



PLANNING RATIONALE REPORT (SUBMISSION) May 2011

Lazy Pat Farm Property
(3269 Dundas Street West), North Oakville West

PREPARED FOR:



PREPARED BY:



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May 18, 2011

bclMC Realty Corp.
c/o Bentall Kennedy (Canada) LP
55 University Avenue, Suite 300
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Attention: Mr. Michael Reel, Vice President, Investment Management

Dear Mr. Reel,

Subject: **Planning Rationale Report, Lazy Pat Farms Property (3269 Dundas Street West), North Oakville West**

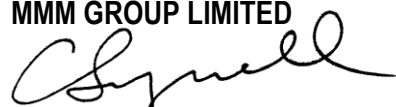
MMM Group Limited is pleased to submit our Planning Rationale Report for the Lazy Pat Farms Property, (3269 Dundas Street West), North Oakville West. The Planning Rationale Report has been prepared in support of a Draft Plan of Subdivision and Zoning By-law Amendment application for the Subject Property.

The purpose of the Planning Rationale Report is to present a planning analysis and planning opinion of how the development proposal satisfies the applicable planning legislation in support of the proposed development applications. The purpose of the development applications is to implement the applicable Provincial, Regional, and Town of Oakville policies, particularly the North Oakville West Secondary Plan, to facilitate the creation of an employment business park for the Subject Property. Having considered the development proposal thoroughly in the context of all applicable policies, it is my professional opinion that the development represents good and sound community planning and conforms to and implements the goals, objectives and policies of Province, the Regional Official Plan, and the North Oakville West Secondary Plan.

We thank you for the opportunity to undertake this Study. Please call should you have any questions or require clarification on any matters discussed.

Yours truly,

MMM GROUP LIMITED



Chris Tyrrell, MCIP, RPP
Manager, Planning & Environmental Design
Partner

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1.0 Introduction

Bentall Kennedy (Canada) Ltd., on behalf of bclMC Realty Corp. is proposing the development of an employment/business park for their lands located at 3269 Dundas Street West, in the Town of Oakville. This Planning Rationale Report and associated supporting studies have been prepared in support of the Draft Plan of Subdivision and Zoning By-law Amendment applications for the Subject Property. The proposed development applications implement the planned land use and development objectives for the Subject Property as identified through the applicable Region and Town policies, particularly the North Oakville West Secondary Plan. The Planning Rationale Report provides an overview of the site and surrounding land uses; the existing planning framework, a summary of the supporting studies; the development proposal and required planning applications; and a planning analysis and opinion regarding the development proposal.

1.1 Purpose of Report

The purpose of this Planning Rationale Report is to present a planning analysis and opinion regarding the development proposal in support of the proposed Draft Plan of Subdivision and Zoning By-law Amendment applications for the Subject Property.

The purpose of the applications is to implement the applicable Provincial, Regional, and Town of Oakville policies, particularly the North Oakville West Secondary Plan (NOWSP), to facilitate the creation of an employment business park at 3269 Dundas Street West, Oakville (Lazy Pat Farm) (herein referred to as the "Subject Property"), on behalf of bclMC Realty Corp. c/o Bentall Kennedy (Canada) LP.

This Planning Rationale Report and associated supporting studies have been prepared in accordance with the pre-consultation meeting with the Town on March 23, 2011. A Pre-Consultation Agreement was prepared and signed at the meeting to establish and confirm the submission requirements for the Draft Plan of Subdivision and Zoning By-law Amendment applications for the Subject Property. The Pre-Consultation Agreement is included in Appendix A.

1.2 Supporting Studies

The following outlines the studies undertaken in support of the Draft Plan of Subdivision and Zoning By-law Amendment applications:

- Area Servicing Plan, 407 West Employment Area, May 2011 – MMM Group Limited
- Environmental Implementation Report and Functional Servicing Study, May 2011 – MMM Group Limited
- Traffic Impact Study (including Pedestrian Circulation Plan and Transit Facility Plan), May 2011 – MMM Group Limited
- Urban Design Brief, May 2011 – MMM Group Limited
- Arborist Report, May 2011 – MMM Group Limited
- Stage 1 & 2 Archaeological Assessment, March 2009 – Archaeological Services Inc.
- Stage 3 Archaeological Assessment of the McMichael Site (AiGw-532), November 2009 – Archaeological Services Inc.

-
- Cultural Heritage Evaluation Report: Built Heritage Resources and Cultural Heritage Landscapes, June 2010 – Archaeological Services Inc.
 - Phase 1 Environmental Site Assessment, January 9, 2001 – Trow Consulting Engineers Limited
 - Preliminary Geotechnical and Geo-Environmental Investigation, January 23, 2001 – Trow Consulting Engineers Limited
 - Environmental Site Screening Checklist – MMM Group Limited
 - Sustainability Checklist (Appendix “B”) – MMM Group Limited

A summary of supporting studies is included in Section 4.0 of this Report.

1.3 Regional Context

The Subject Property is generally located in the northwest corner of the Town of Oakville, in the Region of Halton, within the western portion of the North Oakville West Secondary Plan (NOWSP) area, as illustrated on Figure 1a. This area has been more specifically defined as the 407 West Employment Area, which is bound by Dundas Street East, Tremaine Road, Highway 407 and Bronte Road. For the purposes of this Planning Rational Report, compass north-west has been described as north which is common throughout the Region of Halton. The lands generally north of Dundas Street comprise the last remaining greenfield development areas in the Town of Oakville.

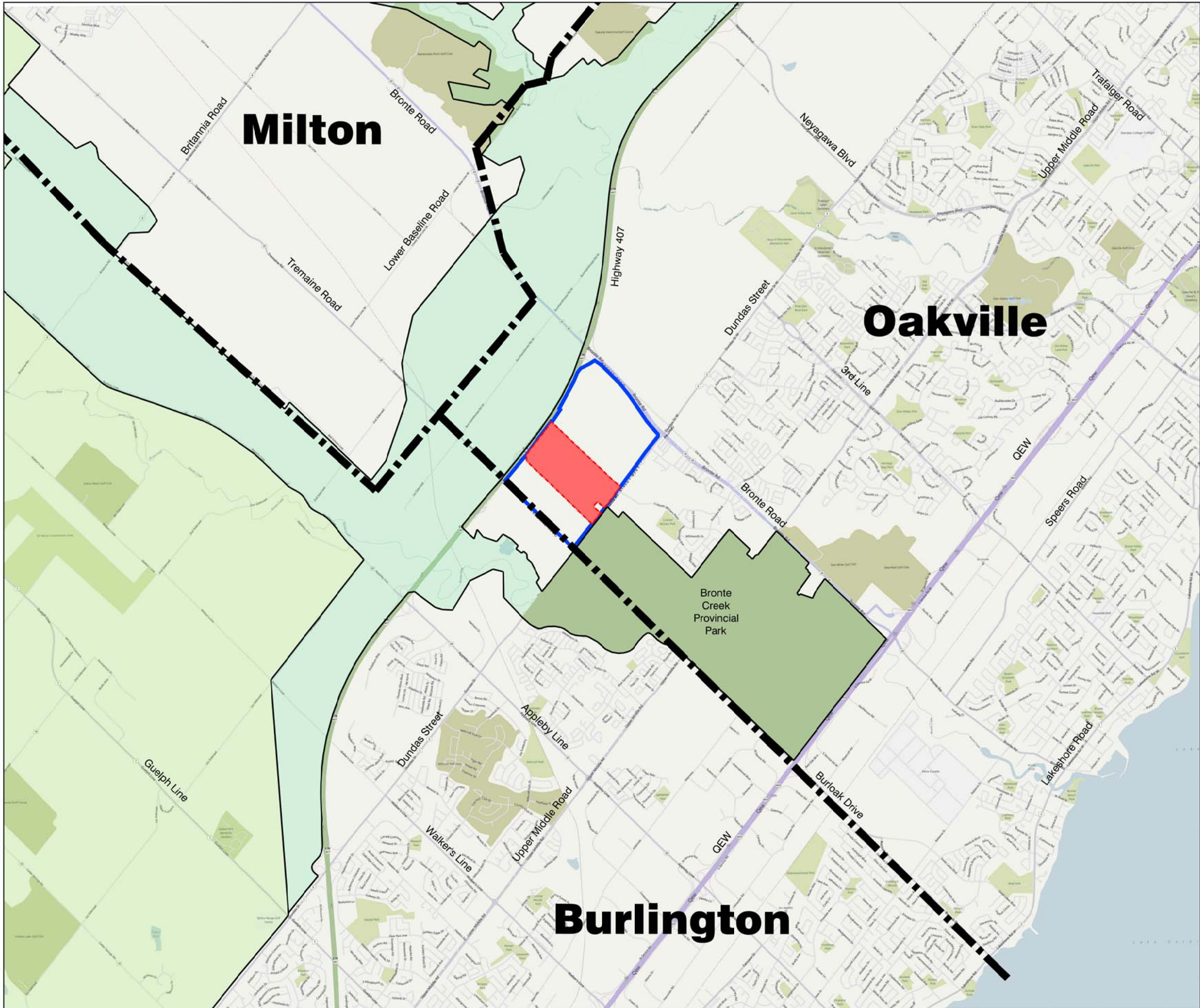
The Subject Property is adjacent to Highway 407 which provides convenient access to the surrounding Provincial Highways, including Highways 401, 403 and the QEW.

