

3056 NEYAGAWA BOULEVARD PLANNING JUSTIFICATION REPORT

APRIL, 2026: ISSUED FOR OPA/ZBA/DPS 2ND SUBMISSION



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1.1 PURPOSE OF THIS REPORT

This revised Planning Justification Report has been prepared by Urban Strategies Inc. on behalf of Neatt Communities (“**Neatt**”) for the second submission in support of its applications for Official Plan and Zoning By-law Amendments and Draft Plan of Subdivision for 3056 Neyagawa Boulevard in the Town of Oakville (the “**Site**” or “**Subject Site**”). The applications were originally submitted to the Town in December 2024, and have since been the subject of a Statutory Public Meeting as well as extensive discussions with Town, Region and Conservation Authority staff.

In response to the feedback provided to the Applicant in respect of the first submission, the Applicant has revised its development proposal including, among other changes, reducing the tallest building heights and decreasing the overall project density. The current proposal is hereafter referred to interchangeably as the “**Revised Proposal**”, the “**Proposed Development**” or the “**Proposal**”.

The purpose of this report is to provide relevant contextual information about the Site and surrounding context; to provide an overview of the Revised Proposal; to outline a planning justification and policy rationale to demonstrate how the Proposal is consistent with and conforms to the applicable planning policy framework; and to summarize the range of reports and studies that have been prepared for the applications.

1.2 OVERVIEW OF THE PROPOSED DEVELOPMENT

The Site is approximately 3.75 hectares in size, with frontage along Neyagawa Boulevard, Dundas Street West, and the future extension of Sixteen Mile Drive. The Site is underutilized in its present condition, accommodating a single detached dwelling accessed from Neyagawa Boulevard, with outdoor storage and vacant open space. As outlined in this Planning Justification Report, the existing use of the Site does not reflect its location within the Town of Oakville’s urban structure along a designated intensification corridor.

The broader North Oakville East area has evolved considerably over the past two decades from a primarily agricultural context to an urbanized area with a mix of ground-oriented and apartment housing, non-residential uses, community service facilities, and parks and open spaces.

In keeping with the Site’s planned context as an intensification corridor, Neatt proposes to redevelop the Site into a high-density mixed-use community that will expand the diversity of commercial space and housing options in the North Oakville area. Neatt’s Proposed Development consists of the following:

- 7 apartment buildings across three phases of development.
- A unit mix of approximately 65% 1-bedroom units and 35% 2-bedroom units.
- A range of tower heights from 15 to 26 storeys.
- An overall project density of 581 units per hectare.
- A minimum of 1,900 square metres of commercial-retail space;
- 2,178 residential apartment units.
- Proposed land dedications for three new public streets and a right-of-way widening along Neyagawa Boulevard.
- A variety of attractive publicly accessible open spaces.

1.3 DESCRIPTION OF KEY REVISIONS

The Revised Proposal addresses many detailed comments received regarding the original submission. The Comment Response Matrix provides a comprehensive summary of responses to all comments. The following are the most significant changes made in the Revised Proposal.

1. Reductions to tallest tower heights

The Revised Proposal includes a reduction to the tallest tower heights in all three phases of development in response to comments about the tower heights reflected in the first submission. The revised tower heights, which range between 15 to 26 storeys (whereas towers up to 28 storeys had previously been proposed) result in a more moderate transition to the adjoining land uses. All of the towers will remain below a 45-degree angular plane projected from the closest low-rise residential lot lines, thereby limiting impacts such as loss of light, sky views, and privacy.

2. Additional non-residential floor area

Citing emerging directions from the North Oakville East Commercial Study, the Town encouraged Neatt to explore opportunities to increase the amount of commercial space in the development to provide additional locally-serving retail to support the growing North Oakville community. In response, the revised proposal will accommodate a minimum of 1,900 square metres of non-residential area, comprised of 1,032 square metres in the base of Building 1, 472 square metres in the base of Building 3, and an additional 400 square metres in the base of either Building 3 or 5 in the locations conceptually shown on the ground floor architectural plan. The minimum 1,900 square metres of commercial space is proposed to be secured in the site-specific Zoning By-law Amendment.

3. Additional land dedication for widening of Neyagawa Boulevard

The requirement for an increased land conveyance to accommodate the widening of Neyagawa Boulevard to an ultimate width of 42 metres was identified by Halton Region staff in the first circulation comments. The Applicant has provided for the dedication of additional lands along the

eastern edge of the Site to provide its proportional share of a widening of Neyagawa to 42 metres. The additional right-of-way will support additional mobility improvements or increased boulevard landscaping.

4. Secure indoor bike parking for residents

Town staff have requested that the development provide a minimum amount of bicycle parking, as well as the provision of a bike parking plan for the entire Site. Under North Oakville Zoning By-law 189-2009, a maximum of 200 bike parking spaces may be required for the entire site irrespective of the size of the development. In the first submission it had been proposed that resident lockers would fulfill the requirement for bike parking storage. The Revised Proposal accommodates a minimum of 200 secure indoor bike parking spaces within each of the seven proposed buildings, which significantly exceeds the requirements of the zoning by-law. All bike rooms are located at ground level or the first below-ground level, conveniently accessible from the surrounding network of driveways and streets.

5. Enhanced SWM Analysis and Supporting Justification

In the first submission, the proposed stormwater management approach involved a proposed retrofit to the existing downstream Riverbank Way pond. Following extensive discussions between the Applicant's engineering consultants and their counterparts at the Town, Region, and Conservation Halton, alterations to Riverbank Way pond are no longer proposed. Instead, the proposal is now to use underground stormwater management facilities including a superpipe within the municipal right-of-way, and private stormwater management tanks and mechanical treatment devices within the private development blocks. A revised EIR-FSS (containing a Stormwater Justification Memo) have been provided with the second submission, confirming the revised approach to be technically viable, to align with relevant policy direction, and to achieve the targets of the North Oakville Creeks and Subwatershed Study.

1.4 REQUESTED PLANNING APPROVALS

Neatt is submitting applications for an Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision to facilitate the Proposed Development

The Official Plan Amendment proposes to maintain the Site's Dundas Urban Core Area designation within the North Oakville East Secondary Plan while establishing a site-specific maximum height permission of 26 storeys. Additionally, the Official Plan Amendment proposes the removal of "Secondary School Site" symbol currently shown on Appendix 7.3 "North Oakville Master Plan."

The Zoning By-law Amendment application proposes to amend the North Oakville Zoning By-law 2009-189 by re-zoning the Site from FD (Future Development) to DUC (Dundas Urban Core) with Site-specific standards pertaining to height, setbacks, parking, and other matters. A holding (H) provision is proposed to apply to all three development blocks that would restrict development from proceeding until the owner has obtained servicing allocation under the Region of Halton Allocation Program.

The Draft Plan of Subdivision application proposes to divide the existing 3.75-hectare Site into three development blocks, three new public streets with varying right-of-way widths and daylight triangles, a block for the widening of Neyagawa Boulevard, and two street reserve blocks. As mentioned above, the Draft Plan of Subdivision also anticipates the future development and access needs of the Prime Envision Lands, establishing a clear future connection to the new internal road network.

1.5 OVERVIEW OF PROCESS TO DATE

PRE-SUBMISSION ENGAGEMENT

This Proposal benefits from early consultation with Town and Regional staff. Neatt first met with Town of Oakville staff regarding its redevelopment plans in the first half of 2023. A Pre-Consultation Meeting took place on June 21, 2023, attended by representatives of Neatt and Town of Oakville and Halton Region staff. Following this meeting, a Pre-Consultation Comments Report and a signed Pre-Consultation Agreement and Submission Checklist were provided to Neatt.

At the request of Town staff, Neatt participated in two urban design workshops (September 13, 2023, and October 24, 2023) focused on site organization, massing, new streets, public realm, and several other topics. As a result of these workshops, Neatt and its consultant team made several revisions to the project design that now forms the basis of the present planning applications.

Other pre-submission meetings that have taken place in connection with this project include:

- On November 11, 2023, Neatt and Urban Strategies met with Regional staff to discuss Neatt's request for servicing allocation as part of the Halton Region 2023 Allocation Program. Neatt subsequently received servicing capacity equivalent to 40% of the total number of dwelling units in Block 1, which is the amount required for draft plan registration.
- Urban Strategies met with Urban Design staff on January 30, 2024, to discuss terms of reference for the Urban Design Brief.
- Neatt and its civil consultant Urbantech have had several meetings with Town engineering staff pertaining to the proposed stormwater management strategy for the Site.
- On June 17, 2024, Neatt and representatives of its consultant team participated in a North Oakville Agency Review Meeting ("NOARM") meeting with Town and Conservation Halton staff to discuss the proposed stormwater management strategy and the proposed terms of reference for the Environmental Implementation Report / Functional Servicing Study (EIR/FSS).

POST-SUBMISSION ENGAGEMENT

Since the filing of the first submission in December 2024, the Applicant has engaged in many discussions with Town, Region and Conservation Halton staff. The applications have also been the subject of a Statutory Public Meeting held in March, 2025.

The Statutory Public Meeting was held on March 17, 2025 at Oakville Town Hall. Urban Strategies attended the meeting to address Council with an overview of the Proposed Development. Several members of the public gave deputations to Council and many written submissions were also provided to Town Planning staff in respect of the proposed applications.

The Applicant also received comprehensive comments pertaining to the first submission from Town, Region, and Conservation Halton staff, as well as the local school boards, and transit and utility agencies.

The comments from the Statutory Public Meeting and from all application review groups are summarized in the detailed Comment Response Matrix submitted with this Revised Proposal, including corresponding changes made to the application materials where applicable.

Urban Strategies has met with Town Planning staff on several occasions since the filing of the first submission to discuss key comments and concerns, including in May and November 2025 and in March 2026. Additional feedback provided to the Applicant in these meetings have informed revisions to the project design that are reflected in the second submission.

The Applicant's engineering and environmental consultants, including Urbantech, Jennifer Lawrence & Associates, and Juliao Development Solutions, have met with Town, Region and Conservation Halton staff on numerous occasions to review considerations pertaining to the EIR-FSS and the stormwater strategy for the proposed development. These include a presentation to the NOARM (North Oakville Application Review Meeting) in June 2025 and many subsequent follow-up discussions with key staff. As a result of these discussions, the stormwater management strategy has been updated to no longer propose any change to the downstream Riverbank Way pond. Instead, the development will manage stormwater through a superpipe and mechanical treatment devices within the municipal right-of-way, and private stormwater storage tanks within the future development blocks.

