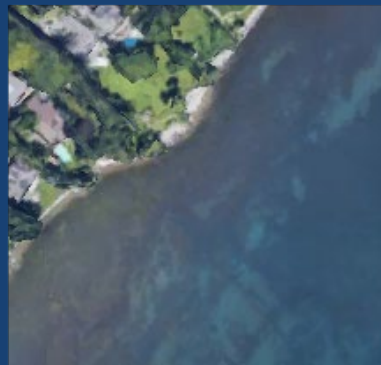
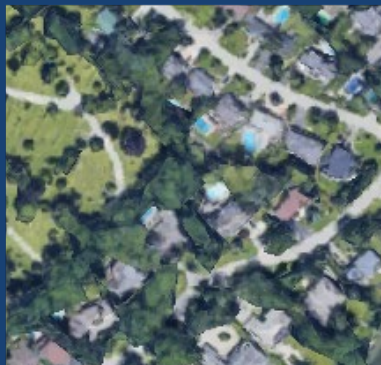
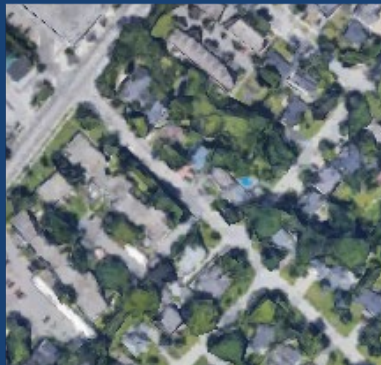
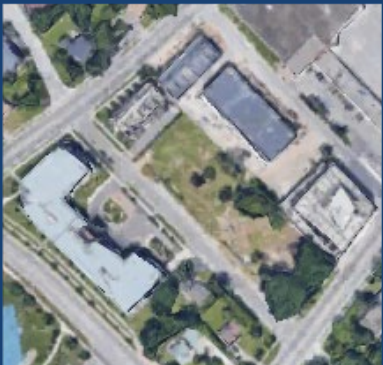


PLANNING RATIONALE REPORT

RESIDENTIAL DEVELOPMENT

105-159 GARDEN DRIVE, TOWN OF OAKVILLE
PREPARED FOR: BRIGHTSTONE

TBG PROJECT NO. 24176







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TABLE OF CONTENTS

EXECUTIVE SUMMARY	4
1.0 SITE LOCATION AND CONTEXT	6
1.1 The Subject Site	6
1.2 Surrounding Area	6
1.3 Transportation Network	11
1.3.1 Road Network	11
1.3.2 Public Transit	11
1.3.3 Active Transportation	11
1.4 Community Services and Facilities	11
2.0 PROPOSAL	16
2.1 Description of Proposed Development	16
2.2 Required Approvals	17
2.2.1 Official Plan Amendment	17
2.2.2 Zoning By-law Amendment	17
3.0 POLICY CONTEXT AND ANALYSIS	20
3.1 Provincial Policy Statement (2020)	20
3.1.1 Land Use Policies	20
3.1.2 Housing Policies	20
3.1.3 Infrastructure, Transportation & Public Service Facilities	21
3.1.4 Review of Revised Draft Provincial Planning Statement	21
3.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)	22
3.2.1 Growth Management & Complete Communities	22
3.3 Halton Region Official Plan (2022)	25
3.3.1 Planning Vision & Regional Structure Policies	25

3.3.2	Land Use & Housing Policies	25
3.3.3	Transportation Policies	26
3.3.4	Economic Development Policies	27
3.3.5	Conclusion	27
3.4	Town of Oakville Official Plan 2009 (Office Consolidation, August 31, 2021).....	31
3.4.1	Designation Summary	31
3.4.2	Guiding Principles.....	31
3.4.3	Urban Structure Policies	31
3.4.4	Managing Growth and Change Policies.....	31
3.4.5	Urban Design Policies.....	32
3.4.6	Transportation Policies	37
3.4.7	Sustainability Policies	38
3.4.8	Land Use Designation Policies.....	40
3.4.9	Kerr Village	40
3.5	Livable by Design.....	45
3.5.1	Complete Streets	45
3.5.2	Low-rise Non-residential Buildings	45
3.5.3	Low Rise Residential Buildings.....	46
3.6	Kerr Village Growth Area Design Guidelines.....	49
3.6.1	Urban Design Direction for Kerr Village	49
3.7	Town of Oakville Zoning By-law	51
4.0	SUPPORTING DOCUMENTS	53
4.1	Urban Design Brief	53
4.2	Arborist Report.....	53
4.3	Functional Servicing & Stormwater Management Report	53
4.4	Transportation Impact Study.....	54
4.5	Environmental Site Assessment	54

4.6	Shadow Impact Analysis.....	54
5.0	CONCLUSION.....	55

LIST OF FIGURES

Figure 1	– Aerial View of the Subject Site.....	7
Figure 2	– Aerial View of the Surrounding Land Uses.....	8
Figure 3	–Garden Drive Looking East (at Subject Site).....	9
Figure 4	– Garden Drive Looking South.....	9
Figure 5	– Garden Drive Looking North.....	9
Figure 6	– Garden Drive Looking Northwest.....	9
Figure 7	– Lakeshore Road West Looking Northeast at Subject Site.....	10
Figure 8	– Garden Drive Looking Northeast at Subject Site.....	10
Figure 9	– Garden Drive North of Subject Site.....	10
Figure 10	– Garden Dr. and Lakeshore Road West Intersection.....	10
Figure 11	– Oakville Transit Bus Route Map.....	13
Figure 12	– Oakville Active Transportation Master Plan.....	14
Figure 13	– Community Facilities and Services Map.....	15
Figure 14	– Landscape Plan.....	18
Figure 15	– Birds-eye-view Rendering of Building.....	19
Figure 16	– Rendering of Buildings Looking Northeast.....	19
Figure 17	– A Place to Grow Concept, Schedule 2.....	24
Figure 18	– Schedule 1H – Regional Urban Structure.....	28
Figure 19	– Halton OP Map 3 – Transportation Network.....	29
Figure 20	– Halton Region – Road Network.....	30
Figure 21	– Landscaped Mews and Front Entrances.....	33
Figure 22	– Frontage along Garden Drive.....	33
Figure 23	– Cross Section.....	34
Figure 24	– Town of Oakville Schedule A1 Urban Structure.....	42
Figure 25	– Town of Oakville Schedule G Land Use Plan.....	43
Figure 26	– Town of Oakville OPA 52, Update to Schedule O1 Kerr Village Land Use Plan.....	44
Figure 27	– Building Renderings Looking Northeast.....	47
Figure 28	– Zoning Map.....	52

Executive Summary

The Biglieri Group. (“TBG”) has been retained by Brightstone (the “Applicant”) to prepare planning applications and obtain municipal approvals required to facilitate development on 105-159 Garden Drive (“Subject Site” or “Subject Lands”).

This report has been prepared in support of Official Plan Amendment (“OPA”) and Zoning By-law Amendment (“ZBA”) applications to facilitate the development of a mixed-use intensification project.

The proposal consists of three back-to-back townhouse blocks (‘A-C’) and one mixed use block (‘D’), generating a total of 48 residential units and a commercial floor area of approximately 194m². Both the townhouse blocks as well as the mixed-use block will be four storeys in height. The primary pedestrian entranceways to the three townhouse blocks will be from common landscaped mews which divide the blocks. The mixed-use block will provide for grade related pedestrian access to the commercial space from Lakeshore Road West as well as rear access from a common lane for the residential units. 48 parking spaces will be provided for residents in at grade garages (1 per unit) and 11 commercial/visitor parking spaces will be provided at grade north of the commercial block. Resident parking for each townhouse block will be located in shared at-grade garages accessible from Garden Drive and hidden within the building massing. The driveway accesses on Garden Drive are setback over 7 metres from the proposed front of curb which leaves sufficient room for a car to idle in the driveway while entering the garage so as to avoid queuing on Garden Drive while the garage doors are opening. Resident parking for the mixed-use block will be located on the north side of the mixed-use block (‘D’) in private garages. Visitor parking spaces will be provided north of the mixed-use block (‘D’). In total, there will be four vehicular accesses to the development from Garden Drive.

The Subject Site is located within the *Built-up Area* identified by the Growth Plan and is within the Region of Halton’s and Town of

Oakville’s *Built Boundary*. The Subject Site is located within the *Urban Area* and *Built Boundary* on Schedule 1h of the Region of Halton Official Plan (“HROP”). Schedule A1 of the Oakville Official Plan (“Oakville OP”) designates the Site *Nodes and Corridors* as well as *Main Street Area*. Further, the Site is within a *Growth Area* per Schedule G and is more specifically identified as being within the *Kerr Village Growth Area*. Finally, the Subject Site is designated *Main Street 1* and subject to site specific policies per Schedule O1 – Kerr Village Land Use. With regards to Zoning, the Site is zoned *Mainstreet 1 Special Provision 418 (MU1 SP: 418)*. These site-specific zoning permissions only allow, and specifically seek to facilitate, the development options envisioned in site specific Policy 23.7.6 of the Oakville OP. These include a 5-storey 131 unit apartment building; or, alternatively, a 3-storey, 18 unit townhouse development with a mixed use building facing Lakeshore Rd. West.

This Planning Rationale Report has evaluated the merits of the proposed development in the context of all applicable Provincial, Regional, and Town policies.

The proposed development is consistent with the policies of the PPS and conforms to the policies of the Growth Plan by providing intensification and a compact built form that will make use of existing municipal infrastructure, while being appropriately scaled to its surrounding context. Further to this, the proposal will support the development of a complete community by providing retail/commercial uses at grade along Lakeshore Road West.

The proposal conforms to the HROP as the proposed units will contribute to intensification within a settlement area, the Built Boundary and a Strategic Growth Area. The mix of uses provided there-on will contribute to the creation of a complete community and, when combined with the proposed compact built form, will support alternative modes of transportation. Further, the proposed back-to-back townhouse built form will add to the diversification of the Town of Oakville’s housing supply, which in turn will provide

housing options that are smaller in size and more attainable. Further to this, the proposed development will work towards policy 86.6 of the HROP that requires development of 65 percent of new housing as townhouses and multistorey buildings.

Lastly, the proposed development conforms to the general intent of the Oakville OP by providing for mixed use development and intensification in an identified *Growth Area*. However, an Official Plan Amendment is required as the site specific policies applying to the Site per Policy 23.7.6 are very perspective and only allow for two very specific development options. With respect to the proposed density and height of the development the 48 units proposed in a 4-storey built form represents appropriate intensification for a *Growth Area* in the Town of Oakville and falls within the ranges established by previous approvals on the Subject Site (5-storey, 132 unit retirement building; as well as an 18-unit, 3-storey Townhouse development). Importantly, the proposal includes a mix of uses, with commercial uses facing Lakeshore in order to animate that streetscape/*Primary Street* as directed by the *Main Street 1* land use policies. Further, the building locates parking and access from a local street and within a side and/or rear yard. Through the Site Plan process more specific design elements can be secured and achieved.

Accordingly, it is our opinion that the proposed development and the associated draft OPA and draft ZBLA are consistent with the policies as set out in the Provincial Policy Statement (“PPS”), conform to the policies of A Place to Grow: Growth Plan for the Greater Golden Horseshoe (“Growth Plan”), and conform to the HROP the general intent of the Oakville OP.

1.0 SITE LOCATION AND CONTEXT

1.1 The Subject Site

The Subject Site or Subject Lands are located northeast of the intersection of Lakeshore Road West and Garden Drive (**Figure 1**). They have an area of approximately ~4,988 metres squared (0.50 ha) with an approximate frontage of ~133 metres onto Garden Drive and approximately ~38.5 metres onto Lakeshore Road West. The Lands are currently vacant and as such do not contain any existing buildings or structures. From a grading perspective, the Subject Site slopes downwards from the eastern property line towards Garden Drive, as well as from the northern property line towards Lakeshore Road West. As such, the Subject Site generally sits lower than the adjacent lands to the north and east.

1.2 Surrounding Area

The Subject Site is surrounded by a mix of residential and commercial uses. Surrounding land uses include the following (**Figure 2**):

North: Immediately north of the Subject Site are three and one half-storey townhouses fronting Rebecca Street and accessed by a rear laneway from Garden Drive. Further north, across

Rebecca Street, there are single detached dwellings, as well as front and rear loaded condominium townhouses.

East: Immediately south/east of the Subject Site is a four-storey condominium apartment building that front onto both Lakeshore Road West and Maurice Drive with commercial uses at street level. Immediately north/east are three-storey condominium townhouse dwellings that front onto both Rebecca Street and Maurice Drive.

South: Immediately south of the Subject Site is Lakeshore Road West. South of the Site there are two-storey townhouse dwellings that front onto Lakeshore Road West, as well as the St. Jude Cemetery.

West: Immediately west of the Subject Site is Garden Drive. West of Garden Drive is a four-storey apartment building as well as two single-detached dwellings. Further west of the Site, on the south side of Rebecca Street, is St. Thomas Aquinas Catholic High School and an associated sports field. Northwest of Rebecca Street/Dorval Drive are three-storey rear loaded townhouses and two-storey detached dwellings.

Figure 1 – Aerial View of the Subject Site



Figure 2 – Aerial View of the Surrounding Land Uses



Source: Google Maps, 2024

Figure 3 –Garden Drive Looking East (at Subject Site)



Figure 4 – Garden Drive Looking South



Figure 5 – Garden Drive Looking North



Figure 6 – Garden Drive Looking Northwest



Figure 7 – Lakeshore Road West Looking Northeast at Subject Site



Figure 8 – Garden Drive Looking Northeast at Subject Site



Figure 9 – Garden Drive North of Subject Site



Figure 10 – Garden Dr. and Lakeshore Road West Intersection



1.3 Transportation Network

1.3.1 Road Network

The Site fronts onto Lakeshore Road West and Garden Drive. Nearby streets include Rebecca Street (north) and Dorval Drive (west). Road classifications per the Regional and Town Official Plans are outlined below.

Lakeshore Road West: Southeast of the Site is Lakeshore Road West. The Site has approximately 38.5 metres of frontage onto Lakeshore Road West, which is classified as a *Minor Arterial Road*. This road has one lane on each side, a centre turn lane as well as an on-road shoulder bike lane.

Garden Drive: The Site have approximately 133 metres frontage onto Garden Drive. This road has one lane in each direction and is classified as a *local road*.

Rebecca Street: North of the Site is Rebecca Street, which is classified as a *Minor Arterial Road*. It has one lane on either side, a centre turn lane as well as an on-road shoulder bike lane.

Dorval Drive: West of the Subject Site is Dorval Drive, which is classified as a *Minor Arterial Road*. Dorval Drive provides access to Provincial Highway 403.

1.3.2 Public Transit

Oakville GO Station; The Subject Site is approximately two kilometres from the Oakville GO Station. The Oakville GO Station is a part of the Lakeshore West line which provides connection across the southern Greater Toronto and Hamilton Area extending between downtown Toronto and the City of Niagara Falls.

Oakville Transit Bus Route 14 & 14A; There are two bus stops immediately adjacent to the Subject Site located at the Rebecca

Street and Dorval Drive intersection. This bus stop has access to the Oakville Transit Bus line 14 and 14A. These buses operate every 10-20 minutes. The 14 and 14A operate from Oakville GO Station to Appleby GO Station and vice versa.

1.3.3 Active Transportation

Currently, there are designated on-road bike lanes along Lakeshore Road West. There are also bike lanes located on Rebecca Street. At present, there is no existing sidewalk on the east side of Garden Drive, which would be constructed as part of the proposed development application. The surrounding street network is overall well serviced by sidewalks and bike lanes that provide connections between the Subject Site to neighbourhood parks including Trafalgar Park to the northeast and Water Works Park to the south-east. South of the Subject Site is the existing Waterfront Trail.

1.4 Community Services and Facilities

The proposed development is within proximity to an array of community services and facilities that include elementary and high schools, parks and open spaces, community centres and libraries, and emergency services. Additionally, the development is also nearby various retail and commercial uses located primarily along Lakeshore Road West and Kerr Street. Nearby retail includes grocery stores, medical and wellness services, and an array of cafes and restaurants.

Community services nearby to the Subject Site include but are not limited to the following. A map has also been provided that illustrates locations relative to the Site (**see Figure 13**).

