

APPENDIX B:

BACKGROUND FACTS REPORT

Oakville's Hospital District Study

Background Facts Report

October 2019



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1.0 Introduction

1.1 Study Overview

As part of the Town’s ongoing Official Plan Review, Council approved a town-wide Urban Structure in 2017, through Official Plan Amendment No. 15 (OPA 15). The Urban Structure establishes a network of nodes and corridors intended to accommodate Oakville’s future development, while protecting natural and cultural heritage, open space, and maintaining the character of residential areas. Specific to this Study, the Town’s Urban Structure identifies the area on the north side of Dundas Street West at Third Line as a “Node for Further Study” (refer to **Figures 1-2**). The Study Area is designated as an employment area in the North Oakville West Secondary Plan (NOWSP), intended to protect existing employment uses and establishing a range of development opportunities.

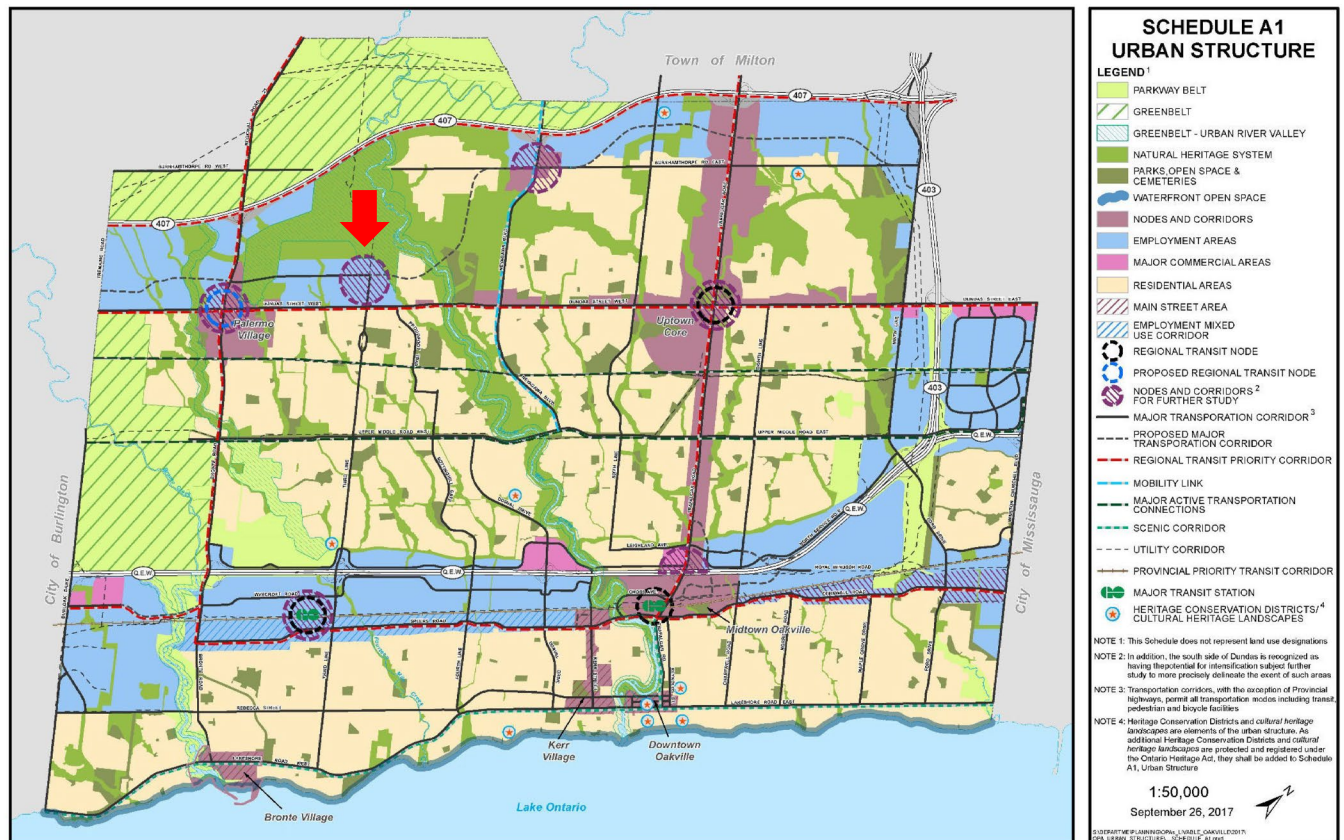


Figure 1 – OPA 15, Schedule A1 – Urban Structure (Nodes and Corridors for Further Study)

Focused on the lands surrounding the new Oakville-Trafalgar Memorial Hospital in the north western quadrant of Oakville, the Hospital District Study (formerly known as the Health Oriented Mixed Use Node or “HOMUN”) seeks to develop an Area Specific Plan highlighting the objectives, development concept, land use policies and urban design directions for the Study Area.



Figure 2 – Aerial of Study Area

The goal of this Study is to develop a planning framework to help transform Oakville’s Hospital District into an employment focused complete community, accommodating mixed-use developments in a compact urban form, while promoting innovation in the life sciences, engineering, research and technology sectors along with healthy, resilient living conditions that build upon the natural advantages of the Study Area.

The Study commenced in February 2019 and is expected to be completed by the Winter of 2020. The Study is comprised of the following five Study Phases and associated key deliverables:



Phase 1: Background Research, Baseline & Vision (February 2019 - October 2019)

- Project initiation meeting and site tour
- Review relevant studies and background documents
- Best practices review
- Existing conditions analysis
- Background Facts Report

- Present Background Facts Report to Livable Oakville Council Subcommittee

Phase 2: Scenario Development *(August 2019 - January 2020)*

- Draft vision and guiding principles
- Draft preliminary land use options
- Engagement with key stakeholders and public open house
- Directions and Options Report
- Present Directions and Options Report to Livable Oakville Council Subcommittee
- Evaluate and refine scenarios

Phase 3: Technical Briefs *(April 2019 - October 2019)*

This Phase is to occur concurrently through Phases 1 to 4.

- Market Analysis
- Financial Analysis
- Transportation Impact Study
- Parking Study
- Functional Servicing Study
- Stormwater Management Study

Phase 4: Area Specific Plan (ASP) *(December 2019 - January 2020)*

- Develop draft preferred ASP (including mapping and policy directions)
- Draft Preferred ASP Report

Phase 5: Enabling the Plan – OPA & Guidance *(January 2020 - March 2020)*

- Final ASP Report
- Present final ASP Report to Livable Oakville Council Subcommittee
- Statutory process for Official Plan Amendment (Town-initiated)

1.2 Purpose of Report

This Background Facts Report provides a summary of work completed in Phase 1 (Background Research, Baseline & Vision) of the Hospital District Study. The purpose of this Report is to establish all baseline conditions and context (including the existing policy framework and site conditions) and broad goals and objectives for the Study Area. The breadth of information included as the content of this Report will help guide the creation of preliminary land use options for the Directions and Options Report (Phase 2), ultimately leading to the development of a preferred option that will set the basis for the ASP (Phase 4).

Drawing from the work completed to-date, this Report includes a summary of the applicable policy frameworks and guidance documents (incl. relevant master plans), existing baseline conditions, broad study goals and objectives, consultation summary, draft vision and guiding principles (incl. preliminary key directions) and next steps.

