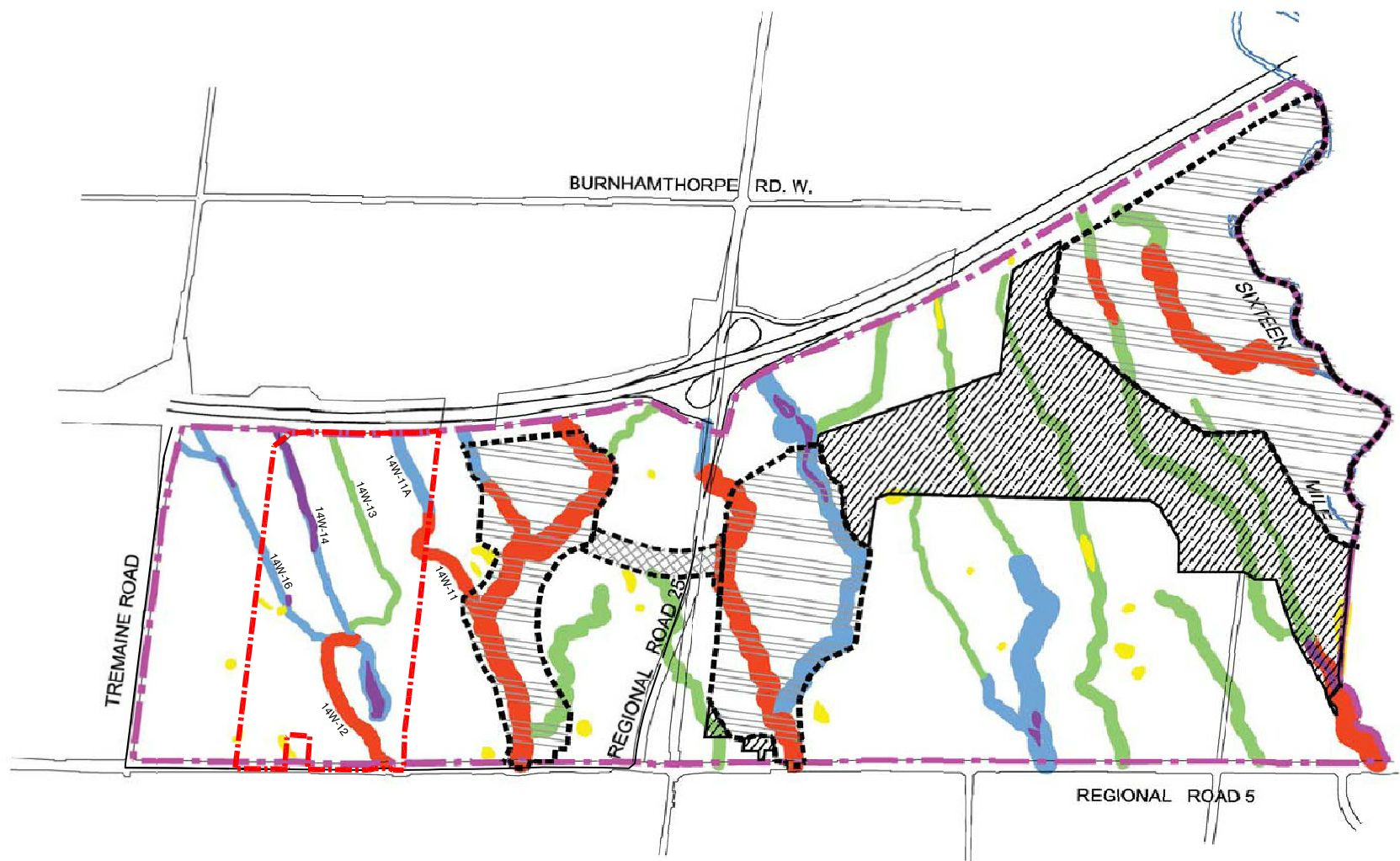


NOW 3
Natural Heritage



NOTE: This Plan must be read in conjunction with NOW 1, NOW 2 & NOW 4

LEGEND

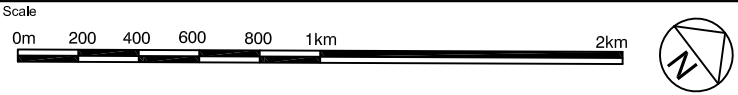
- SECONDARY PLAN AREA BOUNDARY
- OAKVILLE / MILTON MUNICIPAL BOUNDARY
- CORE PRESERVE AREA
- CORE PRESERVE AREA
- LINKAGE PRESERVE AREA
- GLENORCHY CONSERVATION AREA
- HIGH CONSTRAINT STREAM CORRIDORS
- MED. CONSTRAINT STREAM CORRIDORS

OTHER HYDROLOGICAL FEATURES

- LOW CONSTRAINT STREAM CORRIDORS
- HYDROLOGIC FEATURES "A"
- HYDROLOGIC FEATURES "B"

LEGEND

- Subject Property



Client	Prepared by
	

Date	Project No.
April 28, 2011	1409222.001

Figure 7

The components of the 'Natural Heritage Area' designation includes: 'High Constraint Stream Corridor Areas' and 'Medium Constraint Stream Corridor Areas'.

- **High Constraint Stream Corridor Areas (Red Streams)** – include certain watercourses and associated riparian lands, including buffers measured from stable top-of-bank and meander belts. They must be protected in their existing locations for hydrological and ecological reasons in accordance with the North Oakville Creeks Subwatershed Study (NOCSS). High Constraint Stream Corridor Areas located on the Subject Property, as identified in the NOCSS include reach 14W-12 and 14W-12A located north of Dundas Street to the confluence with 14W-16, and 14W-11A along the eastern property boundary. The High Constraint Stream Corridor reaches and associated riparian lands will be protected and enhanced.
- **Medium Constraint Stream Corridor Areas (Blue Streams)** – include certain watercourses and associated riparian lands, including buffers measured from stable top-of-bank and meander belts. They must be protected for hydrological and ecological reasons, but may be deepened and/or relocated and consolidated with other watercourses provided the watercourse feature and function of the watercourse is maintained in accordance with the NOCSS, and Federal, Provincial and Conservation Authority regulations, and natural channel design is used.

The Medium Constraint Stream Corridor Areas include reaches 14W-16, 14W-14 and 14W-11A. The Development Concept proposes the relocation of Medium Constraint Stream Corridor 14W-14 and Low Constraint Stream Corridor 14W-13 to align with the western property boundary and existing alignment of 14W-16, as supported by the EIR/FSS. The proposed removal of the by-pass pond, realignment of Reach 14W-14 and removal of Reach 14W-13 will result in the partial redirection of flow away from Reach 14W-12A with similar flow continuing to Reach 14W-12. This redirection of flow has the potential to alter the function of this short reach however, due to the minimal flows, the homogeneous habitat present through most of the reach accessible to fish, the constructed nature of the watercourse and continued flow that will be directed to this reach by the proposed SWM pond, it is unlikely to have an adverse effect on the fish community. Considering the function of Reach 14W-12A, it is anticipated that potential adverse effects to fish habitat associated with the realignment of Reach 14W-14 and removal of Reach 14W-13 and the by-pass pond can be addressed through the enhancements proposed for Reaches 14W-16 and 14W-14.

Furthermore, the EIR/FSS proposes the relocation of Medium Constraint Stream Corridor 14W-11A, along the north-eastern corner of the Subject Property.

These stream relocations are consistent with the NOWSP policies for Medium Constraint Stream Corridor Areas.

The boundaries of the High Constraint Stream Corridor Areas and Medium Constraint Stream Corridor Areas are to be maintained as generally shown on Figure NOW 3 of the NOWSP and the NOCSS, however, minor modifications have been considered to reflect differences in scale and levels of detail during the preparation of the EIR.

There are no Core Preserve Areas or Linkage Preserve Areas located on the Subject Property. The protection and management of these Core Preserve Areas and Linkage Preserve Areas within the 407

West Employment Area are subject to the NOWSP and NOCSS and are to be further evaluated through EIR/FSS for these respective subcatchment areas.

In addition to the High and Medium Constraint Stream Corridor Areas, there are a number of other hydrological features that also form part of the Natural Heritage and Open Space System to the extent that they are maintained after development occurs. These features include Low Constraint Stream Corridors, Hydrologic Features A and Hydrologic Features B, as described below:

- **Low Constraint Stream Corridors (Green Streams)** – while the streams do not need to be maintained, the function of the watercourse must be maintained in accordance with the NOCSS, and Federal, Provincial and Conservation Authority regulations. Low Constraint Stream Corridor Area (14W-13) is removed, however, the function of the watercourse is maintained within the relocated channel. This creek removal is consistent with the NOWSP policies for Low Constraint Stream Corridor Areas.
- **Hydrologic Features “A”** – where a Hydrologic Features “A” is located within a Medium Constraint Stream Corridor which is to be moved or rehabilitated, it is intended that the Hydrologic Features “A” will be reconstructed in the relocated/rehabilitated stream corridor such that the form and function is retained or enhanced. There are three Hydrologic Features “A” located on the Subject Property, including features within reach 14W-14, 14W-16 and the existing human-made pond. These features have been considered through the detailed hydrological and hydrogeological assessment as part of the EIR/FSS.
- **Hydrologic Features “B”** – are not associated with the NHS, and may be relocated and consolidated with other wet features, wetlands or stormwater management ponds, provided the hydrologic function of the feature is maintained. There are three Hydrologic Features “B” located on the Subject Property. These features have been considered through the detailed hydrological and hydrogeological assessment as part of the EIR/FSS.
- **Topographic Depressions** – Topographic depressions do not form part of the NHS, however, NOCSS (Figure 6.3.15) identifies topographic depressions, ponds and pits that must be addressed as part of the stormwater management system design. Constructed ponds do not have to be included in the assessment of depression storage. These topographic depressions have been considered through the drainage and stormwater management assessment as part of the EIR/FSS, and the analysis has demonstrated that the SWM pond volumes compensate for the hydrologic influence of the existing depression areas.

3.5.2.3 Transportation

Figure 8 illustrates the Transportation Plan for the NOWSP area. Transportation facilities are to be generally developed and planned as multi-modal transportation corridors to safely accommodate vehicular, transit, bicycle and pedestrian movement. The function and general design guidelines, including right-of-way widths, related to each facility type is outlined in Table 1 of the NOWSP. The development concept has been prepared to conform to the identified transportation facilities:

-
- **Major Arterial/Transit Corridor** (Dundas Street, Tremaine Road and Regional Road 25) – It is anticipated that up to 6 travel lanes, two of which may be reserved for transit, may be accommodated within a ROW up to 50 metres.
 - **Minor Arterial/Transit Corridor** (Burnhamthorpe Road extension west of Bronte Road) – It is anticipated that up to 4 travel lanes may be accommodated within a ROW up to a maximum of 26 metres, except at approaches to major intersections where medians or turning lanes are required.
 - **Avenue/Transit Corridor** (Avenue One, Avenue Two and Avenue Three) – It is anticipated that up to 4 travel lanes may be accommodated within a ROW up to a maximum of 24 metres, and more typically 22 metres. Direct access from abutting properties is permitted. Provision for on-street parking is accommodated on one-side of the street in Employment Areas, and no on-street parking where it traverses the Natural Heritage System Area.

The development concept is characterized by larger development blocks, generally ranging in size from 1.2 ha to 4.0 ha, which may accommodate more land intensive employment/office uses. Given the size and configuration of the development blocks and supporting road network, local roads within the Subject Property are not required, since the Minor Arterial/Transit Corridor and the Avenue/Transit Corridors will provide direct access to the development blocks.

Road Network

The location of major transportation facilities shall generally conform to the designations on Figure NOW4 (Figure 8) as specified in Section 8.7.2.1 b). It is recognized that the road alignments are diagrammatic, and an amendment to the Plan is not required for changes in a road alignment provided that the general intent and purpose of the Plan is maintained.

The proposed road network has been modified in the development concept based on a more detailed review of the layout and configuration of development blocks, however, the general intent and purpose of the NOWSP is maintained. The transportation facility types and the number of proposed roads and road connections to the boundary roads has been maintained as identified in the NOWSP. The proposed road network accommodates a modified grid pattern to provide for an interconnected network of roads to disperse and reduce the length of vehicular trips and support the integration of viable public transit service.

The proposed employment uses for the Subject Property necessitates the need for larger and deeper development blocks than achievable within the road network configuration identified in the NOWSP. The east/west roads traversing the Subject Property (Avenue One and Burnhamthorpe Road extension) have generally been shifted further north, to increase the spacing between these roads, and decrease the depth of the development blocks between Highway 407 and the northern Avenue/Transit Corridor (Avenue One), thereby eliminating the need for additional local roads and providing for a more efficient and connected road network and transit service. Furthermore, the location of the southern Minor Arterial/Transit Corridor (Burnhamthorpe road extension) has been shifted north to minimize the impact and extent of road crossings on the Natural Heritage System Area, and align along the northern edge of the existing human-made pond. The intersections of the east/west road connections (Avenue One and Burnhamthorpe Road extension) to Tremaine Road and Bronte Road have been maintained to facilitate connections with the New

North Oakville Transportation Corridor east of Regional Road 25, and the planned intersections with the Tremaine/Dundas Secondary Planning Area in the City of Burlington.

The north/south Minor Arterial/Transit Corridor (Avenue Three) has been realigned to coincide with the existing intersection at the G.E. entrance (Zenon Drive) and Colonel Williams Parkway. The westerly north/south Minor Arterial/Transit Corridor (Avenue Two) has been shifted east to provide for more regular intersection spacing along Dundas Street.

The proposed road network as illustrated on the development concept is consistent and in keeping with the general intent and purpose of the NOWSP. The development concept provides for more appropriately sized development blocks along the Highway 407 frontage while avoiding the need for additional local roads which would result in a less efficient road/transit service network.

NOW 4
Transportation Plan



LEGEND

Subject Property

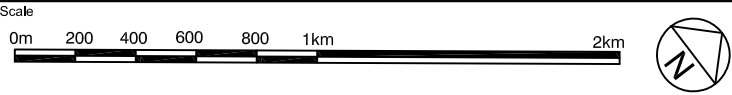
NOTE: This Plan must be read in conjunction with NOW 1, NOW 2 & NOW 3
NOTE: Actual transit routing will be determined by Oakville Transit through periodic service updates.

LEGEND

SECONDARY PLAN AREA BOUNDARY	BUSWAY CORRIDOR
PROVINCIAL FREEWAY	MAJOR TRAIL SYSTEM
MAJOR ARTERIAL/TRANSIT CORRIDOR	TRANSIT TERMINAL
MINOR ARTERIAL/TRANSIT CORRIDOR	NATURAL HERITAGE SYSTEM AREA
AVENUE/TRANSIT CORRIDOR	
TRANSITWAY CORRIDOR	

TRANSIT SERVICE CONCEPT

INTER-REGIONAL TRANSIT CORRIDOR SERVICE
PRIMARY TRANSIT CORRIDOR SERVICE
SECONDARY TRANSIT CORRIDOR SERVICE
COMMUNITY SERVICE



Client	Prepared by

Date	Project No.
April 28, 2011	1409222.001

Figure 8

Transit

The NOWSP supports an integrated and comprehensive transit strategy for the NOWSP area as identified on Figure 8. 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.

