation Association of Canada (TAC).

As summarized in the Report, from an SSD perspective, for a road with a design speed of 50 km/hour (but as noted earlier, the posted speed limit is 40 km/hour) is 65-m. The available SSD for vehicle traveling westbound along Bond Street is greater than 65. The Report also notes the following:

"Therefore, an incoming westbound vehicle along Bond Street will have more than sufficient distance to bring the vehicle to a complete stop and avoid a potential collision, should an obstacle be present as the incoming westbound vehicle approaches the intersection of Wilson Street and Bond Street (i.e. when they see a vehicle making a left turn from Wilson Street). It should be noted that the stopping sight distance will be the same whether a 7.5-m or 5.27-m daylight triangle is provided for the site. Therefore, the stopping sight distance is considered acceptable. (emphasis by author).

In respect of the ISD, the following is noted:

"Based on the design speed noted above, TAC recommends a minimum ISD of 105-m for left-turning vehicles at Wilson Street. When looking eastward, not only does the sight distance of 105 m meet the minimum desired ISD of 105 m but it also exceeds the minimum SSD of 65 m. Hence, vehicles turning left at Wilson Street will have sufficient and clear sightline of over 105-m, on the condition that the hatched area (as identified in the attached DWG 002A) is restricted to a maximum object height of 0.3 m - to ensure clear visibility. Furthermore, as shown in DWG 002B the ISD will remain the same whether a 7.5-m or 5.27-m daylight triangle is provided for the subject site. Therefore, the intersection sight distance is considered acceptable, if the hatched area is restricted to a maximum object height of 0.3-m" (emphasis by author)

In conclusion, the magnitude of the sight triangle reduction will not cause any safety or liability concerns. However, the Report does recommend that the Town reduce the hedge row height downwards to 0.3 metres.

THE STATUTORY FOUR TESTS

It is my opinion that the requested variances, both individually and collectively, satisfy the "four tests" under Section 45(1) of the Act, as described in detail below. For the purpose of this analysis, Variance No. 2 and 3 are related to one another and will be considered together.

i. Maintains the general intent and purpose of the Official Plan

In respect of Variance 1, we concur with Staff's assessment that the stairs and platform leading up to the dwelling's main entrance will not have a negative impact on adjacent and surrounding properties and the variance request is minor in nature.

In particular, the flankage encroachment to permit the uncovered element of the verandah compliments the existing residential building and is consistent with similar treatments in the immediate neighbourhood. All the Official Plan tests contained in Policies 11.1.9 a), b) and h) have been satisfied. Given the corner lot location, the verandah provides for a very contemporary and aesthetically pleasing treatment that sensitively compliments the streetscape.

In respect of Variances No. 2 and 3, it is my opinion that the policy direction contained in Official Plan Policy 8.12.3 has been appropriately assessed and addressed in a positive manner in the Report. The sight triangle reduction will not create any safety concerns and the reduction will contribute to a more urban environment (additional eyes on the street) and maximize the efficient use of land.

Accordingly, in is my opinion that the variances, individually and collectively, meet the general intent and purpose of the Official Plan.

ii. Maintains the general intent and purpose of the By-law

In respect of Variance No. 1, the request to permit an uncovered platform to be located in the flankage yard with a maximum total encroachment of 0.92 m into the minimum yard will not have a negative impact on adjacent and surrounding properties. In this context, the variance seeking the reduction meets the general intent and purpose of the By-law.

In respect of Variances No. 2 and 3, the sight triangle standard is contained in Section 4.24.2 of the By-law, repeated below.

4.24.2 Size

Notwithstanding any other provision of this By-law, no *building or structure*, fence, wall, *driveway*, vegetative planting or *landscaping* that has a *height* of greater than 1.0 metre shall be permitted in a *sight triangle* according to the provisions of Table 4.24, below:

| Table 4.24: Sight Triangle Dimensions | | | |
|----------------------------------------------|-------------------|-----------------------|----------------------|
| Intersection of: | Local Road | Collector Road | Arterial Road |
| <i>Local Road</i> | 7.5 m | 7.5 m | 15.0 m |
| <i>Collector Road</i> | | 15.0 m | 15.0 m |
| <i>Arterial Road</i> | | | 15.0 m |

We have confirmed that this regulation is new in the By-law and did not exist in the former Zoning By-law 1984-63. As noted above, with respect to site triangles, the Official Plan states:

“Where appropriate and public safety is not affected, the Town will minimize the amount of land utilized for daylighting triangles to contribute to a more urban environment and maximize the efficient use of land.”