The process to date has been highly collaborative, resulting in a development proposal that is responsive to numerous Town and Regional priorities.

1.6 RESPONDING TO COMMUNITY AND COUNCIL FEEDBACK

This section summarizes key themes of feedback received from members of Council and the community at the Statutory Public meeting. Responses are provided for each theme, and where applicable resulting changes to the Revised Proposal are noted.

Overall Density and Consistency with Policy Framework

The Proposal has been revised to address comments received on the initial submission regarding the appropriateness of the proposed density in this location. This Planning Justification Report maintains that the proposed density is appropriate, and changes have been made to the proposal materials to improve the design of the proposed density and to augment the technical justification. Notably, the tallest tower heights have been reduced, resulting in a decrease to the project density and unit count. Supplementary justification for the Proposal's height and density through an urban structure lens is provided in Section 4 of this report. The Applicant's engineering consultants have engaged in significant discussions with the Town, Region and Conservation Halton over the past year pertaining to considerations around stormwater management. The revised EIR-FSS documents these discussions, as well as agreement reached in principle around key issues.

Overall, the Revised Proposal and the supporting addenda filed with this second submission comprehensively address concerns raised in the context of the first submission, and reinforce the land use planning and technical merits of the proposed development strategy for the Site.

Evaluation of Unit Mix and Density

The Revised Proposal has a unit mix of 65% 1-bedroom units (1,407 suites) and 35% 2-bedroom units (771 suites). The Proposal is intended to support an increased range of housing options in North Oakville, where there is presently an extensive supply of ground oriented housing with 3 or more bedrooms. At the time that the applications were filed (December 2024) there were no policies or guidelines requiring a specific unit mix. Supporting housing developments that are livable and attainable through a range of housing options is a key strategic priority for Town Council.

Square Footage of Each Unit

The Revised Proposal clarifies that the proposed average tower suite size is 56 square metres (600 square feet), and the average podium suite size is 60 square metres (650 square feet). The Proposal is intended to provide compact and relatively economical housing choices as an alternative to larger and costlier ground-oriented housing.

Building Heights in Policy Context and Surrounding Development

The Revised Proposal incorporates seven towers ranging in height from 15 to 26 storeys, representing a decrease compared to the first submission which included towers up to 28 storeys. Existing policy limiting height in the Dundas Urban Core to 8 storeys (+4 additional storeys through bonusing) dates back to 2008 and does not reflect how the policy landscape has evolved in recent years to promote new housing and transit supportive intensification. In our opinion, the proposal for heights of up to 26 storeys optimizes the use of the Site and maintains the intended urban structure where the tallest towers in North Oakville East (up to 30 storeys) will be located in the Trafalgar Urban Core.

Consistency with Local Policy Framework

The North Oakville East Secondary Plan situates the site within the Dundas Urban Core, which is intended to accommodate medium to higher density developments along the northern edge of Dundas Street to support the viability of existing and planned transit. The Planning Act allows for the filing of applications to amend an Official Plan, which is being done for this Proposal in part to permit the proposed building heights. In our opinion, the proposed OPA maintains the general intent of the North Oakville East Secondary Plan. An extensive review of how the proposal is consistent with and conforms to the applicable policy framework is provided in this Planning Justification Report.

Consideration of Adjacent Corner Property

The corner property (Prime Envision Lands) is under separate ownership and is not connected with this development. The Proposal anticipates that the corner site may at some point in the future be redeveloped, and that in such a scenario, access would need to from one of the new public streets proposed within the Applicant’s development. The Proposal protects for a future access to the corner property via the intersection of Streets B & C, thereby considering the long-term build-out of the northwest quadrant of the Dundas-Neyagawa intersection in a holistic and proactive manner.

Comparison to Previously Planned School Site

The secondary school was planned to be located on the St. Peter and Paul Parish lands, not the subject Site. Therefore, there is not a direct comparison to be drawn. Further, the Halton District School Board had already made a decision to pursue an alternative site for a new school before the development applications were filed.

Residential Population and Density Metrics

On a per hectare basis, the Revised Proposal would yield 581 units per hectare. It is difficult to predict what the ultimate population of the development will be. One approach is to use the persons per unit (“PPU”) assumption (1.703, for Apartments) from the Town’s most recent Development Charges Background Study. Based on the assumed PPU, with 2,178 units the proposal would yield approximately 3,709 residents.

Floor Space Index (FSI) Comparison to Midtown and Trafalgar Urban Core

The Revised Proposal has a gross FSI of 4.16, and a net FSI of 5.45. The table below lists the FSIs of various representative and approved and proposed developments within the Trafalgar Urban Core and within Midtown Oakville.

TRAFALGAR URBAN CORE		MIDTOWN OAKILLE	
SITE	FSI	SITE	FSI
3275 Trafalgar Rd Parcel 1A (approved)	Gross: 8.18	166 South Service Rd (proposed)	Gross: 11.21 Net: 14.68
3064 Trafalgar Rd (approved)	Gross: 6.86	349 Davis Rd (proposed)	Gross: 9.75
3065 Trafalgar Rd (approved)	Gross: 6.23	217-227 Cross Ave and 571-587 Argus Rd (proposed)	Gross: 11.65 Net: 14.8
3075 Trafalgar Rd (approved)	Gross: 4.74	590 Argus Rd (proposed)	Gross: 9.75 Net: 14.8
377-411 Dundas St E (approved)	Gross: 4.18	627 Lyons Lane (proposed)	Gross: 4.46

In our opinion, the highlighted development approvals and proposals indicated in the table above demonstrate that the Proposed Development’s FSI is lesser than and subordinate to the densities of developments in the Trafalgar Urban Core and in Midtown Oakville, which is in keeping with the intended urban structure.

Community Benefits

The Proposal is subject to a community benefit charge, which will be calculated based on land value at the date of first building permit application, taking into account the uplift of the rezoning. The applicable charge will be up to 4% of the land value.

Parkland and Open Space Provision

The Proposed Development does not include parkland dedication, as parkland in North Oakville is addressed comprehensively through the North Oakville East Master Parkland Agreement. Further, no new parks or open spaces are contemplated on the Site in the North Oakville East Secondary Plan. The Site is immediately adjacent to North Park, the largest park and community hub in North Oakville, which provides a significant amount of indoor and outdoor recreational space that will be easily accessible to future residents of the Site.

Notwithstanding, the Proposal includes several private open spaces that will be publicly accessible for all to enjoy, whether or not they are residents of the site or the larger community. These include the proposed 1,058 square metre urban plaza, and 1,900 square metre neighbourhood open space. These open spaces are intended to provide recreational amenity for all people young and old, and will be designed to allow for flexible, multi-purpose use.

Access to 16 Mile Sports Complex

16 Mile Sports Complex is immediately adjacent to the site, and residents will be able to access the park and recreational infrastructure within a short walk. Blocks 1 and 2 are approximately 100-200 metres away from Sixteen Mile Sports Complex, and Block 3 is approximately 200-300 metres away.

School Capacity

Neither the HDSB nor the HCDSB have raised concerns about the Proposed Development in their first submission comments. Both school boards did note general school capacity issues in North Oakville East. The school boards actively monitor new development applications on an ongoing basis and take development into account when planning for new school capacity in the area. Once the development proceeds to construction, the owner will be required to post notice signs advising future residents that children in the proposed development may not be able to be accommodated within the local schools.

Impact on Community Services (Healthcare and Recreation)

It is not possible to identify specific impacts of the Proposal on health care facilities and the adjacent community centre, however they are anticipated to be negligible given the larger catchment areas that such facilities serve. The Provincial Planning Statement and the Livable Oakville Plan / North Oakville East Secondary Plan direct growth and development to areas where there have been investments in community infrastructure, such as the nearby regional hospital and the adjacent North Park community hub.

The Town of Oakville regularly reviews community service facilities against population growth to determine if key service standards are being met. Such review informs the Town's Parks, Recreation and Libraries Facilities Master Plan which is reviewed on a regular basis.

Childcare and Community Facilities

The Proposed Development does not include a childcare facility, however there are several existing childcare options in the North Oakville East area. The Town of Oakville takes a market approach to daycare provision and does not actively seek to secure or require daycare spaces in new developments. Similarly, there are a variety of places of worship in close proximity to the site that future residents will have access to.

Cycling Facilities and Active Transportation

The Revised Proposal makes increased provision for bike parking, with a minimum of 200 secure indoor bicycle parking spaces for each of the seven buildings being provided. Given the Site's access to existing and planned cycling infrastructure on Dundas, Neyagawa, and in Lions Valley, cycling will be supported and encouraged as a mobility option for future residents.

Transportation, Parking, and Intersection Improvements

The TIS prepared for the first submission was accepted by the Town and the Region. In response to a comment from the Town requesting that the Applicant demonstrate the feasibility of accommodating dual left-hand turn lanes at the Dundas-Neyagawa intersection, the Applicant's transportation consultant, GHD, has provided preliminary functional designs in its revised TIS demonstrating how dual left turn lanes could be accommodated within both rights-of-way.

Traffic Congestion and Emergency Access

As indicated in the TIS, the Proposed Development is not anticipated to exacerbate existing background congestion. The proposed 3 new streets through the site will improve traffic movement in the northwest quadrant of the Dundas-Trafalgar intersection. Moreover, swept path analysis has been undertaken to demonstrate that emergency vehicles such as fire trucks and ambulances will be able to safely maneuver through the Site.

Site Circulation and Loading

Each of the three development blocks include space for short-term off-street pick-up and drop-off functions. In Blocks 1 & 2 this is provided off of the woonerf, a blended pedestrian, cyclist and vehicular route that traverses Blocks 1 & 2 between the future Sixteen Mile Drive extension, and Neyagawa Boulevard. In Block 3, these functions are provided in the internal driveway and courtyard accessed off of Street C.