Lands generally surrounding the vicinity of the 407 West Employment Area include:


- **North** – lands on the north side of Highway 407 consist of agricultural and open space areas in the Town of Oakville and the Town of Milton. A significant portion of these lands are located within the Province’s Greenbelt Plan and have been designated as Protected Countryside, which prohibit future urban land uses.
- **West** – lands to the west of Tremaine Road are located in the City of Burlington and include agricultural and open space uses associated with Bronte Creek. A significant portion of these lands are also located within the Province’s Greenbelt Plan and have been designated as Protected Countryside, which prohibit future urban land uses. The lands immediately west of Tremaine Road are located with the City of Burlington’s Tremaine/Dundas Secondary Planning area, which comprise some of the last remaining greenfield lands within the City of Burlington. A Secondary Planning Study is currently underway to determine the future land uses for this area.
- **South** – lands on the south side of Dundas Street West, within the Town of Oakville include the Palermo West neighbourhood and the Palermo Village Centre at the intersection of Dundas Street West and Bronte Road. The Palermo West neighbourhood is substantially developed and is comprised predominately of a residential community. The Bronte Creek Provincial Park extends south of Dundas Street to the QEW.
- **East** – lands to the east of Bronte Road currently consist of agricultural and open space uses with the Sixteen Hollow Employment Area. This area is designated for future employment uses and

also comprises a significant portion of natural heritage system lands in the NOWSP. This area is also the future location of the new Oakville Hospital.

Regional Context



LEGEND

-  Subject Property
-  407 West Employment Area
-  Greenbelt Lands
-  Niagara Escarpment Lands



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Date	Project No.
April 28, 2011	1409222.001

Basemap Source	Figure 1a
© 2011 Microsoft Corporation © NAVTEQ	

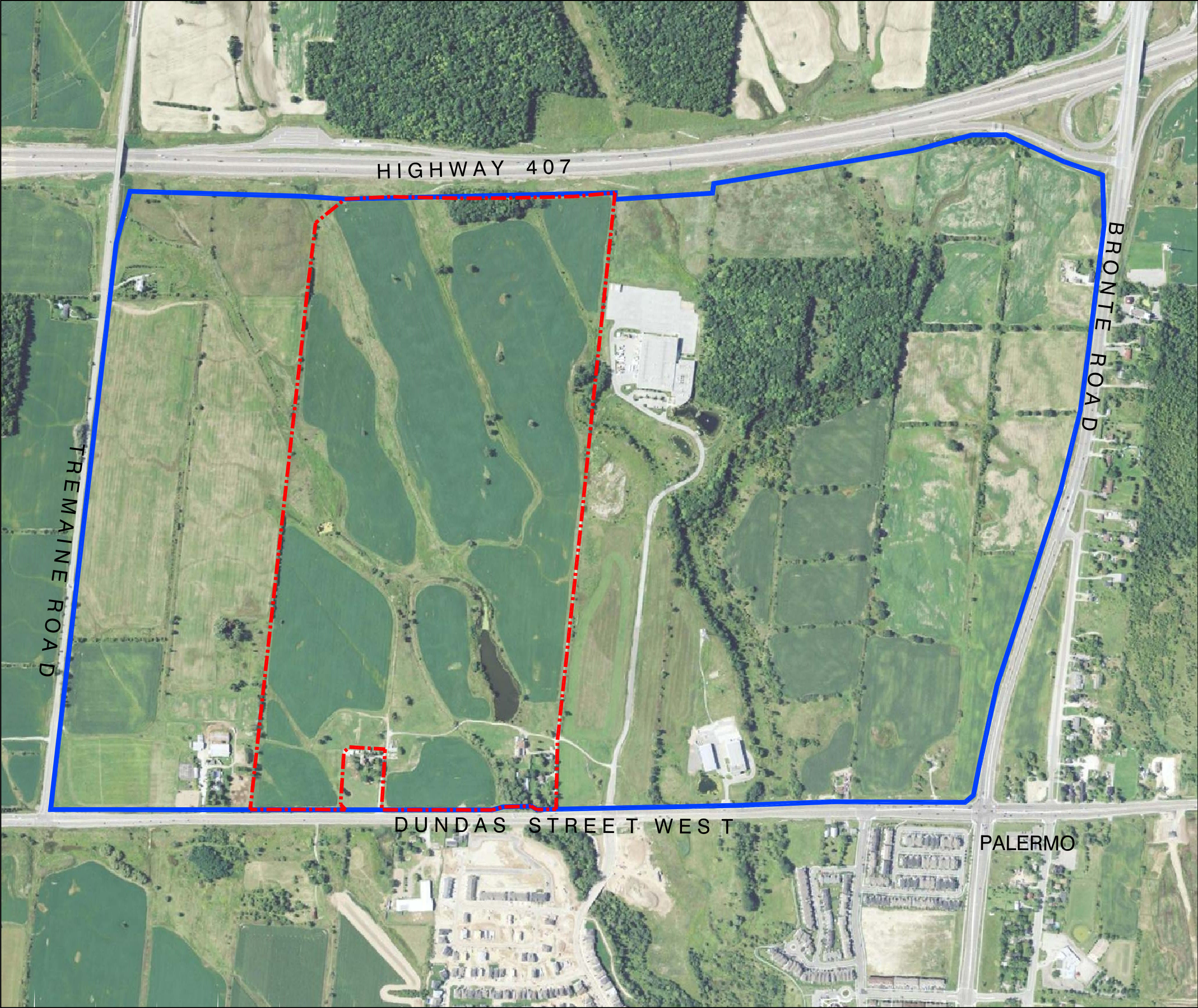
1.4 Site Description and Surrounding Land Uses

The Subject Property is located on the north side of Dundas Street West, generally mid-block between Tremaine Road and Bronte Road. The municipal address is 3269 Dundas Street West, Oakville. The Subject Property is legally described as Part of Lots 33 and 34, Concession 1, North of Dundas Street, Township of Trafalgar, now in the Town of Oakville, Regional Municipality of Halton. The property encompasses a gross area of approximately 751,849m² (75.2 hectares) with approximately 550 metres of frontage on Dundas Street West. The property was acquired by 3170497 Canada Inc. (now bclMC Realty Corp.) in 2002, and is managed by Bentall Kennedy (Canada) Ltd.

