

COMMITTEE OF ADJUSTMENT

MINOR VARIANCE REPORT

STATUTORY AUTHORITY: Section 45 of the Planning Act, 1990

APPLICATION: CAV A/063/2024 (deferred from April 17/24)

RELATED FILE: N/A

DATE OF MEETING: October 2, 2024

<u>Owner (s)</u>	<u>Agent</u>	<u>Location of Land</u>
BRONTE LAKESIDE LIMITED	Bryanne Robinson Weston Consulting 201 Millway Ave Suite 19 Vaughan ON L4K 5K8	PLAN M8 LOTS 1A, 3 TO 5, 9 AND 10 PT LOTS 1, 7, 8 AND 11 RP 20R3921 PARTS 1 TO 8 85 Bronte Rd Town of Oakville

OFFICIAL PLAN DESIGNATION: Bronte Village Growth Area – Main Street 2 with
Bonusing Overlay

WARD: 1

ZONING: MU2

DISTRICT: West

APPLICATION:

Under Section 45(1) of the *Planning Act*, the applicant is requesting the Committee of Adjustment to authorize a minor variance to permit the construction of a 6-storey mixed use building on the subject property proposing the following variance to Zoning By-law 2014-014:

Variance request

To permit a minimum of 27 non-residential parking spaces whereas a minimum of 50 non-residential parking spaces are required in this instance.

CIRCULATED DEPARTMENTS AND AGENCIES COMMENTS RECEIVED

Planning Services:

(Note: Planning Services includes a consolidated comment from the relevant district teams including, Current, Long Range and Heritage Planning, Urban Design and Development Engineering)

CAV A/063/2024- 85 Bronte Road (West District) (OP Designation: Bronte Village Growth Area – Main Street 2 with Bonusing Overlay) (Deferred from April 17, 2024)
The applicant proposes to construct a six-storey mixed use building subject to the above listed variance.

A minor variance application was previously considered by the Committee on April 17, 2024 which was deferred so the applicant could address staff's concerns including an

updated Parking Justification Study (the ‘**Study**’). Please see the table below for reference to the previous variance applied for:

Zoning By-law 2014-014		Agenda	
Regulation	Requirement	April 17, 2024	October 2, 2024
Minimum non-residential parking	50	20	27

It is also noted that the previously approved variances under CAV A/115/2022 (noted below), which were approved by the Committee of Adjustment on July 19, 2022 have now lapsed and are no longer in effect:

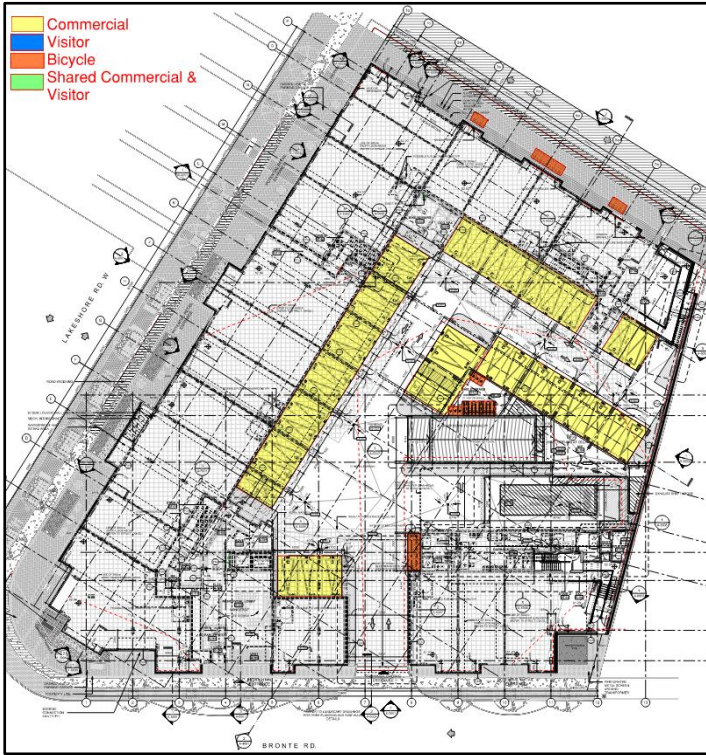
Regulation	Lapsed Variance (July 19, 2022)
Table 4.3 (Row 4, column 2) <i>Balconies</i> shall be located in a <i>front or rear yard</i>	To permit <i>balconies</i> to be located in the <i>flankage yard</i> .
Table 4.3 (Row 4, column 4) The maximum total <i>balcony</i> projection beyond the <i>main wall</i> shall be 1.5 m.	To permit the maximum total <i>balcony</i> projection beyond the <i>main wall</i> to be 3.6 m.
Section Table 8.2 (footnote 3b)) An <i>ancillary residential use</i> on the <i>first storey</i> is permitted to occupy a maximum of 15% of the length of the <i>main wall</i> oriented toward a <i>front lot line</i> .	To permit the <i>ancillary residential use</i> on the <i>first storey</i> to occupy a maximum of 17% of the length of the <i>main wall</i> oriented toward the <i>front lot line</i> .

Since the Committee initially considered CAV A/063/2024 on April 17, 2024 the applicant advanced the associated site plan application (SP.1729.073/01), and final approval was granted. It is noted that the plans approved as part of the site plan application (SP.1729.073/01) no longer comply with the Zoning By-law (2014-014) as the above variances have lapsed. Accordingly, the previous approved variances (CAV A/115/2022) need to be reapplied for, or plans amended to comply.