The NOWSP (Figure 8) identifies the Transit Service Concept for NOW and illustrates a hierarchy of primary, secondary and community level transit services. 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. The policies support the safe and convenient provision of public transit and encourage development densities which support transit usage, provide a road pattern and pedestrian routes that accommodate direct pedestrian access to transit; and accommodates transit stops and busways on Arterials and Avenues.

The NOWSP identifies the Highway 407 Transitway Corridor along the south side of Highway 407. The Province's future 407 Transitway has been conceptually identified traversing the 407 West Employment Areas on the south side of Highway 407, which is anticipated to require an additional right-of-way of 30 metres. It is recognized that specific right-of-way requirements will be determined through an Environmental Assessment and detailed design for the Transitway and related terminals, including the proposed terminal at Regional Road 25. As indicated in the NOWSP (Section 8.7.2.2 iv)), the Town will encourage the Province to explore opportunities to minimize the width of the corridor in order to maximize the developable lands.

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 stops or level of service has not been finalized, it is anticipated that there will be major transit stations along Dundas Street at Palermo Village (Bronte Road intersection) with possible additional stations at Colonel William Parkway/Avenue Three and at the intersection with Avenue Two. The provision of higher-order transit facilities will support increased development opportunities along Dundas Street. A phased approach to the development of these blocks adjacent to Dundas Street is discussed in Section 5.0 to accommodate an interim development form while not precluding higher intensity uses to develop in the future, at such time as it is feasible.

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.

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 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 lands 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.

As previously identified, Figure 4a and 4b conceptually illustrates the proposed transit, cycling and pedestrian trail network for the Subject Property and surrounding area.

Pedestrian and Cycling Trail System

The NOWSP (Section 8.5.5.10) states that: "An extensive system of recreational trails will be developed related to the Natural Heritage and Open Space System as well as along certain public road rights of way. A conceptual major trail system which will form the basis for the development of this more extensive system is identified on Figure NOW4. However, any proposed trail development within the Natural Heritage and Open Space System shall be subject to further study as part of the Implementation Strategy to the satisfaction of the Town, in consultation with the Region of Halton and Conservation Halton. The system may be refined through the preparation of an EIR in accordance with the provisions of Section 8.8.3 a) of this Plan." 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.

Figure NOW 4 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 Subject Property generally coincides with the Minor Arterial/Transit Corridor and the westerly stream corridor which traverses the Subject Property.

Figure 4a and 4b conceptually illustrates the proposed transit, cycling and pedestrian trail network for the Subject Property and surrounding area.

Section 8.4.7.3 of the NOWSP notes that one of the potential permitted uses in the NHS is:

- iv) *Trails, interpretative displays or signage or other similar passive recreation uses consistent with the purpose of the applicable designation and provided that:*
- *for lands in the Linkage Preserve Area designation on Figure NOW3, such uses shall generally be located in the Linkage Preserve Area, but adjacent to the boundary of the linkage;*
 - *trails shall be permitted within the setback from the edge of the Sixteen Mile Creek Valley, and may be permitted within the Valley subject to the review of their impact on any environmentally sensitive features;*
 - *trails in stream corridors other than the Sixteen Mile Creek shall be permitted adjacent to the valley in the buffer; and,*
 - *trails in the Natural Heritage System Area designation be designed and located to minimize any impact on the natural environment.*

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, to accommodate both cyclists 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.

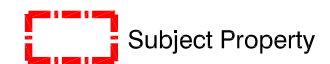
3.5.2.4 Master Plan

The Master Plan appended to the NOWSP, and shown in Figure 9, is intended to graphically illustrate the design of the NOWSP area and how the policies and Figures of the NOWSP are to be implemented. The Master Plan reflects the NOWSP Schedules, and includes the conceptual identification of potential stormwater management facilities, for which the final location is to be determined through the preparation of the EIR/FSS.

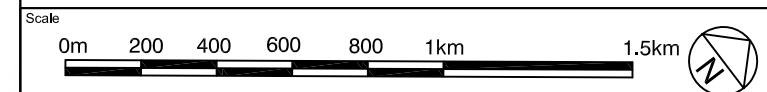
Provided the development plan conforms with the policies and Figures of the Secondary Plan, the policies of Section 8.5.2 h) of the NOWSP provides that modifications to, or relocations of portions of the road pattern; modifications to Medium or Low Constraint Stream Corridors or Hydrologic Features “A” and “B”; or the relocation of public facilities including stormwater ponds, will generally not be considered to be inconsistent with the Master Plan. As outlined in this Report, the modifications to the road network and watercourses/hydrologic features conform to the policies and intent of the NOWSP, and therefore, the proposed development concept is consistent with the Master Plan. Since the proposed draft plan of subdivision is consistent with the policies and intent of the NOWSP, an area design plan is not required.

Appendix 8.3 North Oakville West Master Plan

LEGEND



Subject Property



Client



Prepared by



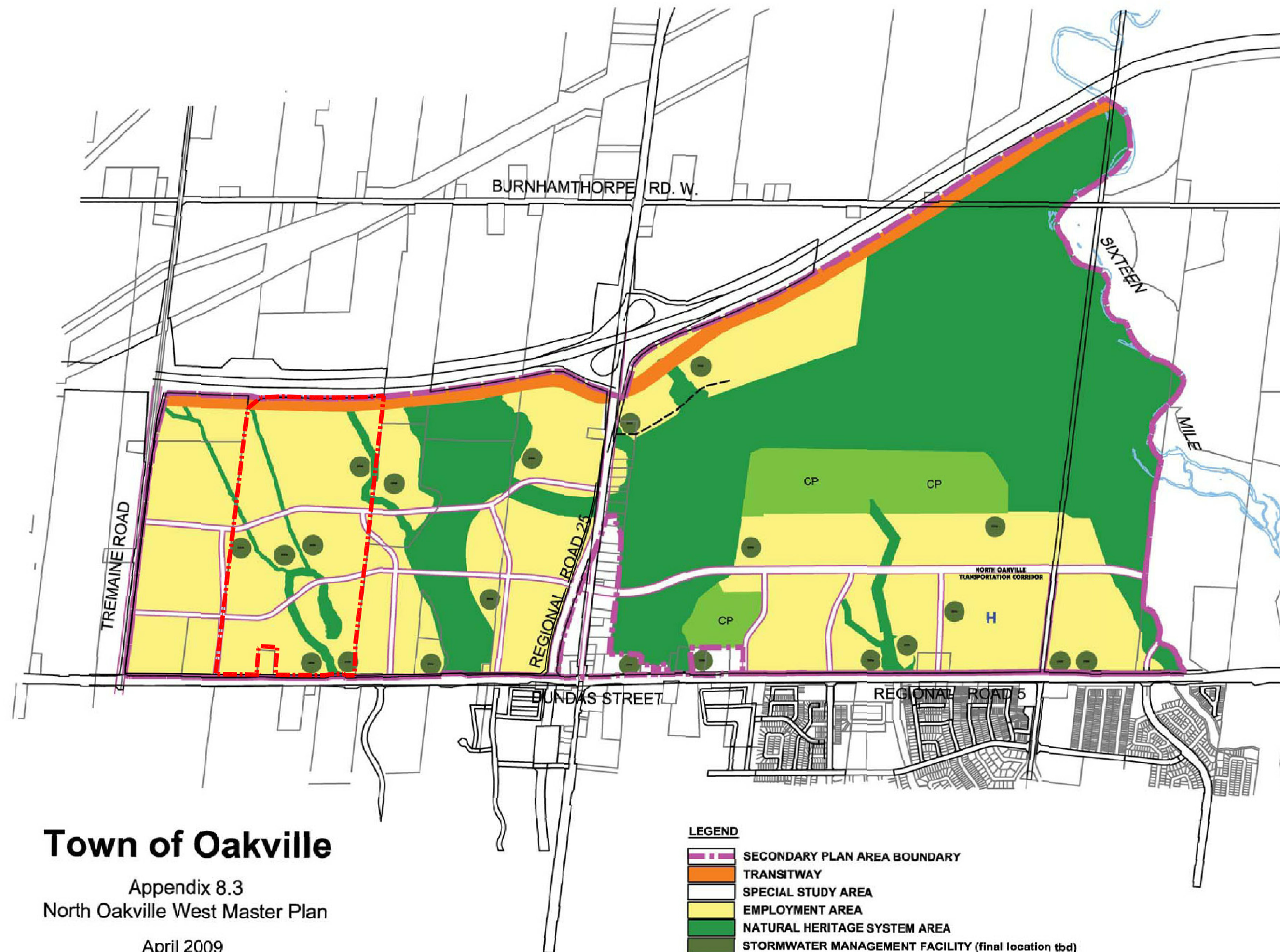
Date

April 28, 2011

Project No.

1409222.001

Figure 9



LEGEND

- SECONDARY PLAN AREA BOUNDARY
- TRANSITWAY
- SPECIAL STUDY AREA
- EMPLOYMENT AREA
- NATURAL HERITAGE SYSTEM AREA
- STORMWATER MANAGEMENT FACILITY (final location tbd)
- COMMUNITY PARK AREA
- HEALTH ORIENTED MIXED USE NODE
- PRIVATE ACCESS ROAD TO TRANSPORTATION TERMINAL (SECTION 8.6.5.6)

Town of Oakville

Appendix 8.3 North Oakville West Master Plan

April 2009

3.5.2.5 Landowner Coordination

The NOWSP provides policies that support the appropriate and orderly development of the 407 West Employment Area (Section. 8.9.4), and to ensure that the costs associated with development are equitably distributed among all landowners, development within the 407 West Employment Area shall only be permitted to proceed when landowners representing a significant portion of the respective employment district have entered into a cost sharing agreement or agreements among themselves to address the equitable distribution of costs. However, the NOWSP policies do permit the development of individual parcels in the absence of such an agreement under the following circumstances:

- the Town is satisfied that the development would implement a logical extension of roads and services;
- the ability to appropriately and efficiently service the respective overall employment district is not prejudiced; and
- there is no risk of unacceptable financial impact to the Town or Region.

Since 2002, Bentall has been canvassing neighbouring property owners to solicit interest in participating in the planning process and cost sharing arrangement to further the development of the 407 West Employment Area. However, these efforts to establish a landowner group have been met with little success, and have been expressed to the Town in Bentall's correspondence dated March 4, 2008 (included in Appendix C). In consideration of the unique planning context and landowner characteristics within the 407 West Employment Area, the Town approved unique landowner coordination policies in the NOWSP, which differ from those in the NOESP.

More recently, from 2009 through 2011, Bentall has initiated and continued in on-going consultations with neighbouring landowners to advise them of Bentall's on-going work and development intentions for the Subject Property.

This has included discussions and meetings with major landowners in the 407 West Employment Area, which are generally summarized below. Copies of relevant correspondence with neighbouring landowners is included in Appendix C. The preliminary development concept plan, dated October 2010, and included in Appendix C, was provided to the adjacent landowners as a basis for subsequent discussions.

The Roman Catholic Episcopal Church

Bentall and MMM Group Limited representatives met with John O'Brien, Business Administrator, Hamilton Catholic Diocese, Chancery Office, and their planning consultant on November 17, 2010 to discuss Bentall's development intentions for the Lazy Pat Farms and review the preliminary development concept. Mr. O'Brien of the Chancery Office is responsible for the North Oakville property and planning work associated with cemeteries. Mr. O'Brien indicated that it was no longer their intention to develop a cemetery on their lands within North Oakville, but that an application was being submitted to the Town of Milton to permit a new cemetery. An Official Plan and Zoning By-law Amendment application to permit a new cemetery in the Town of Milton is currently being processed by the Town (File Nos. LOPA-01/10 and Z-11/10). The proposed road network identified in the development concept is generally consistent with the NOWSP and did not raise any concerns by the Hamilton Catholic Diocese.

Rosko Finer Group (Newmark Developments Limited)

Bentall and MMM Group Limited representatives had a teleconference with Michael Shapira of Newmark Developments Limited on December 6, 2010 to discuss Bentall's on-going work in North Oakville and present the preliminary development concept. It was noted by Mr. Shapira that the proposed land uses for his client's property are subject to an Ontario Municipal Board appeal. It was discussed that the development concept generally reflects the road network as shown in the Town's NOWSP, but has been modified based on further study and environmental constraints. Matters of landowner coordination related to the Burnhamthorpe Road extension and servicing were generally discussed, and that further coordination would be required at subsequent stages in the development process.

General Electric

Bentall and MMM Group Limited have had discussions in early 2011 with George Ross, Manager Real Estate Services, Canada, for General Electric (G.E), and provided Mr. Ross with the preliminary development concept for review. Matters related to the coordination of the planned intersection of Zenon Drive and Dundas Street West were generally discussed. As indicated in previous correspondence with Zenon Environmental and subsequently G.E., which acquired the property in 2006, G.E. has no immediate intentions to redevelop their property.

While a cost sharing agreement or development agreement amongst the major landowners has not been entered into at this time, the NOWSP makes provision for the development of individual parcels to proceed in the absence of such an agreement, subject to satisfying certain criteria to the satisfaction of the Town (Section 8.9.4).

As presented in this Report, the development concept provides for a logical extension of roads and services within the 407 West Employment Area, which is consistent with the NOWSP. The Planning Rationale Report and supporting Area Servicing Plan, EIR/FSS and Transportation Impact Study supports the proposed road network and identifies the requisite municipal services to further the development of the 407 West Employment Area. It is recognized that further coordination with neighbouring landowners and the Town will be required to implement the planned road network and servicing infrastructure for the 407 West Employment Area, including the northern extension of the planned intersection of Zenon Drive and Dundas Street West.

The majority of required infrastructure costs will be borne by the landowners through the development of their properties and through development charges for infrastructure requirements serving the entire 407 West Employment Area; as a result, we would not anticipate any unacceptable financial impacts or risks to the Town or Region.

Bentall Kennedy (Canada) Inc. will continue discussions with these major landowners in moving forward with the requisite road and infrastructure improvements to realize the Town's development objectives for the 407 West Employment Area.

Other Landowners

Other landowners within the 407 West Employment Area have been advised of Bentall's on-going work and development plans, including:


- JK Films Inc. c/o Tony Sandhu
- Adelino, Azevedo
- New Electric Enterprises Inc.
- Forestview Bible Church (Burlington Ontario)
- Sugiyama, Christel A.

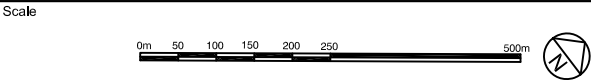
Following Bentall's correspondence and circulation of the preliminary development concept, none of these other landowners expressed interest in meeting to discuss or review the preliminary development concept and Bentall's development intentions in any further detail. Copies of relevant correspondence with these neighbouring landowners is included in Appendix C, and the preliminary development concept, dated October 2010, as presented to the landowners, is illustrated in Figure 10.