An aerial photograph of the Subject Property and surrounding land uses are illustrated in Figure 1b. The Subject Property consists predominately of agricultural lands, featuring open fields, scattered farmsteads and woodlots and natural vegetation, and associated farm dwellings and buildings. The existing buildings and structures on the site, range from 50 to 100 years old, and include a barn complex, 19th century farmhouse, mid-twentieth century dwelling, frame shed/garage, pool and pool house.

The landscape is relatively flat to slightly undulating, and generally slopes towards the southwest corner of the Subject Property. A human-made pond is located near the southeast portion and several creeks traverse the Subject Property, which include tributaries of 14 Mile Creek West. The main branch of 14 Mile Creek West is located just to the east of the Subject Property. A remnant woodlot is located adjacent to Highway 407 along the northern property boundary, and a smaller woodlot is associated with the creek and ravine area along the eastern property boundary. Figure 2 illustrates the Plan of Survey for the Subject Property. The Subject Property is affected by two easements as set out in Inst. 64519 and 735214 which relate to access over the lands, as shown on the Survey Plan.


The surrounding lands to the west, north and east are characterized by agricultural and rural uses. Lands to the immediate east include a General Electric facility (formerly Zenon Environmental), the Forestview Bible Church and New Electric Enterprises Inc., an industrial operation.




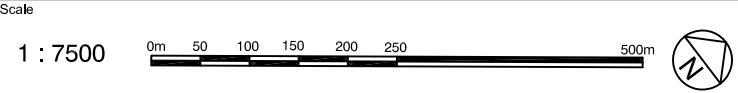
Planning Rationale Report
3269 Dundas Street West, Oakville
Lazy Pat Farms Property

Subject Property
with Aerial Photography

LEGEND

 Subject Property

 407 West Employment Area



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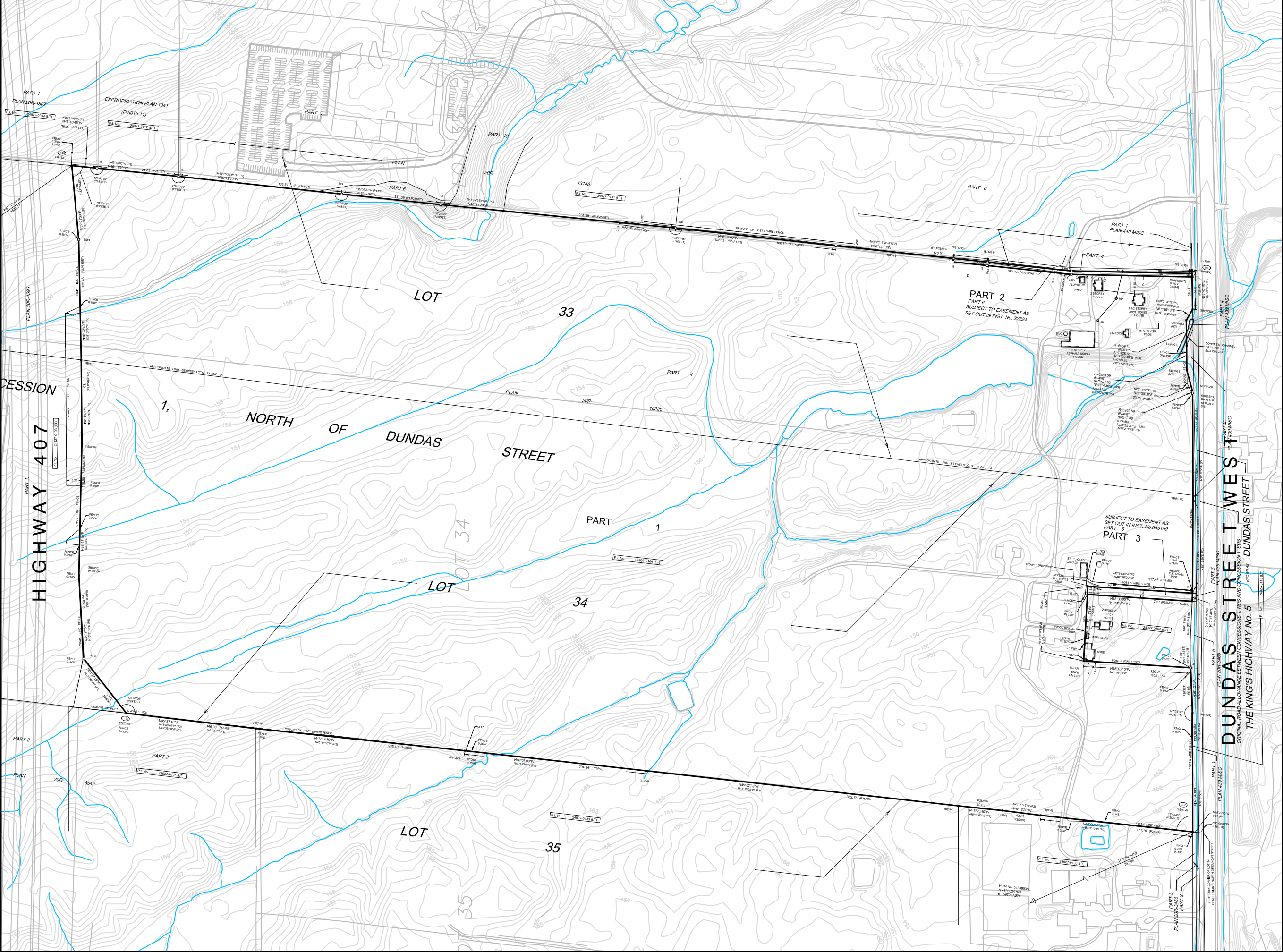


Date
April 14, 2011

Project No.
1409222.001

Aerial Photo
© DigitalGlobe 2010, Google 2009

Figure 1b



Scale

1 : 4000

0m 50 100 150 200m

Client

Bentall Kennedy

Prepared by

MMM GROUP

Date

March 2, 2011

Project No.

1409222.001

Figure 2

Planning Rationale Report
3269 Dundas Street West,
Oakville
Lazy Pat Farms Property

Plan of Survey

2.0 Development Proposal

2.1 407 West Employment Area Concept Plan

Figure 3 illustrates the concept plan for the 407 West Employment Area, which is consistent with the Town's NOWSP and Master Plan as further discussed in Section 3.5.

The development proposal is to accommodate an employment area on the Subject Property, which is intended to include light and general employment uses and limited retail and service commercial uses which serve the employment area in accordance with the Town's land use and planning directions for the 407 West Employment Area. The vision for the Subject Property is to develop an environmentally and economically sustainable employment district that will contribute to the dynamic character of the Town of Oakville.

