

APPENDIX D: Technical Review Comments
File No. 1728.61

PLANNING SERVICES – WEST DISTRICT

1 Long Range Planning

Proposal

An Official Plan Amendment and Zoning By-law Amendment application is submitted to allow a 20 storey apartment building containing 144 dwelling units with retail and service commercial uses at grade.

Purpose of OPA:

- 1) allow additional height and redesignate lands to Urban Core with bonusing permissions
- 2) cap cash-in-lieu of parkland requirement

Purpose of ZBLA:

- 1) rezone to Urban Core with a holding provision (H1 MU4) with site specific regulations

Comments

Key Points

- The property is subject to the policies of the Livable Oakville Plan.
- The property is located within the Bronte Village Growth Area as identified in Schedule A1.
- The property is designated Main Street 1 (with bonusing permissions) as identified on Schedule P. This permits buildings 2-4 storeys in height (policy section 12.2), with an additional 2 storeys for bonusing (policy section 24.7.2), for a total building height of 6 storeys.
- In addition to the general policies of the plan, the property is subject to the policies in Part E, Section 24 – Bronte Village.

The comments in the table below provide a policy excerpt and response from the Livable Oakville Plan based on the proposed application.

| Policy Excerpt (Livable Oakville Plan) | Response / Comment |
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| 24. Bronte Village ... Bronte Village is intended to continue to evolve and serve as an <i>intensification area</i> . | Locations for growth within Bronte Village are clearly defined through the policy context. |

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| <p>Growth will be managed at clearly defined locations and will contribute to the Town's residential <i>intensification</i> targets.</p> | |
| <p>24.2 Objectives</p> <p>As Bronte Village develops, the Town will, through public actions and in the process of reviewing planning applications, use the following objectives to guide decisions.</p> <p>24.2.1 To nurture, conserve and enhance the historic lakeside village character of Bronte by:</p> <ul style="list-style-type: none"> a) promoting a predominately low-rise and pedestrian-oriented built form along Lakeshore Road West, Bronte Road and Jones Street; g) providing a sensitive transition between the concentration, mix and massing of uses and buildings within, and adjacent to, the village. <p>24.2.2 To revitalize the village and maintain a <i>complete community</i> by:</p> <ul style="list-style-type: none"> e) defining the gateways to the village with streetscape elements, buildings, and public art; g) facilitating public investment in infrastructure, transit, recreation and cultural facilities to support existing and future residents, employees and visitors. | <p>The proposal does not achieve this objective.</p> <p>The proposal does not represent a sensitive transition.</p> <p>The existing policy framework provides the context and consideration for enhanced buildings at gateway locations.</p> <p>Bonusing opportunities should be explored – see policy 24.3.1 regarding a public library. Are opportunities to incorporate a library facility possible?</p> <p>Seeking a reduction in parkland requirements may be counter to this objective.</p> |
| <p>24.3 Development Concept</p> <p>... The Bronte Village Main Street District as shown on Schedule P shall be the primary development district and the focus of change within Bronte Village. This district shall have a</p> | <p>The subject site is located within the Main Street District.</p> |

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| <p>distinct character in terms of land use and function as set out in the following policies. ...</p> <p>24.3.1 Bronte Village Main Street District</p> <p>New commercial and office development in the Bronte Village Main Street District will be reflective of the existing street-related main street commercial and office uses. Retail and office development is to occur along Lakeshore Road West and Bronte Road frontages at grade level. The community commercial retail functions should be retained and integrated with redevelopment.</p> <p>New residential development shall primarily be provided in mixed use buildings. Higher residential densities shall be directed to the gateways of the District and serve to anchor Lakeshore Road West within Bronte Village as the main street.</p> <p>The Bronte Village Main Street District will provide for well-defined landscaped streetscapes and integrated open spaces. A youth centre and public library are intended to be developed within the District. ...</p> | <p>The proposed development incorporates innovative commercial and retail opportunities.</p> <p>The subject site is in a gateway location. However, the limits for higher density residential densities are far exceeded under the proposed application.</p> <p>The application provides an innovative opportunity for landscaped open space to define the streetscape. Opportunities under bonusing to provide for a library facility should be explored.</p> |
| <p>24.4 Functional Policies</p> <p><i>24.4.1 Transportation</i></p> <p>a) Parking</p> <p><i>24.4.2 Public Realm</i></p> <p>b) Through the planning application process, gateway treatments, in the form of landscaping, paving treatments and/or public art, which enhance the historic lakeside village character shall be encouraged at the following intersections:</p> <p>ii) Lakeshore Road West and East Street; and,</p> | <p>The parking policies are generally achieved in terms of its location and access points.</p> <p>Opportunities to enhance to lakeside village character should be explored.</p> |