Schools

- St. Thomas Aquinas Catholic Secondary School (260m from Subject Site)
- W.H. Morden Public School (700m from Subject Site)
- Appleby College (1.1km from Subject Site)
- Oakwood Public School (1.8km from Subject Site)
- Pine Grove Public School (2.5km from Subject Site)
- Elementary School Catholic Sainte-Marie (1km from Subject Site)

Parks and Recreation

- Holyrood Park (650m from Subject Site)
- Water Works Park (1km from Subject Site)
- Shorewood Promenade (750m from Subject Site)
- Tannery Park (1.3km from Subject Site)
- Margaret Drive Parkette (1.1km from Subject Site)
- Trafalgar Park (550m from Subject Site)
- Lacrosse Field (1.5 km from Subject Site)
- Morden Park 850m from Subject Site)
- Westwood Park (900m from Subject Site)
- Brock St Park (550 m from Subject Site)
- Burnet Park (850m from Subject Site)
- Lion's Pool (400m from Subject Site)
- Tennis Court (550m from Subject Site)
- Tannery Beach (1.4km from Subject Site)

Community Centers

- Trafalgar Park Community Center (500m from Subject Site)
- Trafalgar Park Older Adult Community Center (500m from Subject Site)
- Oaklands Regional Centre (1.3km from Subject Site)
- Oakville Trafalgar Centre (2.5km from Subject Site)

Emergency Services

- Oakville Station 3 (700m from Subject Site)
- Oakville Station 5 (3.8km from Subject Site)
- Oakville Trafalgar Memorial Hospital (7km from Subject Site)

Library

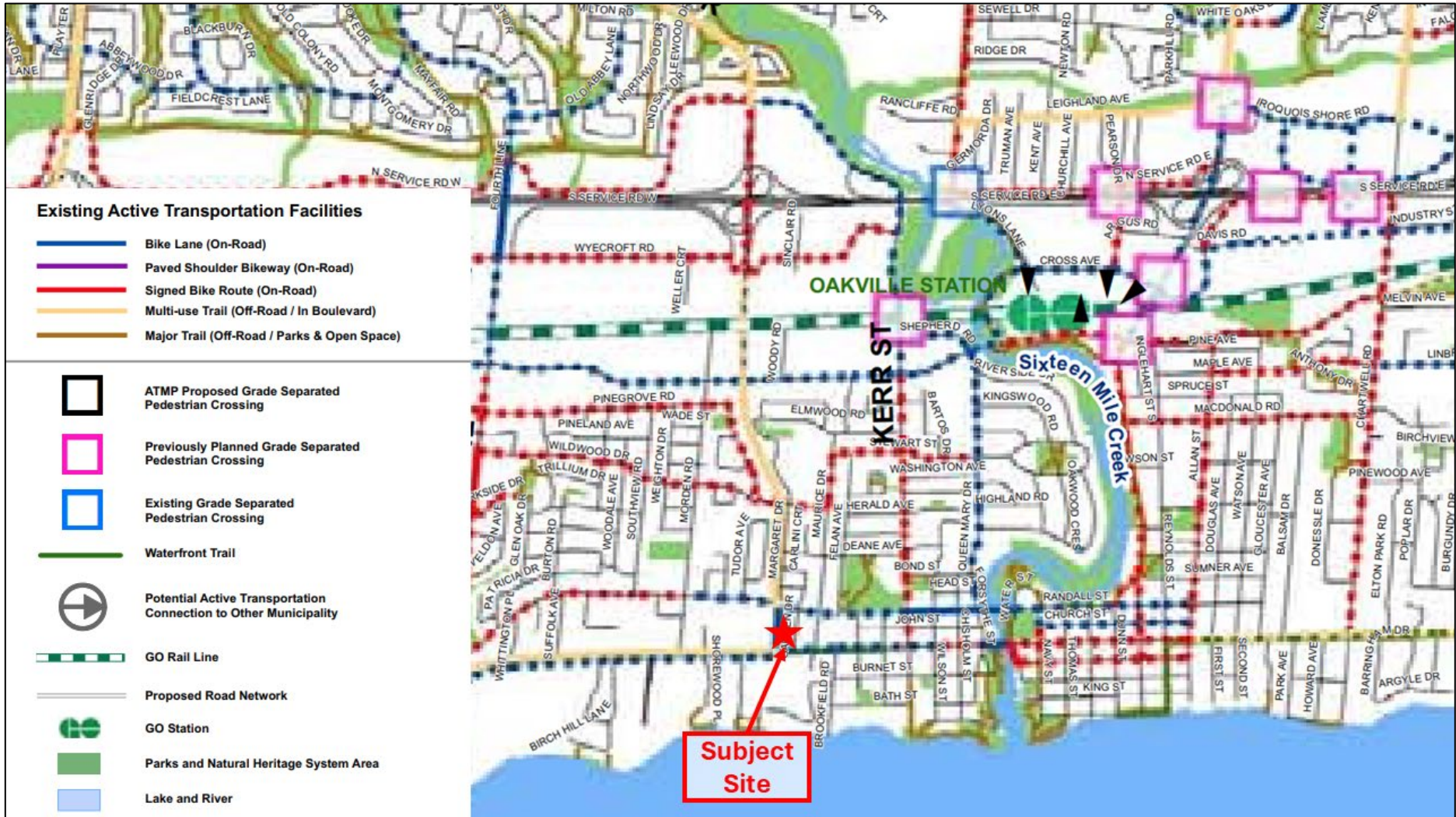
- Oakville Public Library Central Branch (1.6km from Subject Site)
- Oakville Public Library, 1274 Rebecca St (3km from Subject Site)

Figure 11 – Oakville Transit Bus Route Map



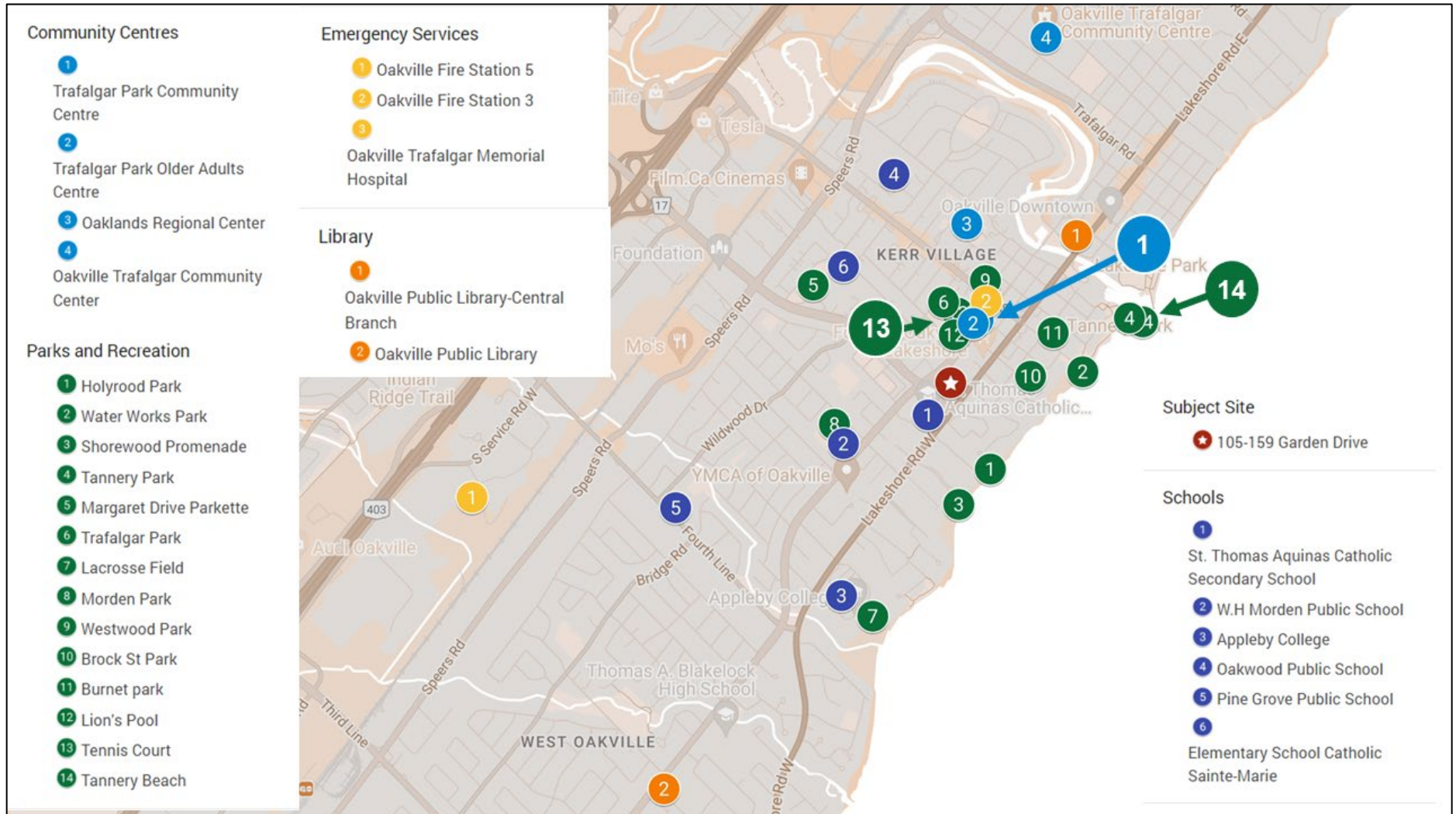
Source: Oakville Transit Map

Figure 12 – Oakville Active Transportation Master Plan



Source: Oakville Transportation Master Plan

Figure 13 – Community Facilities and Services Map



Source: MyMaps, 2024

2.0 Proposal

2.1 Description of Proposed Development

The development concept consists of three back-to-back townhouse blocks ('A'-'C') and one mixed-use block ('D'), generating a total of 48 residential units and a commercial floor area of approximately ~194m². Both the townhouse blocks as well as the mixed-use block will be four storeys in height.

Each of the three typical townhouse blocks (Block 'A', 'B' and 'C') contain 14 townhomes and share a common at grade garage entry that faces Garden Drive. Each townhouse unit has an individual main entrance facing the interior of the Site. The mixed-use block (Block 'D') contains a further 6 units with individual garages and entries at the rear of the Block, while the two commercial units face Lakeshore Rd. W. for pedestrian access from public sidewalk.

All townhouse blocks are four storeys with roof top terrace access. The first storey for the three typical townhouse blocks is the common element garage and townhouse entrances, with three additional storeys above for the main living spaces. There are roof terraces providing private outdoor space for each unit above. Block 'D' has one storey commercial units along Lakeshore Road West and at the rear are the individual entries for the townhouses. Above the commercial units are three storeys of residential living space and a roof top terrace. The residential units above the commercial units are stepped back further the Lakeshore Road West frontage to provide appropriate spacing from the Hydro wires on Lakeshore Road West.

At the fourth storey for all townhouse blocks, the roof line is low so that the interior spaces are within the roof line, with natural light

being provided by dormers. The dormers are a mix of windows or recessed balconies with glass doors. The roofline extends up to the roof terraces, rendering them to be less visible from street view below.

48 parking spaces will be provided for residents in at-grade garages (1 per unit) and 11 shared commercial/visitor parking spaces will be provided at grade north of the commercial units. Resident parking for each back to back townhouse block ('A'-'C') will be located in shared at-grade garages accessible from Garden Drive and located within the building massing. In addition, the height available in the first floor parking garage will allow for sufficient headroom to accommodate optional parking stackers to allow for two parking spaces - should residents express interest at the time of purchase, or any time there-after. The driveway accesses on Garden Drive are setback over 7 metres from the proposed front of curb which leaves sufficient room for a car to idle in the driveway while entering the garage so as to avoid queuing on Garden Drive while the garage doors are opening. Resident parking for the mixed-use block ('D') will be located on the north side of the mixed-use block ('D') in private garages. Visitor and commercial parking spaces will be provided north of the mixed-use block. In total, there will be four vehicular accesses to the development from Garden Drive.

2.2 Required Approvals

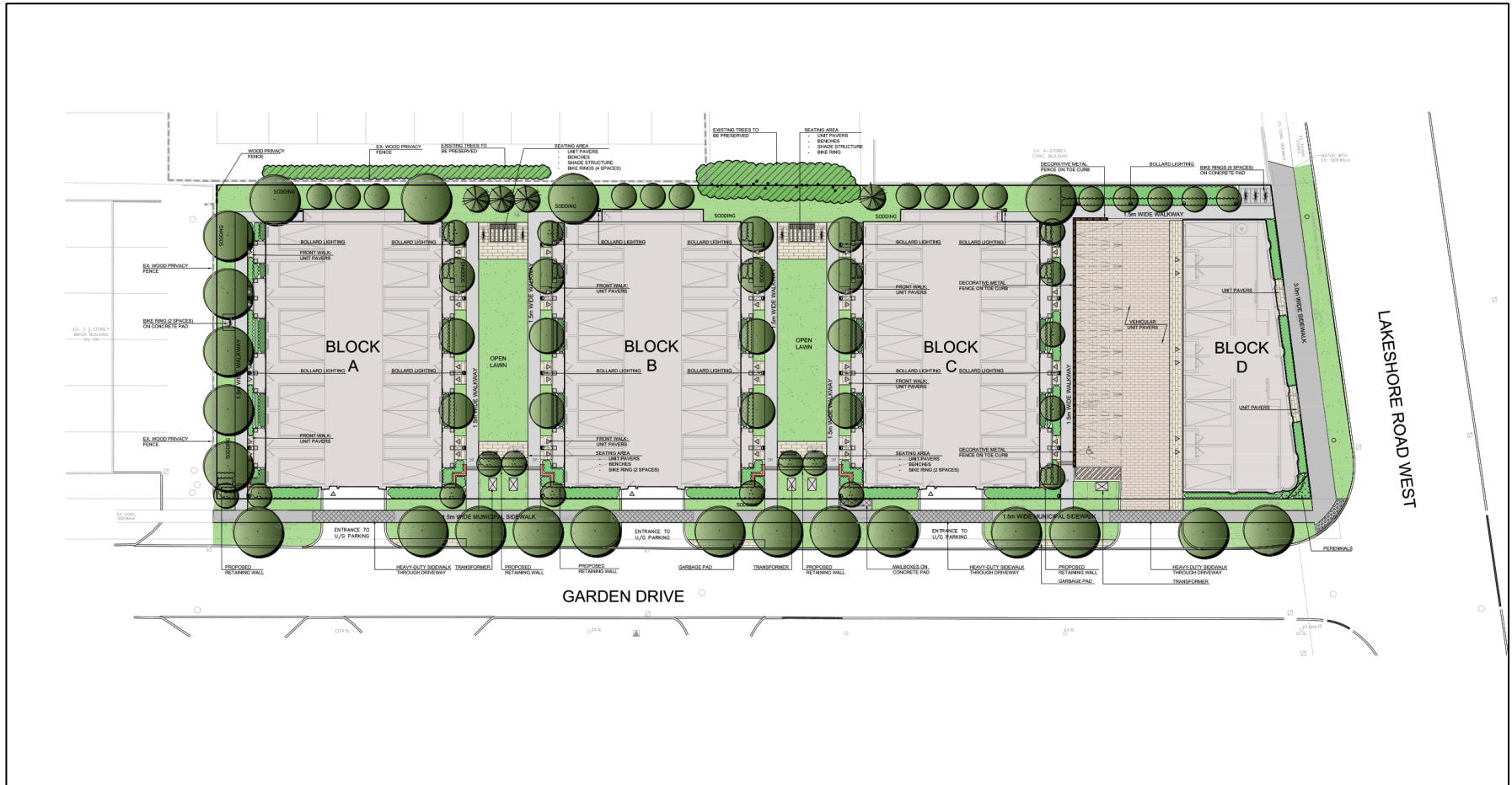
2.2.1 Official Plan Amendment

The proposed development requires an Official Plan Amendment as the site-specific policies applying to the Subject Site (Policy 23.7.6) are very prescriptive and only allow for two specific development options. Regarding the height and density of the proposed development, the 48 units in a 4-storey built form represents appropriate intensification for a *Growth Area* in the Town of Oakville Official Plan and falls within the ranges established by previous approvals on the Subject Site (5-storey, 132 unit retirement building; as well as an 18-unit, 3-storey Townhouse development). A Draft Official Plan Amendment is provided for review as **Appendix 1** to this Report and details the amendments required to facilitate the development concept. The OPA as well as the development concept have been reviewed in the following sections of this report for consistency/conformance with the applicable planning framework.

2.2.2 Zoning By-law Amendment

A Zoning By-law Amendment will be required to amend the current *Mainstreet 1 Special Provision 418* (MU1 SP 418) zoning. Similar to the Official Plan policies above, the in-effect zoning is very prescriptive and only allow for two specific development options. The proposed draft zoning by-law amendment, available in **Appendix 2**, it intended to give effect to zoning provisions which would permit facilitate the development concept. The ZBLA as well as the development concept have been reviewed in the following sections of this report for consistency/conformance with the applicable planning framework.

Figure 14 – Landscape Plan



Source: SBK Landscape Architects, 2024

Figure 15 – Birds-eye-view Rendering of Building



Source: Richard Wengle Architects, 2024

Figure 16 – Rendering of Buildings Looking Northeast



Source: SBK Landscape Architects, 2024

3.0 Policy Context and Analysis

In the sections below, TBG analyzes the proposal for consistency with the policies of the Provincial Policy Statement (2020), conformity to policies of A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) and conformity to the policies of the Region of Halton Official Plan and the Town of Oakville Official Plan. This section also includes analysis of relevant design guidelines and the City’s zoning by-law.

3.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (2020) (“PPS”) provides overall policy direction on matters of provincial interest related to municipal planning decisions. The PPS was issued under Section 3 of the *Planning Act, 1990*, and provides provincial direction in terms of land use planning and development in Ontario. The current PPS was issued by the Province of Ontario and came into effect on May 1st, 2020. Decisions related to planning applications shall be reviewed against, and be consistent with, the PPS such that Official Plans remain consistent with the PPS policies (PPS Policy 4.6).

3.1.1 Land Use Policies

The PPS encourages efficient land use and development patterns that support healthy, liveable and safe communities (Policy 1.1.1a) by accommodating an appropriate mix of land uses (Policy 1.1.2). The PPS prioritizes development in *Settlement Areas*, stating that ‘*the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities*’ (Policy 1.1.3), and further, ‘*settlement areas shall be the focus of growth and development*’ (Policy 1.1.3.1). Within *Settlement Areas* land uses shall be based on densities and a mix of land uses that efficiently use land, resources, infrastructure, public service facilities, and are transit-supportive (Policy 1.1.3.2). Land use patterns within *Settlement Areas* shall also provide a range of uses and opportunities for intensification and redevelopment (Policies 1.1.3.2 to 1.1.3.7). The PPS also stipulates that appropriate development standards should be implemented by regional and municipal governments to facilitate intensification, redevelopment, and compact form in built-up areas (Policy 1.1.3.5).

The Subject Site is located within the Town of Oakville’s *Settlement Area*, as well as within the Town’s provincially designated *Built-up Area*. As such, the proposed development, OPA and ZBLA, are consistent with the policies of the PPS as they provide for intensification and a compact built form that will make use of existing municipal infrastructure, while being appropriately scaled to the surrounding context.

3.1.2 Housing Policies

The PPS requires that an appropriate range and mix of housing types and densities be provided within communities to meet the projected needs of current and future residents (Policy 1.4.1). Planning authorities must ‘*maintain the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment*’ (Policy 1.4.1.a&b). This is achieved by (among other items): ‘*directing the development of*

new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available” (Policy 1.4.3.c); “promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed” (Policy 1.4.3.d); and, “establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form” (Policy 1.4.3.f).

The proposed development will bring 48 new residential units to the Town of Oakville. The Subject Site is located within the Town’s *Settlement Area* and the *Built-up Area* and as such have municipal servicing, as well as access to transit. The Site is appropriately situated to accommodate the proposed level of density as demonstrated by the FSR and TIS submitted with these applications. Further to this, the proposed development will contribute to housing supply in the Town through intensification of an underused lot.