The range of employment land uses for the Subject Property have been further characterized as light employment (prestige office uses), general employment, and service area (service/retail/office) uses, in accordance with the NOWSP and implementing Comprehensive Zoning By-law for North Oakville. The development concept envisions more prestige office uses adjacent to Highway 407 and Bronte Road, due to increased visibility along these major roads. Limited commercial (service/retail/office) uses are envisioned to be clustered at the intersections with Arterial Roads and Avenues along the Dundas Street corridor to serve the employment area. It is recognized that more general industrial uses, such as mixed warehousing and office uses may be accommodated internal to the employment area, and appropriately buffered from surrounding land uses.

The concept plan is consistent with the Town's NOWSP and incorporates an appropriate implementation of the proposed road network based on more detailed study. The road pattern follows a modified grid pattern which responds to the existing environmental and site conditions, while encouraging accessibility and a viable transit network throughout the 407 West Employment Area.

The concept plan accommodates three intersection locations with Dundas Street West, including the existing intersections with Valleyridge Drive and Zenon Drive/Colonel Williams Parkway. A new intersection at Dundas Street is proposed approximately equal distance between Tremaine Road and the Colonel Williams Parkway intersection. Two major east/west road corridors are proposed as identified in the NOWSP to provide access from Tremaine Road to Bronte Road, across the employment area. The southern east/west road aligns with the proposed New North Oakville Transportation Corridor (i.e., Burnhamthorpe Road extension) proposed on the east side of Bronte Road. The spacing and locations of these intersections is consistent with the NOWSP and is intended to align with the secondary planning study being undertaken for the Dundas/Tremaine Secondary Plan area in the City of Burlington.

The development proposal identifies the natural heritage and open space system and stormwater management facilities based on the Town's NOWSP, which has been further refined for the Subject Property based upon the Environmental Implementation Report and Functional Servicing Study (EIR/FSS), prepared in support of these applications.

A park comprising roughly 0.1 hectares (1,000m²) is proposed at the northeast corner of the intersection of Avenue Two and the Burnhamthorpe Road extension, adjacent to the natural heritage system. The park is

intended to provide a focal point for the employment area and accommodate passive outdoor recreational uses consisting of seating and gathering areas serving the surrounding employment area, and provide a central access to the proposed trail network within the natural heritage system along the watercourse.

2.1.1 Urban Design

An Urban Design Brief has been prepared in support of the proposed draft plan of subdivision and zoning by-law amendment, which identifies the community and urban design principles and elements which will guide the development of the Subject Property. The community and urban design principles and elements have been identified to implement the overall policies and design strategies outlined in the NOWSP and the North Oakville Urban Design and Open Space Guidelines.

The overarching vision for the Subject Property is to contribute to the overall supply of employment opportunities for residents of Oakville by providing a wide range of employment uses at appropriate densities and in an appropriate built form, within an environmentally sustainable natural heritage system setting.

The key urban design principles and elements which will guide the development of the Subject Property, as identified in the Urban Design Brief, include:

- Environmental Sustainability – Environmental protection and enhancement of natural heritage areas will be the primary design consideration.
- Road Network – A well connected grid network of streets will provide multiple access opportunities for employees and visitors and support the efficient movement of goods, by car, truck, bus, and bike.
- Transit, Cycling and Pedestrian Network – The opportunity for transit use and active mobility (pedestrians, cycling) will always be made available.
- Land Uses – Uses will be located in a logical manner with higher densities, higher circulation generators located near the future major transit nodes and along high traffic roads.
- Transit Oriented Design – The location of higher density uses and the location of buildings on each development parcel will be driven primarily by proximity to rapid transit and local bus service.
- Pedestrian-scaled street and block patterns – A grid pattern of streets along with additional stream corridor trails will provide connected and safe opportunities for pedestrians.
- Views – Views and vistas will be maintained and enhanced, to highlight both natural areas and architectural character.
- Built-Form and Site Configuration – Creating a unique sense of place and character that demonstrates how both economic vitality and environmental sustainability can co-exist.
- Building Accessibility and Orientation to the Street – Buildings will be located in such a way that pedestrians and transit users are given building access priority.
- Master Planning for Large Sites – Planned higher-density sites that are not developing to their full potential in their first phase of development will be required to show that they are capable of meeting the longer-term goals and vision for the community in later phases of development.
- Vehicular and Pedestrian Circulation – Pedestrian circulation must be efficient, comfortable and safe in order to provide the greatest opportunity for pedestrians and transit users. Potential conflict points between vehicular and pedestrian circulation routes should be minimized.

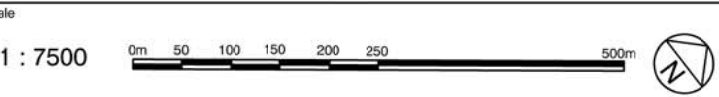
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- Character and Image – The compatibility of environmental and economic sustainability should be reflected in architecture, landscaping and site design.
 - Public Space – A central public space will be provided as a setting for the employment district.
 - Landscaping Strategy – A natural looking streetscape character will prevail which will help blend the build-form into the natural areas.
 - Street Furniture – Attractive yet cost effective street furniture will be used, in accordance with Town standards.
 - Mid-rise and Tall Buildings – Careful consideration will be given to the architectural design and massing of mid-rise and tall buildings to provide a comfortable pedestrian environment and add visual amenity.

407 West Employment
Area Concept Plan

LEGEND		Area	
		Hectares	Acres
Land use on Lazy Pat Property	Employment (Specific land use to be determined)	101.4	251
	Service Area (Service/Retail/Office)	6.4	16
	Light Employment	14.6	36
	General Employment	25.6	63
	Open Space	65.2	161
	Stormwater Management	14.8	36
	407 Transitway (Conceptual)	6.8	17
	Roads	17.7	44
		252.5 ha	624 ac

- 407 West Employment Area
- Subject Property

- Notes:
- For the purposes of our analysis we have made land use assumptions for the entire 407 West Employment Area
 - Right-of-way requirements for future 407 Transitway to be determined



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Date	Project No.
May 6, 2011	1409222.001
Aerial Photo	Figure 3
© DigitalGlobe 2010, Google 2009	

2.1.2 Transit, Pedestrian and Cycling Network

The proposed transit, pedestrian and cycling network for the 407 West Employment Area is conceptually presented in Figure 4a and 4b. The modified grid pattern accommodates an efficient public transit network and facilitates an integrated pedestrian and cycling network to serve the employment area and facilitate multi-modal connectivity.

The NOWSP supports an integrated and comprehensive transit strategy for the NOWSP as further discussed in Section 3.5.2.3. The Plan supports the provision of transit stops so that all residents and employees are within a convenient walking distance of a transit stop. Transit Terminals which provide for transfers from local transit routes and regional and inter-regional transit services, will be developed at the interchange of Highway 407 and Regional Road 25 and south of Dundas Street in the Palermo Village Centre Community.

As a condition of approval of any plan of subdivision, a transit facilities plan must be developed by the applicant and approved by the Town. A Transit Facility Plan has been prepared as a component of the Traffic Impact Study which addresses the integration of the transit system and facilities within the Draft Plan of Subdivision and connections to major intermodal terminals as identified in the Town's Transit Plan. The proposed Transit Facility Plan further identifies the proposed spacing of bus stops, by type within the Subject Property and the 407 West Employment Area. The location of bus stops is generally consistent with the objective of achieving a maximum spacing of 250 metres along transit routes, and accommodates future employees within a convenient and comfortable walk of transit service. It is anticipated that local transit service can be provided to the Subject Property either as extensions of existing routes or through the creation of new routes, in accordance with existing Oakville Transit Service Design Standards. The determination of future transit routing and service levels would be at the discretion of Oakville Transit.