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| <p>24.4.3 Urban Design</p> <p>b) Where a development precedes the completion of the urban design and streetscape guidelines, the applicant will be required to prepare a detailed urban design brief addressing those elements noted in subsection a).</p> | <p>Assurance that the urban design brief is sufficient should be confirmed by the urban design team.</p> |
| <p>24.4.5 Growth Targets</p> <p>a) Bronte Village can accommodate a total of approximately 4,500 residents and 26,700 square metres of commercial space to provide for an estimated 900 jobs.</p> <p>b) A mix of approximately 950 new residential units and 2,000 square metres of new commercial space will be required to meet the target.</p> | <p>Growth targets are expressed as minimums. However, it does not supersede the development vision established for Bronte Village, nor does it justify permitting increased densities to justify meeting targets on a certain timeframe due to lack of uptake in other areas of the growth area.</p> |
| <p>24.5 Land Use Policies</p> <p>24.5.3 On the lands designated Main Street 1 northeast of Lakeshore Road West and East Street, the maximum building height shall be two storeys.</p> <p><i>(Note: this policy does not directly apply to the subject site – but provides context of surrounding area)</i></p> | <p>The property to the north of the subject property has additional land use considerations which cap height at 2 storeys. These permissions are provided which further refine the gateway context to consider adjacent land uses. These policies were subject to an extensive public engagement process through the Bronte Village Revitalization Study completed in 2009.</p> |
| <p>24.6 Bronte Village Exceptions – Schedule P</p> <p>24.6.3 On the lands designated Main Street 2 not eligible for bonusing, the following policies shall apply:</p> <p>c) Development and redevelopment may be permitted which provides for minimum heights along Lakeshore Road and adjacent residential areas with the transfer of unused height to an internal building providing for a maximum height of 10 storeys with the</p> | <p>In the gateway located at the west of Bronte Village known as the Bronte Village Mall, development approvals have been provided through OMB settlement. These approvals have maintained the intent of providing minimum heights along Lakeshore Road and adjacent residential areas to ensure the low-rise main street character is maintained and appropriate transition can occur.</p> |

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| <p>exception of one building located at the southeast corner of Bronte Road and Sovereign Street which may be permitted with a maximum height of 14 storeys and may be stand-alone residential.</p> <p><i>(Note: this policy does not directly apply to the subject site – but provides context of surrounding area)</i></p> | <p>These principles should also be applied to the subject property.</p> |
| <p>24.7 Implementation Policies In addition to the policies in Part F of this Plan, the following implementation policies apply specifically to Bronte Village.</p> <p>24.7.2 Bonusing</p> <ul style="list-style-type: none"> a) The Town may allow increases of up to two storeys beyond the maximum permitted building height in the areas of Bronte Village delineated on Schedule P, without amendment to this Plan. The additional height may be allowed in exchange for the provision of public benefits as listed in section 28.6.2, and with priority given to those public benefits noted in section 24.7.2 c). b) Bonusing shall only be permitted within Bronte Village if supported by a transportation impact analysis which confirms that the additional development will not adversely impact the transportation network or, where cumulative impacts are identified, that such impacts are accommodated through transportation improvements which are to be provided through agreement by the applicant. c) Public benefits considered appropriate for the application of increased height in Bronte Village may include, but are not limited to: <ul style="list-style-type: none"> i) improved local transit service and | <p>The site permits an additional 2 storeys without amendment to the plan.</p> <p>A TIS was submitted with the application package.</p> <p>Further to the items listed, opportunities to provide for library space, if warranted and acceptable to the Oakville Public Library, could be explored.</p> |

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| <p>transit user amenities; ii) affordable housing; iii) public parking facilities; iv) streetscape enhancements; v) cultural heritage conservation and enhancements; vi) parkland improvements beyond the minimum standards for public squares; and, vii) public art.</p> | |
| <p>28.10.8 Parkland Dedication</p> <p>a) The Town shall, through its parkland dedication by-law, require the conveyance of land to the Town for park or other public recreational purposes as a condition of development, consent or the subdivision of land.</p> <p>b) The conveyance of land to the Town for park or other recreational purposes shall be required in an amount up to:</p> <p>i) 2% of the land for commercial or industrial purposes; ii) 5% of the land or one hectare for each 300 dwelling units for residential purposes; and, iii) 5% of the land in all other cases.</p> <p>c) Payment of money equal to the value of the land otherwise required to be conveyed for parks (cash-in-lieu) may be required. Such money shall be placed in a park reserve fund to be expended in accordance with the provisions of the <i>Planning Act</i>.</p> <p>d) Parkland dedication taken at the time of development or redevelopment shall be implemented by by-law which may include provisions for reductions or exemptions from parkland dedication requirements for the purposes of</p> | <p>The town's parkland dedication by-law is By-law 2008-105, known as a by-law to require the conveyance of parkland or the payment of cash-in-lieu of parkland pursuant to Section 42 of the <i>Planning Act</i>.</p> <p>Policy 28.10.8 d) recognizes that parkland dedication taken at the time of development or redevelopment shall be implemented by by-law and may include provisions for reductions or exemptions from parkland for the purposes of achieving other policy objectives of the Plan. As such, flexibility is built into the Official</p> |