2.0 Study Justification

2.1 Objectives

The Hospital District Study will be guided by the **general objectives** identified by the Town in the Study terms of reference. These include:

- Confirm a boundary for the Hospital District;
- Define the Hospital District's primary function and role within the context of Oakville;
- Establish targets for employment and population (if appropriate) including affordable housing, as supported by the technical briefs and all other Study inputs;
- Develop an Area Specific Plan (incl. goals, objectives, development concept, land use policies, urban design direction) that adopts an appropriate mix of land uses and densities, which support live-work relationships and strengthen the strategic employment capacity of the Hospital District; and
- Demonstrate that the criteria in Halton Region Official Plan Policy 77(5) have been met (regarding Area Specific Plans).

Identified by the town as questions and topics to consider, the following **key considerations** will also be explored throughout the development of land use options for the Hospital District (*among others*):

- Define the Hospital District's relationship to the Town's other Nodes and Corridors with particular regard to employment uses (supply, demand and absorption);
- Determine appropriate built forms (type and scale) and transitions to adjacent areas;
- Establish a cohesive transportation network through seamless connections with priority given to pedestrians, cyclists and emergency vehicles;
- Ensure efficient and flexible parking provisions;
- Identify strategies to accommodate a range of employment-supportive amenities and a more compact transit-supportive pedestrian friendly environment;
- Explore potential partnerships between the existing public sector institutional uses and the private sector partners to support Oakville's economic development strategy; and
- Consider opportunities to be determined by the new community benefits charge.

In addition to the Town's overall objectives and key questions/considerations listed above, the development of the Oakville Hospital District will be informed by the Study's **understanding and approach** as proposed by the Consultant Team, including the following key components:

- Complete community within the context of a health-oriented node;
- Strengthened planning framework;
- Multi-modal transportation connections;
- Public and private sector collaboration; and
- Implementation plan centered on economic development.

2.2 Local Context

Planning for hospital districts is on the rise throughout Ontario. As part of BuildON's infrastructure plan, the Province is investing in new hospitals, community care and long-term care homes, including the provision of 30+ hospitals and 300+ long-term care facilities over the course of 10 years. In light of these investments, it is important to consider related development activity underway within proximity to Oakville. Significant recent health-related developments across the Greater Toronto and Hamilton Area (GTHA) include the following:

The **City of Mississauga** is home to Trillium Health Partners — an integrated hospital network consisting of three main sites: Credit Valley Hospital, Mississauga Hospital and Queensway Health Centre. Adopted in 2017, Mississauga became the first municipality in Canada to develop a Life Sciences Cluster Strategy. The five-year strategy outlines high-level priorities and specific actions to build a life sciences cluster across hospitals, medical and research facilities.

The **City of Vaughan** has established a Healthcare Centre Precinct Plan to guide the development of the Mackenzie Vaughan Hospital and adjacent lands (completion expected for late 2020). The Plan includes a variety of healthcare-related uses such as medical and dental offices, research and laboratory facilities, rehabilitation and long-term care facilities, educational facilities, etc.

The **City of Markham** has released a new Strategic Plan (2019-2022) for the Markham Stouffville Hospital. The hospital's updated vision seeks to establish innovative ways to deliver seamless and integrated care to the community beyond the physical hospital walls.

The **Town of Newmarket** is home to a health tech cluster centered around the Southlake Regional Health Centre. Established in 2015 through a large partnership between Southlake's research and innovation team and the Town, Region, and educational institutions.

2.3 Best Practices: Health Districts

A comprehensive Best Practices Report profiling health districts in North America was completed to provide input into the development of draft land use options. The Best Practices Report provides direction for the development of a successful health-focused mixed-use Hospital District based on case studies from Buffalo, New York; the Greater Boston Region, Massachusetts; Baton Rouge, Louisiana; Surrey, British Columbia; and Hamilton, Ontario.

Key findings from the case studies include:

- **Land use balance:** Establish a balanced mix of land uses and ensure that intensification is of an appropriate scale and built form, including flexible approaches for the provision of parking. For example, the Life Sciences Corridor in Massachusetts adopted a 40/60 split between retail and residential uses;

- **Green connections with pedestrian priority:** Promote walking and cycling through a pedestrian-oriented street character (e.g., wide sidewalks, active building frontages, benches, dedicated cycling facilities) and connections (including mid-block connections) to parks through green corridors (e.g., cycling lanes, planting);
- **Cohesive branding:** Establish an identity for the community through cohesive branding, and promote placemaking and visual connectivity through wayfinding and signage at key locations such as major intersections and hospital buildings; and
- **Strategic partnerships:** Adopt public-private partnerships and initiatives designed to facilitate high levels of collaboration between the municipalities, development industry and universities/academia.

Please refer to **Appendix A** for the full report.

3.0 Policy Framework

The following subsections outline a summary of the guiding policy documents at the provincial, regional and municipal level for the Hospital District Study. Inputs and considerations provided by the appropriate master plans and guidance documents have also been identified.

Plans and recommendations resulting from this Study will be consistent with and conform to all relevant policy documents.

3.1 Provincial

Provincial Policy Statement (PPS, 2014)

- As per the PPS, the Hospital District is located within a settlement area, which is “*the focus of growth and development.*” (1.1.3.1);
- Land use patterns within settlement areas shall be based on densities and a mix of land uses that are appropriate and efficiently use the infrastructure and public service facilities that are planned or available; and
- According to Section 1.3.1, planning authorities shall promote economic development and competitiveness by encouraging compact, mixed-use development incorporating compatible employment uses.

The province is presently reviewing the PPS with proposed policies to support an increased supply of housing, create jobs and reduce barriers and costs in the land use planning system. The commenting period is open from July 22, 2019 until October 21, 2019.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)

- Section 1.2.1 outlines the Growth Plan’s guiding principles. One of the principles is to support the achievement of complete communities that are designed to support healthy and active living and meet people’s daily needs;

- Most growth shall be directed to settlement areas with a delineated built boundary, with existing or planned municipal water and wastewater systems, and support the achievement of complete communities. (2.2.1.2 a)); and
- Section 2.2.1.4 a) notes the achievement of complete communities that feature a mix of uses including residential and employment uses and convenient access to local stores, services and public service facilities.

Metrolinx- 2041 Regional Transportation Plan (2018)

- The Lakeshore West GO transit line has two stations located within Oakville connecting it to surrounding municipalities including Union Station in downtown Toronto. 15-minute two-way, all-day service is planned by 2025; and
- Implementation of the Dundas Bus Rapid Transit (BRT), a planned bus rapid transit corridor running 22km between Kipling Station and Bronte Road, identifies Dundas Street as a Higher Order Transit Corridor.

Draft Technical Guidelines on the Application of the Intensification and Density Targets (2018)

- Section 2.4.6 outlines the implementation through official plan policies that may address matters including direction on appropriate transit corridors and other strategic growth areas to establish permitted uses, heights, densities and other zoning standards or requirements; and
- Municipalities shall develop a strategy to achieve intensification targets that also identify strategic growth areas to achieve these targets (4.4).