Stormwater Management

As a result of extensive discussions between the Applicant's engineering consultants and their counterparts at the Town, Region, and Conservation Halton, the stormwater management ("SWM") approach has been revised in the second submission to no longer propose any change to the existing Riverbank Way Pond located south of Dundas Street West. The updated SWM approach is to construct a superpipe system with integrated mechanical treatment devices within the municipal ROW, and private SWM storage tanks and mechanical treatment devices within the future development blocks. As confirmed in the EIR-FSS addendum, the revised SWM approach is appropriate, technically feasible, and achieves the North Oakville Creeks and Subwatershed Study targets, and aligns with policy direction, supporting efficient land use within the Dundas Urban Core.

Noise Impacts

A Noise Study was undertaken for the Proposed Development, which has identified a number of noise control measures recommended for the Proposal including installation of central air conditioning, the inclusion of noise warning clauses, minimum sound isolation performance, and construction of perimeter noise barriers along the outdoor amenity areas if feasible.

Privacy and Overlook

As the Site has always been planned to accommodate higher density development through its Dundas Urban Core designation, a level of increased overlook is anticipated as a result of any future development. The Revised Proposal has been designed to not exceed a 45 degree angular plane projected from the nearest residential property lines to the northeast and south. Compliance with this angular plane, in addition to the wide Neyagawa and Dundas right-of-ways, will provide adequate privacy for existing nearby residences.

Construction Phasing

The first phase of development consists of Block 1 (20 and 24 storey buildings) as well as the construction and conveyance of Streets A, B and C. Block 2 represents the second phase, and Block 3 represents the third phase. The full build-out of the entire development may exceed a decade, with new residents moving into the site in an incremental manner.

Woonerf Design and Activation

The woonerf is intended to be a shared space that plays a role supporting both the public realm, as well as the functional areas of the development. It is not possible to accommodate fully active uses along the woonerf, as the buildings need to be serviced with parking and loading entrances, which have been oriented away from the existing and future public streets.

To further animate the woonerf space, additional at-grade commercial area will be accommodated in Block 2 in one of two locations identified on the architectural plans as "potential retail expansion area". Further, indoor bicycle parking rooms have been added in all 3 development blocks, including rooms in Blocks 1 and 2 that are directly accessible from the woonerf.

There will be further opportunity to refine the design of the woonerf through the future SPA process, including materiality to clearly delineating vehicle vs. pedestrian/cycling zones, as well as landscaping.



Figure 1. Image of Subject Site

2.1 THE SUBJECT SITE

The Subject Site is approximately 3.75 hectares in size and is situated at the northwest quadrant of the intersection of Dundas Street West and Neyagawa Boulevard. The Site has approximately 125 meters of frontage along Dundas Street West, approximately 135 meters of frontage along Neyagawa Boulevard, and approximately 200 meters of frontage along the future westward extension of Sixteen Mile Drive.

Currently, the Site hosts a single detached dwelling, a standalone garage/storage building, various outdoor parking and storage areas, and a mix of lawns, scrublands, and treed areas. The Site is devoid of any significant grade changes, with a topography that slopes slightly from a high point in the northeast corner to a low point in the southwest corner.

2.2 HISTORY AND EVOLUTION OF THE SUBJECT SITE

This section contains information summarized from the Phase 1 Archaeological Assessment by Parslow Heritage Consultancy that was prepared for the Proposal.

Indigenous History

Indigenous peoples have lived in the area now known as Southern Ontario for over 11,000 years. The earliest human settlements can be traced back 11,000 years, corresponding to the end of the Wisconsin Glacial Period. Such settlements are associated with hunter-gatherer communities with populations of between 25-35 people. By the Middle Woodland period (300 BC to AD 500) there was an evident shift to a sedentary way of life with the establishment of more-permanent forms of settlements.

In the early 1600s, Ontario was home to approximately 75,000 Indigenous people, divided into the Algonquian and Iroquoian cultural groups. The Haudenosaunee controlled much of Southern Ontario in the 1660s but following several battles in the 1690s were supplanted by the Anishinaabeg beginning at the start of the 1700s.

The lands surrounding the Subject Site were occupied by the Mississaugas of the Credit Nation until 1805, when the lands were acquired by the British Government as part of Treaty 14, in which the Mississaugas ceded 70,784 acres of land bounded by the adjacent Toronto Purchase (Treaty 13) to the east, the Brant Tract in the west, and a northern boundary approximately 6 miles from the shore of Lake Ontario.

European Settlement

European settlement in the late 1600s represented a settler colonial approach to permanently occupy and assert control over Indigenous lands. Beginning in the 1780s, the British Government began acquiring lands around the western end of Lake Ontario to accommodate the settlement of United Empire Loyalist refugees.

The Subject Site is located within the former Township of Trafalgar, Halton County, which was the subject of Treaty 14 and other previous interim treaties. Dundas Street was surveyed in 1793 as a military road and came to function as an important transportation route for Loyalists settling in the area. The Township of Trafalgar was surveyed in 1806 by Samuel S. Wilmot. In 1817, Trafalgar had a population of only 548 residents; however, by the mid-1800s, its population grew to 4,513 residents, and by this time the Township contained 7 grist mills and 23 sawmills.

The crown patent for all 200 acres of Lot 21, Concession 1, North of Dundas – which includes the Subject Site – was issued to William Karrington on December 21, 1809. This 200-acre tract of land changed ownership several times over the subsequent years. The Illustrated Historical Atlas of the County of Halton (1877) illustrates a homestead on the northern portion of the tract (on what is now occupied by North Park). The lands were used for agricultural purposes, and a 1954 aerial photograph shows the Subject Site itself as remaining vacant of any structures. The current dwelling was erected at some point following 1954.

In 1962, the Town of Oakville merged with its neighbouring villages, including Bronte, Palermo, Sheridan and the remainder of Trafalgar Township, to become the new Town of Oakville. In 1973, the restructuring of Halton County into Halton Region adjusted the northern border of Oakville to just north of where Highway 407 is today.



Figure 2. 1954 aerial image showing the Site in agricultural use

Urbanization

The lands north of Dundas Street remained largely rural and agricultural in character until the early-2000s. At that point, recognizing the need for northward urban expansion, the Town of Oakville initiated planning for the North Oakville area which culminated in two separate secondary plans for the North Oakville East and North Oakville West areas.

In January 2008, the Ontario Municipal Board approved OPA 272 which added Part E, Section 7, North Oakville East Secondary Plan (“**Secondary Plan**”) to the 1984 Town of Oakville Official Plan. The Secondary Plan is not subject to the Livable Oakville Official Plan, which applies to lands south of Dundas Street.

The Secondary Plan establishes a detailed planning framework for the development of the North Oakville East Planning Area, which comprises the Glenorchy and Joshua’s Meadows communities as well as 53 hectares of the Sixteen Hollow community. In general, the Secondary Plan envisions the North Oakville East area as reflecting Oakville’s distinct historical roots and small-town heritage while demonstrating smart growth and social diversity (Policy 7.2.2).

Within the Secondary Plan and the associated North Oakville Master Plan, the Subject Site is designated Dundas Street Urban Core Area, with overlay symbols for a “Secondary School Site” and “Stormwater Management Facility”.

The Town of Oakville initiated the North Oakville Secondary Plans Review in May 2017 as part of its broader Official Plan Review. This process led to the Town’s adoption of OPA 321 to update various policies of the Secondary Plan, which received modified approval by Halton Region in September 2018. OPA 321 was appealed by various landowners and in a July 2, 2019, order, the OMB approved OPA 321 with various modifications including the removal of a maximum density limit for the Dundas Street Urban Core Area designation, as well as new policies discouraging the establishment of new SWM ponds within 100 metres of Dundas Street.

As such, the policy framework set the stage for significant development since the early 2000s in North Oakville. As Sections 2.3, 2.4, and 2.5 of this Report show, urbanization has been steadily advancing, transforming the landscape of North Oakville and shaping the community’s growth.