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| <p>achieving other policy objectives of this Plan.</p> <p>e) The Town shall not accept as part of the minimum parkland conveyance:</p> <p>i) lands designated Natural Area;</p> <p>ii) hazard lands;</p> <p>iii) lands required for drainage purposes, stormwater management or shoreline protection works;</p> <p>iv) connecting walkways; and,</p> <p>v) other lands unsuitable for development or redevelopment.</p> | <p>Plan and an official plan amendment to cap parkland dedication at a reduced rate is not required. Consideration of providing a reduced rate, however, is subject to achieving the policy objectives of the plan.</p> <p>It is not Town practice to introduce policies which prescribe reduced parkland requirements through an Official Plan Amendment.</p> <p>Permission for reduced parkland dedication is better handled through other implementing by-laws as a condition of development, pursuant to Section 42 of the <i>Planning Act</i> and Town By-law 2008-105.</p> |
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General Comments

- The proposal exceeds the policy and development permissions in the Livable Oakville Plan and does not conform to the development concept or vision established for Bronte Village.
- Urban design policies and standards are likely not achieved but I defer to the expertise of the urban design section for further comment.
- Bonusing opportunities as they relate to providing space for the Oakville Public Library may be worth exploring, if deemed warranted and appropriate by the Oakville Public Library.
- It is not Town practice to cap cash-in-lieu of parkland dedication through an Official Plan Amendment. This process is better dealt with through other implementing by-laws, subject to the Planning Act and Town parkland dedication by-law 2008-105, and in consideration of achieving the policy objectives of the official plan.

Related Comments

- As part of the ongoing official plan review, the policies for the Bronte Village Growth Area are currently under review. At the time of writing these comments, final recommendations for the subject site as part of the Growth Area Review have not been developed.

Additional comments may be provided as additional information or new details become available.

2 Urban Design

1. The proposal significantly exceeds the policy and development permissions in the Livable Oakville Plan and does not conform to the vision established for Bronte Village. The applicant should revise the proposal to design a development which conforms to the vision established for Bronte Village. This is a major issue which should be resolved prior to next circulation.

Please note that the Urban Design Brief will be part of the approved documentation and therefore should be revised along with all the plans and other studies to address the following comments:

2. In the submitted Urban Design Brief (UDB) Section 1: Goals and Objectives, the applicant states that the development will "provide a visual filter in the form of a screen at key intervals around the property to create a buffer between Lakeshore Road and the ground floor public spaces".

Such a design is strongly discouraged and should be eliminated from the Goals and Objectives for the new development.

This proposed feature does not align with the following policies and directions: Livable Oakville Plan (Plan), Section 6.4.2 d., "New development should contribute to the creation of a cohesive streetscape by connecting active uses to the public realm to enhance the liveliness and vibrancy of the street, where applicable"; Section 6.9.5, "Buildings should present active and visually permeable façades to all adjacent streets, urban squares, and amenity spaces through the use of windows, entry features, and human-scaled elements." ; and the Livable By Design Manual (LBDM), endorsed by Council on May 12, 2014, Section 3.0, "Successful built form supports a desirable and barrier-free pedestrian environment at ground level, and facilitates street activity and active transportation with façades oriented to the street and public places."

It is not desirable to create any buffer between the roads and ground floor spaces, especially not on the existing pedestrian-oriented main streets, on which the development should complement and contribute to the historic character of Bronte Village (Plan, Section 24.2.1).

3. Applicant proposes a 20-storey building on a lot which has permissions up to 6-storey with bonusing. In Section 1.C of the submitted UDB, the applicant argues that 10 and 14-storey towers have been approved at the Bronte Village Mall site, and that the Residential High zoning in the surrounding area permitted up to 61.45 m (this application proposes 59.7 m). On the Bronte Village Mall, site development approvals were provided through an OMB settlement. These approvals have maintained the intent of the vision for Bronte Village by providing minimum heights along Lakeshore Road and ensuring that the low-rise main street character is maintained and appropriate transition will occur. Also, the existing higher residential towers in the area which are mentioned in the UDB are irrelevant in this context as none of them are located in the Bronte Village Main Street District and therefore not subject to the Bronte Village Main Street District policies.

As per the Plan, Section 6.9.2, "Building design and placement should be compatible with the existing and planned surrounding context and undertaken in a creative and innovative manner." It is recognized that the applicant is striving to create a creative and innovative building. However, a 20-storey structure at the proposed location would not be compatible with the existing and planned context.

Also, as per the section 24.2.1. of the Plan, one of the objectives is "to nurture, conserve and enhance the historic lakeside village character of Bronte by promoting a predominately low-rise and pedestrian-oriented built form along Lakeshore Road West, Bronte Road and Jones Street, and ensuring high quality urban design that complements and contributes to the historic character of Bronte Village." 20-storey wall at the property line on Lakeshore Road West does not comply with this objective and would not create a pedestrian-friendly environment complementing the historic character of Bronte Village.