3.2 Regional

Regional Official Plan (ROP, 2009)

- Based on the Regional Structure (Map 1) identified in the ROP, the Hospital District is identified within the Urban Area and Employment Area;
- Dundas Street is identified as a Major Arterial and a Higher Order Transit Corridor according to the Functional Plan of Major Transportation Facilities (Map 3);
- Section 72 identifies the objectives of the Urban Area including accommodation of growth that is compact and supports transit usage and encourages complete communities;
- Section 77.1 identifies objectives for Employment Areas including providing these areas within residential and mixed-use areas, supporting a wide range of economic activities and ancillary uses; and
- Section 77 (5) outlines that Area-Specific Plans or policies are required for major growth areas and shall be incorporated into the Local Official Plans by amendment. The Hospital District is in an area that has been identified for such a plan and policy amendments.

Regional Official Plan Review

The *Planning Act* requires that Regional Official Plans are reviewed every 5 years. The Region of Halton's review (initiated in 2014) is currently in its second phase, which includes the development of discussion papers and public engagement. The policy areas currently under review include:

- Integrated Growth Management Strategy;
- Natural Heritage Systems Review;
- Rural and Agricultural Systems Review; and
- Climate Change Mitigation and Adaptation.

Transportation Master Plan- Road to Change (2011)

- There is a four-lane Regional Road proposed through the Hospital District (Figure 7.2);
- Dundas Street has been identified to be widened from four- to six-lanes (construction began in 2015);
- According to Section 3.3, population growth will occur in Oakville north of Dundas Street; and
- A Bus Rapid Transit Service will be implemented along Dundas Street (Section 7.3), which will require transit supportive land uses and densities (Section 8.2.4).

Active Transportation Master Plan (2015)

- Multi-use trails are planned on both sides of Dundas Street to provide off-road cycling facilities (Section 7.9); and
- According to Section 7.4.4, an accessible multi-use trail crossing treatment was being considered as a pilot project at the Dundas Street and Third Line intersection (**based on on-site observations, this trail appears to exist*).

Mobility Management Strategy for Halton (2017)

The Mobility Management Strategy recommends a network of east-west and north-south transit priority corridors. This network is comprised of corridors where improvements are possible, where higher-order transit is identified and/or where Regional road widenings have been programmed.

Dundas Street from Brant Street to Winston Churchill Boulevard, which includes the frontage along the Hospital District, is identified as a Transit Priority Corridor.

Halton Region Employment Survey

Each year Halton Region collects information on existing businesses and employment through an Employment Survey. The 2019 survey is currently ongoing, beginning in May and concluding on September 30. This survey helps the Region gather information on the economic health, trends in economic development, monitor and implement land use targets and to support water, wastewater and transportation master plans.

The Hospital District is within an Employment Area which contributes to the Region's economic health.

3.3 Municipal

North Oakville West Secondary Plan (2009)

- The Hospital District is identified as Employment District and Employment Area according to Figure 2 (Land Use Plan) and Appendix 8.3 (Master Plan), respectively. This area is identified as the Health Oriented Mixed Use Node (HOMUN);
- The Employment District designation protects for and establishes a range of development opportunities for employment generating industrial, office and employment uses. The range and scale of uses should be designed to be sensitive to the adjacency and compatibility with the Hospital District (Section 8.6.5.1);
- The Hospital District will *“include a hospital and may include research and development facilities, medical and other offices, laboratories, clinics, supportive housing, long term care facilities, rehabilitation facilities, and other similar uses including retail and service commercial facilities related to the permitted uses.”*;
- According to Section 8.6.5.4 a), the Hospital District will be subject to a site-specific zoning including a holding zone. Any proposed use will be evaluated to ensure no adverse impacts on the uses within this node; and
- An environmental assessment is being undertaken to determine the future alignment of a New North Oakville Transportation Corridor and Crossing of Sixteen Mile Creek (Section 8.7.2.5 e)), located northwest of the Hospital District.

This Secondary Plan provides policy direction for growth and development to 2021 and relies on the town’s 2006 Oakville Official Plan. It is not part of the Livable Oakville Plan.

Livable Oakville Official Plan (2009, as amended)

The Livable Oakville Official Plan establishes the desired land use pattern for lands within the Town of Oakville, south of Dundas Street and north of Highway 407. The Plan accommodates growth to 2031. While the Hospital District lands are not included within the Official Plan, it is important to note that several policies in the North Oakville Secondary Plans (east and west) are within the Urban Structure (see below).

Official Plan Review (ongoing)

The Town of Oakville has initiated an Official Plan Review for the Livable Oakville Plan and the North Oakville East and West Secondary Plans. These documents are under review to ensure consistency with the latest provincial and regional policies, support the town’s strategic goals, and reflect the vision and needs of the community.

Urban Structure Review

The Town of Oakville completed a review to confirm a town-wide urban structure. In addition, Official Plan Amendments for the Livable Oakville Plan and the North Oakville East and West Secondary Plans (OPA 15, 317 and 318) have been adopted by Council and provide a framework for accommodating the required growth to 2041.

- The Hospital District was identified through OPA 15 as a “Node for Further Study”; and
- Nodes identified through the OPA comprise of the strategic growth areas, as defined in the Growth Plan.

The Region approved the town-wide urban structure in 2018, subsequently OPA 15 was appealed to the Local Planning Appeal Tribunal and is not in full force and effect.

Employment and Commercial Review

The Town of Oakville completed a town-wide employment and commercial review to assess the lands designated to accommodate the town’s long-term employment and commercial needs. OPA 26 was adopted in 2018 to update the associated policies in the Livable Oakville Plan. It is currently being reviewed for approval by Halton Region.

While the Hospital District is not within the Livable Oakville Plan, the employment and commercial review contains direction for the North Oakville Secondary Plans. As such, themes will be reviewed as part of this Study.

North Oakville Secondary Plans Review

In accordance with the *Planning Act*, the North Oakville Secondary Plans Review was undertaken to ensure consistency with provincial and regional policies. Part 1 focused on matters to address in the short-term, respectively, OPA’s 321 (North Oakville East) and 322 (North Oakville West) were approved.

- Policy 8.6.2.2 (OPA322) pertains to the Hospital District as there are numerous stormwater management facilities within the area. This policy was revised to state that “*Stormwater management ponds shall be discouraged within 100m of Dundas Street*”;
- The Hospital District has frontage along Dundas Street which has been identified as a Regional Transit Priority Corridor. A definition was implemented outlining that these are thoroughfares planned to provide greater levels of transit service connecting people to existing and planned local and regional destinations. These corridors should also provide a focus for transit-supportive development; and
- The Hospital District has been identified through the Urban Structure Amendment (OPA 15) to the North Oakville West Secondary Plan as a Strategic Growth Area. Strategic Growth Areas have been defined as areas of focus for “*accommodating intensification and higher-density mixed uses in a more compact form*”.

A major component of the North Oakville Secondary Plans Review is to incorporate the plans into the Livable Oakville Plan, resulting in a singular comprehensive official plan document. This will occur as Part 2 matters to be addressed in the long-term.

North Oakville Urban Design and Open Space Guidelines (2009)

The North Oakville Urban Design and Open Space Guidelines establish the physical design concepts to guide development. The Hospital District area will be planned as a compact, pedestrian-oriented, urban community containing a broad range of housing opportunities.

The design guidelines outline criteria for a variety of building typologies, land uses, open spaces, public realm and road network. The Hospital District is along Dundas Street West where the highest densities should be concentrated. It is envisioned that development densities will range from low- and mid-rise structures and that a mix of uses will be encouraged throughout.

Design direction for the Hospital District will be informed by these guidelines.