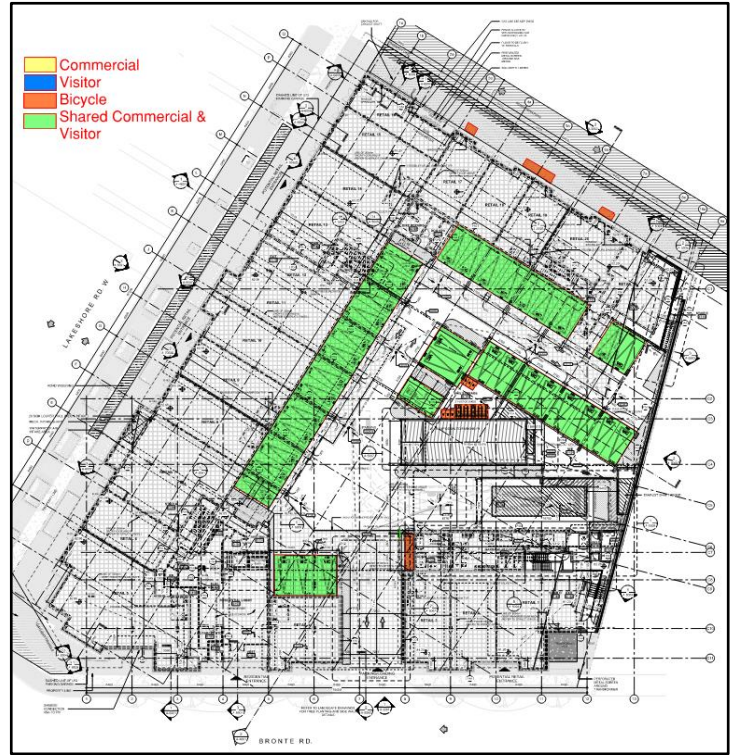
Proposal Comparisons

Please find below comparisons between the approved site plan and the proposed modifications to the development because of the requested minor variance application (CAV A/063/2024). Please note that the lapsed variances (CAV A/115/2022) are still shown on the proposed site plan submitted with the application for a parking variance.

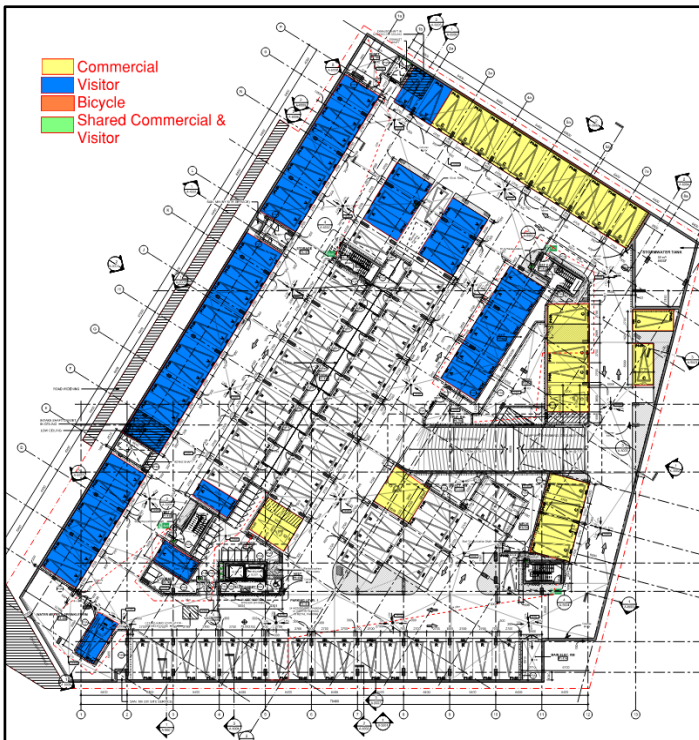
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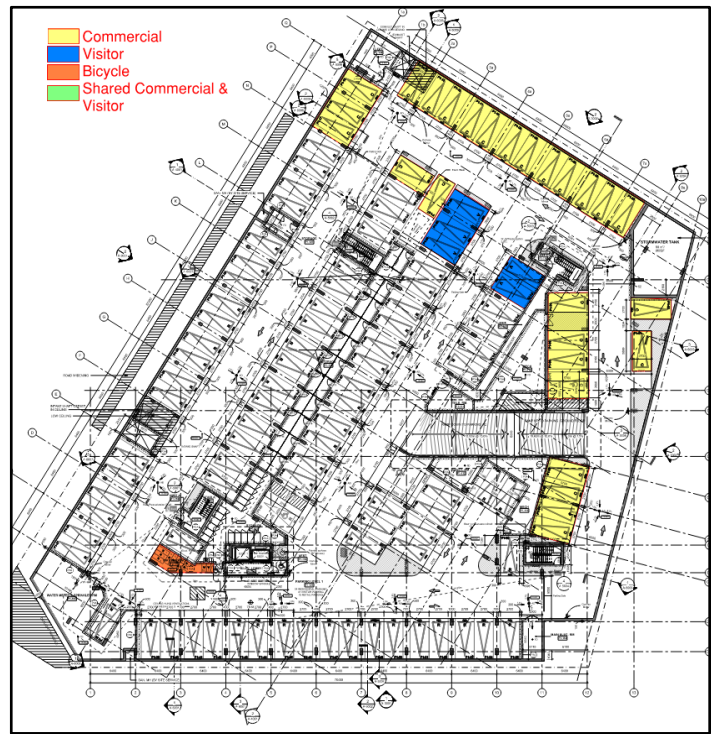
Approved Site Plan – Surface Parking