The proposed development should follow the directions of the LBDM, Section 3.1 Tall Buildings. As per Section 3.1.1., "Where a building is positioned along the property line (zero setback): a) establish the height of the building base to be no greater than 80% of the street width. (Street width is measured horizontally from building face to opposing building face and applied to the full length of the street wall and/ or podium); and b) above this established maximum height, step back the remaining building at a 45 degree angle from the main street wall, to allow for sunlight penetration on the street. "

4. As per the LBDM, Section 3.1.22, "For tall residential buildings above 12 storeys, design the floorplate of the building middle with a maximum dimension of 40m in length in any direction, measured from outside wall to outside wall, excluding balconies. This control encourages slender tower design and lessens shadow and wind impacts at ground level." The applicant states in the UDB that although their proposal exceeds this direction, it has significant benefits over a traditional tower and podium arrangement. These benefits are not explained, nor demonstrated. The applicant suggests that Toronto's standard is based on floor plate area, rather than diagonal (750 m², which is also less than proposed). However, Town of Oakville uses standards based on the diagonal measurement and the applicant is required to follow Oakville's standards for a development located in Oakville.
5. The applicant designed the tower on an angle to provide for a separation distance in between the proposed development and the existing one on the south/east side to be as close to the required 30 metres as possible with the proposed design. The separation distance is necessary to ensure a tall building fits harmoniously within an existing or planned context. The applicant again refers to the Bronte Village Mall site, where lesser separation had been approved. However, the Bronte Village Mall site will feature a new development with both buildings being much lower, and with a separation distance which will not affect the main facade of an existing structure.

For this proposal, it is required to increase the proposed separation to provide adequate privacy and sunlight for the existing development.

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6. As per Section 6.9.9 of the Plan, "New development shall ensure that proposed building heights and form are compatible with adjacent existing development by employing an appropriate transition of height and form from new to existing development, which may include setbacks, façade step backs or terracing in order to reduce adverse impacts on adjacent properties and/or the public realm." None of the surrounding main-street properties features development or designation for a built form higher than six stories. On the lands designated Main Street 1 northeast of Lakeshore Road West and East Street, the maximum building height permitted is two storeys.

As per the LBDM, Section 3.0, "Successful built form minimizes impacts of height and massing on public spaces and surrounding buildings." The proposed 20-storey structure does not provide an appropriate transition to the existing and planned development on Lakeshore Road West.

7. As per the LBDM, Section 3.1.25., the building tower should be positioned to minimize the shadows cast across public open spaces, urban squares and private amenity areas.

Staff has updated the Terms of Reference for the shadow studies to incorporate times in the afternoon to ensure that existing private amenity areas are not affected (the updated version was referred to after the pre-consultation meeting at the teleconference call on September 18, 2015). Due to its close proximity to an existing development, the submitted Shadow Study should be revised to incorporate the following:

The Study should consist of:

- *a letter summarizing the study and the sun/shadow impacts of the development*
- *images of sun/shadow tests using models that clearly indicate the development site, its boundary, the foot print and mass of buildings within the test site, all streets, public parks and accessible open spaces, and all adjacent properties and buildings affected by shadows.*

Shadow tests for Town of Oakville should be prepared using the geographic coordinates 43° 45' 0" N, 79° 75' 0" W.

Test Times

Adequate sunlight should be ensured for all residential amenity spaces and public spaces (i.e. rear yards, parks, play areas, etc.) to maximize their use during summer afternoons and evenings. Developments should allow full sun on existing amenity and public spaces adjacent to the proposal (or where the adjacent site is undeveloped, on at least 60% of that site) at two of the following times for each date:

- *April 21, and September 21 at 2:00 pm, 4:00 pm, and 6:00 pm E.S.T.;*
- *June 21 at 3:00 pm, 5:00 pm, and 7:00 pm E.S.T.*

Adequate sunlight should be ensured on building faces and roofs to allow for the possibility of using solar energy. Developments should allow full sun on the faces and roofs of all adjacent buildings for at least two consecutive times of the following on December 21st:

- *9:00 am, 11:00 am, 1:00 pm and 3:00 pm E.S.T.*

Sun/Shadow Models should include:

- *all streets, blocks, parks and open spaces as well as existing buildings to a distance that shows the shadow impacts during the requested times.*
 - *approved but not built buildings within the model area.*
 - *existing, approved, and proposed built form illustrated using different colours.*
 - *the shadows of the existing and approved buildings, as well as the shadows cast by the proposed development, represented using different colours to distinguish between existing shadows and the shadows resulting from proposed buildings.*
 - *a reference base plan plotted at a metric standard scale*
8. The submitted Pedestrian Level Wind Study (PLWS) suggests that wind conditions will be acceptable for the intended pedestrian use, without the need of mitigation. The PLWS states that the methodology used is based on industry standards. Several of the studied areas are of walking or walking/standing conditions only through spring, summer and fall months, as the table on page 8 suggests such conditions as desirable. Lakeshore Road West is envisioned as a true main street and as such is expected to feature pedestrian amenities such as benches and patios. Therefore, wind levels along this road should be suitable for sitting throughout the spring, summer and fall months. The Urban Square should also be designed to provide sitting/walking conditions (as also mentioned in the table) throughout its entire area. The PLWS should be revised to suggest mitigation measures in instances where sitting conditions for these areas cannot be achieved. As noted in Town's Terms of Reference for Wind Studies, the final PLWS may be peer-reviewed by a consultant.
9. It is appreciated that the applicant strives to propose an architectural design which will create the desired gateway at the east end of the main street district. The detailed architectural design will be dealt with through the future Site Plan process. It is understood that the renderings in this application indicate a preliminary design idea, rather than a final concept. Therefore, it is crucial to create development standards for the site which will ensure that as the design evolves, it will achieve the desired outcome as a landmark building.

At this time, the major design feature to create such a building is the proposed cladding/skin, which, as noted in the UFB, is at a preliminary design stage. Should this cladding/skin prove not to be viable or suitable, the proposed building design should change to introduce

other creative features to the proposed structure. Please be advised that to ensure the 'landmark' quality for this development, site specific urban design/ architectural directions might be required to be included in the Recommendation Report.

It is strongly encouraged that the renderings should represent the proposal and not be misleading. For example, the proposed green balconies would need large amount of growing medium to support the foliage as indicated and it is unrealistic to expect that all residents would be able/ willing to maintain this feature, which is one of the key aspects of the recent conceptual design.

10. The applicant states that the waste will be picked-up in the underground parking. The applicant should enter into discussions with the Region, as specific height requirements and turning radii might create a design constraint and further affect number of underground storeys.

Note: Through the Site Plan process, the applicant will be required to redesign the parking to accommodate barrier-free spaces close to the elevators. All of the effort should be made at this stage to design the development according to The Oakville Universal Design Standards (OUDS). At minimum, Accessibility for Ontarians with Disabilities Act Design of Public Spaces Standard should be used for designing the site.

11. Further comments will be provided after additional information has been received.

3 Development Engineering

Development Engineering has reviewed the submitted Functional Servicing Report and the preliminary engineering plans and generally finds the proposal satisfactory. The Engineering and Construction Dept. has provided the required road widening dedications and shall provide direction to the proposed 'strata' encroachment of the building within the daylight triangle area of the Lakeshore Road r.o.w.

4 Fire Department

We have completed our development application fire and life safety review for the proposed property at 83 East Street & 2266 Lakeshore Road West. As of January 14, 2016, we have no fire or life safety concerns with the development of this property.

5 Development Engineering - Forestry

No comments at this time, comments will be provided at site plan stage.

6 Engineering and Construction

Based on the site plan information received, Transportation Engineering provides the following comments:

1. The proposed driveway width at the East Street entrance is not clearly shown on the site plan. The applicant should be advised that the town of Oakville By-law requires a minimum driveway entrance width of 7.5 meters for the proposed development, the applicant is advised to resubmit the site plan clearly showing the driveway width and throat lengths at the proposed development entrance.
2. The applicant is required to provide pedestrian site line review at the East Street driveway due to the location of the development in Bronte CBD area.
3. The parking spaces dimensions are not shown on the site plan. The applicant is required to resubmit the parking plan clearly showing the parking space dimensions. Please refer to the Section 5.2.3 for vehicle parking space dimensions and Table 5.3.2 for the Barrier free parking spaces of Zoning By-law 2014-014.
4. The applicant is required to submit a passenger vehicle turning plan for the underground parking plan illustrating the passenger vehicle movements entering/exiting the underground parking area to ensure that the turning movements will be adequately accommodated on site. The applicant should also indicate the design passenger vehicle used on the plan. The passenger vehicle turning plan is subject to review and approval of the Engineering and construction department.
5. The applicant is required to submit a waste management vehicle turning plan illustrating the turning movements, to ensure that the turning movements will be adequately accommodated on site. The applicant should also indicate the design waste management vehicle used on the plan. The waste management vehicle turning plan is subject to review by the Engineering and Construction Department and approval from Region of Halton.
6. The applicant should be advised that all proposed access/improvements along East Street are subject to review and approval of Town of Oakville.

Section B: Transportation Impact Assessment (TIA) Comments

- ☐ Not applicable for this application.
- ☒ Report submitted

Based on the transportation report dated Nov 2015 prepared by NexTrans, Transportation Engineering provides the following comments:

1. The town of Oakville Official Plan contains implementation policies where bousing is contemplated; "Bousing shall only be permitted within Bronte village if supported by a transportation impact analysis which confirms that the additional development

will not adversely impact the transportation network or, where cumulative impacts are identified, that such impacts are accommodated through transportation improvements which are to be provided through agreement by the applicant”.

2. The applicant should submit traffic signage and pavement marking plan for the internal roadways and East Street driveway as part of the transportation review process.

