

Appendix C

- **Comments Received on Draft Directions**



Bronte Village is one of the six growth areas as identified in the Livable Oakville Plan.

Preliminary Report on the Bronte Village Growth Area Review	
Purpose	Preliminary analysis and comments regarding the Bronte Village Growth Area Review with which to provide framework for resident and other stakeholder input in order to submit a well-rounded and cohesive response regarding the ten draft planning directions submitted from the Planning Department of the Town of Oakville to include as recommendations toward the Five Year Official Plan Review, which established six growth areas for Oakville, of which Bronte was identified as one.
Date	February 1 st , 2016
BVRA Board Review	Deadline: February 12 th , 2016 Reviewed by: Ana Hourahine, Shelley Thornborrow, Cindy Devai, Caroline Fleury, Graham Hickey, Kate Copeland, Tatjana Ciza, Joe Mauro & Frances Wedlake

I. Executive Summary

Preamble

The Bronte Village Residents Association (BVRA) is a volunteer based not-for-profit incorporated association that represents the views of its members and community by:

- Protecting Bronte’s character, charm and waterfront,
- Fostering and promoting community spirit, and
- Respecting the heritage of Bronte

We do this by:

- ▶ Providing a collective force to facilitate public notification & engagement, channel ideas and issues and tap into networks or resources
- ▶ Driving advocacy with various levels of government, primarily municipal to ensure accountability and responsibility for those elected and tasked within the Town of Oakville for positive action in Ward 1.

Formative Stage

The Bronte Village Growth Area Review is in the formative stage and we are seeking input to support the basis of a Letter of Comment to the Town of Oakville.

Please review the preliminary analysis contained in this report on the Town's draft planning directions and provide your feedback by taking our online survey. We would appreciate comments by **February 8th, 2016** in order to support the compilation of the letter of comment by the extended deadline of February 12th, 2016.

We hope to strengthen this review process through broad dialogue and engagement of all stakeholders with a view to understanding what is of importance to our members and the community we serve.

Recommendations

We request the following as recommendations as a priority to ensure robust public engagement to set policies and legislation for positive and community centric change:

- An extension of 4 – 6 weeks for the BVGAR deadline January 4th, 2016
 - ✓ Granted – Extended deadline to February 12th, 2016
- An additional public meeting to seek clarification on planning directions and broader community and stakeholder input with a more engaged format
 - ✓ Granted – BVGAR Open House February 4th, 2016 at the Bronte Legion Hall 7 – 9 pm
 - ✓ BVRA hosted “Let’s Talk Bronte!” on February 6th, 2016 at Taste of Colombia 2 – 5:30pm
- Stakeholder workshops to broaden dialogue and take a shared and engaged approach incorporating the Oakville Harbours’ Master Plan for a unified vision for Bronte and Ward 1

II. Bronte Village Growth Area Review Goal & Objectives

Goal

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.

Objectives

- Nurture, conserve and enhance the historic lakeside village character
- Revitalize the village and maintain a complete community
- Maintain and improve waterfront connections

III. Timeline

1. May 11th, 2015 – Announce launch of Five Year Official Plan Review
2. May 19th, 2015 – 1st Open House at Walton’s Memorial Church 2-8pm
3. September 28th, 2015 – Meeting with the BVRA to discuss BVGAR, Site Applications and Development Process
4. November 18th, 2015 - 2nd Open House at Bronte Legion Hall 3:30-8pm
5. December 18th, 2015 – Announcement for close of review and deadline to submit comments by January 4th, 2016
6. February 4th, 2016 – 3rd Open House at Bronte Legion Hall 7-9pm
7. February 12th, 2016 – Extension of deadline to submit comments
8. Winter 2016 – Statutory Meeting at Council at which members of the public may choose to delegate on the review process and final recommendations to Council from the Planning Department (Specific Date – TBA)
9. Winter/Spring 2016 – Decision by Council (Specific Date – TBA)

IV. BVRA Process for Letter of Comments

1. Obtain draft planning directions from Planning Department
2. Attend open houses and setup any additional meetings to gain clarification on draft planning directions
3. Review and analyze draft planning directions in context of current zoning, by-laws and practices, additional documentation and research and expert input as appropriate
4. Compile framework for preliminary report for BVRA Executive Board review and approval
5. Seek BVRA member and community input through online survey, direct comments and email submission
6. Compile Letter of Comment for Planning Department of Town of Oakville and Ward 1 Councillors

V. Preliminary Analysis & Comments of the Draft Planning Directions

1. Maintain Existing Growth Area Boundary

The BVRA has no initial objections with the recommendation to maintain the existing growth area boundary to allow for a focused and unified strategy to define a vision for Bronte utilizing the waterfront as a main feature while ensuring the allure and history of the area is not lost in design features and zoning by-laws.

2. Expand Bonusing Permissions on Main Street

The BVRA has no initial objections with the recommendation to expand bonusing to a maximum of 6 storeys within the Main Street 1 area as designated in blue area. This facilitates much needed revitalization within the area for residents and property/business owners with the new Ontario Building Code allowing cost efficient 6 storey wood frame construction, however limiting excessive height redevelopment which might potentially detract from the “village charm and allure” of the area.