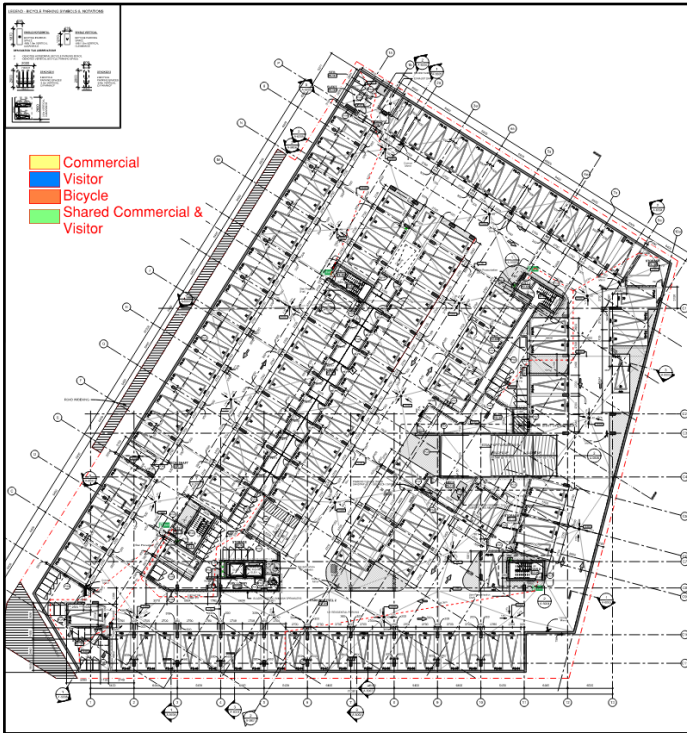
CAV A/063/2024 - Proposed Surface



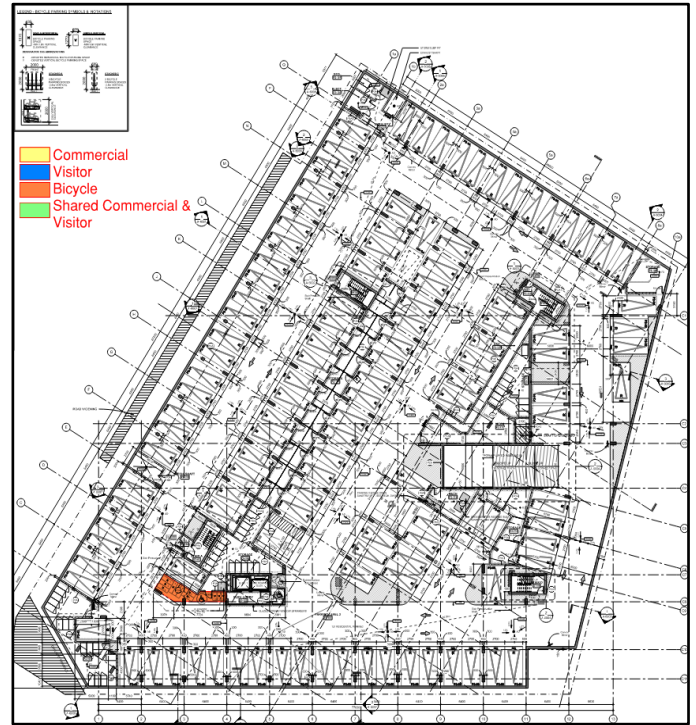
Approved Site Plan – P1 Underground Parking



CAV A/063/2024 – Proposed P1 Underground Parking



Approved Site Plan – P2 Underground Parking



CAV A/063/2024 – Proposed P2 Underground

The approved site plan application proposed 21 commercial units for a total of 1,972 square metres with 58 dedicated commercial parking spaces, 36 of which are provided at-grade with the remaining 22 provided within P1 level of underground parking (as shown in the yellow above). Additionally, the approved site plan provided for 38 dedicated residential visitors parking spaces within the P1 level of underground parking (as shown in blue above).

The applicant's proposal continues to provide for 21 commercial units for a total of 1,972 square metres. Further, the applicant's proposal is seeking to reduce the amount of dedicated commercial parking spaces and to convert these parking spaces to shared parking with residential visitors, and remove the majority of visitor parking spaces from the P1 level of the underground parking. The visitor parking spaces removed from the P1 underground would be in turn re-allocated to the residential units.

Section 45 of the *Planning Act* provides the Committee of Adjustment with the authority to allow minor variance from provisions of the Zoning By-law, provided the requirements set out under Section 45(1) in the *Planning Act* are met. Staff's comments concerning the application of the four tests to this minor variance request are as follows:

Revised Parking Justification Study

In support of their application, the applicant submitted a revised Study prepared by C.F. Crozier & Associates Inc., dated July 2024 to support a shared-parking strategy. The revised parking variance sought has been reduced by 7 non-residential parking spaces since this application was last considered. The Study was reviewed by the Town's Transportation Engineer and found deficiencies with the Study specifically regarding the completeness of the information found therein. This includes "Surrogate Site Parking Surveys" or proxy sites, to establish actual parking demand at the proposed development by analyzing sites with similar land use and transportation contexts within the Bronte Village area. Additionally, the Study proposes an increase in available bicycle parking by counting bicycle parking spaces that were previously provided within the approved site plan application and are located within the pedestrian connection along the east side of the development. While the revised Study, appropriately, uses context specific mixed-use retail and commercial developments within Bronte Village as the basis for the surrogate site parking surveys, the proposed variance would not implement a shared parking strategy (as noted above), but rather outright reduce the overall commercial parking requirement. Transportation Engineering staff require more information within the Study to provide a fulsome and comprehensive review of the findings and conclusions that may or may not be supported.