3.1.3 Infrastructure, Transportation & Public Service Facilities

The PPS also addresses the effective use of public service facilities (recreation centres, police/fire, etc.) and infrastructure, (sewage/water services, roads, etc.). In terms of servicing infrastructure, Policy 1.6.6.1 stipulates that planning for sewage and water services shall (among other items) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing municipal sewage and water services. Further, the use of existing infrastructure and public service facilities should be optimized (Policy 1.6.3) and sewage, water and stormwater shall be designed to promote efficient use and optimization of existing services (Policy 1.6.6). Transit and land use shall also be considered so as to promote minimization of the length and number of vehicle trips and support current and future use of transit and active transportation (Policy 1.6.7). Long-term economic prosperity will be supported by optimizing the use of land,

resources, infrastructure and public service facilities, as well as encouraging a sense of place by promoting well-designed built form (Policy 1.7.1).

The proposed development is located within the Town of Oakville’s *Built-up Area* and will be serviced by municipal sewer and water infrastructure with sufficient capacity to accommodate the proposal (per the FSR). Moreover, as is demonstrated in Section 1 of this PRR, the Subject Site is well serviced by the Oakville Transit, as well as by local schools, parks, and other community facilities. The higher-density built form combined with the mixed-use nature of the proposed development and the proposed parking space reductions in the ZBLA will contribute to the development of a more walkable and transit-supportive community. Accordingly, the proposal is consistent with the infrastructure, transportation & public service facilities policies of the PPS.

3.1.4 Review of Revised Draft Provincial Planning Statement

The Ministry of Municipal Affairs and Housing (‘MMAH’) is currently reviewing and considering updates and integration of the Provincial Policy Statement and A Place to Grow. The intent is to create a streamlined province-wide land use planning policy framework. On April 6, 2023, MMAH made available for public comment a revised draft Provincial Planning Statement. The Draft PPS is not applicable to the proposed development at the time of writing this Report. The in-effect PPS (2020) and Growth Plan (2020) have been reviewed as part of this application. That noted, in TBG’s review the policies of the Draft PPS continue to support intensification generally as well as specifically in proximity to public transportation and existing community services and facilities.

3.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan for the Greater Golden Horseshoe (2006) ('Growth Plan') was approved under the authority of the *Places to Grow Act, 2005* by the Lieutenant Governor in Council of the Province of Ontario and came into full force and effect on June 16th, 2006. The Growth Plan was further updated in May 2017, May 2019, and again in August of 2020.

The in-force Growth Plan provides a framework for managing growth in the Greater Golden Horseshoe including direction on where and how to grow, the provision of infrastructure to support growth, and the protection of natural systems to cultivate a culture of conservation (Section 1.2.1). The Growth Plan carries forward many of the principles and policies of the PPS relating to land use.

3.2.1 Growth Management & Complete Communities

Section 2.1 of the Growth Plan provides specific policy direction on where and how to grow. This section directs the majority of growth to settlement areas that have existing water and wastewater systems and can support the achievement of complete communities (Policy 2.2.1.2a). Per Policy 2.2.1.1, Schedule 3 of the Growth Plan forecasts population growth to hit 1,100,000 and employment growth to reach 500,000 within the Region of Halton by the year 2051. This growth is to be focused within delineated built-up areas, strategic growth areas, locations with existing or planned transit, and areas with existing or planned public service facilities (Policy 2.2.1.2.c).

Further to this, Policy 2.2.1.4 outlines that the Growth Plan will support the achievement of complete communities which are compact in nature. These communities will include a diverse mix of

land uses; a range and mix of housing options that can accommodate different household needs and incomes; and convenient access to a range of transportation options, public service facilities, publicly accessible open spaces and food options.

Policy 2.2.2 provides direction for development in the delineated *Built-up Area*. Per Policy 2.2.2.1.a, a minimum of 50% of all residential development occurring within Halton Region will be within the delineated *Built-up Area*. To achieve this target, Policy 2.2.2.3 outlines that municipalities are to develop a strategy that specifies: strategic growth areas; appropriate types and scales of development within strategic growth areas; encourages intensification; and ensures development is designed to support the achievement of a complete community, among other things.

Policy 2.2.6 directs municipalities to support the achievement of complete communities by supporting intensification, planning to accommodate forecasted growth, planning to achieve the minimum intensification and density targets, and considering the range and mix of housing options and densities of existing housing stock. Section 2.2.1.4 provides direction for creation of complete communities, including (among other items): featuring a diverse mix of land uses, providing a range and mix of housing options, and providing access to public services and facilities including transit.

The proposed development is located within the Town of Oakville's *Built-up Boundary* and further to this is located in a *Growth Area* as identified by the Regional and Local Official Plans. The proposed development will help the Region and the Town meet the growth and intensification targets identified within the Growth Plan by contributing 48 units to Oakville's housing supply. The height, density, and built form of the proposed development has been

thoughtfully scaled to the surrounding context, which consists of 3- to 3½-storey townhouses and 4-storey apartment buildings and will therefore appropriately contribute to intensification in the area. Moreover, because the development will include commercial uses, it will support the achievement of a complete community and will make efficient use of existing municipal and community services in the area. Moreover, the Subject Site, and the surrounding community at large, are already well serviced by Oakville Transit, as well as several local elementary and high schools, public parks, and community centres and libraries. Accordingly, the proposal conforms to the policies of the Growth Plan.

Figure 17 – A Place to Grow Concept, Schedule 2



Source: Ministry of Municipal Affairs and Housing, 2022

3.3 Halton Region Official Plan (2022)

The Halton Region Official Plan (“HROP”) was adopted by Council on March 30, 1994, and was subsequently approved with modifications by the Ministry of Municipal Affairs and Housing (MMAH) on November 27, 1995. As part of the Regional Official Plan Review process, the HROP was modified and approved by MMAH on November 10, 2021, and November 4, 2022, respectively. The most recent office consolidation of the HROP is from November 4th, 2022.

The HROP provides policy direction for municipalities within the Plan area that strives to protect the natural environment, preserve prime agricultural areas, enhance economic competitiveness, and foster a healthy and equitable society. The Subject Site is located within the *Urban Area* and *Built Boundary* on Schedule 1H of the Region of Halton Official Plan (HROP). Lakeshore Road West is classified as a *Minor Arterial Road*. Further, the Site is located within a *Strategic Growth Area* as defined by the HROP.

3.3.1 Planning Vision & Regional Structure Policies

As per HROP Map 1H, the Subject Site is located within the *Urban Area* and *Built Boundary* of Oakville. Per Policy 51, *Urban Areas* identified by the HROP are where urban services are provided to accommodate concentrations of existing and future development. Policy 51.3 specifies that within the *Urban Area* designation, the HROP defines a *Regional Urban Structure* that consists of *Urban Growth Centres*, *Major Transit Station Areas*, *Proposed Major Transit Station Areas*, *Primary Regional Nodes*, *Secondary Regional Nodes*, and *Regional Intensification Corridors*. The Subject Site is also located within a *Secondary Regional Node*.

As per HROP Policy 55, the growth strategy for the Region is based on forecasted population and employment growth that are set out in Table 1 of the Official Plan. Further to this, minimum density and intensification targets are set out in Table 2 for *Strategic Growth Areas*. The HROP forecasts that by the year 2051 the Town of Oakville will have a population of 349,870 people (Table 1). To

support forecasted population growth, the HROP outlines that within the *Built-up Area*, the Region is targeting 53,300 new housing units by the year 2041, allocating a total of 19,400 of these new units to the Town of Oakville (Table 2).

As is noted above, the Subject Site is located within a *Strategic Growth Area* as defined by the HROP:

Strategic Growth Areas are defined as (emphasis added):

280.2 STRATEGIC GROWTH AREAS means lands identified by the Region or its Local Municipalities within the Urban Area that are to be the focus for accommodating population and employment intensification and higher-density mixed uses in a more compact built form. Strategic Growth Areas include Urban Growth Centres, Major Transit Station Areas, Regional Nodes, Regional Corridors, and Local Nodes as identified in Local Official Plans.

Further to above, *Local Nodes* are defined as:

255.1 LOCAL NODE AND LOCAL INTENSIFICATION CORRIDOR means a Strategic Growth Area identified by a Local Municipality in an approved Official Plan, which has a role in the accommodation of mixed use intensification and/or employment intensification at a scale appropriate to the context.

As will be further discussed below, the Site is located within a *Nodes and Corridors* designation in the Oakville Official Plan and more specifically, located within the *Kerr Village Growth Area*. Accordingly, the Site is located within a *Strategic Growth Area* per the HROP and will be analyzed as such.

3.3.2 Land Use & Housing Policies

Section 3 of the HROP outlines specific directions pertaining to land use planning and the land use designations within the HROP plan area. Goals set out by the HROP for designated *Urban Areas* include fostering complete communities and improving housing affordability. Accordingly, Policy 72.1 states that objectives for *Urban Areas* include (among others):

- supporting a form of growth that is compact and supportive of public transit and non-motorized modes of transportation (2);
- providing a range of complete communities of various sizes, types and characters (3);
- directing growth to *Strategic Growth Areas* (6);
- facilitating and promoting intensification and increased densities(9); and,
- providing for an appropriate range and balance of retail uses (among others) to meet long-term needs (10).

Further to the objectives outlined above, Policy 78.1 and 79 provide specific objectives for *Strategic Growth Areas* (SGAs). Policy 78.1(2) directs that a significant proportion of population should be focused within SGAs through mixed-use intensification. Policy 79 provides the following additional objectives (among others):

- an urban form that promotes the development of complete communities (79(1));
- opportunities for more cost-efficient and innovative urban design (79(2));
- a diverse and compatible mix of land use (79(4));
- a pedestrian-oriented urban environment (79(5));
- attract a significant portion of population and employment growth (79(6));
- achieve higher densities than the surrounding areas (79(9)); and,
- achieve an appropriate transition of built form to adjacent areas (79(10)).

Regarding the provision of housing, the Policy 84 of the HROP states that “[t]he goal for housing is to supply the people of Halton with an adequate mix and variety of housing to satisfy differing physical, social and economic needs”. Policy 86.(6)a of the HROP specifically directs that “the percent of new housing units produced annually in Halton in the form townhouses or multi-storey buildings be at least 65 percent to 2031 and at least 75 percent each year thereafter”.

The proposal conforms to the policies listed above. The proposed units contribute to intensification within the *Built Boundary* and an SGA. The mix of uses provided there-on will contribute to the creation of a complete community and, when combined with the

proposed compact built form and parking reductions, will support alternative modes of transportation. Further, the proposed back-to-back townhouse built form will add to the diversification of the Town of Oakville's housing supply, which in turn will provide housing options that are smaller in size and more attainable. The proposed development will also work towards policy 86.6 of HROP that requires that the development of 65% of new housing as townhouses and multistorey buildings.

3.3.3 Transportation Policies

Transportation objectives of the HROP are to encourage regional unity and to satisfy inter-regional transportation demands (172 (1)). The Region encourages a balanced transportation system that reduces car dependency; includes a safe, convenient, accessible, affordable, efficient public transit that is competitive with the private automobiles; and lastly, promotes active transportation (172 (2)). Additionally, the HROP policies promote land use patterns and densities that foster strong live-work relationships and can be easily and effectively served by public transit and active transportation (172 (10)).

The proposal conforms to the transportation policies of the HROP. The Subject Site is located in an area with excellent access to public transit and active transportation infrastructure. The proposed development is located within close proximity to Oakville Transit Bus Routes 14 and 14A which connect to the Oakville GO Station. Regarding active transportation, there are currently designated on-road bike lanes along Lakeshore Road West and Rebecca Street. Lastly, there is an existing waterfront trail south of the Subject Site. As noted in Section 1 of the Report, the Site is also located in a neighbourhood with a wealth of community services and facilities within walking distance.

The proposal seeks to leverage and augment these locational qualities. Accordingly, the proposal includes significant improvements to both the Lakeshore Road West and Garden Drive sidewalk and pedestrian realm. This includes provision of a sidewalk and street trees on Garden Drive, as well as re-grading and provision of retail/commercial uses on Lakeshore Road West. Further, the Zoning Bylaw Amendment proposes reduced parking

rates (supported by the TIS) that will reduce car dependency and support the use of active transportation as an offsetting Transit Demand Management measure through provision of 48 long term and 20 short term bike parking spaces. Lastly, the proposed compact built-form and mixed-use building typology will promote walkability, live-work relationships, and encourage increased transit usage.

3.3.4 Economic Development Policies

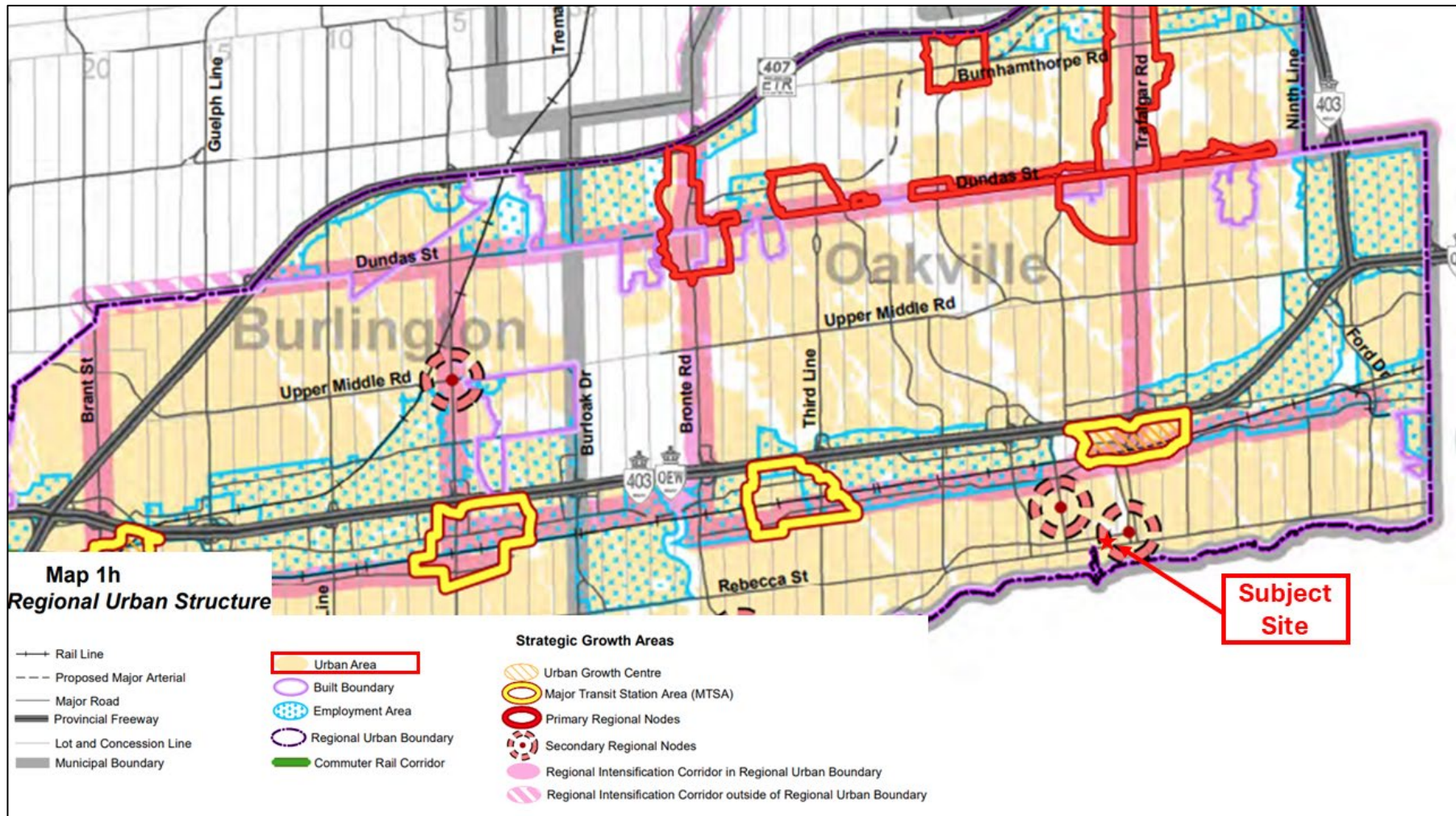
With regards to economic development policies, the HROP encourages the promotion of economic activities that strengthen and diversify the economic base of Halton (169(1.3)). Additionally, the plan supports the provision of high quality and diverse economic activities as well as greater match by type between employment and residential growth (169 (10)).

The proposal conforms to these policies by providing approximately 194m² of commercial floor area fronting along Lakeshore Road West. The commercial component of the development will offer opportunities for commercial/retail spaces located along Lakeshore Road West that are appropriately scaled to the immediate location and to the surrounding context.