When Section 4.24.2 was included in the Zoning By-law to implement the Official Plan, the Town chose to incorporate a City-wide approach to sight triangles. However, the Official Plan allows for the minimization of land utilized for daylighting triangles in specific circumstances where public safety is not affected. This assessment has been achieved in the attached Report which concludes there is no compromise to safety or liability, and as such, the intent of the by-law requiring a 7.5m site triangle in this location for public safety purposes has been met as the Report clearly demonstrates that the reduction of such a sight triangle in this location would not affect public safety. As such, it is my opinion that Variances No. 2 and No. 3 maintain the general intent and purpose of the By-law.

iii. Desirable for the appropriate development of the land

In respect of Variance No. 1, 2 and 3, the proposed verandah represents a desirable addition enhancing the streetscape and providing the clients an opportunity to enjoy the outdoors in a protected environment along with their young family. Moreover, the verandah would improve the streetscape along this flankage and improve the character of the property and contributing to a more urban environment.

In my opinion, the variances, individually and collectively, are desirable for the appropriate development of the land.

iv. Minor in nature

In respect of whether the variances are “minor in nature”, in my view, the main planning consideration is the degree of adverse impact that will occur if the variance is granted.

Having regard to this principle, in my opinion, the variances both individually and collectively will not produce an adverse impact.

In respect of Variances No. 1, reduction sought to permit the encroachment is minor in nature and will provide for a verandah that will be a welcome addition to this corner lot, while providing an enhanced outdoor useable area to the clients without any undue off-site impacts.

In respect of Variance No. 2 and 3, the minor reduction sought in the sight triangle is supported both by the Official Plan and the Report filed with this submission. There will be no safety or liability concerns arising from the granting of these two specific variances. In fact, the sight line

will be improved should the Town wish to trim back the hedge row to the recommended height of 0.3 metres.

OTHER STATUTORY REQUIREMENTS

In addition to the foregoing, the Act requires that an approval authority, such as the Committee, to have regard for certain other matters and to make certain findings when making a decision that affects a planning matter, such as in this case the Application. These include regard for the matters of Provincial interest, consistency with Provincial policy statements, and conformity with applicable Provincial plans.

i. The Act and Matters of Provincial Interest

Section 2 of the *Planning Act* establishes matters of provincial interest to which any approval authority, such as the Committee, shall have regard, in carrying out its responsibilities. In my opinion, the Application has had appropriate regard for, and implements matters of Provincial interest, and with the following sections set out in s. 2 of the Act:

(h) the orderly development of safe and healthy communities and (o) the protection of public health and safety;

The proposed verandah addition will permit the clients to enjoy more of the outdoors in a protected environment bringing more eyes on the street most frequently associated with smaller communities bringing people interaction closer to the street. This is being achieved without compromise to public safety associated with a reduced sight triangle.

As Jane Jacobs has spoken and written on many occasions, “*there must be eyes upon the street, eyes belonging to those we might call the natural proprietors of the street. The buildings on a street equipped to handle strangers and to insure the safety of both residents and strangers, must be oriented to the street.*”

Provincial Plans and Provincial Policy Statements

Section 3(5) of the Act requires the Committee to make a decision on the Application that is consistent with the provincial policy statements and in conformity with provincial plans, that are in effect on the date of the decision.

(a) Growth Plan for the Greater Golden Horseshoe, 2020

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) as amended (Growth Plan) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City of Toronto forms an integral part. The Growth Plan contains policies related to healthy communities and the efficient use of land.

