PLANNING JUSTIFICATION REPORT

APPLICATION TO AMEND THE
OFFICIAL PLAN, ZONING BY-LAW & DRAFT PLAN OF SUBDIVISION

ClubLink Corporation ULC and ClubLink Holdings Limited
Glen Abbey Golf Club, 1333 Dorval Drive
Part of Lots 17-20, Concession 2, S.D.S., Town of Oakville

November 2016
GSAI File #990-001
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PLANNING JUSTIFICATION REPORT
OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT
PROPOSED DRAFT PLAN OF SUBDIVISION
CLUBLINK CORPORATION ULC AND CLUBLINK HOLDINGS LIMITED
PART OF LOTS 17-20, CONCESSION 2, SOUTH OF DUNDAS STREET
TOWN OF OAKVILLE

1.0 INTRODUCTION

Glen Schnarr & Associates Inc. has been retained by ClubLink Corporation ULC and ClubLink Holdings Limited (“ClubLink”) to provide professional planning advice for a proposed mixed-use residential and commercial, parks and open space, and natural heritage redevelopment of the Glen Abbey Golf Club lands, which are located within the south-east quadrant of Upper Middle Road and Dorval Drive.

The purpose of this report is to outline the proposed redevelopment and to evaluate the proposal in the context of the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Greenbelt Plan, the Region of Halton Official Plan, and the Town of Oakville Livable Oakville Plan and Zoning By-law.

At a pre-consultation meeting held on November 18, 2015, for the proposed applications, the Town identified that it would provide a site-specific terms of reference for the planning justification report. The site-specific terms of reference were, however, not provided. In lieu of this, Glen Schnarr & Associates Inc. relied upon the planning justification report terms of reference guideline posted on the Town’s website.

2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

As shown in Figure 1 – Aerial Context, the Glen Abbey Golf Club lands subject to the redevelopment proposal are located within the south-east quadrant of Upper Middle Road and Dorval Drive. They are legally described as Part of Lots 17-20, Concession 2, South of Dundas Street, in the Town of Oakville. The lands have a site area of approximately 92.72 hectares (229 acres) and are comprised of tableland and a portion of the Sixteen Mile Creek and valley. The subject lands have lot frontages of approximately 598 metres (1,818 feet) on Dorval Drive and 704 metres (2,309 feet) on Upper Middle Road. They are currently occupied by Glen Abbey Golf Club and the RayDor Estate office building, which are both in active use. The RayDor Estate is not part of the application.

The Glen Abbey Golf Club lands are located within the Glen Abbey Community. The Town of Oakville’s Transportation Master Plan, Switching Gears, states that the Glen Abbey Community is bounded by Upper Middle Road to the north, Sixteen Mile Creek to the east, Fourteen Mile Creek to the west, and approximately the North Service Road to the south.

Adjacent lands on the north side of Upper Middle Road are within the West Oak Trails and River Oaks Communities. They are occupied by a portion of Sixteen Mile Creek and natural areas.
associated with the Creek. Lands west and east of the Creek and natural areas are occupied by detached dwellings, townhouse dwellings, neighbourhood commercial uses, schools, and parks.

Lands east of the Sixteen Mile Creek and valley are within the College Park Community and are occupied by detached dwellings, townhouse dwellings, neighbourhood commercial uses, schools, and parks.

Adjacent lands to the south and west are within the Glen Abbey Community and are occupied by detached dwellings, townhouse dwellings, apartment dwellings, neighbourhood commercial uses, schools, and parks.

3.0 REDEVELOPMENT PROPOSAL

The Concept Master Plan (the “Concept”) for the redevelopment of the Glen Abbey Golf Club lands proposes a neighbourhood comprised of mixed-use residential and commercial, parks and open space, and natural heritage uses.

The Concept envisions a neighbourhood that is compatible with the existing surrounding neighbourhoods. The Concept uses the Sixteen Mile Creek to create the backdrop for a neighbourhood that is surrounded by a valley system and an extensive interconnected open space system. The design principles that shaped the neighbourhood, which are reflected in the Concept, are walkability, variety, place making, conservation, connectivity, and support of transit.

A well connected, fully accessible, and walkable neighbourhood will provide convenient access for existing and future residents. Streets, public and semi-public open spaces, pedestrian and cycling routes, existing and proposed trails, and stormwater management facilities will be linked to form a continuous comprehensive system based on walkable blocks with properly spaced intersections and pedestrian connections.

A full range of housing types are proposed within the neighbourhood. The housing types range from low to mid-rise built form and include front and lane accessed detached dwellings, townhouse, street townhouse, stacked townhouse and back-to-back townhouse dwellings, mid-rise residential apartment buildings, and mixed-use mid-rise retail, office and apartment buildings. The residential built form transitions from low density uses in the west to medium and high density uses in the east along the valley edge. Building heights between two and twelve storeys are proposed. A graduation in building height from two to twelve storeys from west to east is also proposed.

The Livable Oakville Official Plan designates the Glen Abbey Golf Club lands as “Private Open Space – Exception 27.3.4” and “Natural Area – Exception 27.3.5” (see Figure 2, Schedule H – West Land Use, Livable Oakville Plan).

The “Private Open Space” designation permits legally existing golf courses and recreational facilities, trails, existing cemeteries, conservation uses, and essential public works including transportation, utility, watershed management, and flood and erosion hazard control facilities. Exception policy 27.3.4 permits a hotel/conference centre, banquet and dining facilities, limited retail uses, service commercial uses, manufacturing and storage, recreational, educational and cultural facilities, administrative offices and publication facilities, and maintenance/groundskeeper facilities, including existing residential uses in addition to the uses permitted by the “Private Open Space” designation.
FIGURE 2 - SCHEDULE H - WEST LAND USE FROM THE TOWN OF OAKVILLE LIVABLE PLAN

Subject Property
The “Natural Area” designation permits legally existing uses, buildings and structures including agricultural uses, fish, wildlife and conservation management, forestry management, essential public works including transportation, utility, watershed management, and flood and erosion control facilities, and passive recreation features such as trails, walkways, and bicycle paths. Exception policy 27.3.5 allows the existing golf club to be restored and/or rebuilt to its previous condition if damaged or destroyed by a natural disaster.

The existing Official Plan designations do not allow the residential, commercial, park, and open space uses proposed by the Glen Abbey Golf Club redevelopment proposal. An Official Plan amendment is therefore required. A draft Official Plan amendment is attached as Figure 3.

Town of Oakville Zoning By-law 2014-014 zones the Glen Abbey Golf Club lands “O2 – Private Open Space”, “O2 – 114”, and “N – Natural Area” (see Figure 4, Existing Zoning).

The “O2 – Private Open Space” zone permits a community centre, an emergency services facility, a library, a museum, a conservation use, a golf course, an outside miniature golf course, a private and public park, a stormwater management facility, a retail store, a commercial school, a restaurant, a service commercial establishment, a sports facility, a business office, and a public hall.

The “O2 – 114” zone permits a hotel, a public hall, accessory manufacturing, and residential accommodation for caretakers and maintenance staff in addition to the “O2” uses. The “N – Natural Area” zone permits a conservation use, a public and private park, and a stormwater management facility.

The current zoning does not allow the residential and commercial uses proposed by the Glen Abbey Golf Club redevelopment proposal. An amendment to the Zoning By-law is therefore required. The uses permitted by the existing “O2 – 114” zone will be retained in the Zoning By-law amendment. A draft zoning by-law amendment is attached as Figure 5.

The redevelopment of the Glen Abbey Golf Club lands proposes the subdivision of the lands into lots and blocks to accommodate the proposed uses. A draft plan of subdivision is required to accomplish this. As shown in Figure 6 – Plan of Subdivision, ClubLink is proposing to redevelop the tableland portion of the subject lands for a mixed-use residential and commercial, parks and open space, and natural heritage neighbourhood. The residential component will consist of 141 detached dwellings, 299 townhouse, street townhouse, stacked townhouse and back-to-back townhouse dwellings, and 2,782 apartment dwellings, for a total of 3,222 dwelling units, broken down as follows:

<table>
<thead>
<tr>
<th>Land Use</th>
<th>No. of Units</th>
<th>Area (ha)</th>
<th>Area (ac)</th>
<th>Density (upsha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Detached dwellings–9.2 m (30 ft.) frontage</td>
<td>52</td>
<td>2.02</td>
<td>4.99</td>
<td>26</td>
</tr>
<tr>
<td>Detached dwellings–9.75 m (32 ft.) frontage</td>
<td>2</td>
<td>0.06</td>
<td>0.15</td>
<td>33</td>
</tr>
<tr>
<td>Detached dwellings–12.2 m (40 ft.) frontage</td>
<td>27</td>
<td>1.19</td>
<td>2.94</td>
<td>23</td>
</tr>
<tr>
<td>Detached dwellings–13.1 m (43 ft.) frontage</td>
<td>14</td>
<td>0.84</td>
<td>2.08</td>
<td>17</td>
</tr>
<tr>
<td>Detached dwellings–15.2 m (50 ft.) frontage</td>
<td>5</td>
<td>0.32</td>
<td>0.79</td>
<td>16</td>
</tr>
<tr>
<td>Detached dwellings–18.2 m (60 ft.) frontage</td>
<td>41</td>
<td>3.94</td>
<td>9.74</td>
<td>10</td>
</tr>
<tr>
<td>Townhouse/Stacked Townhouse Blocks</td>
<td>102</td>
<td>2.09</td>
<td>5.16</td>
<td>49</td>
</tr>
<tr>
<td>Townhouse/Apartment Blocks</td>
<td>1,213</td>
<td>7.94</td>
<td>19.62</td>
<td>153</td>
</tr>
<tr>
<td>Apartment Blocks</td>
<td>1,177</td>
<td>5.19</td>
<td>12.82</td>
<td>227</td>
</tr>
<tr>
<td>Mixed Use/Townhouse/Apartment Blocks</td>
<td>589</td>
<td>3.38</td>
<td>8.35</td>
<td>174</td>
</tr>
<tr>
<td>Total</td>
<td>3,222</td>
<td>26.97</td>
<td>66.64</td>
<td>120</td>
</tr>
</tbody>
</table>
Figure 3 - Official Plan Amendment

Application to Amend the Official Plan and Zoning By-law and Draft Plan of Subdivision

ClubLink Corporation ULC and ClubLink Holdings Limited
1333 Dorval Drive
Part of Lots 17-20, Concession 2, S.D.S.
Town of Oakville

October 2016
THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2016-
Official Plan Amendment

A by-law to adopt an Amendment to the Livable Oakville Plan, Official Plan Amendment Number ___

WHEREAS the Livable Oakville Plan (2009 Town of Oakville Official Plan), which applies to the lands south of Dundas Street and the lands north of Highway 407, was adopted by City Council on June 22, 2009, and approved with modifications by the Ontario Municipal Board on May 10, 2011; and,

WHEREAS subsection 22(1) of the Planning Act, R.S.O. 1990, c. P.13, as amended, permits a person or public body to request a council of a municipality to amend its Official Plan, and Section 17, 21 and 22 apply to such amendment; and,

WHEREAS it is deemed necessary to pass an amendment to the Livable Oakville Plan to incorporate certain modifications to the text and schedules that implement the Glen Abbey Golf Club redevelopment proposal,

COUNCIL ENACTS AS FOLLOWS:

1. The attached Amendment Number _____ to the Livable Oakville Plan is hereby adopted.

2. Pursuant to subsection 17(27) of the Planning Act, R.S.O. 1990, c. P.13, as amended, this Official Plan Amendment comes into effect upon the day after the last day for filing a notice of appeal, if no appeal is filed pursuant to subsections 17(24) and (25). Where one or more appeals have been filed under subsection 17(24) and (25) of the said Act, as amended, this Official Plan Amendment comes into effect when all such appeals have been withdrawn or finally disposed of in accordance with the direction of the Ontario Municipal Board

3. In the event that the Regional Municipality of Halton, being the Approval Authority, declares this Official Plan Amendment to be not exempt, the Clerk is hereby authorized and directed to make application to the Approval Authority for approval.

PASSED this _____ day of __________________, 2016

________________________________________  ______________________________
MAYOR      CLERK
Constitutional Statement

The details of the Amendment, as contained in Part 2 of this text, constitute Amendment Number ______ to the Livable Oakville Plan.

Part I — Preamble

A. Purpose

The primary purpose of the proposed Official Plan amendment is to incorporate into the Livable Oakville Plan certain modifications to the text and schedules necessary to implement the Glen Abbey Golf Club redevelopment proposal.

The effect of the changes to the text will be to:

- Retain Exception Policy 27.3.4
- Revise existing policies specific to the Glen Abbey lands in Section 27, Exceptions, West Exceptions – Schedule H of the Plan;
- Add new policies specific to the Glen Abbey lands into Section 27, Exceptions, West Exceptions – Schedule H of the Plan; and,
- Provide for the protection of Natural Areas

The effect of the changes to the schedules of the Plan will be to:

- On Schedule H - West Land Use, identify the Glen Abbey lands and change the land use designations to implement the Glen Abbey Golf Club redevelopment proposal
- On Schedule H - West Land Use, identify the Exceptions, West Exceptions
- On Schedule H - West Land Use, retain Exception Policy 27.3.4

B. Background

- The Livable Oakville Plan was adopted by City Council on June 22, 2009, through By-law 2009-112. It was approved by the Regional Municipality of Halton (the Region) with modifications on November 30, 2009, as it was deemed to conform to the Growth Plan and the Region’s Official Plan, as amended. It was also deemed to be consistent with the Provincial Policy Statement.
- Several parties appealed the Region’s approval of the Livable Oakville Plan to the Ontario Municipal Board (the “Board”).
- The Board approved the Livable Oakville Plan with further modifications on May 10, 2011. Settlements regarding most the remaining appeals were subsequently approved by the Board. Two site specific appeals that do not affect the subject lands remain outstanding.
• ClubLink Corporation ULC and ClubLink Holdings Limited submitted an application for Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision to permit a residential and commercial neighbourhood consisting of 141 detached dwellings, 299 townhouse, street townhouse, stacked and back-to-back townhouse dwellings, 2,782 apartment dwellings, 5,429 m² (58,438 ft²) of office commercial and 5,841 m² (62,871 ft²) of retail commercial uses in a mixed-use residential and commercial format, 546 m² (5,877 ft²) of neighbourhood amenity uses including a village market, and park and open space uses. Conveyance of Sixteen Mile Creek and its associated valley within the subject lands to a public authority is proposed. The RayDor Estate, which is shown for contextual purposes, will be retained but is not part of the application.

C. Basis

• The Livable Oakville Plan designates the subject lands “Private Open Space” and “Natural Area”. Schedule H – West Land Use also indicates two “Exception Area” policies within these land use designations.

• The “Private Open Space” designation permits legally existing golf courses and recreational facilities, trails, existing cemeteries, conservation uses, and essential public works including transportation, utility, watershed management and flood and erosion hazard control facilities.

The “Natural Area” designation permits legally existing uses, buildings and structures including existing agricultural uses, fish, wildlife and conservation management including forestry management, essential public works including transportation, utility, watershed management, and flood and erosion control facilities, and passive recreation features such as trails, walkways, and bicycle paths.

• “Exception Area” policy 27.3.4 permits a hotel/conference centre, banquet and dining facilities, limited retail uses, service commercial uses, manufacturing and storage, recreational, educational and cultural facilities, administrative offices and publication facilities, and maintenance/groundskeeper facilities including existing residential uses, provided that the uses relate to the principal golf course. These uses will be retained under the subject Official Plan amendment.

• “Exception Area” policy 27.3.5 allows the existing golf course use to be restored and/or rebuilt to its previous condition if damaged or destroyed by a natural disaster, subject to the preparation of an environmental impact statement, the implementation of necessary mitigation measures, and the receipt of the necessary permits from Conservation Halton.

• An Official Plan amendment to re-designate the “Private Open Space” lands to “Low Density Residential”, “Medium Density Residential”, “High Density Residential”, “Main Street 2 – Exception XX”, “Community Commercial – Exception XX”, “Open Space”, and “Natural Area” is required to permit the requested uses. The existing “Exception Area” policy 27.3.4 is also to be retained.
• The proposed development has been assessed against the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Greenbelt Plan, the Region of Halton Official Plan, and the Livable Oakville Plan. It represents good planning because:

1. The proposal is consistent with Provincial Policy Statement, conforms to and promotes the policies of the Growth Plan, and conforms to the Greenbelt Plan, Region of Halton Official Plan and the Town of Oakville Livable Plan.

2. The proposed redevelopment will be compact and is an intensification of use within the built-up area that will provide a mix of residential uses, employment opportunities, and park and open space uses.

3. The proposed redevelopment will provide active and passive recreational opportunities while preserving significant natural features.

4. Existing infrastructure will be efficiently utilized. Opportunities for additional community infrastructure will be provided including the central park, the greenway park system, the valleyland open space, and office commercial uses which provide opportunities for medical offices, walk-in clinics, dental offices and government offices.

5. A multi-modal transportation system that promotes transit and active transportation to reduce dependence on the automobile will be provided.

6. Natural features and cultural heritage features will be preserved, including the protection of the Sixteen Mile Creek natural heritage system.

7. Development will occur outside of the erosion hazard limit associated with Sixteen Mile Creek.

Part 2 - The Amendment

A. Text Changes

The amendment includes the changes to the text of the Livable Oakville Plan listed in the following table.

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Section</th>
<th>Description of Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>27.3</td>
<td>Section 27.3.X is hereby added as follows:</td>
</tr>
<tr>
<td></td>
<td>EXCEPTIONS</td>
<td>Notwithstanding Section 13.4, Community Commercial Block 167 uses may be located at</td>
</tr>
<tr>
<td></td>
<td>West Exceptions – Schedule H</td>
<td>the intersection of the Retail Main Street and a Local Road</td>
</tr>
</tbody>
</table>
2. **27.3 EXCEPTIONS West Exceptions – Schedule H**

   Section 27.3.X is hereby added as follows:
   
   Section 13.4.3 is not applicable to the subject lands

3. **27.3 EXCEPTIONS West Exceptions – Schedule H**

   Section 27.3.X is hereby added as follows:
   
   Section 12.1.2 is not applicable to the subject lands

4. **27.3 EXCEPTIONS West Exceptions – Schedule H**

   Section 27.3.X is hereby added as follows:
   
   Notwithstanding Section 12.3, the Main Street 2 designation shall provide for mixed use development characterized by high quality design standards and an appropriately scaled pedestrian environment.

5. **27.3 EXCEPTIONS West Exceptions – Schedule H**

   Section 27.3.X is hereby added as follows:
   
   Notwithstanding Section 12.3.2.a), buildings within the Main Street 2 designation shall be a minimum of one storey in height and a maximum of 12 storeys in height

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**B. Schedule Change**

The amendment includes the changes to the schedules to the Livable Oakville Plan listed in the following table, and shown in Appendix 1.

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Section</th>
<th>Description of Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.</td>
<td><strong>Schedule H WEST LAND USE</strong></td>
<td>Amend Schedule H as shown in Appendix 1 to:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Identify the land uses and proposed roads on the Glen Abbey lands</td>
</tr>
<tr>
<td>7.</td>
<td><strong>Schedule H WEST LAND USE</strong></td>
<td>Amend Schedule H as shown in Appendix 1 to:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Identify the Exceptions, West Exception Areas on the Glen Abbey lands</td>
</tr>
</tbody>
</table>
FIGURE 4 - EXISTING ZONING

Subject Property
Figure 5 - Zoning By-law Amendment

Application to Amend the Official Plan and Zoning By-law and Draft Plan of Subdivision

ClubLink Corporation ULC and ClubLink Holdings Limited
1333 Dorval Drive
Part of Lots 17-20, Concession 2, S.D.S.
Town of Oakville

October 2016
THE CORPORATION OF THE TOWN OF OAKVILLE
BY-LAW NUMBER 2016-____

A By-Law to amend Town of Oakville Comprehensive Zoning By-law 2014-014 as amended, to permit the development of residential and commercial uses, including mixed uses, community uses, parks, open space, natural heritage systems, and stormwater management facilities on lands known legally as Part of Lots 17-20, Concession 2, South of Dundas Street, Town of Oakville (File Z.______)

Whereas Section 34(1) of The Planning Act, R.S.O. 1990, c. P.13, as amended, authorizes the Council of a Municipality to enact a Zoning By-Law;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN OF OAKVILLE ENACTS AS FOLLOWS:

1. Map 19(14) of By-Law 2014-014, as amended, is further amended as shown on Schedule ‘A’ by rezoning the lands identified as O2 – Private Open Space, O2 – 114, and N – Natural Area Zone to:

   RL3 – AAA
   RL5 – BBB
   RL8 – CCC
   RL9 – DDD
   RL9 – EEE
   RM1 – FFF
   RH – GGG
   RH - HHH
   MU3 – III
   C2 - JJJ
   O1
   N
   SMF
2. Part 3 of By-law 2014-014, as amended, is hereby further amended by adding the following definition:

(i) “porch, inset” means a porch which is wholly or partially covered by the building rather than a roof.