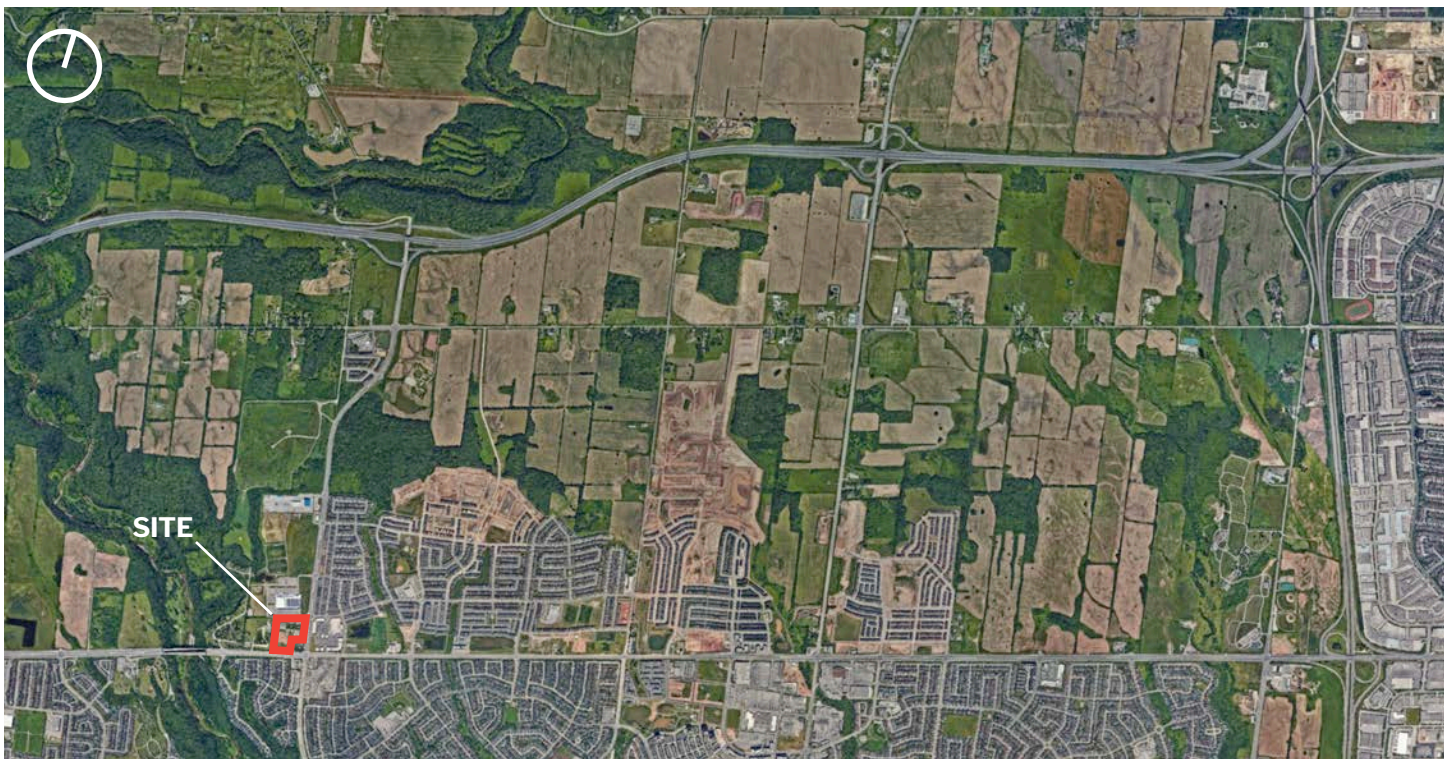


Figure 3. North Oakville East Planning Area

2.3 SURROUNDING AREA

The Site is situated within the North Oakville East area. This area is geographically defined by the Sixteen Mile Creek valley to the west, Highway 407 to the north, 9th Line to the east, and Dundas Street to the south. South of Dundas Street West lie the established River Oaks and West Oak Trails communities. The surrounding land uses are diverse, reflecting a neighborhood undergoing significant transformation and development. There is an eclectic mix of uses, built form, lot sizes, and configurations in the area.

North

North of the site is North Park, a significant community recreational hub within the Town of Oakville. This expansive park of approximately 27 hectares, accommodates several key facilities, including the Sixteen Mile Sports Complex and Sixteen Mile off-leash dog park, alongside sports pitches and Oakville Fire Station 9. An addition to Sixteen Mile Sports Complex is currently under construction along Neyagawa Boulevard, that will accommodate an aquatics center, a gymnasium, a library, and additional flexible community space. This considerable investment underscores North Park's role as a focal point for recreational activities and public services and facilities in North Oakville East, directly enhancing the community experience at the doorstep of the Subject Site. Further north is the planned Neyagawa Urban Core node, concentrated around the intersection of Neyagawa Boulevard and Burnhamthorpe Road. Further north to that is the major regional link of Highway 407.

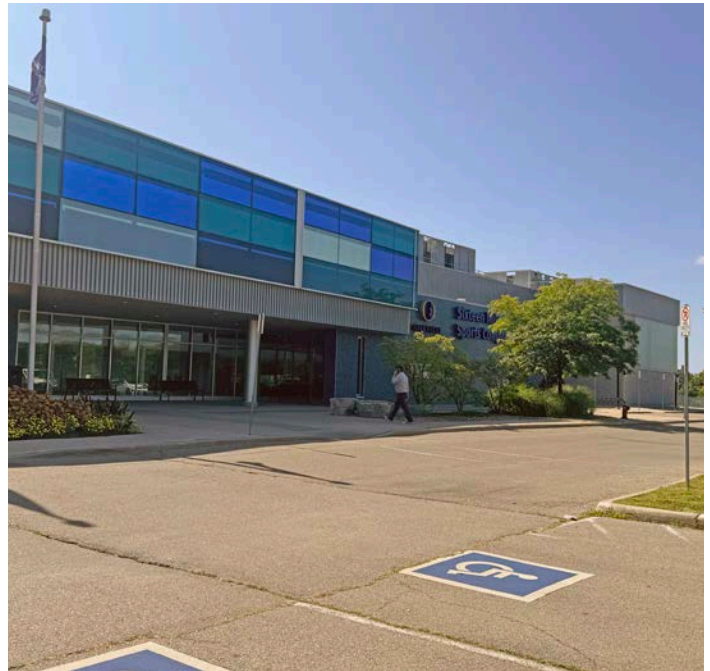


Figure 4. Sixteen Mile Sports Complex



Figure 5. North Park

East

East of the site, there is a newly completed 9-storey residential building at 509 Dundas Street West, as well as a commercial-retail plaza known as Dundas Market Square. This plaza is anchored by a Fortinos grocery store and accommodates various other stores and businesses, creating a convenient shopping and service hub for local residents. Adjacent to this commercial center, both to the north and to the east, is a residential community characterized by ground-oriented housing, offering a mix of dwelling unit types. This area forms part of a broader 59-hectare subdivision plan advanced by Davis Minardi Home Corporation and Denbribe Developments, approved by the Ontario Municipal Board in 2010, which envisions a cohesive blend of residential and commercial uses. Included in the associated Plan of Subdivision is a 22-meter-wide public street, now known as Sixteen Mile Drive. This street's alignment generally follows the North Oakville East Transportation Plan and enhances connectivity within the neighborhood. Although the original Transportation Plan did not foresee extending Sixteen Mile Drive westward beyond Neyagawa Boulevard, the Town of Oakville has indicated future plans to extend this street. Currently, Sixteen Mile Drive functions as a driveway into the Sixteen Mile Sports Complex, but it is expected to evolve into a public street, enhancing accessibility and integration with surrounding developments. This evolving infrastructure underscores the area's ongoing development and integration with the broader community.



Figure 6. 509 Dundas Street West newly constructed building



Figure 7. View overlooking the commercial center

South

To the south of the site is the established River Oaks neighbourhood, generally located south of Dundas Street West, east of Lions Valley Park, and west of Sixth Line. River Oaks contains a blend of residential and commercial uses, several schools, parks and open space infrastructure. The southeastern and southwestern corners of the Dundas-Neyagawa intersection are characterized by service-commercial and retail establishments, including gas stations, standalone restaurants, a grocery store, and a range of other businesses that serve the local community. Further south and west of Neyagawa Boulevard is a residential enclave accessed via Riverbank Way, featuring a network of local streets and single-detached housing stock.

Immediately southeast of the Subject Site are the Prime Envision Lands at 1013 Dundas Street West which occupy the northwest corner of the Dundas-Neyagawa intersection, presently accommodating a single detached dwelling and a detached garage. Despite its location within the Dundas Street Urban Core Area, there have been no development proposals advanced for the Prime Envision Lands to date. It is anticipated that these lands represent a future intensification opportunity.



Figure 8. Prime Envision Lands at northwest corner of Dundas & Neyagawa



Figure 9. Intersection gas station

West

Directly west of the site are the Parish Lands (St. Peter and Paul Serbian Orthodox Parish) at 1039 Dundas Street West. The Parish Lands contain a place of worship with an associated surface parking area and extensive open space. Further west, beyond the Parish Lands, is the Trafalgar Lawn Cemetery, which contains a private internal roadway that extends north along the western edge of North Park. Adjacent to the cemetery is Lions Valley and Sixteen Mile Creek, a natural area that offers an extensive trail system for recreational activities and environmental conservation. Lions Valley is situated just 800 meters from the Subject Site, equivalent to a 10-minute walk, providing a significant natural and recreational amenity to future residents of the Proposed Development. Further westward, the Oakville Trafalgar Memorial Hospital, a major regional healthcare facility, is located approximately 2 kilometers from the Site at the intersection of Dundas Street West and Third Line. This hospital represents a significant investment in regional healthcare, providing essential services and employment opportunities close to the Site.

Overall, the Site's surrounding context contains all of the required components of a complete community and an environment where a more-intense form of mixed-use development is appropriate and will reinforce the existing and planned area context.



Figure 10. St. Peter and Paul Serbian Orthodox Parish



Figure 11. Overlooking Lions Valley Park

2.4 THE URBAN STRUCTURE

The Town of Oakville's Urban Structure, as depicted on Schedule A1 – Urban Structure, of the Livable Oakville Official Plan, is made up of a series of Nodes and Corridors.

The Subject Site is situated within the Dundas Urban Core Area, a node within the Town urban structure, which is planned to accommodate medium- to high-density, mixed-use development. The Town's nodes and corridors represent its *strategic growth areas*. This designation aims to facilitate urban services that accommodate both current and future development, promoting a compact form of growth that supports transit use, reduces car dependency, and maximizes space and service efficiency.

Further, Halton Region Official Plan Map 1H identifies the Dundas Urban Core as a Primary Regional Node, and identifies both Dundas Street West and Neyagawa Boulevard as Regional Intensification Corridors. These corridors are designated to facilitate increased residential and employment densities, crucial for the sustainability and efficient utilization of current and future transit infrastructure and services. This strategic designation aims to foster development that aligns with urban growth objectives, promoting accessibility and enhancing the overall livability of the area by concentrating growth along these specified routes.

The Dundas Urban Core is envisioned as a vibrant area that encourages intensification and the development of a diverse mix of land uses, including residential, commercial, and institutional functions. Policies specify that this area should support a variety of employment opportunities and amenities, making it accessible and attractive to both residents and businesses. The goal is to create a pedestrian-oriented urban environment with high-density structures concentrated at key intersections, such as Dundas Street and Neyagawa Boulevard, where mixed-use buildings are preferred. The Subject Site is within a node that the Town of Oakville has identified as an area for intensification of mixed-use development. The Subject Site is strategically positioned in this node to play a role in realizing the Town of Oakville's vision for a dynamic, vibrant urban area that seamlessly integrates residential uses with commercial and recreational amenities.

See Section 4.12 of this report for a detailed analysis of how the Proposed Development supports the planned urban structure.



Figure 12. Town of Oakville Growth Areas (Nodes and Corridors)

2.5 TRANSPORTATION NETWORK

Strategic Growth Areas like the Dundas Urban Core are intended to accommodate a significant portion of population and employment growth, providing high-quality public parks and open spaces, and ensuring connectivity through transit and active transportation networks. These areas are also designed to maintain the functionality of major arterial roads while supporting pedestrian-oriented development and active transportation. Development guidelines for the Dundas Urban Core focus on maintaining visual cohesion through consistent streetscaping and ensuring physical connections through roads, transit, and bike paths.