Livable by Design Manual - Urban Design Direction for Oakville (2014)

The Livable by Design Manual presents a comprehensive set of guiding design principles and urban design directives. The manual was given status through Official Plan Amendment No. 8 to the Livable Oakville Plan. It is in full force and effect and applies south of Dundas Street and north of Highway 407.

Livable by Design contains important guidelines for mid-rise and tall buildings which will also inform the urban design direction for the Hospital District.

Transportation Master Plan (2013) and Review (2018)

The Town of Oakville's 2013 Transportation Master Plan ("Switching Gears") was launched in 2013. It addressed all modes of transportation to ensure the safe, convenient and efficient movement of people and goods. This document is a guide for developing practical, sustainable, long-term plans for the town's transportation system to meet the anticipated growth needs to 2031. A review of the master plan was completed in 2018.

Active Transportation Master Plan (2017)

Introduced in 2009 and updated in 2017, the Active Transportation Master Plan recommends an extensive network of facilities composed of on- and off-road paths. The 2017 updates were intended to include areas of safety, environmental benefits, outreach, education, infrastructure and design standards.

OPA 28 will add a new town-wide map of existing and planned active transportation facilities to the Livable Oakville Plan. Furthermore, OPA 319 and 320 will update the policies of the North Oakville Secondary Plans.

- According to Schedule D, the active transportation network serving the Hospital District include a multi-use trail along Dundas Street, a bike lane on Third Line continuing on William Halton Parkway, in addition to a proposed bike lane on Hospital Gate

The OPA's are in draft format, therefore are not final nor in full force or effect.

Stormwater Master Plan Phase 2- active/ongoing

The Town is developing a Stormwater Master Plan to ensure a long-term vision for stormwater management. Phase 1 included the assessment of existing conditions and a collection of background data completed in 2015.

Phase 2 is currently underway and includes performance analyses for the existing stormwater system. The intent is to identify opportunities to decrease flood risk. It is anticipated that funding strategy discussions to implement the plan will be initiated during Phase 3 (Fall of 2019).

Five-year Review of the 2012 Parks, Recreation and Library Facilities Master Plan (2017)

The 2017 review of the Parks, Recreation and Library Facilities Master Plan makes recommendations for new facilities. Recommended facilities for North Oakville include two new multi-use fields, six unlit ball diamond fields equivalents, up to 14 tennis courts, five full basketball court equivalents, multiple pickleball courts at one location, splash pads (five in the east and one in the west) and two skateboard parks.

Recommendation Report, Master Site Plan, Halton Healthcare Services Inc. and Oakville Hydro Energy Services Inc. (2010)

This Report recommends the approval of two site plan applications for the construction of a new hospital campus and a district energy facility associated with the new hospital. These site plan applications implemented the Oakville Trafalgar Memorial Hospital which serves as the focal point of the Hospital District Study.

4.0 Meetings and Workshop

This section provides a chronology and brief summary of meetings and consultations completed to date.

4.1 Project Initiation Meeting and Site Tour (March 2019)

As part of the Project Initiation Meeting, the consultant team provided a presentation to Town staff that included a high-level overview of the study purpose and context, objectives, approach, policy framework, project schedule and next steps.

Following the presentation, the study team completed a site tour of the Hospital District Study Area lead by town staff.

4.2 Internal Workshop and Presentation - Existing Conditions Diagrams (April 2019)

To help establish and illustrate a foundational understanding of existing conditions within the Study Area, a series of diagrams were prepared highlighting existing conditions for the Hospital District (refer to subsection 5.2), in addition to preliminary key directions for the future development of land use options (refer to subsection 6.3). Diagrams and key directions were revised based on feedback received from the Town's project team. The diagrams included in subsection 5.2 reflect these changes.

The intent of these diagrams is to strengthen the team’s understanding of the Study Area (incl. opportunities and challenges), while the intent of the preliminary key directions is to inform priorities for development of land use options (Phase 2).

5.0 Existing Conditions

5.1 Study Area Boundary

The delineation of the Study Area boundary for the Hospital District is informed by Appendix B from the Town’s official request for proposal document, RFP-38-2018 (refer to **Figure 3**).

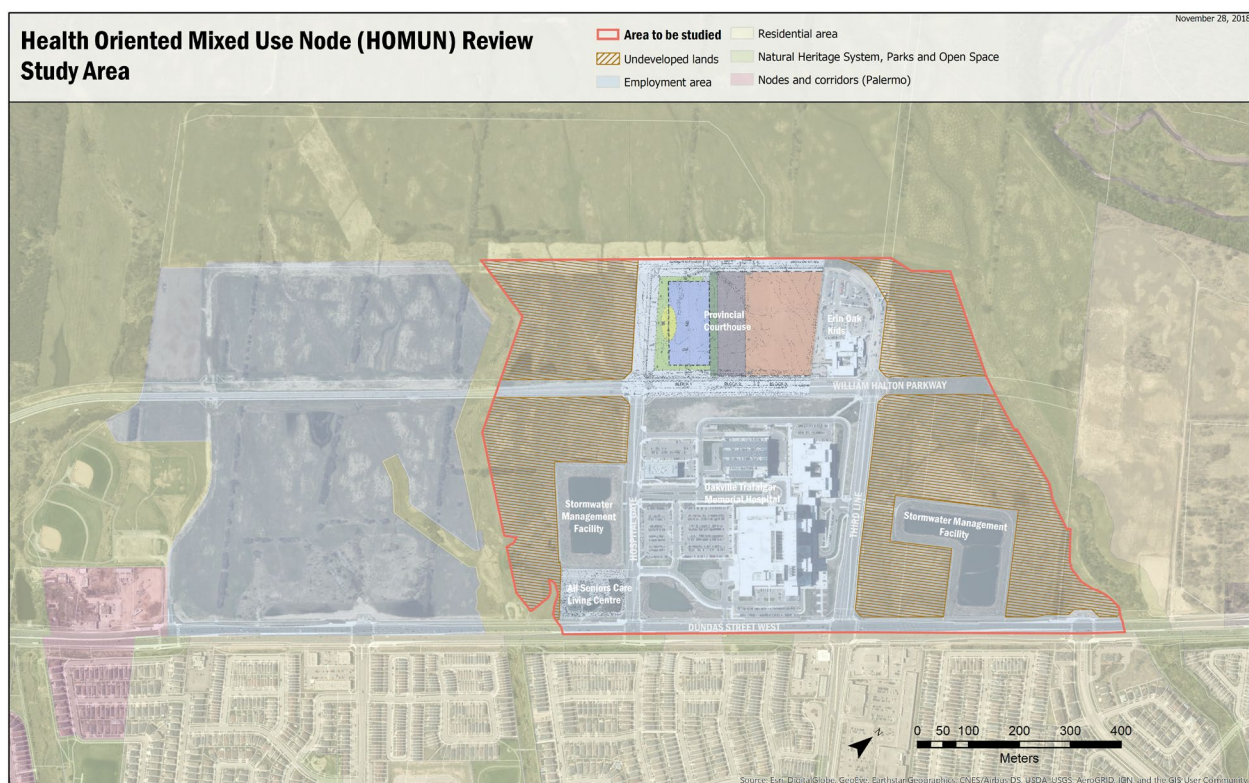


Figure 3 – Appendix B – Study Area Figure, Consulting Services for Health Oriented Mixed Use Node Review, RFP-38-2018

The Study Area boundary is also informed by the criteria outlined in Halton Region Official Plan Policy 77(5), and accounts for the following items:

- Environmental features and barriers
 - o Boundary excludes the Natural Heritage System, Parks and Open Spaces located to the east (Sixteen Mile Creek), west and north.
- Legislative, policy and planning framework
 - o Boundary includes development borders established under existing municipal planning processes such as Official Plans and Secondary Plans Avenue Studies; and

- As a Major Arterial and a Bus Rapid Transit Corridor, Dundas Street West forms the natural southern boundary.
- Existing land use type
 - Boundary includes sites with development and intensification potential; and
 - Boundary accounts for existing land uses and parcel fabrics as illustrated by the southern boundary excluding the low rise stable residential neighbourhood.