INTERNAL DEPARTMENTS

7 Zoning

No comments at this time, however, final draft Zoning By-law will require review by Zoning.

8 Parks & Open Space

Parks and Open Space has reviewed the above noted application and offer the following comments:

1. Reference to ‘urban square’ should be revised to describe that this area will be privately owned and maintained. The Town of Oakville does not support the proposal of a municipally owned urban square in this location.
2. Cash-in-lieu of parkland dedication will be required prior to building permit issuance, Realty Services will determine the amount payable as part of the building permit process.

9 Finance Department

Formal comments will be provided for the recommendation report once elements relating to the financial impact of the development are better known.

10 Engineering & Construction

The road widening requirement for Lakeshore Road West is 2.94 metres. The daylight corner requirement for a Minor Arterial (Lakeshore Rd) meeting a Local Road (East St) is 7.5 metres x 7.5 metres.

An easement would be required to allow the encroachment of the underground parking into the daylight corner. The first two parking levels will have to be clear of the daylight corner (i.e. P1 & P2). Engineering & Construction may consider allowing the lower three levels (P3, P4 & P5) to encroach within the daylight.

Legal Department, Oakville Transit - No comments at this time

EXTERNAL AGENCIES

11 Canada Post

Canada Post Corporation appreciates the opportunity to comment on the above noted application and it is requested that the developer be notified of the following:

In order to provide mail service to the mixed-use building(s) for this development, Canada Post requests that the owner/developer comply with the following conditions:

- ⇒ The owner/developer will provide each building with its own centralized mail receiving facility. This lock-box assembly must be provided and maintained by the Owner/Developer in order for Canada Post to provide mail service to the residents of this project. *For any building where there are more than 100 units, a secure, rear-fed mailroom must be provided.*
- ⇒ The owner/developer agrees to provide Canada Post with access to any locked doors between the street and the lock-boxes via the Canada Post Crown lock and key system. This encompasses, if applicable, the installation of a Canada Post lock in the building's lobby intercom and the purchase of a deadbolt for the mailroom door that is a model which can be retro-fitted with a Canada Post deadbolt cylinder.

For any business that is classified as an institution, only one delivery point will be provided. As per our revised National Delivery Policy, street level residences and businesses will also receive mail delivery at centralized locations, not directly to their door. For example:

extra mail compartments can be provided to accommodate these units in the main mailbox panel if these units are not part of the condo then a separate centralized mail receiving facility/box can be set up by the developer at an alternative location.

As the project nears completion, it is requested that the Developer contact me directly for a Postal Code as existing postal coding will not apply and new postal codes will be issued for this development.

The Developer's agent should contact a Delivery Supervisor – Oakville Post office – 2420 Speers Rd Phone number 905-338-1199 X 2002, 2003 for mailroom/lock box inspection and mail delivery startup.

The complete guide to Canada Post's Delivery Standards can be found at:
<https://www.canadapost.ca/cpo/mc/business/productsservices/atoz/standardsmanual.jsf?LOCALE=en>

12 Oakville Hydro, Engineering Dept

Three phase power is available from the distribution system located on Lakeshore Road West.

Before a building permit will be issued, a security deposit of \$10,000 (cash or letter of credit) in the name of the Town of Oakville will be required to cover potential damage to the existing underground distribution system.

Space on the property is required to locate a high voltage switchgear and pad-mounted transformer. An easement, registered in the name of "Oakville Hydro Electricity Distribution Inc.", is required for the transformer, switchgear and associated primary cable/duct bank. An electrical room with direct outside access and Best Universal Locks is required per Oakville Hydro's "Conditions of Service".

Please contact Oakville Hydro Engineering with service size, voltage requirement, and anticipated demand load as soon as information is available. At that time, a servicing cost will be prepared, to be borne by the applicant. Oakville Hydro will supply the transformer. Please note that transformer deliveries are approximately 24 weeks.

13 Bell Canada, Network Provisioning

No comments

See Attached:

Halton District School Board

Halton Catholic District School Board

Region of Halton

January 8, 2016

Melissa Dalrymple
Planning Services
Town of Oakville
1225 Trafalgar Rd.
Oakville, ON L6H 0H3

Melissa:

**RE: Symgine (Lake East) Inc.
Lot 67 and Part of Lot 68, Registered Plan M-8
83 East Street and 2266 Lakeshore Road West
Application for Zoning By-Law Amendment & Official Plan Amendment
Your File No: OPA & ZBA 1728.61**

In response to the aforementioned application to permit the development of a 20 storey apartment building with 144 residential units, the Halton Catholic District School Board ("HCDSB") has no objections.

In terms of School Accommodation, elementary students generated from this proposal would be accommodated at St. Dominic Catholic Elementary School located at 2405 Rebecca Street. Secondary school students would be directed to St. Thomas Aquinas Catholic Secondary School located at 124 Dorval Drive.