3. Part 3, Table 5.2.1, of By-law 2014-014, as amended, is hereby further amended as follows:

<table>
<thead>
<tr>
<th>Use</th>
<th>Minimum Number of Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Townhouse, Street Townhouse, Stacked Townhouse and Back-to-Back Townhouse Dwelling</td>
<td>1.0 parking space per dwelling</td>
</tr>
<tr>
<td>Community Centre</td>
<td>1.0 parking space per 30 square metres of net floor area</td>
</tr>
</tbody>
</table>
| Apartment dwelling in the MU3 – III Zone                    | a) 1.0 parking space per dwelling where the unit has less than 75.0 square metres net floor area, of which 0.2 of the parking spaces required per dwelling shall be designated as visitors parking spaces;  
|                                                           | b) 1.25 per dwelling for all other units, of which 0.2 of the parking spaces required per dwelling shall be designated as visitors parking spaces |
| Non-residential uses in a Mixed Use Zone                    | 1.0 parking space per 40 square metres of net floor area (1)         |
| Commercial uses in the C2-JJJ Zone                          | 50% of the minimum number of parking spaces required in Table 5.2.1 of By-law 2014-014 |

Additional Regulations for Non-Residential Parking Spaces in a Mixed Use Zone:

(1) Parking spaces for non-residential uses in the MU3 – III zone may be permitted off-site within 300 metres of the lands zoned MU3-III to satisfy the minimum number of required parking spaces. Please refer to the site-specific provisions of the MU3 – III zone.
4. Part 15 of By-Law 2014-014, as amended, is hereby further amended by adding the following Special Provision:

<table>
<thead>
<tr>
<th>Special Provision</th>
<th>Applies to / Location</th>
<th>By-law Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>(AAA)</td>
<td>ClubLink Corporation ULC and ClubLink Holdings Limited Part of Lots 17-20, Concession 2, South of Dundas Street</td>
<td>2016-_____</td>
</tr>
</tbody>
</table>

The lands subject to Special Provision AAA may be used for the uses permitted in the general provisions of By-Law 2014-014, as amended, subject to the applicable regulations therefore, except where in conflict with the following regulations, in which case the following shall prevail:

a) For lands zoned RL3

   (i) Regulations: Subject to the RL3 regulations for detached dwellings except where in conflict, the following shall apply:

   1. Minimum front yard – 4.5 m
   2. Minimum front yard to an inset porch – 2.0 m
   3. Minimum flankage yard – 3.0 m
   4. Minimum interior side yard – 1.3 m on one side and 0.6 m on the opposite side
   5. Maximum number of storeys – 3
   6. Maximum lot coverage – 35%
   7. The maximum width of a garage door shall not exceed 50% of the lot frontage
   8. The maximum width of a driveway shall not exceed the maximum width of a garage door(s)
   9. Minimum front yard landscaped open space – 50%

5. Part 15 of By-Law 2014-014, as amended, is hereby further amended by adding the following Special Provision:

<table>
<thead>
<tr>
<th>Special Provision</th>
<th>Applies to / Location</th>
<th>By-law Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>(BBB)</td>
<td>ClubLink Corporation ULC and ClubLink Holdings Limited Part of Lots 17-20, Concession 2, South of Dundas Street</td>
<td>2016-_____</td>
</tr>
</tbody>
</table>
The lands subject to Special Provision BBB may be used for the uses permitted in the general provisions of By-Law 2014-014, as amended, subject to the applicable regulations therefore, except where in conflict with the following regulations, in which case the following shall prevail:

a) **For lands zoned RL5**

   (i) **Regulations:** Subject to the RL5 regulations for detached dwellings except where in conflict, the following shall apply:

   1. Minimum front yard – 4.5 m
   2. Minimum front yard to an inset porch – 2.0 m
   3. Minimum flankage yard – 3.0 m
   4. Minimum interior side yard – 1.3 m on one side and 0.6 m on the opposite side
   5. Maximum lot coverage – 35%
   6. The maximum width of a garage door shall not exceed 50% of the lot frontage
   7. The maximum width of a driveway shall not exceed the maximum width of a garage door(s)
   8. Minimum front yard landscaped open space – 50%

6. Part 15 of By-Law 2014-014, as amended, is hereby further amended by adding the following Special Provision:

<table>
<thead>
<tr>
<th>Special Provision</th>
<th>Applies to / Location</th>
<th>By-law Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>(CCC)</td>
<td>ClubLink Corporation ULC and ClubLink Holdings Limited</td>
<td>2016-_____</td>
</tr>
<tr>
<td></td>
<td>Part of Lots 17-20, Concession 2, South of Dundas Street</td>
<td></td>
</tr>
</tbody>
</table>

The lands subject to Special Provision CCC may be used for the uses permitted in the general provisions of By-Law 2014-014, as amended, subject to the applicable regulations therefore, except where in conflict with the following regulations, in which case the following shall prevail:

a) **For lands zoned RL8**

   (i) **Regulations:** Subject to the RL8 regulations for detached dwellings except where in conflict, the following shall apply:

   1. The maximum residential floor area ratio of Table 6.3.3 and private garage setback of provisions 5.8.7a) and 5.8.7c) shall not apply
   2. Minimum lot area, Interior Lot – 345 square metres
3. Minimum front yard to an inset porch – 2.0 m
4. Minimum interior side yard - 1.3 m on one side and 0.6 m on the opposite side
5. Minimum distance from the rear property line to a detached garage building accessed from a lane – 1.0 m
6. Minimum distance separation between a detached garage building and the rear wall of a dwelling – 7.5 m
7. A minimum separation distance of 1.2 m shall be required between detached dwellings on abutting lots in the same zone
8. Maximum number of storeys – 3
9. The maximum width of a garage door shall not exceed 50% of the lot frontage
10. The maximum width of a driveway shall not exceed the maximum width of a garage door(s)
11. Minimum front yard landscaped open space – 50%
12. A coach house shall be permitted on a corner lot where the corner lot has access to a rear lane, provided the coach house:
   a) is located a minimum distance of 0.6 m from the rear lot line;
   b) is located a minimum of 1.2 m from the interior side lot line;
   c) is setback a minimum of 5.0 m from the main building on the lot;
   d) the parking of motor vehicles is not permitted in the setback area; and
   e) has a maximum height of 8.0 m
13. An accessory dwelling unit may be permitted within a coach house provided there is only one accessory dwelling unit on the lot.

7. Part 15 of By-Law 2014-014, as amended, is hereby further amended by adding the following Special Provision:

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<tr>
<th>Special Provision</th>
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<tbody>
<tr>
<td>(DDD)</td>
<td>ClubLink Corporation ULC and ClubLink Holdings Limited Part of Lots 17-20, Concession 2, South of Dundas Street</td>
<td>2016-_______</td>
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</table>

The lands subject to Special Provision DDD may be used for the uses permitted in the general provisions of By-Law 2014-014, as amended, subject to the applicable regulations therefore, except where in conflict with the following regulations, in which case the following shall prevail:
a) For lands zoned RL9

(i) Regulations: Subject to the RL9 regulations for detached dwellings except where in conflict, the following shall apply:

1. The maximum residential floor area ratio of Table 6.3.4 and private garage setback of provisions 5.8.7a) and 5.8.7c) shall not apply
2. Minimum front yard to an inset porch – 2.0 m
3. Minimum interior side yard – 1.3 m on one side and 0.6 m on the opposite side
4. Minimum distance from the rear property line to a detached garage building accessed from a lane – 1.0 m
5. Minimum distance separation between a detached garage building and the rear wall of a dwelling – 7.5 m
6. A minimum separation distance of 1.2 m shall be required between detached dwellings on abutting lots in the same zone
7. Maximum number of storeys – 3
8. Maximum height – 11 m
9. Minimum front yard landscaped open space – 50%
10. A coach house shall be permitted on a corner lot with a lot frontage of 9.2 metres or greater where the corner lot has access to a rear lane provided the coach house:
    a) is located a minimum distance of 0.6 metres from the rear lot line;
    b) is located a minimum of 1.2 metres from the interior side lot line;
    c) is setback a minimum of 5.0 metres from the main building on the lot;
    d) the parking of motor vehicles is not permitted in the setback area; and
    e) has a maximum height of 8.0 metres.
11. An accessory dwelling unit may be permitted within a coach house on a lot provided there is only one accessory dwelling unit on the lot

8. Part 15 of By-Law 2014-014, as amended, is hereby further amended by adding the following Special Provision:

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<tr>
<td>(EEE)</td>
<td>ClubLink Corporation ULC and ClubLink Holdings Limited Part of Lots 17-20, Concession 2, South of Dundas Street</td>
<td>2016-_______</td>
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</tbody>
</table>
The lands subject to Special Provision EEE may be used for the uses permitted in the general provisions of By-Law 2014-014, as amended, subject to the applicable regulations therefore, except where in conflict with the following regulations, in which case the following shall prevail:

a) For lands zoned RL9

(i) Regulations: Subject to the RL9 regulations for detached dwellings except where in conflict, the following shall apply:

1. The maximum residential floor area ratio of Table 6.3.4 and private garage setback of provisions 5.8.7a) and 5.8.7c) shall not apply
2. For the purposes of this section, the front lot line shall be deemed to be the lot line opposite to the lot line adjacent to a lane
3. Minimum front yard to an inset porch – 2.0 m
4. Minimum interior side yard – 1.3 m on one side and 0.6 m on the opposite side
5. Minimum distance from the rear property line to a detached garage building accessed from a lane – 1.0 m
6. Minimum distance separation between a detached garage building and the rear wall of a dwelling – 7.5 m
7. A minimum separation distance of 1.2 m shall be required between detached dwellings on abutting lots in the same zone
8. Maximum number of storeys – 3
9. Maximum height – 11 m
10. Minimum front yard landscaped open space – 50%
11. A coach house shall be permitted on a corner lot with a lot frontage of 9.2 metres or greater where the corner lot has access to a rear lane provided the coach house:
   a) is located a minimum distance of 0.6 metres from the rear lot line;
   b) is located a minimum of 1.2 metres from the interior side lot line;
   c) is setback a minimum of 5.0 metres from the main building on the lot;
   d) the parking of motor vehicles is not permitted in the setback area; and
   e) has a maximum height of 8.0 metres.
12. An accessory dwelling unit may be permitted within a coach house on a lot provided there is only one accessory dwelling unit on the lot
9. Part 15 of By-Law 2014-014, as amended, is hereby further amended by adding the following Special Provision:

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<td>(FFF)</td>
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The lands subject to Special Provision FFF may be used for the uses permitted in the general provisions of By-Law 2014-014, as amended, subject to the applicable regulations therefore, except where in conflict with the following regulations, in which case the following shall prevail:

a) For lands zoned RM1

   (i) Regulations: Subject to the RM1 regulations for townhouse dwellings except where in conflict, the following shall apply:

   1. Townhouse dwellings, street townhouse dwellings, stacked townhouse dwellings and back-to-back townhouse dwellings shall be permitted
   2. The private garage setback of provisions 5.8.7a) and 5.8.7c) shall not apply
   3. Minimum lot area per unit – 162 square metres
   4. Minimum front yard – 4.5 m
   5. Minimum flankage yard – 2.0 m
   6. Minimum interior side yard – 1.5 m
   7. Minimum distance from the rear property line to an attached garage building accessed off a lane rear – 6.0 m
   8. Minimum separation distance between buildings containing dwelling units – 3.0 m
   9. Minimum separation distance between a residential building and a detached garage building accessed off a lane – 7.5 m
   10. Minimum distance from the rear property line to a detached garage building accessed from a lane – 1.0 m
   11. Maximum number of storeys – 4
   12. Maximum height – 16.0 m
   13. Minimum outdoor amenity area per unit for lane accessed street townhouses – 30 square metres
   14. Minimum outdoor amenity area for stacked townhouses accessed by a lane and back-to-back townhouse units accessed by a lane or underground parking – 11 square metres
   15. An outdoor amenity area may include a deck located on the roof of an attached garage or a rooftop patio, but should not include a porch.
16. The maximum number of units per townhouse block shall not exceed eight.

17. Required parking for back-to-back townhouse dwellings may be provided underground or at grade provided that the at grade parking spaces are accessed by a lane that has no exposure to an adjacent public right of way.

10. Part 15 of By-Law 2014-014, as amended, is hereby further amended by adding the following Special Provision:

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<td>(GGG)</td>
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The lands subject to Special Provision GGG may be used for the uses permitted in the general provisions of By-Law 2014-014, as amended, subject to the applicable regulations therefore, except where in conflict with the following regulations, in which case the following shall prevail:

a) For lands zoned RH

  (i) Regulations: Subject to the RH regulations for apartments except where in conflict, the following shall apply:

1. The maximum lot coverage of Table 6.3.4 shall not apply
2. Permitted uses shall include townhouse dwellings, street townhouse dwellings, stacked townhouse dwellings, back-to-back townhouse dwellings, and apartment dwellings
3. Minimum front yard – 4.5 m
4. Maximum front yard – 6.0 m
5. Minimum building step back above the fourth storey – 3.5 m
6. Minimum flankage yard – 6.0 m
7. Minimum interior side yard – 3.0 m
8. Minimum rear yard – 7.5 m
9. Minimum outdoor amenity area: the greater of 5.6 square metres per dwelling unit or 10% of the site area for apartments
10. Maximum number of storeys – 12
11. Minimum landscaping coverage – 40% of the lot area
12. Minimum balcony depth – 1.5 m
13. If the height of the rooftop mechanical equipment exceeds 2.0 m, the mechanical equipment must be set back a minimum of 3.0 m from all roof edges.

14. Where the rear yard or side yard of a lot containing an apartment building abuts a property in a RL3 - AAA, RL9 - DDD or RM1 – FFF zone, the building height above 12.5 metres shall be limited by a 45-degree angular plane measured from a height of 12.5 metres at the 7.5 metre setback from adjoining RL3 – AAA, RL9 – DDD or RM1 – FFF zone.

11. Part 15 of By-Law 2014-014, as amended, is hereby further amended by adding the following Special Provision:

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<td>2016-_____</td>
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The lands subject to Special Provision HHH may be used for the uses permitted in the general provisions of By-Law 2014-014, as amended, subject to the applicable regulations therefore, except where in conflict with the following regulations, in which case the following shall prevail:

a) For lands zoned RH

(i) Regulations: Subject to the RH regulations for apartments except where in conflict, the following shall apply:

1. The maximum lot coverage of Table 6.3.4 shall not apply
2. Permitted uses shall include townhouse dwellings, street townhouse dwellings, stacked townhouse dwellings, back-to-back townhouse dwellings, and apartment dwellings
3. Minimum front yard – 4.5 m
4. Maximum front yard – 6.0 m
5. Minimum building step back above the fourth storey – 3.5 m
6. Minimum flankage yard – 6.0 m
7. Minimum interior side yard – 3.0 m
8. Minimum rear yard – 7.5 m
9. Minimum outdoor amenity area: the greater of 5.6 square metres per dwelling unit or 10% of the site area for apartments
10. Maximum number of storeys – 12
11. Minimum landscaping coverage – 40% of the lot area
12. Minimum balcony depth – 1.5 m
13. If the height of the rooftop mechanical equipment exceeds 2.0 m, the mechanical equipment must be set back a minimum of 3.0 m from all roof edges.

14. Where the rear yard or side yard of a lot containing an apartment building abuts a property in a RL3 - AAA, RL9 - DDD or RM1 – FFF zone, the building height above 12.5 metres shall be limited by a 45-degree angular plane measured from a height of 12.5 metres at the 7.5 metre setback from adjoining RL3 – AAA, RL9 – DDD or RM1 – FFF zone.

15. Where the rear yard or side yard of a lot containing townhouse dwellings abuts a residential zone, the maximum height of the townhouse dwellings shall not exceed three storeys.

12. Part 15 of By-Law 2014-014, as amended, is hereby further amended by adding the following Special Provision:

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<tr>
<td>(III)</td>
<td>ClubLink Corporation ULC and ClubLink Holdings Limited Part of Lots 17-20, Concession 2, South of Dundas Street</td>
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</table>

The lands subject to Special Provision III may be used for the uses permitted in the general provisions of By-Law 2014-014, as amended, subject to the applicable regulations therefore, except where in conflict with the following regulations, in which case the following shall prevail:

a) For lands zoned MU3

   (i) Regulations: Subject to the MU3 regulations for mixed-uses except where in conflict, the following shall apply:

   1. Permitted uses shall include stacked townhouse dwelling
   2. Regulation 8.2.3.a) shall not apply
   3. The minimum height and maximum height provisions of Table 8.3.1 shall not apply
   4. Maximum front yard – 6.0 m
   5. Maximum flankage yard – 6.0 m
   6. Minimum interior side yard abutting a lot in any Residential zone – 3.0 m
   7. Minimum rear yard abutting a lot in any Residential zone – 7.5 m
   8. Minimum outdoor amenity area: the greater of 5.6 square metres per dwelling unit or 10% of the site area for apartments.
   9. Minimum number of storeys - 4
10. Maximum number of storeys – 12
11. Maximum number of storeys for the podium - 4
12. Minimum first storey height – 4.5 m
13. A minimum of 75% of the façade of the first storey facing a public road shall be glazed
14. The maximum floor area of an individual commercial use shall not exceed 372 square metres
15. Where a surface parking area abuts a public road, a landscape strip with a minimum width of 3.0 m is required
16. Parking spaces for non-residential uses may be permitted off-site within 300 metres to satisfy the minimum number of required parking spaces
17. The maximum building footprint shall be 1,600 square metres
18. If the height of the rooftop mechanical equipment exceeds 2.0 metres, the mechanical equipment must be setback a minimum of 3.0 metres from all roof edges

13. Part 15 of By-Law 2014-014, as amended, is hereby further amended by adding the following Special Provision:

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<td>(JJJ)</td>
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</tbody>
</table>

The lands subject to Special Provision JJJ may be used for the uses permitted in the general provisions of By-Law 2014-014, as amended, subject to the applicable regulations therefore, except where in conflict with the following regulations, in which case the following shall prevail:

a) For lands zoned C2

(i) **Regulations:** Subject to the C2 regulations for community commercial uses except where in conflict, the following shall apply:

1. Minimum lot area – 0.5 ha
2. Minimum front yard – 30 m
3. Maximum front yard – 45 m
4. Minimum flankage yard – 5 m
5. Maximum flankage yard – 6 m
6. The minimum interior side yard and rear yard provisions when abutting a lot in a residential zone, the maximum height provision, and the maximum total net floor area for all uses other than retail stores provision of Table 9.3 shall not apply
7. Minimum landscaping coverage – 50%

14. 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) of the Planning Act, R.S.O. 1990, c. P.13, as amended, shall be deemed to have come into force on the day it was passed.

PASSED by Council this ______ day of __________________, 2016

___________________________  __________________________
MAYOR     CLERK
SCHEDULE 'A' TO BY-LAW 2016-

PROPOSED ZONING BY-LAW AMENDMENT


FIGURE 5 - PROPOSED ZONING
The Livable Oakville Plan (February 23, 2015, Office Consolidation) measures density per site hectare, which only includes residential lots or blocks. Public land required to be dedicated or conveyed is not included for calculating density. Measuring density using this method results in an average net residential density of approximately 120 units per site hectare (48 units per site acre) for the proposed redevelopment.

In addition to the residential uses, 5,429 square metres (58,438 square feet) of office commercial and 5,841 square metres (62,871 square feet) of retail commercial uses will be provided in mixed-use residential and commercial buildings. There will also be 546 square metres (5,877 square feet) of community amenity uses including a village market within the existing stable buildings which are to be adapted for this use, 10.41 hectares (25.72 acres) of parks, 0.78 hectares (1.66 acres) of open space, 32.47 hectares (80.24 acres) of natural heritage system, 0.34 hectares (0.84 acres) of remnant wooded area, 1.79 hectares (4.42 acres) of buffer blocks, and 4.32 hectares (10.67 acres) of stormwater management ponds.

The portion of Sixteen Mile Creek and its associated valleyland, two tableland woodlots, and valleyland and woodlot buffers are proposed to be protected. The RayDor Estate, which is shown on the plan of subdivision for contextual purposes, will be retained and its use as an office complex maintained.

4.0 PROVINCIAL, REGIONAL AND MUNICIPAL POLICY CONTEXT

4.1 The Provincial Policy Statement (2014)

Section 3 of the Planning Act requires that planning authorities “shall be consistent” with policy statements issued under the Act in exercising any authority that affects planning matters.

The Provincial Policy Statement (the “PPS”) provides planning direction on matters of provincial interest related to land use planning and development. It sets the policy foundation for regulating the development and use of land. The PPS states that it provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment.

The PPS must be read in its entirety. When more than one policy is relevant, all the policies must be considered to understand how they work together. The policies represent minimum standards that may be exceeded provided there is no conflict with any policy of the PPS. The PPS may also be complemented by other provincial plans or by locally generated policies regarding matters of provincial interest and must be read and weighed in accordance with those plans and policies. The proposed redevelopment of the Glen Abbey Golf Club lands is considered in this context.

The PPS states that the vision for Ontario’s land use planning system focuses growth and development within urban and rural settlement areas. It indicates that efficient development patterns optimize the use of land, resources, and public investment in infrastructure and public service facilities. These development patterns promote a mix of housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel.

The vision goes on to state that the development patterns should also support the financial well-being of the Province and municipalities over the long-term, and minimize the undesirable effects
of development, including impacts on air, water and other resources. Strong, livable and healthy communities that: promote and enhance human health and social well-being; are economically and environmentally sound; and, are resilient to climate change, are also part of the vision. Natural heritage, water, and cultural heritage resources are to be wisely used and managed.

The policies for managing and directing land use to achieve efficient and resilient development and land use patterns state that healthy, livable and safe communities are sustained by:

a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;

e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;

g) ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and,

h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

The policies also indicate that sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs. Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.

The settlement area policies state that settlement areas are the focus of growth and development. Their vitality and regeneration is to be promoted. Land use patterns within settlement areas are to be based on densities and a mix of land uses which:

1. use land and resources efficiently;

2. are appropriate for, and efficiently use, infrastructure and public service facilities;

3. minimize negative impacts to air quality and climate change; promote energy efficiency;

4. support active transportation; and,

5. are transit supportive.

Land use patterns within settlement areas will also be based on a range of uses and opportunities for intensification and redevelopment where this can be accommodated.
The PPS states that planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated, considering existing building stock or areas and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs. Intensification and redevelopment shall be directed in accordance with the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety.

The employment policies of the PPS require that planning authorities promote economic development and competitiveness by, in part, providing for an appropriate mix and range of employment and institutional uses to meet long-term needs. Compact, mixed-use development that incorporates compatible employment uses to support livable and resilient communities is encouraged.

An appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area is to be provided. To achieve this, the PPS requires planning authorities to maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment. Planning authorities are also to achieve this by:

- permitting and facilitating:
  1. all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements; and,
  2. all forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3;
- directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs; and,
- promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.

The public spaces, recreation, parks, trails and open space policies of the PPS state that healthy, active communities should be promoted by:

a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;

b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;

c) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.
The infrastructure and public service facilities policies of the PPS require that infrastructure, electricity generation facilities, transmission and distribution systems, and public service facilities be provided in a coordinated, efficient and cost-effective manner that considers impacts from climate change while accommodating projected needs.

The transportation system policies of the PPS state that efficient use shall be made of existing and planned infrastructure. As part of a multi-modal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved. A land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support the current and future use of transit and active transportation is promoted.

The PPS policies regarding the wise use and management of resources stipulate that natural features and areas are to be protected for the long-term. The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved. Significant built heritage resources and cultural heritage landscapes shall be conserved.

The Glen Abbey Golf Club lands are located within an urban settlement area, which is to be the focus of growth and development. The proposed redevelopment provides opportunities for intensification and redevelopment and will result in an efficient development pattern that will optimize the use of land, infrastructure and public service facilities. It will provide a range and mix of housing, employment, recreation, parks and open space, and transportation choices that will increase the use of transit and active transportation nodes. Compatible employment uses to support residents and live-work opportunities will also be provided.

The proposed grid pattern of streets, transit route, bicycle routes, and multi-use trails will provide a multi-modal transportation system that will connect to the existing transportation network. The proposed land use pattern, density and mix of uses will also support existing and future transit and active transportation measures. Natural features will be protected through the conveyance of Sixteen Mile Creek and its associated valley to a public authority and the provision of buffers around significant natural heritage features. The retention of the stable buildings and the conservation of appropriate cultural landscapes is also proposed.

4.2 The Growth Plan for the Greater Golden Horseshoe (Revised June 2013)

The Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) is the framework for implementing the Province’s vision for building stronger, prosperous communities by better managing growth in the region. It builds on other key government initiatives including the Provincial Policy Statement and guides decisions on transportation, infrastructure planning, land use planning, urban form, housing, natural heritage, and resource protection. It contains policy directions that:

- direct growth to built-up areas where the capacity exists to best accommodate the expected population and employment growth, while providing strict criteria for settlement area boundary expansions;

- promote transit-supportive densities and a healthy mix of residential and employment land uses;
- identify and support a transportation network that links urban growth centres through an extensive multi-modal system anchored by efficient public transit;
- plan for community infrastructure to support growth;
- ensure sustainable water and wastewater services are available to support future growth;
- identify natural systems and enhance the conservation of these valuable resources; and,
- support the protection and conservation of water, energy, air, and cultural heritage.

The policies of the Growth Plan must be read in conjunction with the policies of the Provincial Policy Statement and other relevant provincial plans. The Growth Plan, together with these other plans, outlines the Province’s directions regarding the management of growth in the Greater Golden Horseshoe.

The guiding principles of the Growth Plan indicate that the vision for the Greater Golden Horseshoe is grounded in the following principles that provide the basis for guiding decisions on how land is developed, resources are managed, and public dollars invested:

- build compact, vibrant and complete communities;
- plan and manage growth to support a strong and competitive economy;
- protect, conserve, enhance and wisely use the valuable natural resources of land, air and water for current and future generations; and,
- optimize the use of existing and new infrastructure to support growth in a compact, efficient form.