The Province's future 407 Transitway has been conceptually identified traversing the 407 West Employment Area on the south side of Highway 407, which is anticipated to require an additional right-of-way up to a maximum of 30 metres. It is recognized that specific right-of-way requirements will be determined through an Environmental Assessment and detailed design of the 407 Transitway.

Dundas Street is intended to accommodate higher order transit facilities as proposed by Metrolinx, and will likely accommodate either a bus rapid transit service or a light rail service. While the location of bus stops or level of service has not been finalized, it is anticipated that there will be a major station at Palermo Village (Bronte Road) with possible additional stations at the major intersections with Dundas Street, including Colonel William Parkway/Avenue Three and at the intersection with Avenue Two.

The NOWSP identifies the Transit Service Concept for NOW and illustrates a hierarchy of primary, secondary and community level transit services which have been reflected in Figure 4a. Dundas Street is identified as a Primary Transit Corridor and Busway Corridor; Bronte Road is identified as a Secondary Transit Corridor and Busway Corridor; and the roads internal to the 407 West Employment Area are identified as Community Service corridors. Local bus stops are proposed at all major intersections within the Subject Property. The local bus stops will create a grid of stops that service all future development parcels with almost all lands within the Subject Property being not more than 250m from a bus or higher-order transit stop. Furthermore, mid-block transit stops may be accommodated where development warrants them.

As identified in the Urban Design Brief, the siting of buildings are intended to encourage transit use at major intersection and transit stops by promoting the development of street related buildings at these nodes which provide primary building entrances in close proximity to the transit stops.

The NOWSP, as discussed in Section 3.5.2.3, identifies a conceptual Major Trail System within NOW which will form the basis for the development of a more extensive trail system related to the Natural Heritage and Open Space System. The Major Trail System within the 407 West Employment Area generally coincides with the Minor Arterial/Transit Corridor (Burnhamthorpe Road extension) and the westerly stream corridor which traverses the Subject Property and connects Dundas Street to the intersection of Tremaine Road and Highway 407. In the absence of a North Oakville West Trails Plan, the NOWSP provides the framework for trail planning within the 407 West Employment Areas and the Subject Property.

The NOWSP permits trails within stream corridors, other than Sixteen Mile Creek, which are adjacent to the valley and located within the buffer. Trails in the NHS designation are to be designed and located to minimize any impact on the natural environment. The Major Trail System along the stream corridor will be constructed to Town standards and minimize impact on the natural environment through the guidance provided in the EIR/FSS where the proposed trail system interfaces with the NHS.

The Major Trail System along the Burnhamthorpe Road extension is intended to consist of a multi-use trail facility, which accommodates cycling and pedestrians, constructed to Town standards.

Sidewalks are generally to be provided on both sides of the street, with the exception of a road which flanks the natural heritage and open space system, where sidewalks are to be provided on the developed side only, subject to the availability of a trail facility on the other side of the street.

The NOWSP requires that cycling facilities are to be incorporated into the design of all roads and may consist of on-road facilities or on bicycle paths separated from the roadway, which may or may not include a designated bike lane. Based on the Town's Active Transportation Master Plan, Figure 4b identifies a conceptual cycling network which includes a multi-use trail along the north side of Dundas Street; a paved shoulder bikeway on Bronte Road, north of Burnhamthorpe; and on-street bike routes along the Burnhamthorpe Road extension, Avenue Three to the Burnhamthorpe Road extension, Tremaine Road, and the portion of Bronte Road between the between Burnhamthorpe Road extension and Dundas Street.

The proposed park located at the northeast corner of the intersection of Avenue Two and the Burnhamthorpe Road extension, adjacent to the natural heritage system, is intended to accommodate a passive outdoor recreational area consisting of outdoor seating areas serving the surrounding employment area, and provide a central access to the proposed trail network within the natural heritage system along the watercourse.

Proposed Transit and
Pedestrian Network

LEGEND

- 407 Transitway¹
- Primary Transit Corridor
- Secondary Transit Corridor
- Community Transit Service
- Major Transit Stops (with 250m distance circle)
- Mid-block Transit Stops (with 250m distance circle)²
- Major Trail System (NOWSP)
- Sidewalks
- Open Space
- SWM Storm Water Management Facilities
- Community Focal Point (Local Park)
- Subject Property

* Notes:
1. Right-of-way requirements for future 407 Transitway to be determined
2. Actual location of transit stops will be determined by service requirements as development matures



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 Bentall Kennedy	 MMM GROUP

Date May 4, 2011	Project No. 1409222.001
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Proposed Cycling
Network

LEGEND

- Multi-Use Trail (Off Road/In Boulevard)
- Paved Shoulder Bikeway (On-Road)
- Signed Bike Route (On-Road)
- Open Space
- SWM Storm Water Management Facilities
- Community Focal Point (Local Park)
- Subject Property

Note: All Avenues could potentially accommodate on-road or separated bicycle paths



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Date	Project No.
May 4, 2011	1409222.001
Aerial Photo	Figure 4b
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3.0 Planning Framework

The following summarizes the current planning status of the Subject Property in the context of the Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe - Places to Grow, the Province's Greenbelt Plan, the Region of Halton Official Plan and the Town of Oakville Official Plan and North Oakville West Secondary Plan (NOWSP).

It is our planning opinion, as outlined herein, that the proposed employment area development proposal is supported by the current planning regime and represents good and sound community planning. A Draft Plan of Subdivision and Zoning By-law Amendment application is necessary to realize the planned employment development envisioned for the Subject Property.

3.1 Provincial Policy Statement

The Provincial Policy Statement, 2005 (PPS) issued under the authority of Section 3 of the *Planning Act* came into effect on March 1, 2005, and provides policy direction on matters of provincial interest related to land use planning and development. Municipalities are required to be "consistent with" the PPS when exercising their authority in planning matters. The PPS is further enhanced by other Provincial initiatives such as the Growth Plan and the Greenbelt Plan legislation. The PPS provides policies that focus on the creation of sustainable, healthy communities with a mix of land uses that promote healthy, livable and safe communities.

Section 1.0 of the PPS sets out policies associated with efficient land use and development patterns that support strong, livable and healthy communities, protect the environment and public health and safety, and facilitate economic growth.

Section 1.1.1 states:

Healthy, livable and safe communities are sustained by:

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate range and mix of residential, employment (including industrial, commercial, and institutional uses), recreational and open space uses to meet long-term needs;*

Policies in the 'Settlement Areas' section states:

1.1.3.1 Settlement areas shall be the focus of growth and their vitality and regeneration shall be promoted.

1.3.2 Land use patterns within settlement areas shall be based on:

- a) *densities and a mix of land uses which:*
 - 1. *efficiently use land and resources;*

-
2. *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion.*

The Subject Property is located with the urban area of the Town of Oakville as rationalized and designated through the Region of Halton Official Plan (ROPA No. 25), the Town of Oakville Official Plan Amendment No. 198 and the North Oakville West Secondary Plan (OPA No. 289).

Policies in the 'Employment Areas' section states:

- 1.3.1 *Planning authorities shall promote economic development and competitiveness by:*
 - a) *providing for an appropriate mix and range of employment (including industrial, commercial and institutional uses) to meet long-term needs;*
 - b) *providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
 - c) *planning for, protecting and preserving employment areas for current and future uses; and*
 - d) *ensuring the necessary infrastructure is provided to support current and projected needs.*

The proposed development conforms to the PPS by accommodating a range and mix of employment uses which will meet the long term needs of the Region of Halton and the Town of Oakville, and make efficient use of existing and planned infrastructure. The Subject Property is an important component of the Region and Town's designated employment land supply.