The Study further discusses the existing modal split within Bronte Village and states that as the Village continues to develop and intensify, residents will be able to access essential and non-essential services without the need for a vehicle. However, rather than proposing a reduced residential parking supply, the applicant is proposing the opposite – a reallocation of commercial parking to the future residents and tenants, thereby creating a surplus of residential parking. The reduction in available on-site, dedicated commercial parking creates the potential for negative impacts to the availability of municipally managed parking opportunities that currently have a high utilization rate, the long-term viability of commercial businesses in the area and in turn the ultimate goal and objectives for the Bronte Village Growth Area.

Transportation comments on the Parking Justification Study prepared by C.F. Crozier & Associates Inc., dated July 2024, to support Minor Variance application for 85 Bronte Road development plan are:

"Transportation staff has completed a review of the Parking Justification Study submitted for the proposed development at 85 Bronte Road. While the report includes observed peak parking demand rates for the visitor and retail components of the two surrogate sites approved by staff prior to the survey, it does not provide observed peak parking demand rates for the residential units at these sites.

In order to accurately assess the parking demand for the residential component during peak demand periods, it is essential that the study be revised to include the observed residential parking demand rates from the selected proxy sites. Without this information, we cannot fully evaluate the adequacy of the proposed residential parking provisions.

The Parking Justification Study be updated and resubmitted with the required information for the residential component, so we may complete our review and provide informed comments on the minor variance application”.

In summary, staff are not satisfied that the Study adequately and appropriately provides justification for the proposed reduction of 23 commercial parking spaces and oversupply of 30 parking spaces for future residents and tenants of the proposed development.

Does the proposal maintain the general intent and purpose of the Official Plan?

The subject property is located within the Bronte Village growth area, which is recognized as one of the Town’s ‘Main Street Areas’ for its distinctive character, and the property is designated Bronte Village Growth Area – Main Street 2 with a bonusing overlay. Section 24.1 of Livable Oakville sets out the goal for Bronte Village:

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

This goal is implemented through a series of objectives and policies in Section 24, as well as the balance of the Plan. Commercial parking supports the commercial uses required by the Livable Oakville Plan in Bronte Village as planned on the subject property.

Pursuant to Section 8 of Livable Oakville reductions in parking and off-peak shared parking can be considered, however the rates must be justified and supported by evidence and evaluated as part of Transportation Demand Management Plan and implementation strategy. This must also be considered within the local context and the whole Livable Oakville Plan, as it must be read in its entirety as a comprehensive and integrated policy framework for setting priorities and making decisions.

As noted above, staff reviewed the revised Study submitted in support of the minor variance application. In staff’s opinion, the revised Study does not include a comprehensive TDM plan and implementation strategy. Fundamentally, if a shift in parking spaces is approved, 23 non-residential parking spaces would be shifted to residential creating a surplus of 30 parking spaces for the residential use. It has not been demonstrated how this approach would achieve reduced use of single occupancy vehicles and encourage increased transit ridership, and alternative and active transportation, a key objective of TDM plans. Furthermore, while it is acknowledged that updates to the Study have been made, and the magnitude of the requested variance has been reduced (+7 commercial parking spaces), in staff’s opinion the Study, as submitted, does not justify the reduction in commercial parking, or the increase to residential parking in favor of reduced visitor and commercial spaces as proposed.

Accordingly, in staff’s opinion, the proposed variance does not maintain the general intent and purpose of the Official Plan.

Does the proposal maintain the general intent and purpose of the Zoning By-law?

The applicant requests relief from By-law 2014-014, as amended, to reduce the non-residential (retail and commercial) minimum parking on site from 50 dedicated spaces to 27 dedicated spaces. The intent of regulating the minimum parking spaces for mixed-use developments, especially in growth areas, is to ensure that there is an adequate and appropriate level of parking allocated for residents/tenants of the units, their visitors and the patrons and employees of the retail and commercial units. This also ensures the long-term economic viability of the commercial uses and the parking needs of future residents and visitors and to ensure that there are no negative impacts on neighbouring property owners, and the availability of shared short-term on-street parking in Bronte Village.

The proposed reduction in required non-residential parking for the proposed mixed-use development results in a total decrease of 23 dedicated non-residential parking spaces, below the minimum permitted commercial parking spaces under the Town's Zoning By-law. These 23 parking spaces would be re-allocated to the future residential parking, creating a surplus of 30 parking spaces for the residential use and a deficiency of 23 parking spaces for the non-residential (retail and commercial) uses on-site.

Furthermore, as noted above, while it is acknowledged that the Study has been updated, and the magnitude of variance has been reduced by 7 non-residential parking spaces, the Study, as submitted, fails to demonstrate how the commercial space in the building would function or this variance would meet the intent of the By-law, as proposed.

On this basis, in staff's opinion, the proposed variance and the related impacts does not meet the general intent and purpose of the Zoning By-law.

Is the proposal desirable for the appropriate development of the subject lands and minor in nature?

Given the foregoing, it is staff's opinion that the application does not maintain the general intent and purpose of the Official Plan, Zoning By-law, is not minor in nature, and is not desirable for the appropriate development of the subject lands. Accordingly, the application does not meet the four tests under the *Planning Act* and staff recommends that the application be denied.

Recommendation:

Staff object to the variance on the basis that it does not satisfy the four tests under the *Planning Act*. Should the Committee's evaluation of the application differ from staff, the Committee should determine whether approval of the proposed variance would result in a development that is appropriate for the site.

Heritage Planning: Heritage conservation easement in place for commemorative works.

Fire: No concerns for fire.

Transit : No comments received.