3.3.5 Conclusion

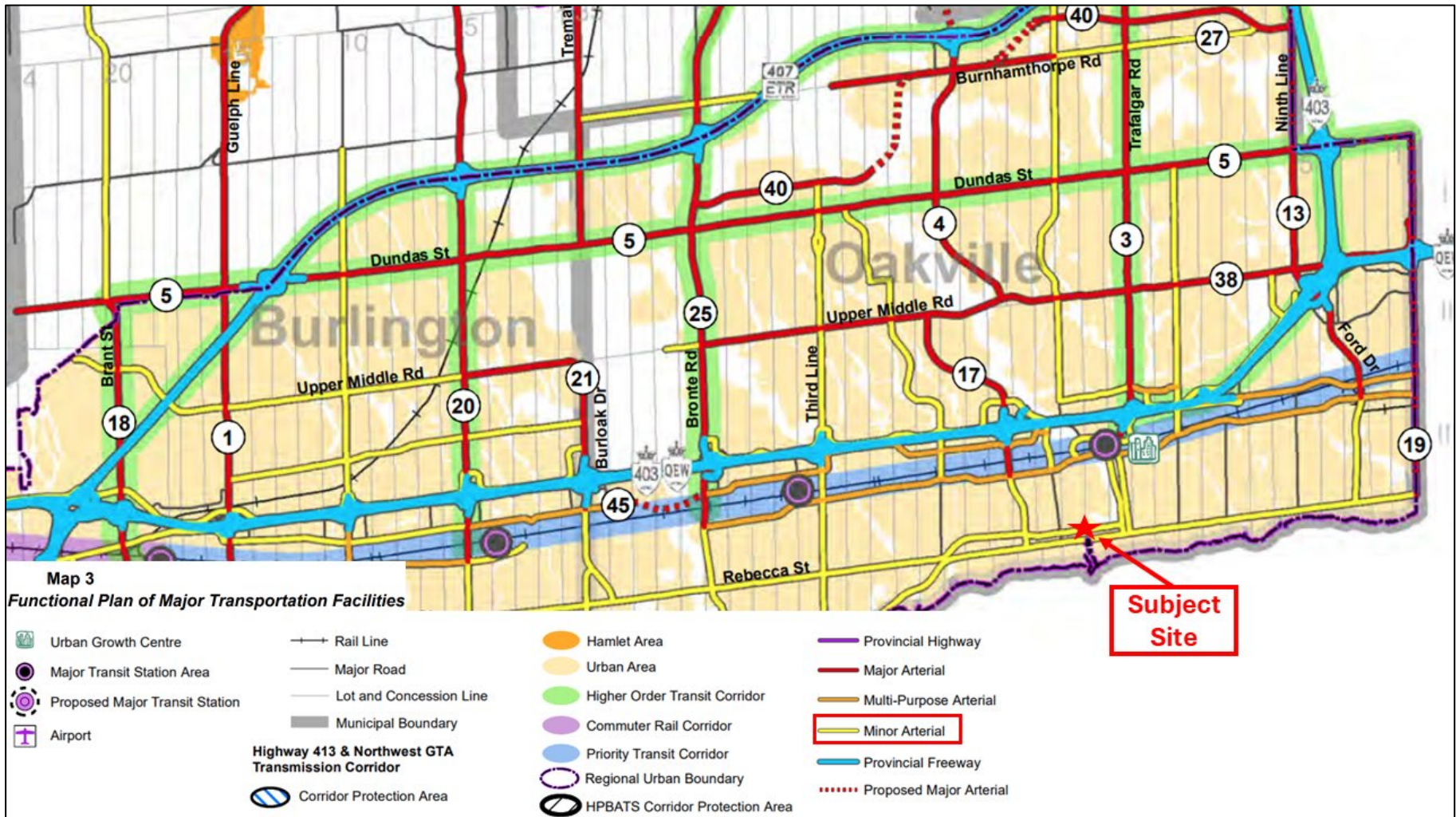
The proposed development conforms to policies set out in the HROP by providing gentle mixed-use intensification in a *Strategic Growth Area* that is located within the Town of Oakville's *Built-up Boundary*. The proposed development will help the Region and the Town meet their housing and intensification targets through the provision of a compact, mixed-use built form that in turn will support the promotion of a complete community.

Figure 18 – Schedule 1H – Regional Urban Structure



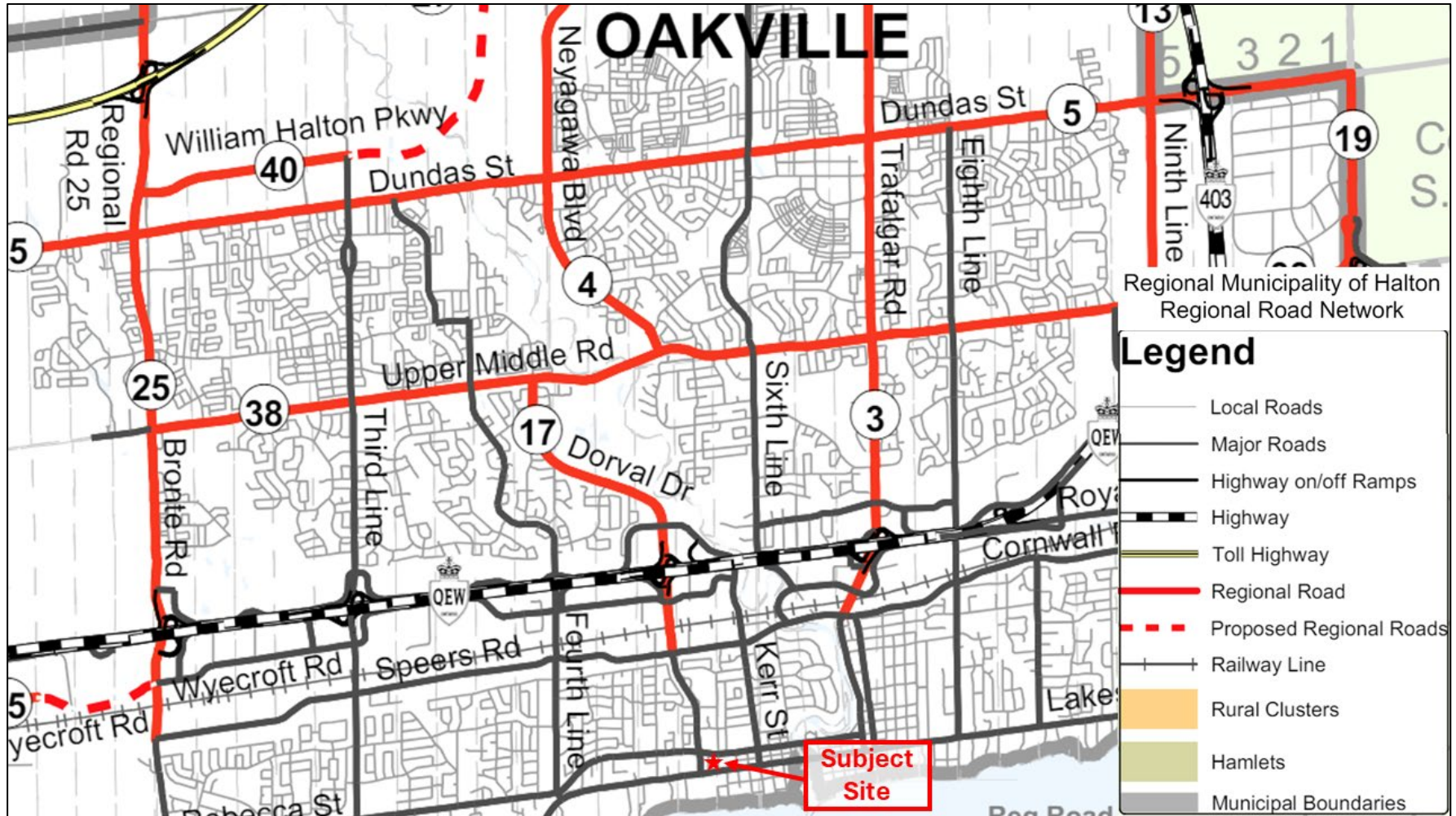
Source: Halton Region Official Plan 2022

Figure 19 – Halton OP Map 3 – Transportation Network



Source: Halton Region Official Plan, 2022

Figure 20 – Halton Region – Road Network



Source: Halton Region Official Plan, 2022

3.4 Town of Oakville Official Plan 2009 (Office Consolidation, August 31, 2021)

The Town of Oakville Official Plan ('Oakville OP') was adopted by Town of Oakville Council on June 22, 2009, through By-law 2009-112 and was approved by Regional Municipality of Halton on November 30, 2009. The most recent Office Consolidation is dated August 31, 2021.

3.4.1 Designation Summary

Schedule A1 of the Oakville Official Plan ("Oakville OP") identifies the Site within the Town's urban structure as *Nodes and Corridors* as well as *Main Street Area*. Further, the Site is within a *Growth Area* per Schedule G and is more specifically identified as being within the *Kerr Village Growth Area*. On Schedule O1 the Site is designated as *Main Street 1*. Schedule O1 also identifies the Site as being subject to exemption policies found in Part E of the Oakville OP. Lastly, Lakeshore Road West is designated as a *Primary Street* per Schedule O2.

3.4.2 Guiding Principles

Part B, Section 2 of the Oakville OP outlines guiding principles that underpin the policy directives set out in the OP. Principles identified by Policy B-2.2 include:

- Preserving and creating a livable community that enhances the Town's character, directs the majority of growth into identified growth centres, and achieves long-term economic security.
- Provides choice throughout the Town to ensure the availability of a wide range of housing options, jobs, community resources, transit options and foster a sense of place.
- Achieves sustainability in order to minimize the Town's ecological footprint, preserve, enhance and protect the Town's environmental resources, and achieve sustainable building and community design practices.

As is discussed throughout this section of the Report and the PRR more broadly, the proposed development will help the Town work towards these goals. The proposed development appropriately directs mixed-use growth into one of the Town's identified *Growth Areas* and will provide a diverse housing options to current and future residents. Further to this, the Subject Site is well serviced by transit, in addition to other community services and facilities and lastly, does not encroach on significant environmental resources.

3.4.3 Urban Structure Policies

The Urban Structure policies for the Town are provided in Part C, Section 3 of the Oakville OP. This section provides a description of each element of the Town's Urban Structure, including *Nodes and Corridors* in Policy 3.6. This Policy indicates that these parts of the Town are identified as the focus for mixed use development and intensification and are SGAs as defined in the Growth Plan. This policy also states that each *Node* has a unique existing and planned character, scale, and potential to accommodate growth. Specifically with regards to Kerr Village, it is intended to develop as a mixed-use centre with viable main streets and is intended to accommodate lesser amounts of intensification.

The proposed OPA and ZBLA will work towards the objectives outlined for *Nodes and Corridors* and specifically for the *Kerr Village Growth Area* by facilitating 4-storey mixed-use intensification including the introduction of additional commercial uses along Lakeshore Road West on what is currently a vacant lot.

3.4.4 Managing Growth and Change Policies

Part C, Section 4 of the Oakville OP builds on Section 3 and provides policies for managing growth and change. Policies in this section are based on Town-wide population and employment forecasts outlined in Table 2. It is forecasted that by 2031, the Town

will have a population of 255,000 people and will be home to 127,000 jobs. Policy C-4.1 notes that *Growth Areas* are where the majority of growth and intensification is intended to occur. The *Kerr Village Growth Area* is specifically intended to develop as a mixed-use centre with viable main streets. Regarding intensification, the Oakville OP outlines a target of 14,390 new residential units to be developed within the Town's *Built Boundary* between 2015 and 2031.

The proposed development will support the Town in achieving the above identified residential intensification target within the *Built Boundary* and will provide at grade commercial development along Lakeshore Road West which will contribute to a more active and engaging street front.

3.4.5 Urban Design Policies

Part C, Section 6 of the Oakville OP provides direction on urban design. Objectives that underpin the urban design policies are to provide design that:

- supports diversity, comfort, safety, and compatibility within existing communities;
- supports attractive, barrier-free, and safe public spaces, such as streetscapes, gateways, vistas and open spaces;
- supports innovative and diverse urban forms and excellence in architecture; and,
- supports the creation of distinctive places and locales, paying specific attention to *Growth Areas* that are identified in the OP. (Policy 6.1.1)

The Oakville OP goes on to provide specific policies regarding various elements of urban design which are thematically grouped and reviewed below. Note that the Urban Design Brief prepared by SBK should also be reviewed in regard to these policies. Also note that the urban design policies in the Oakville OP provide direction regarding lighting and signage. These matters will be addressed through the site plan process.

3.4.5.1 Public Realm, Complete Streets & Streetscapes

Policy 6.2 identifies policies to promote creativity and innovation in the public realm. Regarding public realm and street design, the policy outlines that streets should accommodate pedestrians, cyclists, transit and vehicles. Additionally, furnishings, trees, landscaping, wayfinding and public art should be used to provide orientation and a sense of identity.

Policies pertaining specifically to Complete Streets and Streetscapes are identified in Policies 6.3 and 6.4 respectively. These policies note that complete streets include, among other items, multi-modal choices including priority for pedestrian and comfortable, barrier-free and safe routes. Further, streetscape policies direct for streetscapes that enhance the local context and create a sense of identity, promote a safe, attractive, and barrier-free pedestrian environment, provide well designed and coordinated tree planting, landscaping, lighting and furnishings, provide wayfinding and navigational information, and provide cohesion and seamless transitions between the public and private realm.

Further to this, as per policy 6.4.2, new development should contribute to the creation of a cohesive streetscape by:

- a) placing principal building entrances towards the street and where applicable towards corner intersections;
- b) framing the street and creating a sense of enclosure;
- c) providing variation in façade articulation and details;
- d) connecting active uses to the public realm to enhance the liveliness and vibrancy of the street, where applicable;
- e) incorporating sustainable design elements, such as trees, plantings, furnishings, lighting, etc.;
- f) coordinating improvements in building setback areas to create transitions from the public to private realms; and,
- g) improving the visibility and prominence of and access to unique natural, heritage and built features.

The proposal conforms to this policy direction. At present, the east side of Garden Drive, adjacent to the Site, does not include a public sidewalk. Further, the Lakeshore boulevard adjacent to the Site

includes significant grade changes and a narrow sidewalk (~1.5m). The proposed development will improve these conditions and better integrate the Site into the immediate surrounding context. This will include provision of a 3m sidewalk along Lakeshore with a typical grade relationship between the property and the road itself. It will also include provision of a new pedestrian sidewalk and boulevard with street trees along Garden Drive. This will create an additional pedestrian connection between Lakeshore Road West and Rebecca Drive - improving safety and accessibility. Landscaping elements such as street trees and furnishings will be incorporated along the Garden Drive and Lakeshore Road West street fronts to create inviting and vibrant streetscape that will foster a sense of place for current and future residents. Landscaping will be used throughout the development to provide privacy and to create transitions between the public realm and private communal spaces.

In terms of the built form's relationship to the streets, the proposal provides for a continuous building frontage along Lakeshore Road West with direct access from the proposed commercial uses to the improved sidewalk. The building façade also includes a high degree of glazing - connecting active uses to the public realm. Along Garden, the three back-to-back townhouse blocks will be accessed from a common landscaped mews connecting to, and directly visible from Garden Drive. The three townhouse blocks will also have pedestrian entrances to the shared garages that will front onto Garden Drive. As such, there will be a visual and direct physical interconnection between the building entrances and the street. This will be augmented by significant fenestration in the living areas on the second floor which will provide a visual connection between Garden Drive the interior of the proposed units.

Lastly, the private mews will create shared communal spaces throughout the Site with direct visual connection to the public realm. This design will foster greater opportunity for interconnection amongst neighbouring residents, as these will be pedestrian-oriented spaces, and because the buildings will be oriented towards one another on the shared mews.

Figure 21 – Landscaped Mews and Front Entrances



Source: Richard Wengle Architects, 2024

Figure 22 – Fronting along Lakeshore Road West



Source: Richard Wengle Architects, 2024

3.4.5.2 Built Form

Policy 6.9 provides direction relating to built form. A summary of relevant *policies* and responses is included below.

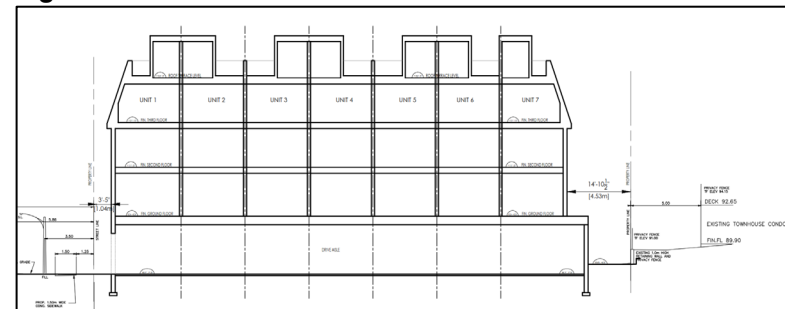
- *Buildings should create a sense of place through massing, form, placement, orientation, scale, architectural features, landscaping and signage (Policy 6.9.1)*
- *Building design and placement should be compatible with the existing and planned surrounding context and undertaken in a creative and innovative manner (Policy 6.9.2)*
- *To achieve compatibility between different land uses, development shall be designed to accommodate an appropriate transition through landscape buffering, spatial separation, and compatible built form (Policy 6.9.3)*
- *Buildings should present active and visually permeable facades to all adjacent streets, urban squares and amenity spaces through the use of windows, entry features, and human-scaled elements (6.9.5)*
- *Main principal entrances to buildings should be oriented to the public sidewalk, on street parking and transit facilities for direct and convenient access for pedestrians (6.9.6).*
- *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. (Policy 6.9.9)*

In terms of a 'sense of place' and compatibility, the proposed built form, land use, and height are in keeping with the existing character of the area, being between 3- to 4-storeys buildings and including both residential and mixed-use and townhouse and apartment building products. Moreover, the grading of the Subject Site is lower than the lands to the east, which will further reduce the visual impacts of the proposed development. The length of the proposed blocks is also consistent with those of the surrounding townhouse blocks. The landscaping treatment of the Lakeshore Road West and Garden Drive streetscapes will also be consistent with the existing treatment of these streets in the area. The proposed building placement and orientation, including four separate E-W blocks, is designed to create a human-scaled built environment and to more efficiently work with the grading constraints of the Subject Site to

allow for a better grading relationship to Lakeshore Road West. The central landscape mews will create a distinct sense of place within the development itself, connecting the units in the development directly to the public realm while providing for private communal outdoor amenities to a much greater extent than other developments within the block. The E-W orientation is also compatible with the surroundings context as it allows for visual diversity and allows for sky-views from surrounding second-storey private amenity spaces to the north and east. It also limits shadowing impact on these spaces as demonstrated by the Shadow Study submitted with this application.