The Growth Plan policies regarding the management of growth state that population and employment growth will be managed by directing a significant portion of new growth to the built-up areas of a community through intensification. Intensification is to be focused in intensification areas. Mixed-use, transit supportive, pedestrian friendly urban environments that reduce dependence on the automobile and provide convenient access to intra and inter-city transit are also to be used to accommodate population and employment growth. It further indicates that cities and towns are to be encouraged to develop as complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space, and easy access to local stores and services.

The general intensification policies of the Growth Plan indicate that a minimum of 40 percent of all residential development occurring annually within each upper and single-tier municipality will be within the built-up area. The built-up area is defined as all land within the limits of the developed urban area of a municipality. The policies and intensification targets of the Growth Plan are considered minimum standards. Planning authorities are encouraged to exceed these minimum standards unless doing so would conflict with any policy of the Growth Plan.

The general intensification policies require a municipality to develop and implement policies to achieve intensification and the intensification target.
It states that the policies will:

- encourage intensification generally throughout the built-up area;
- identify intensification areas to support achievement of the intensification target;
- facilitate and promote intensification; and,
- plan for a range and mix of housing.

The transportation infrastructure policies of the Growth Plan indicate that public transit will be the priority for transportation infrastructure planning and major transportation investment. All decisions on transit planning and investment will be made, in part, on the following criteria:

- using transit infrastructure to shape growth, and planning for high residential and employment densities that ensure the efficiency and viability of existing and planned transit service levels;
- expanding transit service to areas that have achieved, or will be planned to achieve, transit-supportive residential and employment densities, together with a mix of residential, office, institutional and commercial development wherever possible; and,
- facilitating improved linkages from nearby neighbourhoods to urban growth centres, major transit station areas, and other intensification areas.

The transportation policies further state that municipalities are to ensure that pedestrian and bicycle networks are integrated into transportation planning to:

- provide safe, comfortable travel for pedestrians and bicyclists within existing communities and new development; and,
- provide linkages between intensification areas, adjacent neighbourhoods, and transit stations, including dedicated lane space for bicyclists on the major street network where feasible.

The Growth Plan contains community infrastructure policies to ensure that planning for growth will take the availability of this infrastructure into consideration. Community infrastructure is defined as lands, buildings or structures that support the quality of life for people and communities by providing public services for health, education, recreation, socio-cultural activities, security and safety, and affordable housing. The policies indicate that an appropriate range of community infrastructure should be planned to meet the needs resulting from population changes, and to foster complete communities.

The Growth Plan also contains policies for natural systems. These policies indicate that municipalities are encouraged to establish an urban open space system within built-up areas, which may include rooftop gardens, communal courtyards, and public parks. Municipalities, conservation authorities, non-governmental organizations, and other interested parties are also encouraged to develop a system of publicly accessible parkland, open space and trails.
The redevelopment proposal directs growth to the built-up area through intensification. A compact, mix of residential and employment land uses that optimize the use of land and existing infrastructure is proposed. An extensive parks and open space system that conserves significant natural and cultural heritage resources and provides community facilities is also proposed. A convenient, accessible multi-modal transportation system consisting of a network of roads, pedestrian and cycling routes, multi-purpose trails, and a new transit route will be provided to link the neighbourhood to other areas of the Town.

4.3 The Region of Halton Official Plan (September 28, 2015, Interim Office Consolidation)

The Region of Halton Official Plan (the “Regional Plan”) states that its purpose is to outline a long-term vision for Halton's physical form and community character. The Regional Plan must be consistent with the Provincial Policy Statement and conform to the Growth Plan for the Greater Golden Horseshoe. In the event of any conflict between the Regional Plan and the provincial plans, the provisions of the provincial plans prevail. If there are more restrictive provisions in the Region of Halton Official Plan, those provisions apply unless they conflict with the provincial plans.

The Regional Plan states that the Region's primary role is to provide broad strategic policy direction on matters such as the management of land and natural resources, growth strategies, housing, economic development, water and wastewater services, solid waste management, transportation, and health and social services. The Regional Plan therefore contains goals and objectives, describes an urban structure for accommodating growth, states the policies to be followed, and outlines the means for implementing the policies.

The provisions of the Regional Plan indicate that the structuring of communities and neighbourhoods, and the internal configuration of each of the local municipalities, is the responsibility of the municipalities provided that the overall planning vision for Halton and the policies of the Regional Plan are adhered to.

The Plan’s vision of Halton’s future landscape states that it consists of three land use categories, which include settlement areas within identified communities, a rural countryside where agriculture is the preferred and predominant activity, and a natural heritage system that is integrated within settlement areas and the rural countryside to preserve and enhance biological diversity and ecological functions. The Regional Plan’s vision supports building healthy communities, which are defined as a community:

- that fosters among the residents a state of physical, mental, social and economic well-being;
- where residents take part in, and have a sense of control over, decisions that affect them;
- that is physically designed to minimize the stress of daily living and meet the life-long needs of its residents;
- where a full range of housing, employment, social, health, educational, recreational and cultural opportunities are accessible for all segments of the community;
- where mobility is provided primarily through an affordable, convenient, safe and efficient public transportation system and non-motorized travel modes; and,
where the principles of sustainability are embraced and practiced by residents, businesses and governments.

Map 1, Regional Structure of the Regional Plan indicates that the subject lands are within an Urban Area and the Built Boundary. Sixteen Mile Creek and its valley are part of the Regional Natural Heritage System (see Figure 7).

Urban Areas are areas where urban services are provided to accommodate concentrations of existing and future development. The Plan explains that Urban Areas are to accommodate growth to:

- improve and maintain regional unity;
- retain local community identity;
- create healthy communities;
- promote economic prosperity;
- maintain a high quality, sustainable natural environment;
- preserve certain landscapes permanently; and,
- promote intensification and increased densities.

The Plan indicates that the objectives of the Urban Area include support for growth that: is compact and supportive of transit usage and non-motorized modes of travel; reduces dependence on the automobile; makes efficient use of space and services; promotes live-work relationships; and, fosters a strong and competitive economy.

Other objectives include:

- providing a range of identifiable, inter-connected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure;
- planning and investing for a balance of jobs and housing in communities across the Region to reduce the need for long distance commuting and to increase the modal share for transit and active transportation;
- facilitating and promoting intensification and increased densities; and,
- providing for an appropriate range and balance of employment uses including industrial, office and retail, and institutional uses to meet long-term needs.

The Regional Natural Heritage System is a system of connected natural areas and open spaces intended to preserve and enhance the biological diversity and ecological functions within Halton. The natural heritage system provisions of the Plan state that it is the goal of the Region to increase the certainty that the biological diversity and ecological functions within Halton will be preserved and enhanced for future generations. Stream valleys, wetlands, significant natural areas, fauna and flora, ecosystems, plant communities, fish habitat, water quality, rare, threatened or endangered species, air quality, and associated cultural heritage resources are to be protected and preserved. Opportunities for passive outdoor recreational activities are to be provided where appropriate.

The cultural and recreational provisions of the Plan indicate that it is the objective of the Region to support the provision of a diverse range of accessible cultural and recreational facilities and services. The goal for cultural heritage resources is to protect the material, cultural and built heritage
FIGURE 7 - MAP 1: REGIONAL STRUCTURE FROM THE REGION OF HALTON OFFICIAL PLAN

Subject Property
of Halton for present and future generations. Proposals for development or redevelopment on lands adjacent to protected cultural heritage resources are to express the cultural heritage resources in some way. Methods may include: displaying building fragments; marking the traces of former locations; exhibiting descriptions of former uses; and, reflecting the former architecture and uses.

Economic development in the Region is managed through the economic development provisions of the Plan. These provisions state that it is the policy of the Region to ensure, through studies, land designation and revisions to their Zoning By-laws, that the retail needs of residents are satisfied within the municipality or Halton.

The transportation provisions of the Plan state that it is the goal of the Region to provide a safe, convenient, accessible, affordable and efficient transportation system in Halton, while minimizing the impact on the environment and promoting energy efficiency. The objectives of the Region include:

- to develop a balanced transportation system that:
  - a) reduces dependency on automobile use;
  - b) includes a safe, convenient, accessible, affordable and efficient public transit system that is competitive with the private automobile; and,
  - c) promotes active transportation.

- to improve transportation network efficiency through both travel demand management and transportation supply management strategies;

- to support seamless public transit services in Halton that are complemented and supported by a network of active transportation facilities;

- to support the early introduction of public transit service in new development and redevelopment areas and in Intensification Areas;

- to ensure development is designed to support active transportation and public transit; and,

- to promote land use patterns and densities that foster strong live-work relationships and can be easily and effectively served by public transit and active transportation.

The Glen Abbey Golf Club lands are within the Urban Area, which provides urban services to accommodate concentrations of existing and future development, and the Built Boundary. The proposed redevelopment provides for a compact, mixed-use neighbourhood that efficiently uses space and services through intensification and increased densities to provide a range of housing, employment, and recreational opportunities. It also provides live-work relationships by providing residential and employment uses including office and retail uses. A balanced multi-modal transportation system, which includes the road network, pedestrian and cycling routes, multi-purpose trails, and a new transit route that connects to existing transit routes, will be provided to support these uses.

Opportunities to preserve and enhance the Regional Natural Heritage System are provided through the proposed protection of Sixteen Mile Creek and its associated valley land, which will provide a publicly accessible connection to the existing valley system located north and south of the
Glen Abbey Golf Club lands. This system will be augmented by an extensive park and open space system that will provide opportunities for the provision of a diverse range of passive and active recreational services. Significant heritage and cultural heritage landscape features will be retained through the preservation of the stable buildings and the conservation of appropriate landscape features.

An amendment to the Region of Halton Official Plan is not required for the proposed redevelopment.

4.4 Livable Oakville Plan (February 23, 2015, Office Consolidation)

The Livable Oakville Official Plan (the “Town Plan”) contains goals, objectives, and policies that were established to primarily guide the physical change of Oakville and manage the effects of that change on the social, economic, and natural environments of the Town. The Town Plan must have regard to matters of provincial interest, be consistent with the Provincial Policy Statement, and conform to the various provincial plans that are in effect.

The Town Plan states that its guiding principles are to:

1. Preserve and create a livable community to:
   a) preserve, enhance, and protect the distinct character, cultural heritage, living environment, and sense of community of neighbourhoods;
   b) direct the majority of growth to identified locations where higher density transit and pedestrian oriented development can be accommodated; and,
   c) achieve long term economic security within an environment that offers a diverse range of employment opportunities for residents.

2. Provide choice throughout the Town to:
   a) enable the availability and accessibility of a wide range of housing, jobs and community resources to meet the diverse needs of the community through all stages of life;
   b) provide choices for mobility by linking people and places with a sustainable transportation network consisting of roads, transit, walking and cycling trails; and,
   c) foster the Town’s sense of place through excellence in building and community design.

3. Achieve sustainability to:
   a) minimize the Town’s ecological footprint;
   b) preserve, enhance and protect the Town’s environmental resources, natural features and areas, natural heritage systems and waterfronts; and,
c) achieve sustainable building and community design.

The general policies of the Town Plan discuss the Urban Structure of the Town. They state that historically, Oakville’s urban structure was shaped by the shoreline of Lake Ontario, its environmental features, historic routes, and original settlements. The Lake, Sixteen Mile Creek, Bronte Creek, and other tributaries provided the original harbours and their associated commercial centres, resources, trade and manufacturing industries. These were used as traveling routes for centuries and today form a network of green corridors that connect many of the Town’s neighbourhoods. Historic routes include Dundas Street, Lakeshore Road, and the CN railway. These routes, in addition to the grid of former township roads, the Queen Elizabeth Way (QEW), Highway 403 and Highway 407, contributed to creating Oakville’s development pattern.

The Town Plan indicates that the development of Oakville generally began at Lake Ontario and proceeded northward. In the 1960s, the lands surrounding the golf course were rural in character with no urban development. In the early 1970’s the existing neighbourhoods to the east of the subject lands began to develop. Development of the area surrounding the Glen Abbey Golf Club continued to the north and west into the 1980s. Glen Abbey Golf Club opened in 1977 and is part of the Glen Abbey Community. In the absence of the Golf Club, it is evident that the subject lands would have developed as a residential neighbourhood.

The Urban Structure policies state that Oakville is characterized by major activity centres that are located at the intersections of the QEW/Trafalgar Road and QEW/Dorval Drive, and in the historic downtowns of Oakville and Bronte. The major employment areas generally lie adjacent to the QEW and Highway 403, providing excellent access to the Greater Toronto Area. The Town has several stable residential communities with distinct neighbourhoods as well as Growth Areas identified in the Official Plan as areas that are characterized by a concentration of mixed uses.

The Urban Structure in the Town Plan is defined by several schedules. Schedule A1 - Urban Structure indicates that the structure is comprised of several elements within the Built Boundary including residential areas, employment areas, major commercial areas, and growth areas. Schedule A2 - Built Boundary & Urban Growth Centre indicates that the Glen Abbey Golf Club lands are within the Built Boundary and Urban Area (see Figure 8). Additional schedules illustrate natural features and hazard lands, the transportation plan, and the active transportation plan. These schedules indicate that the Glen Abbey Golf Club lands are within a “Residential Area” within the Town Built Boundary and Urban Area.

The implementation of this Urban Structure is achieved through the more detailed land use schedules and policies of the Town Plan. Residential Areas, for example, are further defined through low, medium, and high density residential designations and associated policies. Other land uses such as neighbourhood commercial, open space, institutional and natural area also are permitted within the Residential Areas subject to the policies of their respective designations.

The Glen Abbey Golf Club lands are located within the Urban Area and Built Boundary of the Town of Oakville. The land use policies for the low, medium and high density residential designations do not preclude intensification opportunities such as infill and redevelopment provided they are considered in the context of the Livable Oakville Plan policies. The residential, commercial, open space, and natural area components of the proposed redevelopment are consistent with the components associated with a “Residential Area”. The integrity of the Town’s vision and intent of achieving the desired Urban Structure is not undermined by the proposed redevelopment.
The Town’s Urban Structure is dynamic and will continue to evolve over time through several mechanisms including the provincial land use policy process, the Official Plan review process, and applications for development and redevelopment. Examples of this include Amendment 2 to the Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”), which increased the population forecasts and extended the planning horizon from 2031 to 2041 and the Coordinated Provincial Review of the Growth Plan, the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan, and the Niagara Escarpment Plan which proposes, among other things, increases to the minimum intensification and density targets in the Growth Plan. The proposed redevelopment of the Glen Abbey Golf Club lands will contribute to the achievement of the minimum population/employment forecasts and minimum intensification/density targets of the Growth Plan and will not undermine the Town’s Urban Structure.

The policies of the Town Plan regarding the management of growth and change state that they are intended to implement the mission statement and guiding principles of Part B of the Town Plan, which provide for a significant shift to a more compact urban form and intensification within the build-up area.

The policies also indicate that they provide a land use planning framework to manage growth and change based on population and employment forecasts contained in Table 2 of the Livable Oakville Plan. Table 2: Town wide Population and Employment Forecasts, forecasts a population of 255,000 and employment of 127,000 for the Town by the year 2031. The forecasts for the Region of Halton were increased by Amendment 2 to the Growth Plan. The revised forecasts will be incorporated into the Region of Halton Official Plan, and ultimately the Livable Oakville Plan, through the review of the Region’s Official Plan that is currently underway.

Growth in the Town is intended to be accommodated through the development of the “Residential Areas” and “Employment Areas” within the existing Built Boundary shown on Schedule A2, and within greenfield areas.

Within the Built Boundary shown on Schedule A2, the policies state that growth is to primarily occur within the defined Growth Areas of Midtown Oakville, the Uptown Core, Palermo Village, Kerr Village, Bronte Village and Downtown Oakville. Intensification outside of the Growth Areas is permitted in accordance with the policies set out in the Town Plan.

Section 4.3 of the Town Plan outlines policies for residential intensification outside of the Growth Areas. These policies indicate that lands outside of Growth Areas are predominantly stable residential communities which consist of established neighbourhoods. Notwithstanding this, the Town Plan recognizes that some growth and change may occur in these residential areas provided the character of the areas is preserved and the overall urban structure of the Town is upheld. Intensification outside of the Growth Areas, including additional intensification opportunities such as infill and the redevelopment of greyfield and brownfield sites, will be considered by the Town in the context of these policies. To understand this context, it is important to understand how the intensification policies of the Livable Oakville Plan were developed, which is outlined below.

On June 27, 2005, the Council for the Town of Oakville directed that a review of the Official Plan be undertaken. The review included a Residential Intensification Study to develop intensification policies that could be added to the new Official Plan.

Interim growth management policies were added to the Official Plan by Town Council in June 2007 through Official Plan Amendment 275 (“OPA 275”) to provide a framework to
support residential intensification at appropriate locations until the comprehensive review was completed by the Town. Midtown Oakville, Uptown Core, Palermo Village, Bronte Village, Kerr Village, and old downtown Oakville were identified as interim intensification areas.

The Residential Intensification Study culminated in the completion of the Background Analysis and Directions Report (the BADR) and an Addendum Report in February and March 2009, respectively. The Reports evaluated the potential for residential intensification on lands designated for residential uses outside of the growth areas identified in OPA 275. These Reports provided the justification for the policy directions to be developed into new policies that were included in the Livable Oakville Plan.

The BADR stated that the approach taken for the background analysis was to create new intensification policies for the Livable Oakville Official Plan based on:

- identifying stable residential and transitional areas where only modest changes, that were in keeping with the existing character of each area, would be permitted;
- identifying residential edge areas where some change may be permitted, provided it reflected the context of the surrounding area; and,
- identifying geographically significant areas or sites which may have potential to redevelop in the long term.

The BADR then developed intensification levels for these areas and assigned a level to each area. The levels and types were:

- **Level 1**: A second apartment in an existing dwelling or accessory building.
- **Level 2**: A new dwelling on an existing vacant lot.
- **Level 3**: The severance of an existing large lot into 1 or 2 new lots, or the conversion of an existing large dwelling into multi-residential (duplex, triplex).
- **Level 4**: An infill project on an individual medium-large sized site for low or medium density residential dwellings (e.g. single detached, townhouses).
- **Level 5**: The redevelopment of a large individual site for high density residential/mixed development which may also include some low-medium density residential development.
- **Level 6**: The redevelopment of a Node and/or Corridor (e.g. Midtown) for high density mixed use development.

Based on the identification of the stable residential, transitional, residential edge, and potential redevelopment areas and the proposed intensification levels, the Glen Abbey Golf Club lands would be considered a Level 5 potential redevelopment area. The definition of the various areas and their criteria are summarized in the sections below.

**Stable Residential Areas**

Stable residential areas were identified as areas primarily composed of detached dwellings, with some semi-detached dwellings, townhouse dwellings, and low rise apartments. Local community uses such as schools, places of worship, and parks were usually internal to these areas. Commercial development was limited and was typically found on major roads.

Given the development form and lotting fabric of these areas, the BADR concluded that significant redevelopment would typically require the acquisition of numerous small lots. Major
intensification projects were therefore found to be extremely hard to undertake. Based on this, it was determined that significant redevelopment would not be appropriate in these areas because there was a value to the community in ensuring that, while some change could occur, a level of stability would be maintained.

The BADR indicated that the following criteria were found to be consistent in the identification of these areas:

i) the lotting pattern is composed primarily of moderately sized lots (lot sizes will vary according to the neighbourhood, but generally lots are small enough that acquisition of a number of lots would be required to allow for a site sufficient to accommodate any significant form of high density housing), with the exception of a few larger blocks which are developed for condominium townhouses;

ii) the majority of housing is comprised of single detached dwellings; and,

iii) the road pattern is generally designed to discourage through traffic, and is rarely a grid pattern, with exception of certain older areas in “Old Oakville”.

The BADR concluded that the appropriate intensification level for these areas was Levels 1-3. These areas maintained their existing Residential Low and Residential Medium Density designations in the Plan to ensure that the existing character of the neighbourhoods was preserved.

Based on the form of these areas, the fact that they are characterized by an existing lotting fabric, and the criteria developed for these areas, the Glen Abbey Golf Club lands do not meet the criteria of a Stable Residential Area.

**Transitional Areas (Residential Medium and High Density)**

Transitional Areas were defined as areas where there was a substantial existing group of apartment buildings and/or townhouses. Like the Stable Residential Areas, the BADR determined that it was unlikely that there would be substantial change in these areas. It recognized, however, that these areas may include underutilized sites with remnant pieces of lands that could be developed for related townhouse or apartment development, subject to criteria. Some infill development on underutilized sites would be considered subject to specific criteria. These areas maintained their Medium and High Residential Density designations in the Plan.

Given that the Glen Abbey Golf Club lands are not occupied by an existing group of apartment buildings and/or townhouses on underutilized sites that could be developed, they are not a Transitional Area.

**Residential Edge Areas**

Residential Edge Areas were identified as a few limited areas along arterial or major collector roads where the existing pattern of development presented some opportunity for intensification beyond the levels permitted in the Stable Residential Areas.
The criteria used for identifying these sites included:

i) location on an arterial or major collector road with existing transit service, or potential for same as identified in the Town’s Transit Plan; and,

ii) larger parcel(s) of land either individually or through some limited potential consolidation, which would allow for an appropriate relationship with existing development.

The BADR concluded that the appropriate intensification level for these areas was Levels 1-4 depending on the size and location of the site.

Staff determined that Residential Edge Areas along the edge of Stable Residential Areas may have more potential than sites located interior to the residential neighbourhoods. Potential for greater intensification was, however, limited. They indicated that each site was unique and should be evaluated through general established criteria to determine the appropriate amount of development that should occur. These areas were not designated in the Plan.

Given the Town’s criteria that these areas provide limited opportunity for intensification in a Residential Edge Area, the Glen Abbey Golf Club lands are not a Residential Edge Area. While the Glen Abbey Golf Club lands could be considered an edge area to the broader Glen Abbey Community, their size and the opportunity to create a new neighbourhood through redevelopment precludes them from being considered a Residential Edge Area.

Potential Redevelopment Areas

The BADR recognized that the concept of Stable Residential Areas did not mean that there would be no change over time, but that most change would be minor and gradual. It also recognized, however, that situations would arise where a significant existing land use may seek to redevelop, either because the use closed, moved or wished to redevelop on its current site.

Intensification up to Levels 4 and 5 was recommended for Potential Redevelopment Areas internal and external to Stable Residential Areas, respectively. The submission of significant studies was also recommended as the basis for the evaluation of the redevelopment potential of these sites.

Staff recommended that although there were other sites throughout the Town that had redevelopment potential, only lands where there was certainty that redevelopment was to occur should be identified in the Plan. These lands included the former Oakville Trafalgar Memorial Hospital and the lands owned by the Department of National Defense (DND) at the north-west corner of Dorval Drive and Rebecca Street. The recommendations of staff were adopted and these lands were subsequently identified as “Special Policy Areas” in the Livable Oakville Plan.