Finance: No comments received.

Municipal Enforcement Services:

This would not be supported through the MES for the following reasons:

- the town's commercial parking program in Bronte is intended to supply supplemental parking for the area where there is not enough parking supply to accommodate commercial parking as an offset to a zoning reduction under this application
- The immediate area provides only short term (2 hour) transient parking and has a high utilization rate. By reducing the required non-residential parking from the proposed development, there would be increased pressure on the limited on-street parking in the area and would not provide all day parking for employee needs.
- Reducing the minimum from 50 to 27 (46% reduction in the required parking) should not be considered a minor variance

Halton Region:

- It is understood that this application was deferred from April 17, 2024. Regional comments provided on April 9, 2024, still apply.
- Due to recent Provincial legislation, as of July 1, 2024, the Region will no longer be responsible for the Regional Official Plan – as this will become the responsibility of Halton's four local municipalities. As a result of this change, a Memorandum of Understanding (MOU) between the Halton municipalities and Conservation Authorities is being prepared that identifies the local municipality as the primary authority on matters of land use planning and development. The MOU also defines a continued of interests for the Region and the Conservation Authorities in these matters. Going forward, comments offered through minor variance applications will be reflective of this changing role.
- Regional staff has no objection to the proposed minor variance application seeking relief under Section 45(1) of the Planning Act in order to permit a minimum of 27 non-residential parking spaces whereas a minimum of 50 non-residential parking spaces are required in this instance, under the requirements of the Town of Oakville Zoning By-law, for the purpose of permitting the construction of a six-storey mixed use building on the Subject Property.
- *Archeological Potential*
The ROP also contains policies concerning archaeological potential and the preservation mitigation, and documentation of artifacts. It should be noted the site is identified as having archaeological potential overlay. However, the subject lands have been disturbed with the existing development, as such, an archaeological assessment would not have been required. As a caution, however, please note that during any development activities, should archaeological materials be found on the property, the Archaeology Program Unit of the Ministry of Citizenship and Multiculturalism must be notified immediately (archaeology@ontario.ca). If human remains are encountered during construction, the proponent should immediately contact the appropriate authorities (police or coroner) and all soil disturbances must stop to allow the authorities to investigate and the Registrar, Ontario Ministry of Public and Business Service Delivery, who administers provisions of that Act related to burial sites, to be consulted.

- RNHS
Given the location of the proposed works in relation to the Regional Natural Heritage System (RNHS), the proposed development would trigger the Environmental Impact Assessment (EIA) requirements in accordance with Sections 118 (3) & (3.1)c) of the ROP. Staff would consider it appropriate to waive the Region's EIA requirements in this instance as the proposed development will not likely result in any impacts on the features or ecological functions of the Regional Natural Heritage System.

Halton Conservation: No comments received.

Bell Canada: No comments received.

Trans Canada Pipeline : No comments received.

CNR: No comments received.

Union Gas: No comments received.

Letter(s) in support – 0

Letter(s)/Emails in opposition – 9

Good Afternoon,

I am writing in reference to the subject File No. and the associated Notice of Public Hearing for a variance request by the applicant. This request by the Applicant is to permit a minimum of 27 non-residential parking spaces, whereas a minimum of 50 non-residential parking spaces are required (as per Zoning By-law 2014-014).

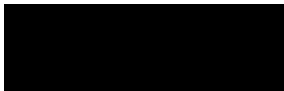
As a resident of this area, I can confidently state that parking for our residents and retail shop owners is already routinely compromised due to the large number of visitors to the Bronte Harbour area. The visitors' lots of the current residential and retail spaces require constant monitoring due to unauthorized parking, an issue that is exacerbated during the busy summer months.

I would strongly implore the Town to consider enforcement of the Zoning By-law as it currently stands.

Thank you.

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Tyler Donald



Hello,

I am writing in reference to the subject File No. and the associated Notice of Public Hearing for a variance request by the applicant. This request by the Applicant is to permit a minimum of 27 non-residential parking spaces, whereas a minimum of 50 non-residential parking spaces are required (as per Zoning By-law 2014-014).

A variance request was recently put through for 20 parking spaces; entertaining 27 now seems to be a waste of time and energy. The Town has put these requirements in for a reason and to deprive an already parking-deprived area appropriate parking when traffic in the region will only be increasing is a short-cut that will only lead to long term problems. I strongly discourage this.

Haley Donald

Resident, Bronte Area

Good Morning

Please be advised that I am again providing my formal objections and comments for inclusion at Committee of Adjustment Town of Oakville – October 02, 2024, 7:00 pm, specifically regarding Agenda Item 6.8 - CAV A/063/2024 - 85 Bronte Road- Deferred from April 17/2024 - Non-Residential Parking Variation - Reducing from 53 to 27.

<https://pub-oakville.escribemeetings.com/Meeting.aspx?id=667306a9-7da7-4178-b29d-7115c0f2e920&Agenda=Agenda&lang=English&Item=17&Tab=attachments>
<https://pub-oakville.escribemeetings.com/filestream.ashx?DocumentId=74892>
<https://pub-oakville.escribemeetings.com/filestream.ashx?DocumentId=74893>

To start, a personal comment. I am finding this developer continues to be somewhat sly and sneaky. Unlike their original submission, I am not readily noting ANY notices being physical posted at the site, at least on the days that I specifically looked. I only uncovered by reviewing the Town's website, and subsequent discussions with BVRA and BIA personnel.

I am including my entire original objection submission Sent April 10, 2024 4:54 PM as much is still applicable to this additional submission.

I will be commenting now regarding anything additional or new that needs to be addressed.