Preliminary Concept Plan
October 2010
for Landowner Consultation



- Legend
- Subject Property
 - Preliminary Open Space Area

Client:	BENTALL LP		
Title:	407 West Employment Area Preliminary Concept Plan		
Prepared by:	 MMM GROUP		
10-09222-001-SW1	Scale as Shown	Review: RR	
Date: October 2010			
©DigitalGlobe, 2010, Google, 2009			



Client		Prepared by	
Date May 2, 2011		Project No. 1409222.001	
Aerial Photo © DigitalGlobe 2010, Google 2009		Figure 10	

3.6 Existing Zoning (North Oakville Zoning By-law)

Zoning By-law Amendment 2009-189 was passed by Council on November 23, 2009, and was subsequently appealed to the OMB. The By-law provides a new, Comprehensive Zoning By-law for the North Oakville lands. The Zoning By-law does not pre-zone lands but rather establishes zone categories and standards that will be applied once development applications are submitted. The Zoning By-law zones the Subject Property as “Existing Development” (ED) as shown on Figure 11 to recognize and permit legally existing land uses, buildings or structures.

The Employment District permits a broad range of employment uses subject to the policies of Section 8.6.5 of the NOWSP. The ZBL implements the policies of the NOWSP by establishing in greater detail, the range of permitted uses, performance standards and general zone provisions. The zone categories which would apply to the Subject Property include:

- LE – Light Employment Zone (6.9);
- GE – General Employment Zone (6.10);
- SA – Service Area-Employment Zone (6.11);
- NHS – Natural Heritage System Zone (6.14); and
- CP – Community Park Zone (6.16).

The following provides a brief overview of the permitted uses and standards associated with these zones.

3.6.1 LE – Light Employment Zone

The LE Zone is intended to apply to employment uses in the most visible locations (i.e., fronting onto Highway 407, major arterial roads) and where issues of land use compatibility may arise (i.e., adjacent to NHS or residential areas). The zone generally permits light industrial uses, offices, public and institutional uses, research and development, information processing centres and limited retail uses. Outside storage and processing is not permitted. Light industrial uses are defined to include “*light manufacturing, fabricating, processing, repair, servicing, packaging and industrial warehousing of products or materials.*” Limited retail uses are permitted subject to the criteria in Section 6.9.1.1 (i.e., sales area does not occupy more than 40% of the area and is not greater than 1,000 m², etc.).

The performance standards are outlined in Section 6.9 of the Zoning By-law and permits a Maximum Floor Space Index of 3.0 (floor area of all buildings divided by the lot area) and building heights up to 15 storeys.

3.6.2 GE – General Employment Zone

The GE Zone is intended to apply on sites internal to the employment area which are not visible from Highway 407 or major arterial roads and do not abut residential areas. The zone generally permits all the uses within the LE zone, in addition to general industrial uses, outside storage and processing, and transportation terminals, and works yards. General industrial uses are defined to include “*heavy manufacturing, refining, repair, fabricating, processing operations, servicing, packaging and industrial warehousing... and the bulk storage of fuels and aggregates.*”

The performance standards are outlined in Section 6.10 and permits a Maximum Floor Space Index of 3.0 (floor area of all buildings divided by the lot area) and building heights up to 15 storeys.

3.6.3 SA – Service Area-Employment Zone

The SA Zone is intended to apply to sites within employment areas which are located at the intersections of Arterial/Transit Corridors, Avenue/Transit Corridors and Connector/Transit Corridors (this would include the roads identified on Figure NOW2 of the NOWSP).

The zone generally permits all the uses within the LE zone, in addition to a much broader range of commercial, service and related uses as identified in Table 5.1 of the ZBL, including a retail store, convenience store, fitness centre, hotel, service establishments, vehicle dealership etc.)

The performance standards are outlined in Section 6.11 and permits a Maximum Floor Space Index of 3.0 (floor area of all buildings divided by the lot area) and building heights up to 15 storeys.

3.6.4 NHS – Natural Heritage System Zone

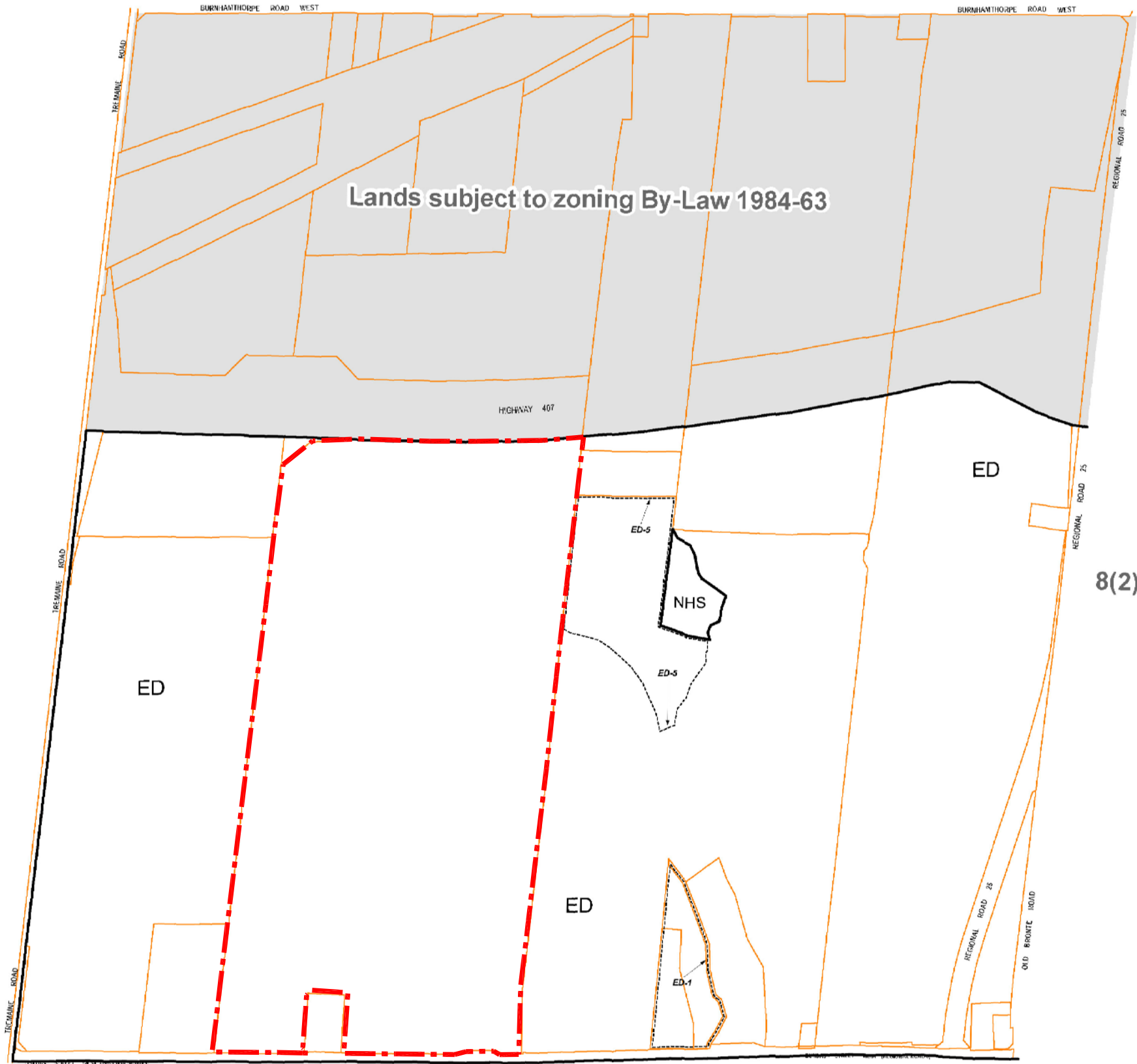
The NHS Zone permits solely fish, wildlife and conservation management uses. This zone would apply to the Natural Heritage System designation in the NOWSP. Roads and services and utility uses are permitted in the NHS Zone provided they are within a public right-of-way.

Stormwater management facilities are permitted in all zones (Section 3.3) with the exception of the NHS Zone and ED Zone. The stormwater management facilities have been zoned according to their abutting General Employment zone categories.

3.6.5 CP – Community Park Zone

The CP Zone permits a community park, and conservation management uses, in addition to community and related institutional uses. This zone would apply to the proposed local park at the northeast corner of the intersection of Burnhamthorpe Road extension and Avenue Two.

Comprehensive Zoning
Bylaw for North Oakville
(2009-189) Map 91(18)



— ZONING BOUNDARY
- - - SPECIAL PROVISION BOUNDARY

TOWN OF OAKVILLE
Planning Services Department
Corporate Drafting and Design Office

0 250 500 7

S:\Department\Planning\Bylaws\Arc8_GIS_Maps\NEW_ZONING_MAPS\...8_1.MXD



Date
April 28, 2011

Project No.
1409222.001

Figure 11

4.0 Supporting Studies

This section summarizes the findings and recommendations from the background and supporting technical studies undertaken in support of the proposed Draft Plan of Subdivision and Zoning By-law Amendment application.

4.1 Area Servicing Plan

An Area Servicing Plan (ASP) has been prepared for the 407 West Employment Area by MMM Group Limited. The NOWSP requires the completion of an Area Servicing Plan (Master Servicing Plan) to confirm infrastructure requirements. The purpose of the ASP is to apply the Region's proposed servicing concept to the development concept for the 407 West Employment Area and to suggest refinements that are required to facilitate orderly development. The ASP has been prepared in accordance with the Terms of Reference prepared by the Region of Halton.

The ASP provides detailed information on system demands (water) and flows (wastewater); a specific plan for implementing the Region's Master Plan in and around the 407 West Employment Area; and a discussion of the impact that the proposed development of the 407 West Employment will have on planned Regional Infrastructure in terms of proposed capacity and timing.

The proposed 407 West Employment Area development concept is of a form and development intensity similar to what was anticipated by The Region of Halton while completing its "Water and Wastewater Master Plan Review" and "Master Plan Update". The conclusions identified in the ASP for servicing the 407 West Employment Area are consistent with the Region's Master Plan.

With respect to water, the construction of the PD3 watermains along Dundas Street is required for the development of the 407 West Employment Area. The local major water distribution system can be expanded incrementally and development can occur on an incremental basis.

With respect to wastewater, the regional wastewater sewers can be provided in conjunction with the development of the 407 West Employment Area, but are not absolutely required for initial development. Wastewater infrastructure can be constructed on an incremental basis as required for development of the 407 West Employment Area as well as external lands.

4.2 Environmental Implementation Report and Functional Servicing Study

An Environmental Implementation Report and Functional Servicing Study (EIR/FSS), MMM Group Limited, has been prepared in accordance with the requirements of the Town of Oakville North Oakville Environmental Implementation Report and Functional Servicing Study Terms of Reference (ToR), August 2, 2007, for a portion of lands within the 14 Mile Creek West catchment area and the Lazy Pat Farm Property. The EIR/FSS has been prepared to address the NOWSP policy requirements in support of the approval of a Draft Plan of Subdivision and Zoning By-law Amendment application for the Subject Property.

The purpose of the EIR is to characterize and analyze the natural heritage features and functions and to determine and address the potential impacts of a proposed development application, including servicing requirements, on the Natural Heritage System (NHS). The purpose of the FSS is to identify servicing

requirements related to sanitary, water, stormwater, roads, and site grading. Further, the purpose of both the EIR and FSS is to provide a link between the Town's *North Oakville Creeks Subwatershed Study* (NOCSS) Management Report and Implementation Report, the NOWSP and the Draft Plan submissions for development applications.

The EIR Subcatchment Area is defined to be the FM1001 subcatchment, focusing on the area south of Highway 407; and, the FSS Study Area is defined to be the lands within the 407 West Employment Area (lands bounded by Dundas Street West, Tremaine Road, Highway 407 and Regional Road 25 (Bronte Road)). The EIR/FSS also addresses the subcatchment and draft plan requirements for the small portions of the Subject Property located within the FM1102 and the FM1109 subcatchment areas.

The EIR/FSS provides the basis for the delineation of the boundaries of the NHS blocks identified on the Draft Plan of Subdivision, which have been determined based on the corridor width delineation recommendations in the EIR/FSS, which considers the fluvial geomorphic requirements, regulatory floodplain, top of bank, fish and fish habitat protection requirements, preservation of hydrologic functions and setback requirements. It is recognized that the limits of the NHS will be confirmed through field survey.

As summarized in the Planning Rationale Report (Section 3.5.2.2. Natural Heritage System Area), the EIR/FSS also characterizes the NHS components and provides a rationale for the realignment of the Medium Constraint Stream Corridor 14W-14 and Low Constraint Stream Corridor 14W-13 to align with the western property boundary, and the relocation of Medium Constraint Stream Corridor 14W-11A, along the north-eastern corner of the Subject Property. These stream relocations are consistent with the NOWSP policies for Medium Constraint and Low Constraint Stream Corridor Areas. The EIR/FSS also provides rationale and justification for adjusting reach 14W-12A due to the type of habitat observed and a re-examination of the constraints identified in this section of the reach.

4.3 Traffic Impact Study

A Traffic Impact Study (TIS), including a Pedestrian Circulation Plan and Transit Facility Plan, has been prepared by MMM Group Limited to address the impacts of the proposed development on the boundary roadway intersections in the vicinity of the Subject Property.

Under the 2016, 2021, and 2031 future total traffic conditions, most of the boundary road intersections are expected to operate at good to acceptable levels of service, with the exception of the Dundas Street West/Bronte Road intersection.

Road improvements have been identified as being needed to accommodate the forecasted future growth in background traffic unrelated to the site. These road improvements include:

- addition of a westbound exclusive right turn lane and conversion of the existing single southbound left turn lane to double left turn lanes at the Dundas Street West/Bronte Road intersection for horizon 2021;
- channelization of the southbound right turn lane configuration, with the southbound right turn traffic operating under free flow operations at the Dundas Street/Tremaine Road intersection for the horizon 2031; and

-
- conversion of the existing two eastbound left turn lanes to a left turn eastbound lane and a shared left/right eastbound lane at the Bronte Road/Highway 407 Eastbound Off-Ramp intersection for horizon 2031.

The TIS concludes that based on the study findings, the boundary road network can satisfactorily accommodate the additional traffic generated by the proposed development of the Subject Property.

The proposed Pedestrian Circulation Plan provides an extensive, fully connected network of sidewalks throughout the 407 West Employment Area, comprising 1.5m-wide sidewalks on both sides of all Avenues. The sidewalks are proposed to be provided and located in accordance with the Town's typical cross-section for an Avenue/Transit Corridor (22.0m ROW) – Employment Lands. The TIS also provides recommendations with respect to cycling facilities, which are proposed to include on-road bike lanes along Burnhamthorpe Road, between Bronte Road and Tremaine Road, and along Avenue Three, between Burnhamthorpe Road and Dundas Street on the Subject Property. A multi-use trail is proposed along the stream corridor which traverses the Subject Property, generally from Dundas Street to the Tremaine Road/Highway 407 interchange, as identified in the NOWSP.

The Transit Facility Plan 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 250m 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.

4.4 Urban Design Brief

The Urban Design and Open Space Guidelines for North Oakville were approved on November 9, 2009. The Guidelines establish the physical design concepts that will lead to the development of a high quality, sustainable and integrated employment and residential community. The Guidelines implement the broad policies/directions of the North Oakville Secondary Plans. All development applications are to be evaluated by the Town to ensure that they are consistent with the Urban Design and Open Space Guidelines.

An Urban Design Brief has been prepared to demonstrate how the development proposal responds and implements the intent of the Urban Design and Open Space Guidelines. The level of detail of the Urban Design Brief reflects the draft plan of subdivision-level, since more detailed site plan applications will be submitted at various stages of the development of the Subject Property.