The provisions for Special Policy Areas state that they provide for those areas in the Town that are subject to further study and/or areas for which additional policies apply beyond the underlying land use designations. They include specifically identified lands and the Trafalgar Road Corridor. They also include general areas that require comprehensive study such as the Dundas Street corridor and areas for potential future development such as lands on the north side of the QEW near Bronte Road, and lands subject to the Greenbelt Plan. The Special Policy Area provisions do not indicate that a Special Policy Area designation is required where a significant redevelopment is proposed.
The Background Reports, recommendations of staff, and draft residential policies were presented to the Planning and Development Council on May 5, 2009. The policy directions from the BADR, Addendum Report and Town Staff’s analysis of residential lands included:

- defining intensification, redevelopment and brownfield sites in the Livable Oakville Plan consistent with the PPS and the Growth Plan;
- establishing the meaning of compatible development as to be considered as development that may not necessarily be the same as, or similar to, existing adjacent development, but it would co-exist with, and even enhance, existing development and would not create an unacceptable adverse impact;
- establishing criteria for the evaluation of new residential development to ensure that it will be sympathetic to the existing character of the surrounding areas;
- establishing additional requirements and development objectives for the evaluation of new residential development to determine the appropriate type and amount of development that should occur; and,
- establishing additional requirements and development objectives for the evaluation of new residential development to determine the appropriate type and amount of development that should occur in the established Special Policy Areas.

The draft residential policies indicated that lands identified as “Residential” represented the areas that provided for residential communities. These areas were to accommodate a variety of residential uses through the three residential land use designations (Low Density Residential, Medium Density Residential and High Density Residential). These designations were to provide for a full range of housing types, forms, and densities.

The draft policies further stated that the majority of intensification and redevelopment within the Town was to occur within the Growth Areas described in the Plan. Residential land use designations outside of the Growth Areas were primarily within existing stable residential communities. Infill and intensification within the stable residential communities was limited and subject to policies that were intended to maintain and protect the existing character of those communities. Special Policy Areas could be defined on lands that were intended to provide for future residential redevelopment, however, there is no indication in the policies that they were required to consider a redevelopment proposal. Redevelopment within the established Special Policy Areas was to be subject to additional study and possible amendment to the Plan.

The current residential intensification policies for areas outside of the Growth Areas do not prohibit intensification outside of the Growth Areas and indicate that:

“The key focus for development and redevelopment to accommodate intensification will be the locations identified as Growth Areas. Lands outside of Growth Areas are predominantly stable residential communities which consist of established neighbourhoods. While the Plan encourages intensification generally throughout the built-up area, it also recognizes that some growth and change may occur in these areas provided the character of the areas is preserved and the overall urban structure of the Town is upheld. Intensification outside of the Growth Areas including additional intensification opportunities such as infill, redevelopment and greyfield and brownfield sites, will be considered in the context of the Plan.”
The Livable Oakville Plan defines “character” as the collective qualities and characteristics that distinguish a particular area or neighbourhood. In this regard, the character of the Glen Abbey Community is not defined by the Glen Abbey Golf Club or the character of the lands adjacent to the Golf Club itself but rather the collective qualities and characteristics that make up the Community, which include:

- a mix of low, medium and high density residential uses;
- a mix of neighbourhood, community, core and business commercial uses;
- office employment uses;
- an extensive natural area system;
- an extensive park and open space system; and
- a system of linear park connections.

The character of the Glen Abbey Community must be considered in this context and not just in the context of the Glen Abbey Golf Club. Maintaining the character of the Community does not mean that redevelopment of the Glen Abbey Golf Club lands cannot or should not occur. The change of land use is a normal course of evolution in urbanized communities. The redevelopment of the Glen Abbey Golf Club does not change the character of the Community provided that the qualities and characteristics that define it are maintained.

Expanding the Sixteen Mile Creek and its associated valley lands for public use will maintain the character of the existing natural heritage system and improve it by placing them in public ownership and connecting them to the natural heritage systems north and south of the Glen Abbey Golf Club lands. The redevelopment of the tableland portion of the Glen Abbey Golf Club lands for a mix of low, medium and high density residential uses, office, retail and residential uses in a mixed-use format, an extensive park and open space system, and a system of linear pedestrian, cycling and multi-purpose trail connections is consistent with the character of the broader Glen Abbey Community.

The impact of the proposed redevelopment of the Glen Abbey Golf Club lands on the character of the Glen Abbey Community must also be considered in the context of the goals and objectives of the PPS and Growth Plan as outlined in Sections 4.1 and 4.2 of this report. These goals and objectives require that growth be directed to the built-up area within urban settlement areas through intensification in the form of compact communities that efficiently use land, infrastructure and facilities to accommodate a range and mix of residential, employment, recreation, park and open space, and other uses while providing a multi-modal transportation system and preserving significant natural, built and cultural heritage features. It is therefore important that the proposed redevelopment of the Glen Abbey Golf Club lands be compatible with the adjacent neighbourhoods.

In this regard, the Town Plan indicates that “development” means the creation of a new lot, a change in land use, or the construction of buildings and structures, requiring approval under the Planning Act. “Compatible” is defined by the Plan as the development or redevelopment of uses which may not necessarily be the same as, or similar to, the existing development, but can coexist with the surrounding area without unacceptable adverse impact.

The “Residential” land use designation of the Plan contains policies that state that development within stable residential communities shall be evaluated using criteria to maintain and protect existing neighbourhood character. While not directly applicable to the Glen Abbey Golf Club lands because they are not a stable residential neighbourhood, these policies may be used to assess the impacts of the proposed redevelopment on the adjacent neighbourhoods.
The applicable criteria are:

a) the built form of development, including scale, height, massing, architectural character and materials, is to be compatible with the surrounding neighbourhood;

b) development should be compatible with the setbacks, orientation and separation distances within the surrounding neighbourhood;

c) where a development represents a transition between different land use designations or housing forms, a gradation in building height shall be used to achieve a transition in height from adjacent development;

d) where applicable, the proposed lotting pattern of development shall be compatible with the predominant lotting pattern of the surrounding neighbourhood;

e) roads and/or municipal infrastructure shall be adequate to provide water and wastewater service, waste management services and fire protection;

g) a proposal to extend the public street network should ensure appropriate connectivity, traffic circulation and extension of the street grid network designed for pedestrian and cyclist access;

i) the preservation and integration of heritage buildings, structures and uses within a Heritage Conservation District shall be achieved;

j) development should maintain access to amenities including neighbourhood commercial facilities, community facilities including schools, parks and community centres, and existing and/or future public transit services; and,

k) the transportation system should adequately accommodate anticipated traffic volumes.

The redevelopment of the Glen Abbey Golf Club lands proposes a neighbourhood that is compatible with the existing surrounding neighbourhoods. A full range of housing types are proposed. The housing types range from low density uses in the west to medium and high density uses in the east along the valley edge. The built form transitions from a low-rise form in the west to a mid-rise form in the east. Detached dwellings on lots consistent with the existing lots in the adjacent neighbourhood to the west are proposed.

The physical services policies of the Plan set out the Town’s policies with respect to the provision of natural gas and oil pipelines, electric power, communications/telecommunications infrastructure, other cabled service, piped services and related facilities used for water, wastewater and stormwater. Development of all lands within the urban area shall be based on full urban water and sanitary sewers. The proposed redevelopment will tie into the existing water and wastewater systems, which have sufficient capacity to support the redevelopment proposal.

An accessible multi-modal transportation system consisting of roads, pedestrian and cycling routes and multi-purpose trails and transit is proposed to provide choices in mobility and the use of alternative active transportation modes. A well connected, fully accessible, and walkable neighbourhood is proposed to provide convenient access for existing and future residents. A grid network of streets, pedestrian and cycling routes, existing and proposed trails, and stormwater
management facilities will be linked to form a continuous comprehensive system based on walkable blocks with properly spaced intersections and pedestrian connections. Transportation demand management (TDM) measures to reduce single occupancy motor vehicle use, especially during peak travel periods, are also proposed.

The open space policies of the Plan state that open space lands are a valuable resource to the community and contribute to the quality of life in Oakville. These lands shall provide for an open space system of parks and trails, and for a variety of recreational activity while having regard for the Town’s natural areas. The Town’s open space system shall consist of parkettes, squares, community parks, neighbourhood parks, tableland woodlot parks, community link parks, major valley parks and minor valley parks.

The proposed redevelopment of the Glen Abbey Golf Club lands will provide an extensive park and open space system that will extend through the neighbourhood and provide opportunities for passive and active recreation to residents and the broader community. It will consist of a neighbourhood park, the greenway park system, and be connected by an extensive system of pedestrian and bicycle routes and multi-purpose trails.

The cultural heritage provisions of the Plan indicate that the conservation of cultural heritage resources forms an integral part of the Town’s planning and decision making. Oakville’s cultural heritage resources shall be identified and conserved so that they may be experienced and appreciated by existing and future generations, and enhance the Town’s sense of history, sense of community, identity, sustainability, economic health and quality of life.

The general objectives for cultural heritage are to safeguard and protect cultural heritage resources through use of available tools to designate heritage resources and ensure that all new development and site alteration conserve cultural heritage resources and areas of cultural heritage significance. Significant cultural heritage resources shall be conserved and integrated into new development.

The redevelopment of the Glen Abbey Golf Club lands proposes the preservation of the stable buildings and the conservation of significant cultural heritage landscapes using policy/management tools that are to be developed/implemented to protect the identified built and cultural landscape on the Glen Abbey Golf Club lands.

The natural area policies of the Plan state that Oakville’s rivers and streams, forests and natural areas will be protected and accessible for residents to enjoy their beauty. The purpose of the Natural Area designation is for the long-term preservation of natural features and functions. Therefore, the diversity and connectivity of natural features in creating a system, and the long-term ecological function and biodiversity of natural heritage features, should be maintained, restored or, where possible, improved, recognizing links or corridors between and among natural heritage features and areas, surface water features and groundwater features. The features may also have some passive recreational amenity for paths, trails, and education, and contribute to a continuous open space system.

The Glen Abbey redevelopment proposes the preservation of approximately 32.47 hectares (80.24 acres) of Sixteen Mile Creek and its associated valley land. 1.18 hectares (2.9 acres) of buffer blocks are also proposed adjacent to the valley. Within the table land portion of the site, the preservation of woodlot features and a remnant wooded area with a total area of 1.42 hectares (3.5 acres) is proposed. Protection of these areas is provided through the provision of a 0.61-hectare (1.5 acre) buffer block and a local road around the remnant wooded area.
The preservation of these lands will provide opportunities to protect identified significant wooded areas, wildlife and fish habitat, endangered and threatened species, and flora. Protection of natural heritage and hydrologic features and functions along an urban river valley will therefore be achieved. Redevelopment and site alteration on lands adjacent to natural heritage areas will not result in negative impacts on the natural features or their ecological functions. Significant natural features identified within the tableland portion of the site will similarly be protected in accordance with the recommendations of the Environmental Impact Assessment prepared by Beacon Environmental dated October 2016.

5.0 PLANNING ANALYSIS

The Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, the Greenbelt Plan, the Region of Halton Official Plan, and the Town of Oakville Livable Oakville Plan provide policy direction on land use planning and development matters. These policies provide for suitable development by managing growth, promoting healthy communities and efficient development patterns, encouraging economic growth, protecting the environment, and managing heritage resources.

We have grouped the policies from the above-noted documents into the following six themes:

1. Directing growth
2. Healthy, livable communities
3. Transportation
4. Infrastructure and community infrastructure
5. Natural and cultural heritage
6. Employment and economic growth

We have assessed the proposed redevelopment against these policies and are of the opinion that it represents good planning because:

1. The proposed redevelopment represents an intensification of land use within the Town that will efficiently redevelop land within the built-up area. It will provide a mix of uses that will offer housing choices, employment opportunities with potential live-work relationships, significant publicly accessible open space, and a community amenity block with a village market that will become a community and Town destination point.

The proposed redevelopment will also maintain the integrity of the Town’s vision and intent of achieving the desired Urban Structure and will not undermine it. The proposed redevelopment is also in accordance with the intensification policies of the Livable Oakville Plan and maintains the character of the Glen Abbey Community;

2. The proposed redevelopment will provide a mix of uses and range of densities in a compact form that will be well connected and walkable. Mobility choices that encourage physical activity and facilitate active transportation and intra-regional transit will be provided, allowing convenient access to services and amenities. Opportunities to preserve natural and cultural heritage features are proposed to be provided. Social and recreational opportunities will be made available to residents and the broader Oakville community through features such as the central park, greenway park system, community amenity block, and the valley lands;
3. A multi-modal transportation system that will provide transportation choices will be created through the provision of: i) opportunities for a new transit route along the proposed major collector spine that will connect with existing routes on Upper Middle Road and Dorval Drive, ii) a well-connected modified grid network of walkable streets; and, iii) extensive on-road and off-road cycling and pedestrian routes that will connect the redevelopment and the surrounding community;

4. The use of existing infrastructure will be optimized to maximize efficiency and cost effectiveness. Opportunities for additional community infrastructure will be provided through the proposed valleyland, central neighbourhood park, and greenway park system;

5. The proposed preservation of the valleylands and the environmental features on the tableland portion of the site will provide opportunities for public access that is currently not available to the general public. Opportunities for the preservation/maintenance of wooded areas, wildlife and fish habitat, flora and fauna, wetlands, and natural features are included. Cultural features including the RayDor Estate as well as the historic stable buildings, will be preserved; and,

6. Live-work opportunities will be provided through the provision of mixed-use residential, retail and commercial uses, and community amenity uses. The total population and employment increase is estimated at 6,345 people and 343 jobs, respectively.

The rationale for each conclusion is discussed in more detail in the sections that follow.

5.1 Directing Growth

The Provincial Policy Statement (the “PPS”), the Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”), the Region of Halton Official Plan, and the Town of Oakville Livable Oakville Plan all contain policies to direct and manage growth. The intent of these policies is to provide for appropriate development while protecting resources, public health and safety, and the quality of the natural and built environment.

Efficient development patterns optimize the use of land, resources, infrastructure, and public service facilities. These land use patterns promote a mix of housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel.

The PPS and Growth Plan policies work together at a macro level to provide a structure for comprehensive, integrated, long-term planning that supports the principles of strong communities, a clean and healthy environment and economic growth. Regional and local Official Plans contain local-based policies that are consistent with and implement the intent of the PPS and Growth Plan. The applicable policies that direct growth are summarized in Appendix 1.

The Glen Abbey Golf Club lands are located within a Settlement Area defined by the PPS, the Built-Up Area defined by the Growth Plan, the Urban Area defined by the Halton Region Official Plan, (See Figure 7 – Map 1 – Regional Structure), and the Built Boundary defined by the Town of Oakville Livable Oakville Plan (see Figure 8 – Schedule A2, Built Boundary and Urban Growth Centre). These areas are intended to be the focus of growth and development and are to accommodate a significant portion of new growth.
The proposed redevelopment will utilize and/or connect to existing public services and municipal infrastructure to maximize their use. The proposed redevelopment is intended to provide opportunities for a new transit route to serve the new residents that tie into existing routes on Dorval Drive and Upper Middle Road. A greenway park system and street network are intended to connect the proposed neighbourhood, the retail and office commercial uses, the transit route, and the valley. A multi-modal vehicular, transit, walking, and cycling transportation system that will support existing intra-regional transit routes and encourage walking and cycling will be created.

The proposed redevelopment promotes the PPS and Growth Plan policies that direct and manage growth. It is also consistent with the Official Plan growth policies of the Region of Halton which direct growth to the Urban Area and the Livable Oakville Plan which directs growth to the Built Boundary.

The general policies of the Livable Oakville Plan discuss the Urban Structure of the Town. The Urban Structure in the Plan is defined by several schedules. Schedules A1 - Urban Structure and A2 - Built Boundary & Urban Growth Centre illustrate that the structure is comprised of several elements within the built boundary including residential areas, employment areas, major commercial areas, and growth areas. These schedules indicate that the Glen Abbey Golf Club lands are within a “Residential Area” within the Town Built Boundary and Urban Area.

The implementation of this Urban Structure is achieved through the more detailed land use schedules and policies of the Plan. “Residential Areas”, for example, are further defined through low, medium, and high density residential designations and associated policies. Other land uses such as neighbourhood commercial, open space, institutional and natural area also are permitted within the residential areas subject to the policies of their respective designations.

The Glen Abbey Golf Club lands are located within the Urban Area and Built Boundary of the Town of Oakville. The land use policies for the low, medium and high density residential designations do not preclude intensification opportunities such as infill and redevelopment provided they are considered in the context of the Livable Oakville Plan policies. The residential, commercial, open space, and natural area components of the proposed redevelopment are consistent with the components associated with a “Residential Area”. The integrity of the Town’s vision and intent of achieving the desired Urban Structure is therefore maintained and is not undermined by the proposed redevelopment.

The interface with existing surrounding communities is discussed in the Healthy, Livable Communities section that follows.

5.2 Healthy, Livable Communities

The PPS, Growth Plan, Region of Halton Official Plan, and the Town of Oakville Livable Oakville Plan speak to a vision of healthy, livable communities.

The PPS indicates that the long-term prosperity and social well-being of Ontario depends on planning for strong, sustainable and resilient communities for people of all ages. It further indicates that efficient land use and development patterns support community sustainability by promoting, in part, strong, livable, healthy, and resilient communities.
The Growth Plan defines complete communities as places that meet people’s needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, community infrastructure, schools, recreation and open space, public transportation, and options for safe non-motorized travel.

The Halton Region Official Plan indicates that healthy communities are a central part of the Region’s planning vision. It describes a healthy community as one:

- that fosters among the residents a state of physical, mental, social and economic well-being;
- that is physically designed to minimize the stress of daily living and meet the life-long need of its residents;
- where a full range of housing, employment, social, health, educational, recreational and cultural opportunities are accessible for all segments of the community;
- where mobility is provided primarily through an affordable, convenient, safe and efficient public transportation system and non-motorized travel modes; and,
- where the principles of sustainability are embraced and practiced by residents, businesses and governments.

The Town of Oakville Livable Plan guiding principles indicate that the Town will preserve and create a livable community to:

a) preserve, enhance, and protect the distinct character, cultural heritage, living environment, and sense of community of neighbourhoods;

b) direct the majority of growth to identified locations where higher density, transit and pedestrian oriented development can be accommodated; and,

c) achieve long term economic security within an environment that offers a diverse range of employment opportunities for residents.

The healthy, livable policies applicable to the subject lands are appended to this Report as Appendix 2.

The proposed redevelopment will be a change and intensification of land use within the broader Glen Abbey Community. It will be a compact redevelopment that will accommodate a range and mix of residential, commercial, community amenity, park, and open space uses. Detached dwellings, townhouse, street townhouse, stacked townhouse, and back-to-back townhouse dwellings, and mid-rise apartment dwellings are proposed. In addition to the residential uses, 5,429 square metres (58,438 square feet) of office commercial and 5,841 square metres (62,871 square feet) of retail commercial uses in a mixed-use residential retail and office commercial format, and 546 square metres (5,877 square feet) of community amenity uses including a village market are also proposed. A central park, a greenway park system, open space, woodlots and a remnant wooded area, buffer blocks, stormwater management ponds, and valley open space are proposed to complement the residential and commercial uses.

The Urban Design Brief (the “Brief”) prepared for the proposed redevelopment by SGL Planning & Design Inc. dated October 2016 envisions a redevelopment with a character and identity that will be compatible with the surrounding neighbourhoods. The Brief indicates that the proposed redevelopment is based on the integration of traditional neighbourhood planning concepts with current approaches for protecting the natural environment and conserving heritage buildings and landscapes. The Concept Master Plan uses the Sixteen Mile Creek setting to create the backdrop for a
neighbourhood that will be comprised of a distinct urbanized centre surrounded by a valley system, a core mixed-use district, and an extensive interconnected park and open space system.

The neighbourhood design principles that shaped the vision and which are reflected in the Brief are conservation, walkability, variety, place making, compatibility, connectivity, and support of transit.

A well connected, fully accessible, walkable neighbourhood located near the major collector spine, proposed transit route, central park, and mixed-use residential and commercial areas will be provided ensuring convenient access for residents, particularly the elderly and those with physical and mental challenges. Streets, public open spaces, pedestrian and cycling routes, and stormwater management facilities will be linked to form a continuous comprehensive system based on walkable blocks and pedestrian connections.

A full range of housing types will be provided within the neighbourhood. The types of housing will range from low to mid-rise built form and include detached dwellings with front and rear lane access driveways, townhouse, street townhouse, stacked townhouse and back-to-back townhouse dwellings, mid-rise residential apartment dwellings, and mixed-use, mid-rise retail, office and apartment buildings. High and medium density uses are proposed along the valley edge on the east side of the Glen Abbey Golf Club lands and progressively transition to low density uses on the west side. Building heights of between two to twelve storeys are proposed. Where there will be development transitions between different land uses or housing forms, a graduation in building height will be used to achieve an appropriate transition.

A transition to the existing detached dwellings of the Fairway Hills neighbourhood to the west will provide an appropriate interface as residential lot sizes comparable to the existing dwellings are proposed on the portion of the Glen Abbey Golf Club lands that is immediately adjacent to the Fairway Hills neighbourhood. Building heights and form are compatible with adjacent existing development and will provide an appropriate transition.

The proposed redevelopment will have an open space system with active and passive local and regional recreational and open space opportunities. The Park Plan prepared by ERA Architects Inc. dated November 9, 2016, proposes an open space and valleyland system consisting of the Sixteen Mile Creek valley, the valley edge, the central park, and the greenway park system that will provide a range of flexible amenity spaces that will serve the neighbourhood and broader community. The Park Plan also creates connectivity to the broader community through an expanded trail system that will allow existing residents to enjoy the park and open space amenities of the proposed redevelopment.

Sixteen Mile Creek and its associated valleylands within the Glen Abbey Golf Club lands contain a total of 32.47 hectares (80.24 acres) and form part of a major natural heritage system. These lands are proposed to be preserved for public use. The Park Plan provides opportunities to connect the valleylands to the valley system located north and south of the Glen Abbey Golf Club lands. This will provide opportunities for public access to lands that are currently not accessible to the general public and will provide a tremendous asset to Oakville’s broader valleyland trail system.

The Park Plan indicates that a continuous open space edge along the valley will be a dynamic component of the redevelopment. This multi-purpose trail will connect the neighbourhood to the existing trails in the surrounding neighbourhoods. The edge has two defining areas, the RayDor Estate approach and The Rolling Fairways. The historical entrance drive to the RayDor Estate will be incorporated into the parkland system through its adaptive re-use as a multi-purpose trail. The Rolling
Fairways, located along the central and northern edge of the valley, will be characterized by the gently rolling topography of the Glen Abbey Golf Club and provide flexible play fields, passive recreation and nature viewing close to the natural heritage system of Sixteen Mile Creek.

The 5.1 hectare (12.6 acre) central park and social hub will act as a focal point for the neighbourhood and will function as the heart of the Park Plan. Located on the site of the existing 18th hole green and its surrounding features, the central park and social hub retains and adapts this part of the golf course to create a distinctive space with a strong sense of identity. It will provide active and passive recreational opportunities, nature viewing, trails and seating. It will be connected to the larger park system through its main multi-use trail.

The Park Plan indicates that the greenway park is an interpretive landscape inspired by the linear trail systems in the adjacent neighbourhoods as well as the spatial qualities and principles associated with golf course and picturesque park design. The greenway park links the neighbourhood to the broader trail systems that are part of the character of the adjacent neighbourhoods.

Collectively, the Sixteen Mile Creek valley and buffer, the central park and social hub, and the greenway park system provide 44.1 hectares (109 acres) of passive and active recreational space that is currently inaccessible to the general public. This will be of significant benefit to the Town because opportunities to provide public recreational space at this scale on other intensification sites are limited.