Personal Declarations:

During my time employed by IBI Group I had minimal contact with anyone employed by IBI Group Architects (Toronto Downtown Office), who I am noting is named partner on the 85 Bronte project. I have since learned that IBI Group has either been acquired by or has merged with Arcadis. (<https://www.ibigroup.com>) "IBI Group is now proudly a part of Arcadis."

Referenced Documents and Information:

Items 3 and 4 below are no longer available. Clicking on either link results in a "404 - File or directory not found." error message.

The following two file links are now being referenced for this revised submission of objection.

1. Supporting Documents- 85 Bronte Road.pdf (<https://pub-oakville.escribemeetings.com/filestream.ashx?DocumentId=74892>)
2. Notice - Map - 85 Bronte Road.pdf (<https://pub-oakville.escribemeetings.com/filestream.ashx?DocumentId=74893>)

Referenced Condominium Corporation:

No change from that noted previously.

Objections to this Application for Variance

No change to summary presentation from that noted previously.

I will again present opinions and arguments that will clearly state/show NO to ALL tests for "minor variance" as follows:

1. The variance requested maintains the general intent and purpose of the Official Plan;
2. The variance requested maintains the general intent and purpose of the Zoning By-law;
3. The Variance is desirable for the appropriate use of the land; and,
4. The variance is minor in nature.

Variance Request Summary

Basic understanding of the revised issue and variance request:

- Per town By-Law 2014-014, 53 Non-Residential Parking spots are required.
- FILE # CAV A/063/2024 is requesting variance to enable to reduce this to 20 Non-Residential Parking spots. (Original Statement) Revised requesting variance to enable to reduce this to 27 Non-Residential Parking spots
- As per the Referenced Documents and Information, specifically page 17 of 22 of CONSTRUCTION and TRAFFIC MANAGEMENT PLAN, is being indicated the complex/facility to contain 21 Retail outlets.
- As per the Referenced Documents and Information, parking space allocation is as follows:
 - Residential (less than 75 m²) - Required = 128
 - Residential (greater than 75 m²) - Required = 45
 - Total Residential – Required = 173, Proposed = 211, an increase of 38 (Original Statement)
 - Revised Proposed = 203
 - Visitor – Required = 41, Proposed = 41, no difference
 - Retail – Required = 53, Proposed = 20, a decrease of 33
 - Revised Proposed = 27 (now decrease of 26)
- ONLY 38 of these parking spaces are being located "at grade" with all remaining parking spaces being located "within two-levels of underground parking".

New comments now being included:

- The parking garage will also include the 27 retail parking spaces for retail employees, as well as 5 residential visitor parking spaces at the P1 level.
- The 36 at-grade parking spaces will be dedicated to residential visitors and can be shared with short-term retail customers. (Noting specifically the grade parking spaces has been reduced from 38 to 36. Why? How?)

Objection Opinion and Argument Details

1. Basic Math

The revised proposal is now proposing to reduce non-retail parking from 53 to 27, i.e. a reduction of 26. This is now representing a 49% reduction, which is still definitely NOT MINOR.

Also noting with interest that there is no study regarding the neighbouring commercial facilities. At any point in time, I have personally noted at least two employees AND at least one client/customer. So, basic math would dictate that 27 parking spots for 21 retail units is far from sufficient. Where exactly is everyone expected to park, both employees and clients/customers?
Bronte Streetscape is trying to attract visitors. So, no parking = no visitors. Accordingly, EVERY space is needed.

2. Neighbouring Parking Lots

Previous comments are still applicable with some variations. I am aware that the Town of Oakville is now proceeding to implement a bylaw to address predatory towing. But, I am understanding that towing will STILL be permitted under certain revised requirements.

Bronte Village Streetscape Study is being performed with the goal of attracting visitors to Bronte area. Where will everyone park? If no parking, there will be NO visitors.

Regarding 3.1 Proxy Site Parking Surveys

Table 2: Proxy Site Parking Surveys – Regarding 125-133 Bronte Road I am noting, with interest, that no mention is made of the number of vehicles that have been ticket or towed, plus the number of “NO PARKING” infractions that have occurred in the “Fire Route”. Note this is the facility where I live.

3. Business Perspective

Previous comments are still applicable with adjusted numbers per revised proposal.

“The 36 at-grade parking spaces will be dedicated to residential visitors and can be shared with short-term retail customers.”

This statement is totally unrealistic. Per literature provided by sales office, residents must purchase their parking spots. Any resident who purchases will definitely be expecting to exclusively use. Any “shared” usage will be met with ticketing and/or towing. So, again, no parking = no visitors.

3.0 Suitability of Parking Supply and 4.0 Transportation Demand Management presents much interesting data and analysis, all in effort to justify reducing non-residential parking. If the consultant and developer are so confident in their data and analysis why not apply toward resident parking spots? As I read, actually shows that NOT ALL residents will require parking. However, most retail clients, employees and area visitors will likely be travelling in from outside Bronte, which is a goal of the Bronte Village Streetscape Study. So why not apply to REDUCE residential parking and MAINTAIN non-resident and visitor parking? If any parking number can justifiably be reduced by the referenced report should actually be the number of residential parking spaces. But, I strongly suspect the developer wanted to maximise their profits by selling more residential spots and reduce the number of non-residential spots, as cannot be immediately sold to generate immediate income.

Again, no parking = no visitors = no retail clients/customers = no commercial tenants, which is definitely NOT a good look regarding the goals of the Bronte Village Streetscape Study nor this commercial landlord.