3. Further Emphasize the Eastern Gateway (Lakeshore Road West/East Street)

The BVRA would like to seek clarification from the Planning Department as to how a gateway is identified with what appears to be unbalanced zoning and height recommendations; a maximum of 4 storeys on the north side of Lakeshore Road West at East Street, and a maximum of 10 storeys on the south side utilizing bonusing. This planning direction gives no specifics for public or heritage art, landscaped setbacks and additional features to signify the entrance into Bronte Village encompassing potential cultural, heritage and tourist allure of the area.

This area is demarcated as a minor gateway with the major gateway offset from the area boundary. We seek clarification on this and the rationale for the increased bonusing and how this is justified in context of the immediate area and befitting of a minor gateway.

Further research into existing urban design features and master urban plans appear to support the theory of balance encompassed into the definition of a gateway. Some examples are listed below in contrast to the proposed planning direction.

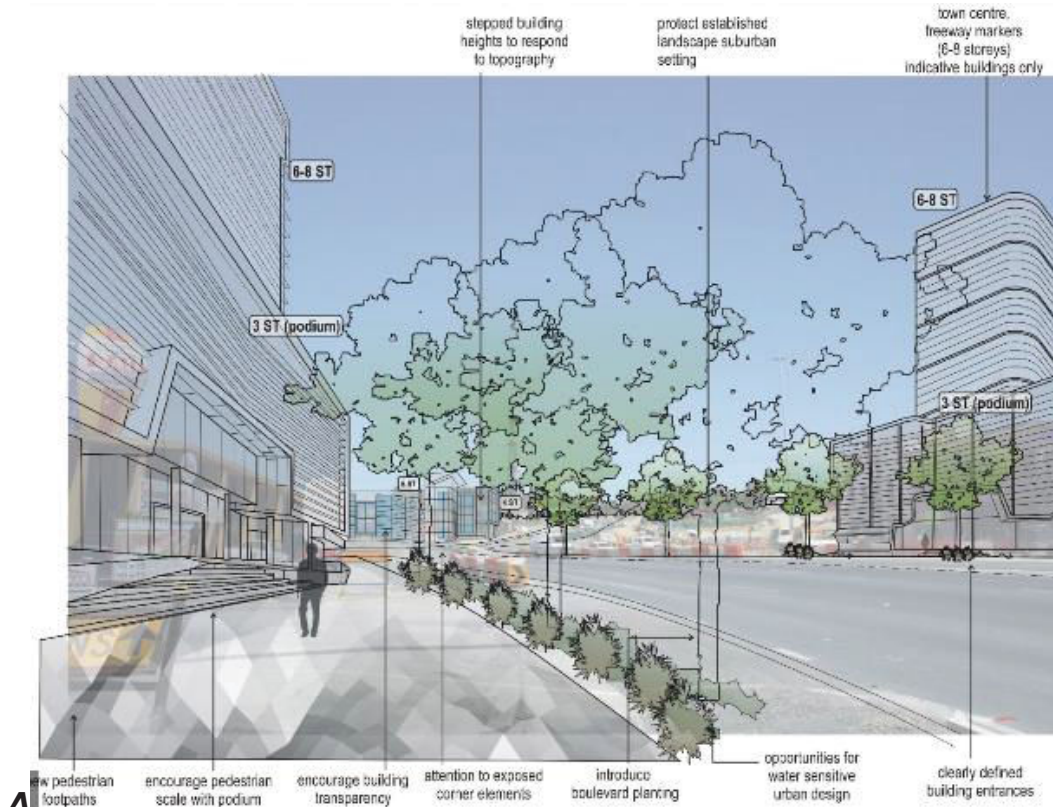
Commons Project:



https://commons.m.wikimedia.org/wiki/File:Tampa_Ybor_City_entr_01.jpg#mw-jump-to-license

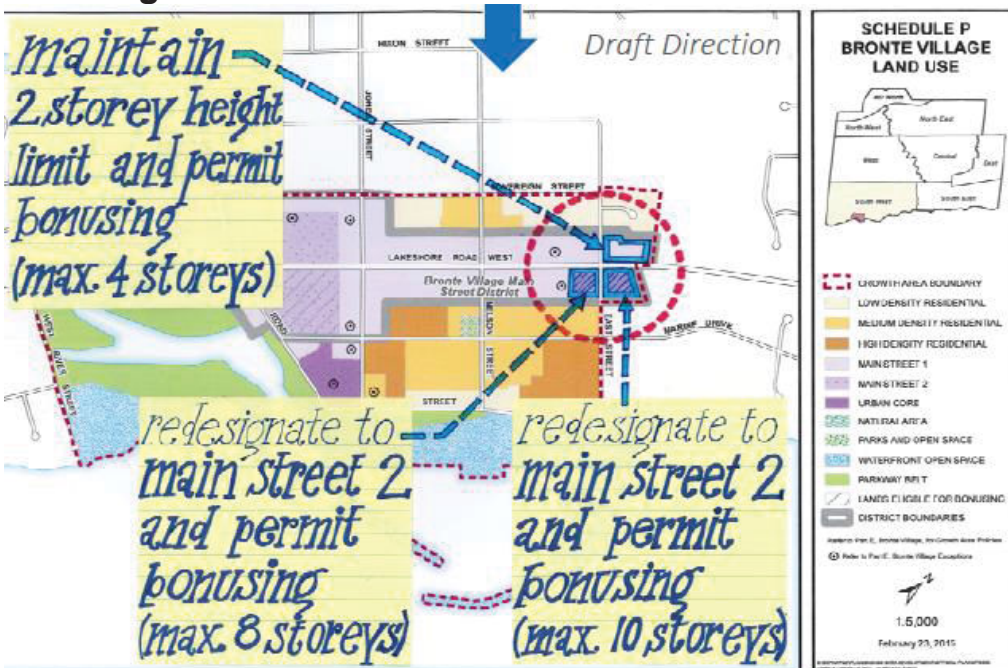
Master Plan Urban Gateway Design:

Whilst the scale and features may vary, the gateway is typically characterized by a sense of balance, hence an entrance or exit point.



<http://www.bing.com/images/search?q=pictures+of+urban+planning+gateways&view=detailv2&id=76378A73D02EFC9712585CEDEB9A3717727CB9BD&selectedindex=20&ccid=MszRK0r5&simid=608000098170638130&thid=OIP.M32ccd12b4af9b93ed7dfa1a9108d51dao0&mode=overlay&first=1>

Planning Direction:



4. Support Comprehensive Developments

The BVRA has no initial objections to this planning direction which appears to be aligned with #2 of the planning directions and allows for economical redevelopment to support revitalization and growth.



5. Require Commercial Uses on Main Streets and Provide Flexibility of Uses on Side Streets

The BVRA has no initial objections to the planning direction requiring office or commercial use on ground level as indicated and flexibility of use for side streets. This is consistent with current zoning and practices and supports the overall theme of multi-purpose use within the area.

The BVRA does request further information on how the planning department plans to incorporate these changes and the timeline for amendment of current zoning and by-laws.



6. Strengthen and Enhance Existing Urban Design Policies

The BVRA has no initial objections to the planning direction as outlined but has indicated additional enhancements as noted in response to the above in BVRA Recommendations #1 in the following section. The BVRA seeks clarification on the use of mid-blocks and why there are two minor gateways along Bronte Street South of Rebecca Street?

7. Remove Growth Target Expressed as a Number

The BVRA seeks clarification from the Planning Department as to how metrics can be tracked in order to determine achievement of goals or root causes if stagnancy persists within the growth area if growth targets are **removed** to reduce confusion regarding “maximum allowable growth”.

The BVRA would recommend transitioning from growth targets set as a “minimum” to a **range** to avoid confusion and also facilitate retention of key performance data regarding growth targets and achievements prior to and after the Official Plan Review recommendations. Furthermore, numeracy allows a transparent and objective process by which to cascade provincial and regional growth targets within municipalities and provide analysis as to whether the growth targets are feasible or reasonable in comparison to actual performance data collected through the census process.

Is the community better served through an educational walk through program versus providing less objective data with which to understand the application of growth targets?

8. Undertake General Housekeeping of Policies

The BVRA would support this planning direction with the use of an interim report for public consumption detailing specifics of the planning directions to avoid confusion, misinterpretation and support an open and transparent process. The BVRA also seeks specific clarification on what terms would be ratified for the purpose of inclusion in the policy.

9. Site Specific Policy Direction for Bronte Harbour

The BVRA would like clarification on what encompasses a “waterfront open space” designation with a Parkway Belt West overlay boundary and how this specifically serves to increase public access to the waterfront through beach and quay areas and possible connectivity to the main street.

Before planning recommendation:



After planning recommendation:



10. Broaden Residential Permissions

The BVRA seeks clarification from the Planning Department on the rationale provided that the community seeks revitalization opportunities specific to this area. There are no comments listed from both open houses in the slides and planning directions and none received by the association. Can the planning department clarify if there have there been specific studies or observations in this area to warrant the change and has residential input on this planning direction been sought to determine perceived current and future impact of converting from low to medium density.