The Urban Design Brief was prepared in accordance with the Terms of Reference and provides an analysis of the context of the Subject Property, describes the design strategy of how the development will be integrated with its surroundings, and provides guidance on how a site should be developed to achieve the urban design principles.

The key urban design principles and elements identified in the Urban Design Brief, which have guided the preparation of the development concept, are summarized in Section 2.0 of this Report.

4.5 Arborist Report

An Arborist Report has been prepared by MMM Group Limited to provide a tree inventory and assess the health of trees on the Subject Property. The majority of the trees on site appear to be healthy especially those within the woodlots and along pond edges. A high percentage of vegetation along drainage channels, within woodlots and adjacent to ponds and ditches are native, have grown together with species that typically establish together and exhibit minimal signs of defects or stress due in most part to these areas being left intact and unaffected by outside sources. In large part, vegetation along property lines was found to be non-native and species that typically establish in such areas. Tree health tended to be less in these areas due likely to exposure, close proximity of other vegetation and types of species that are more susceptible to disease. Throughout the interior of the site several significant Oak and Willow were found with a caliper size ranging between 80-115cm diameter. Some Oak trees are in decline likely due to the tree reaching the end of its life or from other environmental factors.

A Tree Preservation Plan has not been prepared at this stage as it is recognized that the majority of the trees and vegetation on the Subject Property are located within the proposed NHS and Open Space blocks and will be protected and preserved as a component of the natural heritage system. This is consistent with North Oakville's natural heritage system based approach which protects features and functions within Core and Linkage Areas and High and Medium Constraint Stream Corridor areas.

4.6 Cultural Heritage Evaluation

A Cultural Heritage Evaluation Report: Built Heritage Resources and Cultural Heritage Landscapes, June 2010, was undertaken by Archaeological Services Inc. to evaluate the property at 3269 Dundas Street West, which has been identified as a property of cultural heritage interest by the Town and listed on their heritage registrar. The property is comprised of a 19th century farmhouse, barn complex, and associated buildings and vegetative features. The Report concludes that the property retains moderate heritage significance, but does not express significant design or contextual associations, and is not comprised of structures that exhibit outstanding design or architectural qualities. As such, it does not warrant designation under Part IV of the *Ontario Heritage Act*. However, the Report does recommend mitigation measures to be undertaken to compensate for the loss of this moderately significant cultural heritage resource, including such items as: undertaking a full heritage recording and documentation of the residence, barn and shed; photographic documentation and mapping of the agricultural landscape; and commemoration of the pioneer families through naming.

4.7 Archaeological Assessment

A Stage 1 and 2 Archaeological Assessment, March 2009, was conducted by Archaeological Services Inc. for 3269 Dundas Street West, for which the Ministry of Culture has provided a review and acceptance of the assessment into the Provincial register of archaeological reports, in their letter dated June 25, 2009. The Report indicated that eight archaeological sites and two isolated artifact findspots were found on the Subject Property. It was recommended that one site, the McMichael site (AiGw-532) be considered significant enough to warrant Stage 3 investigations, while the other sites were considered to be sufficiently documented. The Ministry concurs with these recommendations as indicated in their letter dated June 25, 2009.

The McMichael site is recognized as an early nineteenth-century deposit related to the settlement of Lot 34 circa 1820, for which a Stage 3 Archaeological Assessment of the McMichael Site (AiGw-532), November 2009, has been completed by Archaeological Services Inc. Based on more detailed investigations, the assessment concludes that the McMichael site is not a significant heritage resource and there is no further archaeological concern. The Stage 3 Archaeological Assessment was submitted to the Ministry of Culture in November 2009 for review. The Ministry in their letter dated, November 26, 2010, concurs with the recommendation of the Stage 3 Archaeological Assessment that the provincial interest in the archaeological site identified as the McMichael Site (AiGw-532) has been addressed.

4.8 Phase I Environmental Site Assessment

A Phase I Environmental Site Assessment (ESA), January 9, 2001, was completed by Trow Consulting Engineers, to carry out an assessment of the buildings and property located at 3269-3271 Dundas Street West. The majority of the site has been occupied by agricultural land and natural vegetation since at least 1954, and includes various agricultural and residential related buildings and structures. These uses are anticipated to continue on the Subject Property, in the near future, and until such time as redevelopment occurs.

Based on the Phase I ESA findings, a Limited Phase II subsurface investigation was recommended to investigate the potential soil and/or groundwater contamination that may have resulted from the pig manure UST's, historic gasoline UST, the Site's existing and historic heating oil and diesel AST's, the south adjacent property's diesel AST, the observed drums of 'chemical form release agent', and the historic emergency diesel generator. Further, a Limited Phase II subsurface investigation should investigate the presence of fill material near the location of the historic houses, historic barn, observed concrete blocks and pile of debris. The Phase I ESA provides further recommendations prior to the redevelopment of the site, with respect to the disposal of heating oil fuel, diesel fuel, propane and chlorine AST's; decommissioning of existing wells; removal of existing in-ground private sewage disposal system; and completion of a designated substance survey prior to any demolition activities which would disturb suspected designated substances (such as ACM's and lead).

4.9 Preliminary Geotechnical and Geo-Environmental Investigation

A Preliminary Geotechnical and Geo-Environmental Investigation, January 23, 2001 was prepared by Trow Consulting Engineers Limited. The purpose of the investigation was to determine the subsurface soil and groundwater conditions at the site and, based on this information, to provide geotechnical engineering guidelines for the design and construction of the proposed employment development. Environmental testing was carried out in conjunction with the preliminary geotechnical work to address issues revealed through completion of the Phase 1 ESA, January 9, 2001.

The environmental component of the investigation focused on potential impacts associated with fuel and manure storage and general quality of soil in the developed portion of the site. Based on the results of the chemical testing program carried out for the Subject Property, all soil and groundwater samples met the guideline criteria adopted for the site. No requirement for clean-up or soil or groundwater has been identified at this time. Soil exhibiting hydrocarbon odours was encountered at two borehole locations. Although the soil chemistry indicates conformance with the intended land use criteria, off-site disposal of such soil may be necessary as part of the development activities.

The comments and recommendations contained in the report should be considered preliminary, and once final design plans are available it is recommended that further geotechnical and geo-environmental comments be provided.

Because agricultural uses will continue at the site until redevelopment, it is recommended that this further subsurface investigation, and any required environmental approvals, be undertaken at a later stage in the planning process, at such time as the existing agricultural uses are being phased out, and prior to the redevelopment of the Subject Property for employment related uses (i.e., Site Plan approval stage). The Environmental Site Screening Checklist, prepared by MMM Group Limited, and submitted with this application, is based on the Phase 1 ESA and environmental information available.

4.10 Sustainable Development Checklist

In addition to the Sustainable Development Strategy found in the North Oakville Secondary Plans, the Town has prepared a Sustainable Development Checklist which will be used as a tool for assessing the sustainable features of specific development applications. The Sustainable Development Checklist is included in Appendix B, and reflects sustainability strategies applicable to the scale and extent of the draft plan of subdivision level.

Development Form

The subdivision design generally reflects the North Oakville Master Plan for the Subject Property. As outlined above, modifications to the road network have been proposed to minimize impacts to the natural heritage system, while maintaining a modified grid road system. The modifications to the road network provide for more appropriately sized employment development blocks along the Highway 407 frontage while avoiding the need for additional local roads which would result in a less efficient road/transit service network.

The major trail system within the Subject Property generally coincides with the Minor Arterial/Transit Corridor and the westerly stream corridor which traverses the Subject Property. 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 Major Trail System along the Burnhamthorpe Road extension is intended to consist of an on-road trail facility, constructed to Town standards. Trails in the NHS, 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 development concept proposes a mix of employment uses in keeping with the NOWSP and comprehensive zoning by-law which anticipates a range of employment uses including general and light employment uses, and retail and service commercial uses which serves the employment area. It is anticipated that a mix of service and commercial uses serving the employment area will result in less vehicle trips and create a more pedestrian environment within the context of an employment area.

While the Sustainability Checklist envisages a maximum block length in the order of 300m within employment areas, this is generally not feasible given the configuration of land uses and the natural heritage system. It is recognized, that given the requirement for larger development blocks for employment uses, a finer grain of streets and blocks is not practical. However, the intent of this objective is maintained

by providing a modified and connected grid pattern which minimizes the impact on the natural heritage system, while accommodating an efficient transit system and providing continuous sidewalks on both sides of the street and creating connections with the adjacent natural heritage features.

Air Quality/Energy Efficiency

The extent of sustainability measures related to air quality and energy efficiency is difficult to establish at this time. A number of these matters (i.e., Building(s) to be LEED Certified) may only be determined through the a site planning level of detail, at such time as a future tenant has been identified and the particulars related to the land use and building have been determined. Furthermore, some of the criteria are less applicable to employment areas (i.e., energy star compliant appliances).

Water Management

From a Stormwater Management perspective, sustainable handling and treatment of storm flows has been considered from a “treatment train” approach utilizing a minimum of three treatment processes prior to discharge of collected runoff to a receiving water body. This process is broken down into three separate, but interconnected approaches based on the various points collected runoff is encountered in the study area.

1. The first approach is at the lot level where rainfall is converted to runoff. Each development lot will be required to address impacts resulting from their individual development plans. Post-development hydrographs for each lot should match pre-development hydrographs with respect to peak flow rate and total runoff volume as closely as feasible. In addition, quality treatment of development related pollutant loadings, such as hot-spot runoff must be addressed prior to discharging flow to publicly controlled areas. Techniques to implement this recommendation include green roof installation, rainwater harvesting, soakaway pits for rooftop runoff (where soil conditions permit) and bioretention and/or bioswale treatment in landscaped areas where applicable. The level of implementation of these techniques is dependent on the detailed development plans, and must form a criterion for their plan submissions as they are advanced, but since the overall benefits to be provided are reserved for future analysis, redundant treatment capacity has been provided in the overall Stormwater Management strategy.
2. The second process involves attenuation and treatment in public conveyance systems used to transport collected runoff from the site. These systems typically rely on infiltration to absorb portions of the post-development hydrograph prior to discharge to end of pipe facilities. The native soils in the study area are characterized as clay loams with low infiltration potential. This would typically result in large footprint systems with associated accessibility concerns. Therefore reliance on conveyance systems to play a major role in the Stormwater Management strategy has been minimized with a greater focus placed on end of pipe facilities. Nevertheless, as the planning of the development area progresses, there may be site specific locations in conveyance areas that can be optimized to provide some infiltration capacity. In addition, the systems may be augmented by various practices to retard flow rates and retain smaller volumes for evapotranspiration, which will provide benefits toward an overall water balance for the study area.
3. The final process involves “end of pipe” facilities that collect and treat runoff in a publicly controlled area explicitly designed and constructed to address development impacts in a manner meeting

regulatory requirements while allowing for maintenance and sustained operation in a straight forward manner. As issues surrounding the practical implementation of lot level and conveyance controls prevent reliance on their associated benefits until further on in the planning process, the final Stormwater Management facilities have been sized in a manner that provides full redundancy for the required levels of treatment and flow control. These terminal Stormwater Management measures have been preliminarily designed as full wet pond type facilities intended to provide water quality treatment, flow control and erosion control for the lands tributary to them. All preferred criteria for wet pond facilities as outlined by the Ministry of the Environment have been incorporated, as well as site specific criteria related to endangered species and Halton Conservation Authority guidelines. Longer detention times for smaller precipitation events will allow for enhanced evapotranspiration rates and an overall improved water balance.

Natural Heritage

The proposed Natural Heritage System is consistent with the North Oakville Creeks Subwatershed Study, as outlined in the supporting EIR/FSS. The realignment of certain stream corridors provides opportunities for enhancement and restoration of the existing natural heritage features. Lands within the Natural Heritage System will be in public ownership and accommodate trails where feasible and appropriate.

5.0 Proposed Planning Applications

A Draft Plan of Subdivision and Zoning By-law Amendment are proposed to implement the policy directions and land use planning framework for the Subject Property.

5.1 Draft Plan of Subdivision

The proposed Draft Plan of Subdivision for the Subject Property is illustrated on Figure 12. The Draft Plan supports the creation of a prestige office and business park in accordance with the Region's and Town's land use and planning directions for the 407 West Employment Area.

The development concept accommodates more prestige employment uses adjacent to Highway 407. Limited commercial and service/retail uses are proposed at the major road intersections along the Dundas Street corridor to serve the employment area.

The Draft Plan of Subdivision is comprised of a series of large employment blocks, which are proposed to be further subdivided at a later stage in the planning process, once the specific needs and land use requirements of the employment users have been identified. This may occur through part-lot control or severance, which may be undertaken concurrently with the preparation and submission of detailed Site Plan applications for these blocks.

The concept plan is consistent with the Town's NOWSP. The road pattern follows a modified grid pattern which responds to the existing environmental and site conditions while encouraging accessibility and viable transit opportunities throughout the 407 West Employment area.

The primary road access to the Subject Property is accommodated from the existing Zenon Drive/Colonel Williams Parkway intersection at Dundas Street (Avenue Three) and a new intersection with Dundas Street near the southwest corner of the Subject Property (Avenue Two), 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 accommodate access from Tremaine Road to Regional Road 25 (Bronte Road extension and Avenue One). The southern east/west road aligns with the proposed New North Oakville Transportation Corridor proposed on the east side of Bronte Road. The spacing of these intersections is consistent with the NOWSP and aligns with the planning work being undertaken for the Dundas/Tremaine Secondary Plan area in the City of Burlington.

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. Hence, in the absence of a specific right-of-way requirement for the 407 Transitway, the Draft Plan of Subdivision does not identify a separate block for the future 407 Transitway at this time. Once the appropriate right-of-way requirements are identified through further study, the required land may be acquired by the Province.

The development proposal outlines the proposed natural heritage and open space system based on the Town's NOWSP and NOCSS, which has been further refined for the Subject Property based upon the EIR/FSS. The limits of the natural heritage and open space system blocks will be confirmed through field

survey. The central open space system and adjacent stormwater management facilities will provide a primary focus for the business park, and accommodate pedestrian trails and passive recreational uses, integrated with the adjacent employment development.

Table 5.1 identifies the designation, zone and density assumptions for the development blocks as shown on the Draft Plan of Subdivision (Figure 12). The precise land use and development intensity will be confirmed and reviewed through subsequent Site Plan applications for the individual development blocks.

Although there is no minimum density for employment uses specified in the NOWSP, 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 NOWSP permits up to a maximum FSI of 3.0. The concept plan is anticipated to achieve an overall minimum FSI of 0.35 for the entire 407 West Employment Area. The minimum FSI for the Subject Property is anticipated to be slightly higher at 0.38 FSI due to the higher proportion of higher density light employment uses proposed on the Subject Property, along the Highway 407 frontage.