Should you proceed with the approval of the draft plan of subdivision/condominium, we require that the following conditions be placed in the draft plan conditions and the subdivision/condominium agreement. The conditions are to be fulfilled prior to final approval:

1. The owner agrees to place the following notification in all offers of purchase and sale for all lots/units and in the Town's subdivision/condominium agreement, to be registered on title:
 - a. Prospective purchasers are advised Catholic school accommodation may not be available for students residing in this area, and that you are notified that students may be accommodated in temporary facilities and/or bused to existing facilities outside the area.
 - b. Prospective purchasers are advised that the HCDSB will designate pick up points for the children to meet the bus on roads presently in existence or other pick up areas convenient to the Board, and that you are notified that school busses will not enter cul-de-sacs. In cases where offers of purchase and sale have already been executed, the owner is to send a letter to all purchasers which include the above statements.

In cases where offers of purchase and sale have already been executed, the owner is to send a letter to all purchasers which include the above statements.

2. That the owner agrees in the subdivision agreement to the satisfaction of the HCDSB, to erect and maintain signs at all major entrances into the new development advising prospective purchasers that if a permanent school is not available alternative accommodation and/or busing will be provided. The owner will make these signs to the specifications of the HCDSB and erect them prior to the issuance of building permits.
3. The owner shall provide HCDSB a geo-referenced AutoCAD file of the Draft M-plan once all Lot and Block numbering has been finalized. Should any changes occur after the initial submission to Lot and Block configuration or numbering on the draft M-plan the Owner shall provide a new AutoCAD file and a memo outlining the changes.

It should be noted that Education Development Charges are payable in accordance with the applicable Education Development Charge By-law and are required at the issuance of a building permit. Any building permits that are additional to the maximum unit yield that is specified by the Subdivision Agreement are subject to Education Development Charges prior to the issuance of a building permit, at the rate in effect at the date of issuance.



Frederick Thibeault, M. Pl.
Administrator of Planning Services

CC: P. McMahon, Superintendent of Business Services and Treasurer of the Board, Business Services
E. Scriven, Planning Clerk, Planning Services



April 13, 2016

Ms. Melissa Dalrymple, Planner
Town of Oakville
1225 Trafalgar Road
Oakville, ON L6H 0H3

Legislative and Planning Services
Planning Services
1151 Bronte Road
Oakville ON L6M 3L1
Fax: (905) 825-8822

Dear Ms. Dalrymple:

Re: **Proposed Local Official Plan Amendment and Zoning By-law Amendment
Lot 67 and Part of Lot 68, Registered Plan M-8
83 East Street and 2266 Lakeshore Rd West
Town of Oakville, Region of Halton
Files Numbers: OPA and ZBL 1728.61 Symgine (Lake East) Inc.**

Regional Planning staff has reviewed local official plan amendment as well as zoning bylaw amendment to permit a twenty storey residential condominium apartment building with 144 units and commercial uses on the ground floor.

Halton Region has no objection however will require a Holding Provision to address the confirmation of downstream sewer capacity and the ability of the water system to accommodate the proposed development. Should these matters be resolved prior to the application going to Council, Regional staff will provide written correspondence that the Holding Provision requirement can be removed.

In accordance with Halton Region By-law 16-99 and following review of the proposed official plan amendment application, it appears that this application will be exempt from Halton Region approval. **Please forward the draft report and proposed amendment with recommendations to Halton Region at least 12 days prior to the presentation of the report to Oakville Council, as per the requirements of the by-law for the exemption to be confirmed by Regional staff.**

The lands are designated as 'Urban Area' in 2009 ROP. The range of permitted uses and the creation of new lots within the Urban Area will be in accordance with Local Official Plans and Zoning Bylaws. All development, however, shall be subject to the policies and plan in effect.

Servicing

The FSR recommends that the site be serviced by connecting to the existing 200mm diameter sanitary sewer located on Lakeshore Road West. The analysis provided in the FSR for the proposed flow from this development is not based on Region of Halton standards. The FSR does not provide analysis to determine if the existing downstream sanitary sewer system can accommodate the proposed flows from this development. The FSR is required to be revised to include analysis (based on Region of Halton standards) that the downstream sewer can accommodate the flow from this development.

Regional Municipality of Halton

HEAD OFFICE: 1151 Bronte Rd, Oakville, ON L6M 3L1
905-825-6000 | Toll free: 1-866-442-5866

The proposed sanitary drainage flow from this development drains to the Marine Drive Sanitary Pumping Station which has been upgraded to include additional capacity for some future development in the area. This station can accommodate the additional flows from this proposed development.

The FSR proposes to connect the property to the existing watermain located on East Street. No fire flow tests were included in the FSR to demonstrate what the existing flows and pressures are in the existing watermain system for the area. The FSR provided analysis that demonstrated what the proposed fire flow that will be required to service this development, however, the FSR did not demonstrate if the existing water system in the area can accommodate the proposed flow. The FSR is required to be revised to include fire flow testing in the area in order that an analysis can be provided that demonstrates that the existing water system in the area can support this development.