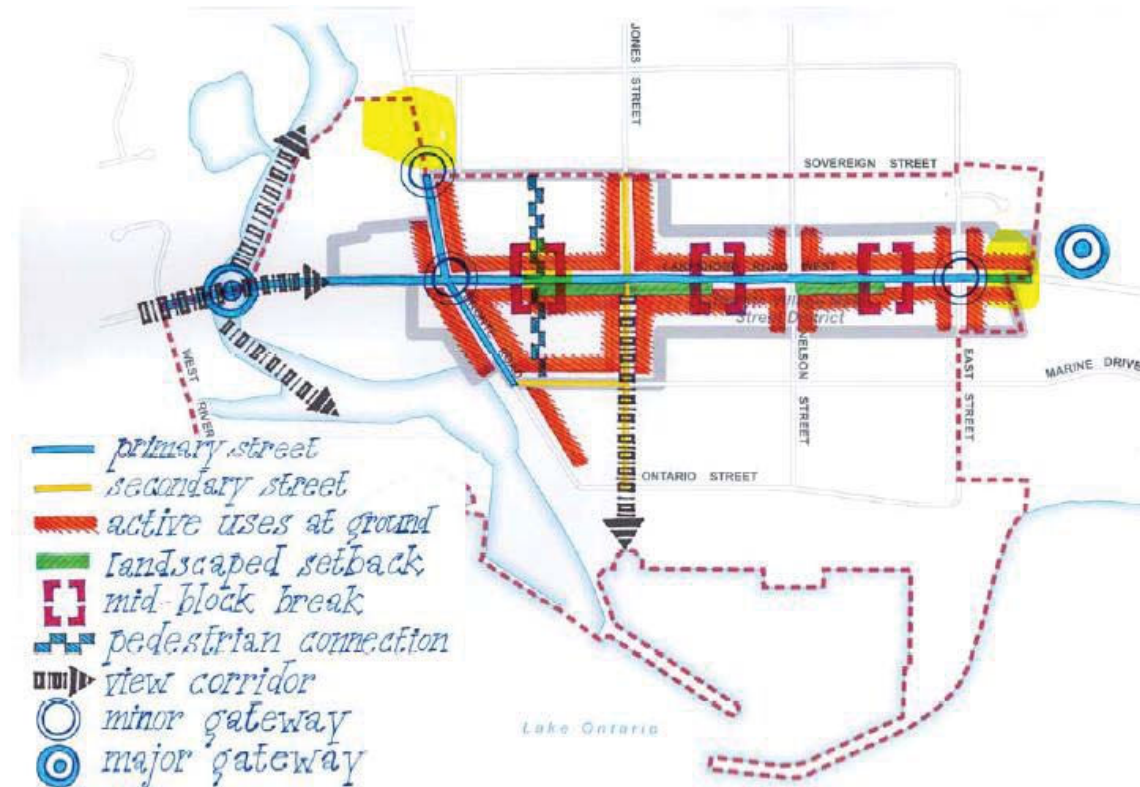
VI. Additional BVRA Recommendations

1. Access Friendly Urban Design Policies

Is there the potential to conduct a study for traffic calming features in areas highlighted in yellow within diagram below to support the concept of minor gateways into Bronte Village accompanied by pedestrian crossings to facilitate access friendly urban designs?

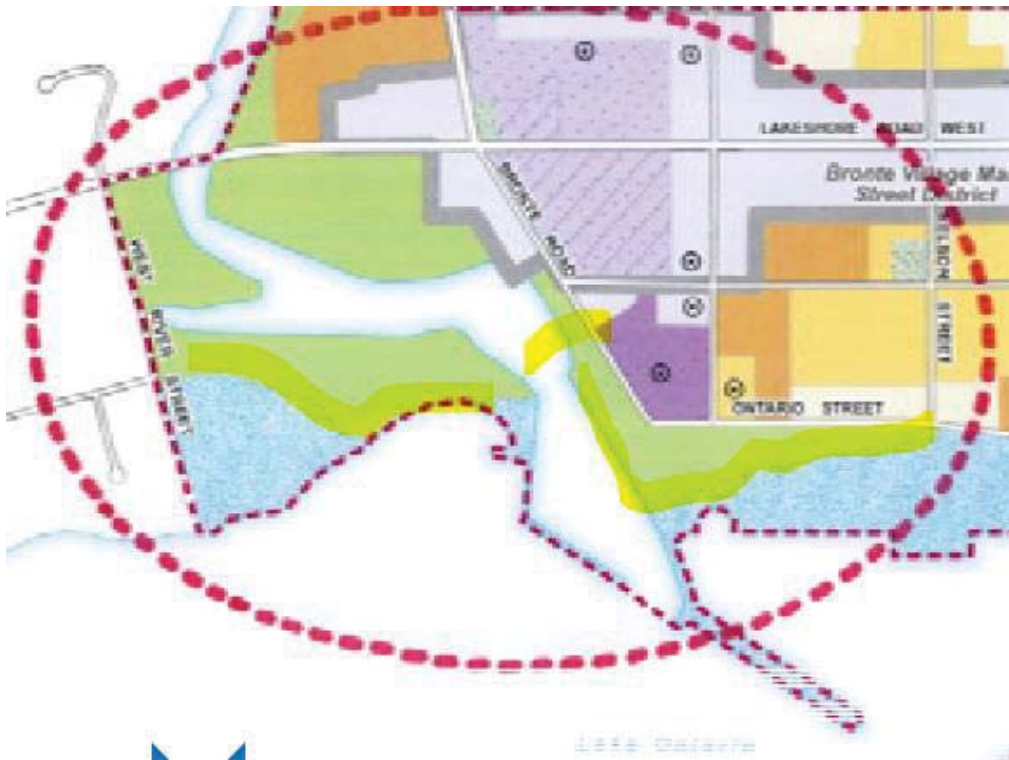
Rationale:

- Active measure to impede flow of traffic and curb speeding
- Provide appropriate pedestrian crossings linked to either senior centres in the area or a recommended pedestrian connection
- Safely enhance pedestrian activity within growth area boundary
- Links to community comment #30 within planning directions and slides



2. Enhance Public Pedestrian Access to Waterfront and Create Link via a Bridge to Bronte Street

Can access to the waterfront in areas highlighted in yellow in diagram below be enhanced by creating a cultural and tourist hub together with possibility of additional water friendly activities such as boating lessons and excursions, improved park with expanded beachfront and pedestrian link via a bridge to Bronte Road connecting to the shopping and restaurant area.