At present, the Study Area is auto centric, characterized by large surface parking lots as well as undeveloped land to the east and west and north west of the Oakville Trafalgar Memorial Hospital (see photos below). Redevelopment offers the opportunity to plan for intensification to accommodate high density mixed-use complete community.



Oakville Trafalgar Memorial Hospital from Third Line Road, view facing west



Stormwater management pond east of the Hospital, view facing east towards Sixteen Mile Creek



North of the Hospital, view facing west on William Halton Parkway West

5.2 Existing Conditions Diagrams

Transportation, Active Transportation and Connectivity

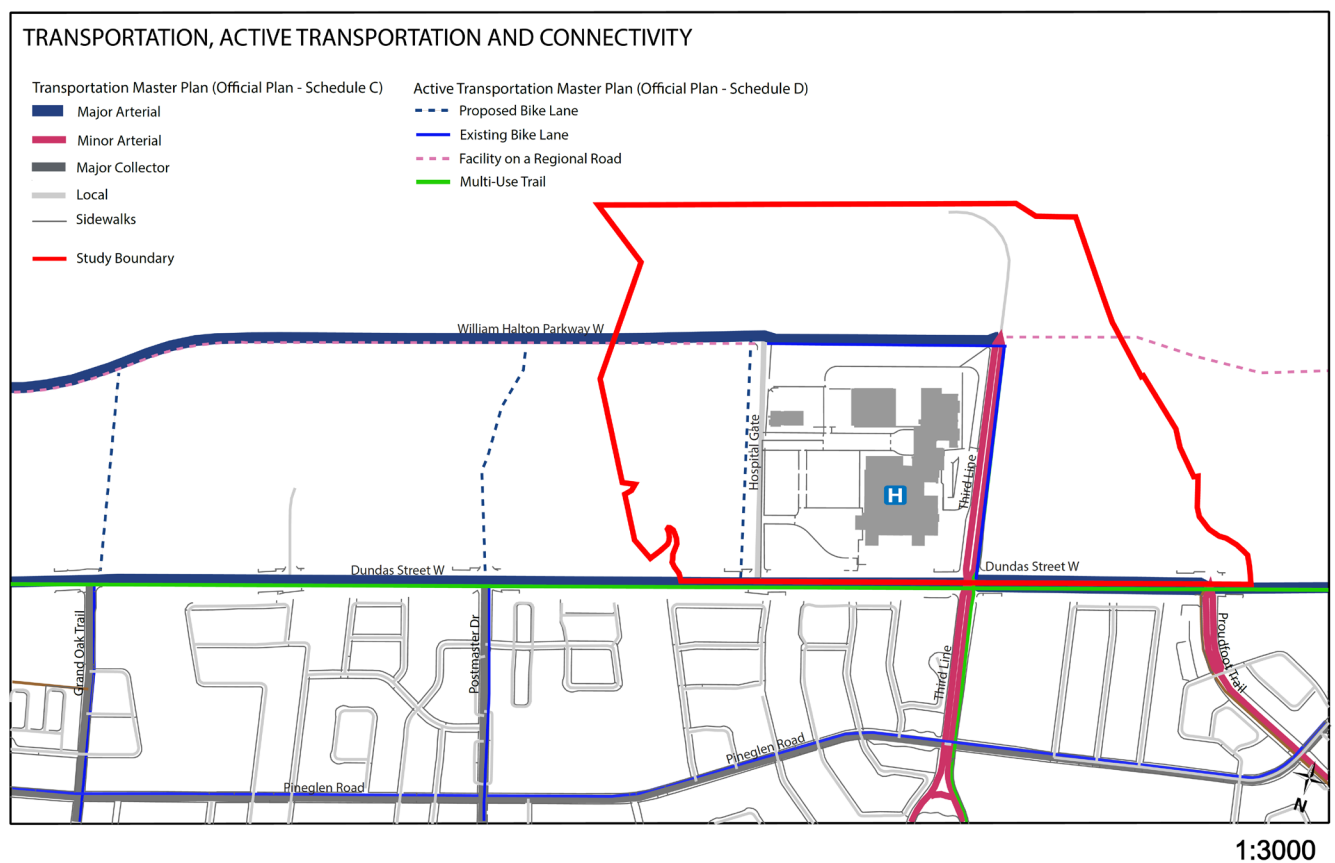
The diagram below identifies the road classifications and active transportation classifications, as outlined on Schedules C and D of the Livable Oakville Plan. The planned active transportation infrastructure is aligned with Study objectives to create a pedestrian-oriented community.

Transportation

- Dundas Street is a major arterial (and higher order transit corridor)
- William Halton Parkway West is a major arterial
- Third Line is a minor arterial
- Hospital Gate is a future road, as identified in the Hospital Master Plan (June 2010)

Active Transportation

- Facility on a regional road along William Halton Parkway West
- Existing bike lanes on a portion of William Halton Parkway West between Hospital Gate and Third Line and along Third Line
- Multi-use trail on Dundas Street
- Proposed bike lane parallel to the west of Hospital Gate