Table 5.1 – Proposed Designation, Zone Category and Density Assumptions

Block No.	Block Size		NOWSP Designation	Proposed Zone	Proposed Minimum Density	Proposed Minimum GFA	Proposed Minimum GFA
	ha	m ²			FSI	m ²	ft ²
1	2.95	29,500	Employment	SA	0.38	11,210	120,667
2	3.03	30,300	Employment	SA	0.38	11,514	123,940
3	1.18	11,800	Employment	GE	0.32	3,776	40,646
4	2.95	29,500	Employment	GE	0.32	9,440	101,615
5	1.36	13,600	Employment	GE	0.32	4,352	46,846
6	4.11	41,100	Employment	GE	0.32	13,152	141,572
7	13.29	132,900	Employment	GE	0.32	42,528	457,783
8	3.19	31,900	Employment	GE	0.32	10,208	109,882
9*	14.67	146,700	Employment	LE	0.50	73,350	789,559
TOTAL	46.73	467,300	-	-	0.38	179,530	1,932,508

* Excludes lands associated with the future 407 Transitway

It is anticipated that during the initial phases of development, the minimum density assumptions as recommended in the NOWSP and Comprehensive Zoning By-law for North Oakville will be achieved. The Urban Design Brief which supports the development applications, identifies how these employment development blocks may densify over-time to accommodate additional development and more intensive built forms, at such time as it is supported by economic and market conditions and higher order transit facilities. An illustration of how these development blocks may densify in the future is included in the Urban Design Brief, and presented in Figure 13. The Figure provides a conceptual illustration of how the minimum density assumptions will be achieved in the initial phases of development, followed by more intensive development in the future. The initial phase of development should not preclude the densification of the development blocks in the future. This may be accomplished through careful consideration of the

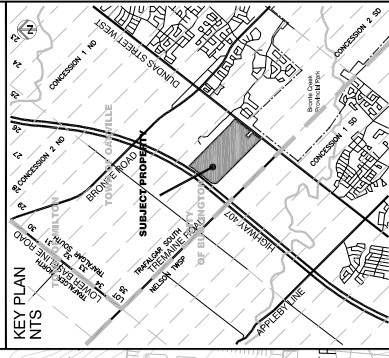
initial layout and configuration of the buildings, parking areas, access locations, and servicing infrastructure, which would accommodate more intensive development in the future, through the redevelopment of existing surface parking areas with more intensive built forms and structured/underground parking areas. It is recognized that the Zoning By-law permits an FSI of up to 3.0 within the SA, GE and LE zones, and buildings up to 15 storeys in height. It is anticipated that the development blocks, particularly those along Dundas Street West may redevelop and densify over time, in support of the higher order transit which is planned along Dundas Street.

PART OF LOTS 33 AND 34, CONCESSION 1
NORTH OF DUNDAS STREET
GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE TOWN OF OAKVILLE
REGIONAL MUNICIPALITY OF HALTON

PART OF LOTS 33 AND 34, CONCESSION 1
NORTH OF DUNDAS STREET
GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE TOWN OF OAKVILLE
REGIONAL MUNICIPALITY OF HALTON

May 16, 2011

KEY PLAN



ADDITIONAL INFORMATION REQUIRED
UNDER SECTION 51 (17) OF THE
PLANNING ACT, R.S.O., 1990

[illegible]

SCHEDULE OF LAND USE	LAND USE	BLOCKS	AREA (ac)
	1 & 2	5,98	14.8
	SERVICE COMMERCIAL	31 to 9	101.5
	EMPLOYMENT	14	41.89
	RESERVES	10 to 12	0.3
	FUTURE DEVELOPMENT	13	0.24
	PARK	14	0.09
	STORMWATER MANAGEMENT	18 & 16	5.17
	NATURAL HERITAGE	17 to 21	15.62
	/OPEN SPACE*	22 to 27	<0.01
	0.3m RESERVES	Reserve No. 22	<0.01
	ROADS (LINEAR: 2,600'x6")	Reserve No. 23	15.1
TOTAL			75.13

* Limits of Natural Heritage/Open Space Blocks – The boundaries of the Natural Heritage/Open Space Blocks have been determined based on the corridor with delineation recommendations of the EIR/FSS, which considers the fluvial geomorphic requirements; regulatory floodplain; stable slope up of bank fish and riparian habitat protection requirements; and the boundaries of the Natural Heritage/Open Space blocks will be confirmed through field survey.

Dashed linework outside of subject property is conceptual only
 Otherwise stated.

Scale 1 : 1500

OWNER'S AUTHORIZATION

I AUTHORIZE MWM GROUP LIMITED TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE TOWN OF OAKVILLE FOR APPROVAL.

MIKE REEL, VICE-PRESIDENT INVESTMENT MANAGEMENT

DI ANIMEDIC CERTIFICATE

PLAN PREPARED BY MWM GROUP LIMITED.

SURVEYOR'S CERTIFICATE

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.



Planning and Environmental

100 Commerce Valley Drive Thornhill, ON L3T 0A1	t. 905.882.1100 f. 905.882.7276	14 09222001 P01
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Scale

1 : 4500

Client

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

407 West Employment Area Draft Plan of Subdivision

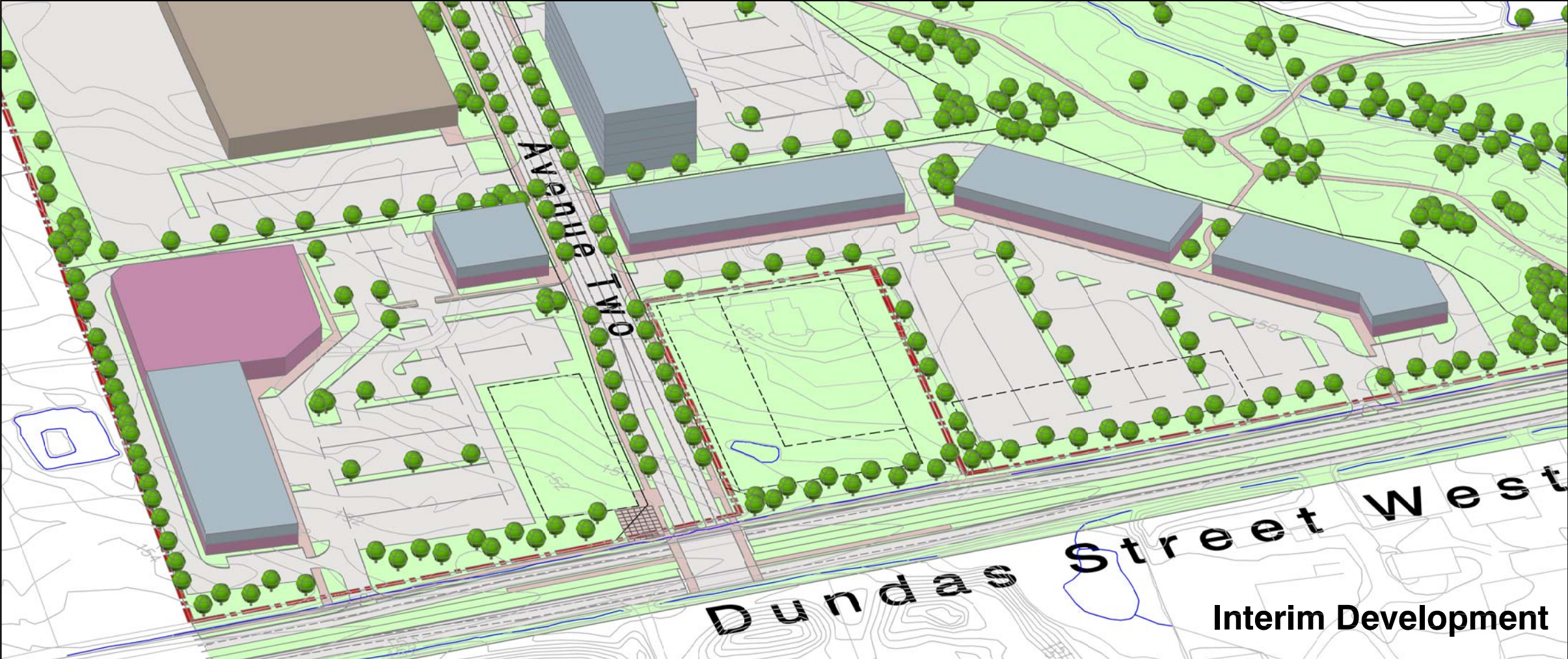
Project No.	
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May 18, 2011

1409222.001

Figure 12









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

Illustration of Interim and Ultimate Development Scenarios

LEGEND

	Service Retail or Commercial
	Office or Commercial
	Manufacturing or Warehousing
	Parking Structure

Client		Prepared by	
			
Date		Project No.	
May 2, 2011		1409222.001	
		Figure 13	

5.2 Preliminary Phasing Plan

Figure 14 illustrates the preliminary phasing plan for the Subject Property. It is anticipated that development will generally proceed north from Dundas Street West to Highway 407. The phasing of development has been categorized into three phases for the purposes of our analysis, and will be contingent upon the provision of required infrastructure, including roads and municipal servicing.

The three phased development of the Subject Property is anticipated to include:

- **Phase 1** – It is anticipated that the development of Phase 1 may be completed by 2016. Phase 1 will be served by a new signalized intersection at Avenue Two and Dundas Street West. Until such time as the Burnhamthorpe Road extension is built, Avenue Two will end in cul-de-sac at the proposed Burnhamthorpe Road extension to provide interim access to the Phase 1 Blocks.

With respect to servicing, the Dundas Street trunk watermain (Regional Projects 5851 and 3812) will be required to support the development of Phase 1. Wastewater service will be provided through a connection to the existing sewer located at Colonel William Parkway, utilizing a trunk sewer along Dundas Street from Avenue Three to Avenue Two. The new Stormwater Management Facility located on the west side of the natural heritage system corridor, and associated storm sewers will be required to treat stormwater runoff from Phase 1.

- **Phase 2** – It is anticipated that the development of Phase 2 may be completed by 2021. Development of the Phase 2 lands will coincide with the construction of Avenue Three and the improved intersection at Dundas Street West, and the extension of Burnhamthorpe Road westerly to the Subject Property to intersect with Avenue Two. Furthermore, the development of the northern blocks in Phase 2 will coincide with the construction of Avenue One, and the extension of Avenue Two and Avenue Three (north of the Burnhamthorpe Road extension). Recommended off-site transportation improvements to accommodate the anticipated increase in traffic in the area in 2021 includes the addition of a westbound exclusive right turn lane and conversion of the existing single southbound left turn lane to double left turn lanes at the Dundas Street West/Bronte Road intersection.

With respect to servicing, both water and wastewater servicing for Phase 2 will be provided by local infrastructure (watermains and sewers) to be constructed within the right-of-ways of the new roads. The new Stormwater Management Facility located on the east side of the natural heritage system corridor, and associated storm sewers will be required to treat stormwater runoff from Phase 2.

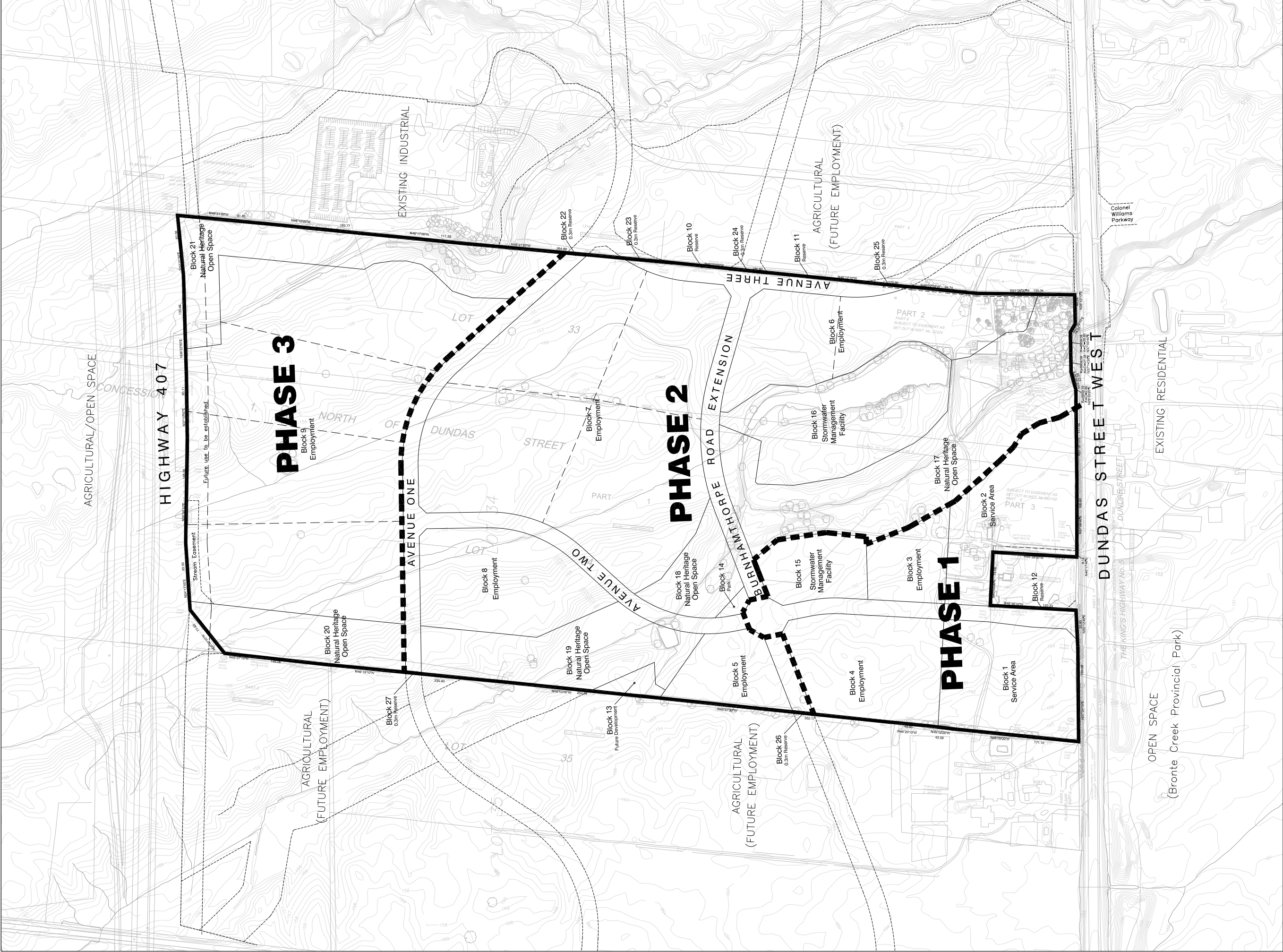
- **Phase 3** – It is anticipated that the development of Phase 3 may be completed by 2031. The complete build-out of the Subject Property is anticipated to occur following the construction of Avenue One and the extension of Avenue Two and Avenue Three (north of the Burnhamthorpe Road extension).



Off-site transportation improvements which are recommended to be in place in 2031 to accommodate the anticipated increase in traffic in the area include:

- channelization of the southbound right turn lane configuration at the Dundas

-
- Street/Tremaine Road intersection to allow free flow operations of the southbound right turn traffic; and
 - the existing two eastbound left turn lanes at the Bronte Road/Highway 407 Eastbound Off-Ramp intersection be converted to a left turn eastbound lane and a shared left-right eastbound lane.

With respect to servicing, a Regional trunk watermain along Tremaine Road and Avenue One (Regional Projects 5853 and 5627) will be required to support the development of Phase 3. Wastewater servicing will be provided through local sewers to be constructed in conjunction with new road construction. Stormwater runoff from Phase 3 will be treated by the new Stormwater Management Facility located on the east side of the natural heritage system corridor, constructed as part of Phase 2, new storm sewers will be required and constructed in conjunction with new road construction.