3. Noise Pollution as a result of intensification

The BVRA believes that low-noise implementation plans should be considered and addressed in planning directives. This can include, but should not be limited to, traffic noise mitigation procedures, noise-dampening features in architecture of buildings or other structures, and the active enforcement of existing noise by-law infractions.

4. Air Pollution as a result of intensification and increased traffic flow

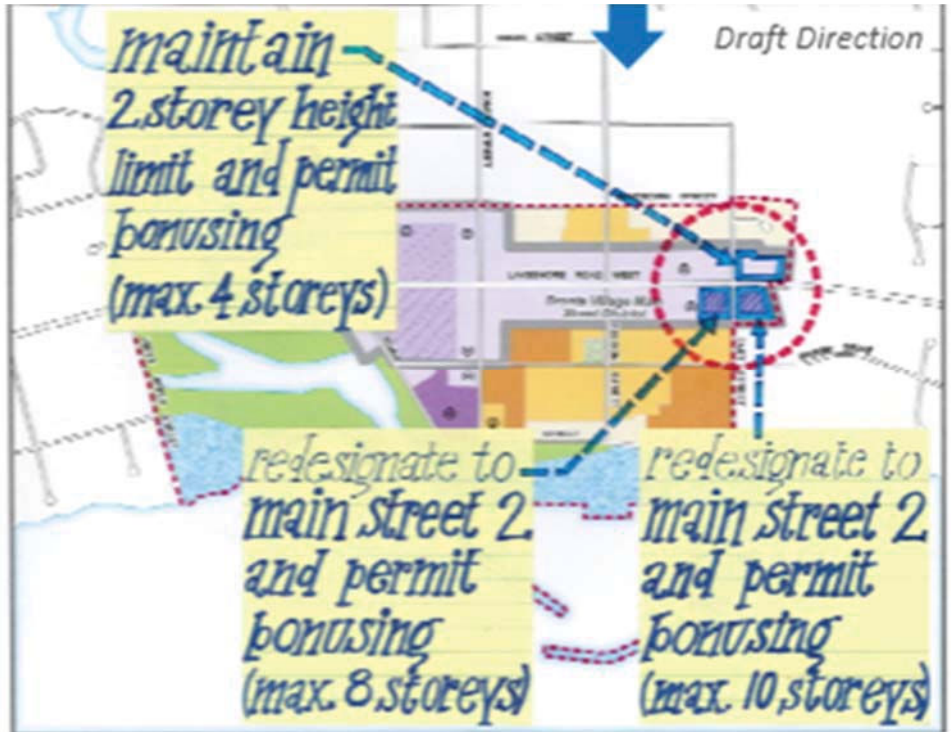
The BVRA commends the Town of Oakville for implementing green initiatives and best practices to reduce pollution. In this spirit, the BVRA recommends increased green spaces, naturalized areas, more accessibility by non-vehicular traffic (including but not limited to sidewalks, designated bike lanes, enhanced local public transportation) to encourage further alleviation of the negative impacts of air pollution.

5. Infrastructure co-ordination with planning guidelines

In order to support the need for revitalization and redevelopment within and beyond the review process, the BVRA recommends infrastructure planning and co-ordination to enhance the effectiveness of policies or by-laws as a result of the process.

This document represents the views of the following residents of St Ann's Court in Oakville, Ontario:

Regarding the Draft Direction for the Bronte Village Growth Area Review, we wish to register our objection to the proposal to permit bonusing on the three commercial properties on the North East corner of Lakeshore Road and East Street (ref: Display Panel 3 from the Open House presentations).



The 3 commercial properties concerned are:

- 2221 Lakeshore Road West (currently a TD Canada Trust branch)
- 2267 Lakeshore Road West (currently a 7-11 convenience store/gas bar)
- 117 East Street (currently an unoccupied single residence)

Over the past several years, the residents of St Ann's Court have worked with the Town of Oakville to obtain assurances that any future development of these commercial properties will continue to be in harmony with our residential properties and our quality of life.

When the current Livable Oakville Plan was being drafted, the Town's Planners presented an illustration of how these commercial properties could appear if they were developed utilising the increased height allowances that the new Plan was introducing at that time.

The following picture is an extract from the Planning Department's own slides that they presented at that time. It shows how the aforementioned two Lakeshore Road West properties might appear if they were fully developed under the new terms of the Livable Oakville Plan.



At that time, we argued that, as residents living in the properties closest to the commercial properties (highlighted in yellow), our quality of life would be significantly impacted by the spectre of four-storey buildings looming less than 30 meters from the living rooms of our houses. We also argued that the detrimental impact on our quality of life would be further exacerbated if the commercial property at 117 East Street was fully developed along similar lines to the Lakeshore Road West properties.

Thankfully, the Town accepted our arguments and instructed the Planning Department to include a provision in the Livable Oakville Plan (ref: item 24.5.3) that restricts any future development on these three commercial properties to two storeys.

The Draft Direction for the Bronte Growth Area includes a proposal to “maintain the two-storey height limit” for these three commercial properties, **and** permit bonusing of up to four storeys! This is unacceptable to us because:

1. It allows Developers an option to ignore the letter and intent of the Town’s original decision to limit the height of buildings on these properties
2. It can (or likely will) result in buildings that are incompatible with the “existing built context” (i.e. the houses on St Ann’s Court).