Further, the Growth Plan provides guidance on how land is to be developed, resources are to be managed and protected, and public dollars are invested, based on the following principles, among others:

- Supporting the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;
- Applying the policies of the Growth Plan is intended to support the achievement of complete communities that (among other matters) to improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;

In my opinion, the Application conforms to the Growth Plan. The slight reduction in the sight triangle will not technically compromise the safety of the community at large and will provide more efficient use of land as contemplated and supported by the Town's Official Plan policies related to this very matter.

(a) Provincial Policy Statement 2020

The Provincial Policy Statement, 2020 provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes supports the provincial goal to enhance the quality of life for all Ontarians and the promotion of the efficient use of land.

For the same reasons stated above, it is my opinion, the Application is consistent with the Provincial Plans and implements the City's directions and mandate as it applies to sight triangles.

OVERALL CONCLUSION

This submission is provided to the Committee to assist during its consideration of the Application when it is rescheduled for a hearing and provides information in support of the minor variances.

It is my opinion that the requested minor variances, as set out in this Application, maintain the general intent and purpose of the Official Plan and Zoning By-law, is desirable for the appropriate development of the subject property and is minor in nature for all of the preceding reasons.

We look forward to acknowledgement of receipt of this submission and confirmation of a hearing date. The client will be making arrangements for the payment of the deferral fee. We confirm that the variances as currently constituted in the Application remain the same as those in the Application that was before the Committee on November 23, 2021.

Thank you for your attention to this matter. Should you have any further questions, please do not hesitate to contact me directly.

Yours truly,

WeirFoulds LLP

A handwritten signature in black ink, appearing to read "Paul Chronis". The signature is fluid and cursive, with a large loop at the end.

Per: Paul Chronis
Land Use Planner

C: Client
Catherine Buckerfield (catherine.buckerfield@oakville.ca), Planner, Town of Oakville

DB/PC/ew
Encl.

17598219.1



April 21, 2022

Reference Number: 22305

Adam Laird
c/o Paul Chronis
Land Use Planner
WeirFoulds
66 Wellington Street West, Suite 4100
Toronto, ON
M5K 1B7

Dear Mr. Laird:

RE: Sightline Analysis Letter
Proposed Residential Development Expansion
50 Bond Street, Town of Oakville, ON

LEA Consulting Ltd. (LEA) is pleased to present the findings of our Sightline Analysis, for the purpose of justifying a reduction in daylight triangles, for the proposed residential development located at 50 Bond Street (herein referred to as the “subject site”) in the Town of Oakville. This letter concludes that the reduction in daylight triangles from 7.5-m (in accordance to the Town of Oakville Zoning By-law 2014-014 dated December 31, 2021) to the proposed 5.27-m is supportable based on the sightlines associated with the proposed development, which will have sufficient distances in accordance to the Transportation Association Canada (TAC) Guideline manual. Detailed analysis has been provided below and enclosed at the end of this letter.

Sightline Analysis

The sightline analyses were conducted for the proposed residential development expansion for the Bond Street and Wilson Street intersection, to ensure that vehicles can make all their respective turns safely. Typically, sightlines are considered for the three basic movements – left-turn, right-turn, and through the intersection. However, this sightline analysis is mainly focused towards left-turn movement to determine the clear sight line visibility and daylight triangle requirements. The sightline analysis considered Stopping Sight Distance (SSD) and Intersection Sight Distance (ISD). The measurements were based on the property survey and conducted using the methodology as per the Geometric Design Guide for Canadian Road TAC Manual.

Stopping Sight Distance (SSD)