<p>Planning Rationale Report 3269 Dundas Street West, Oakville Lazy Pat Farms Property</p>		<p>Scale 1 : 5000</p> <p>0m 50 100 150 200m</p>	
<p>407 West Employment Area Phasing Plan</p>		<p>Client </p> <p>Prepared by </p>	
		<p>Date May 2, 2011</p> <p>Project No. 1409222.001</p>	
		<p>Figure 14</p>	

5.3 Zoning By-law Amendment

It is proposed that the Subject Property be zoned as identified in Appendix D, to implement the new Comprehensive Zoning By-law for North Oakville. The applicable zone categories for the Subject Property include:

- LE – Light Employment Zone (6.9) – applicable to lands adjacent to Highway 407 and Dundas Street West;
- GE – General Employment Zone (6.10) – applicable to lands internal to the employment area which are less visible from Highway 407 and major arterials;
- SA – Service Area-Employment Zone (6.11) – applicable to lands within employment areas which are located at the intersections of major arterial roads with Dundas Street West;
- NHS – Natural Heritage System Zone (6.14) – which applies to the natural heritage and open space system and related setback and buffer areas; and
- CP – Community Park Zone (6.16) – which applies to the proposed parkland at the northeast corner of the intersection of Burnhamthorpe Road extension and Avenue Two, to provide a passive recreational area for the surrounding employment uses .

The new Comprehensive Zoning By-law for North Oakville establishes the applicable zone standards for the Draft Plan of Subdivision. The draft Zoning By-law Amendment text and schedule identifying the proposed zone categories is provided in Appendix D.

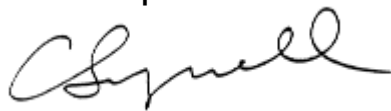
6.0 Planning Opinion

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 the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Regional Official Plan, and the North Oakville West Secondary Plan. The proposed draft plan of subdivision and zoning by-law amendment applications are justified and represent good planning for the following reasons:

1. The proposed development makes efficient use of existing and planned infrastructure, including planned investments in roads, transit and servicing infrastructure.
2. The proposal makes efficient use of land and resources and accommodates the planned employment uses which provide convenient access to major highways and transit systems.
3. The proposal accommodates a range of employment uses as envisioned by the NOWSP, which supports the economic development objectives and employment needs and forecasts for the Town and Region.
4. The proposal provides for the orderly growth and development of the adjacent lands as demonstrated through the concept plan and supporting studies, including the EIR/FSS.
5. The proposal supports the creation of more compact and complete communities by providing opportunities for live-work relationships.
6. The proposal supports the development of high quality employment areas through quality urban design and built form relationships to the street, which provide for a pedestrian oriented environment.
7. The road pattern provides for the efficient movement of people and goods and will accommodate a viable transit system.
8. The identified cultural heritage and archaeological resources are appropriately assessed and have been determined not to be significant, and they can be appropriately mitigated.
9. The natural heritage and open space system is maintained and enhanced through appropriate buffers, setbacks and natural heritage enhancements.

Respectfully submitted,

MMM Group Limited



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

Appendix A | Pre-Consultation Agreement





Planning Application Pre-consultation Agreement

Applicant: Chris Tyrrell - MMM Group Ltd.

Site Location: 3269 Dundas St. West

Proposal: Employment District (as per Secondary Plan - West)

Official Plan Amendment	<input type="checkbox"/>	Plan of Subdivision	<input checked="" type="checkbox"/>
Zoning By-law Amendment	<input checked="" type="checkbox"/>	Plan of Condominium	<input type="checkbox"/>

Important: This form will be completed with Planning Services staff at a pre-consultation meeting and will form part of a complete application. All reports, documents and drawings must be submitted in paper and digital (i.e. PDF) form.

Submission Requirements			
Drawings and Reports	Required?	No. of Copies	Notes
1. Aerial Photograph(s)	<input checked="" type="checkbox"/>	35	
2. Planning Justification Report	<input checked="" type="checkbox"/>	12	
3. Draft Zoning Bylaw Amendment	<input checked="" type="checkbox"/>	12	
4. Draft Official Plan Amendment	<input type="checkbox"/>		
5. Survey Plan	<input checked="" type="checkbox"/>	35	
6. Draft Plot or Concept Plan	<input checked="" type="checkbox"/>	35	
7. Draft Plan of Subdivision and/or Draft Plan of Condominium	<input checked="" type="checkbox"/>	35	
8. Reductions of Draft Plans	<input checked="" type="checkbox"/>	12	
9. Heritage Impact Study/Assessment <i>*Cost of Peer Review</i>	<input checked="" type="checkbox"/>	6	
10. Cultural Heritage Report <i>(Archaeological)</i>	<input checked="" type="checkbox"/>	12	
11. Market Impact Study	<input type="checkbox"/>		
12. Financial Impact Study	<input type="checkbox"/>		
13. Capital Impact Assessment	<input checked="" type="checkbox"/>	6	<i>if necessary</i>
14. Park Concept Plan	<input type="checkbox"/>		
Engineering Requirements:			
15. Tree Inventory and Preservation Study/Arborist Report	<input checked="" type="checkbox"/>	12	
16. Functional Servicing Study/Storm Water Management Report	<input type="checkbox"/>		
17. Environmental Impact Report/Study	<input type="checkbox"/>		
18. Transportation Study/Assessment or Traffic Impact Study	<input checked="" type="checkbox"/>	15	
19. Demarcation of physical and stable top of bank, areas regulated by a conservation authority, and/or limits of natural heritage systems, wetlands, and/or natural hazards	<input type="checkbox"/>		
20. Noise & Vibration Report	<input type="checkbox"/>		
21. Geotechnical/Soils Report	<input checked="" type="checkbox"/>	12	
22. Environmental Site Screening Checklist and Required Subsequent Assessments	<input checked="" type="checkbox"/>	12	
Urban Design Requirements:			
23. Urban Design Brief	<input checked="" type="checkbox"/>	12	



Additional North Oakville Requirements:			
24. Environmental Implementation Report/Functional Servicing Study	<input checked="" type="checkbox"/>	15	
25. Map and Accompanying Tables Showing Densities and Designations	<input checked="" type="checkbox"/>	12	
26. Area Design Plan	<input checked="" type="checkbox"/>	12	if necessary
27. Planning Statistics Spreadsheet	<input checked="" type="checkbox"/>	12	
28. Sustainability Checklist	<input checked="" type="checkbox"/>	12	
29. Pedestrian Circulation Plan <i>Part of TIS</i>	<input type="checkbox"/>		
30. Computer Model	<input checked="" type="checkbox"/>	6	
31. Transit Facilities Plan <i>Part of TIS</i>	<input checked="" type="checkbox"/>	6	
Other Requirements:			
32.	<input type="checkbox"/>		
33.	<input type="checkbox"/>		
34.	<input type="checkbox"/>		
35.	<input type="checkbox"/>		

1. Conformity with Regional Official Plan land use designation? Yes ☒ No ☐
 If "No", has an application been made to amend the Regional Official Plan? Yes ☐ No ☐
2. Existing Official Plan designation: Employment / NTHS.
 Conformity with the Town's Official Plan land use designation? Yes ☒ No ☐
 If "No" what is the nature of the amendment needed? _____
3. Existing Zoning: _____
 Conformity with the Town's Zoning By-law? Yes ☐ No ☒
 If "No" what is the proposed zoning? In accordance with N.O. Z.B.L.
4. Related File No.: _____
5. Additional Agencies to be contacted: _____

Important Notes:

- The purpose of this agreement is to identify the information required to commence processing a complete application as set out in the *Planning Act*. Pre-consultation does not imply or suggest any decision whatsoever on the part of Town staff or the Corporation of the Town of Oakville to either support or refuse the application.
- For all applications for Official Plan Amendment, Zoning By-law Amendment, Plan of Subdivision and Plan of Condominium, the applicant acknowledges that the Town is not responsible for the construction or installation of the sign and the applicant agrees to submit a photo of the sign on the property erected in accordance with Appendix C. This shall be submitted within one week of receiving confirmation of a complete application.
- This agreement expires 90 days from the date of signing or at the discretion of the Director of Planning.
- In the event that this Pre-consultation Agreement expires prior to the application being accepted by the Town, another agreement may be required.



e) An application submitted without the information identified in this Pre-consultation Agreement will not be considered a complete application. If a site walk is required, the application will not be considered complete until it has taken place.

f) All reports, documents and drawings must be submitted in paper and digital (i.e. PDF) form.

CD'S

g) Acknowledgement of Public Information:

The applicant acknowledges that the Town considers the application forms and all supporting materials, including studies and drawings, filed with any application to be public information and to form part of the public record. By filing an application, the applicant consents to the Town photocopying, posting on the Internet and/or releasing the application and any supporting materials either for its own use in processing the application or at the request of a third party, without further notification to or permission from the applicant. The applicant also hereby states that it has authority to bind its consultants to the terms of this acknowledgement.

h) Additional studies may be required during the processing of an application, depending on the issues identified and information required, as the application proceeds through the planning review process.

i) Prior to undertaking any topsoil stripping or earthworks, the applicant requires a site alteration permit in accordance with the Town's Site Alteration By-law.

j) Applicants are advised that the removal of trees prior to a decision being made is strongly discouraged by the Town.

Is a site walk required as a second part of the pre-consultation meeting? Yes ☒ No ☐

If "Yes", the site walk is scheduled for (date & time): April 19, 2011

Staff Signatures:

C. McConnell
Town Planning Staff

Charles McConnell
Planning Staff (Signature)

March 23/11
Date

Sous Corbett
Regional Planning Staff

Sous Corbett
Regional Staff (Signature)

March 23/11
Date

Conservation Authority Staff

Conservation Authority Staff
(Signature)

Date

Proponent Signatures:

By signing this agreement, I acknowledge that, subject to any appeals, the drawings, reports and other requirements indicated in the above table must be submitted along with a completed application form, any information or materials prescribed by statute, the required planning applications fees and this executed Pre-consultation agreement to be considered complete. In addition, I have read, understood, and agreed to the Notes listed above.

C. A. Tyrrell
Agent
(I have the authority to bind the owner)

C. Tyrrell
Agent (Signature)

March 23/11
Date

Owner

Owner (Signature)

Date

Appendix B | Sustainability Checklist



01

Subdivision Design

Applicant: Bentall Kennedy (Canada) LP Date: Feb 28/16

c/o Mike Reel

Applicant Signature: Michael ReelSite Address: 3269 Dundas Street WestPlanning File No.: Not yet assigned

• Highlighted items are requirements

• Check-off the Sustainability features that are proposed for the development

• Town staff will check-off the "Explanation Req'd" column

• Items are explained on the following pages

	✓	No.	Items	Explanation Req'd	# of Points
Development Form	<input checked="" type="checkbox"/>	1.	Subdivision design reflects the Master Plan designations for the property	<input type="checkbox"/>	5
	<input checked="" type="checkbox"/>	2.	Subdivision design introduces a modified grid road system	<input type="checkbox"/>	2
	<input type="checkbox"/> NA	3.	Subdivision design reflects applicable Cycling Strategy (not available for North Oakville West)	<input type="checkbox"/>	1
	<input checked="" type="checkbox"/>	4.	Phasing plan shows roads required for Transit to be built first	<input type="checkbox"/>	3
	<input checked="" type="checkbox"/>	5.	Development contains a mix of uses in conformance with the Master Plan	<input type="checkbox"/>	3
	<input type="checkbox"/>	6.	Block length maximum: 250m	<input type="checkbox"/>	2
	<input type="checkbox"/>	7.	Development to be LEED ND certified (unknown at this time)	<input type="checkbox"/>	6
	<input type="checkbox"/>	8.	Development includes adaptive reuse of heritage structures	<input type="checkbox"/>	2
	<input checked="" type="checkbox"/>	9.	Improve public space by providing community spaces for uses such as plazas, public art, and/or creating connections to adjacent natural features	<input type="checkbox"/>	2
	<input checked="" type="checkbox"/>	10.	Continuous sidewalks on both sides of all public roads (excludes roads through or adjacent to the Natural Heritage System)	<input type="checkbox"/>	3
	<input type="checkbox"/> NA	11.	For high-density development, minimize surface parking by providing:	<input type="checkbox"/>	2
<input type="checkbox"/> NA		At least 40% of parking provided as structured, or underground parking; or,	<input type="checkbox"/>	3	
		At least 50% of parking provided as structured or underground parking	<input type="checkbox"/>		
Air Quality/ Energy Efficiency	<input type="checkbox"/> NA	12.	Greater densities are placed at Neighbourhood Centres or Urban Centres near transit facilities	<input type="checkbox"/>	4
	<input checked="" type="checkbox"/>	13.	High-efficiency street lighting	<input type="checkbox"/>	1
	<input type="checkbox"/>	14.	Developers distribute sustainability handout to all new owners (unknown at this time)	<input type="checkbox"/>	1
	<input type="checkbox"/> NA	15.	Ground-related dwelling(s) to be Energy Star Certified	<input type="checkbox"/>	4
	<input type="checkbox"/>	16.	Building(s) to be LEED Certified (unknown at this time)	<input type="checkbox"/>	5
	<input type="checkbox"/> NA	17.	Energy Star compliant appliances	<input type="checkbox"/>	2
	<input type="checkbox"/>	18.	Development supports or is connected to a district energy project (unknown at this time)	<input type="checkbox"/>	6
Water Management	<input checked="" type="checkbox"/>	19.	The following Water Quality targets are achieved: • at least 80% removal (Enhanced Treatment) of total suspended solids; and, • no increase in Total Phosphorus loading after development	<input type="checkbox"/>	3
	<input checked="" type="checkbox"/>	20.	Erosion control provided to the threshold of the most "erosion-sensitive" portion of the receiving watercourse.	<input type="checkbox"/>	2
	<input checked="" type="checkbox"/>	21.	Innovative Stormwater Management Design plan used that demonstrates less reliance on end-of-pipe facilities and more on conveyance and at-source strategies. This may include: a) Employs a treatment train approach with a minimum of three treatment units; or, b) Innovative pond design	<input type="checkbox"/>	5
	<input checked="" type="checkbox"/>	22.	Implement green infrastructure (i.e. bioswales) within some of the public right-of-ways subject to the Town approval.	<input type="checkbox"/>	3
	<input type="checkbox"/>	23.	One or more of the following green upgrade options will be available for home buyers/land buyers: (unknown at this time) • A xerophytic/native plant and/or rain garden landscape package;	<input type="checkbox"/>	1
	<input type="checkbox"/>		• Rain barrels; and/or,	<input type="checkbox"/>	2
	<input type="checkbox"/>		• Cisterns	<input type="checkbox"/>	3

Natural Heritage	✓	No.	Items	Explanation Req'd	# of Points
	<input checked="" type="checkbox"/>	24.	Natural Heritage System shown in compliance with the North Oakville Subwatershed Study	<input type="checkbox"/>	4
	<input checked="" type="checkbox"/>	25.	All lands within the Natural Heritage system to be in public ownership	<input type="checkbox"/>	3
	<input type="checkbox"/>	26.	Public views and accessibility to the Natural Heritage System (NHS) is maintain by:	<input type="checkbox"/>	2
			a) Maintaining 50% of the NHS bounded by a combination of roads and open space; or, b) Maintaining 75% of the NHS bounded by a combination of roads and open space	<input type="checkbox"/>	4
	<input type="checkbox"/>	27.	Innovative subdivision or building design credit (unknown at this time)	<input type="checkbox"/>	Up to 7
Total possible points: 84 (Applicable points will vary depending on the specific application)				TOTAL	



= All Applicable items that are highlighted as "requirements"



= 60-74% of Applicable Points



= Greater than 75% of Applicable Points

Explanation of Items

1. Subdivision design reflects the Master Plan designations for the property

The North Oakville Master Plan is designed with sustainable development as an underlying principle: it proposes mixed-use development to reduce the number of automobile trips; it contains a modified street grid road pattern that encourages more efficient provision of transit; and it contains a Natural Heritage System that protects and links natural features. The Town encourages subdivision design to closely reflect the Town's Master Plan. Conformance to the master plan principles should be addressed in the Planning Justification Report.