The Great Belvedere is intended to become a feature and destination within the neighbourhood and an asset for the broader Oakville Community. The Park Plan indicates that the Belvedere provides a scenic overlook of the Sixteen Mile Creek valley from the tablelands. It is envisioned to be a dynamic architectural feature that will draw visitors through its design excellence and visibility in the landscape. Though its final location has not been determined, a general zone that straddles the tee block areas of the 11th hole is proposed.

The open space system is proposed to connect to the Fairway Hills neighbourhood through a greenway park connection and to the other surrounding neighbourhoods through trail connections at the north and south limits of the proposed redevelopment. These connections will connect existing trails in the surrounding neighbourhoods to the proposed multi-use trail and path network in the greenway park system and central park for the enjoyment of existing residents.

The Brief proposes well-landscaped and functional multi-modal streets designed with trees, on-street parking, sidewalks and planted medians. Streets will be designed to be attractive, safe and comfortable for pedestrians. Alternate right-of-way profiles that include different elements such as multiple travel lanes, bike lanes, on-street parking, planted medians and/or boulevards, and sidewalks are proposed. Roads adjacent to the greenway park system will benefit from additional street tree planting and landscaping that will be provided in the park areas. Public lanes will be used to avoid reverse frontage lots and create active streets.

In support of the proposed redevelopment, Environmental Site Assessments (ESAs) were completed. In this regard, a Phase 1 ESA dated October 2016 prepared by Golder Associates identified several areas of potential environmental concern that required the preparation of a Phase 2 ESA to support the submission of a record of site condition (RSC) for the Glen Abbey Golf Club lands. The Phase 2 ESA identified soil and groundwater impacts in a localized area near the former staff house. The ESA therefore concluded that completion of a risk assessment or remediation is required prior to the submission of an RSC for a small portion of the subject lands.
Air Quality and Noise Feasibility Reports were also completed for the proposed redevelopment. The Air Quality Report dated October 2016, prepared by Golder Associates concludes that the redevelopment will not produce significant sources of air emissions and is anticipated to meet relevant human health and air quality criteria. Existing monitoring data also indicated that air contaminants within the vicinity are within current standards and guidelines. The proposed redevelopment is therefore considered a compatible land use as per Ministry of Environment and Climate Change land use compatibility Guideline D-6.

A Noise Feasibility Study dated October 13, 2016, prepared by HGC Engineering predicted future noise levels from road traffic on Upper Middle Road, Dorval Drive and proposed Street “A”. The Study concluded that a 2.4 metre (8 feet) acoustics barrier was required for the rear yards of townhouse units with exposure to Upper Middle Road. Central air conditioning for apartment units with exposure to Upper Middle Road, Dorval Drive, and proposed Street “A” will also be necessary. The provision of forced air ventilation systems for the future installation of air conditioning for townhouse units with exposure to these roads is also required.

Policies regarding transportation, infrastructure and community structure, natural heritage and cultural heritage, employment and economic growth are discussed in subsequent sections of this Report.

5.3 Transportation

The transportation policies of the PPS, Growth Plan, Region of Halton Official Plan, and Town of Oakville Livable Plan speak to the provision of an integrated, convenient, accessible, energy efficient multi-modal transportation system that offers a balance of choices. The transportation policies applicable to the proposed redevelopment are appended to this Report as Appendix 3.

The proposed transportation system in the redevelopment will be comprised of the road network, a transit route, and pedestrian and cycling sidewalks, paths and trails. Together, these modes will form a multi-modal system that will provide opportunities to utilize modes that will reduce reliance on the automobile and encourage active transportation.

The principal movement of people and vehicles in the redevelopment will be based on a well-connected, convenient road and pedestrian/cycling network that will provide circulation alternatives that will disperse traffic via alternative routes. The main roads will consist of a major collector road that will connect Dorval Drive and Upper Middle Road and a minor collector road that will connect the major collector road and Dorval Drive. Direct vehicle access to the adjacent major arterial roads will therefore be limited to three road intersections. Local roads within the neighbourhood have been designed as a modified grid that will provide access to the neighbourhood, the greenway park system, and the central park. Walkable street lengths within the neighbourhood have been provided.

A transit route is proposed along the major collector road. Mixed residential and commercial uses, high and medium density residential uses, the central park, and portions of the greenway park system are proposed along this route. This bus transit route will connect to Dorval Drive and Upper Middle Road. Within the vicinity of the site, local transit services are currently provided by Oakville Transit Routes 6, 13, 18 and 28. Together, these routes connect various area neighbourhoods to commercial uses, Sheridan College, the Bronte GO Station, and the Oakville GO Station which is approximately four kilometres (2.5 miles) away. Intra-regional transit facilities which will service the neighbourhood have therefore been provided.
The proposed redevelopment will include the construction of roads with sidewalks on both sides of the street. These sidewalks will connect to off-street trails and paths that will be incorporated into the neighbourhood parks. The greenway park system, which is proposed to loop through the redevelopment and connect the neighbourhood, the central park, valleylands, and the adjacent Fairway Hills neighbourhood, will provide a pedestrian and cycling friendly network throughout the redevelopment. This network will connect to a continuous pedestrian and cycling trail proposed along the valley edge. The trail system will also connect to the central park, and to existing multi-purpose trails located in the surrounding neighbourhoods.

Key uses and features are proposed to be located along or near the major collector transit road. The neighbourhood that surrounds the road is defined by a five-minute walking distance from the furthest neighbourhood edge to the road. The grid pattern of streets, the interconnectivity of the neighbourhood elements, and the mix and proximity of uses will provide a transportation system that will offer a balance of transportation choices, support the current and future use of transit, and encourage active transportation alternatives. Opportunities for live-work relationships that will result in the reduction of the number of vehicle trips will also be provided.

A Transportation Considerations Report dated October 24, 2016, was prepared by BA Group for the application. The Study concluded that site traffic from the proposed redevelopment could be accommodated with acceptable levels of service on area roads subject to the completion of left turn lane improvements at the intersections of Dorval Drive/Westoak Trails Boulevard/Upper Middle Road and Upper Middle Road/Neyagawa Boulevard. A westbound right signal phase is also recommended for the intersection of Dorval Drive/North Service Road West. Signalization of the proposed Upper Middle Road/Street “A” intersection and the Dorval Drive/Street “B” intersection within the proposed redevelopment is also recommended.

Under total traffic conditions, it is anticipated that acceptable conditions will be maintained at other area signalized intersections with overall v/c ratios of 0.94 or better in the weekday morning and afternoon peak periods. No physical improvements are required to accommodate forecasted traffic volumes. A higher-level assessment of the implications of site traffic on a broader scale also concluded that the addition of site related traffic would not significantly change the character and/or operations of these roads.

With respect to transit, the study concluded that the proposed density of the redevelopment justifies the provision of a new transit route through the site based on a review of recent provincial guidelines that relate density to transit service levels and a review of the Town of Oakville’s Transit Service Planning Guidelines.

Regarding Transportation Demand Management (TDM), a plan has been developed to minimize the number of trips made by private automobile. The strategies will be implemented at different stages of the project and include hard infrastructure strategies that will be constructed as part of the project and soft policy and program based strategies that are intended to encourage behaviour change. Examples include:

- The provision of a well-connected and dense modified grid street pattern to minimize walking distances;
- The provision of on-street bicycle lanes and sidewalks on both sides of the roads;
- The development and provision of an information package to prospective purchasers regarding the availability of non-auto modes within the development.
The proposed neighbourhood structure, street network, and open space network will provide a multi-modal transportation system that will encourage active transportation and support a range of users including transit riders, cars, bicycles, and pedestrians.

5.4 Infrastructure and Community Infrastructure

The infrastructure policies in the PPS, Growth Plan, Halton Region Official Plan, and the Town of Oakville Livable Plan speak to optimizing the use of existing infrastructure facilities and providing new facilities in a coordinated, efficient and cost-effective manner.

Community infrastructure, also known as public service facilities, human services or community uses, refers to land, buildings or structures provided for social assistance, recreation, police and fire protection, educational programs, and cultural services. The infrastructure and community infrastructure policies applicable to the proposed redevelopment are appended to this Report as Appendix 4.

5.4.1 Infrastructure

The proposed redevelopment will connect to the existing water and wastewater management systems. In this regard, the Functional Servicing and Stormwater Management Report prepared by SCS Consulting Group Ltd. dated October 2016 states that the proposed water services will connect to the existing O3 pressure zone. This zone provides sufficient supply for the maximum day plus fire flow requirements to all points within the proposed redevelopment.

The proposed sanitary sewer routing within the Glen Abbey Golf Club lands will generally follow the proposed site grades except for the north-east corner of the site, which will drain to a natural low point located adjacent to the proposed north-east stormwater management facility. Flows from this point will be conveyed via gravity to the south-eastern portion of the site. The south-western portion of the site will drain via gravity toward the existing 825-millimetre (32 inch) diameter sanitary trunk sewer immediately north of Dorval Drive. The existing sanitary sewer outlets have sufficient capacity to accommodate the proposed redevelopment.

Stormwater will be conveyed by storm sewers to be designed in accordance with municipality and Ministry of the Environment and Climate Change criteria for the 5-year storm event and adequate 100-year overland flow routes. Enhanced (Level 1) stormwater quality protection will be provided by the proposed wet stormwater management pond system. Stormwater quantity control will also be provided via the three stormwater management ponds to control post-development flows to pre-development flow rates for the two through 100-year storm events. These conclusions are supplemented by the Phosphorus Budget Report prepared by Hutchinson Environmental Sciences Ltd. dated October 2016 which concluded that there will be a net decrease in phosphorus loading of 0.08 kg/year with the redevelopment of the subject lands.

5.4.2 Community Infrastructure

Community infrastructure facilities in the proposed redevelopment include the central park, the greenway park system, and the valleyland open space.

Parks and open space uses in the Livable Oakville Plan include parks, parkettes, squares, open space linkages, active or passive indoor and outdoor recreational uses, and trails. This structure is reflected in the October 2012 Oakville Parks, Recreation, and Library Facilities Master Plan.
The PRLFMP recognizes the need for a well-balanced park system for people of all backgrounds and an increasing interest in less structured activities such as walking, cycling, casual sports, and community gatherings. Active parkland is provided within three levels: i) community parks which are town-wide facilities often associated with a higher order of active and structured recreational uses such as major sports parks, ii) neighbourhood parks which provide recreation as well as opportunities for informal active recreation at a neighbourhood scale, and iii) village squares/parkettes which are small local parks designed as urban squares or local green spaces for unstructured play.

The proposed park system consists of the central park and the greenway park system. Together, they provide both active and passive recreation opportunities. As indicated in the Park Plan prepared by ERA Architects Inc., the central neighbourhood park can offer a combination of recreational facilities and space for community gatherings, service clubs, and local organizations. Recreational facilities can also be designed to offer cultural and social activities that range from unstructured activities to fairs and open air libraries. The greenway park system, which loops through the redevelopment, will effectively link the neighbourhood to the mixed-use residential and commercial areas, the open space system, the valleyland, the adjacent Fairway Hills neighbourhood and the other existing neighbourhoods located north, east and south of the Glen Abbey Golf Club lands. The Sixteen Mile Creek and valley, which are proposed to be conveyed to a public authority as a condition of development approval, will provide opportunities for environmental passive recreation for the neighbourhood and residents of the broader community. The preservation of this system will provide opportunities for the valley to be connected to the larger regional valley open space system, which could extend from Lake Ontario to the north end of the Region.

Public service facilities for the delivery of emergency management services will be provided from existing facilities in the surrounding area. Police and fire service to the proposed redevelopment will be provided by 20 Division (located on the south side of Dundas Street, east of Sixth Line) and Fire Station 4 (located at the north-west corner of Upper Middle Road and Sixth Line), respectively. Opportunities for the provision of local health and social services are provided through the introduction of office commercial uses which provide the opportunity for medical offices, walk-in clinics, dental offices, and government offices in the neighbourhood. Cultural services for the community are available in approximately 15 places of religious assembly located within five kilometres of the proposed redevelopment.

The proposed community infrastructure facilities will serve and support the proposed redevelopment as well as the broader Oakville community. They will connect the redevelopment, and the surrounding neighbourhoods, and will be well integrated and compatible with the land uses that surround them. Protection of the Sixteen Mile Creek valleyland will allow passive recreation opportunities with an environmental focus. Opportunities for local health and social services will be provided in the mixed-use residential and commercial areas. The redevelopment will be served by existing emergency management services and cultural services in the surrounding area.

The Capital Impact Assessment prepared by IBI Group dated October 31, 2016, concluded that most of the proposed capital infrastructure will be a direct developer responsibility per the local service guidelines in the Town’s 2013 Development Charges Background Study. The costs of the proposed capital infrastructure that may not be directly funded by the developer amounts to $4.76 million and includes transit improvements, recreational trail development, and parkland development and programming. Of the identified capital costs, $4.28 million would be funded either through development charges or front-end agreements with the developer. The proposed redevelopment will generate a total of $45.1 million in development charges revenue for the Town, including $1.0 million
for public transit and $16.0 million for parks and recreation. The Municipal Financial Impact Study prepared by IBI Group dated October 31, 2016, concluded that at buildout, the annual operating surplus for the Town of Oakville is estimated at $1.5 million.

5.5 Natural and Cultural Heritage

The natural heritage policies in the PPS, Halton Region Official Plan, and the Town of Oakville Livable Plan recognize that natural features provide important environmental, economic, recreational, and social benefits. The policies promote the wise use and management of these resources to preserve and protect significant natural features and their ecological functions.

These natural area policies are supported and complemented by the Greenbelt Plan. As shown in Figure 9, Greenbelt Plan - Schedule 4: Natural Heritage System, a river valley connection outside of the greenbelt that connects broader natural systems within Greenbelt lands north of Highway 407 to Lake Ontario is conceptually shown through the subject lands. The policies for external connections are intended to maintain and/or enhance these connections and enhance the ecological features and functions found within these valley systems.

The provincial, regional and local cultural heritage policies are intended to conserve significant built and cultural heritage resources so that they may be experienced and appreciated by existing and future generations and enhance their sense of community and identity. The natural and cultural heritage policies applicable to the proposed redevelopment are appended to this report as Appendix 5.

The Glen Abbey redevelopment proposes the preservation of approximately 32.5 hectares (80.24 acres) of Sixteen Mile Creek and its associated valleyland. 1.18 hectares (2.92 acres) of buffer blocks are also proposed adjacent to the valley. Within the tableland portion of the site, 1.42 hectares (3.51 acres) of woodlot features and a remnant wooded area is to be preserved. Protection of these areas is provided through the provision of a 0.61 hectare (1.51 acre) buffer block and a local road around the remnant wooded area.

The preservation of Sixteen Mile Creek and its associated valley lands will provide opportunities to protect significant wooded areas, wildlife and fish habitat, endangered and threatened species, and flora. Protection of natural heritage and hydrologic features and functions along an urban river valley will therefore be achieved. Redevelopment and site alteration on lands adjacent to natural heritage areas will not result in negative impacts on the natural features or their ecological functions. Significant natural features identified within the tableland portion of the site will similarly be protected in accordance with the recommendations of the Environmental Impact Assessment (the “EIA”) prepared by Beacon Environmental dated October 2016.

In this regard, the EIA assessed the natural features associated with the Glen Abbey Golf Club lands including aquatic resources, flora, regionally rare and uncommon species, species at risk, endangered and threatened species, amphibians, turtles and snakes, mammals, breeding birds, butterflies and odonates, and landscape connectivity. It indicated that portions of the subject property are constrained from development by natural valley land and woodland features. The proposed redevelopment will occur within lands that are mostly used as an active golf course. No redevelopment is proposed within the significant features except for infrastructure associated with storm water outfalls. Subject to addressing the requirements of the Phase 2 Environmental Site Assessment, mitigative measures when completed will provide for the protection of features and functions consistent with various levels of policy and regulation regarding natural heritage protection.
FIGURE 9 - GREENBELT PLAN,
SCHEDULE 4: NATURAL HERITAGE SYSTEM
Redevelopment will only occur outside of the erosion hazard limits associated with Sixteen Mile Creek. Input received from Golder Associates indicated that the determination of this limit for a confined stream system consists of three components: i) the toe erosion allowance; ii) the stable slope allowance; and, iii) the erosion access allowance. The toe and slope erosion allowance are determined based on a technical analysis of various parameters resulting in an appropriate allowance and are determined to anticipate future erosion that may negatively impact the proposed redevelopment beyond the stable top of slope. The erosion access allowance is a setback that is not a result of calculation or analysis, but rather general policy.

The Ministry of Natural Resources “Technical Guide – River and Stream Systems: Erosion Hazards Limits: 2002”, which provides guidance on the width of the erosion hazard allowance, bases the width on the need for providing emergency access to erosion prone areas, providing for construction access for regular maintenance and access if an erosion event occurs, and providing protection against unforeseen or predicted conditions which could have an adverse effect on natural conditions within an erosion prone area. This document indicates that the erosion access allowance should be 6 metres (20 feet). It further suggests that where it is felt that the allowance is either excessive or insufficient that “mechanisms should be provided into the planning process providing flexibility to undertake a study using accepted scientific, geotechnical and engineering principles to determine the erosion access allowance”.

The erosion access allowance value is different between Conservation Authorities and varies from 6 metres (20 feet) used by the Nottawasaga Valley Conservation Authority, to 10 metres (33 feet) used by the Toronto and Region Conservation Authority, to up to 15 metres (49 feet) used by the Lake Simcoe Region Conservation Authority. The typical allowance is approximately 10 metres (33 feet). Conservation Halton requires an erosion access allowance of 15 metres (49 feet).

Ontario Regulation 162/06 – Development, Interference with Wetlands and Alteration to Shorelines and Watercourses is administered by Conservation Halton through their policies and guidelines. It does not specifically use the term “Erosion Access Allowance” but requires an allowance beyond the predicted toe erosion allowance and the predicted long term stable slope not to exceed 15 metres (49 feet). Conservation Halton’s policy document also indicates that development is prohibited “within 15 m of the stable top of bank of a major valley system”.

Policy 16.1.9c) of the Livable Oakville Plan also indicates that development or site alteration shall not be permitted within 15 metres (49 feet) of the stable top-of-bank of major valleys and tributaries except for compatible permitted recreational uses, essential public works and utilities.

The erosion hazard limit has been analyzed through the Geomorphic Hazard Assessment prepared by Beacon Environmental dated October 2016 and the Preliminary Geotechnical Investigation prepared by Golder Associates dated October 2016 for the application.

Based on these studies, a toe erosion allowance of 5 metres (16 feet) is proposed where the watercourse is within 15 metres (49 feet) of the base of the valley wall. A buffer consisting of the greater of 15 metres (49 feet) from the staked top of bank, 10 metres (45 feet) from the stable top of slope or 10 metres (45 feet) from the drip line is also proposed adjacent to the top of the Sixteen Mile Creek valley. Adjacent to the stable top of slope buffer, additional open space with a minimum width of 5 metres (16 feet) is provided through intervening features/uses that include a stormwater management pond, parks, a 5 metre (16 feet) open space trail block and two apartment/townhouse blocks setback 15 metres (49 feet) from the open space trail block. A buffer with an effective
minimum width of 15 metres (49 feet) is therefore provided. It will ensure that an appropriate separation of land uses is provided to protect the natural heritage system and human safety while balancing other land use planning principles of the Province, Region and the Town on the wise and efficient use of land.

Several areas of potential environmental concern were identified near the maintenance buildings of the Glen Abbey Golf Club. As indicated in the Golder Associates Phase 2 Environmental Site Assessment, the completion of a risk assessment or remediation is required prior to the submission of a Record of Site Condition for the Glen Abbey Golf Club lands to address these areas.

Water quality, quantity, and groundwater recharge will be managed in accordance with the recommendations of the Functional Servicing and Stormwater Management Report prepared by SCS Consulting Group Ltd., which indicates that storm sewers will be generally designed for the 5-year storm event in accordance with municipal and Ministry of the Environment and Climate Change criteria and that adequate 100-year overland flow routes will also be provided. Enhanced (Level 1) water quality protection will be achieved by the proposed stormwater management pond system.

Stormwater quantity control will also be managed by the stormwater management pond system to control post-development flows to pre-development flow rates for the 2 through 100-year storm events. Proposed water infiltration rates will be approximately the same as existing rates.

Cultural heritage is addressed in the Cultural Heritage Landscape Assessment & Heritage Impact Assessment (the “Assessment”) dated November 9, 2016, prepared by ERA Architects Inc. It states that the proposal involves the redevelopment of the Glen Abbey Golf Club lands into master planned neighbourhood that “conserves and reinterprets the site’s layered history through urban design and a comprehensive Park Plan and landscape strategy”. It identifies and conserves a cultural heritage landscape on a portion of the Glen Abbey Golf Club lands.

The cultural heritage values and attributes associated with the subject lands are conserved in the implementation of six “Big Ideas” that were developed for the Glen Abbey Golf Club lands. These include the greenway park, the valley’s edge open space: The RayDor Estate Approach and Rolling Fairways, the Great Belvedere, the village market, the central park and social hub, and Oakville’s valley open space.

The Assessment indicates that the greenway park is partly inspired by a simplified concept of a golf course experience as a circuit through a scenic landscape that offers recreational opportunities along a picturesque route.

The valley edge open space will be a continuous open space with two defining areas, the RayDor Estate Approach and the Rolling Fairways. The RayDor Estate, which is not part of the subject applications, will be preserved. It will be integrated into the proposed redevelopment through the pedestrian and cycling network that is proposed to extend along the valley edge. It will also connect to the Great Belvedere and the central park. The historic entrance drive to the Estate will be incorporated into the new park system as a multi-purpose trail. Access to the Estate will also be provided by a proposed local road with a rural character. The Rolling Fairways, which are located north of the RayDor Estate Approach, will be characterized by the gently rolling topography of the golf course. It will provide opportunities for flexible play fields, passive recreation, and nature viewing areas along the valley edge.
The Assessment recommended that a proposed village market and retail facility occupy the stable buildings, which will be adaptively re-used for this purpose. It will provide local goods and services and will be a focal point for the neighbourhood. An urban square will also be provided adjacent to the stable buildings to provide a gathering place for the market and other local programming opportunities.

The central park will be located in the vicinity of the 18th hole green of the Glen Abbey Golf Club to link the proposed redevelopment to its golfing heritage. It will provide opportunities for passive and formal active recreation, space for unstructured community activities, and space for community clubs and organizations.

The valley lands include a 32.47 hectare (80.24 acre) natural heritage system that will be preserved through the proposed redevelopment. Per the Assessment, they are part of the identified cultural heritage landscape that has been altered over the course of the site’s history to accommodate recreational uses including a ski hill and a golf course. The proposed redevelopment will provide opportunities to use the valley, which is currently inaccessible to most the public, for passive recreational purposes. Opportunities to connect the valley to the adjacent valley trails and paths north and south of the subject lands and expand the regional trail network will be further discussed with Regional, Conservation Halton, and Town staff.

In support of the applications, a Stage 1 and Stage 2 Archaeological Assessment dated October 14, 2016, was completed by ASI Archaeological & Cultural Heritage Services. The assessment, which included historical research and the completion of a test pit survey on the undisturbed areas of the property, indicated that no archaeological resources were encountered during the survey. It therefore concluded that no further archaeological assessment of the property was required.