With regards to transition, the pertinent adjacencies for analysis are to the east and north. The proposal has sought to create an appropriate transition through consideration of various design elements including provision of appropriate setbacks, roof and fenestration design, and purposefully landscaping and tree preservation. To the east there is a significant grade difference between the existing townhouse units and the Subject Site. Further, there is a private laneway to the immediate east. This is followed by deep second storey private amenity spaces (including a solid privacy fence) and then the buildings themselves. Along this lot line, the proposal provides for ~3m setbacks at grade to the east, and 4.5m setbacks above the second storey. The result is a 9.5m separation between the existing private amenity spaces to the east and the proposed building face – a typical condition in Oakville and many GTA municipalities. Further, the design of the proposal includes a mansard roof – which has the effect of locating the fourth

Figure 23 – Cross Section



Source: Richard Wengle Architects, 2024

storey of the development within the roofline – to limit its visual impact. The result is that from the rear amenity space to the east, the massing would read as a two and a half storey building (or less if the mansard roof space is also excluded). To further mitigate overlook concerns, fenestration along the eastern façade will be limited to secondary, smaller windows through the site plan process; and this has been illustrated as such on the drawings provided to date. Lastly, landscaping has been designed to provide for buffering between the two properties. This includes maintaining the existing wood privacy fence along the property line, provision of new tree planting in the landscape buffer between the two properties and protection of existing trees along the east property boundary. To the north, there is a private laneway followed by shallower second storey private amenity areas setback ~6m from the property line. Along this lot line, the existing privacy fence will also be maintained and new trees will be planted in the proposed landscape buffer. Beyond this, the proposal provides for a continuous 6m setback along the northern lot line.

- *In Growth Areas and along intensification corridors, buildings should incorporate distinctive architecture, contribute to a sense of identity and be positioned on and oriented towards the street frontage(s) to provide interest and comfort at ground level for pedestrians (Policy 6.9.4)*
- *Buildings located on corner lots shall provide a distinct architectural appearance with a high level of detailing and articulated façades that continue around the corner to address both streets (6.9.8)*
- *Where appropriate, the first storey of a building shall have a greater floor to ceiling height to accommodate a range of non-residential uses (Policy 6.9.11)*

The principal entrances to the commercial uses on Lakeshore Road West are oriented towards the public sidewalk and located at grade. The design of the Lakeshore façade incorporates a higher degree of glazing commensurate with the commercial nature of these uses. This design treatment also wraps around the corner of the building and onto Garden Drive for the full depth of the commercial unit – addressing both street fronts. Large street fronting windows are incorporated at the corner of the building and on either side to create congruency. The proposal also includes significant improvements to the pedestrian realm along Lakeshore Road West in the form of a 3m sidewalk and boulevard trees and improved

grading conditions. The commercial component of the proposed development located in the Lakeshore Road West block has a larger first storey height (4.7m) to appropriately accommodate the proposed commercial uses.

- *Development should be designed with variation in building mass, façade treatment and articulation to avoid sameness (6.9.7).*

The proposed development is broken up into four blocks to avoid an expansive street wall fronting onto Garden Drive (and facing the property to the east). Façade treatments such as varying and interchanging building materials and colours have been used to create visual interest in all development blocks.

The commercial units located along Lakeshore Road West have been designed with at grade entrances and large street fronting windows to create an active pedestrian environment. The second, third, and fourth storeys of the building fronting Lakeshore Road West include interchanging building materials and colour and are stepped back to reduce impact on the streetscape.

- *Continuous streetwalls of identical building height are discouraged. Variety in rooflines should be created through subtle variations in roof form and height (Policy 6.9.10)*

The proposed development is broken up into four development blocks along Garden Drive. Subtle variations in the roofline have been incorporated through articulations in the building façade, building materials, and changes in grading north to south.

- *New development should be fully accessible by incorporating universal design principles to ensure barrier-free pedestrian circulation (Policy 6.9.12)*

The proposed commercial units are accessible directly from Lakeshore Road West without stairs and accessible parking has been provided per the requirements of the by-law.

- *Rooftop mechanical equipment shall not be visible from view from the public realm (Policy 6.9.13)*

The mansard roof with dormer windows have been designed to minimize the pedestrian site line of the mechanical and stair access elements located on the rooftop.

- *Outdoor amenity areas on buildings should incorporate setbacks and screening elements to ensure compatibility with the local context (Policy 6.9.14)*

The rooftop amenity spaces will be screened by the mansard roof design and by a screening element in between individual rooftop amenity spaces within the development. The private mews will incorporate landscaping elements such as trees, fencing and small hedge rows to create a sense of privacy for residents, while not closing off the development to the surrounding neighbourhood.

- *Buildings should be sited to maximize solar energy, ensure adequate sunlight and skyviews, minimize wind conditions on pedestrian spaces and adjacent properties, and avoid excessive shadows. (Policy 6.9.15)*

A shadow study has been prepared by The Biglieri Group and submitted as part of the application package. The study concludes that adverse shadow impacts are not anticipated for surrounding public sidewalks, parks and roadways. Further information can be found in the shadow study.

3.4.5.3 Landscaping

Regarding landscaping, the Oakville OP outlines that landscaping treatments should enhance the pedestrian appeal visually and functionally as well as provide seasonal variations in form, colour and texture (6.10.1). Further to this, landscaping should be incorporated into site design to provide protection from the weather (6.10.3). It should also preserve/compliment the natural environment through the planting of native and non-invasive species (Policy 6.10.5, 6.10.6). With regard to urban trees specifically, policy 6.10.2 outlines that landscaping should aim to preserve existing healthy trees on a property, provide suitable growing environments, increase tree canopy and coverage, incorporate trees with historic or cultural significance, and incorporate a mix of native species.

Landscape details are provided at the site plan stage; however, the preliminary materials provided conform to these policies. Shade structures are proposed in the common amenity area, existing trees along the eastern property boundary are proposed for protection,

and the canopy coverage plans show that 42.5% of the Site will achieve canopy cover.

3.4.5.4 Pedestrian Access and Circulation

Per policies outlined in Section 6.11 of the Oakville OP, pedestrian walkways should be safe, barrier free, and provide continuous routes across driveway entrances, drive aisles, and parking surfaces. The proposal will provide for an improved sidewalk on Lakeshore Road West as well as a new public sidewalk on Garden Drive, both of which will meet Town and AODA standards. The commercial entrances along Lakeshore Road West will be grade related and accessible. The Town sidewalks along Garden Drive are proposed to be continuous across driveway entrances. The proposal also includes safe and direct access and circulation routes from these public sidewalks to the individual unit entrances and the parking garage.

3.4.5.5 Vehicular Access, Circulation & Parking

Section 6.12 provides direction on the design of vehicular access and circulation within sites. As per Policy 6.12.1, developments should encourage safe and direct vehicular access, as well as circulation routes that have defined internal drive aisles that direct traffic, establish on-site circulation, and frame parking areas. Policy 6.12.2 encourages the use of consolidated driveways to maximize landscaped areas and reduce disruption to pedestrian walkways.

The proposed development is designed with four vehicle entrance points, one for each block. As such, each development block has a consolidated vehicle entrance point, which significantly minimizes the number of entrances compared to developments where each unit has a street fronting driveway (as previously existed). Each of the three back-to-back townhouse blocks ('A'-'C') will have a shared internal garage, reducing the impact of surface parking on the streetscape.

The mixed-use block ('D') has private garage entrances located off of a drive aisle, as opposed to a shared garage. A pedestrian pathway will be provided along the northern side of Block D for pedestrian circulation. Materials will be used to clearly demarcate

the pathway from the drive aisle and parking area. Visitor and commercial spaces are provided north of Block 'D'. The parking spaces are located behind the main entrances to the Lakeshore Road West commercial uses and will be framed by landscaping and a small retaining wall that will reduce visual impact on the surrounding area.

Policy 6.13 provides direction on the provision of parking. As per these policies, surface parking should be located to the rear or the side of buildings so that it does not impede on the pedestrian environment and is appropriately separated by built form, landscaped buffers, or pedestrian facilities. Barrier-free parking spaces should be located within close proximity to the principle building entrance.

As per the above policies, surface parking spaces for the proposed development have been located north of Block 'D'. The surface parking will be screened from Lakeshore Road West by Block 'D' and from Garden Drive by landscaping on the east and west sides. It will be framed by a small retaining wall to the north creating a clear delineation for pedestrian circulation. One barrier free parking space will be provided in the visitor/commercial parking lot on the western edge closest to the proposed public sidewalk on Garden.

3.4.6 Transportation Policies

Part C, Chapter 8 of the Oakville OP sets out policies that guide the development of the Town's transportation system. As per Policy 8.1.1, objectives for the Town's transportation system are to provide a safe, efficient and accessible transportation system that offers viable alternatives to automobile use.

As per Schedule C of the Oakville OP, Lakeshore Road West is classified as a *Minor Arterial Road*. Additionally, per Schedule 4, the portion of Lakeshore Road West that the Subject Site front onto has an existing bike lane. As per Oakville OP Table 4, *Minor Arterial Roads* have a right-of-way requirement of 26 metres. Accordingly, no road widening has been requested or provided along the Lakeshore frontage of the parcel.

Policy 8.2.7 notes that the Town shall protect and enhance the function of arterial and collector roads by reducing the number of driveways through the provision of off-street parking facilities where appropriate. Accordingly, the proposed development provides all vehicular access points (including the commercial and visitor parking) from Garden Drive.

As per Policies 8.4.4 and 8.4.5, road rights-of-way shall be developed to take into consideration the needs of all road users including drivers, cyclists, and pedestrians. The proposed development will construct a sidewalk along Garden Drive that does not exist at present. Moreover, landscaping has been incorporated along both Lakeshore Road West and Garden Drive to create a buffer between cars and the pedestrian realm, which will create a safer and more inviting environment.

3.4.6.1 Transportation Network

As per Policy 8.9.4, “[p]lans for all new growth and new communities shall be designed with specific regard for the safe, convenient, and efficient provision of accessible transit service”. The proposed development is located within close proximity to the 14/14A bus route that runs east/west to along Rebecca Street and Lakeshore Road. The closest stops are located at the intersection of Dorval Drive and Rebecca Street approximately 200 metres northwest of the Subject Site. As noted previously, the development will include the construction of a sidewalk along the eastern side of Garden Drive that will provide a safe connection to these transit stops.

3.4.6.2 Active Transportation

Policy 8.10.8 of the Oakville OP directs that, bicycle parking standards shall be implemented through the Zoning By-law. The applicable Oakville Zoning By-law 2014-014 does not require bicycle parking spaces for back-to-back townhouses. It does require the greater of 2 or 1.0 per 1,000.0 m² net floor area for retail spaces. The proposed development will however provide 68 resident and visitor bicycle parking spaces. A total of 48 bicycle parking spaces will be provided for residents. An additional 20 short-term visitor bicycle parking spaces will be provided for the commercial uses as well as for visitors of the townhouse complex.

3.4.6.3 Integrating Land Use and Transportation

Regarding the integration of land use and transportation, Oakville OP Policy 8.12.2 outlines the following:

8.12.2 Development plans shall be designed with specific regard to the safe, convenient and efficient provision of public transit as well as pedestrian and cycling facilities. In particular, to facilitate the development of a transit-supportive urban structure, the following measures will be reflected in all development proposals:

- a) densities supportive of transit, which are commensurate with the type and frequency of transit service planned for the area and/or corridor, particularly near transit stops and stations;*
- b) a road pattern and related pedestrian and cycling facilities network that provide for direct pedestrian and cycling access to transit routes and stops;*
- c) documentation of walking distances to ensure that all areas within the Plan area are adequately served by transit; and,*
- d) transit stops and bus bays on primary and secondary transit corridors and major arterials and, where appropriate, incorporation of these features into road design requirements.*

The proposed development has been designed to implement safe, convenient, and efficient active and public transit usage. The proposed density combined with the mixed-use nature of the development helps to implement principles of complete communities. The design of the pedestrian realm along both Lakeshore Road West and Garden Drive creates an inviting streetscape that incorporates landscape elements and building design to foster a safe pedestrian environment. As has been discussed above, the development is located within close proximity to Oakville Transit stops that will be readily accessible by walking or cycling from the Subject Site. There is an existing bicycle lane located on Lakeshore Road West that can be used by future residents, and to further support cycling, the proposed development will incorporate resident and visitor bicycle parking spaces.

3.4.6.4 Transportation Demand Management

The Oakville OP provides the following policy direction for transportation demand management (TDM):

8.14.1 Through the development process, the Town will encourage opportunities for developing transportation demand management (TDM) measures to reduce single occupancy motor vehicle use, especially during peak travel periods. TDM measures include, but are not limited to, carpooling programs, preferential parking for carpool members, transit pass incentives, cycling initiatives, telecommuting, flex hours, provision of private shuttles, and walking programs.

Further to this, TDM shall be used to reduce the use of single occupancy vehicles and encourage increased transit ridership, walking and cycling. Per Policy 8.14.3, as an incentive, the Town may permit reduced parking standards for developments that demonstrate through a TDM plan that a reduced parking standard is appropriate.

The Transportation Impact Study prepared by NexTrans Consulting Engineers, dated June 2024, includes a TDM Plan that outlines ways to curb single vehicle occupancy trips. Recommendations include providing the reduced parking rate of 59 parking spots that is outlined in the TIS; the provision of 68 bike spaces; shared pedestrian/bicycle connection to Garden Drive as outlined by the Site Plan; and an information package for future residents detailing public transportation options surrounding the Subject Site.

3.4.7 Sustainability Policies

Part C, Section 10 of the Oakville OP provides policy direction for achieving environmental sustainability. Objectives and goals outlined include minimizing the Town's ecological footprint; achieving sustainable building and community design; preserving and protecting environmental features and systems; enhancing the Town's air and water quality; and maintaining and increasing the Town's urban forest.

3.4.7.1 Climate Change Programs

Policy 10.2.1 outlines initiatives to mitigate the impacts of climate change and reduce greenhouse gas emissions, which among other things include increased public and active transit usage and encouraging energy efficient and green building design.

The proposed building density combined with the mixed-use design, reduced parking rates, and provided bicycle parking will encourage public and active transit usage. This is appropriately supported by the location of the Subject Site within proximity to local and regional transit options and existing bicycle routes. The TIS submitted as part of this application further details Transit Demand Management measures that can be put in place to support alternative forms of transportation.

Green building and design measures such as water efficient fixtures, energy efficient lighting and heating, ventilation and air conditioning (HVAC) systems, as well as locally sourced building materials and materials with recycled content will all be considered for construction.

3.4.7.2 Energy Conservation

With regard specifically to energy conservation, the Oakville OP outlines the following direction:

10.4.1 The Town shall promote and encourage development which minimizes energy consumption when evaluating planning applications by:

- a) seeking a compact urban form;*
- b) encouraging mixed use development where appropriate to minimize motor vehicle trips;*
- c) encouraging the use of appropriately selected and located vegetation to reduce the energy consumption of buildings;*
- d) encouraging urban design that promotes energy conservation;*
- e) promoting transit and modes of active transportation; and,*
- f) addressing other matters, as appropriate, that reduce energy consumption.*

The proposed development represents a compact built form that is appropriately scaled to the surrounding land uses representing similar levels of density. The development incorporates a mixed-use block that fronts onto Lakeshore Road West, where commercial and retail spaces will be located at grade. The proposed density combined with the mixed-use component of the development and the reduced parking rate will create a more energy efficient urban form and will support alternative forms of transportation such as walking and cycling.

A Landscape Concept Plan has been prepared by Strybos Barron King dated May 23, 2024, and has been submitted as part of the application. The concept plan provides a high-level overview of the proposed planting for the development, this concept plan can be further refined at future stages of the development application process.

3.4.7.3 Green Building Design

Per Policy 10.6.1, the Town encourages innovative green building standards such as energy efficient technologies, design features and construction practices, innovative stormwater management measures, and water conservation and efficiency measures. As is stated above, design measures such as water efficient fixtures, energy efficient lighting and HVAC systems, and locally sourced and recycled content building materials will be considered through detailed design stages.

3.4.7.4 Stormwater Management

Policy 10.10 of the Oakville OP provides policy direction on stormwater management. Policy 10.10.1 stipulates that stormwater management techniques for new developments shall control both the quality and quantity of runoff. Further to this, per Policy 10.10.8, the use of permeable surfaces and soft landscaping shall be encouraged where possible. A Functional Servicing and Stormwater Management Report prepared by Skira and Associates dated June 24, 2024, provides an overview of the proposed stormwater management practices for the proposed development. The proposed development will be serviced by an existing storm sewer on Garden Drive and control will be achieved by a Cultec

system. Quality control will be achieved by an oil/grit separator. Approximately 40% of the total site area will be landscaped space.

3.4.7.5 Urban Forests

As per Policy 10.12.5, tree removal on private property shall be subject to the Town's private tree protection by-law. An arborist report has been prepared by SBK Landscape Architects that details that a total of 24 trees subject to the Town's private tree bylaw will require removal. As such, 101 new trees are required.

3.4.8 Land Use Policies

Part D of the Oakville OP provides policies associated with land uses. Policy 12.1 notes that the intent of mixed-use designations is to allow for a diversity of residential, commercial and office uses in integrated buildings in *Growth Areas* and along identified corridors. Development in these designations is intended to create animated streets, with the location and size of any use on upper and/or lower floors determined through the development process. Policy 12.2 provides policies for *Main Street 1* lands. Permitted uses within the *Main Street 1* designation can include a range of retail and service commercial uses as well as residential uses. That noted, retail and service commercial uses are to be primarily located at the ground floor of the building (Policy 12.2.1). Within the *Main Street 1* designation, buildings are to be a minimum of two storeys and a maximum of four storeys in height (12.2.2) and surface parking is to be located only within a side and/or rear yard (12.2.3). The proposal conforms to the intent of these policies as commercial uses are provided facing Lakeshore Road West (being the identified corridor) while higher density residential uses are provided on the remainder of the Site. This is analogous to the existing 5-storey retirement building approval. Further, the proposed buildings are 4-storeys in height and all surface parking is located at the rear of Block D and screened from Lakeshore by Block 'D'.