Further, based on comments that the Study team has included in its’ “Rationale for Change”, it is very likely that the Developers will pressure the Town to permit bonusing beyond the four-storey maximum:

1. Concern that four-storey buildings are not financially feasible to construct
2. *Ontario Building Code* has been updated to allow six storey wood frame construction making this building form more attractive and cost attainable.

We ask that the Town restates its’ original decision to impose a two-storey height limitation on these three commercial properties, and dismisses any proposal to allow bonusing on them in the Draft Direction for the Bronte Village Growth Area.

We further ask that, to be consistent with the commercial properties, that the two-storey height limitation be extended to the two residential properties on the East side of East Street that adjoin St Ann’s Court.

Hello all;

We the residence of St. Ann's Court would like to offer the following feedback in regards to the subject matter as our views and reaction to the study being considered by the Town over several months.

1. St. Ann's Court to remain under the intensification boundary as it is incorporated in the draft study and the recommendation. We recommend that consideration should be given to change zoning of the court to medium (town homes) and/ or high (multiunit- high rise condominium) residential.

2. Land along East road (on both east and west side) between Lakeshore Road west and Sovereign, currently zoned residential remain as residential but changed to medium (town homes) density.

3. Land currently zoned commercial along north side of Lakeshore Road west, east of East Road and east side of East road north of Lakeshore road west, continue to remain two (2) story commercial. Proposed two (2) additional stories as bonus not to be allowed.

We request that previous submission we made via e mail on Feb. 12, 2016 is superseded by this submission.

Thanks for your consideration.

Diane Childs

Manager, Policy Planning

Planning Services

Town of Oakville.

RE Royal Canadian Legion Branch 486

79 Jones St, Oakville, On.

Current Zoning is MU1 - 2-4 stories

This zoning should be revised to meet updated studies asking for increased intensification.

79 Jones is located in the Bronte Village Business District which is targeted for intensification.

There are already several MU4 zones within close proximity to this property.

It is a prime property to spur redevelopment of the Bronte Village core.

The current MU1 zoning is outdated and has to be revised.

The Legion met with Town staff who agreed that the zoning is outdated.

We believe that intensification will lead to a more vibrant business district

We request that the zoning be changed to MU4 or at the very least MU3 with bonusing provisions.

Thank you for the opportunity to add input to this review.

, President Branch 486



Town of Oakville
Planning Services Department
1225 Trafalgar Road
Oakville, ON L6H 0H3

Sent by Email

Re: Bronte Village Growth Area Review

Sirs,

Stone Boat Quay Condominium (HCC 185) is situated at 100 Bronte Road overlooking the inner harbour. Our building is about 30 years old. It is a four story building with commercial usage at street level and three stories of residences above. In total, there are 65 apartments and current residential occupancy is about 85 people.

In response to the request for input into the Bronte Planning document, we offer these observations.

[Bronte Road: Lakeshore to Marine Drive](#)

[Parking, Vehicular and Pedestrian Traffic](#)

HCC 185 provides residential parking (residents and guests) and commercial (shopkeepers and their clients). In total, there are approximately 100 parking spots in the building. Access to both commercial and residential parking is concentrated towards the centre of the building. Between the two parking ramps is the street level pedestrian entrance for residents and their guests. This same entrance serves as the only entry/exit point for all trades people, delivery personnel and movers. There is a commercial parking space directly adjacent the front door. It is frequently occupied by large trucks, including moving vans, etc.

The town sidewalk is immediately adjacent to the building (and between the commercial parking spot and condo residential entrance. The side walk is used by both shoppers and those wishing to access the boardwalk and pier areas. Consequently, there is a heavy concentration of both foot and vehicular traffic within a very small area. Drivers using the parking spaces at Stone Boat Quay are frequently expected to meet the challenge by inching past pedestrians and then past large trucks in order to determine if it is safe to proceed out onto the street with traffic coming from two directions.

In addition, almost directly across the road is another drive way to the parking area servicing retail shops and residences. Our residents use this driveway to access the shops on the south side of Lakeshore Road (i.e, the cleaners, Thai Senses, The Coach and Four, etc.) crossing at mid-block.

With the opening of The Shores, vehicular traffic on Bronte Road has increased considerably.

All of the above creates a confluence of pedestrian and vehicular traffic which is already a challenge! Any new development in the immediate vicinity should include plans to address this dangerous situation for residents and for those who come to this area to enjoy the Lake and its recreational opportunities.

Height Restrictions

In addition, Bronte Road, from Lakeshore to Marine Drive, visually narrows as buildings on both side of the road are close to the property line. We are concerned that development (on the east side of the road) unless carefully designed will contribute to a canyon like feeling rather than an open, welcoming venue down to the lakefront.

Impact of Building Repairs

Our building is now approaching the age where major repairs can be expected. Any major work on the façade or roof can be expected to require work with cranes and heavy equipment. We will require access for such equipment from time-to-time. Access will be required from both Bronte Road and on the lake side from the Harbour area. Such access will severely disrupt traffic in the area.