The SSD is the distance a moving vehicle travels, reacts, and brings the vehicle to a complete stop to avoid a collision, from the moment the driver perceives of an obstacle on the road. The findings of the stopping sight distance (SSD) measurements are illustrated in the drawings enclosed with this letter, **Drawing No. 001**. As



shown in **DWG 001**, the minimum SSD, as specified in the Geometric Design Guide for Canadian Roads by the Transportation Association of Canada (TAC), for a road with a design speed of 50 km/hr (posted speed limit of 40 km/hr) is 65-m. The available SSD for vehicle traveling westbound along Bond Street is greater than 65 m which exceeds the minimum requirements. It should be noted that the minimum SSD specified in the TAC Guide conservatively assumes that the driver of the moving vehicle requires 3.0 seconds to perceive an obstacle and react accordingly. Therefore, an incoming westbound vehicle along Bond Street will have more than sufficient distance to bring the vehicle to a complete stop and avoid a potential collision, should an obstacle be present as the incoming westbound vehicle approaches the intersection of Wilson Street and Bond Street (i.e. when they see a vehicle making a left turn from Wilson Street). It should be noted that the stopping sight distance will be the same whether a 7.5-m or 5.27-m daylight triangle is provided for the site. Therefore, the stopping sight distance is considered acceptable.

Intersection Sight Distance (ISD)

In addition to the SSD, LEA also conducted an Intersection Sight Distance (ISD) analysis for the Wilson Street and Bond Street intersection. The attached **Drawing No. 002A** shows the findings of the available ISD compared with the specified desirable ISD per TAC Guidelines. It should be noted that as per TAC guidelines, the vertex (decision point) of the departure sight triangle on Wilson Street should be 4.4-m from the edge of Bond Street. Since there are no sidewalks currently present along Bond Street fronting the site, it is our opinion vehicles will stop at the stop bar and clear the intersection before proceeding with left turns at Bond Street.

Based on the design speed noted above, TAC recommends a minimum ISD of 105-m for left-turning vehicles at Wilson Street. When looking eastward, not only does the sight distance of 105 m meets the minimum desired ISD of 105 m but it also exceeds the minimum SSD of 65 m. Hence, vehicles turning left at Wilson Street will have sufficient and clear sightline of over 105-m, on the condition that the hatched area (as identified in the attached **DWG 002A**) is restricted to a maximum object height of 0.3 m - to ensure clear visibility. Furthermore, as shown in **DWG 002B** the ISD will remain the same whether a 7.5-m or 5.27-m daylight triangle is provided for the subject site. Therefore, the intersection sight distance is considered acceptable, if the hatched area is restricted to a maximum object height of 0.3-m.



Conclusion

Given the existing conditions, and based on our professional assessment, it is our opinion that the proposed reduction in the daylight triangle from the by-law requirement of 7.5-m to the proposed 5.27-m not only meets but also maintain all existing SSD and ISD TAC Guideline requirements, without diminution to safety conditions. Furthermore, the proposed daylight of 5.27-m will require a maximum object height restriction of 0.3-m (as shown in **DWG 002B**), to satisfy ISD at the Bond Street and Wilson Street intersection. This will further improve the existing conditions.

Additionally, in accordance to the Town of Oakville Official Plan 2009, last updated August 31, 2021, Section 8.12.3 states that “where appropriate and public safety is not affected, the Town will minimize the amount of land utilized for daylighting triangles to contribute to a more urban environment and maximize the efficient use of land”. Based on the sightline assessment conducted and concluded above, it is our opinion that the public safety is not negatively affected as the reduction in daylight triangles not only meets but also maintains all existing SSD and ISD requirements.

As such, the proposal will not pose any issues with the visibility at the Bond Street and Wilson Street intersection, will not compromise the public safety, and accordingly the proposed reduction is supported and recommended with no negative impacts to existing conditions.

Should you have any questions regarding this document, please do not hesitate to contact the undersigned.

Yours truly,

LEA CONSULTING LTD.