The Site is strategically positioned within Oakville's transportation network, benefiting from a comprehensive system of existing and planned roads and transit options. Dundas Street West, a major arterial road designated for future BRT and Priority Bus initiatives, plays a pivotal role in regional connectivity, accommodating significant traffic volumes including heavy trucks. Neyagawa Boulevard, another major arterial road, is slated for future transit service enhancements, supporting the area's growing residential needs. Currently served by Oakville Transit's Route 5 and 5A, which connect to GO Transit at the nearby Uptown Core Terminal, the site also stands to benefit from future BRT initiatives planned for both Dundas Street West and Trafalgar Road corridors.

Active transportation is well-integrated with existing pedestrian paths along Dundas Street West and Neyagawa Boulevard and planned multi-use trails along the west and north boundaries of the subject lands, complementing Oakville's broader Active Transportation Master Plan aimed at enhancing pedestrian and cycling connectivity throughout the North Oakville East area. Nearby, the recreation trails of Lions Valley in Oakville further enrich the area's appeal, offering residents accessible opportunities for outdoor leisure and fitness activities within close proximity to the planned high-density mixed-use development.



Figure 13. Dundas BRT Alignment as Proposed by the Initial Business Case, Source: Metrolinx

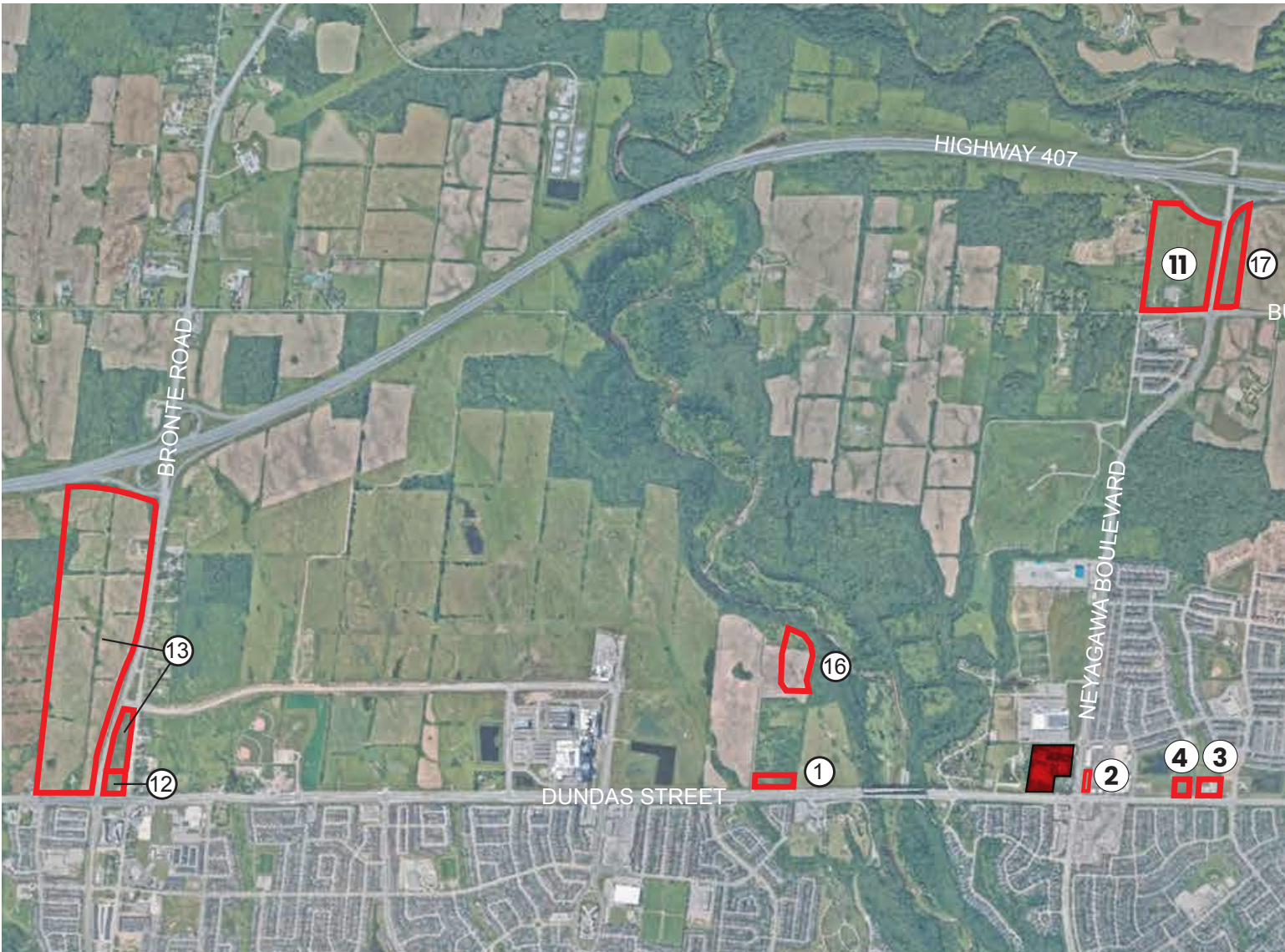
2.6 SURROUNDING DEVELOPMENT ACTIVITY

The North Oakville East area has steadily developed over the past two decades, consistent with the general vision set out in the North Oakville East Secondary Plan, containing higher-density intensification within its nodes and corridors including the Trafalgar, Dundas, and Neyagawa Urban Core areas. Outside of the Secondary Plan, other nearby growth areas, like Uptown Core and Palermo Village, have experienced development activity in recent years as developers seek to complement the predominance of ground-oriented housing in the area.

The table and associated figure below summarize development activity in the surrounding area. A brief overview of each development site is provided, including reference to site-specific planning instruments where applicable.

#	Address	Growth Area	Status	Description	Instrument Reference
1	1359 Dundas St. W. (Martillac Estates)	Dundas Urban Core	Approved, pre-construction	ZBA/DPOS applications to permit the development of apartment buildings having heights ranging from 12 to 16 storeys (41 – 54 m).	By-law 2020-113
2	509 Dundas St. W.	Dundas Urban Core	Built/Occupied	8-storey residential development containing 153 dwelling units.	By-law 2010-018
3	393 Dundas St. W. (Fiera Trailside)	Dundas Urban Core	Built	ZBA to permit a mixed-use development with a maximum height of 10 storeys (35 m), having a minimum non-residential area of 275 m ² and a minimum of 250 dwelling units.	By-law 2019-006
4	405 Dundas St. W. (Distrikt Trailside)	Dundas Urban Core	Built	ZBA to permit a 10-storey (35 m) mixed-use building with ground floor commercial space, 283 residential units, and 36 three-storey stacked townhouses.	By-law 2018-107
5	Part of Lots 14 & 15, Concession 1 N.D.S. (128 Grovewood Common)	Dundas Urban Core	Built	ZBA to permit development with a maximum building height of 29 m.	By-law 2014-063
6	3064 Trafalgar Rd. (Distrikt)	Trafalgar Urban Core	Approved, pre-construction	ZBA application to permit two 33-storey (110 m) residential towers containing 782 residential units. Updates an earlier approval for two 30-storey towers.	By-law 2021-032
7	3075 Trafalgar Rd. (Minto)	Trafalgar Urban Core	Built	ZBA application to delineate various blocks with TUC zoning permitting heights up to 30 storeys (100 m) unless where a maximum is prescribed for a specific block. Additional standards applicable to each block include: Block A: Minimum 200 dwelling units; minimum 3.0 FSI; minimum height of 12 ST (36 m) Block B: Minimum 370 dwelling units; minimum 3.0 FSI; minimum height of 8 ST (24 m) Block C: Minimum 200 dwelling units; minimum 3.0 FSI; minimum height of 15 ST (45 m) Block D: Minimum 400 dwelling units; minimum 3.0 FSI; minimum height of 15 ST (45 m) Block E: Minimum 300 dwelling units; minimum 2.5 FSI; minimum heights of 8-12 ST (22-32 m) Block F: Minimum 350 dwelling units; minimum 3.2 FSI; minimum heights of 8-12 ST (22-32 m); maximum height of 20 ST (68 m)	

#	Address	Growth Area	Status	Description	Instrument Reference
8	Trafalgar Rd. (North of Dundas on the west side), Part of lots 13 and 14, Concession 1 (Green Ginger Phase 2)	Trafalgar Urban Core	Proposed/Under Review	ZBA/DPOS applications to permit the development of a new community with a mix of residential uses in a variety of forms up to 30 storey apartment buildings, natural heritage, public open space features, secondary school, and urban core future development blocks.	
9	Part of Lot 12, Concession 2, N.D.S. (NE/SE corners of Trafalgar & Burnhamthorpe intersection) (Argo)	Trafalgar Urban Core	OLT-approved	OPA application proposing to permit residential and mixed-use permissions from the TUC 3 and 4 land use designations. The proposed OPA would allow development within 100 m of Trafalgar to have a maximum building height of 30 storeys, and development within 100-300 m of Trafalgar to have a maximum building height of 20 storeys.	N/A
10	4233, 4040 & 4180 Trafalgar Rd. (IO)	Trafalgar Urban Core	Proposed/Under Review	OPA application proposing to permit residential uses from the TUC Area 1 designation into TUC 3 and 4. The proposed OPA would permit maximum heights of 12 to 25 storeys, with the tallest located along Trafalgar Road.	N/A
11	505 Burnhamthorpe Rd. W. (Argo)	Neyagawa Urban Core	Proposed/Under Review	OPA/ZBA/DPOS applications to develop the subject lands as a mixed-use community with residential, a stormwater management pond, as well as potential commercial on the ground floor of a mixed-use block. A range of unit types are proposed including townhouses and apartment buildings up to 15 storeys, accommodating approximately 982 residential units.	N/A
12	3005 & 3015 Dundas St. W.	Palermo Village	Proposed/Appealed to OLT	OPA/ZBA applications to permit two towers of 27 and 30 storeys (96 and 105 m) with at-grade retail space and 690 residential units.	N/A
13	3069 Dundas St. W. (Argo)	Palermo Village	OLT-approved	ZBA/DPOS applications (with related appeal of OPA 34) to permit a mixed-use development comprised of a range of unit types, a transit terminal block, commercial/employment/institutional uses, and blocks for open space, neighbourhood park, village square, stormwater pond, 407 Transitway, open space, natural heritage system and public roads. A maximum height of 30 storeys is proposed at the northwest corner of Dundas and Bronte.	N/A
14	256, 260 & 294 Hays Blvd. and 271 Oak Park Blvd. (SmartCentres)	Uptown Core	Approved, pre-construction	OPA/ZBA applications to permit two towers of 26 and 31 storeys (92 and 107 m), accommodating 587 residential units and a minimum of 520 m ² of net leasable commercial floor area.	By-law 2023-057
15	278 Dundas St. E. and 2466 Trafalgar Rd. (Cortel)	Uptown Core	Built/Occupied	OPA/ZBA applications to permit four towers of 25, 17, 14 and 12 storeys, containing 750 residential units, 2,640 m ² of office space, and 500 m ² of retail space.	By-law 2017-123
16	1357 Dundas St. W. (Graydon Banning)	N/A (High Density Residential Area designation)	Approved, pre-construction	ZBA/DPOS applications to permit the development of an apartment building having a maximum height of 10 storeys (35 m) and a minimum of 205 dwelling units.	By-law 2020-116
17	Neyagawa Blvd. and Burnhamthorpe Rd. W. (Northeast corner)	Neyagawa Urban Core	Proposed/Under Review	OPA/ZBA applications to permit five towers, each 18 storeys tall, accommodating 898 apartment units and 2,397.41 m ² of retail space.	N/A
18	3275 Trafalgar Rd.	Trafalgar Urban Core	Approved	OPA/DPOS applications to permit 4 residential towers of 14, 14, 27, and 30 storeys, accommodating 1,289 units over two phases.	N/A
19	Dundas St. W. and Sixth Line	Dundas Urban Core	Proposed/Under Review	ZBA application to permit four mid-rise residential buildings at 8-9 storeys and four townhouses blocks at 3 storeys, accommodating 693 residential units.	N/A