Parks, Open Spaces and Natural Heritage

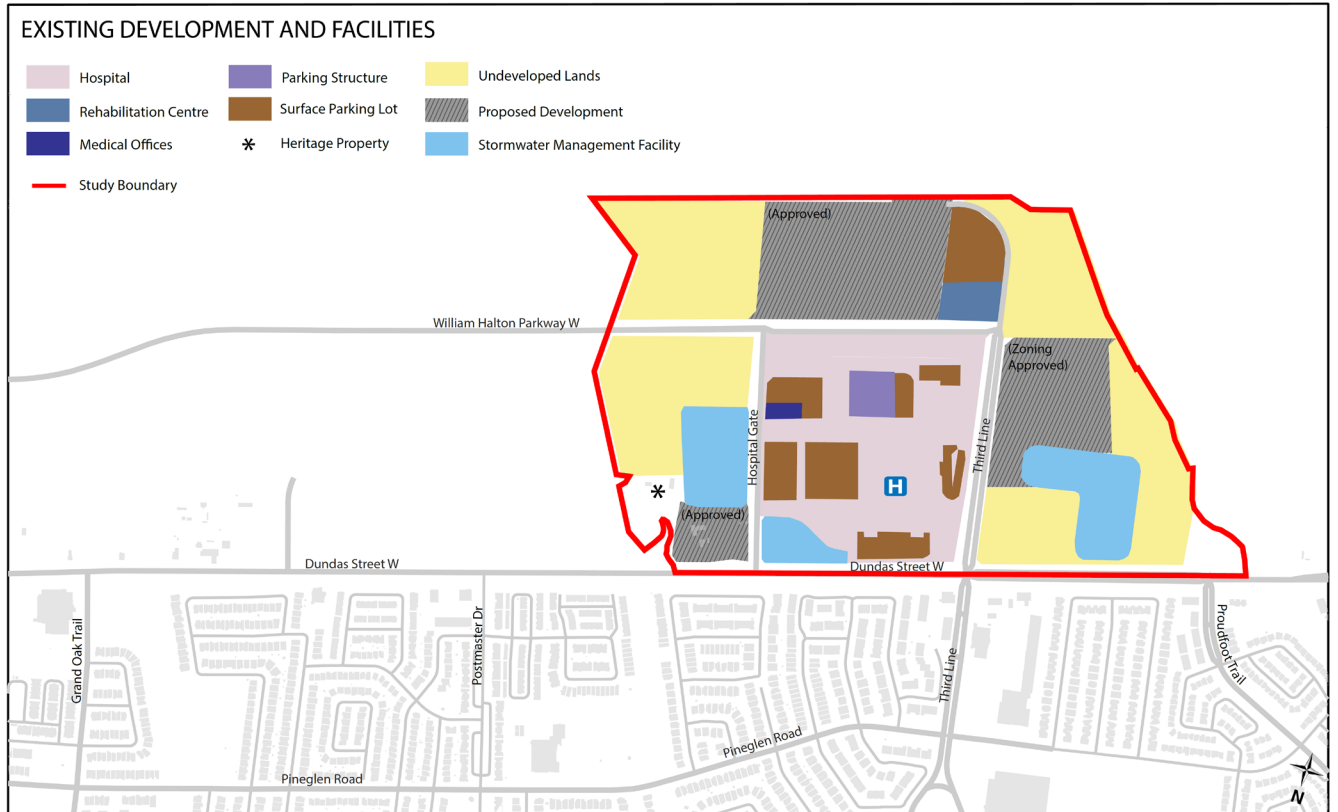
The diagram below identifies the parks, open space and natural heritage classifications as outlined on Figure NOW 2 of the North Oakville West of Sixteen Mile Creek Secondary Plan.

- The West Oakville Sports Park is a planned park
- Palermo Park is located further west of the Study Area
- The lands to the east and west of the Study Area boundary are designated natural heritage system areas
- The Study Area includes three stormwater management facilities
- Other parks and linear open spaces are located south of the Study Area



Existing Developments and Facilities

The diagram below identifies existing developments and facilities. The undeveloped lands represent potential opportunities for development, with the exception of the lands along the south side of William Halton Parkway between Hospital Gate and Third Line, which are master planned.

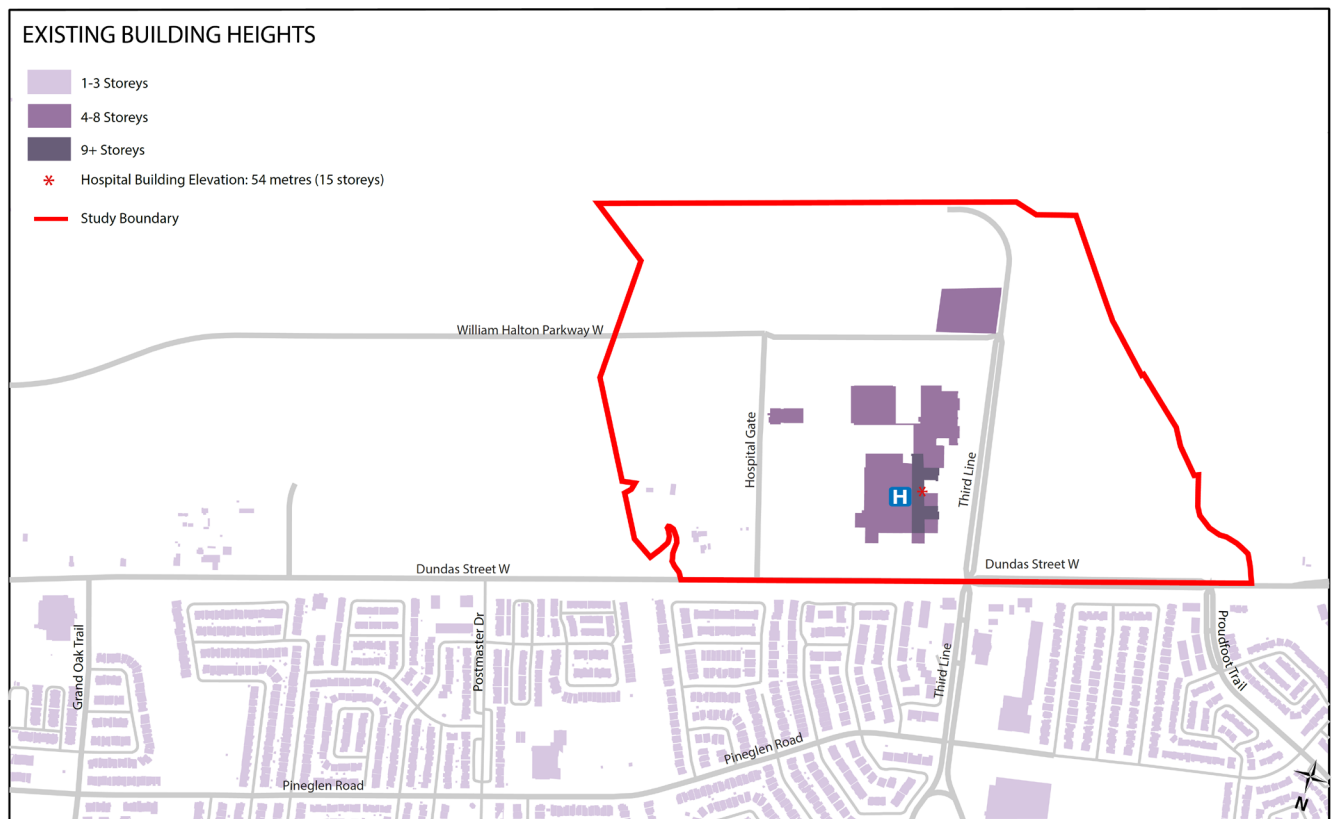


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Building Heights

The diagram below identifies existing building heights within the Study Area. The Oakville Trafalgar Memorial Hospital has a maximum height of 54 metres (15 storeys), while large portions of its building range from four to eight (4-8) storeys. Heights associated with recently approved developments within the Study Area include:

- ErinoakKids Centre for Treatment and Development, on the north side of William Halton Parkway West (built): four (4) storeys
- Halton Regional Courthouse (unbuilt): seven (7) storeys
- Senior's Care and Assisted Living Centre (unbuilt): four to six (4-6) storeys
- Oakville Green – mixed-use development east of third line (unbuilt): 15 storeys