4. Security Perspective

Previous comments are still applicable with adjusted numbers per revised proposal, but with additional concern regarding the revelation that “The parking garage will also include the 27 retail parking spaces for retail employees, as well as 5 residential visitor parking spaces at the P1 level.”

Are the new residents aware that their garage will be including for retail client parking? How do the developers plan on keeping the parking area, thus the entire facility, secure? Or, are they actually planning to “pass the buck” to the Condominium Corporation Board of Directors when occupancy and registration achieved?

5. Comparisons

Previous comments are still applicable with adjusted numbers per revised proposal.

6. Bronte Village vs Downtown/Midtown Oakville vs Downtown Toronto (public transit and parking friendly)

Previous comments are still applicable with adjusted numbers per revised proposal.

7. Handicap and EV parking

I am still not readily locating any reference to allocations for handicap or EV parking spots for either resident, visitor or retail parking. What provisions are the developer planning for such? 2035 federal directives are for ONLY EVs to be sold after that time. Accordingly, accommodations for such should actually be planned in now and not be planned for retrofit only few years after occupancy and registration.

8. Ethical and Good Engineering Practices

I am still holding to my initial comments and suspicions as stated in my original submission of objection.

In addition, I genuinely feel that the developers are planning to “pass the buck” to the condominium Board of Directors once registered. I am continuing to question if they are trying to sell residential parking to the detriment of non-residential parking. This is my specific reason for including Town of Oakville Council and Town of Oakville Enforcement personnel in this revised submission of objection. I genuinely feel, based on personal experience (per Item 5. Comparisons), that bylaw infractions will result that will need to be enforced by Town of Oakville Enforcement personnel. But, I also do not want the developers to be able to “get off”, again based on personal experience (per Item 5. Comparisons),

Conclusion

Regarding 5.0 Conclusions and Recommendations, “This Parking Justification Study has assessed the parking requirements associated with the proposed mixed-use development located at the southeast corner of Lakeshore Road West and Bronte Road and provides rationale to support the reduced rate of retail parking supply recommended for the requested minor variance.”

I TOTALLY DISAGREE. In my opinion, actually shows justification for reducing residential parking. The residents are MOVING to Bronte and NOT just visiting.

Again, the “4 tests of a minor variance” continue to NOT be met:

1. The variance requested maintains the general intent and purpose of the Official Plan = **NO**
2. The variance requested maintains the general intent and purpose of the Zoning By-law = **NO**
3. The Variance is desirable for the appropriate use of the land = **NO**
4. The variance is minor in nature = **NO**

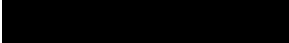
Attending Meeting

I do not feel that making a presentation at the meeting on October 02, 2024, 7:00 pm will achieve anything more. I would basically be reading out this written email submission, which I do not think is good use of everyone’s time. I feel more appropriate to leave my objections in written format only and leave time for other delegations to make their presentation. Accordingly, I will only be a virtual observer for the October 02, 2024, 7:00 meeting. However, my understanding is that my email response will be included with submissions opposing the application for variance and will, thus, be fully considered accordingly.

Notice of decision

I DO definitely wish to be notified of the decision for this application.

Deeenda





October 2, 2024

Ms. Jennifer Ulcar
Secretary-Treasurer
Committee of Adjustment
1225 Trafalgar Road
Oakville, ON L6H 0H3

RE: 85 Bronte Road A/063/2024

Dear Madame Chair:

My name is Harry Shea, I live at [REDACTED] in Bronte Village, Oakville.

I'm President of the Bronte Village Residents Association (BVRA) and a founding member of One Bronte ~ One Voice.

One Bronte ~ One Voice has been created to give a greater voice to Bronte as a community. It brings together the broader community around a set of common priorities and needs to make Bronte Liveable.

Tonight, we lend our voice in support of staff's decision to decline the variance request as the application does not meet the four tests under the Planning Act.

We agree that the variance is not minor in nature, and is not desirable for this development as outlined in the staff report.

Bronte Village retail is already severely handicapped not just by the predatory towing engulfing our local businesses but also by

three (3) major construction projects. The projects are displacing already limited parking further enhanced by construction workers taking available retail parking spaces.

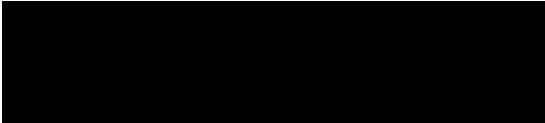
Reducing the amount of non-residential parking by 30 spaces will only contribute further to our parking problem as we already have very limited off-street parking as stated previously.

Local residents and businesses will be impacted by the next three years of construction and 30 fewer retail or non-residential parking spaces will not help to reduce the stress in any way in a positive manner.

The 19 letters already submitted in opposition to the proposed variance have identified in one form or another the true nature of our current parking crisis with zero letters submitted in support of the variance application.

We respectfully ask the Committee to reject the proposed variance A/063/2024 as was to be originally heard on April 17, 2024.

Respectfully,
Harry J. Shea
One Bronte ~ One Voice
BVRA, President



😊 Reply Reply All Forward 📧 ...

Mon 9/23/2024 10:48 AM

I am outraged at this request. I have lived across the street at 102 Bronte Road for 10 years and I remember when the building was being planned that it originally said 70 parking spaces. Then I understand that it was granted that 50 non-residential parking spaces were allowed. NOW 27 ABSOLUTELY NOT. We have had meetings about parking in Bronte. The last one I attended was at Walton United Church. It was to discuss the waterfront but it was obvious from all the conversations going on that most people were concerned about parking, I also understand that some of the units being sold do not come with parking spots. So if the owner decides to get a car where does he park - in visitor parking leaving no room for the customers of the businesses but to park on the street which as you know is a big problem already. We need more parking, not less in Bronte.