5.6 Employment and Economic Growth

The employment and economic growth policies of the PPS, Growth Plan, Region of Halton Official Plan and the Livable Oakville Plan are intended to achieve and maintain a strong and competitive economy. The policies applicable to the proposed redevelopment are appended to this Report as Appendix 6.

The proposed redevelopment will be a compact mixed-use redevelopment that will include a range of compatible retail and office commercial employment uses in the mixed-use residential and commercial and community amenity areas and will provide live-work opportunities that support a livable redevelopment. Employment uses that contribute to achieving the Region’s and Town’s employment growth forecasts will therefore be provided.

The employment uses will be located along the major collector road that will be centrally located within the neighbourhood. The major collector road is proposed to be served by transit and will be well connected to the neighbourhood through the modified grid network of streets and the greenway park system. The necessary infrastructure to allow convenient access to the employment uses will therefore be provided to the residents, particularly the elderly and those with disabilities. Mixed-use residential and commercial uses will also be provided adjacent to the community amenity block to provide a retail main street.
In this regard, the Commercial/Retail Market Review and Impact Study prepared by IBI Group dated October 31, 2016, completed a square foot per capita analysis of the proposed commercial component to understand the potential demand in the proposed redevelopment.

The Study states that a town-wide commercial analysis done as part of the Municipal Comprehensive Review suggests that there will be a shortfall of 76,000 square metres (820,000 square feet) of commercial space based on current supply and demand until 2041. The same analysis suggests that the flexibility of the North Oakville Secondary Plan policies may lead to a greater shortfall as commercial development may not be built to the extent required. The Study also concludes that there will be sufficient market support/population for the proposed commercial component of the redevelopment.

6.0 CONCLUSIONS

The proposed redevelopment of the Glen Abbey Golf Club lands has been assessed against the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Greenbelt Plan, the Region of Halton Official Plan, and the Livable Oakville Plan which provide for suitable development by managing growth, promoting healthy communities and efficient development patterns, encouraging economic growth, protecting the environment, and managing heritage resources.

Based on this assessment, it is our opinion that the proposed Official Plan Amendment, Zoning By-law Amendment, and draft plan of subdivision are justified and represent good planning for the following reasons:

1. The proposal conforms to and promotes the policies of the Provincial Policy Statement, the Growth Plan, the Greenbelt Plan, the Region of Halton Official Plan, and the Livable Oakville Plan. An amendment to the Region of Halton Official Plan is not required.

2. The Glen Abbey Golf Club lands are located within a Settlement Area defined by the PPS, the Built-Up Area defined by the Growth Plan, the Urban Area defined by the Region of Halton Official Plan, and the Built Boundary defined by the Livable Oakville Plan, which are intended to be the focus of growth and development and are to accommodate a significant portion of new growth.

   The proposed redevelopment therefore promotes the PPS and Growth Plan policies that direct and manage growth and are consistent with the growth policies of the Region of Halton and Livable Oakville Official Plans which direct growth to the Urban Area and Built Boundary.

3. The proposed redevelopment conforms to the Urban Structure policies of the Livable Oakville Plan which do not preclude intensification opportunities such as infill and redevelopment outside of the identified Growth Areas. The residential, commercial, open space and natural area components of the proposed redevelopment are consistent with the components associated with a “Residential Area”. They also maintain the character of the Glen Abbey Community.

   The integrity of the Town’s vision and intent of achieving the desired Urban Structure is therefore maintained and is not undermined by the proposed redevelopment.
4. The proposed redevelopment will be a compact intensification of land uses that will provide a mix of residential uses, employment opportunities, and park and open space uses.

High and medium density uses are proposed along the valley edge on the east side of the Glen Abbey Golf Club lands and transition to low density uses on the west side with lot sizes comparable to the existing dwellings in the Fairway Hills neighbourhood. Where there will be development transitions between different land uses or housing forms, a graduation in building height will be used to achieve an appropriate transition.

5. The proposed redevelopment will provide active and passive recreational opportunities while preserving significant natural features. An open space and valleyland system consisting of Sixteen Mile Creek and valleylands, the valley edge, the central park, and the greenway park system will provide a range of flexible amenity spaces that will serve the neighbourhood and broader community.

6. Existing infrastructure will be efficiently utilized as the proposed redevelopment will connect to the existing water and wastewater management systems. Enhanced stormwater quality protection will be provided. Stormwater quantity controls will be implemented to control post-development flows to pre-development flow rates.

Opportunities for additional community infrastructure, which include the central park, the greenway park system, and the valleyland open space, will be provided. Emergency management services such as police and fire protection will be provided from existing facilities in the surrounding area. Opportunities for the provision of local health and social services will be provided through the introduction of office commercial uses which provide opportunities for medical offices, walk-in clinics, dental offices, and government offices in the neighbourhood.

7. A multi-modal transportation system consisting of roads, a transit route, and pedestrian/cycling paths and trails will be provided. The grid pattern of streets, the interconnectivity of the neighbourhood elements, and the mix and proximity of uses will provide a transportation system that will offer a balance of transportation choices, support the current and future use of transit, and encourage active transportation alternatives. Transit Demand Strategies to further reduce reliance on the private automobile are also proposed.

8. Natural features and cultural heritage features will be preserved for public use. The preservation of Sixteen Mile Creek and valleylands for public use will provide opportunities to connect the valleylands to the valley system located north and south of the Glen Abbey Golf Club lands. Opportunities for public access to lands that are currently not accessible to the general public will be provided.

9. Redevelopment will occur outside of the erosion hazard limit associated with Sixteen Mile Creek as a buffer with an effective minimum width of 15 metres (49 feet) is provided. The buffer will ensure that an appropriate separation of land uses is provided to protect the natural heritage system and human safety while balancing other land use planning principles of the Province, Region and the Town on the wise and efficient use of land.
10. The Stage 1 and 2 Archaeological Assessment prepared by ASI Archaeological & Cultural Heritage Services indicates that no archaeological resources were found. Further assessment of the property is not required.

11. The Transportation Considerations Study prepared by BA Group concluded that site traffic from the proposed redevelopment could be accommodated subject to the completion of left turn lane improvements, a signal phase change, and signalization of the proposed Upper Middle Road/Street “A” intersection and the Dorval Drive/Street “B” intersection within the proposed redevelopment.

The Study also concluded that under total traffic conditions, it is anticipated that acceptable conditions will be maintained at other area signalized intersections in the weekday morning and afternoon peak periods. A higher-level assessment of the implications of site traffic on a broader scale also concluded that the addition of site related traffic would not significantly change the character and/or operations of these roads.

12. The Geomorphic Hazard Assessment prepared by Beacon Environmental concluded that Sixteen Mile Creek consists of a well-defined channel within a deep, confined valley. A toe erosion allowance of 5.0 metres (16.4 feet) where the watercourse is within 15 metres (49 feet) of the base of the valley wall was recommended.

13. The Geotechnical Investigation prepared by Golder Associates concluded that from a geotechnical perspective, the proposed 10 metres (33 feet) access erosion allowance may be considered and is consistent with recommendations in the MNR Technical Guide as well as those of many other Conservation Authorities in Southern Ontario.

14. The Cultural Heritage Landscape Assessment and Heritage Impact Assessment prepared by ERA Architects Inc. identifies a cultural heritage landscape on the Glen Abbey Golf Club lands, which includes the valley lands and a portion along the valley’s edge. The Assessment and Park Plan recommended that policy management tools be developed and implemented to protect the identified heritage resources.

15. The Air Quality Report prepared by Golder Associates concluded that relevant human health and air quality criteria will be met. The proposed redevelopment is also considered a compatible land use as per the Ministry of Environment and Climate Change land use compatibility D-6 Guideline.

16. The Phase 1 and 2 Environmental Site Assessment prepared by Golder Associates identified several soil and groundwater impacts in a localized area of the property near the former staff house. Completion of a risk assessment or remediation is therefore required prior to the submission of a Record of Site Condition.

17. The Noise Feasibility Study prepared by HGC Engineering concluded that indoor sound levels would comply with Ministry of the Environment and Climate Change noise criteria through the provision of acoustic barriers along Upper Middle Road, central air conditioning for some of the apartment units, and provision of forced air ventilation systems for the future installation of air conditioning for some of the townhouse units.
18. The Commercial/Retail Market Review & Impact Study prepared by IBI Group indicated that a town-wide commercial analysis that was done as part of the Municipal Comprehensive Review suggests that there will be a town-wide shortfall of 76,000 square metres (820,000 square feet) of commercial space based on current supply and demand until 2041. The Study also concluded that there will be sufficient market support/population from the proposed redevelopment for the proposed commercial areas.

19. The Municipal Financial Impact Study prepared by IBI Group concluded that at buildout, the annual operating surplus for the Town of Oakville is estimated at $1.5 million.

20. The Capital Impact Assessment prepared by IBI Group concluded that most of the proposed capital infrastructure will be a direct developer responsibility per the local service guidelines in the Town’s 2013 Development Charges By-law Study. The costs of the proposed capital infrastructure that may not be directly funded by the developer amounts to $4.76 million and includes transit improvements, recreational trail development, and parkland development and programming. Of the identified capital costs of $4.76 million, $4.28 million would be funded either through development charges or front-end agreements with the developer.

The proposed redevelopment will generate a total of $45.1 million in development charges revenue for the Town, including $1.0 million for Public Transit and $16.0 million for Parks and Recreation.

21. The Functional Servicing and Stormwater Management Report prepared by SCS Consulting Group Ltd. concluded that the proposed redevelopment will tie into the existing water, wastewater and stormwater management systems.

Water services will be connected to the existing pressure zone at Upper Middle Road and Greeneagle Drive. Sufficient supply for the maximum day plus fire flow requirements to all points within the proposed redevelopment will be provided.

The proposed sanitary sewer routing within the subject lands will generally follow the proposed site grades and will drain to existing sanitary trunk sewers in the area. The existing sanitary sewer outlets have sufficient capacity to accommodate the proposed redevelopment.

Stormwater will be conveyed by storm sewers generally designed in accordance with municipal and Ministry of the Environment and Climate Change criteria for the 5-year storm event and adequate 100-year overland flow routes. Enhanced (Level 1) stormwater quality protection will be provided by the proposed wet stormwater management pond system. Stormwater quantity control will also be provided via the three stormwater management ponds to control post-development flows to pre-development flow rates for the 2 through 100-year storm events.

22. The Phosphorus Budget Report prepared by Hutchinson Environmental Sciences Ltd. concluded that there will be a net decrease in phosphorus loading of 0.08 kg/year with the redevelopment of the subject lands.
Respectfully submitted,

GLEN SCHNARR & ASSOCIATES INC.

[Signature]

Colin Chung, MCIP, RPP
Appendix 1 – Directing Growth Policies

1. The Provincial Policy Statement (April 30, 2014)

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. Section 3 of the Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. Section 1 of the PPS outlines policies associated with future development and land use patterns.

Section 1.1.3 – Settlement Areas indicates that Settlement Areas are urban areas and rural settlement areas, and include cities, towns, villages and hamlets. It states that it is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures. To this end, the applicable policies of the PPS state that:

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

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

a) densities and a mix of land uses which:

1. efficiently use land and resources;

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

3. minimize negative impacts to air quality and climate change, and promote energy efficiency;

4. support active transportation;

5. are transit-supportive, where transit is planned, exists or may be developed; and

b) a range of uses and opportunities for intensification and development in accordance with the criteria in policy 1.1.3.3., where this can be accommodated

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.
Intensification and redevelopment shall be directed in accordance with the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety.

1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety;

2. The Growth Plan for the Greater Golden Horseshoe (Revised June 2013)

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) is intended to be a framework for implementing the Government of Ontario’s vision for building stronger prosperous communities through managing growth in the region to 2041.

The principles of that vision include:

- Build compact, vibrant and complete communities.
- Plan and manage growth to support a strong and competitive economy.
- Protect, conserve, enhance and wisely use the valuable natural resources of land, air and water for current and future generations.
- Optimize the use of existing and new infrastructure to support growth in a compact, efficient form.
- Provide for different approaches to managing growth that recognize the diversity of communities in the GGH.
- Promote collaboration among all sectors – government, private and non-profit – and residents to achieve the vision.

The subject lands are located within the “Built-up Area” illustrated on Schedule 4 – Urban Growth Centres of the Growth Plan. The policies relevant to the proposed development are the following:

2.2.2.1 Population and employment growth will be accommodated by –

a) directing a significant portion of new growth to the built-up areas of the community through intensification;

d) reducing dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments

e) providing convenient access to intra- and inter-city transit;

 g) planning and investing for a balance of jobs and housing in communities across the GGH to reduce the need for long distance commuting and to increase the modal share for transit, walking, and cycling;

 h) encouraging cities and towns to develop as complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space, and easy access to local stores and services;
i) directing development to settlement areas;

j) directing major growth to settlement areas that offer municipal water and wastewater systems and limited growth in settlement areas that are serviced by other forms of water and wastewater services

3. The Region of Halton Official Plan (September 28, 2015, Interim Office Consolidation)

The Regional Structure policies outline Halton's basic position on the use of land and natural resources within its planning area and are the framework within which Local Official Plans, amendments and by-laws are prepared. Land uses are organized into three broad categories: Settlement Areas, which consist of the Urban Area, Hamlets and Rural Clusters; the Agricultural System; and the Natural Heritage System. The land use policies applicable to the proposed development are:

Halton’s Regional Structure

51. The Regional Structure consists of the following mutually exclusive land use designations:

51(1) Urban Area, where urban services are provided to accommodate concentrations of existing and future development

51(3) Regional Natural Heritage System, a system of connected natural areas and open space to preserve and enhance the biological diversity and ecological functions within Halton

Development Criteria

57. Development is directed to environmentally suitable areas with the appropriate land use designation in accordance with the goals, objectives and policies of this Plan.

58. Uses are permitted as specified for each land use designation provided that:

58(1) the site is not considered hazardous to life or property due to conditions such as soil contamination, unstable ground or soil, erosion, or possible flooding;

58(1.1) adequate supply of water and treatment of wastewater for the proposed use has been secured to the satisfaction of the Region; and

58(2) development meets all applicable statutory requirements, including regulations, Official Plan policies, zoning by-laws, and municipal by-laws.
4. **The Livable Oakville Plan (February 23, 2015, Office Consolidation)**

Section 4 Managing Growth indicates that population and employment growth is intended to be accommodated through the development of the Residential and Employment Areas within the existing built boundary shown on Schedule A2, Built Boundary and Urban Growth Centre, and within greenfield areas (See Figure 5).

Within the existing built boundary, growth is to occur primarily within the defined Growth Areas in Midtown Oakville, the Uptown Core, Palermo Village, Kerr Village, Bronte Village and Downtown Oakville. Intensification outside of the Growth Areas is to be provided in accordance with the policies as set out in this Plan.

In managing growth and change, the use of existing infrastructure and public service facilities should be optimized wherever feasible before consideration is given to the development of new infrastructure. Infrastructure investment shall be cost-effective and coordinated to support and facilitate intensification. Section 4.3 Residential Intensification Outside of the Growth Areas indicates that:

4.3 **Residential Intensification Outside of the Growth Areas**

*It is the policy of the Plan that the key focus for development and redevelopment to accommodate intensification will be the locations identified as Growth Areas. Lands outside of Growth Areas are predominantly stable residential communities which consist of established neighbourhoods. While the Plan encourages intensification generally throughout the built up area, it also recognizes that some growth and change may occur in these areas provided the character of the areas is preserved and the overall urban structure of the Town is upheld. Intensification outside of the Growth Areas including additional intensification opportunities such as infill, redevelopment and greyfield and brownfield sites, will be considered in the context of this Plan.*
Appendix 2 – Healthy, Livable Communities Policies

The PPS, Growth Plan, Region of Halton Official Plan, and the Town of Oakville Livable Oakville Plan all speak to a vision of healthy, livable communities.

The PPS indicates efficient land use and development patterns support community sustainability by promoting, in part, strong, livable, healthy, and resilient communities. The Growth Plan defines communities as places that meet people’s needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, community infrastructure, schools, recreation and open space, public transportation, and options for safe non-motorized travel.

The Halton Region Official Plan indicates that healthy communities are a central part of the Region’s planning vision. The Town of Oakville Livable Plan guiding principles indicate that the Town will preserve and create a livable community to enhance and protect the distinct character, cultural heritage, living environment, and sense of community of neighbourhoods. The majority of growth is to be directed to identify locations where higher density, transit and pedestrian oriented development can be accommodated. The healthy, livable community policies applicable to the proposed development are:

1. The Provincial Policy Statement

1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 Healthy, livable and safe communities are sustained by:

b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;

f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;

h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

1.5 Public Spaces, Recreation, Parks, Trails and Open Space

1.5.1 Healthy, active communities should be promoted by:

a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;
b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;

1.8 Energy Conservation, Air Quality and Climate Change

1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:

a) promote compact form and a structure of nodes and corridors;
b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
e) improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;
f) promote design and orientation which:

1. maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation; and
2. maximizes opportunities for the use of renewable energy systems and alternative energy systems; and


g) maximize vegetation within settlement areas, where feasible.

3.1 Natural Hazards

3.1.1 Development shall generally be directed to areas outside of:

b) hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards

3.1.2 Development and site alteration shall not be permitted within:

c) areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard

3.1.4 Despite policy 3.1.2, development and site alteration may be permitted in certain areas associated with the flooding hazard along river, stream and small inland lake systems:

b) where the development is limited to uses which by their nature must locate within the floodway, including flood and/or erosion control works or minor additions or passive non-structural uses which do not affect flood flows.
3.1.5 Development shall not be permitted to locate in hazardous lands and hazardous sites where the use is:

a) an institutional use including hospitals, long-term care homes, retirement homes, pre-schools, school nurseries, day cares and schools

2. The Growth Plan for the Greater Golden Horseshoe

2.2.2 Managing Growth

1. Population and employment growth will be accommodated by –

h) encouraging cities and towns to develop as complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space and easy access to local stores and services

3. The Region of Halton Official Plan

Urban Area

72. The objectives of the Urban Area are:

72(2) To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy

72(3) To provide a range of identifiable, inter-connected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure

72(9) To facilitate and promote intensification and increased densities

72(11) To provide opportunities for post-secondary education facilities to locate within Halton.

Housing

84. The goal for housing is to supply the people of Halton with an adequate mix and variety of housing to satisfy differing physical, social and economic needs.

85(4) To make more efficient use of existing developed lands, housing stock and available services to increase the supply of housing while maintaining the physical character of existing neighbourhoods.
It is the policy of the Region to:

86(11) Permit intensification of land use for residential purposes such as infill, redevelopment, and conversion of existing structures provided that the physical character of existing neighbourhoods can be maintained.

Natural Heritage Systems

114.1(15) To preserve and enhance air quality.

Environmental Quality

140. The goal for environmental quality is to achieve a high-quality environment, for this and future generations, that will sustain life, maintain health and improve the quality of living.

Air and Ambience

142. The objectives of the Region are:

142(1) To reduce, in concert with the Federal Government, the Province, other municipalities, public interest groups and the private sector, the emissions of greenhouse gases.

142(2) To improve air quality and to address the impact of climate change.

142(5) To support urban forms that will reduce long distance trip-making and the use of the private automobile.

142(6) To promote trips made by active transportation and public transit.

142(7) To promote tree planting in both rural and urban areas for the purposes of improving air quality, sequestering carbon dioxide and reducing energy use through shading and sheltering.

142(8) To address the impact of air pollution, noise, vibration and light on land uses.

143. It is the policy of the Region to:

143(5) Require all new urban development to consider in its design the provision of safe and accessible active transportation facilities and access to public transit services, or transit stops where they are likely to be located, within a walking distance of 400m.
Human Services

150. The goals of the Region are:

150(2) To develop and maintain healthy communities by fostering physical, social and economic conditions that will enhance the state of well-being and the quality of life for the residents of Halton.

Public Safety

155. The objective of the Region is to plan for an environment with the highest level of personal safety and security for its inhabitants.

156. It is the policy of the Region to:

156(1) Require all proponents of development to have regard for the Healthy Communities Guidelines in considering and providing physical design features that promote safety and security.

158(3) Encourage the development of residential facilities that will foster the integration of persons with disabilities into the life of the community.

Health Services

163. The objective of the Region is to provide opportunities for all inhabitants of Halton to attain a status of optimal health that encompasses a healthy environment, healthy lifestyles, mental wellness and adequate access to health care.

4. 4.3.1.4 The Livable Oakville Plan

2.2 Guiding Principles

2.2.1 Preserving and creating a livable community in order to:

a) preserve, enhance, and protect the distinct character, cultural heritage, living environment, and sense of community of neighbourhoods;

b) direct the majority of growth to identified locations where higher density, transit and pedestrian oriented development can be accommodated; and,

c) achieve long term economic security within an environment that offers a diverse range of employment opportunities for residents.

2.2.2 Providing choice throughout the Town in order to:

a) enable the availability and accessibility of a wide range of housing, jobs and community resources to meet the diverse needs of the community through all stages of life;
b) provide choices for mobility by linking people and places with a sustainable transportation network consisting of roads, transit, walking and cycling trails; and,
c) foster the Town’s sense of place through excellence in building and community design.

2.2.3 Achieving sustainability in order to:

a) minimize the Town’s ecological footprint;
b) preserve, enhance and protect the Town’s environmental resources, natural features and areas, natural heritage systems and waterfronts; and,
c) achieve sustainable building and community design.

6. Urban Design

Good urban design is an integral part of the planning process, enabling the creation of stimulating, vibrant, and livable places.

6.1 General

6.1.1 Objectives

The general objectives for urban design are to provide for:

a) diversity, comfort, safety and compatibility with the existing community;
b) attractive, barrier-free, and safe public spaces, such as streetscapes, gateways, vistas and open spaces;
c) innovative and diverse urban form and excellence in architectural design; and,
d) the creation of distinctive places and locales, including Midtown Oakville, the other Growth Areas and high profile locations such as gateways to the Town.

6.1.2 Policies

a) Development and public realm improvements shall be evaluated in accordance with the urban design direction provided in the Livable by Design Manual, as amended, to ascertain conformity with the urban design policies of this Plan. Alternative design approaches to those found in the Livable by Design Manual may be proposed, with appropriate justification and after consultation with the Town, provided that they meet the intent and purpose of the urban design policies of the Plan.

6.2 Public Realm

6.2.1 The design of the public realm shall promote creativity and innovation and include:

a) a network of streets accommodating choices for pedestrians, cyclists, transit and vehicles;
b) walkable street lengths for pedestrians;
c) a network of accessible, interconnected and predictable pedestrian-oriented spaces and routes;
d) comfortable and accessible public spaces that respond to their surroundings

e) furnishings, trees and landscaping, wayfinding, and public art that provide orientation and a sense of identity.

6.3 Complete Streets

6.3.1 The design of new streets and enhancement of existing streets shall incorporate the following attributes of complete streets, where appropriate:

a) multi-modal choices;
b) circulation alternatives and convenient connections;
c) priority pedestrian, cyclist and transit usage;
d) comfortable, barrier-free and safe routes;
e) ecologically sustainable features; and,
f) quality spaces for public life

6.4 Streetscapes

6.4.1 Streetscapes shall:

a) enhance the local context and create a sense of identity;
b) promote a pedestrian-oriented environment that is safe, attractive and barrier-free;
c) provide well designed and coordinated tree planting, landscaping, lighting and furnishings;
d) provide wayfinding and navigational information; and,
e) provide cohesion and seamless transitions between the public and private realms.