2. Subdivision design introduces a modified grid road system

A modified grid road system, as shown on the Town's Master Plan, enhances the opportunities to provide transit. The grid also disperses and reduces the length of vehicular trips. Cul-de-sacs will generally be permitted only when warranted by site conditions. The Town expects all subdivision design plans to show a modified grid road system.

3. Subdivision design reflects applicable Cycling Strategy

Building cycling infrastructure will encourage more persons to use cycling as a transportation mode. Implementing the applicable Cycling Strategy will create a connected and cohesive cycling network. Road design, subdivision layout, and signage should reflect this plan.

4. Phasing plan shows roads required for Transit to be built first

The North Oakville Secondary Plan contains "transit first" policies. The phasing of large subdivisions shall proceed in a manner that will be supportive of the early provision of transit services and in compliance with the North Oakville Transit Plan and Transit Guidelines.

5. Development contains a mix of uses in conformance with the Master Plan

The provision of mixed-uses in conformance with the North Oakville Secondary Plan and Master Plan will assist in creating a more pedestrian-friendly environment by ensuring that most people are within a five minute walk of local shops and services.

6. Block length maximum: 250m

The length of street blocks contributes to the creation of a pedestrian-friendly environment. Blocks should be short and regular in length to make walking efficient and allow for variation in routes. Where it is impossible or undesirable to provide short blocks, wide public mid-block pathways could be provided as an alternative. The Town expects all subdivision design plans to show short and regular blocks. In Employment areas, the Town recognizes that due to the land use, block lengths may be slightly larger (i.e., in the order of 300m).

7. Development to be LEED ND certified

The LEED for Neighborhood Development Rating System integrates the principles of smart growth, urbanism, and green building. The program provides independent, third-party verification that a development's location and design meet accepted high standards for environmentally

Appendix C | Neighbouring Landowner Correspondence





By Overnight Courier

March 4, 2008

55 University Avenue
Suite 300
Toronto ON
Canada M5J 2H7

T: 416 . 681 3400

F: 416 . 681 3405

www.bentall.com

Mr. Charlie McConnell MCIP, RPP
Manager, Planning Services Department (North Oakville)
- and -

Mr. Robert Thun, Senior Planner
Planning Services Department
Town of Oakville
P.O. Box 310, 1225 Trafalgar Road
Oakville, ON L6J 5A6

Dear Sirs:

**Subject: North Oakville West Secondary Plan
Draft for Review and Discussion – October 9, 2007**

It was a pleasure meeting with you on February 11, 2008 to discuss in further detail our comments on the Draft North Oakville West Secondary Plan, October 9, 2007 (NOWSP), as outlined in the attached MMM Group Limited (MMM) letter dated March 4, 2008. Further to our discussion, we are pleased to provide additional information with respect to our past efforts to establish a landowners group within the 407 West Employment Area (area bounded by Highway 407 to the north, Bronte Road to the east, Dundas Street to the south and Tremaine Road to the west). As you are aware, Bentall Capital has significant development interests within the 407 West Employment Area and has been working with MMM Group Limited (MMM) to advance the planning process for the North Oakville West Secondary Plan (NOWSP) since 2002. Bentall, as real estate advisors, represents the owner of a 75.1 hectare parcel of land (Lazy Pat Farms), which account for nearly 31% of the 407 West Employment Area.

Landowner Coordination

As you are aware, Bentall has been actively engaged in establishing a landowner group within the 407 West Employment Area, but with very little success. The following provides an overview of Bentall's efforts to establish a landowner group within the 407 West Employment Area.

In July 2002, Bentall Capital began canvassing property owners within the 407 West Employment Area to solicit landowner interest in participating in a secondary planning process and cost sharing arrangement with landowners within the 407 West Employment Area.

For your reference, a copy of the attached correspondence was sent to the following landowners which landholdings, together with Bentall, collectively represents 93.6% of the 407 West Employment Area.

1. Zenon Environmental Inc.
2. 827504 Ontario Limited c/o L. Kozak, Borden Ladner Gervais LLP
3. The Roman Catholic Episcopal Church
4. Base Ninety Developments Ltd.

Bentall was successful in meeting with landowners 1, 2, and 3 identified above; however, several attempts to establish a meeting with Base Ninety Developments Ltd, were not returned

1. Zenon Environmental Inc.

In September 2002, Bentall entered into a cost sharing agreement with Zenon Environmental Inc. and jointly worked towards the preparation of a draft secondary plan for the 407 West Employment lands, with MMM Group Limited, formerly Marshall Macklin Monaghan Limited.

The cost sharing agreement and participation in the secondary planning process with Bentall discontinued in May 2005. At that time, Zenon advised that their objectives were no longer aligned with Bentall and they would be focusing on promoting their environmental services to the Town and Region, as land development was not their business. In 2006, General Electric acquired Zenon and the property and, based on recent communication with GE's consultant, there is no change in their intentions.

2. 827504 Ontario Limited c/o L. Kozak, Borden Ladner Gervais LLP

In August 2002, L. Kozak, Borden Ladner Gervais LLP, advised that he represents 827504 Ontario Limited which is comprised of a trustee group of approximately 25 individuals with interest in the lands (largely two family trusts, Barkin and Shapira). At that time there was no consensus among the group and it was conveyed that they did not wish to participate in a secondary planning process on a cost sharing basis with Bentall.

Several further communications with Michael Shapira (stakeholder) were undertaken throughout 2006 and it was indicated that there still was no consensus with the trustee group and they were not in a position to participate with Bentall.

3. The Roman Catholic Episcopal Church

Bentall met with John O'Brien of the Roman Catholic Episcopal Church and its consultant Michael Leonard in August 2002, at which time he advised that the Church intends to use their lands for a future cemetery and participation in a secondary planning process was not necessary.

Bentall has maintained on-going communication with the Church, and the most recent conversation with M. Leonard in November 2007, indicated that the position of the Church remained unchanged.

4. Base Ninety Developments Ltd.

Bentall's attempts to solicit participation in the secondary planning process and cost sharing basis in 2002 were not returned.

Moving Forward

As evidenced by the above communications and Bentall's attempts to solicit landowner participation in the planning process for the 407 West Employment Area, Bentall Capital is interested in advancing the development on their lands and neighbouring lands within the 407 West Employment Area in a timely manner. Bentall remains concerned that the landowner coordination and cost sharing policies in the Draft NOWSP do not adequately address the unique circumstances in the 407 West Employment Area, and may not provide the appropriate framework and tools to promote the comprehensive and timely development of the employment area, but may in fact encumber the future development of the planning area. In the event that another landowner is unable or unwilling to participate in the development of their lands, appropriate alternative policies must be in place to permit Bentall and other motivated landowners to develop their lands in the interim and not unreasonably delay the overall development intent for North Oakville. Such policies may address a cost-recovery mechanism for pre-installed and oversized services where the majority of landowners are unwilling or unable to execute a cost sharing agreement.

Bentall is keenly interested in realizing the full potential of employment development within the 407 West Employment Area, and has the financial resources and management expertise to facilitate the development of a prestigious employment area that would be an exemplary showcase for Town and support the Town's economic development objectives. Bentall's nationwide portfolio comprises more than 75 million square feet, with responsibility for over \$12 billion in assets. In 2006, Bentall was named the Developer of the Year for North America by the National Association of Industrial and Office Properties (NAIOP). We have attached to this letter, a brochure, summarizing Bentall's development experience and recent development projects, including some major employers Bentall has undertaken previous work for.

We trust that the Town is committed to the advancement of solid employment uses. A mere designation of "employment" lands does not bring to fruition employment uses unless the landowners themselves are motivated to move forward and/or the Town assist in the implementation of their Secondary Plan.

We thank you for the opportunity to submit comments on the draft NOWSP, as outlined in the attached letter prepared by MMM. We look forward to reviewing a revised NOWSP, and remain committed to participating in the planning process to finalize the Secondary Plan.

Appended to this letter are further comments from MMM, which identify a framework and supporting planning rationale for the preparation of landowner coordination policies for the NOWSP that reflect the unique planning context and land use arrangements within the 407 West Employment Area that distinguish it from the NOESP area.

Please call if you have any questions or comments.

Yours truly,

BENTALL CAPITAL



Heather Jenkins
Director, Asset Management

cc: Chris Tyrrell, MMM Group Limited
Stu Wanlin, Bentall
Christine Lundvall, Bentall

COPY



**Penreal
Capital Management**
a Bentall Capital affiliate

July 4, 2002

Borden Ladner Gervais LLP
Scotia Plaza
40 King Street West
Toronto, Ontario
M58 3Y4

Attention: Mr. Lou Kozak

Dear Sirs

Suite 1200
330 Front Street West
Toronto ON
Canada M5V 3B7

T 416 . 681 3400
F 416 . 681 3405
www.penreal.ca

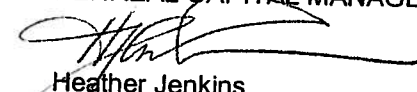
Re: **Secondary Plan Studies in support of the 407 West Secondary Plan and
Official Plan Amendment, Town of Oakville**

We are writing to inquire as to your interest in participating in the secondary plan study process on a proportionate share basis with Penreal Capital Management and possibly other land owners of those lands situated within the 407 West Secondary Plan Area, as determined by the Town of Oakville (area bounded by Highway 407 to the north, Bronte Road to the east, Dundas Street to the south and Tremaine Road to the west). In this regard, we are currently contacting the major neighbouring landowners within the 407 West area to determine owner participation. Penreal Capital represents the owner of "Lazy Pat Farm", a 185 acre site located to the west of your lands. Penreal Capital Management is the real estate investment management arm of Bentall Capital. When combined with the properties managed directly by Bentall Capital, our organization is responsible for approximately \$6 billion in assets, making us one of the largest real estate investment managers in Canada.

After review of several proposals received from qualified consultants we have determined that not all of the consultants have the appropriate OMB experience, which is a key factor for this phase in the development of the 407 West lands. Further, while none of these consultants have identified major conflicts of interests, some of these firms have completed prior studies with respect to the lands located to the north of Dundas Street on behalf of the Town, which could pose as a potential conflict going forward. As a result, we have determined Marshall Macklin Monaghan ("MMM") to be the best qualified for this assignment and have recently entered into an agreement with MMM to proceed with the initial secondary plan studies namely the sub watershed, municipal engineering, planning and transportation assessment studies. MMM has an excellent reputation and sound experience with the OMB process. In addition, MMM's scope of work meets the requirements set out in the Terms of Reference issued by the Town.

We have scheduled a meeting with MMM and the neighbouring landowners for 10:00 a.m. on Thursday July 11, 2002 at our offices, to discuss this matter in further detail and I look forward to hearing from you in this regard. Please do not hesitate to call me at the number noted below if you have any questions or comments regarding this matter.

Yours truly,
PENREAL CAPITAL MANAGEMENT


Heather Jenkins
Director, Asset Management
Direct Line (416) 681-3421

MMM Group Limited
Planning & Environmental Design
50 McIntosh Drive, Unit 225
Markham, ON L3R 9T3
t: 905-477-7776 | f: 905-477-3309
www.mmm.ca

March 4, 2008
File No. 10.02044.001.PL1

Mr. Charlie McConnell MCIP, RPP,
Manager, Planning Services Department (North Oakville)

and

Mr. Robert Thun MCIP, RPP,
Senior Planner, Planning Services Department (North Oakville)

Town of Oakville
P.O. Box 310, 1225 Trafalgar Road
Oakville, ON
L6J 5A6

Dear Sirs:

**Subject: North Oakville West Secondary Plan
Draft for Review and Discussion – October 9, 2007**

It was a pleasure meeting with you on February 11, 2008 to discuss in further detail our comments on the Draft North Oakville West Secondary Plan, October 9, 2007 (NOWSP), as outlined in our letter dated January 21, 2008. Further to our discussion, MMM Group Limited (MMM), on behalf of our client, Bentall Capital, is pleased to submit further comments in relation to the landowner coordination and cost sharing policies of the Draft NOWSP.

The following comments identify a framework and supporting planning rationale for the preparation of landowner coordination policies for the NOWSP that reflect the unique planning context and land use arrangements within the 407 West Employment Area.

Context and Rationale

We understand the Town's desire to maintain similar landowner agreement and cost sharing policies in the NOWSP as have been approved in the NOESP. However, there are very different conditions in the NOWSP area that warrant a different approach to landowner coordination and cost sharing. In the absence of an alternative approach for the NOWSP, the timely delivery of new employment uses may be jeopardized.

Section 8.9.4 of the draft NOWSP, states that:

Landowner Agreement(s)

"In order to ensure the appropriate and orderly development of the Secondary Plan area, and to ensure the costs associated with the development of the Secondary Plan are equitably distributed among all landowners, development within the Secondary Plan area shall only be permitted to proceed when a significant number of landowners in the Secondary Plan area have entered into a cost sharing agreement or agreements amongst themselves to address the distribution of costs associated with development in a fair and equitable manner. Individual developments in the Secondary Plan area shall generally not be approved until the subject landowner has become a party to the landowners' cost sharing agreement."

We would suggest that such an approach does not reflect the unique context and land use arrangements within the NOWSP area, for the following reasons:

- i) The NOWSP area is comprised predominately of employment-oriented uses and consequently there is less complexity in regards to cost-sharing requirements, which will generally be limited to the provision of major infrastructure.
- ii) There are very few landowners, with generally large land parcels in the 407 West Employment Area.
- iii) The NOESP area includes willing landowners, and experienced and sophisticated residential developers who are eager to develop their lands as soon as possible and have past experience in establishing and coordinating effective landowner groups. However, while Bentall has an impressive track record developing employment lands and has been actively advancing the development of employment lands within the 407 West Employment Area, it is apparent from our client's attached letter that other landowners in the 407 West Employment Area are less willing or do not have the resources or expertise to facilitate employment area development.
- iv) Nearly half of the lands within the entire NOWSP planning area consist of the Natural Heritage System Area, including the Province's Oakville Land Assembly, and lands dedicated for major institutional uses (i.e., Health Oriented Mixed Use Node) for which we understand the Province intends to develop a new hospital. As a result, there are fewer landowners to participate in a landowner's agreement.
- v) Given the close proximity of existing services and the anticipated timing of required infrastructure improvements, it is evident that the development of the employment area may be able to proceed in the very near future. The urgency and timing of the required development approvals and infrastructure improvements for the new hospital may

accelerate the timing of development for the NOWSP area.