3.4.9 Kerr Village

Part E of the Oakville OP provides policies for specific *Growth Areas*, and policies for Kerr Village are found in Section 23. Policy 23.2 provides objectives for development in Kerr Village including compact, high density and compatible development (policy 23.2.1). A further objective is the creation of an attractive public realm by promoting high quality streetscapes and open spaces, as well as ensuring appropriate transitions occur between the main street areas and lower density areas (policy 23.2.3). Section 23.4 provides transportation related policies and notes that through the development process surface parking should be minimized and other TDM measures should be implemented to encourage transit ridership (policy 23.4.1b). Building on this, the policy directs that access to parking and servicing areas should be provided from local streets at the side or rear of buildings (policy 23.4.1c). Lastly, these policies note that bicycle facilities are encouraged throughout Kerr Village such as bicycle racks and bicycle lockers (policy 23.4.1d). Section 23.5 provides Urban Design policies for Kerr Village. Policy 23.5.3 directs that *Primary Streets* shall provide for pedestrian-oriented streetscapes through the use of wide sidewalks, landscaping and furnishings; incorporate a high degree of transparency on the ground floor; provide building openings and principal entrances facing the street; and, contain commercial uses (among others) adjacent to the street (policy 23.5.3a&b).

Section 23.6 provides for additional land use policies for lands within Kerr Village. Policy 23.6.3 notes that lands designated *Main Street 1* may permit residential uses on the ground floor including multiple-attached dwellings and apartments except where adjacent to Lakeshore Road West (among other locations). This policy notes that along Lakeshore Road West commercial, community, cultural or limited office uses shall be provided on the ground floor facing the street.

In addition to the general policies affecting *Main Street 1* lands in Kerr Village, the Subject Site is subject to Policy 23.7.6, Kerr Village Exceptions – Schedule O1. This policy provides site specific development criteria, generally outlining two potential development scenarios:

- Development of a 5-storey retirement home with 130m² of publicly accessible retail and/or service commercial uses facing Lakeshore Road West with vehicular access from Garden Drive; or
- Development of (18) eighteen 3-storey multiple attached dwellings only on those portions of the land which do not front Lakeshore Road West (115-159 Garden Drive); with a 4-storey mixed-use building permitted on Lakeshore Rd. W.

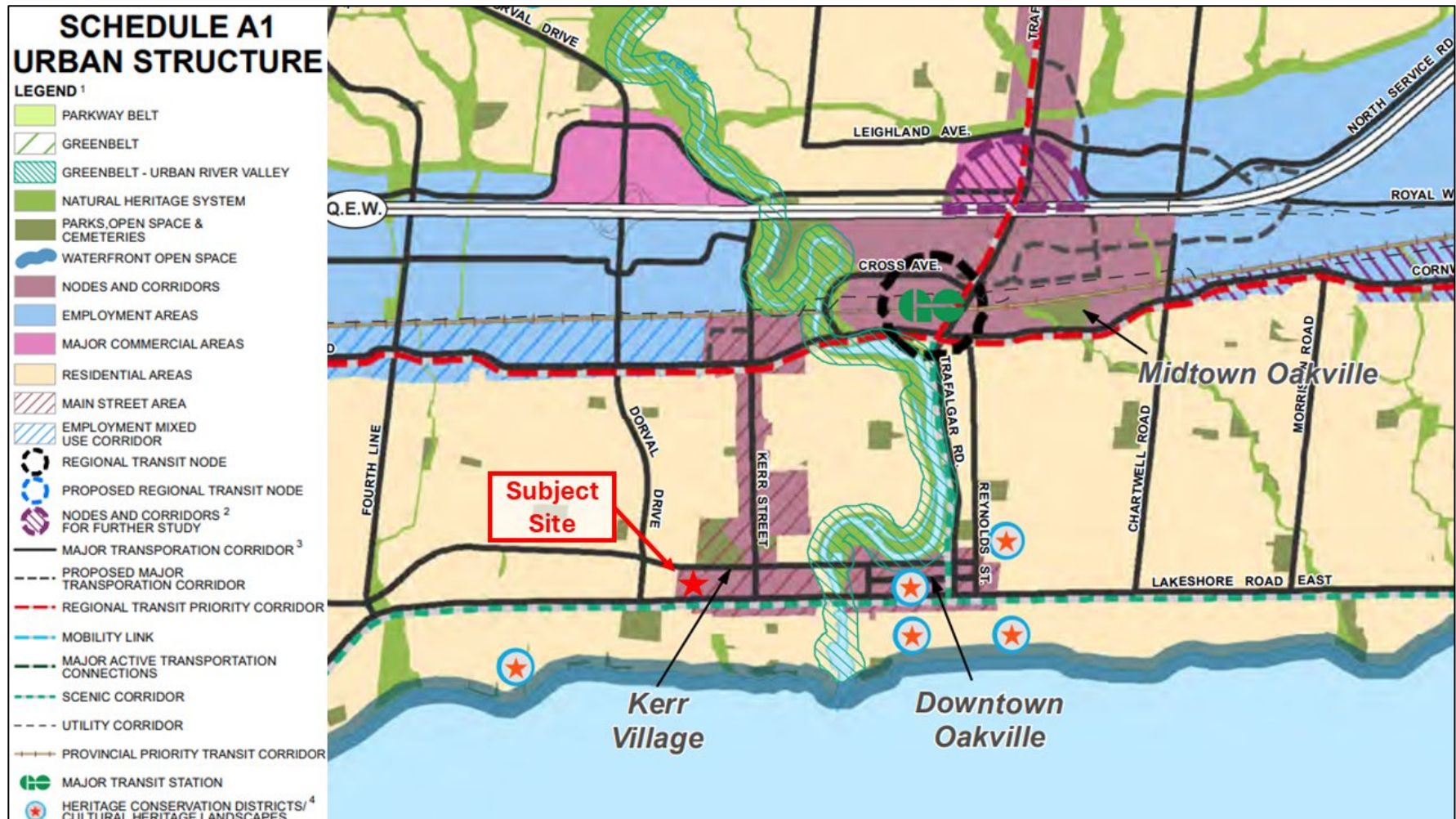
The proposed development conforms to the general intent of the Oakville OP by providing for mixed use development and intensification in an identified *Growth Area*. Further, reduced parking ratios and significant bike parking are proposed as TDM measures to encourage transit ridership and active transportation.

An Official Plan Amendment is required as the site-specific policies of Policy 23.7.6 are very perspective and only allow for two specific development options. With respect to the proposed density and height of the development, the 48 units proposed in a 4-storey built form represents appropriate intensification for a *Growth Area* in the Town of Oakville and falls within the ranges established by previous approvals on the Subject Site (5-storey, 132 unit retirement building; as well as an 18-unit, 3-storey Townhouse development). Importantly, the proposal includes a mix of uses, with commercial uses facing Lakeshore Road West in order to animate that streetscape/*Primary Street* as directed by the *Main Street 1* land use policies; while residential uses are permitted to front Garden Drive. Further, the building locates parking and access from a local street and within a side and/or rear yard. Through the Site Plan process more specific design elements associated with the Lakeshore Road West frontage including provision of wide sidewalks, landscaping and furnishings, as well as a high degree of transparency, can be secured and achieved; however, these elements are already shown on the materials provided with this submission.

With regards to the development's integration and transition with adjacent lands and uses, the development's proposed height and massing are appropriately scaled to the immediate context. The residential uses to the north/east of the Subject Site are townhouse dwellings that are 3 to 3½-storeys in height. To the immediate west and south/east of the Subject Site there are 4-storey apartment buildings. At 4-storeys, the proposed development will be

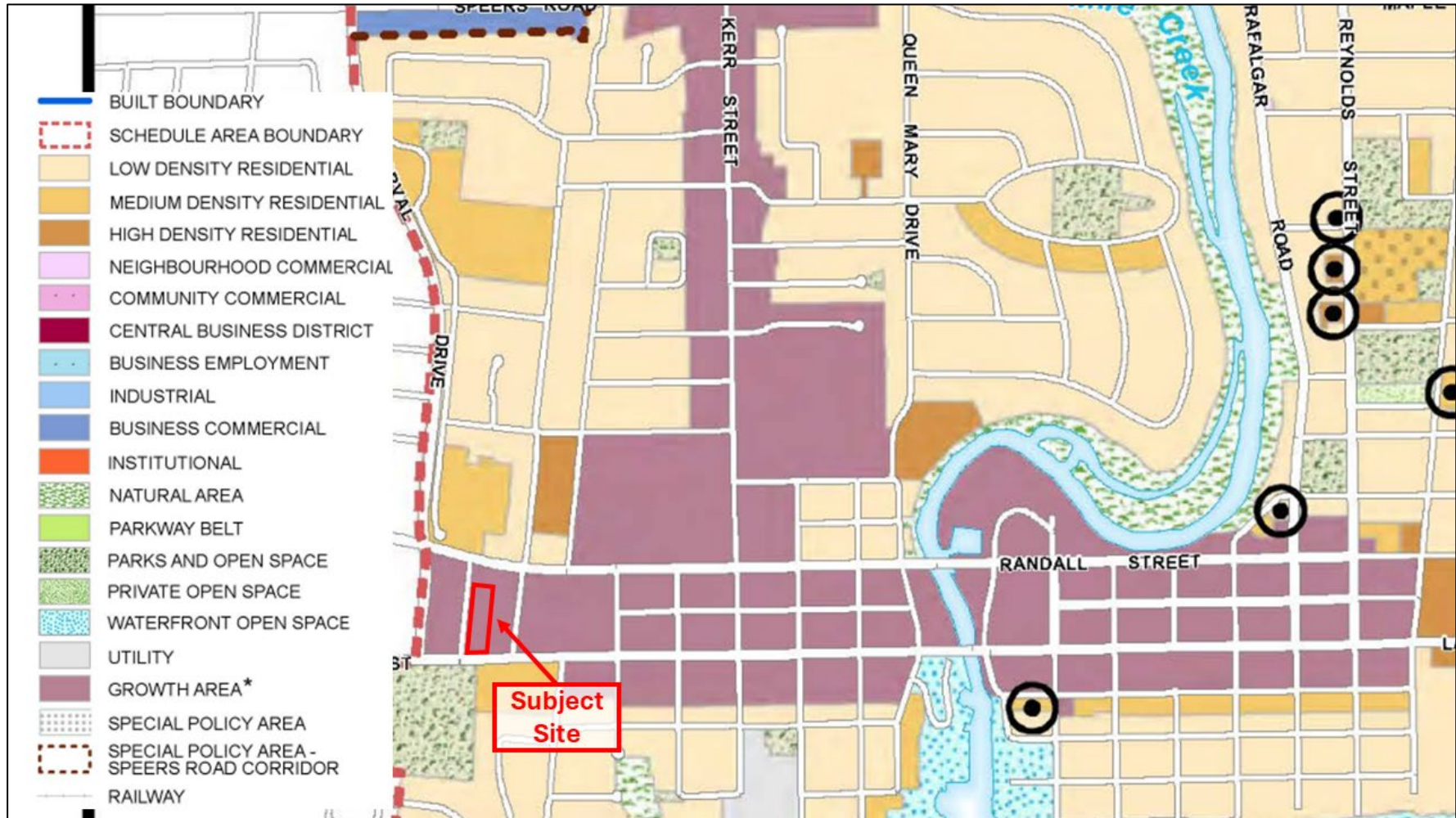
consistent with the heights of adjacent buildings, and the block lengths will be comparable to the townhouse block located to the immediate east. Additionally, the grading of the Subject Site is significantly lower than the adjacent lands to the east and north, which will result in the height of the proposed development being less apparent relative to the surrounding townhouse buildings - reducing overlook/privacy and shadowing concerns. The dormer roofline further mitigates the minor height differences. Further, along the northern and eastern lot lines significant landscape strips are proposed (ranging between 2.25m and 4.5m) which will allow for provision of significant landscape buffers. Where buildings are closer to the lot line (4.5m to the eastern lot line) only secondary windows will be proposed to further minimize overlook concerns. The introduction of additional specific design elements are possible through the Site Plan process and will be explored to further mitigate any additional transitional concerns.

Figure 24 – Town of Oakville Schedule A1 Urban Structure



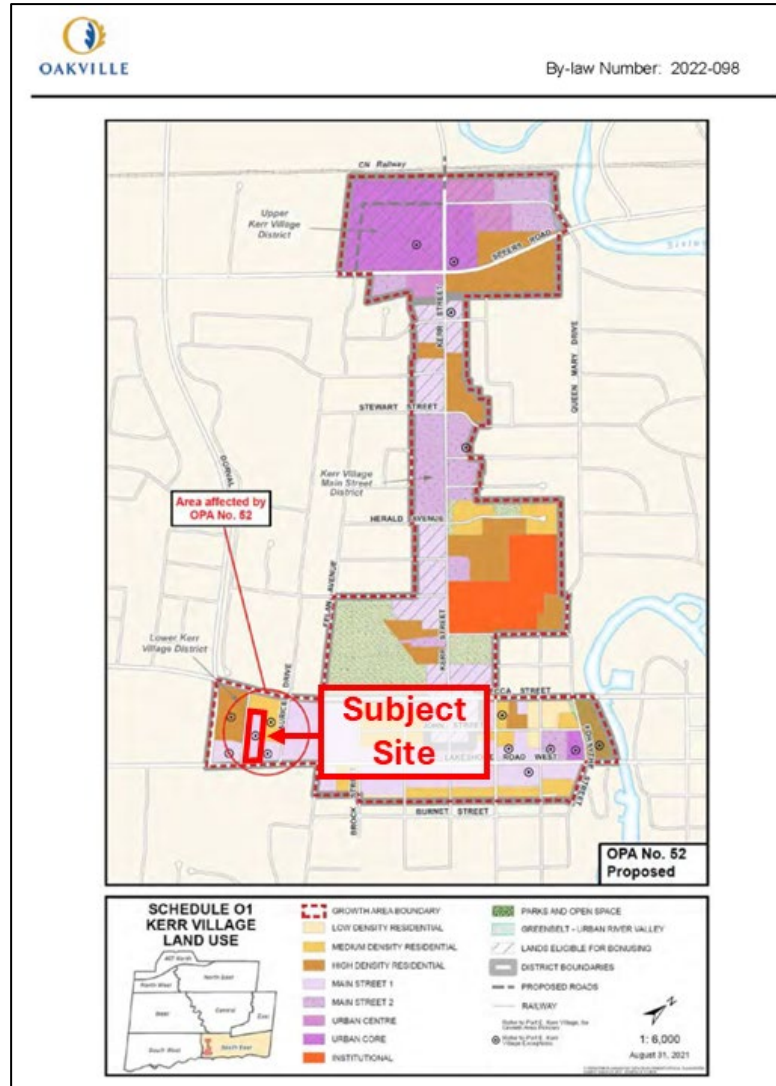
Source: Town of Oakville Official Plan, 2009

Figure 25 – Town of Oakville Schedule G Land Use Plan



Source: Town of Oakville Official Plan, 2009

Figure 26 – Town of Oakville OPA 52, Update to Schedule O1 Kerr Village Land Use Plan



Source: Town of Oakville OPA No. 52, 2021

3.5 Livable by Design

The Livable by Design Manual (LBDM) provides urban design guidelines for the Town of Oakville. The LBDM was endorsed by Council on May 12, 2014, and was most recently updated by Town Staff on December 2, 2019. The Manual is intended to implement the Town's urban design policies as are outlined in Section 6 of the Oakville OP.

Part A of the Livable by Design manual provides urban design direction for all forms of development, redevelopment and capital projects and will be the focus of this review. Parts B is not applicable to the proposed development. Part C provides specific guidance for site design and will be used to guide preparation of detailed site plan materials.

General objectives set out by the LBDM are carried over from the Oakville OP and are the following:

- To provide diversity, amenity, comfort, safety and compatibility with the existing community.
- To encourage attractive, safe public spaces, such as streetscapes, gateways, vistas and open spaces.
- To promote innovative and diverse urban form and excellence in architectural design.
- To promote the creation of distinctive places and locales, including Midtown Oakville, the other Growth Areas and high-profile locations such as gateways of the town.

3.5.1 Complete Streets

Section 2.1 of the LMDB outlines guidelines for the development of complete streets. These guidelines will be used to design the street fronts of both Garden Drive and Lakeshore Road West. Design directions include creating streets that are multi-modal, create convenient connections, and prioritize pedestrian and cyclist comfort, among other items.

Regarding streetscape design, the LMDB outlines that streetscapes should maintain a continuous street wall and orient and position primary building facades and entranceways directly towards streets.

The proposal has regard for these guidelines. At present, the east side of Garden Drive, adjacent to the Site, does not include a public sidewalk. Further, the Lakeshore Road West boulevard adjacent to the Site includes significant grade changes and a narrow sidewalk (~1.5m). The proposed development will improve these conditions and better integrate the Site into the immediate surrounding context. This will include provision of a 3m sidewalk along Lakeshore Road West with a typical grade relationship between the property and the road itself. It will also include provision of a new pedestrian sidewalk and boulevard with street trees along Garden Drive. This will create an additional pedestrian connection between Lakeshore Road West and Rebecca Drive - improving safety and accessibility. Landscaping elements such as street trees and furnishings will be incorporated along the Garden Drive and Lakeshore Road West street fronts to create inviting and vibrant streetscape that will foster a sense of place for current and future residents. Landscaping will be used throughout the development to provide privacy and to create transitions between the public realm and private communal spaces.

In terms of the built form's relationship to the streets, the proposal provides for a continuous building frontage along Lakeshore Road West with direct access from the proposed commercial uses to the improved sidewalk. The building façade also includes a high degree of glazing - connecting active uses to the public realm. Along Garden Drive, the three back-to-back townhouse blocks will be accessed from a common landscaped mews connecting to, and directly visible from Garden Drive. The three townhouse blocks will also have pedestrian entrances to the shared garages that will front onto Garden Drive. As such, there will be a visual and direct physical interconnection between the building entrances and the street. This will be augmented by significant fenestration in the living areas on the second floor which will provide a visual connection between Garden Drive the interior of the proposed units.

3.5.2 Low-rise Non-residential Buildings

Section 3.2 of the LBMD provides design direction for low-rise non-residential developments. These guidelines are applicable to mixed

use developments and as such apply to the at grade commercial component of the proposed development.

As per Guideline 3.2.1, buildings should be oriented and positioned such that they create an active pedestrian streetscape. They should also be compatible with the existing and planned surrounding context which can be achieved by maximizing public windows and door openings along the public realm, reflecting the local spatial arrangements and separation distances of existing buildings, and minimizing the visibility of surface parking.

As per Guideline 3.2.3, height and massing should be articulated to create and promote pedestrian scaled environments by incorporation modulation, projections and recesses, pronounced vertical elements, corner and parapet features and distinct rooflines.