This summer we did major work in our residential parking areas which required removal of concrete. Almost half our residents had to find alternate parking for periods of up to six weeks. We note that concurrently another condominium building in the area was doing similar repairs. This kind of work must be completed in the summer months just when the area is most attractive to the greater Oakville community. Therefore, the plan must address not only the normal residential demands, the traffic/parking requirements of the people accessing the area for a few hours or the day, as well as, events such as protracted repairs to the condominiums in the area requiring parking relief.

Conclusion

We are proud that our building was chosen as the 'poster-child' for the Bronte Planning document. We welcome our fellow citizens to our part of town. However, we are concerned for our residents and guests should the traffic and parking issues not be fully addressed in the Town Plan. Of particular concern is Bronte Road from Lakeshore to Ontario Street as this is our 'main street' as well as the gateway (both pedestrian and vehicular) to the pier and parkland by the Lake.

Respectfully,

Board of Directors, HCC 185



January 19, 2016

Mr. Bradley O. Sunderland, MCIP, RPP
Planner, Policy Planning
Town of Oakville
1225 Trafalgar Road
Oakville, ON L6H 0H3

Re: Livable Oakville Plan – Bronte Village Growth Area Review

Dear Mr. Sunderland,

Bell Canada appreciates the opportunity to provide comments on the Bronte Village Growth Area Review that is underway as part of the five-year Official Plan Review (Livable Oakville Official Plan). We understand a public consultation process is currently underway and that a public open house was held on November 18, 2015 to present 10 Draft Directions. It is our goal to continue to work with the Town to ensure the efficient and effective delivery of telecommunications/communications services within the Town's defined areas for growth and intensification.

We have reviewed the existing Official Plan policies for the Bronte Village Growth Area and the 10 Draft Directions that were presented to the public. Our comments relate specifically to Draft Direction #6, which is to "strengthen and enhance existing urban design policies". We understand that the Town will prepare a Draft Official Plan Amendment that will include new and updated policies for the Bronte Village Growth Area. As such, we would request that our comments be considered during the development of these policies. This letter provides a contextual summary of Bell Canada's mandate as well as insight regarding best practices in urban design with respect to communications/telecommunications infrastructure.

Background

As you may be aware, Bell Canada is Ontario's principal telecommunications infrastructure provider, developing and maintaining an essential public service. The *Bell Canada Act*, a federal statute, requires that Bell manage and operate most of the trunk telecommunications system in Ontario. Bell is therefore also responsible for the infrastructure that supports most 911 emergency services in the Province.

The critical nature of Bell's services is declared in the *Bell Canada Act* to be "for the general advantage of Canada" and the *Telecommunications Act* affirms that the services of telecommunications providers are "essential in the maintenance of Canada's identity and sovereignty." Further, the *Telecommunications Act* outlines objectives for Canada's telecommunications policy, which speaks to ensuring affordable and reliable services, enhanced efficiency and competitiveness, efficient and effective regulation where required, and responsiveness to economic and social requirements of users. Provincial policy further indicates

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20 Hunter Street West, Flr.3
Hamilton, ON
L8P 2Z2

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meaghan.palynchuk@bell.ca

the economic and social functions of telecommunications systems and emphasizes the importance of delivering cost-effective and efficient services. The 2014 Provincial Policy Statement (PPS) requires the development of coordinated, efficient and cost-effective infrastructure, including telecommunications systems (Section 1.6.1).

Telecommunications infrastructure is an essential component of creating economically competitive, “smart” communities, which are dependent on fast, reliable Internet access. Section 1.7.1 k) of the 2014 PPS recognizes that “efficient, coordinated telecommunications infrastructure” is a component of supporting long-term economic prosperity. We note that the definition of infrastructure in the 2014 PPS is inclusive of communications/telecommunications, which is indicative of the importance in providing efficient telecommunications services to support current needs and future growth (Section 1.6.1). Furthermore, the 2014 PPS states that infrastructure should be “strategically located to support the effective and efficient delivery of emergency management services” (Section 1.6.4), which is relevant to telecommunications as an integral component of the 911 emergency service.

To support the intent of the *Bell Canada Act* and *Telecommunications Act* and ensure consistency with Provincial policy, Bell Canada’s objective is to become more proactive in its involvement with municipalities. Accordingly, our intent is to coordinate with the Town of Oakville on the provisioning of appropriate telecommunications infrastructure to communities and to ensure technical requirements continue to be met within public roadways.

We have reviewed the existing Official Plan policies for the Bronte Village Growth Area and the 10 Draft Directions. We provide the following preliminary comments with respect to the placement of telecommunications infrastructure within the public realm. For your convenience, suggested deletions are shown in a ~~strike-through~~ format and suggested added text is shown as underlined.

Streetscape and Public Realm Design

We appreciate that Bronte Village is a historic village community that is focused on pedestrian-oriented areas along and around Lakeshore Road West and Bronte Road, and that it is one of the Town’s objectives to integrate public and private open spaces into the streetscape along Lakeshore Road West. We note that in the Town’s OP, Section 24.4.2 a) (Public Realm) states that the Town may permit minor encroachments in the form of small open spaces, such as landscaped areas and patios related to adjacent retail uses, to enhance the streetscape. The policy further states that guidelines to address this type of development shall be included in the urban design and streetscape guidelines to be prepared for Bronte Village.