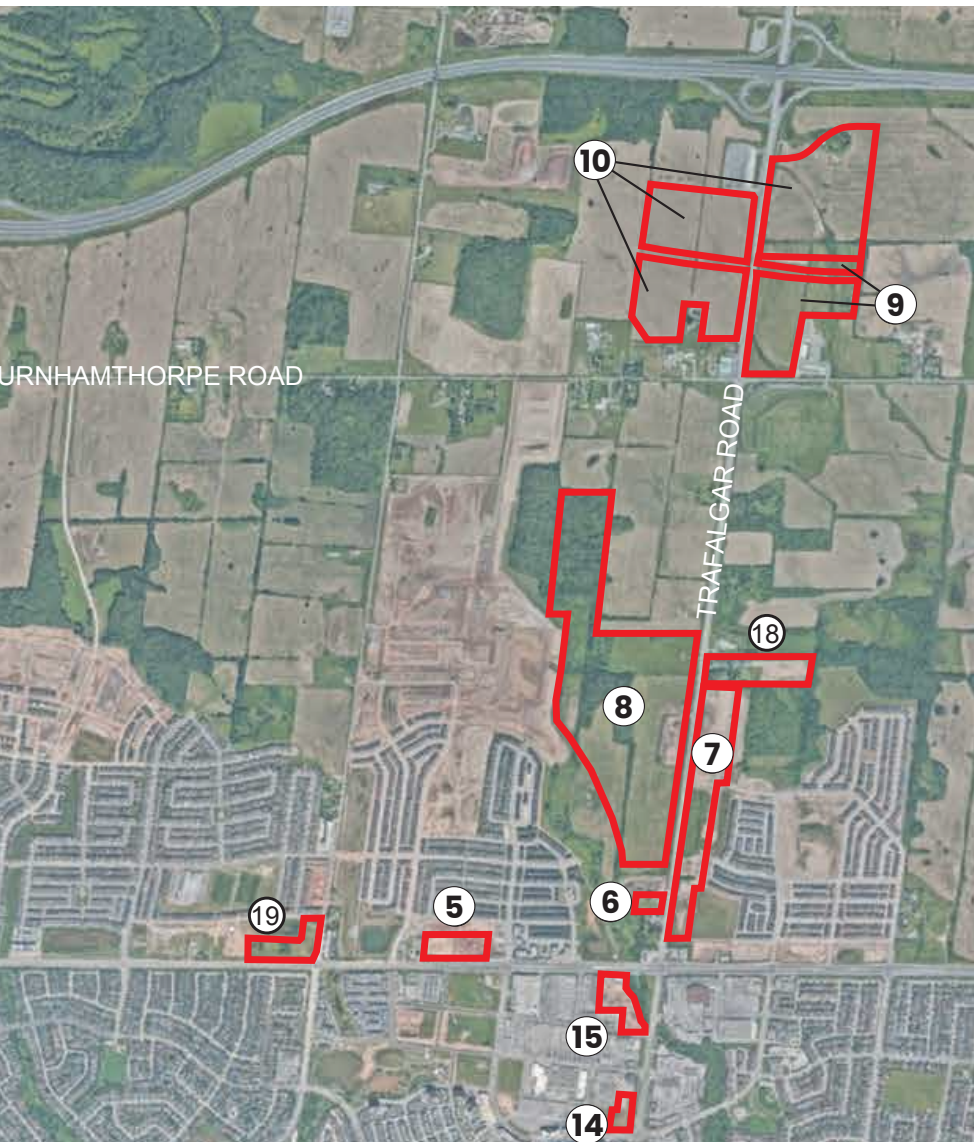




Figure 14. Rendered overview of the Revised Proposal looking northwest from the intersection of Dundas St. W. and Neyagawa Blvd.

3.1 THE DEVELOPMENT FRAMEWORK

A series of urban design structuring moves establish a master plan framework to guide the evolution of the Proposed Development. The overarching objective for the project is to achieve a vibrant, urban environment with an emphasis on a high-quality pedestrian realm. The Proposal will complement the existing (generally ground-related) housing stock in the North Oakville East area with high-density apartments to expand the range of housing choice.

The following structuring moves shape the master plan framework for the Proposal:

1. A fine-grained urban quarter supported by a new street network

The Proposed Development will divide the existing 3.75-hectare Site into a series of smaller, urban scaled development blocks to accommodate seven new buildings. Three new public streets are proposed to establish a local street grid in the northwest quadrant of the Dundas-Neyagawa intersection while achieving three pedestrian-scaled development blocks. The sizing of the blocks – with a maximum block length of approximately 140 m – result in building frontages are not overly long and are regularly broken up by streets, driveways and other mid-block connections.

2. A pedestrian-focused woonerf to support access and integrate servicing

To minimize the impacts of back-of-house parking, loading and servicing functions, a woonerf (shared street) has been incorporated into Blocks 1 & 2. The woonerf diverts back-of-house functions away from the public streets to the interior of the development blocks and provides additional porosity through the Site from Sixteen Mile Drive to a right-in-right-out connection at Neyagawa. The woonerf design will incorporate high-quality and seamlessly integrated landscape treatments in addition to accommodating the turning radii of garbage trucks and other larger vehicles.

3. A diversity of place types and open spaces that respond to the existing and emerging context and are highly public in nature

The Proposed Development will accommodate a variety of open space typologies that are not prevalent in the North Oakville East area. These publicly accessible areas will interplay with the surrounding buildings and their at-grade programming, supporting a range of active and passive recreational use. The open spaces will contribute to a distinct sense of place at this prominent intersection and will complement the significant adjacent parks and open spaces at North Park and Lions Valley Park.

4. A centralized retail main street to complement the community hub to the north, and to support a pedestrian-oriented environment.

The Proposal strategically incorporates retail space as an animating use along future Street B and the Sixteen Mile Drive extension. A minimum of 1,900 square metres of commercial-retail space is proposed throughout Blocks 1 and 2, supporting the Town's objective of increasing retail space in North Oakville East. Given the extensive amount of existing retail in the surrounding vicinity, the proposed new retail has been situated in locations where it is most likely to succeed, with consideration for proximate on-street parking and adjacency to the community hub to the north.

5. A fine-grain network of connections across the Site and to transit

The master plan maximizes porosity through the Site to reinforce desire lines and to support ease of access, particularly for pedestrians. An extensive network of sidewalks, walkways, and other mid-block connections are proposed in order to connect higher-activity zones (e.g., lobbies, retail space, open spaces, transit stops) and to achieve a vibrant pedestrian-oriented streetscape.

6. Setting up successful future development over time

The Proposed Development recognizes the development potential of the adjacent Prime Envision Lands and Parish Lands and proactively anticipates how new streets and buildings on these properties may be configured in order to integrate harmoniously with future development. It is anticipated that development on the Prime Envision Lands will obtain access from proposed Street B, while proposed Street A will benefit future development on the Parish Lands. All proposed buildings on the Subject Site incorporate setbacks and step-backs that contribute to appropriate separation distances to future development on the adjoining lands.

3.2 DESCRIPTION OF THE PROPOSED DEVELOPMENT

Building on the development framework outlined above, the Proposed Development consists of seven buildings organized within three development blocks. The blocks will be constructed in phases, commencing with Block 1 at the northeast corner of the Site, followed by Block 2 at the northwest corner, and ending with Block 3 at the southwest corner. Broadly, the Proposal represents a tower-podium development typology, with slender (max. 750 sq m) tall building elements integrated with mid-rise (6-8 storey) podiums that frame the edge of existing and proposed streets with heights proportional to the right-of-way widths.

In total, the Revised Proposal will accommodate an overall gross floor area of approximately 159,000 square metres, inclusive of a minimum of 1,900 square metres of commercial-retail space, and 2,178 residential apartment units. The Draft Zoning By-law Amendment will secure the requirement for at least 1,900 square metres of retail space. The revised architectural plans for the second submission identify two potential additional areas in Block 2 where retail may be provided to achieve the minimum required retail area.

From a built form perspective, the Proposal incorporates a height peak of 26 storeys concentrated at the centre of the Site, stepping down to lower tower heights of 15 storeys. The Proposed Development is designed to provide varied building heights, with a height difference of 4-6 storeys between the tallest and shortest towers in each block. The distribution of height and massing across the Site is intended to reinforce a pedestrian-scaled streetscape condition with tall buildings interspersed in a way that provides variety and visual interest and mitigates massing impacts on the public realm.