If the parking issue is not addressed Bronte will become deserted. NOT ENOUGH PARKING IS ALREADY AN ISSUE.

Please do not allow this variance. The businesses in Bronte will no longer exist.

Thank you.

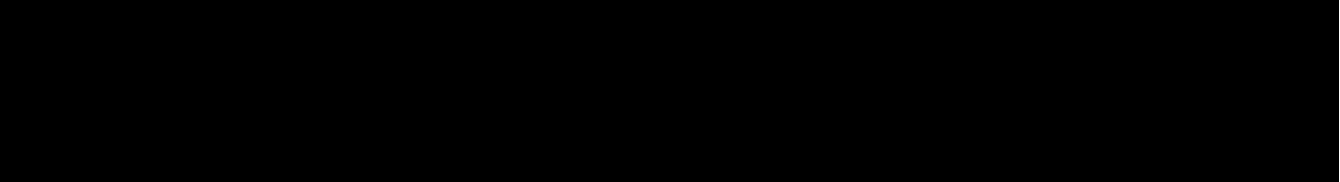
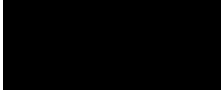
> As a resident of 100 Bronte rd, I am seeing, in particular during the busy summer season, the impact of the removal of the public parking existing at the subject property, manifesting itself in no available street parking and illegal use of visitor parking spaces in my property.
> I find the limited numbers of proposed and shared parking spots insufficient both for the commercial development at the subject property and for the overall community, that even prior to a proposed and necessary development of the waterfront, and in particular the vacant lot southeast of 100 Bronte rd, is currently underserved by parking. The replacement of visible and accessible street parking with covered one might dissuade visitors unless the covered one is clearly identified, inexpensive or free, and guaranteed free from resident parking there during the day, considering that the majority of visitors to the area's park, businesses and waterfront occurs on weekends, it is highly questionable how the residents would not be already occupying those parking spots proposed as "shared use".

> Finally the comment on covered spot being on the "Visual interest of the waterfront" seems misguided for the property lot, that is not facing the waterfront.

>
> The number of parking spots should NOT be reduced, and even if the number is maintained they should be reserved for visitors to the area, clearly identified by street level signage and made free to visitors.

>
> Thanks

>
> Paolo Maccario



Jennifer,
Please see below our letter from April 8, 2024, expressing our outrage at the request for variance by Bronte Lakeside Limited. Our sentiments in this matter, as described in the letter, have not changed in the least.

Regards
Colin Tunney
President of the Board



On behalf of the residents of HCC 150 located at 102 Bronte Road – immediately facing the condominium to be built at 85 Bronte Road - please accept this e-mail as our notification to you that the Committee of Adjustment should adamantly deny the variance request by Bronte Lakeside Limited to reduce the number of planned non-residential parking spaces from 50 to 20.

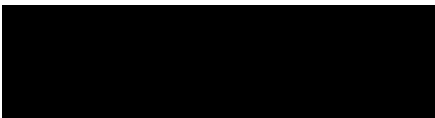
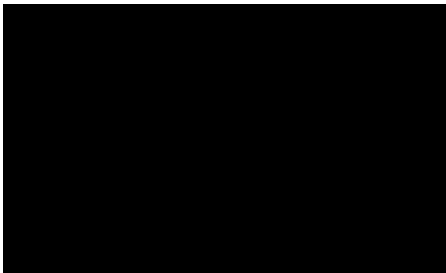
As we all know too well, the current parking situation in the Bronte Road area south of Lakeshore Road West is woefully inadequate. So much so that the lack of current parking spaces (combined with the predatory nature of infringement enforcement) without doubt deters business customers and visitors alike from venturing into our area. Once the 85 Bronte Road development is complete, this situation will surely deteriorate – if that is even possible.

Considering all of the above, for Bronte Lakeside Limited to now propose - under the guise of “this application has planning merit and represents good planning” (per Weston Consulting representing Bronte Lakeside Limited) – that they be allowed to reduce the property’s available non-residential parking spaces by 60% is outrageous in the extreme, bordering on the unbelievable.

Please deny this application.

Best regards,

Colin Tunney,



Dear Secretart-Treasurer of Committee of Adjustment,


We oppose the Variance Request to permit a minimum of 27 non-residential parking spaces instead of the approved minimum of 50.

Parking is already an issue in the area and specifically at our building across the street. This variance encourages non-residential traffic to hunt for open spaces in unauthorized places when parking is full making it frustrating and inconvenient for other owners in the area. The reduction by 23 may not seem to be a lot but when you look at parking in the area, it is.

Thank you.

Andrew Croll
Susan Croll





Good day. My wife and I are residents at [REDACTED] We moved here one and one half years ago as we felt that this area would be a great place to live. And it is! We very much enjoy the "village" feel and love walking through the area. We know that Bronte is a popular tourist area with scenic walks and great restaurants. We also knew that there would be development here some day and that is all good. However, it does not bode well to have developers attempt to circumvent the rules and bylaws of an area just to suit their purposes.

Parking is already at a premium and we know that the visitors parking in our building does get used by some that are not visitors to 100 Bronte! To have this developer ask for a reduction by almost half the required, by law, parking spaces is unacceptable! Our tenants and business owners here need the full amount of parking already in place and that is what this developer should be required to provide in his new facility.

Thank you Jonathan.

Respectfully, Brian and Sheila Sutherland.

Sent from my iPad

Sharon Coyne

Sharon Coyne

Assistant Secretary-Treasurer of Committee of Adjustment

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