The PPS policies provide the following guidance for transportation systems:

- 1.6.5.1 *Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.*
- 1.6.5.2 *Efficient use shall be made of existing and planned infrastructure.*
- 1.6.5.3 *Connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.*
- 1.6.5.4 *A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support the development of viable choices and plans for public transit and other alternative transportation modes, including commuter rail and bus.*
- 1.6.5.5 *Transportation and land use considerations shall be integrated at all stages of the planning process.*

The Subject Property has frontage along Dundas Street West, a Regional road, which will be serviced by Oakville Transit and connecting to GO Transit with links to transit hubs throughout Halton Region and the Greater Golden Horseshoe (GGH). In addition, improvements to access the site will include the Region's

New North Oakville Transportation Corridor, east of Bronte Road, and the Burnhamthorpe Road extension, west of Bronte Road to Tremaine Road. The Province's 407 West Transitway is also planned along the south side of Highway 407 with a planned transit stop at the intersection with Regional Road 25 (Bronte Road).

Section 2.0 of the PPS sets out policies which protect significant natural heritage features and water resources for their long-term economic, environmental, and social benefits.

Section 2.1.2 states:

The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and groundwater features.

The North Oakville Creeks Subwatershed Study (NOCSS) and the NOWSP provides the basis for the long-term protection of the area's natural heritage features and functions through a comprehensive natural heritage systems approach. The protection of the natural heritage system is further addressed through the Environmental Implementation Report and Functional Servicing Study (EIR/FSS) prepared in support of the development applications.

3.2 Places to Grow – Growth Plan for the Greater Golden Horseshoe

The Ministry of Public Infrastructure Renewal (MPIR), now Ministry of Infrastructure (MI), released the final Places to Grow – Growth Plan for the Greater Golden Horseshoe (GGH) on June 16, 2006. The *Places to Grow Act, 2005*, which received Royal Assent on June 13, 2005 provides the legislative framework for the Growth Plan. The Growth Plan is the Province's initiative to manage growth across the GGH and ensure that growth is directed to built-up areas where capacity exists to accommodate the expected population, promote transit supportive densities and compact urban forms, and the creation of urban growth centres and intensification corridors through a supportive transportation network.

The Growth Plan provides further policies for directing where and how growth is to occur. The following provides specific guidance for planning for employment lands:

2.2.6.1 An adequate supply of lands providing locations for a variety of appropriate employment uses will be maintained to accommodate the growth forecasts in Schedule 3.

2.2.6.2 Municipalities will promote economic development and competitiveness by:

- a) providing an appropriate mix of employment uses including industrial, commercial and institutional uses to meet long-term needs;*
- b) providing opportunities for a diversified economic base, including maintaining a range of choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- c) planning for, protecting and preserving employment areas for current and future uses; and*

-
- d) *ensuring the necessary infrastructure is provided to support current and forecasted employment needs.*

2.2.6.10 In planning for employment, municipalities will facilitate the development of transit-supportive, compact built form and minimize surface parking.

The Subject Property is identified as a Designated Greenfield Area – Conceptual on Schedule 3 of the Growth Plan. Section 2.2.7 of the Plan states that:

1. *New development taking place in designated greenfield areas will be planned, designated and zoned in a manner that:*
 - a) *contributes to creating complete communities;*
 - b) *creates street configurations, densities, and an urban form that support walking, cycling, and the early integration and sustained vitality of transit services;*
 - c) *provides a diverse mix of land uses, including residential and employment uses, to support vibrant neighbourhoods; and*
 - d) *creates high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling.*
2. *The designated greenfield areas of each upper- or single tier municipality will be planned to achieve a minimum density target that is not less than 50 residents and jobs combined per hectare.*
6. *Municipalities will develop and implement official plan policies including phasing policies and other strategies, for designated greenfield areas to achieve the intensification target and density targets of the Plan.*

The NOWSP area is anticipated to meet or exceed the minimum density target of not less than 50 residents and jobs combined per hectare.

The Growth Plan also provides a framework for infrastructure investments to optimize existing infrastructure and future investments to serve growth to 2031 and beyond. Infrastructure planning, land use planning, and infrastructure investment will be coordinated to implement the Plan and includes transit, transportation corridors, water and wastewater systems, waste management and community infrastructure (Section 3.2.1).

The development proposal is consistent with, and implements the policies of the Growth Plan by promoting economic development through a range and mix of employment related uses and ensuring that development within greenfield areas is compact, utilizes existing and planned investments in infrastructure, is transit supportive and achieves the specified minimum density targets.

3.3 The Greenbelt Plan

The Greenbelt Plan was approved by the Province in February 2005, established under Section 3 of the *Greenbelt Act, 2005*. The Plan essentially protects 1.8 million acres of environmentally sensitive and agricultural land in the GGH from urban development, building upon the nearly 800,000 acres of land protected within the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan. The

Greenbelt Plan designates lands as “Protected Countryside”, whereby restricting urban development and establishing a permanent greenbelt around the GGH.

Aside from the Province’s 10-year review, there is no mechanism for amendments to the Plan, which generally prohibits development outside of Settlement Areas as defined by the Plan. The legislation places additional pressure on defined urban areas to accommodate the needed employment growth projected for the GGH, which will by necessity, be achieved through infill and intensification and the development of designated greenfield areas.

The Greenbelt Plan reinforces the need to properly plan to accommodate employment development within the existing settlement areas. The lands immediately on the north side of Highway 407 are designated Protected Countryside in the Greenbelt Plan, thereby prohibiting urban development on the north side of Highway 407, adjacent to the Subject Property.

3.4 Region of Halton Official Plan

The Official Plan for the Halton Planning Area (Regional Municipality of Halton) was adopted by Regional Council on June 23, 2004, through Amendment No. 25 titled “An Amendment to Incorporate Official Plan Review Directions and Related Matters”. The Halton Region Official Plan (2006) was consolidated on August 17, 2006 and the Region designated the NOWSP area, including the Subject Property, as ‘Urban Area’, as identified on Map 1 of the Halton Region Official Plan. Urban Areas are areas where urban (water supply and wastewater treatment) services are or will be made available to accommodate existing and future urban development and amenities.

The Halton Region Official Plan policies governing this designation direct future growth to urban areas. Policies relevant to the proposed development include:

- 72.(1) To manage growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landforms permanently.*
- 72.(2) To support a form of growth that is compact and supportive of transit usage, makes efficient use of space and services and promotes live-work relationships;*
- 140. The goal for environmental quality is to achieve a high-quality environment, for this and future generations, that will sustain life, maintain health and improve the quality of living;*
- 168. The goal for economic development is to achieve sustainable economic prosperity for Halton on the basis of the competitiveness of its human and natural resources, a positive business environment, and a diversified economic base.*
- 169.(9) To increase job opportunities and diversity for existing and future labour forces within Halton.*
- 169.(10) To promote a greater match by type between employment and residential growth.*

172.(2) To develop a balanced transportation system that integrates all travel modes: walking, cycling, public transit, trains and the private vehicle.

The proposed development conforms to the Halton Region Official Plan by accommodating future urban development within North Oakville, particularly employment uses which provide for sustainable economic prosperity for the Region, and increased employment to residential ratios. The development is supportive of transit usage, makes efficient use of land and services, and promotes live-work relationships, particularly with the residential neighbourhood to the south.