Building facades should be extended along the property lines that face the public realm and for corner buildings specifically should incorporate vertical elements, expressive massing and architectural features that both accentuate the corner and address both frontages. Principal building entrances should face the public realm and be made visually obvious through scale, lighting and weather protection. They should also be at grade with barrier free access.

Guideline 3.2.18 outlines that buildings are to be designed with a high standard of design, detail and variety of materials that are to be aesthetically compatible with their surroundings, are functional, and energy efficient. Roof and rooftop elements should be designed to compliment the overall building design and mechanical elements should be screened from view (Guideline 3.2.25; 3.2.26).

The principal entrances to the commercial uses on Lakeshore Road West are oriented towards the public sidewalk and located at grade with barrier free access. The design of the Lakeshore Road west façade incorporates a higher degree of glazing commensurate with the commercial nature of those uses; while the remainder of the façade incorporates brick and masonry elements similar to the surrounding apartment and townhouse buildings. The at grade glazing design treatment also wraps around the corner of the building and onto Garden Drive for the full depth of the commercial unit – addressing both street fronts and accentuating the corner. The proposal also includes significant improvements to the

pedestrian realm along Lakeshore Road West in the form of a 3m sidewalk and improved grading conditions.

The commercial component of the proposed development located in the Lakeshore Road West block has a larger first storey height (4.7m) to appropriately accommodate the proposed commercial uses. Following this, the building provides for a stepback for floors 2-4, providing for pedestrian scaled development. Mechanical and rooftop stair access is further stepped back and largely hidden by the dormer roofline.

Lastly, as noted above, commercial/visitor parking is located to the rear of Block D - minimizing the visibility of surface parking.

3.5.3 Low Rise Residential Buildings

The following policies from the LBDM guide the development of low-rise residential buildings. These policies are set out in Section 3.7 and apply to buildings that are primarily medium- and high-density, however are a maximum of five storeys in height.

3.5.3.1 Building Orientation

Regarding building orientation, the guidelines stipulate that buildings should be oriented towards the primary public street to foster an active pedestrian environment along the street edge (Policy 3.3.1). For developments that include multiple development blocks, a minimum separation distance of 15.0 metres must be applied where the main building heights are 3.5-4 storeys (Policy 3.3.3).

The proposal provides for four 4-storey blocks; and accordingly provides for 15m building separation between the blocks. As noted above Block D building entrances are oriented to Lakeshore Road West, while Blocks A-C are oriented to the common mews but are visually and physically connected to Garden Street; and thus, have appropriate regard to the intent of the guideline.

3.5.3.2 Height and Massing

The height and massing of buildings should be designed to create and reinforce a pedestrian-scaled environment (Policy 3.3.4). Further to this, the design guidelines specify that townhouses should be designed at a maximum of three storeys in height (Policy 3.3.7).

As noted above, Block D provides for a stepback above the first storey on Lakeshore Rd. W. Block D is not a townhouse development and accordingly the 3-storey height is not relevant. With regards to Blocks A-C (as well as D), the dormer roof design element hides the 4th storey within the proposal's roof line – meaning that the massing is similar to that of a 3-storey building. This creates the impression of a pedestrian scaled 3-storey massing along Garden Drive; and thus, the proposal has appropriate regard to the intent of the guideline.

3.5.3.3 Facades

Facades should be designed such that they incorporate a high level of architectural treatment, which can include varied wall planes and roof lines, human scale portions, large windows, and porches/entranceways (Policy 3.3.8). Additionally, townhouses should specifically be designed to incorporate architectural variety between adjacent blocks and along streetscapes (Policy 3.3.9).

The proposal includes a high level of architectural treatment including large windows and distinct porches/entranceways. The building materiality and colour has also been varied block to block to incorporate architectural variety between adjacent blocks and along streetscapes. Lastly, roof lines contain minor variations due to the grade change along Garden Drive from north to south.

3.5.3.4 Entranceways

As per guideline 3.3.11, main entranceways should be oriented towards the public realm and designed such that they are accessible, illuminated and have weather protection. Further to this, entranceways that are accessed from the public realm can be raised by 0.6-0.9 metres from the abutting sidewalk to provide

Figure 27 – Building Renderings Looking Northeast



Source: Richard Wengle Architects, 2024

privacy. See analysis above regarding the Garden Drive and Lakeshore Road entrances and building orientation. Whether protection for the individual entrance to the back to back townhouse units has been provided via a covered porch; where-as canopies will be provided for the retail/commercial accesses on Lakeshore. For the back to back towns, 3 risers are required in order to access the communal landscape mews with one additional riser required to access the individual porches. The commercial entrance on Lakeshore will be grade related.

Policy 3.3.13 and 3.3.14 provide direction for the design of vehicle entranceways. Vehicle accesses and parking should be located internal to the site or at the rear or side of the building. Garage entrances should be flush with or recessed behind the building face and architecturally integrated into the main building façade. The garage access points on Blocks A-C are flush with the building face and architecturally integrated into the main building façade. They provide direct access from the exterior side yard (Garden Drive, a local street) as opposed to from Lakeshore Road West (front yard, minor arterial). This is consistent with the existing access points on Garden Drive to the north (townhouse parking and garages visible from Garden Drive at rear of units facing Rebecca) and to the west (communal parking garage accessed directly from Garden Drive).

3.5.3.5 Building Detailing and Materials

Per policy 3.3.15, buildings should be designed with a high standard of design, detail and variety of materials. Materials that are encouraged include brick, stone, metal, glass, wood and in-situ concrete. Materials that are discouraged include vinyl siding, plastic, plywood, concrete block, tinted and mirrored glass, and metal siding.

These townhouse blocks are designed in a transitional Georgian style, with classic detailing consisting of masonry brick, precast and Eifs, accented with dark windows and dark grey roof. The proposed materials are complementary to the area and provide interest and variation to the facades by creating visual breaks. There is a mix of brick colours between the blocks. Two will use a red brick mix and alternating blocks will have a light coloured tan brick to provide distinctions between the different blocks. At the fourth storey, the roof line is low so that the interior spaces are within the roof with natural light being provided by dormers.

3.5.3.6 Roof Elements & Mechanical Equipment

The roof should be designed as an overall compliment to the building design and should incorporate a variety of roof line elements and features to increase visual interest and minimize the massing (Policy 3.3.22, 3.3.23). As per policies 3.3.25 and 3.3.26, wherever possible, rooftop mechanical equipment should be incorporated directly into the structure and design of the roof to minimize visual impact.

At the fourth storey for all townhouse blocks, the roof line is low so that the interior spaces are within the roof with natural light being provided by dormers. The dormers are a mix of windows or recessed balconies with glass doors. The roof line extents up to the roof terraces allowing them to also be less visible from street view below and screen the mechanical and rooftop stair access.

3.5.3.7 Amenity Spaces

Regarding amenity spaces, the LBDM stipulates that each residential unit should incorporate a private outdoor amenity space in the form of a balcony or a terrace. Amenity spaces are provided for each townhouse unit on a rooftop terrace. Communal amenity space is provided via the landscaped mews.

3.6 Kerr Village Growth Area Design Guidelines

The Livable by Design Guidelines also provide specific design direction for the Kerr Village Growth Area. This chapter of the design manual outlines that Kerr Village has traditionally been a commercial area, however it is well positioned to support mixed use development that offers places for Oakville residents to live, work, shop, and play. The Subject Site is identified as being with the Lower Kerr Village District, which are intended to remain a mixed-use area, with a blend of commercial, office, and residential uses.

The guiding design principles for Kerr Village include sense of identity, compatibility, connectivity, sustainability, legacy and creativity.

3.6.1 Urban Design Direction for Kerr Village

Urban Design direction for Kerr Village is driven by the following themes: distinguish the district, foster activity at street level, frame the street, be compatible with surroundings, and create links to and throughout the district.

3.6.1.1 Distinguish the District

This design principle aims to enhance Kerr Village's public realm with gateway elements, streetscapes, and public spaces. A notable gateway is located at Dorval Drive and Lakeshore Road West which is approximately 80 metres west of the Subject Site. This gateway marks the district's entry, fostering a sense of arrival with distinct features. Key strategies include orienting building massing and entrances toward the street (3A.a), ensuring architectural quality that reflects local context (3A.b), and using distinctive streetscape treatments, plantings, and landscape designs to unify the district (3A.c).

Proposed mixed-use Block 'D' is oriented towards the street along Lakeshore Road West with active commercial uses at grade. The townhouse blocks are designed in a transitional Georgian style, with classic detailing consisting of masonry brick, precast and EIFS,

accented with dark windows and dark grey roof. The proposed materials are complementary to the area and provide interest and variation to the facades by creating visual breaks. With regards to streetscape furnishings, the proposal provides shade structures, bike rings on concrete pads and two open lawn areas where one is located between Block A and Block B and the other is located between Block B and Block C. Further the treatment of the Garden Drive and Lakeshore Road West streetscapes represents a continuation of the existing streetscape treatments to the north and east respectively. This includes provision of a wide pedestrian zone along Lakeshore, as well as provision of a traditional grass boulevard with street trees as well as a standard 1.5m sidewalk on Garden Drive.

3.6.1.2 Foster Activity at Street Level

The design guidelines for Kerr Village emphasize coordinated streetscape elements on primary, secondary, and local streets. Lakeshore is considered a primary street and Garden a local street.

Along Primary Streets to foster activity at street level, several guidelines are provided including:

- Within the interface zone: provision of entrance features, and patio seating (3B.1.a), orient building entrances and display windows towards the street (3B.1.b), and, include weather protection like awnings and canopies (3B.1.c).
- Within the Pedestrian Path Zone provide unobstructed pedestrian paths with surface treatments differentiating paths from other activities (3B.1.d, 3B.1.e)
- Within the Planting and Furnishing Zone and Curb Zone provide new street trees (3B.1.f) and street furniture (3B.1.g) while creatively integrating above-ground utility features.

The guidelines also direct for minimization of potential conflicts with vehicles entering and exiting sites on Primary Streets; noting that vehicular access should be provided from side streets or rear lanes (3B.4.a) and that bike facilities should be integrated with vehicle parking areas (3B.5.a.ii).

Along Lakeshore Road West, the at-grade retail entrances provide articulation of display windows and the canopies above the door entrances to provide weather protection. The glass finish of the at-grade commercial stores allows for an attractive and animated street wall along the frontages of the building. The proposal provides for a 3 metre sidewalk which will connect to the existing sidewalk to the east of the subject site along Lakeshore Road West. Lastly, the proposal can accommodate street furniture south of the sidewalk and this can be provided through detailed design. Street trees may not be possible due to conflicts with overhead cables but can be further explored.

In term of access - all vehicular accesses are from Garden Drive and most parking is provided within the building massing of Blocks A, B and C and Block D. The only surface parking is located at the rear of Block D and screened from Lakeshore. Visitor bike rings are provided throughout the site while long term bike parking provided for each unit within the Blocks.

3.6.1.3 Frame the Street

The guidelines direct for creation of a defined street wall by positioning buildings along all primary streets within the required front and flankage yards (3C.1.1) and establishing the building base height to be no greater than 80% of the street width (3C.1.2). The proposed has regard for these guidelines by providing a minimal 1.2m front yard setback along Lakeshore and limiting building height to 4-storeys / 15m.

Design guidelines for Kerr Village aim to create visually interesting street walls by incorporating projections and recesses in building façades (3C.2.a), breaking up facades longer than 55 meters (3C.2.b), and dividing new development facades into smaller segments to reflect the rhythm and scale of traditional main street and village built forms (3C.2.c). The at-grade commercial space along Lakeshore Road West incorporate projections, display windows, and recessing of walls to create an animated street wall instead of blank walls. Further, the proposal maintains the same scale as the building to the east with at-grade commercial and three storeys of residential above. Further, the length of Block D is well below 55m (~35m) and includes two commercial units. Lastly,

façade treatments such as varying and interchanging building materials and colours have been used to create visual interest in all development blocks.

3.6.1.4 Be Compatible with Surroundings

Per the Guidelines, this design direction is primarily focused on the interface of tall and midrise buildings abutting low-rise dwellings. For the Subject Site, this would be the transition between Block D to Block C. TBG notes that these buildings are both 4-storeys in height and separated by over 15m (3D.1.c.); and accordingly, an appropriate transition is provided. The design direction also notes that visually interesting end wall treatments on the exposed portions of facades should be incorporated (3D.1.d.), which is the case for the end wall treatments of Block A-D facing Garden; and to a less extent facing east.

3.6.1.5 Create Links to and throughout the District

The design guidelines for Kerr Village emphasize enhancing pedestrian access and movement by focusing on built form framing the street and providing ample ground-level entrances along primary and secondary streets like Lakeshore (3E.1.a). They also call for well-defined, predictable, comfortable, and barrier-free pedestrian connections throughout new developments (3E.2.a, 3E.2.b). Additionally, the guidelines recommend using elements like lighting, landscaping, furnishings, and protective features to animate the space (3E.2.d). The proposed development provides for accessible access to the Lakeshore retail/commercial units. Further, various internal pathways connect the individual entrances to the back to back and multiple attached dwellings units to Garden Street.

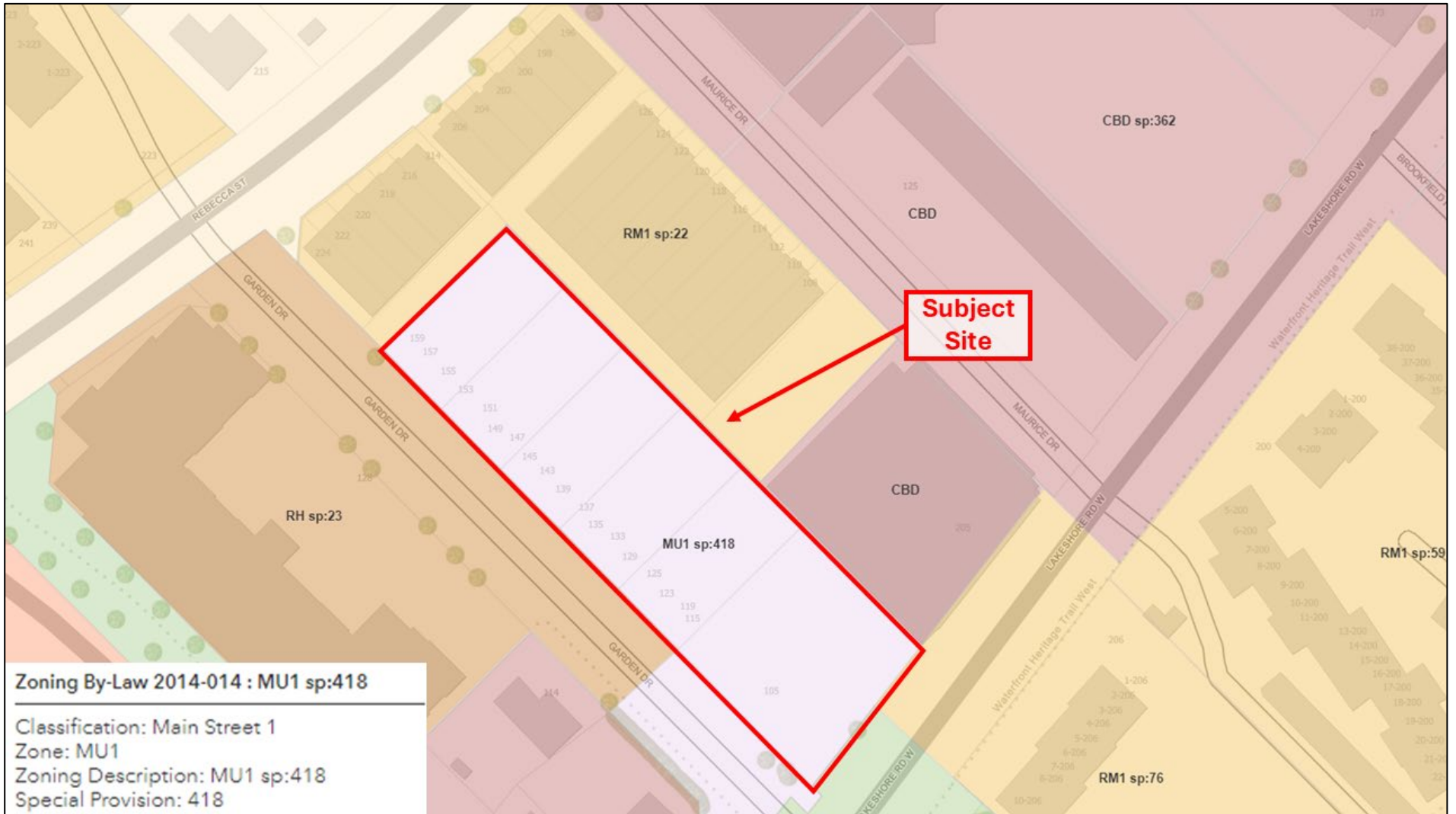
3.7 Town of Oakville Zoning By-law

The Subject Site is zoned as *Mainstreet 1 Special Provision 418 (MU1 SP: 418)* (**Figure 28**). These site-specific zoning permissions only allow, and specifically seek to facilitate, the development options envisioned in Policy 23.7.6 of the Official Plan.

As a result, a Zoning By-law Amendment is required to implement new site-specific zoning provisions. That noted, some key permissions of the existing zoning include a minimum Floor Area for non-residential uses facing Lakeshore Road West of 130m² and a maximum height of 5-storeys/18.5m. In comparison to these provisions, the proposal will provide additional non-residential Floor Area (over 194m²) and will be shorter (4-storeys). The draft ZBLA itself is available as an appendix at the end of this report and has also been submitted in support of this applications.

The preceding sections have analyzed the proposal and found it to be consistent with / in conformance with the relevant Provincial and Municipal Planning policies. As such, to the extent that the draft ZBLA facilitates and secures for the proposed development it is likewise consistent with / in conformance with the relevant Provincial and Municipal Planning policies.