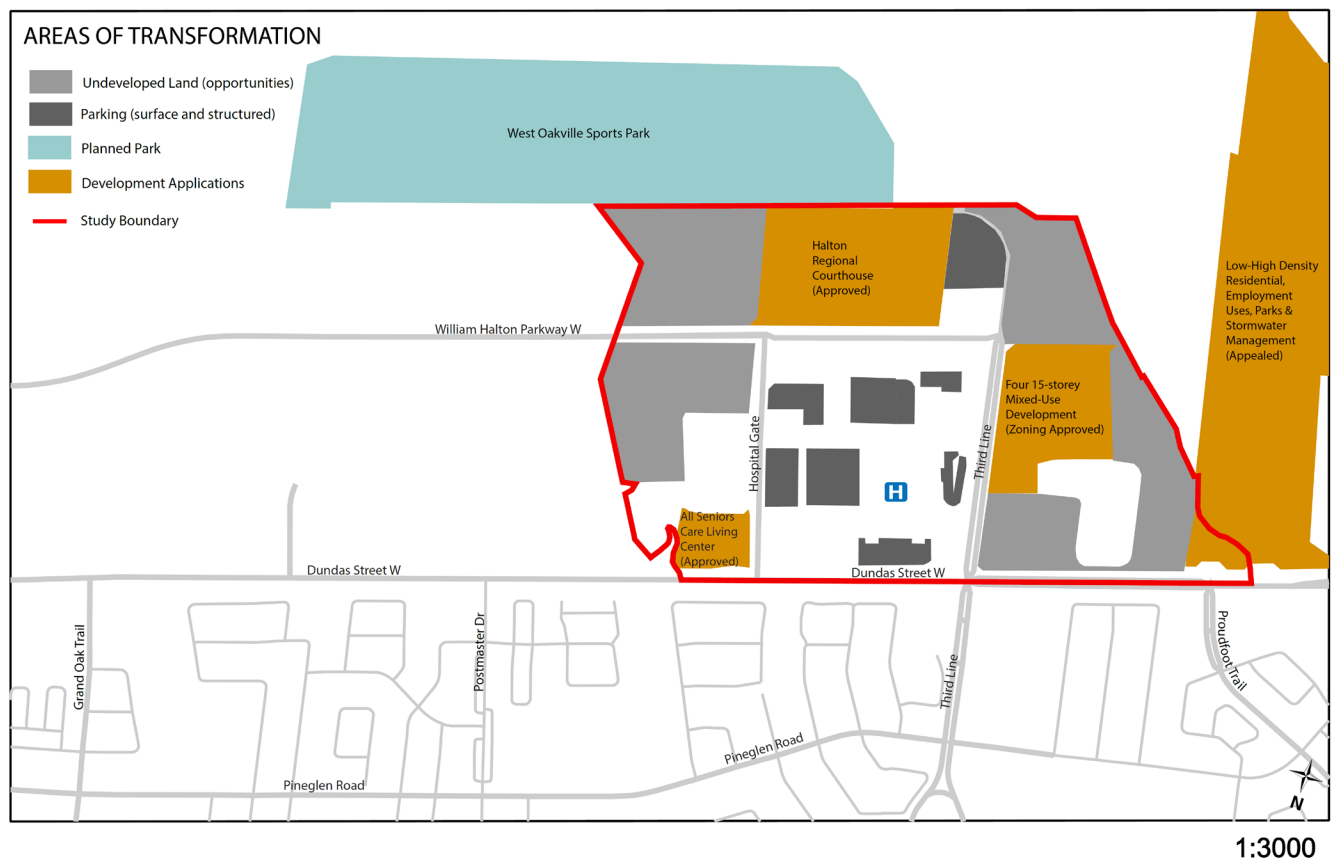
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Areas of Transformation

The diagram below identifies areas of transformation within and immediately adjacent to the Study Area. As mentioned above, the undeveloped lands represent potential opportunities for development, with the exception of the lands along the south side of William Halton Parkway between Hospital Gate and Third Line, which are master planned as part of the Oakville Trafalgar Memorial Hospital development.

Recently approved/partially approved developments within the Study Area boundaries include¹:

- All Seniors Care Living Centre in the southwest corner along Dundas Street West and Hospital Gate
- Halton Regional Courthouse along William Halton Parkway West
- Four 15-storey mixed-use buildings (Oakville Green) along Third Line to the east



¹ Refer to subsection 5.3 for additional details pertaining to active development applications in the Study Area

5.3 Development Activity

Recent developments and current applications **within** the Study Area include:

Completed

- Oakville Trafalgar Memorial Hospital (Opened, 2015)
- ErinoakKids Centre for Treatment and Development (Opened, 2017)

Approved / In Construction

- Senior's Care and Assisted Living Centre (Approved, 2017)
 - o Four and six storey building comprised of 98 assisted living units and 84 total care units with other common areas (total of 182 units)
- Halton Regional Courthouse (Approved, 2018)
 - o Seven storey 21-courtroom facility
 - o Construction expected to begin late 2019 and to be completed approximately four years later

Zoning Approved

- Oakville Green, mixed-use development east of Third Line (Zoning Approved, 2019)
 - o Four 15-storey buildings, including a hotel and conference centre, medical office, retirement home and an employment use building with ground floor retail and underground parking
 - o Cumulative floor area proposed is approximately 1,000,000 sq.ft.

Recent applications **outside** of the Study Area include:

Appealed

- Graydon Banning lands (1357 Dundas Street West), east of the Study Area (Appealed, Status TBD)
 - o The proposal intends to subdivide and rezone the lands to implement the North Oakville Secondary Plans
 - o The proposal includes a plan of subdivision consisting of low, medium and high density residential (330 total units), in addition to employment, natural heritage system, park and stormwater uses

6.0 Preliminary Vision and Analysis

6.1 Draft Vision

The Oakville Hospital District will be a world class centre for medical innovation. It will also be an employment focused complete community concentrated within the life sciences, engineering and technology sectors.

Oakville Trafalgar Memorial Hospital will always be the heart of the district with the immediate surrounding area transitioning to become a mixed-use transit oriented and pedestrian-friendly vibrant

destination. This destination will integrate academic institutions that link education and business in life sciences research and development.

Set within an urban campus, the Oakville Hospital District will benefit from access to higher order transit, a strong public realm, and connectivity to excellent recreational amenities such as the Sixteen Mile Creek, Palermo Park, McCraney Creek Trail and the West Oakville Sports Park. Access to the area's natural heritage will be an important component of the District's focus on wellness. As such, design will incorporate innovative and sustainable design practices for buildings, streetscapes, energy distribution, natural habitat and stormwater management.

6.2 Draft Guiding Principles

Development of the Oakville Hospital District will be guided by a series of principles based on best practice research and key policy documents. These principles have been divided into themes comprising Placemaking; Mobility; Innovation; and Successful Implementation.

Placemaking

A Balanced Mix of Uses

A mix of land uses will be provided to create a vibrant complete community that supports existing and future planned conditions. Employment uses will continue to be the dominant land use type with a range of employment-supportive amenities provided. Any residential uses will be secondary to the primary employment uses, including the Hospital, and will be explored within the context of the Town's Urban Structure and existing North Oakville West Secondary Plan policies.

Compact, Transit-Supportive, Flexible and Pedestrian-Oriented Built Form

Buildings will predominantly be mid-rise in form. Active grade related uses will be encouraged with buildings sited to support transit connectivity and pedestrian comfort. Building height and locations will not impede the safe flight path for the Hospital's helipad.

Green Connections

Connections through green corridors (e.g., low impact development (LID) technology, planting and weather protection, cycling lanes, etc..) will be planned to link parks, such as the West Oakville Sports Park; public spaces; privately owned public spaces; and green infrastructure such as the existing stormwater management ponds. Green corridors will be explored in conjunction with new developments.

Design Excellence

Ensure all new public and private sector development – including buildings, infrastructure, streetscapes and open spaces – are high-quality in design and incorporate low-impact development practices (e.g., permeable paving and bioswales).