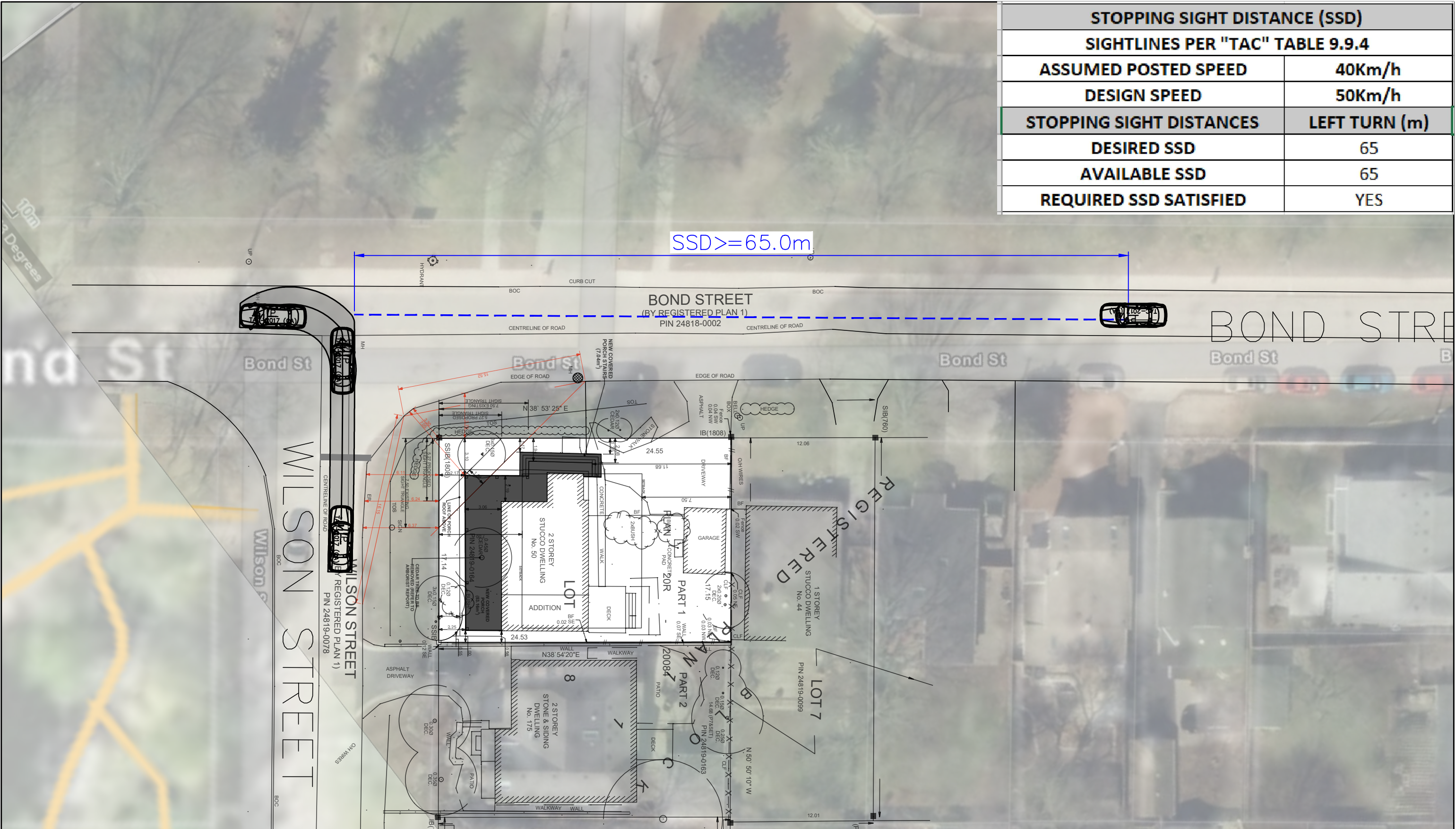
Nixon Chan, M.A.Sc., P.Eng., PTOE, PMP
Manager, Transportation Engineering

Syed Nauman Tahir, C.E.T.
Transportation Design Team Lead

:ab

Encl.