Because of these unique characteristics and land use arrangements, Bentall has a validated concern that the draft NOWSP Landowner Agreement policies do not provide sufficient mechanisms to accommodate and promote employment growth and the implementation of the overall vision for the planning area. We request that the Draft NOWSP policies be refined to provide greater flexibility regarding landowner coordination and provide tools to ensure that employment area development is not encumbered.

In order to realize the planned employment area development within the 407 West Employment Area, it is necessary for the Town to put in place policies which provide for the fair and equitable distribution of costs to service the planning area. It is recognized that it likely will not make financial sense for a single landowner to solely carry the front-ending costs to service the planning area, until such time as other landowners may be in a position to develop their lands. Therefore, we suggest that the Town may wish to consider more enabling policies to provide the Town with the basis to secure lands that may be required for necessary infrastructure in addition to the Town participating in cost-sharing and front ending agreements.

Alternative Approach

We suggest that Section 8.9.4 of the Draft NOWSP be revised to provide greater flexibility and recognize that it may not be feasible for a significant number of landowners in the Secondary Plan area to enter into a cost-sharing agreement, since there are few major landowners in the Secondary Planning Area and a number of landowners have no immediate intentions of developing their lands and it may not be possible to engage them in such cost-sharing arrangements in the short or medium-term. We recommend that the revised policies should enable the Town to participate, mediate and implement the comprehensive planning and development of North Oakville West as an alternative to typical landowner cost-sharing mechanisms should that prove necessary.

We suggest that Section 8.9.4 be revised to address the following matters:

- i) development may be permitted to proceed when landowner(s) representing a significant proportion of the land area have entered into a cost sharing agreement;
- ii) individual landowner(s) may proceed with development provided it has been demonstrated that it will not preclude the orderly development of the Secondary Plan;
- iii) a cost-sharing agreement has been approved by the Town, and will be enforced by the Town through subsequent development approvals;
- iv) the Town and/or Region may participate, mediate or assist in implementing a cost-sharing agreement(s) in consultation with the affected landowners; and
- v) the Town and/or Region have a role to ensure cost-recovery for any front-ending of

infrastructure by landowners. Typical cost-recovery mechanisms such as 0.3m (1 foot) reserves may be implemented should the Town and landowner(s) enter into a front-ending agreement for the provision of infrastructure and services.

Specifically, we suggest that Section 8.9.4 of the Draft NOWSP may be revised to read:

Agreement(s)

“a) In order to ensure the appropriate and orderly development of the Secondary Plan area, and to ensure the costs associated with the development of the Secondary Plan area are equitably distributed among all landowners, development within the Secondary Plan area shall only be permitted to proceed when:

- i) landowners representing a significant proportion of the affected land area have entered into a cost-sharing agreement or agreements amongst themselves or satisfactory agreements with the Town.*

Individual developments within the Secondary Plan area shall generally not be approved until the subject landowner has become a party to the landowner cost-sharing agreement.

b) Notwithstanding the policy in Section 8.9.4 a), the development of individual parcels of land may be permitted in the absence of a landowners cost-sharing agreement, provided the following conditions are met:

- i) the landowner has entered into a cost-sharing agreement with the Town, and will be enforced by the Town through subsequent development approvals, and/or*
- ii) the landowner has entered into a front-ending agreement with the Town to provide appropriate cost-recovery mechanisms to ensure the appropriate provision of infrastructure and services to serve the planning area; and*
- iii) the landowner can properly develop and service their lands without precluding the development of the North Oakville West Planning Area in accordance with the overall intent and policies of this Plan; and*
- iv) the Town is satisfied that the costs of supporting infrastructure, including the provision of: internal and external municipal services, stormwater management facilities, enhancement and restoration of natural features, roads and road improvements, have been appropriately allocated to benefiting landowners, and a mechanism for*

timely and equitable cost recovery has been established and approved by the Town.

- c) *In the absence of a landowners cost-sharing agreement, the Town will work in good faith to negotiate a financial agreement with a developing landowner(s) to ensure the equitable distribution of costs and that no single landowner is unreasonably burdened by the front-ending or over-sizing of infrastructure or services.*
- d) *The Town and/or Region may utilize their authority to participate, mediate and implement the overall development vision for the Secondary Plan area through means deemed necessary, which may include:*
 - i) *participating in cost-sharing and/or the front-ending of infrastructure to comprehensively serve the planning area; and/or*
 - ii) *acquire and hold any lands to implement any feature of this Secondary Plan, in accordance with the Planning Act and Expropriations Act. This may include the expropriation of lands required to implement the provision of services to the Planning Area or the road network of the Secondary Plan, where a landowner's group or property owner is unable to secure lands for the construction of required infrastructure. The Town may also acquire lands to realize the development of lands within the planning area for employment uses.*

In conclusion, we suggest that revisions to the landowner coordination policies of the Draft NOWSP are appropriate and should deviate from the NOESP for the following reasons:

- a coordinated and sophisticated landowners group within the NOWSP area does not exist as it does in the NOESP area, despite Bentall's efforts to establish such a landowner group;
- the predominance of natural heritage features, major institutional uses, and predominately a single employment use for the lands differentiate the NOWSP area from the land use arrangements in the NOESP area; and
- the unique landowner circumstances within the NOWSP area that will serve to frustrate the comprehensive development and overall vision for the development of the 407 West Employment Area.

We thank you for the opportunity to submit these comments on the draft NOWSP. We would welcome the opportunity to discuss these comments and suggested modifications at your earliest convenience.

Yours truly,

MMM GROUP LIMITED

A handwritten signature in black ink, appearing to read "Chris Tyrrell".

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

cc: Heather Jenkins, Bentall Capital
Stu Wanlin, Bentall Capital

MMM Group Limited
100 Commerce Valley Drive West
Thornhill, ON Canada L3T 0A1
t: 905.882.1100 | f: 905.882.0055

www.mmm.ca

Sent via email: job@hamiltondiocese.com

January 24, 2011
File No. 14.09222.001

Mr. John O'Brien, Business Administrator
Hamilton Catholic Diocese, Chancery Office
700 King Street West,
Hamilton, Ontario

Dear Mr. O'Brien,

Subject: North Oakville West Secondary Plan Area
Lazy Pat Farms (3269 Dundas Street West, Oakville)

We appreciate the opportunity to meet with you and your planning consultant Ken Dakin on November 17, 2010 to discuss our development intentions with respect to the Lazy Pat Farms. The attached preliminary development concept, as previously provided, illustrates the potential development pattern and road network for the area, which generally reflects the Town's NOWSP, as discussed.

Bentall Kennedy (Canada) LP, on behalf of its client, bcIMC Realty Corporation, has significant development interests within the 407 West Employment Area and has engaged MMM Group Limited (MMM) to advance the planning process for the North Oakville West Secondary Plan (NOWSP) since 2002.

Bentall is managing the 75.1 hectare Lazy Pat Farms property (3269 Dundas Street West, Oakville), and has the intention of developing an office/business park on these lands, in accordance with the planning framework established in the Town's NOWSP.

MMM is currently preparing an Environmental Implementation Report and Functional Servicing Study (EIR/FSS) and other required studies as required by the Town to support Draft Plan of Subdivision and Zoning By-law Amendment applications, which are anticipated to be submitted to the Town early in 2011.

We look forward to collaborating with you in the future to move forward with the requisite road and infrastructure improvements to realize the Town's development objectives for the North Oakville lands.



Please contact me at 905.882.7303, if you have any questions:

Yours very truly,

MMM GROUP LIMITED

A handwritten signature in blue ink, appearing to read "Chris Tyrrell".

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

CC: Mike Reel, Bentall Kennedy (Canada) LP
Joe Sframeli, MMM Group Limited

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MMM Group Limited
100 Commerce Valley Drive West
Thornhill, ON Canada L3T 0A1
t: 905.882.1100 | f: 905.882.0055

Sent via email: mshapira@newmarkdevelopments.ca

www.mmm.ca

January 24, 2011
File No. 14.09222.001

Mr. Michael Shapira
Newmark Developments Limited

Dear Mr. Shapira,

Subject: North Oakville West Secondary Plan Area
Lazy Pat Farms (3269 Dundas Street West, Oakville)

We appreciate the opportunity to discuss with you our development intentions for the Lazy Pat Farms property and our on-going work, on December 6, 2010. The attached preliminary development concept, as previously provided, illustrates the potential development pattern and road network for the area, which generally reflects the Town's NOWSP, as discussed.

Bentall Kennedy (Canada) LP, on behalf of its client, bclMC Realty Corporation, has significant development interests within the 407 West Employment Area and has engaged MMM Group Limited (MMM) to advance the planning process for the North Oakville West Secondary Plan (NOWSP) since 2002.

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We look forward to collaborating with you in the future to move forward with the requisite road and infrastructure improvements to realize our development objectives for the North Oakville lands.



Please contact me at 905.882.4211 ext. 6833, if you have any questions:

Yours very truly,

MMM GROUP LIMITED

A handwritten signature in black ink, appearing to read 'Randall Roth', written over a horizontal line.

Randall Roth, MCIP, RPP
Senior Planner, Planning and Environmental Design
Associate

CC: Mike Reel, Bentall Kennedy (Canada) LP
Chris Tyrrell, MMM Group Limited
Joe Sframeli, MMM Group Limited

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October 29, 2010

55 University Avenue
Suite 300
Toronto ON
Canada M5J 2H7

Ms. Christel A. Sugiyama
811 McPherson Road
Oakville, ON L6L 6S9

T 416 681 3400
F 416 681 3405

www.bentall.com

Dear Ms. Sugiyama,

**Subject: North Oakville West Secondary Plan Area
Lazy Pat Farms (3269 Dundas Street West, Oakville)
File No. 14.09222.001**

Bentall LP, on behalf of its client, bclMC Realty Corporation, has significant development interests within the 407 West Employment Area and has engaged MMM Group Limited (MMM) to advance the planning process for the North Oakville West Secondary Plan (NOWSP) since 2002.

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As requested by the Town, Bentall LP wishes to advise you, as a neighbouring landowner, of our development intentions for the Lazy Pat Farms property and our ongoing work.

Attached is a preliminary development concept illustrating the potential development pattern and road network for the area, which generally reflects the Town's NOWSP.

Please contact me if you have any questions or wish to arrange for a meeting.

Yours very truly,
Bentall LP



Michael Reel
Vice President, Investment Management
Email: mreel@bentall.com
Tel: 416-674-3584

cc: Mr. Chris Tyrrell, MMM Group Limited

October 29, 2010

55 University Avenue
Suite 300
Toronto ON
Canada M5J 2H7

Ms. Adelino Azevedo
3367 Dundas Street West
Oakville, ON L6M 4J4

T 416 681 3400
F 416 681 3405
www.bentall.com

Dear Ms. Azevedo,

**Subject: North Oakville West Secondary Plan Area
Lazy Pat Farms (3269 Dundas Street West, Oakville)
File No. 14.09222.001**

Bentall LP, on behalf of its client, bcIMC Realty Corporation, has significant development interests within the 407 West Employment Area and has engaged MMM Group Limited (MMM) to advance the planning process for the North Oakville West Secondary Plan (NOWSP) since 2002.

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Yours very truly,
Bentall LP



Michael Reel
Vice President, Investment Management
Email: mreel@bentall.com
Tel: 416-674-3584

cc: Mr. Chris Tyrrell, MMM Group Limited

October 29, 2010

55 University Avenue
Suite 300
Toronto ON
Canada M5J 2H7

New Electric Enterprises Inc.
3185 Dundas Street West
Oakville, ON L6M 4J4

T 416 . 681 3400

F 416 . 681 3405

www.bentall.com

**Subject: North Oakville West Secondary Plan Area
Lazy Pat Farms (3269 Dundas Street West, Oakville)
File No. 14.09222.001**

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Yours very truly,
Bentall LP



Michael Reel
Vice President, Investment Management
Email: mreel@bentall.com
Tel: 416-674-3584

cc: Mr. Chris Tyrrell, MMM Group Limited

October 29, 2010

55 University Avenue
Suite 300
Toronto ON
Canada M5J 2H7

JK Films Inc.
c/o Tony Sandhu
52 Peru Road
Milton, Ontario, L9T 2V7

T 416 . 681 3400
F 416 . 681 3405
www.bentall.com

Dear Mr. Sandu,

**Subject: North Oakville West Secondary Plan Area
Lazy Pat Farms (3269 Dundas Street West, Oakville)
File No. 14.09222.001**

Bentall LP, on behalf of its client, bclMC Realty Corporation, has significant development interests within the 407 West Employment Area and has engaged MMM Group Limited (MMM) to advance the planning process for the North Oakville West Secondary Plan (NOWSP) since 2002.

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Please contact me if you have any questions or wish to arrange for a meeting.

Yours very truly,
Bentall LP



Michael Reel
Vice President, Investment Management
Email: mreel@bentall.com
Tel: 416-674-3584

cc: Mr. Chris Tyrrell, MMM Group Limited

October 29, 2010

55 University Avenue
Suite 300
Toronto ON
Canada M5J 2H7

Forestview Bible Church (Burlington Ontario)
3175 Dundas Street West
Oakville, ON L6J 4Z3

T 416 681 3400
F 416 681 3405

www.bentall.com

**Subject: North Oakville West Secondary Plan Area
Lazy Pat Farms (3269 Dundas Street West, Oakville)
File No. 14.09222.001**

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Please contact me if you have any questions or wish to arrange for a meeting:

Yours very truly,
Bentall LP



Michael Reel
Vice President, Investment Management
Email: mreel@bentall.com
Tel: 416-674-3584

cc: Mr. Chris Tyrrell, MMM Group Limited

Appendix D | Draft Zoning By-law Amendment



APPENDIX D

Draft Zoning By-law Amendment THE CORPORATION OF THE TOWN OF OAKVILLE BY-LAW NUMBER 2009-189

A By-law to amend the North Oakville Comprehensive Zoning By-law (2009-189), as amended, and to rezone lands municipally described as 3269 Dundas Street West, Oakville (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), as shown as the rezoned lands on Schedule 'A' to this By-law (File: _____)

COUNCIL ENACTS AS FOLLOWS:

1. Map 8(1) of By-law 2009-189, as amended, is further amended as shown on Schedule 'A' by rezoning the lands identified as:

ED to LE, GE, SA, NHS, and CP
2. This By-law comes into force upon the day it is passed if no appeal is filed pursuant to subsection 34(19) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended. Where one or more appeals have been filed under subsection 34(19) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, this by-law comes into effect when all such appeals have been withdrawn or finally disposed of, whereupon the by-law, except for those parts which are repealed or amended by the Ontario Municipal Board pursuant to Subsection 34(26) and 34(30) of the *Planning Act*, R.S.O., c.P.13, as amended, shall be deemed to have come into force on the day it was passed.

PASSED this _____ day of _____, 2011.

MAYOR

CLERK

HIGHWAY 407

NHS

LE

GE

CP

GE

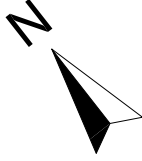
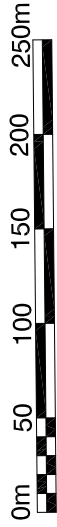
NHS

SA

DUNDAS STREET WEST

Colonel Williams Parkway

DRAFT
May 18, 2011



Town of Oakville
Planning Services Department
Corporate Drafting and Design Office
Schedule A