6.4.2 New development should contribute to the creation of a cohesive streetscape by:

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

6.5 Street Design/Layout

6.5.1 Development should establish or reinforce a modified grid street pattern with an interconnected network of roads designed to:

   a) disperse traffic by providing alternative routes;
   b) enhance bicycle movement;
   c) support the integration of transit service; and,
   d) respond to existing natural and topographical features.

6.5.2 Cul-de-sacs shall only be considered where warranted by physical conditions or neighbourhood character.

6.5.3 Reverse frontage lots should be avoided.

6.6 Gateways

6.6.1 Gateways should create a sense of entrance and arrival through well-designed built form, landscaping and enhanced streetscape treatments that contribute to community image and identity.

6.6.2 Major gateways are located at visually prominent sites located at major entry points into the Town and Growth Areas. Minor gateways are located at secondary entry points to the Town and prominent intersections.

6.6.3 Development at gateways should be well-designed, pedestrian-scaled, address the public realm, and complement the distinctive character of the area.

6.7 Urban Squares

6.7.1 Urban squares, as extensions of the public realm, should be safe, publicly accessible and barrier-free places that:

   a) integrate local history, culture and natural features;
   b) maximize user comfort and enjoyment;
   c) adapt to changing needs of users; and
   d) promote formal and informal social interactions.

6.7.2 Urban squares should be included in development proposals, where appropriate, and dedicated to the Town or may remain in private ownership with public access granted.

6.7.3 Large development projects are encouraged to include a single, large urban square or a series of smaller urban squares.
6.9 Built Form

6.9.1 Buildings should be designed to create a sense of identity through massing, form, placement, orientation, scale, architectural features, landscaping and signage.

6.9.2 Building design and placement should be compatible with the existing and planned surrounding context and undertaken in a creative and innovative manner.

6.9.3 To achieve compatibility between different land uses, development shall be designed to accommodate an appropriate transition through landscape buffering, spatial separation, and compatible built form.

6.9.5 Buildings should present active and visually permeable façades to all adjacent streets, urban squares, and amenity spaces through the use of windows, entry features, and human-scaled elements.

6.9.6 Main principal entrances to buildings should be oriented to the public sidewalk, on-street parking and transit facilities for direct and convenient access for pedestrians.

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

6.9.8 Buildings located on corner lots shall provide a distinct architectural appearance with a high level of detailing and articulated façades that continue around the corner to address both streets.

6.9.9 New development shall ensure that proposed building heights and form are compatible with adjacent existing development by employing an appropriate transition of height and form from new to existing development, which may include setbacks, façade step backs or terracing in order to reduce adverse impacts on adjacent properties and/or the public realm.

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

6.9.11 Where appropriate, the first storey of a building shall have a greater floor to ceiling height to accommodate a range of non-residential uses.

6.9.12 New development should be fully accessible by incorporating universal design principles to ensure barrier-free pedestrian circulation.

6.9.13 Rooftop mechanical equipment shall not be visible from view from the public realm.

6.9.14 Outdoor amenity areas on buildings should incorporate setbacks and screening elements to ensure compatibility with the local context.

6.9.15 Buildings should be sited to maximize solar energy, ensure adequate sunlight and skyviews, minimize wind conditions on pedestrian spaces and adjacent properties, and avoid excessive shadows.
6.10 Landscaping

6.10.1 Landscaping design and treatments should:

a) enhance the visual appeal and human scale of development;
b) create an attractive environment for pedestrian movement;
c) frame desired views or focal objects;
d) define and demarcate various functions within a development; and,
e) provide seasonal variation in form, colour, and texture.

6.10.2 Development should preserve and enhance the urban forest by:

a) maintaining existing healthy trees, where possible;
b) providing suitable growing environments;
c) increasing tree canopy coverage;
d) incorporating trees with historic or cultural significance; and,
e) integrating a diverse mix of native plant species.

6.10.3 Landscaping should be incorporated to provide shade and wind protection.

6.10.4 Landscaping treatments should preserve and complement the existing natural landscape.

6.10.5 Landscaping shall enhance natural areas and open space features by incorporating native and non-invasive species.

6.11 Pedestrian Access and Circulation

6.11.1 Access to pedestrian walkways should be barrier-free.

6.11.2 Developments should incorporate safe and direct access and circulation routes to and through the site that connect pedestrians to:

a) principal entrances of building(s), amenity areas and parking areas;
b) the public sidewalk and transit facilities; and,
c) adjacent developments, where appropriate.

6.11.3 In areas with high levels of pedestrian traffic, walkways should be extended from curb to building face and enhanced by appropriate landscaping treatments.

6.11.4 Transit stops should be located in close proximity to principal building entrances and connected by a pedestrian walkway.

6.11.5 Walkways should provide continuous routes across driveway entrances and drive aisles and through parking areas to promote safety and signify priority over driving surfaces.
6.12 Vehicular Access and Circulation

6.12.1 Developments should incorporate safe and direct vehicular access and circulation routes with defined internal driving aisles to direct traffic, establish on-site circulation, and frame parking areas.

6.12.2 Consolidated driveway accesses are encouraged to maximize the areas available for landscaping, minimize disruption of the public sidewalk, and minimize expanses of pavement.

6.13 Parking

6.13.1 To provide safe and attractive pedestrian environments, surface parking areas should be organized into appropriately sized areas (parking courts) separated by a combination of built form, landscaping, and pedestrian facilities.

6.13.2 Surface parking areas should be:

a) located in the rear or side yard, or in areas that can be appropriately screened, so they do not dominate the streetscape, but are sufficiently visible for safety and functionality; and,

b) connected to the on-site pedestrian network and streetscape through landscaped pedestrian linkages.

6.13.3 Barrier-free parking spaces should be located in close proximity to principal building entrances.

6.13.4 Surface parking areas should incorporate planted landscaped areas that:

a) effectively screen parked vehicles from view from the public realm;
b) provide shade, wind break, and visual relief from hard surfaces;
c) clearly define the vehicular circulation route(s); and,
d) are sufficiently sized to support the growth of trees and other vegetation.

6.13.5 Parking areas within a structure should be screened from view from the public realm. Structured parking facilities should be underground structures, wherever possible.

6.13.6 Above-ground structured parking facilities abutting a street in Mixed-use and Commercial areas should:

a) include active uses at grade,
b) locate parking spaces towards the rear of the structure; and

c) complement the surrounding local context through well-designed façades.
6.14 Lighting

6.14.1 Lighting levels shall be appropriate for the size, character and function of buildings and sites.

6.14.2 Appropriately-scaled pedestrian lighting should be provided at building entrances, pedestrian walkways, steps and ramps, amenity areas, transit stops, parking areas and other site features.

6.14.3 All building and site lighting shall be mitigated at the source to minimize impact on adjacent properties and public roads.

6.14.4 Outdoor lighting fixtures shall direct light away from the night sky. Energy efficient outdoor lighting fixtures are encouraged.

6.14.5 Incorporating subtle accent lighting on prominent buildings, monuments and other built features to accentuate civic and architectural design is encouraged.

6.15 Signage

6.15.1 Signage should be compatible with the scale and architectural design of the building, the site features and activities. Signage should be tailored to the size, type and style of a development.

6.15.2 To ensure that the character of residential areas is maintained, the use of exterior signs and other exterior advertising devices should be minimized.

6.15.3 Signs on cultural heritage properties or within Heritage Conservation Districts or cultural heritage landscapes shall be compatible with the architecture and character of the property or district.

6.16 Service, Loading and Storage Areas

6.16.1 Service and loading areas should be:

   a) located and oriented away from the general circulation of pedestrians and motor vehicles both on-site and in the public right-of-way;
   b) accessible but not visible from the public realm; and,
   c) separated and buffered from residential areas.

6.16.2 The visual and noise effects of activities associated with service and loading areas on the surrounding environment should be minimized by locating such areas behind buildings, erecting noise walls and fences, and screening with tree and shrub plantings.

6.16.3 For all development in the Growth Areas and on lands adjacent to residential land uses, service and loading areas should be located internal to the building or appropriately screened from the public realm and, where required, from adjacent uses.
6.16.4 Site and building services and utilities such as waste storage facilities, air handling equipment, hydro transformers and telecommunications equipment should be located within the rear yard or away from or screened from public streets, adjacent residential areas and other sensitive land uses.

8.16 Noise and Vibration

8.16.1 The Town shall require appropriate mitigation of adverse impacts on sensitive land uses from noise and vibration emanating from rail yards, railways, Provincial Highways, major, multi-purpose and minor arterials, and primary transit corridors.

8.16.2 Sensitive land uses shall be buffered through mechanisms such as restrictions on the type of use, building design, location of outdoor living area and the provision of landscaping including street trees and fencing.

10.4 Energy Conservation

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

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

10.11 Air Quality

10.11.1 The Town will work to improve air quality through its land use and transportation decisions including, but not limited to:

b) encouraging mixed-use development;
c) providing a well-connected pedestrian and bicycle network where feasible;
d) providing convenient and efficient transit service;

11. Residential

The lands identified as Residential Areas on Schedule A1, Urban Structure, represent the areas that provide for stable residential communities.
A variety of residential uses is accommodated through the three Residential land use designations: Low Density Residential, Medium Density Residential and High Density Residential. These designations provide for a full range of housing types, forms and densities.

The majority of intensification and development within the Town is to occur within the Growth Areas as described in Part E. Intensification outside of the Growth Areas within the stable residential communities will be subject to policies that are intended to maintain and protect the existing character of those communities.

The following objectives shall apply to all Residential Areas:

a) maintain, protect and enhance the character of existing residential areas;
b) encourage an appropriate mix of housing types, densities, design and tenure throughout the Town;

11.1.9 Development within all stable residential communities shall be evaluated using the following criteria to maintain and protect the existing neighbourhood character:

a) The built form of development, including scale, height, massing, architectural character and materials, is to be compatible with the surrounding neighbourhood.
b) Development should be compatible with the setbacks, orientation and separation distances within the surrounding neighbourhood.
c) Where a development represents a transition between different land use designations or housing forms, a gradation in building height shall be used to achieve a transition in height from adjacent development.
d) Where applicable, the proposed lotting pattern of development shall be compatible with the predominant lotting pattern of the surrounding neighbourhood.
g) A proposal to extend the public street network should ensure appropriate connectivity, traffic circulation and extension of the street grid network designed for pedestrian and cyclist access.
h) Impacts on the adjacent properties shall be minimized in relation to grading, drainage, location of service areas, access and circulation, privacy, and microclimatic conditions such as shadowing.
j) Development should maintain access to amenities including neighbourhood commercial facilities, community facilities including schools, parks and community centres, and existing and/or future public transit services.
Appendix 3 – Transportation Policies

The transportation policies of the PPS, Growth Plan, Region of Halton Official Plan, and the Town of Oakville Livable Plan address the need for an integrated, convenient, accessible, energy efficient, multi-modal transportation system that offers a balance of choices to users. The transportation policies applicable to the proposed development are:

1. **Provincial Policy Statement**

   1.6.7  **Transportation Systems**

   1.6.7.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.

   1.6.7.2 Efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

   1.6.7.3 As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.

   1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

2. **The Growth Plan for the Greater Golden Horseshoe**

   3.2.2  **Transportation – General**

   1. The transportation system within the GGH will be planned and managed to –

   a) provide connectivity among transportation modes for moving people and for moving goods

   b) offer a balance of transportation choices that reduces reliance upon any single mode and promotes transit, cycling and walking

   c) be sustainable, by encouraging the most financially and environmentally appropriate mode for trip-making

   d) offer multi-modal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services

   e) provide for the safety of system users.
3. The Region of Halton Official Plan

Basic Material Support

153. The objective of the Region is to strive for the provision of the following for all residents of Halton:

153(2) a safe, accessible and affordable transportation system to provide access to employment opportunities, social interaction and all basic human services,

171. The goal for transportation is to provide a safe, convenient, accessible, affordable and efficient transportation system in Halton, while minimizing the impact on the environment and promoting energy efficiency.

172(1) To develop a transportation system that will encourage Regional unity and satisfy inter-regional transportation demands.

172(2) To develop a balanced transportation system that:

a) reduces dependency on automobile use;
b) includes a safe, convenient, accessible, affordable and efficient public transit system that is competitive with the private automobile; and
c) promotes active transportation.

172(6) To support seamless public transit services in Halton that:

c) are connected to a higher order transit network throughout the Greater Toronto and Hamilton Area,
d) are complemented and supported by a network of active transportation facilities.

172(9.1) To ensure development is designed to support active transportation and public transit.

172(10) To promote land use patterns and densities that foster strong live-work relationships and can be easily and effectively served by public transit and active transportation.

172(12) To support the provision of public transit service, within reasonable walking distance and at reasonable cost, to all sectors of the public, including persons with a physical disability.

173(20.1) Support the planning and coordination of public transit service and urban design such that all residences are within 400m walking distance of a transit stop.
4. The Livable Oakville Plan

8.1 General

8.1.1 Objectives

The general objectives for transportation are:

a) to provide a safe, efficient and accessible transportation system with choices in mobility;
b) to foster the use and development of a sustainable transportation network;
c) to provide a public transit network that can offer a real alternative to private automobile use; and,
d) to provide a network of on- and off-road pedestrian and cycling facilities that allow the use of active transportation modes as an alternative to the automobile.

8.1.2 Policies

b) The Town’s transportation system shall support and maximize the efficient use of land through urban development plans and provide mobility alternatives.

e) The enhancement of roadways, pedestrian and cycling facilities, and transit facilities to maximize mobility and access for persons with disabilities shall be required, including during construction and reconstruction projects.

8.2 Transportation Network

8.2.8 Direct vehicular access to major and multi-purpose arterials, including primary transit corridors, should be limited to road intersections.

8.3 Functional Road Classifications

8.3.1 Transportation facilities, with the exception of Provincial Highways, should be developed and planned as multi-modal transportation corridors that are designed to safely accommodate a blend of vehicular, transit, cycling and pedestrian movement.

8.3.2 The Town shall consider innovative road designs that have environmental considerations and support pedestrians, cycling and transit-supportive land uses.

8.3.3 The Town shall require the consideration of transit service and operational needs including maximizing transit access and minimizing transit vehicle travel times in the design of arterial roads and collector roads.
8.9 Transit

8.9.4 Plans for all new growth and new communities shall be designed with specific regard for the safe, convenient, and efficient provision of accessible transit service.

8.9.5 The Town will encourage the increased use of public transit by requiring transit supportive urban design, retaining rights-of-way for off-street bus loops and on-street bus bays, as well as providing for bus shelters at bus stop locations.

8.9.6 The Town may require development to provide for and support pedestrian and cycling facilities and provide access to public transit services and public transit stations within a walking distance of generally no more than 400 metres.

8.10 Active Transportation

8.10.1 Walking and cycling are recognized as alternate modes of transportation that can play a positive role in improving mobility and quality of life as part of a balanced transportation system. A complete active transportation system in existing and new development areas will augment and provide connections to the road and transit system.

8.10.2 The development of new areas and the upgrading of existing roads shall have regard for the implementation guidelines set out in the Active Transportation Master Plan.

8.10.5 Development proposals, and upgrades to existing roads, will be required to incorporate pedestrian and cycling facilities in accordance with Schedule D and have regard for the implementation guidelines set out in the Active Transportation Master Plan.

8.12 Integrating Land Use and Transportation

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

a) densities supportive of transit, which are commensurate with the type and frequency of transit service planned for the area and/or corridor, particularly near transit stops and stations;

b) a road pattern and related pedestrian and cycling facilities network that provide for direct pedestrian and cycling access to transit routes and stops;
c) documentation of walking distances to ensure that all areas within the Plan area are adequately served by transit; and,

8.14 Transportation Demand Management

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

8.14.2 TDM will be used to reduce the use of single occupancy vehicles and encourage increased transit ridership, walking and cycling.
Appendix 4 – Infrastructure and Community Infrastructure Policies

The infrastructure policies in the PPS, Growth Plan, Halton Region Official Plan, and the Livable Oakville Plan speak to optimizing the use of infrastructure facilities and providing new facilities in a coordinated, efficient, and cost effective manner. The community infrastructure policies refer to land, buildings or structures used for social assistance, recreation, police and fire protection, education programs, and cultural services and deal with the provision of these facilities to adequately meet the needs of residents. The infrastructure and community infrastructure policies applicable to the proposed development are:

1. Infrastructure Policies

1.1 The Provincial Policy Statement

1.6 Infrastructure and Public Service Facilities

1.6.3 Before consideration is given to developing new infrastructure and public service facilities:

a) the use of existing infrastructure and public service facilities should be optimized;
b) opportunities for adaptive re-use should be considered, wherever feasible.

1.6.6 Sewage, Water and Stormwater

1.6.6.1 Planning for sewage and water services shall:

a) direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing:

   1. municipal sewage services and municipal water services

b) ensure that these systems are provided in a manner that:

   1. can be sustained by the water resources upon which such services rely;
   2. is feasible, financially viable and complies with all regulatory requirements; and
   3. protects human health and the natural environment

c) promote water conservation and water use efficiency;

e) be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5.

1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible.
1.6.6.7 Planning for stormwater management shall:

a) minimize, or, where possible, prevent increases in contaminant loads;
b) minimize changes in water balance and erosion;
c) not increase risks to human health and safety and property damage;
d) maximize the extent and function of vegetative and pervious surfaces; and
e) promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development.

1.2 The Region of Halton Official Plan

Urban (Water Supply and Wastewater Treatment) Services

87. The goal for urban services is to ensure the adequate provision of an economic level of urban services to achieve Regional development objectives while conscious of the need to protect the environment.

88. The objectives for urban services are:

88(1) To provide satisfactory levels of urban services in the Urban Area to meet existing and future requirements.

89. It is the policy of the Region to:

89(1) Provide urban services only within the Urban Area, unless otherwise permitted by specific policies of this Plan.

89(3) Require that approvals for all new development within the Urban Area be on the basis of connection to Halton's municipal water and wastewater systems, unless otherwise exempt by other policies of this Plan.

89(23) Minimize the number of disturbances to the Regional Natural Heritage System affected by the provision of urban services, by integrating, if possible, construction plans for both water supply and wastewater treatment services, and by designing the urban services at those locations to take into account any possible future system expansion in accordance with Section 89(10) of this Plan.

Energy and Utilities

176. It is the policy of the Region to:

176(2) Facilitate energy conservation by:

c) promoting compact growth, live-work relationship and locally accessible services
1.3 The Livable Oakville Plan

9. Physical Services

9.1 General

9.1.1 Development of all lands within the urban area shall be based on full urban water and sanitary sewers.

9.1.2 Development shall be assessed based on the availability and location of existing and planned infrastructure.

9.1.4 New services are encouraged to be located underground and in one common trench

10. Sustainability

10.10 Stormwater Management

10.10.1 Stormwater management techniques shall be used in the design of new developments to control both the quantity and quality of stormwater runoff. In areas where soil types permit, on-site infiltration shall be encouraged to the maximum extent feasible.

10.10.2 Where existing watercourses are sufficiently wide to carry storm flows, there shall be no modification of these areas, except for erosion control and water quality maintenance measures to the satisfaction of the Town, the Conservation Authority and the Province.

10.10.3 Where the watercourse is not sufficient to accommodate storm flows and to ensure water quality, realignment or deepening of the watercourse may be accepted, if the following guidelines are satisfied:

   a) The watercourse realignment must meet all of the requirements of the Town, the Conservation Authority and the Federal government.
   b) Erosion control and/or stream bed and bank stabilization techniques shall be implemented to the satisfaction of the Town and the Conservation Authority.
   c) All alterations to watercourses, floodplains, meander belts, valley lands and fish habitat will require the approval of the Conservation Authority.

10.10.5 The provision of stormwater drainage facilities shall be in accordance with master plans established through subwatershed studies, where applicable, or the Town’s engineering standards.

10.10.7 Existing groundwater recharge rates shall be maintained in all developments, where possible.

10.10.8 The use of permeable surfaces and soft landscaping shall be encouraged where possible.
2. Community Infrastructure Policies

2.1 The Provincial Policy Statement

1.6 Infrastructure and Public Service Facilities

1.6.3 Before consideration is given to developing new infrastructure and public service facilities:

a) the use of existing infrastructure and public service facilities should be optimized

1.6.4 Infrastructure and public service facilities should be strategically located to support the effective and efficient delivery of emergency management services.

1.6.5 Public service facilities should be co-located in community hubs, where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and active transportation.

2.2 The Growth Plan

3.2.6 Community Infrastructure

2. Planning for growth will take into account the availability and location of existing and planned community infrastructure so that community infrastructure can be provided efficiently and effectively.

2.3 The Region of Halton Official Plan

Natural Heritage Systems

114.1(18) To provide opportunities, where appropriate, for passive outdoor recreational activities.

Human Services

Goals and General Policies

150. The goals of the Region are:

150(4) To ensure that human services are delivered locally and responsive to people's changing needs in a financially and socially responsible and timely manner.
153. The objective of the Region is to strive for the provision of the following for all residents of Halton:

153(1.1) access to local healthy food

Social Support Services

158. It is the policy of the Region to:

158(2) Encourage the location of human support services and facilities in local communities and in areas easily accessible by public transit.

158(2.1) Encourage the integration and co-location of human services facilities where appropriate.

Cultural and Recreational Services

161. The objective of the Region is to support the provision of a diverse range of accessible cultural and recreational facilities and services.

2.4 The Livable Oakville Plan

7. Community Uses

7.1 General

7.1.1 Objective

The general objective for community uses is to provide for a range of accessible community uses.

7.1.2 Policies

a) The following uses are generally defined as community uses and may be permitted within all land use designations of this Plan with the exception of the Natural Area designation:

i) educational facilities such as elementary and secondary schools;
ii) places of worship on sites less than 2.5 ha;
iii) community facilities such as libraries, seniors’ centres, emergency services buildings and facilities, and recreational facilities;
iv) day care centres;
v) parks;
vii) arts and cultural facilities such as museums, art galleries and performing arts centres.
b) The Town shall ensure community uses are well placed in relation to their service area with sufficient access.

c) In determining the location for new community uses, the following criteria shall be considered:

i) the use is intended to serve and support the community and is not more appropriately located in the Institutional designation;
ii) the use is compatible with surrounding land uses;
iii) the site is designed to be well integrated with surrounding land uses;

iv) the site is an appropriate size to accommodate adequate:
   - buffers such as landscaping and fencing to ensure compatibility with adjacent land uses;
   - recreational amenities as necessary;
   - on-site parking;

e) Community facility uses are encouraged to be integrated in shared facilities.

17. OPEN SPACE

17.1 General

17.1.1 The open space system consists of three land use designations that delineate areas of different function and permit varying intensity of use:

a) The Parks and Open Space designation includes areas that provide public parkland and associated facilities.

b) Waterfront Open Space includes lands in public and private ownership that provide for environmental protection of the Lake Ontario shoreline. The public portion of these lands may also provide recreational opportunities.

c) Private Open Space includes lands in private ownership that provide recreational opportunities in addition to the Parks and Open Space lands.