Dwg 001 to 002B: Sightline Analysis



| STOPPING SIGHT DISTANCE (SSD) | |
|----------------------------------|---------------|
| SIGHTLINES PER "TAC" TABLE 9.9.4 | |
| ASSUMED POSTED SPEED | 40Km/h |
| DESIGN SPEED | 50Km/h |
| STOPPING SIGHT DISTANCES | LEFT TURN (m) |
| DESIRED SSD | 65 |
| AVAILABLE SSD | 65 |
| REQUIRED SSD SATISFIED | YES |

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22305

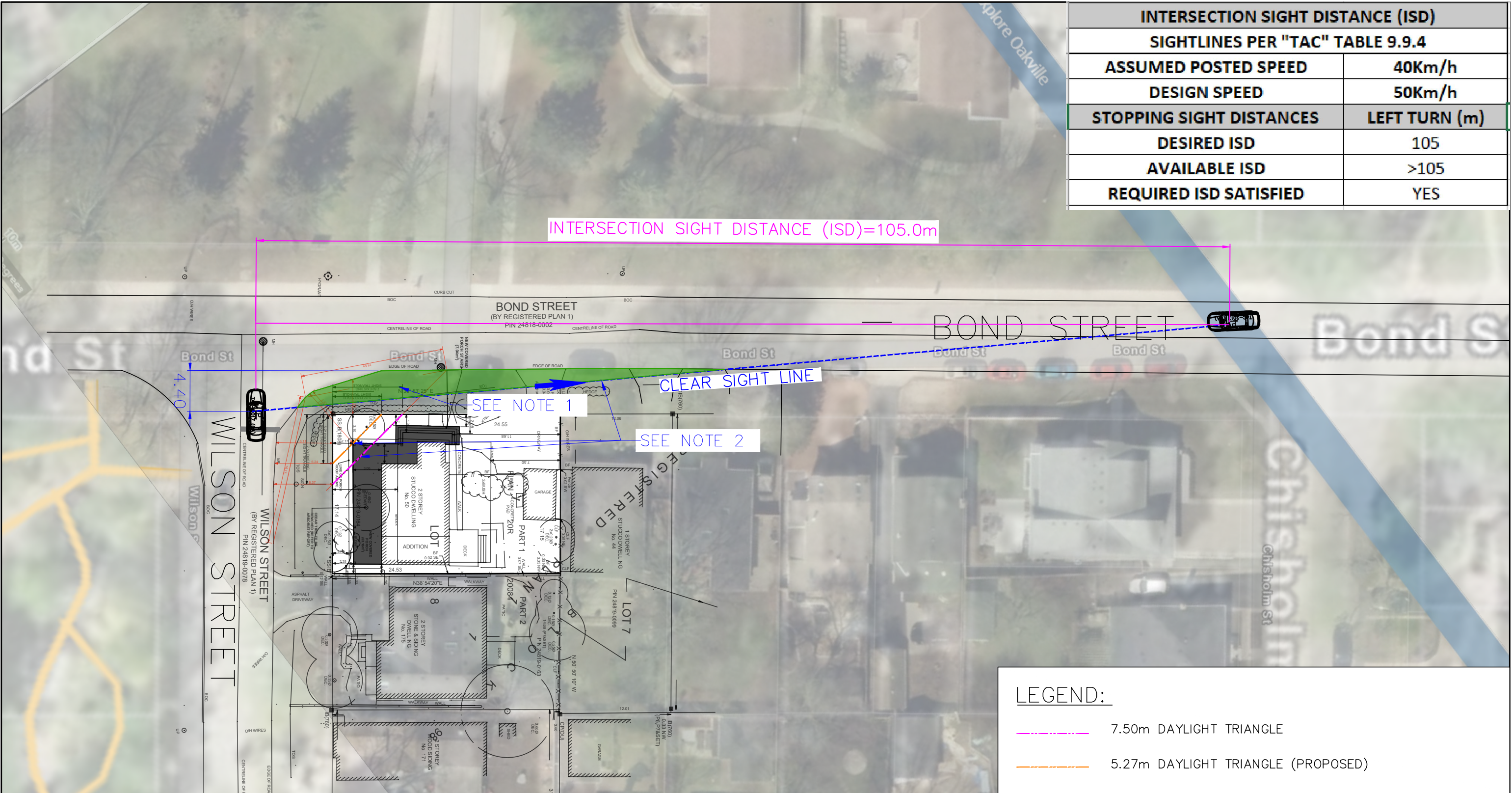
Date
APR. 08, 2022

50 BOND STREET
OAKVILLE ONTARIO

1:300

SIGHTLINE ANALYSIS
EXISTING/PROPOSED CONDITION
STOPPING SIGHT DISTANCE (SSD) ALONG WILSON
STREET

Drawing No.
001



| INTERSECTION SIGHT DISTANCE (ISD) | |
|-----------------------------------|---------------|
| SIGHTLINES PER "TAC" TABLE 9.9.4 | |
| ASSUMED POSTED SPEED | 40Km/h |
| DESIGN SPEED | 50Km/h |
| STOPPING SIGHT DISTANCES | LEFT TURN (m) |
| DESIRED ISD | 105 |
| AVAILABLE ISD | >105 |
| REQUIRED ISD SATISFIED | YES |

LEGEND:


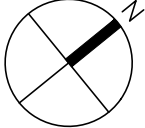
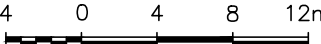
----- 7.50m DAYLIGHT TRIANGLE

----- 5.27m DAYLIGHT TRIANGLE (PROPOSED)

NOTE:

1. RESTRICT HEIGHT OF OBJECTS WITHIN THE HATCHED AREA TO MAX. 0.3m.

2. ISD IS SATISFIED REGARDLESS OF PROVISION AND/OR SIZE OF DAYLIGHT TRIANGLE.

| | | | | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-----------------------------|-------------------------------------------|-------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|----------------------------|
| LEA Consulting Ltd. Consulting Engineers and Planners www.LEA.ca  |  | Project No. 22305 | 50 BOND STREET OAKVILLE ONTARIO |  1: 400 | SIGHTLINE ANALYSIS INTERSECTION SIGHT DISTANCE (ISD) & DAYLIGHT TRIANGLE | Drawing No. 002B |
| | | Date APR. 08, 2022 | | | | |

From: Taryn Borg
Sent: November 21, 2021 3:14 PM
To: coarequests <coarequests@oakville.ca>
Subject: Bond Street - Email in support of variance

Hello Heather,

Our names are Taryn Borg & Greg Elliott, and we are the owners of 38 Bond Street. We are writing this email in support of our neighbour's trying to receive approval to build a covered wrap around porch at the corner of Wilson and Bond Street. We do not believe that this proposal will be a detriment to the neighbourhood. It will neither reduce visibility or create an unsafe environment for our family.