The proposed unit mix consists of approximately 65% 1-bedroom suites and approximately 35% 2-bedroom suites, which will support a wider diversity of housing choice in the local community where there is currently a predominance of larger ground-oriented dwelling units. The unit mix will contribute to a supply of housing stock for diverse household sizes at all stages of life. By virtue of their size and density, these units will provide relatively economical housing options compared to ground-oriented housing in the surrounding area.

This section provides a high-level overview of the Proposed Development, including a description of each building and other aspects of the project design including new streets, the open space and public realm strategy, and architectural design. The Urban Design Brief prepared by Urban Strategies contains a more-detailed analysis of the proposal through an urban design lens.

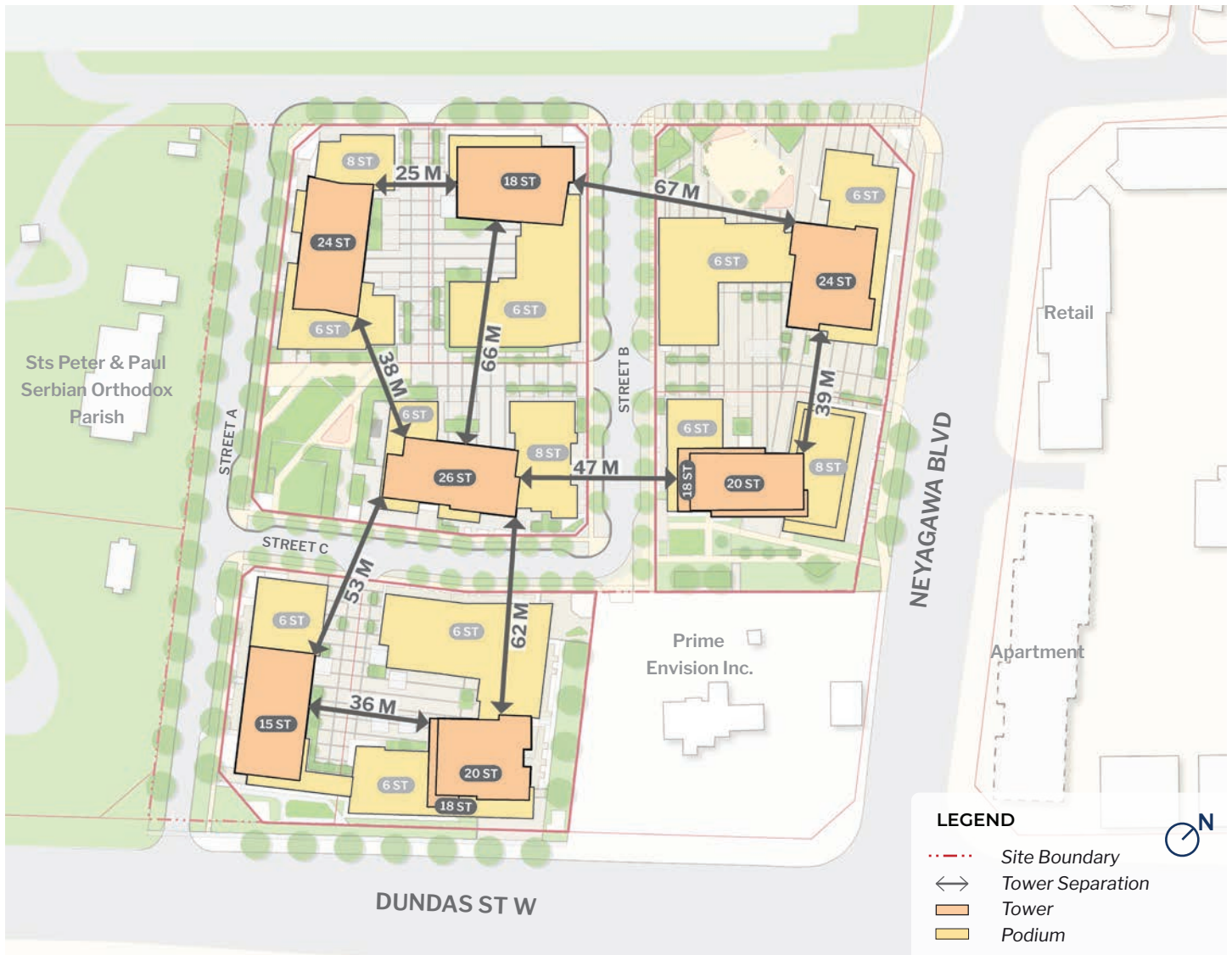


Figure 15. Proposed Development site plan annotated with tower and podium heights

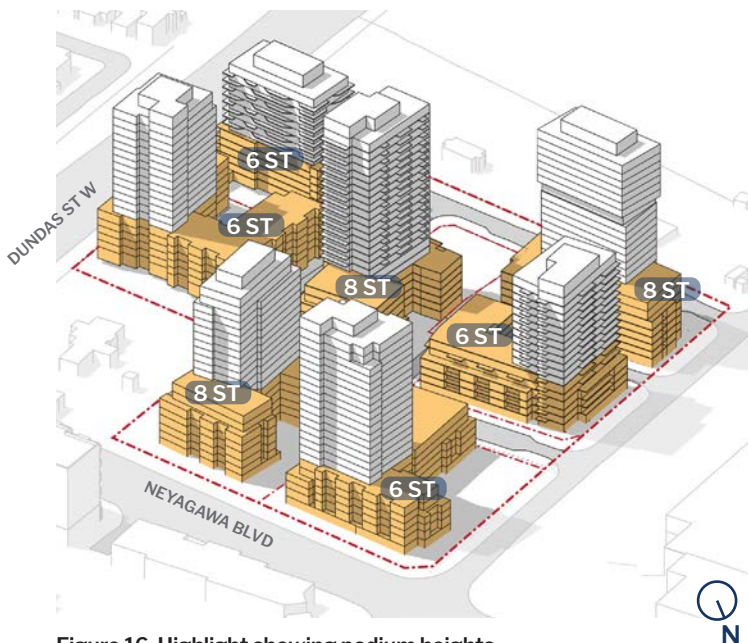


Figure 16. Highlight showing podium heights

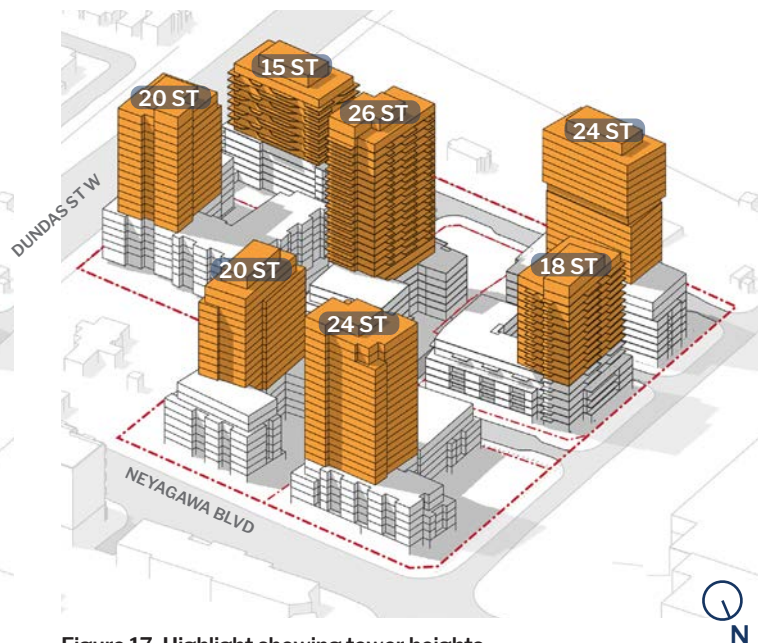


Figure 17. Highlight showing tower heights

Block 1

Block 1 is in the northeast corner of the Site and will be the first phase of development. Block 1 is bounded by Neyagawa Boulevard to the east, the Sixteen Mile Drive extension to the north, Street B to the west, and by the Prime Envision Lands to the south. This first development phase is comprised of Building 1, a 24-storey tower integrated with a 6-storey podium, and Building 2, a 20-storey tower integrated with a 6-to-8 storey podium.

Building 1 contains two separate commercial-retail units totaling 1,032 square metres. One of the retail units is oriented along Street B, and the other oriented to the corner of Neyagawa Boulevard and Sixteen Mile Drive. Both retail units benefit from prominent street frontage and exposure to the landscaped plaza at the north end of Block 1, which could accommodate spillover (patio) space associated with the retail. The residential lobby has dual access from the plaza to the north, and the woonerf to the south. Two separate indoor amenity areas with a total area of 630 square metres are provided at grade, accessible off of the lobby. A total of 371 residential units are proposed in Building 1. Building 1 also accommodates a ramp to the underground parking garage that serves all of Block 1.

Building 2 is an exclusively residential building that contains 274 units, including grade-related units that have private entrances and small gardens/terraces accessible from the surrounding streets. The building lobby is oriented to Street B. A ground floor interior amenity space of 160 square metres is proposed.

Block 2

Block 2 is the second phase of development, located at the northwest corner of the Site. This block is bounded by Street B to the east, the Sixteen Mile Drive extension to the north, Street A to the west, and Street C to the south.

Building 3 consists of an 18-storey tower with a 4-to-6 storey podium element. A 472 square-metre commercial-retail unit is located at grade with frontage along Street B. The residential lobby is oriented to the northeast corner of the building, and a 333 square metre indoor amenity space is proposed adjacent to the lobby. Several grade-related residential units are accommodated at the south end of the building. Building 3 accommodates a ramp to the underground parking garage that serves all of Block 2. A total of 266 residential units are proposed in Building 3.

Building 4 is situated in the northwest corner of Block 2 and consists of a 24-storey tower with a 6-to-8 storey podium. This building contains exclusively residential uses, including grade-related units. The lobby is oriented to the southwest corner of the building with exposure along Street A and the large central open space. A 262 square metre ground floor indoor amenity area is proposed. The total number of residential units in Building 4 is 340.