3.4.1 Regional Official Plan Amendment No. 38

The Region has undertaken a comprehensive review of the Regional Official Plan (2006), which incorporates the results of the Sustainable Halton process, through Regional Official Plan Amendment (ROPA) 38. Regional Council adopted ROPA 38 on December 16, 2009, which is currently before the Ministry of Municipal Affairs and Housing for approval. The 2006 Regional Official Plan remains in effect until such time as the new Official Plan is approved by the Ministry of Municipal Affairs and Housing.

Map 1 (Regional Structure) of ROPA 38 identifies the lands as “Employment Area”.

The objectives of the Employment Areas are (Section 77.1):

- (1) To ensure the availability of sufficient land for employment to accommodate forecasted growth to support Halton's and its Local Municipalities' economic competitiveness.*
- (2) To provide, in conjunction with those employment uses within the residential and mixed use areas of the communities, opportunities for a fully diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses.*

It is recognized that within the NOWSP area, the Regional Natural Heritage System will be delineated and implemented in accordance with the decision of the Ontario Municipal Board with respect to Town of Oakville Official Plan Amendment No. 289 (Section 116.3), which is the NOWSP.

3.5 Town of Oakville Official Plan and North Oakville West Secondary Plan

3.5.1 Town of Oakville Official Plan

The Town of Oakville Official Plan (September 2006 Consolidation) currently in force and effect identifies the Subject Property within the ‘Urban Special Study Area’ designation on Figure B - General Land Use Plan and are subject to the policies of the North Oakville West Secondary Plan (NOWSP). The Plan provides general policies to guide the development of the North Oakville Special Study Area to include a variety of residential, employment, commercial, institutional and open space uses.

The Town has undertaken a review and update to their Official Plan, entitled The Liveable Oakville Official Plan. The Liveable Oakville Plan was adopted by Town Council on June 22, 2009, and subsequently approved with modifications by the Region of Halton on November 30, 2009. The Plan has been appealed to the Ontario Municipal Board in its entirety, and is not in effect until such time as a Board decision is

rendered. The NOWSP is not a part of the new Official Plan, but rather a separate policy document for North Oakville.

Section 1.2.11 states that:

“The North Oakville East and West Secondary Plans are not part of this Plan and provide a separate policy framework with a land use pattern and policies for the lands between Dundas Street and Highway 407. References to, or depictions of, these lands are provided for the purpose of information and context only. References to Town-wide population and employment forecasts take into account estimates for the lands between Dundas Street and Highway 407.”

3.5.2 North Oakville West Secondary Plan

The North Oakville West Secondary Plan (Official Plan Amendment No. 289), was adopted by Council on May 25, 2009. The Official Plan Amendment amends the existing Town’s Official Plan to include the NOWSP.

The NOWSP was subsequently appealed to the Ontario Municipal Board (OMB) by various other landowners. In a decision issued December 4, 2009, the OMB approved the majority of the NOWSP, save and except for lands shown as Appeal Area on Attachment A of the decision which generally includes the lands bound by 14 Mile Creek West on the west; Highway 407 on the north; Bronte Road to the east (including certain lands fronting on the east side of Bronte Road); and Dundas Street to the south. These lands remain under appeal, until such time as an OMB decision is rendered. The balance of the NOWSP area, which includes the Subject Property, is now subject to the NOWSP which came into force and effect on December 4, 2009.

North Oakville is planned as a compact, pedestrian-oriented, live-work community. The employment areas along Highway 407 will provide for a range of employment opportunities including prestige employment and office development. The community will be well-served by a transit network which provides residents and employees alternative travel opportunities. A defining characteristic of North Oakville is the natural heritage and open space systems which influence the character and pattern of the community.

The NOWSP identifies several notable general development objectives which are relevant to the development of the Subject Property, and relate to: the environment and open space, employment, urban design, transportation, servicing and cultural heritage:

8.2.3.1 Environment and Open Space

- c) *To identify, protect and preserve natural heritage features within the natural heritage component of the natural heritage and open space system and ensure that their use respects their functional role as natural areas within the ecosystem.*

8.2.3.2 Employment

- a) *To create employment districts which provide for a range of employment opportunities with access to major freeways, arterial road and transit systems.*
- b) *To reflect the strategic land use objectives as set out within the Halton Urban Structure Plan (April, 1994) especially regarding high quality, prestigious employment type uses along the Provincial Freeways.*

-
- c) *To create employment districts which complement and integrate the existing built form elements that are intended to remain within the community, and incorporate the best community planning and urban design practices available while integrating the area's natural heritage component of the natural heritage and open space system.*
 - d) *To minimize travel time, traffic, greenhouse gases, servicing costs and energy costs through a variety of mechanisms, and particularly by providing an efficient land use arrangement with a mix of employment uses and tenures in close relationship to residential areas.*
 - e) *To plan for and promote higher order employment densities at appropriate locations that maximize employment opportunities, particularly in areas where higher order/frequent transit service is planned.*

8.2.3.3 Urban Design

- i) *To create high quality employment areas which are easily accessed by trucks and other vehicular traffic, as well as transit, bicycles and pedestrians.*

8.2.3.4 Transportation

- a) *To create a system of roads and transportation corridors which promotes the safe, efficient circulation of traffic, including transit and non-vehicular traffic.*

8.2.3.5 Servicing

- a) *To provide water and wastewater services, together with storm drainage works, reflecting the requirements of the various levels of government and minimizing their impact on the natural environment.*

8.2.3.6 Cultural Heritage

- a) *To encourage, where appropriate and feasible, the incorporation of cultural heritage resources, including their adaptive reuse, as part of the development of North Oakville West.*

The proposed development is consistent with the development objectives of the NOWSP as it provides for a range of employment opportunities with access to major transportation systems, integrated with the areas natural heritage components.

3.5.2.1 Community Structure

Figure NOW1 – Community Structure (Figure 5) establishes the components which define the arrangement of land use and activity for NOW. The Subject Property is predominately identified as an 'Employment District' and includes natural heritage components.

Employment Districts are designed to accommodate development of predominately employment generating uses including a wide range of industrial and office development. Limited retail and service commercial uses designed to serve the businesses and employees is also permitted.

The employment target for NOW is approximately 250 net hectares of employment land and 10,000 jobs at capacity, which may not be achieved within the 2021 planning horizon. This reflects a target of an average of 55 employees per net hectare. In addition, 200 population-related employment jobs are anticipated for a


total target of 10,200 jobs at capacity. The development of the 407 West Employment Area for employment uses is critical for the Town to realize their employment projections for North Oakville, and the Town as a whole.

The natural heritage and open space system forms a central feature of NOW and is further discussed within the Natural Heritage System Area section of this Report (Section 3.5.2.2).

NOW 1
Community Structure















LEGEND

 Subject Property


NOTE: This Plan must be read in conjunction with NOW 2, NOW 3 & NOW 4

- LEGEND**


 -  SECONDARY PLAN AREA BOUNDARY
 -  PROVINCIAL FREEWAY
 -  MAJOR ARTERIAL/TRANSIT CORRIDOR
 -  MINOR ARTERIAL/TRANSIT CORRIDOR
 -  AVENUE/TRANSIT CORRIDOR
 -  TRANSITWAY
 -  HEALTH ORIENTED MIXED USE NODE
-  FIVE MINUTE PEDESTRIAN SHED
 -  SPECIAL STUDY AREA
 -  EMPLOYMENT DISTRICT
 -  NATURAL HERITAGE COMPONENT OF NATURAL HERITAGE AND OPEN SPACE SYSTEM
 -  OPEN SPACE COMPONENT OF NATURAL HERITAGE AND OPEN SPACE SYSTEM

Scale


0m 200 400 600 800 1km 2km



Client



Prepared by



Date

April 28, 2011

Project No.