We hope that you will support their variance, so that they can enjoy time outside as a family. Thank you.

Taryn & Greg

From: Jordan Morelli
Sent: November 22, 2021 9:19 AM
To: coarequests <coarequests@oakville.ca>
Subject: 50 Bond Street Variance Request

Hello Heather,

I am contacting you today with respect to the 50 Bond Street variance request. I live around the corner at 431 River Side Dr, Oakville and am a frequent passerby'er of this property. From my perspective, this proposal will create enhanced character and improves community safety as we will now have "eyes on the corner". The street scape will certainly be enhanced by such a change.

In the event that you have any questions, do not hesitate to contact me.

Regards,

Jordan Morelli

-----Original Message---

-- From: Mickie Angas
Sent: November 22, 2021 10:40 AM
To: coarequests <coarequests@oakville.ca>
Subject: Fwd: Laird wrap around porch/Bond Street

> Good morning Heather

>

> I am writing on behalf of the Lairds and the application for a wrap around porch.

>

> My husband and I have lived in the neighbourhood for over 20 years. First on Chisholm at what is now the empty lot at Lakeshore. Such a sad looking lot.

>

> Now we live on upper Riverside. The area is slowly changing... many of the new builds are in keeping with the neighbourhood, some unfortunately are not.

>

> The application we examined from both a continuance of the current site and the amendment calling for a variance approval. We approve of the application. We have driven by the house both turning left on Wilson going south to Lakeshore and north again to Bond. If one is driving correctly, obeying the stop sign, coming to a complete stop then turning either left or right, our opinion is that the porch will not interfere.

>

> The porch will add to the neighbourhood not detract, it will add value plus a neighbourhood watch support. I hope Town staff will approve this application to the benefit of both the Laird family and community.

Sincerely

Mickie and David Angas