17.2 Parks and Open Space

17.2.1 Permitted Uses

Uses permitted within the Parks and Open Space designation may include: parks, parkettes, squares and open space linkages; active or passive indoor and outdoor recreational uses; trails; cultural heritage uses; cemeteries; conservation uses including fish, wildlife and forest management; essential public works including transportation, utility, watershed management and flood and erosion hazard control facilities; and, legally existing uses, buildings and structures.
Appendix 5 – Natural Heritage and Cultural Heritage Policies

The natural heritage policies of the PPS, Growth Plan, Greenbelt Plan, Halton Region Official Plan, and the Livable Oakville Plan are intended to promote the wise use and management of these resources to preserve and protect significant natural features and their functions. The cultural heritage policies speak to preserving significant built and cultural heritage resources so that they may be enjoyed by existing and future generations. The natural and cultural heritage policies applicable to the proposed development are:

1. Natural Heritage Policies

1.1 The Provincial Policy Statement

2.1 Natural Heritage

2.1.1 Natural features and areas shall be protected for the long term.

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

2.1.4 Development and site alteration shall not be permitted in:

a) significant wetlands in Ecoregions 5E, 6E and 7E1

2.1.5 Development and site alteration shall not be permitted in:

b) significant woodlands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River);  
c) significant valley lands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River);  
d) significant wildlife habitat;  
e) significant areas of natural and scientific interest

unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.

2.1.6 Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.

2.1.7 Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.
2.1.8 Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.

2.2.2 Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored. Mitigative measures and/or alternative development approaches may be required in order to protect, improve or restore sensitive surface water features, sensitive ground water features, and their hydrologic functions.

1.2 The Growth Plan

4.2.1 Natural Systems

4. Municipalities, conservation authorities, non-governmental organizations, and other interested parties are encouraged to develop a system of publicly accessible parkland, open space and trails, including shoreline areas, within the GGH that –

a) clearly demarcates where public access is and is not permitted
b) is based on a co-ordinated approach to trail planning and development
c) is based on good land stewardship practices for public and private lands

1.3 The Greenbelt Plan

1.1 Context

The Greenbelt Plan is structured to provide for the inclusion of publicly owned lands in urban river valleys that were not in the Greenbelt at the time the Plan was approved in 2005. These lands, while not part of the Protected Countryside, are part of the Greenbelt and these areas assist in recognizing the importance of connections to Lake Ontario and other areas in Southern Ontario.

1.2.2 Goals

2. Environmental Protection

b. Protection and restoration of natural and open space connections between the Oak Ridges Moraine, the Niagara Escarpment, Lake Ontario, Lake Simcoe and the major river valley lands, while also maintaining connections to the broader natural systems of southern Ontario beyond the Golden Horseshoe such as the Great Lakes Coast, the Carolinian Zone, the Lake Erie Basin, the Kawartha Highlands and the Algonquin to Adirondacks Corridor;
3. Culture, Recreation and Tourism

b. Provision of a wide range of publicly accessible built and natural settings for recreation including facilities, parklands, open space areas, trails and water-based/shoreline uses that support hiking, angling and other recreational activities;

1.2.3 Urban River Valley Goals

To integrate the Greenbelt into urban areas which were not in the Greenbelt at the time it was approved in 2005, by promoting the following matters within the Urban River Valley designation:

- Protection of natural and open space lands along river valleys in urban areas which will assist in connecting the rest of the Greenbelt Area to the Great Lakes and other inland lakes;
- Protection of natural heritage and hydrologic features and functions along urban river valleys;
- Provision of a gateway to the rural landscape of the Greenbelt; and
- Provision of a range of natural settings on publicly owned lands for recreational, cultural and tourism uses including parkland, open space land and trails

1.4.2 Structure of the Plan

Section 6.0 – Urban River Valley Policies

Sets out policies for the Urban River Valley designation that applies to publicly owned urban river valley lands brought into the Greenbelt by amendment after approval of the Plan in 2005

2.0 Greenbelt Plan

Lands within the Urban River Valley designation, as shown on Schedule 1, are subject to the policies of section 6.0 and the Protected Countryside polices do not apply except as set out in that section

3.2 Natural System

3.2.5 External Connections

The Natural Heritage System is connected to local, regional and provincial scale natural heritage, water resource and agricultural systems beyond the boundaries of the Greenbelt.

To support the connections between the Greenbelt’s Natural System and the local, regional and broader scale natural heritage systems of southern Ontario, such as the Lake Ontario shoreline, including its remaining coastal wetlands, the Great Lakes Coast, Lake Simcoe, the Kawartha Highlands, the Carolinian Zone and the Algonquin
to Adirondack Corridor, the federal government, municipalities, conservation authorities, other agencies and stakeholders should:

1. Consider how activities and land use change both within and abutting the Greenbelt relate to the areas of external connections identified in this Plan;
2. Promote and undertake appropriate planning and design to ensure that external connections are maintained and/or enhanced; and
3. Undertake watershed based planning, which integrates supporting ecological systems with those systems contained in this Plan.

These external connections are generally depicted by a dotted green line on Schedule 1 and 4, but are not within the regulated boundary of the Greenbelt Plan.

6.0 Urban River Valley Policies

Key river valleys in urban areas adjacent to the Greenbelt provide opportunities for additional connections to help expand and integrate the Greenbelt and its systems into the broader Southern Ontario landscape. The Urban River Valley designation provides direction to those areas where the Greenbelt occupies river valleys in an urban context. These urban river valleys may be the setting for a network of uses and facilities including recreational, cultural and tourist amenities and infrastructure, which are needed to support urban areas.

6.1 Description

The Urban River Valley designation as shown on Schedule 1 applies to publicly owned lands within the main corridors of river valleys connecting the rest of the Greenbelt to the Great Lakes and inland lakes. The lands in this designation comprise river valleys and associated lands and are generally characterized by being:

- Lands containing natural and hydrologic features; and/or
- Lands designated in municipal official plans for uses such as parks, open space, recreation, conservation and environmental protection.

6.2 Policies

6.2.1 The lands are governed by the applicable municipal official plan policies provided they have regard to the objectives of the Greenbelt Plan.

6.2.2 All existing, expanded or new infrastructure which is subject to and approved under the Environmental Assessment Act, or which receives a similar approval, is permitted provided it supports the needs of adjacent urban areas or serves the significant growth and economic development expected in southern Ontario and supports the goals and objectives of the Greenbelt Plan.

6.2.3 The Protected Countryside policies do not apply except for:

(a) The external connections policies of section 3.2.5; and
(b) The parkland, open space and trails policies of section 3.3.
1.4 **The Region of Halton Official Plan**

**Natural Heritage Systems**

114. The goal of the Natural Heritage System is to increase the certainty that the biological diversity and ecological functions within Halton will be preserved and enhanced for future generations.

114.1 The objectives of the Natural Heritage System are:

114.1(1) To maintain the most natural Escarpment features, stream valleys, wetlands and related significant natural areas and associated Cultural Heritage Resources.

114.1(4) To direct developments to locations outside hazard lands.

114.1(5) To protect or enhance the diversity of fauna and flora, ecosystems, plant communities, and significant landforms of Halton.

114.1(7) To protect or enhance fish habitats.

114.1(8) To preserve and enhance the quality and quantity of ground and surface water.

114.1(9) To contribute to a continuous natural open space system to provide visual separation of communities and to provide continuous corridors and interconnections between the Key Features and their ecological functions.

114.1(12) To preserve native species and communities that are rare, threatened or endangered based on regional, provincial or national scales of assessment.

114.1(13) To preserve examples of the landscape that display significant earth science features and their associated processes.

114.1(17) To preserve the aesthetic character of natural features.

114.1(18) To provide opportunities, where appropriate, for passive outdoor recreational activities.

**Regional Natural Heritage System**

115.3 The Regional Natural Heritage System is a systems approach to protecting and enhancing natural features and functions and is scientifically structured on the basis of the following components:

115.3(1) Key Features, which include:

a) significant habitat of endangered and threatened species,
b) significant wetlands,
d) significant woodlands,
e) significant valley lands,
f) significant wildlife habitat,
g) significant areas of natural and scientific interest,
h) fish habitat,

115.3(3) linkages,
115.3(4) buffers,
115.3(5) watercourses that are within a Conservation Authority Regulation Limit or that provide a linkage to a wetland or a significant woodland, and
115.3(6) wetlands other than those considered significant under Section 115.3(1)b).

115.4 Included within the Regional Natural Heritage System are:
115.4(2) Regulated Flood Plains as determined, mapped and refined from time to time by the appropriate Conservation Authority.

116.1 The boundaries of the Regional Natural Heritage System may be refined, with additions, deletions and/or boundary adjustments, through:

a) a Sub-watershed Study accepted by the Region and undertaken in the context of an Area-Specific Plan;
b) an individual Environmental Impact Assessment accepted by the Region, as required by this Plan; or
c) similar studies based on terms of reference accepted by the Region.

Once approved through an approval process under the Planning Act, these refinements are in effect on the date of such approval. The Region will maintain mapping showing such refinements and incorporate them as part of the Region’s statutory review of its Official Plan.

117.1 Subject to other policies of this Plan, applicable policies of the Greenbelt Plan and Niagara Escarpment Plan, and applicable Local Official Plan policies and Zoning By-laws, the following uses may be permitted:

117.1(6) non-intensive recreation uses such as nature viewing and pedestrian trail activities, only on publicly owned lands or on the Bruce Trail,
117.1(7) forest, fisheries and wildlife management,
117.1(8) archaeological activities,
117.1(15) essential watershed management and flood and erosion control projects either carried out or supervised by a public authority or, approved in a Local Official Plan as of December 16, 2009.
118. It is the policy of the Region to:

118(2) Apply a systems based approach to implementing the Regional Natural Heritage System by:

a) Prohibiting development and site alteration within significant wetlands, significant coastal wetlands, significant habitat of endangered and threatened species and fish habitat except in accordance with Provincial and Federal legislation or regulations;

b) Not permitting the alteration of any components of the Regional Natural Heritage System unless it has been demonstrated that there will be no negative impacts on the natural features and areas or their ecological functions;

c) Refining the boundaries of the Regional Natural Heritage System in accordance with Section 116.1

118(6) Encourage the development of trails within the Regional Natural Heritage System provided that:

a) the trails are located on publicly owned lands or are part of the Bruce Trail;

b) the trails and associated activities do not impact negatively on ecologically sensitive areas or resource uses such as agricultural operations;

118(11) Require that Local Zoning By-laws prohibit new construction and the expansion or replacement of existing non-conforming uses within hazard lands, except where specifically exempted or identified as a Special Policy Area in the Local Official Plan. Special Policy Areas, including any policy or boundary changes thereto, must be approved by the Minister of Natural Resources and the Minister of Municipal Affairs and Housing prior to municipal adoption.

Water

144. The objectives of the Region are:

144(3) To maintain, protect and enhance the quality and quantity of groundwater and surface water.

144(6) To maintain and enhance fish habitat in Halton.

144(7) To promote efficient and sustainable use of water resources, including the practices for water conservation and sustaining water quality.
145. It is the policy of the Region to:

145(10) Encourage the protection and enhancement of watercourses and headwaters areas as an integral component for maintaining natural hydrological processes within a watershed.

145(12) Promote the regeneration of natural areas near watercourses.

145(23) Restrict development and site alteration in or near sensitive surface and ground water features and require the proponent to carry out an Environmental Impact Assessment in accordance with policies of this Plan and, undertake where appropriate, hydrogeological and hydrological studies to protect, improve or restore such features.

Land

146.  

146(6) To protect significant tree-covered areas as a natural resource and promote the enhancement of woodland coverage in Halton.

146(7) To promote the conservation and wise economic use of trees consistent with the ecological and environmental goals, objectives and policies of this Plan.

146(8) To promote a linked system of woodlands in Halton where appropriate.

146(10) To promote soil conservation and minimize soil erosion.

146(11) To ensure that development takes place on sites that are safe from soil contamination.

147(5) Recognize and protect trees as a renewable natural resource essential to the health and welfare of Halton residents, wildlife and rural environment.

147(6) Promote the planting of new trees, and to this end:

   d) Promote the development of treescapes along streams and valleys so as to reduce flooding and excessive soil erosion, maintain stream banks and slope stability, and provide suitable fish habitat.

147(7) Discourage recreational activities within woodlands where such activities will adversely affect forest health.

147(18) Consider approval for development proposals only when the development site complies with Provincial guidelines, Regional standards and other requirements regarding soil and groundwater quality.
1.5 The Livable Oakville Plan

10. Sustainability

10.1 General

10.1.1. Objectives

The general objectives for sustainability are:

c) to preserve, enhance and protect the Town’s environmental features, natural heritage systems and waterfronts;
e) to maintain the existing urban forest

10.10 Stormwater Management

10.10.1 Stormwater management techniques shall be used in the design of new developments to control both the quantity and quality of stormwater runoff. In areas where soil types permit, on-site infiltration shall be encouraged to the maximum extent feasible.

10.10.2 Where existing watercourses are sufficiently wide to carry storm flows, there shall be no modification of these areas, except for erosion control and water quality maintenance measures to the satisfaction of the Town, the Conservation Authority and the Province.

10.10.3 Where the watercourse is not sufficient to accommodate storm flows and to ensure water quality, realignment or deepening of the watercourse may be accepted, if the following guidelines are satisfied:

a) The watercourse realignment must meet all of the requirements of the Town, the Conservation Authority and the Federal government.
b) Erosion control and/or stream bed and bank stabilization techniques shall be implemented to the satisfaction of the Town and the Conservation Authority.
c) All alterations to watercourses, floodplains, meander belts, valley lands and fish habitat will require the approval of the Conservation Authority.

10.10.7 Existing groundwater recharge rates shall be maintained in all developments, where possible.

10.10.8 The use of permeable surfaces and soft landscaping shall be encouraged where possible.

10.10.9 All development shall follow the current Provincial and Federal guidelines for stormwater management (best management practices). The Town also encourages innovative stormwater management strategies, especially within the Growth Areas.
10.13 Hazard Lands

10.13.2 No new development or site alteration is permitted within hazard lands without the approval of the Conservation Authority.

10.13.3 The Town recognizes the one zone concept for floodplain management as administered by the conservation authorities. The following uses may be permitted in the floodplain, subject to Conservation Authority approval:

- a) flood or erosion control structures;
- b) utilities and other related facilities which by their nature must be located near water or traverse watercourses;
- c) passive recreational facilities; and,
- d) replacement of legally existing uses, buildings and structures.

16. Natural Area

16.1 General

16.1.1 Permitted Uses

Permitted Uses

- a) The following uses may be permitted within the Natural Area designation, subject to applicable Conservation Authority policies:
  - i) legally existing uses, buildings and structures including existing agricultural uses;
  - ii) fish, wildlife and conservation management including forestry management;
  - iii) essential public works including transportation, utility, watershed management, and flood and erosion control facilities; and,
  - iv) passive recreation features such as trails, walkways, and bicycle paths.

16.1.2 Lands designated Natural Area may contain one or more of the following natural features together with required buffers:

- a) significant habitat of endangered species and threatened species;
- b) wetlands;
- c) woodlands;
- d) valley lands;
- e) significant wildlife habitat;
- f) Environmentally Sensitive Areas;
- g) areas of natural and scientific interest;
- h) fish habitat; or,
- i) natural corridors.
16.1.6 Significant Habitat of Endangered Species and Threatened Species

a) Development and site alteration shall not be permitted in the significant habitat of endangered or threatened species.

b) Development proposed on lands within 120 metres of a significant habitat of endangered species and threatened species shall require a satisfactory EIS to demonstrate that there will be no negative impact on the significant habitat of endangered species and threatened species or its ecological function.

16.1.7 Wetlands

a) Development and site alteration shall not be permitted within provincially, regionally or locally significant wetlands or within the required buffer width, which should be a minimum of 30 metres measured from the boundary of the wetland.

b) The final width of the required buffer shall be established through an approved EIS or an approved subwatershed study. A greater buffer width may be required as a result of environmental impacts evaluated by the EIS or subwatershed study. Reduced buffers may only be considered by the Town based upon the existing context and the sensitivity of the wetland.

16.1.8 Woodlands

a) Development or site alteration shall not be permitted within regionally significant woodlands or within the required buffer width, which should be a minimum of 10 metres measured from the drip line of the woodland.

b) The final width of the required buffer shall be established through an approved EIS or an approved subwatershed study. A greater buffer width may be required as a result of environmental impacts evaluated by the EIS or subwatershed study. Reduced buffers may only be considered by the Town based upon the existing context and the sensitivity of the woodland.

16.1.9 Valley lands

b) The valley lands shown on Schedule B, which are subject to the policies of this section are:

i) the major valleys and tributaries known as:

- Bronte Creek
- Sixteen Mile Creek
c) Development or site alteration shall not be permitted within the valley or within 15 metres of the stable top-of-bank of major valleys and tributaries, and 7.5 metres of the stable top-of-bank of minor valleys and tributaries, except for compatible permitted recreational uses, essential public works and utilities subject to the requirements of this Plan. Greater setbacks may be required as a result of environmental impacts evaluated through an approved EIS.

d) Where feasible, the lands below the stable top-of-bank shall be maintained in a natural state. In cases where these lands have been impacted by agriculture or urban uses, the applicant may be required to rehabilitate and revegetate the valley lands, to the satisfaction of the Town and Conservation Authority, as a condition of development approval.

e) No development, alterations to watercourses, or filling, except where permitted by the Conservation Authority, shall be permitted within the valley lands.

16.1.10 Significant Wildlife Habitat

a) Development or site alteration shall not be permitted in significant wildlife habitat.

16.1.11 Environmentally Sensitive Areas

b) Development and site alteration within, or adjacent to, an ESA shall be restricted in accordance with the development policies established in the Region’s Official Plan.

16.1.12 Areas of Natural and Scientific Interest

b) Development and site alteration shall not be permitted in a provincially or regionally significant ANSI unless it has been demonstrated through an EIS that such development will not have a negative impact on the feature or its ecological function.

16.1.13 Fish Habitat

a) Development and site alteration shall not be permitted in fish habitat or within the required buffer width, except in accordance with Provincial and Federal requirements. The buffer should be a minimum of 30 metres for cold water creeks and 15 metres for warm water creeks, measured from the edge of the bankfull channel or meander belt allowance.

b) The final width of the required buffer shall be established through an approved EIS or an approved subwatershed study. A greater buffer width may be required as a result of environmental impacts evaluated by the EIS or subwatershed study. Reduced setbacks may only be considered by the Town based upon the existing urban context and the sensitivity of the fish habitat.
16.1.14 Natural Corridors

Development proposed on lands abutting a natural corridor may be required, based on the significance of the natural corridor and existing development, to submit an EIS to demonstrate that there will be no negative impact on the natural corridor or its ecological function.

2. Cultural Heritage Policies

2.1 The Provincial Policy Statement

1.7 Long-Term Economic Prosperity

1.7.1 Long-term economic prosperity should be supported by:

d) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

2.6 Cultural Heritage and Archaeology

2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

2.6.2 Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.

2.2 The Region of Halton Official Plan

Natural Heritage Systems

114. It is the policy of the Region:

114.1(10) To protect significant scenic and heritage resources.

Land

146. The objectives of the Region are:

146(3) To preserve certain landscapes as part of Halton’s Cultural Heritage Resources.
Cultural Heritage Resources

165. The goal for Cultural Heritage Resources is to protect the material, cultural and built heritage of Halton for present and future generations.

167. It is the policy of the Region to:

167(6) Prior to development occurring in or near areas of archaeological potential, require assessment and mitigation activities in accordance with Provincial requirements and the Regional Archaeological Management Plan.

2.3 The Livable Oakville Plan

2.2 Guiding Principles

2.2.1 Preserving and creating a livable community in order to:

a) preserve, enhance, and protect the distinct character, cultural heritage, living environment, and sense of community of neighbourhood

5. Cultural Heritage

5.1 General

5.1.1 Objectives

The general objectives for cultural heritage are:

a) to safeguard and protect cultural heritage resources through use of available tools to designate heritage resources and ensure that all new development and site alteration conserve cultural heritage resources and areas of cultural heritage significance

5.2 Cultural Heritage Resources

5.2.1 The Town will protect and conserve cultural heritage resources in accordance with applicable legislation and recognized heritage protocols

5.3 Heritage Conservation

5.3.1 The Town shall encourage the preservation and continued use of cultural heritage resources identified on the register and their integration into new development proposals through the approval process and other appropriate mechanisms

5.3.3 Significant cultural heritage resources shall be conserved, and may be integrated into new development
5.3.5 The Town may impose, as a condition of any development approvals, the implementation of appropriate conservation, restoration or mitigation measures to ensure the preservation of any affected cultural heritage resources.

5.3.6 Designated or listed heritage buildings shall be exempt from the minimum height requirements of this Plan.

5.3.12 The Town shall identify, evaluate and conserve cultural heritage landscapes in accordance with the Cultural Heritage Landscape Strategy

5.4 Archaeological Resources

5.4.1 The Town may require the protection, conservation or mitigation of sites of archaeological value and areas of archaeological potential within the municipality as provided for under the Planning Act, the Environmental Assessment Act, the Ontario Heritage Act, the Municipal Act, the Cemeteries Act, or any other applicable legislation.

5.4.3 Where significant archaeological resources must be preserved on site, only development and site alteration which maintain the heritage integrity of the site may be permitted.

5.5 Retention of Heritage Resources On-site or Relocation

5.5.1 All options for on-site retention of buildings and structures of cultural heritage significance shall be exhausted before resorting to relocation. Relocation of built heritage resources shall only be considered through a Cultural Heritage Impact Assessment that addresses retention and relocation.
Appendix 6 – Employment and Economic Growth Policies

The employment and economic growth policies of the PPS, Growth Plan, Region of Halton Official Plan, and the Livable Oakville Plan are intended to achieve a strong and competitive economy. The policies applicable to the proposed development are:

1. **The Provincial Policy Statement**
   
   1.3 **Employment**
      
      1.3.1 Planning authorities shall promote economic development and competitiveness by:
      
      a) providing for an appropriate mix and range of employment and institutional uses to meet long-term needs;
      
      b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
      
      c) encouraging compact, mixed-use development that incorporates compatible employment uses to support livable and resilient communities; and
      
      d) ensuring the necessary infrastructure is provided to support current and projected needs.

   1.7 **Long-Term Economic Prosperity**
      
      1.7.1 Long-term economic prosperity should be supported by:
      
      a) promoting opportunities for economic development and community investment-readiness;
      
      b) optimizing the long-term availability and use of land, resources, infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities;
      
      d) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;
      
      f) providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;
      
      h) providing opportunities to support local food, and promoting the sustainability of agri-food and agri-product businesses by protecting agricultural resources, and minimizing land use conflicts
      
      i) promoting energy conservation and providing opportunities for development of renewable energy systems and alternative energy systems, including district energy;
      
      j) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature;
2. **The Growth Plan**

2.2.6  **Employment Lands**

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

3. **The Region of Halton Official Plan**

**Basic Material Support**

153. *The objective of the Region is to strive for the provision of the following for all residents of Halton:*

153(3) *employment opportunities to earn adequate income to support basic material needs.*

**Economic Development**

168. *The goal for economic development is to achieve sustainable economic prosperity for Halton on the basis of its competitive location, innovative businesses, skilled labour force, high quality infrastructure, sustainable natural resources, a positive business environment, and a diversified economic base.*

169. *The objectives of the Region are:*

169(1.3) *To promote economic activities that strengthen and diversify the economic base of Halton.*

4. **The Livable Oakville Plan**

2. **POLICY FRAMEWORK**

2.2  **Guiding Principles**

2.2.1  *Preserving and creating a livable community in order to:*

   c) *achieve long term economic security within an environment that offers a diverse range of employment opportunities for residents.*

2.2.2  *Providing choice throughout the Town in order to:*

   a) *enable the availability and accessibility of a wide range of housing, jobs and community resources to meet the diverse needs of the community through all stages of life*