Please note that the service connections to the Regional water and sewer systems will be addressed through the Region's Service Permit review process. This normally will occur after site plan approval.

Once the FSR is revised and it is demonstrated in the revised FSR that there is capacity in the downstream sewer and that the existing water system can accommodate the proposed development, Halton Region staff will have no objection to the zoning amendment.

Other Matters of Regional Interest:

As the proposed land use is changing to a more sensitive land use (commercial to residential) a Record of Site Condition is mandatory as per O. Reg. 153/04. The applicant provided a copy of the Ministry of Environment acknowledged Record of Site Condition (RSC Number 43371103). The Region has no further requirements in this regard.

As an advisory, the subject lands fall within an area of archaeological potential. However, the Region acknowledges the area has previously been disturbed. During any construction, grading or disturbance, should any deeply buried artifacts be found, the applicant should contact the Ministry of Tourism and Culture immediately. No further archaeological assessment(s) is required for the subject lands.

Waste Management related matters will more appropriately be dealt with at the site plan application stage. At that time, Regional waste staff will require a detailed waste management plan to determine whether Halton Region will service the development for waste collection.

Regional Planning staff are satisfied that the proposed development is consistent with the policies of the Provincial Policy Statement (2014) and conforms to the Growth Plan.

Conclusion

Regional staff has no objection to the above noted applications subject to the provision of an "H" until such time as servicing matters have been addressed to the Region's satisfaction.

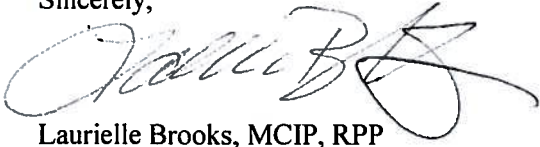
The "H" Provision shall, upon application by the landowner, be removed by way of an amending zoning by-law from all or part of these lands, when Halton's Commissioner of Legislative and Planning Services or his or her designate, has confirmed that:

That an updated FSR has been submitted to the satisfaction of Halton Region confirming downstream sewer capacity and the ability of the water system to accommodate the proposed development

Please provide the Region with a copy of the Town's Decision regarding this application.

Should you require any additional information or have any questions in this regard, please do not hesitate to contact me at (905) 825-6000, extension 7182.

Sincerely,

A handwritten signature in black ink, appearing to read 'Laurielle Brooks', with a large, stylized flourish at the end.

Laurielle Brooks, MCIP, RPP
Senior Planner

c.c. Alan Young (e-mail)
Weston Consulting

Ron MacKenzie (e-mail)
Development Project Manager, Halton Region



Halton District School Board

Planning Department

December 21, 2015

Melissa Dalrymple
Planning Services Department
Town of Oakville
PO Box 310
Oakville ON L6J 5A6

Dear Melissa:

Subject: Symgine (Lake East) Inc.
Official Plan Amendment and Zoning By-law Amendment Application
Our File No.: Z.1728.61/2015/O
Your File No.: Z.1728.61

Thank you for the opportunity to review the proposed development application. Please be advised that the Halton District School Board has no objection to the proposed application as submitted. Please notify us of the adoption of the proposed amendment and include us in the circulation of any future applications related to this development. The Halton District School Board will provide comments and conditions on each proposed development application received.

For your convenience, below are our standard conditions of development that may be applied to the development proposal:

1. The owner agrees to place the following notification in all offers of purchase and sale for all lots/units and in the Town's subdivision agreement, to be registered on title:
 - a. Prospective purchasers are advised that pupils may be accommodated in temporary facilities and/or be directed to schools outside of the area.
 - b. Prospective purchasers are advised that school busses will not enter cul-de-sacs and pick up points will be generally located on through streets convenient to the Halton Student Transportation Services. Additional pick up points will not be located within the subdivision until major construction activity has been completed.
2. That in cases where offers of purchase and sale have already been executed, the owner sends a letter to all purchasers which include the above statement.
3. That the developer agrees that, should the development be phased, a copy of the phasing plan must be submitted prior to final approval to the Halton District School Board. The phasing plan will indicate the sequence of development, the land area, the number of lots and blocks and units for each phase.

4. That the Owner shall supply, erect and maintain signs at all major entrances into the new development advising prospective purchasers that pupils may be directed to schools outside of the area. The Owner will make these signs to the specifications of the Halton District School Board and erect them prior to the issuance of building permits.
5. That a copy of the approved sidewalk plan, prepared to the satisfaction of the Town of Oakville be submitted to the Halton District School Board.

In addition the following note should be included in the conditions:

Educational Development Charges are payable in accordance with the applicable Education Development Charge By-law and are required at the issuance of a building permit. Any building permits which are additional to the maximum unit yield which is specified by the Subdivision Agreement are subject to Education Development Charges prior to the issuance of a building permit, at the rate in effect at the date of issuance.

Should you have any questions regarding our comments, please contact the undersigned.

Sincerely,



Laureen Choi
Senior Planner

Cc: Alan Young, Weston Consulting