Figure 28 – Zoning Map



Source: Oakville Zoning By-law 2014-014

4.0 Supporting Documents

4.1 Urban Design Brief

An Urban Design Brief was prepared by Strybos Barron King Ltd. in support of the application and provides overall design direction for the private and public realm components of the proposed mixed-use development. Detailed architectural and landscape plans based on the Urban Design Brief will be submitted as part of the Site Plan Approval application to the Town for review and approval.

The UDB provides an overview of the area context and development proposal and a summary of the relevant policies/guidelines of the Halton Region Official Plan, the Town of Oakville Official Plan and the Liveable by Design Manual. The UDB then provides a summary of the landscape and built form approach, including a description and analysis of internal landscape and public streetscapes treatment. The UDB concludes that the proposed development addresses the Town's vision and development design objectives by considering the existing community structure, street network, streetscapes, and overall site planning and built form.

4.2 Arborist Report

An Arborist Report was prepared by Strybos Barron King Ltd. in accordance with Town of Oakville's Tree Bylaw requirements. The report summarizes the trees inventoried within and immediately adjacent to the site and provides recommendations based on the anticipated constraints associated with the Site Plan construction works. The report concludes that based on the Site Plan construction constraints, twenty-four (24) trees subject to the

Private Tree Bylaw will require removal. Based on the compensation requirement guidelines for removals, 101 new trees are required. All trees to be preserved are protected in accordance with Town of Oakville tree protection standards. This includes off site trees on the eastern property line.

4.3 Functional Servicing & Stormwater Management Report

A Functional Servicing Report and Stormwater Management Report was prepared by Skira & Associates Ltd. For stormwater, the Report concludes that the proposed development will be serviced by the existing storm sewer on Garden Drive with quantity control achieved using a Cultec system, and quality control achieved using an oil/grit separator. With regards to sanitary servicing, the proposed development will be serviced by the existing sanitary sewer on Garden Drive with individual 125mm sanitary connections provided for each townhouse block and a 150mm sanitary connection for each commercial unit. With respect to water, the proposed development will be serviced by the existing watermain on Garden Drive. Individual 25mm water service connections will be provided for each townhouse unit and a 150mm water service connection will be provided for each commercial unit. All blocks will be provided with 150 dia. fire line and individual units will be sprinklered. The existing fire hydrant will be utilized to provide fire coverage.

4.4 Transportation Impact Study

A Transportation Impact Study has been prepared by NexTrans Consulting Engineers. The Transportation Impact Study concludes that the proposed development can adequately be accommodated by the existing and future transportation network, future transit services for the area, as well as the recommended measures identified in this report.

The TIS includes an assessment of intersection capacity which indicates that the proposed accesses are expected to operate at acceptable levels of service with minimum delay or queue. Further the TIS notes that the corner clearance and throat length corner are also appropriate and meet the Transportation Association of Canada Guidelines (TAC).

With respect to parking, the study notes that the by-law requirements for vehicle parking are excessive and do not support the sustainability vision of the Town of Oakville Official Plan. To encourage residents to take more sustainable modes of transportation, the study suggests that parking rates should and must be reduced as parking management is the best Transportation Demand Management measure. Accordingly, the study supports the proposed parking ratio of 1 space per residential unit as well as 11 combined visitor / commercial parking spaces. Building on this, the Report also identifies and recommends appropriate Transportation Demand Management measures and incentives to support active transportation and transit, to meet the objectives and requirements of the Town and the Region.

4.5 Environmental Site Assessment

A Phase One Environmental Site Assessment was prepared by Fortis Environmental Inc. dated May 10, 2024; the full report is provided under a separate cover. The report concludes that based on the review of the available records and site observations completed there is no potential for adverse environmental impact to exist at the Site because of the historical and present land uses. No further investigation is therefore recommended.

4.6 Shadow Impact Analysis

A Shadow Impact Study was conducted by The Biglieri Group dated June 17, 2024, and the full study has been included under a separate cover. The analysis determined that the net new shadows cast from the proposed development do not appear to adversely affect surrounding public sidewalks, parks or roadways. The existing surrounding greenspace including the St. Thomas Aquinas Catholic Secondary School sports field and St. Jude's Cemetery do not appear to be adversely affected by the proposed development. The alleyway north of the Subject site experiences shadows cast by the proposed project in the mornings but dissipates by 11:00 AM in April and September 21 and by 10:00 AM in June. During December 21 when the sun is lowest in the sky the shared alleyway experiences shadowing until 2:00 pm. It is noted that the laneway only serves vehicular traffic. A fence is located along that property line which would already cast shadows onto the laneway. The existing second storey outdoor patios of the townhouses located east of the Subject Site experiences net new shadowing in the evening after 6:00 PM during April and September 21st. During June 21st the patio experiences shadowing at 7:00 PM. Lastly, the proposed project would not reasonably hinder the future implementation of rooftop solar panels on adjacent properties.

5.0 Conclusion

The Biglieri Group. has been retained by Brightstone to prepare planning applications and obtain municipal approvals required to facilitate development on 105-159 Garden Drive (“Subject Site” or “Site”).

This report has been prepared in support of Official Plan Amendment (“OPA”) and Zoning By-law Amendment (“ZBA”) applications to facilitate the development of a mixed use intensification project. The proposal consists of three back-to-back townhouse blocks and one mixed use block, generating a total of 48 residential units and a commercial floor area of approximately 194m².

The Subject Site is located within the *Built-up Area* identified by the Growth Plan, Schedule 2 – A Place to Grow Concept and is within the Town of Oakville’s *Built Boundary*. The Subject Site is located within the *Urban Area* and *Built Boundary* on Schedule 1H of the Region of Halton Official Plan (“HROP”). Schedule A1 of the Oakville Official Plan (“Oakville OP”) designates the Site as *Nodes and Corridors*, as well as *Main Street Area*. Further, the Site is within a *Growth Area* per Schedule G and are more specifically identified as being within the *Kerr Village Growth Area*. Finally, the Subject Site is designated *Main Street 1* and subject to site specific policies per Schedule O1 – Kerr Village Land Use. With regards to Zoning, the Site is zoned *Mainstreet 1 Special Provision 418* (MU1 SP: 418). These site-specific zoning permissions only allow, and specifically seek to facilitate, the development options envisioned in site specific Policy 23.7.6 of the Official Plan; these site specific permissions include a 5-storey 131 unit apartment building; or, alternatively, a 3-storey, 18 unit townhouse development with a 4-storey mixed use building adjacent to Lakeshore.

This Planning Rationale Report has evaluated the merits of the proposed development in the context of all applicable Provincial, Regional, and Town policies.

The proposed development is consistent with the policies of the PPS and conforms to the policies of the Growth Plan by providing intensification and a compact built form that will make use of existing municipal infrastructure, while being appropriately scaled to its surrounding context. Further to this, the proposal will support the development of a complete community by providing retail/commercial uses at grade along Lakeshore Road West.

The proposal conforms to the HROP as the proposed units will contribute to intensification within the *Built Boundary* and a *Strategic Growth Area*. The mix of uses provided there-on will contribute to the creation of a complete community and, when combined with the proposed compact built form, will support alternative modes of transportation. Further, the proposed built form of the back-to-back townhouse will add to the diversification of the Town of Oakville’s housing supply, which in turn will provide housing options that are smaller in size and more attainable. Further to this, the proposed development will work towards policy 86.6 of the HROP that requires that the development of 65 percent of new housing as townhouses and multistorey buildings.


Lastly, the proposed development conforms to the general intent of the Oakville OP by providing for mixed use development and intensification in an identified *Growth Area*. However, an Official Plan Amendment is required as the Site Specific policies applying to the Site per Policy 23.7.6 are very perspective and only allow for two very specific development options. With respect to the proposed density and height of the development the 48 units proposed in a 4-storey built form represents appropriate

intensification for a *Growth Area* in the Town of Oakville and falls within the ranges established by previous approvals on the Subject Site (5-storey, 131 unit retirement building; as well as an 18-unit, 3-storey Townhouse development). Importantly, the proposal includes a mix of uses, with commercial uses facing Lakeshore Road West in order to animate the streetscape/*Primary Street* as directed by the *Main Street 1* land use policies. Further, the building locates parking and access from a local street and within a side yard. Through the Site Plan process more specific design elements can be secured and achieved.

Accordingly, It is our opinion that the proposed development and the associated draft OPA and draft ZBLA are consistent with the policies as set out in the Provincial Policy Statement (“PPS”), conform to the policies of A Place to Grow: Growth Plan for the Greater Golden Horseshoe (“Growth Plan”), and conform to the HROP the general intent of the Oakville OP. It is our professional opinion that they therefore represent good planning and are appropriate for approval.

Respectfully submitted,

THE BIGLIERI GROUP LTD.

A handwritten signature in black ink, appearing to read 'M. Testaguzza', written in a cursive style.

Michael Testaguzza, MCIP, RPP
Partner

A handwritten signature in black ink, appearing to read 'A. Walton', written in a cursive style.

Alex Walton, MPI
Planner

APPENDIX 1

THE CORPORATION OF THE TOWN OF OAKVILLE
BY-LAW NUMBER 20__-__
Official Plan Amendment

A by-law to adopt an amendment to the Livable Oakville Official Plan,
Official Plan Amendment Number ____
(Garden Residences Corporation, File No.: OPA.____)

WHEREAS the owner of the lands currently known as 105 and 115-159 Garden Drive has requested that Council amend the Livable Oakville Plan to change the site-specific exception policies applying to the lands to allow for development of four (4) blocks of Multiple-attached dwellings, each four (4) storeys in height with commercial uses fronting onto Lakeshore Road West as a further permitted use in addition to the existing permitted uses.

WHEREAS it is deemed necessary to pass an amendment to the Livable Oakville Plan to incorporate certain modification to text pertaining to the lands known as 105 and 115-159 Garden Drive.

COUNCIL ENACTS AS FOLLOWS:

1. The attached Official Plan Amendment Number ____ to the Livable Oakville Plan is hereby adopted.
2. This Official Plan Amendment is subject to appeal rights set out in the Planning Act, R.S.O. 1990, c. and shall come into effect once the deadline for filing appeals has passed or all appeals have been withdrawn or finally disposed of.

PASSED this day of _____, 20__

MAYOR

CLERK

Constitutional Statement

The details of the amendment, as contained in Part 2 of this text, constitute Official Plan Amendment Number [redacted] to the Livable Oakville Plan.

Part 1 – Preamble

A. Subject Lands

The subject lands are located at the northeast corner of Garden Drive and Lakeshore Road West and are known municipally as 105 and 115-159 Garden Drive.

B. Purpose and Effect

The purpose and effect of this official plan amendment (OPA) is to modify exception policies 23.7.6, as they apply to the subject lands, to permit four (4) blocks of multiple-attached dwelling, each four (4) storeys in height, with commercial uses fronting onto Lakeshore Road West as a further permitted use in addition to the existing permitted uses.

C. Background and Basis

- The subject lands are vacant, and they have an area of approximately ~4,988 metres squared (0.50 ha)
- On Schedule O1, Kerr Village Land Use, of the Livable Oakville Plan, the subject lands are currently designated “Main Street 1” and identified with bull’s eye symbol to indicate that they are subject to site-specific exception policies.
- The current policies would permit the subject lands to be redeveloped with a maximum of 18 three-storey townhouse units fronting onto Garden Drive (115-159 Garden Drive) and a four-storey mixed use (residential and commercial) building at the corner of Garden Drive and Lakeshore Road West (105 Garden Drive). Alternatively, they would also allow for development of a 5-storey retirement home and/or long term care home on the entirety of the Site including a minimum of 130 square metres of non residential floor area adjacent to Lakeshore Road West.
- The proposed amendment implements the policies of the Kerr Village Growth Area and provides an appropriate scale of development within the block bound by Dorval Drive, Rebecca Street, Maurice Drive and Lakeshore Road West.

Part 2 – The Amendment

A. Text Changes

The text of the Livable Oakville Plan is amended as indicated below. Text that is **underlined** is new text to be inserted into the Livable Oakville Plan. Text that is crossed out (“**strickethrough**”) is to be deleted from the Plan.

1. Part E, Section 23.7, Kerr Village Exceptions – Schedule O1, is amended by modifying policy 23.7.6 as follows:

On the lands designated Main Street 1 on the north side of Lakeshore Road, between Dorval Drive and Maurice Drive:

- a) Retail and service commercial uses, and ancillary residential uses, may be permitted on the ground floor.
- b) The maximum building height shall be four storeys
- c) Redevelopment of the lands between Garden Drive and Maurice Drive shall only occur at such time as all the lands within a *development* block have been acquired for *development* purposes. Lands fronting on to Garden Drive (105 and 115-159 Garden Drive) constitute one *development* block, while the remaining lands make up another *development* block.
- d) Redevelopment in accordance with c), above, shall be subject to the urban design guidelines for the Maurice Drive area.
- e) Notwithstanding subsections (a) through (d) above, the following uses are permitted on the *development* block fronting onto the east side of Garden Drive (105 and 115-159 Garden Drive):
 - i. a retirement home and/or long-term care home on the entirety of the *development* block subject to the additional policies in subsection (f) below; or,
 - ii. *multiple attached dwellings* on the northern portion of the *development* block (115-159 Garden Drive) subject to the additional policies in subsection (g) below, and the remainder of the *development* block (105 Garden Drive) developed in accordance with subsections (a) through (d) above; or,
 - iii. **multiple attached dwellings on the entirety of the development block subject to the additional policies in subsection (h) below.**
- f) The following additional policies apply to *development* in accordance with subsection (e)(i) above:
 - i. The maximum building height shall be five storeys.
 - ii. The fifth storey shall have a maximum floor area of 975 square metres and no retirement or long-term care dwelling units shall be permitted within it.

- iii. The ground floor adjacent to Lakeshore Road West shall include a minimum of 130 square metres of non-residential floor area for publicly accessible retail and/or service commercial uses.
 - iv. Vehicular access shall only be from Garden Drive
 - v. Redevelopment shall be in accordance with urban design guidelines approved by the Town.
- g) The following additional policies apply to the multiple attached dwellings permitted by subsection (e)(ii) above:
- i. A maximum of 18 units at a maximum density of 53 units per site *hectare* shall be permitted.
 - ii. The maximum building height shall be three storeys.
 - iii. Redevelopment shall only occur upon confirmation of adequate water and wastewater services, the suitability of the adjoining roads to accommodate traffic and the submission of a block plan indicating the integration of the proposed redevelopment within the overall area.
 - iv. Redevelopment shall be subject to urban design guidelines approved by the Town.
- h) The following additional policies apply to the multiple attached dwellings permitted by subsection (e)(iii) above:**
- i. A maximum of 48 residential units shall be permitted.**
 - ii. The maximum building height shall be four storeys.**
 - iii. The ground floor adjacent to Lakeshore Road West shall include a minimum of 130 square metres of non-residential floor area for publicly accessible retail and/or service commercial uses.**
 - iv. Vehicular access shall only be from Garden Drive.**
 - v. Redevelopment shall be in accordance with urban design guidelines approved by the Town.**

APPENDIX 2

THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 20__-__

A by-law to amend the Town of Oakville Zoning By-law 2014-014 to permit the use of lands described as 105, 115-159 Garden Drive (Garden Residences Corporation, File No.: Z. _____)

ORDERED BY THE ONTARIO LAND TRIBUNAL:

1. Part 15, Special Provisions, of By-law 2014-014 as amended, is further amended by renumbering Section 15.418.3 to 15.418.4 and adding new Section 15.418.3 as follows:

418	105, 115-159 Garden Drive	Parent Zone:
Map 19 917a)		MU1 (2022-099) (20__-__)
The lands subject to Special provision 418 may be developed and used in accordance with either subsection 15.418.1, subsection 15.418.2, or Subject 15.418.3.		
15.418.3 – Option #3		
15.418.3.1- Permitted Uses		
The following uses are only permitted:		
a)	<i>Dwelling, Back-to-Back Townhouse</i>	
b)	<i>Dwelling, Multiple</i>	
c)	<i>Art Gallery</i>	
d)	<i>Business Office</i>	
e)	<i>Financial Institution</i>	
f)	<i>Medical Office</i>	
g)	<i>Restaurant</i>	
h)	<i>Retail Store</i>	
i)	<i>Service Commercial Establishment</i>	
j)	<i>Commercial school</i>	
k)	<i>School, private</i>	
l)	<i>Veterinary clinic</i>	
15.418.3.2 Additional Regulations for Permitted Uses		
The following additional regulations apply:		
a)	Non-Residential uses are required within the <i>first storey</i> of a <i>building</i> fronting Lakeshore Road West.	
b)	The minimum combined floor area for all Non-Residential uses required within-the <i>first storey</i> of a <i>building</i> fronting Lakeshore Road West shall be 130m ² .	
c)	Table 8.2, note 3 shall not apply.	
15.418.3.3 Additional Zone Provisions:		

The following additional regulations apply:		
a)	Minimum <i>interior side yard</i> for the first storey	2.5m
b)	Minimum <i>interior side yard</i> for the second to fourth storey	4.5m
c)	Minimum <i>rear yard</i>	6m
d)	Maximum <i>height</i>	16m
e)	Table 8.3.2 shall not apply.	
f)	Section 8.4a) shall not apply.	
g)	Section 8.6c), d), e) shall not apply	
h)	Maximum encroachment for a Porch within a rear yard setback	2m
i)	Minimum width of <i>landscaping</i> abutting a <i>residential zone</i> .	2.5m
j)	Minimum width of <i>landscaping</i> from a surface parking area to a road.	2m
k)	Minimum width of <i>landscaping</i> from a surface parking area to a lot with a residential use.	4m
l)	Section 4.27 f) & e) shall not apply	
15.418.3.4 Parking Provisions		
a)	Minimum Residential Parking Required	1 space per unit
b)	Minimum Non-residential and Residential Visitor parking Required	0.2 spaces per unit
c)	The minimum width of a parking space not located in a private garage	2.6m
d)	Section 5.8. shall not apply.	
15.418.3.5 Special Provisions		
a)	All lands shall be considered as one <i>corner lot</i> for the purposes of this by-law. The <i>lot line</i> abutting Lakeshore Road West shall be deemed the <i>front lot line</i> , and the <i>lot line</i> abutting Garden Drive shall be deemed the <i>flankage lot line</i> .	
15.418.4 Special Figures		



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