Mobility

Balanced, Safe and Efficient Mobility

Safely and efficiently accommodate transportation for all ages and abilities, with priority given to the most vulnerable users. The following transportation hierarchy will be used to guide decision making:

1. Emergency service vehicles such as ambulances;
2. Pedestrians;
3. Public Transit Users;
4. Cyclists; and
5. Private motorized vehicles.

Movement throughout the District will be characterized by seamless connectivity between all transportation modes and barrier-free accessibility.

Pedestrian Priority

Promote walking and cycling through a pedestrian-oriented street character (e.g. wide sidewalks, active building frontages, benches, weather protection, dedicated cycling facilities, etc.). In particular, pedestrian priority enhancements will be focused along Dundas Street and Third Line.

Strong Visual and Physical Connectivity

Provide strong visual and physical connections between the hospital and key linkages including but not limited to:

- Planned Dundas BRT stops;
- ErinoakKids Centre for Treatment and Development;
- All Seniors Care, senior assisted living and care facility; and
- Region of Halton Courthouse.

Innovation

Facilitate Collaboration

Facilitate collaboration between clinical and research facilities, whereby academics, entrepreneurs, developers, start-up companies as well as local and international stakeholders forge partnerships to drive innovation and promote wellness.

Environmental Sustainability

Promote environmental resiliency through sustainable building materials, LID practices and flexible adaptive reuse strategies (e.g. conversion of surface parking for events and programming, stormwater ponds, permeable paving, etc.).

Successful Implementation

Strategic Partnerships

Adopt public-private partnerships and initiatives designed to facilitate high levels of collaboration between the Town of Oakville, development industry and universities/academia to support the Town's economic development strategy.

Strategic and Holistic Approach to Parking Supply

Provide enough parking to meet the needs of users while also incentivizing transit use and prioritizing pedestrian safety. Encourage reduced parking and maximize opportunities for shared parking. Carefully integrate parking structures into the overall built form and design them with future adaptability in mind (including bike parking and storage facilities). Minimize surface parking and incorporate parking configurations that can transition to other uses over time.

Flexibility

Plans and policies will be performance based and promote flexibility through performance based design standards such as Leadership in Energy and Environmental Design (LEED) certified developments. Built form will be planned for flexibility to facilitate changes to programming, technologies and a range of tenant needs.

6.3 Opportunities and Challenges

Based on our review of background materials and other Phase 1 inputs, several high-level opportunities and challenges have been identified². The key directions outlined in the following section (Section 6.4) provide further detail on potential directions for the transformation of the Hospital District into a vibrant complete community.

Opportunities

- Potential to create mixed-use compact urban forms and grid-like street networks within undeveloped blocks (e.g., northwest block, northeast block, and undeveloped blocks located southwest of William Halton Parkway West and Hospital Gate);
- Focus nodes of activity and gateway potentials at key intersections (e.g., Dundas Street West and Third Line, BRT stop, Dundas Street West and Hospital Gate);
- Creative incorporation of stormwater management facilities within the parks and open space strategy for the Hospital District;
- Protection of view corridors (e.g., Sixteen Mile Creek to the east, planned West Oakville Sports Park to the northwest and natural heritage system to the west); and
- Built form policies that promote flexibility to efficiently adapt buildings to meet space needs due to changes in technology and medical services delivery.

² Opportunities and challenges for the Hospital District will be further discussed as part of public and stakeholder engagement during Phase 2 of this Study

Challenges

- Lack of green spaces within the Study Area and poor connection to existing and planned parks and Sixteen Mile Creek to the east;
- Auto-oriented area with minimal active transportation facilities (e.g., wide sidewalks, trails, signage, bike lanes and storage, etc.); and
- Poor connection to the existing neighbourhood to the south of the Hospital District.

6.4 Preliminary Key Directions

Informed by draft vision and guiding principles and building on the key questions and considerations for the Study Area as outlined by the Town, a series of preliminary key directions have been developed to guide the creation of land use scenarios for the Hospital District. The following outlines six (6) action-oriented key directions:

Green Connections

- Creating connections to existing and planned parks and green spaces, including the West Oakville Sports Park to the north, Palermo Park to the west, Natural Heritage system along the Study Area boundaries, in addition to the McCraney Creek Trail and Castlebrook Park to the south west.
 - o The type and location of new green connections will be closely coordinated with the Town's Transportation Master Plan (TMP) and Active Transportation Master Plan (ATMP), Schedule C and D from the Livable Oakville Plan.

Focal Points

- Key views and points of entry into the Hospital District will be reinforced through focal points/gateways. Gateways could include wayfinding and signage, public art, significant architectural features, and others.
 - o Potential focal points include the Dundas Street West and Third Line intersection, major transit stops (e.g., the Dundas BRT stop), the corner of Third Line and William Halton Parkway West and the intersection Dundas Street West and Hospital Gate intersection.
 - o Potential views of Sixteen Mile Creek, the Sports Park and the natural heritage system along William Halton Parkway West will be enhanced.

Environmental Resiliency

- Environmental resiliency for site design will be leveraged, such as the integration of the Plan Area's stormwater ponds into the future parks and open space strategy.
 - o The creative use of stormwater management facilities as quiet public places for residents and workers to enjoy will be explored.

Pedestrian-Oriented Street Character

- Creating an attractive and balanced pedestrian-oriented street character will improve the safety and accessibility of the Hospital District for pedestrians and cyclists.

- This can be achieved through active ground floor uses, improving the built form’s connection to the street, as well as infrastructure improvements such as wide sidewalks, street planters and public furniture (e.g., benches and bike facilities).

Increased Permeability

- Establishing a compact urban form will ensure greater permeability for all users throughout the Hospital District. Opportunities to establish smaller blocks and a grid-like street network will be explored where appropriate.

Mix of Land Uses and Densities

- Supporting a mix of land uses and densities through a variety of block and parcel sizes.
 - Potential for a transitional mixed-use zone along Dundas Street West with the intention to provide a sensitive transition to the low rise stable neighbourhood located south of the Study Area.

7.0 Technical Studies

A series of technical studies will serve as inputs for the draft land use options and final preferred option. A summary of the technical briefs will be included in the Directions and Options Report to be completed as part of Phase 2. The technical briefs will also support and provide policy direction for the Preferred ASP Report to be completed in Phase 4.

- Transportation Impact Study;
- Market Analysis;
- Financial Analysis;
- Parking Study;
- Functional Servicing Study; and
- Stormwater Management Study.

****Note:** Existing conditions findings from the Transportation Impact Study, Market Analysis and Functional Servicing Study will be included in the Directions and Options Report.*

8.0 Next Steps

Informed by the background documents and key inputs included in this Background Facts Report, the next steps are to develop preliminary land use options based on feedback from the Livable Oakville Council Subcommittee, discussions with town staff and input from the technical studies.

As part of Phase 2, the **preliminary land use options** will include preliminary mapping (including land use, transportation and parking, parks and open space and density plans), as well as an overview of population and employment projections and infrastructure needs. Evaluation criteria will be developed as a common measure against which to test the draft options.

The **Draft Directions and Options Report** will include:

- Vision and guiding principles;
- Preliminary land use options;
- Evaluation criteria;
- Findings from the technical studies; and
- Consultation summaries from public and stakeholder engagements.

***Note:** *The above Phase 2 work will occur throughout the Fall and into the Winter of 2019.*

9.0 Appendices

Appendix A. Best Practices Report – Health Districts