Bell is aware of the public interest related to urban aesthetics and the design of the public realm, and we wish to express our interest with respect to minor encroachments within the streetscape. Bell’s infrastructure is typically placed within the public right-of-way, as it provides an essential public service and we note that operating subject to easements over private land can be a costly and onerous endeavour. We also note that Bell’s larger infrastructure (i.e., pedestals, walk-in cabinets) is technically required to be located above-ground, as they require ready,

continuous access for maintenance to ensure reliable telecommunications and 911 emergency services and can incur damage from water infiltration if placed underground.

We note that if landscape areas and patios are permitted to encroach into the public realm, there may be instances where Bell's service technicians encounter difficulty accessing telecommunications/communications infrastructure for maintenance purposes and this can lead to service disruptions and/or delays. For Bell's larger infrastructure, we offer to work with staff to ensure that there are appropriate setbacks in place to ensure proper maintenance access. Accordingly, we would request that the Town notify Bell when considering minor encroachments into the public realm. In this manner, Bell will have the ability to engage with the Town to ensure continuous service to the community and ensure that the encroachments are compatible with utilities. As such, we request the following addition to the policy in Section 24.4.2 a):

Section 24.4.2a)

Where the Lakeshore Road West right-of-way is greater than that required by the policies of this Plan, the Town may permit minor encroachments in the form of small open spaces, such as landscaped areas and patios related to adjacent retail uses, to enhance the streetscape. Guidelines to address this type of development shall be included in the urban design and streetscape guidelines to be prepared for Bronte Village. The guidelines will include strategies to address the relationship of these encroachments with other streetscape elements, including compatibility with infrastructure and utilities."

We support the Town's considerations of the development of urban design and streetscape guidelines for Bronte Village. Should the Town initiate the development of these guidelines, we would be pleased to work with you to develop urban design guidelines for telecommunications/communications infrastructure within the public right-of-way. Some initial comments regarding design guidelines for telecommunications/communications infrastructure are further described below.

Urban Design

We note that the policy in Section 24.4.3a) (Urban Design) states that urban design and streetscape guidelines shall be prepared for Bronte Village to establish the built form and public realm elements required to nurture, conserve and enhance a historic lakeside village character. We note that this policy does not address urban design guidelines for infrastructure within the public realm, such as telecommunications/communications.

We emphasize that the public interest related to urban aesthetics and the design of the public realm must be balanced with the need to provide communities with essential public services, such as telecommunication/communications services and other public/private services. Accordingly, we would request the following addition to the policy:

24.4.3a)

Urban design and streetscape guidelines shall be prepared for Bronte Village to establish the built form and public realm elements required to nurture, conserve and enhance a historic lakeside village character. The study to develop the guidelines shall address:

vi) the placement and treatment of utility infrastructure in a manner that balances the impact of infrastructure on aesthetics while providing for efficient and reliable utility services.

Bell Canada has developed an Urban Design Manual which speaks to the location and configuration of utility infrastructure to balance ease of access with design. We would ask that the Manual be considered as part of the Bronte Village Growth Area Review. In particular, we wish to draw your attention to the following, which address matters related to the burial of telecommunications infrastructure and the visual screening of infrastructure from public view:

- Section 5.0 discusses issues with regard to urban design and public utilities. Section 5.1 of the UDM addresses municipal requests to bury public infrastructure. Section 5.2 discusses screening of public utilities. Bell is supportive of discreetly locating its utilities and clustering utilities to minimize visual clutter; however, it is important to design the utilities to allow for safe access by Bell's technicians.
- Section 6.0 provides techniques which can be used to minimize the visual prominence of telecommunications equipment in a number of different community scenarios, while still meeting telecommunications network requirements for resiliency, sustainability and growth.

The Urban Design Manual may be viewed online at:
<http://mmmgrouplimited.ca/BellUrbanDesignManual/>

Phasing and Transition

We support the existing policy in Section 24.7.1 that states that “development will likely occur gradually over the long-term and be co-ordinated with the provision of infrastructure, including: vii) utilities”. This policy assists Bell Canada in ensuring that all technical requirements are met and that communities within Oakville are adequately provisioned as growth and intensification occur.

Future Involvement

In addition to the Town's consideration of the comments noted above, we would request that Bell Canada be circulated on any notices and materials released by Oakville in relation to the Bronte Village Growth Area Review so that we may provide further comments if necessary. We also request that Bell Canada be circulated on any materials related to the Bronte Village urban design and streetscape guidelines and the Town's 2015 Official Plan Review (Livable Oakville Official Plan). We would request that all documents and information regarding these initiatives be sent to:

Ms. Meaghan Palynchuk
Manager - Municipal Relations
Access Network Provisioning, Ontario
20 Hunter Street West, Flr.3
Hamilton, ON
L8P 2Z2

Conclusion

We would like to thank you for the opportunity to provide comments and input on the Bronte Village Growth Area Review and look forward to receiving any future draft documents and materials, or public notices, related to this process.

If you have any questions, please direct them to the undersigned.

Yours truly,



Meaghan Palynchuk
Manager, Municipal Relations
Access Network Provisioning, Ontario
Phone: 905-540-7254
Mobile: 289-527-3953
Email: Meaghan.Palynchuk@bell.ca

cc: Chris Tyrrell – MMM Group Limited