1409222.001

Figure 5

3.5.2.2 Land Use

The Subject Property is designated predominately 'Employment District' and also 'Natural Heritage System Area' as shown on Figure 6 (Figure NOW2 – Land Use Plan). The 'Natural Heritage System Area' designation relates to the existing watercourse features and human-made pond on the Subject Property.

Employment District

The 'Employment District' designation permits a broad range of employment generating uses as outlined in Section 8.6.5.2 of the NOWSP, including: light industrial operations (light manufacturing, assembling, processing, fabricating, repairing, warehousing, distribution and wholesaling); business and professional office and medical clinics; service establishments (such as print shops, equipment rental establishments, hotels, banquet halls, financial institutions and limited retail commercial development (clustered at the intersections with Arterials and Avenues)); public and institutional uses; sport and recreation uses; automobile related uses; ancillary retail sales of products produced, assembled and/or repaired on-site; research and development uses; information processing and call centre uses; and computer based services.

General industrial uses are permitted on lands that do not abut major Arterial roads or Highway 407, including: industrial operations within enclosed buildings, which includes manufacturing, assembling, processing, fabricating, repairing, warehousing, distribution and wholesaling; outside storage, and outside operations incidental to industrial operations; transportation terminal, works yard and outside storage yards; and waste processing station and waste transfer station, subject to a zoning by-law amendment.

Employment development shall conform to the following criteria (Section 8.6.5.4):

- Main buildings shall be designed and located to assist in the creation of an attractive street edge, to provide a strong pedestrian connection to the sidewalk, and recognize any future intensification of the site;
- Reduce the extent of the street frontage occupied by service and parking areas, wherever feasible;
- Maximum building heights of 15 storeys;
- Minimum Floor Space Index of 0.25 for retail and service commercial uses;
- Maximum Floor Space Index of 3.0 for; and
- Cluster service establishments at intersections with Arterials and Avenues.

Although there is no minimum density for employment uses specified, a density of 0.35 FSI is a general objective, and measures such as minimum setbacks, innovative stormwater management controls, siting arrangements, and parking reductions are encouraged to maximize the intensity of development.

The proposed development applications are consistent with, and implement the planned land uses and associated policies of the NOWSP, as they pertain to the Subject Property.

NOW 2
Land Use Plan

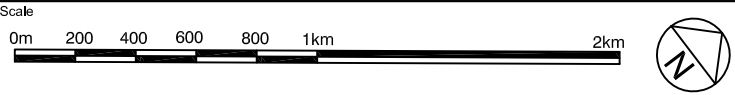


LEGEND

Subject Property

NOTE: This Plan must be read in conjunction with NOW 1, NOW 3 & NOW 4

- LEGEND**
- | | |
|---------------------------------|------------------------------|
| SECONDARY PLAN AREA BOUNDARY | TRANSITWAY |
| PROVINCIAL FREEWAY | SPECIAL STUDY AREA |
| MAJOR ARTERIAL/TRANSIT CORRIDOR | EMPLOYMENT DISTRICT |
| MINOR ARTERIAL/TRANSIT CORRIDOR | NATURAL HERITAGE SYSTEM AREA |
| AVENUE/TRANSIT CORRIDOR | COMMUNITY PARK AREA |
| HEALTH ORIENTED MIXED USE NODE | |



Client	Prepared by

Date	Project No.
April 28, 2011	1409222.001

Figure 6

Natural Heritage System Area

The 'Natural Heritage System Area' designation reflects the components of the Natural Heritage and Open Space System and is intended to protect, preserve, and where appropriate, enhance the natural environment. The Natural Heritage components that relate to the Subject Property is comprised of the 'Natural Heritage Area' designation on Figure NOW 2, and the 'High Constraint Stream Corridor Area' and 'Medium Constraint Stream Corridor Area', and features designated as 'Other Hydrological Features', which includes Low Constraint Stream Corridors, Hydrologic Features "A" and Hydrologic Features "B" as identified on Figure NOW 3 (Figure 7).

Section 8.4.7.3 of the NOWSP identifies the potential permitted uses within the NHS. Permitted uses within the Natural Heritage System Area designation include only legally existing uses, buildings and structures, and fish, wildlife and conservation management; development or land disturbances are generally prohibited. In accordance with Section 8.4.7.3 b), exceptions are permitted subject to the satisfaction of the Town, in consultation with the Region of Halton and Conservation Halton, to accommodate such uses as: required flood and stream bank erosion controls; fish, wildlife and conservation management; to accommodate stormwater outfalls; the relocation of deepening of Medium Constraint Stream Corridor Areas; roads and related utilities; expansion of existing water and wastewater services; trails, interpretive signage or similar passive recreation uses; and stormwater management facilities, subject to Section 8.4.7.3 c) v), and in accordance with the directions of the North Oakville Creeks Subwatershed Study (NOCSS) and any related EIR, and Federal, Provincial and Conservation Authority regulations.

Stormwater management facilities established in accordance with the directions of the NOCSS may be permitted within the Natural Heritage System Area, as outlined in Section 8.4.7.3 c) v), provided the number, location and size of the stormwater management facilities have been identified through the EIR/FSS, and provided that generally such facilities:

"be limited where located in or adjacent to High and Medium Constraint Stream Corridor Areas, which are not located within Linkage Preserve Areas as designated conceptually on Figure NOW3, to areas:

- *outside the 100 year floodline;*
- *outside the meanderbelt allowance which is the meanderbelt plus the factor of safety;*
- *outside the erosion/access allowance measured from the meander belt or stable top-of-bank, except that some overlap of the access required for the stormwater management facility and the erosion/access allowance may be permitted in accordance with the directions established in the NOCSS, and to the satisfaction of the Town and Conservation Halton;*
- *outside the confined valley; and*

provided that there is no loss of flood storage or conveyance"

The NHS designation on the Subject Property does not comprise Core Preserve or Linkage Preserve Areas. Stream Corridor 14W-12 is identified on NOW3 as High Constraint Stream Corridor, and the human-made pond is identified as a Medium Constraint Stream Corridor and Hydrologic Feature 'A'. Therefore, stormwater management ponds may be permitted in or adjacent to High and Medium Constraint Stream Corridor Areas, subject to the criteria outlined in the NOWSP.

The EIR/FSS has determined the size and configuration of the stormwater management ponds and supports the use of the existing human-made pond as a stormwater management facility. The stormwater management ponds are proposed to be located outside of the 100 year floodline; outside the meanderbelt

allowance which is the meanderbelt plus the factor of safety; outside the erosion/access allowance; and outside the confined valley. The EIR/FSS demonstrates that there is no loss of flood storage or conveyance.

The NOWSP provides opportunity to accommodate stormwater management facilities within the environmental setback associated with the High Constraint Stream Corridor Areas, as proposed in the development concept plan, and discussed in the EIR/FSS. The encroachment of the stormwater management ponds within the 30 metre environmental setback will be limited by incorporating the existing human-made pond into the active storage volume. This will accommodate a pond retention berm with minimal encroachment into the 30 metre environmental setback. The Draft Plan of Subdivision delineates the stormwater management blocks to ensure sufficient area for the detailed design of the stormwater management facilities and all of the ancillary features such as sediment dewatering areas, and maintenance access. Furthermore, as outlined in the EIR/FSS, from a fisheries perspective the existing pond appears to have a negative effect on downstream aquatic habitat and its removal and reconfiguration as a stormwater management facility would provide aquatic benefits.