Building 5 is situated in the southeast corner of Block 2 and consists of a 26-storey tower with a 5-to-8 storey podium. The building contains exclusively residential uses, including grade-related dwelling units, for an overall total of 365 units. The lobby is oriented to the southwest corner of the building, adjacent to Street C and with frontage along the central open space. An indoor amenity area of 303 square metres is proposed directly adjacent to the lobby.

An additional 400 square metres of commercial-retail space will be located in either Building 3 or Building 5, in the areas conceptually shown on the ground floor architectural plan, to accommodate future additional non-residential space while allowing flexibility in its final location.

Block 3

Block 3 is the third and final phase of development, containing exclusively residential uses. This block is bounded by Street C to the north, the Prime Envision Lands to the east, Dundas Street West to the south, and Street A to the west.

Building 6 consists of a 15-storey tower with a 6-storey podium. Two ground floor lobbies are proposed, one facing north onto Street C and a second facing south to Dundas Street West to provide convenient access from, and animation over, the southwestern gateway to the Site. Two indoor amenity spaces are proposed totaling 321 square metres. Inclusive of grade-related units, the total number of residential units in Building 6 is 216.

Lastly, Building 7 consists of a 20-storey tower with a 6-storey podium. Two ground floor lobbies are proposed, one oriented north to Street C, and the other oriented south to Dundas. The balance of the ground floor consists of grade-related units and a 404 square-metre indoor amenity space overlooking Dundas Street West. The podium accommodates a parking ramp to the underground parking garage that serves all of Block 3. The number of residential units proposed in Building 7 is 346.

	Block 1	Block 2	Block 3	Total
Site/Block Area	9,623 sq m	11,301 sq m	7,669 sq m	37,461 sq m (gross) 28,593 sq m (net)
Gross Floor Area (total)	47,670 sq m	68,401 sq m	39,689 sq m	155,760 sq m
Gross Floor Area (non-res)	1,032 sq m	472 + min. additional 400 sq m	-	1,904 sq m
Gross Floor Area (res)	46,638 sq m	67,929 sq m	39,689 sq m	154,256 sq m
Height (ST)	20 + 24 ST	18 ST + 24 ST + 26 ST	15 ST + 20 ST	-
Height (M)	64.3 + 76.2 M	57.6 + 76 + 82.3 M	47.2 + 64.1 M	-
Res unit count	645 units	971 units	562 units	2,178 units
Resident parking	673 stalls	1,026 stalls	658 stalls	2,357 stalls
Visitor parking	136 stalls	206 stalls	125 stalls	467 stalls
Bicycle Parking	402 cycle spaces	613 cycle spaces	442 cycle spaces	1,457 cycle spaces
FSI (gross)	-	-	-	4.16
FSI (net)	4.95	6.05	5.18	5.45
Amenity outdoor	3,059 sq m	1,912 sq m	685 sq m	5,656 sq m
Amenity indoor	790.6 sq m	898.40 sq m	725.6 sq m	2,414.6 sq m

Figure 18. Key Statistics for the Revised Proposal

Height and Transition

The Proposed Development comprises seven tall building elements with heights ranging from 15 to 26 storeys. The tower heights are distributed across the Site to accommodate an appropriate level of built form diversity, with tower heights in each individual block incorporating a 4-to-6 storey height variation. A height peak of 26 storeys is proposed, located within Block 2 and generally in the centre of the Subject Site. The remainder of the towers are 15, 18, 20, 20, 24, and 24 storeys in height, and distributed across the Site in a way that contributes to a transition in scale and a variation of building heights. The proposed tower heights are compatible with the surrounding context and do not give rise to any undue adverse impacts including loss of sunlight, sky view and privacy. While not a Town requirement, the adjusted building heights in the Revised Proposal result in all buildings fitting within a 45-degree angular plane measured from the nearest residential lot lines to the south and northeast, which further supports appropriate transition.

Although the policies for the Dundas Urban Core designation in the North Oakville East Secondary Plan envision development up to 8 storeys (with provision for 4 additional storeys through Section 37 bonusing, a tool no longer applicable under the Planning Act), the Subject Site is an appropriate location for additional height given its unique physical attributes. These include:

- A lack of direct adjacency to sensitive uses and lower scale housing;
- The buffering of the Site to the existing residential neighbourhoods to the east and south by virtue of the very wide right-of-ways of Dundas (50 metres) and Neyagawa (40 metres) which result in significant tower setbacks to the nearest residential properties;
- The Site's location at the intersection of two Regional Roads that provide important connections and support active transportation;
- A large site area of 3.75 hectares where appropriate transition can be accommodated within the Site itself;
- Adjacency to existing local transit and planned higher-order bus rapid transit;
- Proximity to community recreational and open space infrastructure, and
- The convenient availability of retail and other daily amenities.

The Proposed Development incorporates responsive built form to create a comfortable condition for pedestrians at street level. This includes human-scaled podium elements and tower step-backs to reduce the impact of tower massing when viewed from the street. Tower floorplates are generally limited to approximately 750 square metres (gross construction area). The Proposal avoids having whole tower facades that extend straight down to grade, instead incorporating a staggered rhythm of setbacks and stepbacks to address adjacent buildings, streets and open spaces appropriately.

The Sun-Shadow Study submitted with the applications demonstrates that although the Proposed Development results in some net new shadows over the surrounding areas, the shadowing is minor in nature, moves quickly across the surrounding lands, and does not disproportionately or unduly diminish the utility of any single area throughout the year. Refer to the Sun-Shadow Study and associated covering memo for more detail.

With respect to transition, the Proposed Development accommodates appropriate transition to the surrounding area with regard for the existing and planned context. The proposed buildings have setbacks of anywhere from 2.3 m to 10.9 m from the property boundaries. The setbacks combined with the width of Neyagawa Boulevard and Dundas Street West provide for are at least 67.3 m from the proposed buildings to the nearest low-scaled homes. Transition is provided by the buffering of the Site as a result of the existing and proposed street network, generous tower separation distances, the thoughtful incorporation of setbacks and stepbacks, and through the articulation of the building facades.

It has long been contemplated that the Dundas Urban Core is intended to redevelop with medium- and high-density mixed-use development. There are increasing instances of taller buildings abutting lower-scale residential areas throughout the Town of Oakville's nodes and corridors, and such a mix of built form is appropriate within a strategic growth area with planned higher order transit.

Open Space and Public Realm

Urban Plaza

The Urban Plaza is a large open space of approximately 23 metres deep and 46 metres wide – a total area of 1,058 square metres - located along the northern edge of Block 1. For comparison, the Town of Oakville's Towne Square is 1600 square metres when including a pedestrian pathway down George Street. Also, similar to Towne Square, the Urban Plaza is envisioned as a central gathering area. It is in close proximity to the community hub to the north, with opportunities for spillover activity, including potential cafe or restaurant patios associated with the commercial-retail units. Other potential programming opportunities include public art, cultural/community functions, and events/entertainment. The opportunities within this plaza complement the community investment to the north and contribute to enhancement of the experience at this focal point. The Urban Plaza is bordered by street trees along its interfaces with Sixteen Mile Drive and Street B and incorporates additional tree planting and raised landscaping beds within the plaza area. A mix of hardscape treatments are proposed in order to delineate different zones.

Neighbourhood Open Space

The Neighbourhood Open Space is a large, centrally located open space of approximately 38 metres by 50 metres, situated in Block 2 at the intersection of Street A and Street B. The area of this space is approximately 1,900 square metres.

Although primarily geared to providing outdoor amenity space for residents of the Proposed Development, the Neighbourhood Open Space will be available for use by the community and is designed to be seamlessly integrated with the adjacent public right-of-ways. Clearly defined spaces are provided for different users, defined by pedestrian desire lines. Ample tree planting is proposed for an overhead canopy, in addition to a children's playground, an open lawn, seating opportunities, and raised landscaped beds.

The Neighbourhood Open Space is lined with active at-grade uses in Building 4 and Building 5 to the north and east, respectively, including lobbies and indoor amenity areas, to ensure a steady stream of animating activity and passive overlook. At its **northeast** edge, the Neighbourhood Open Space blends into the adjoining woonerf to maximize mid-block connectivity and views through the block.

Woonerf

A woonerf has been incorporated into the project as an innovative internal circulation solution for Blocks 1 and 2, while also permitting additional pedestrian circulation and public realm space stitching together a series of interior courtyards. Adjustments to the woonerf design have been made in the Revised Proposal to better distinguish between areas intended for vehicles and for pedestrians, while still maintaining a seamless and integrated design. Pedestrian priority is signaled through several design elements: the extension of a distinctive paving pattern shared by both the Block 1 Plaza and Neighbourhood Open Space; integrated seating; and the strategic use of bollards and tree planters to enable a curbsless design that blends pedestrian and vehicular areas while still defining zones of pedestrian priority. The woonerf is predominantly made up of hardscape areas, with different paving treatments to demarcate areas intended for cars and for pedestrians. Functionally, the woonerf provides pick-up and drop-off zones, additional surface parking spaces, areas for waste collection, moving vehicles and emergency services, and bike parking space. Slightly rolled curbs and flat plains define pedestrian areas through variations in paving and planters. Elevated planters add protection against salt, and dual-purpose lighting enhances both pedestrian and vehicular use. This integrated design extends the nature of major open spaces to residential building entrances, fostering a cohesive environment.

Green Fingers

To maximize opportunities for connectivity to the corner of Dundas and Neyagawa, and to achieve a desirable interface with future redevelopment on the Prime Envision Lands, two "Green Fingers" have been incorporated along the southern edge of Block 1, and the eastern edge of Block 3. The Green Fingers are programmed as enhanced mid-block connections linking Dundas and Neyagawa to Streets B and C, incorporating additional opportunities for tree planting and outdoor seating. These spaces are integrated with multi-use paths, accommodating pedestrians, cyclists, and other active modes of transportation. The design includes integrated lighting, benches, and other pedestrian furniture, aligning with the overall public realm. Clearly defined and universally accessible from the adjacent public sidewalk, the Green Fingers offer lush, well-defined spaces that maintain a sufficient buffer for privacy from neighboring residential areas. Generous paths within these areas ensure ease of movement for various active modes, creating an accessible and pleasant environment for all users.



Figure 19. Rendered Landscape Plan

- ① Urban Plaza
- ② Woonerf
- ③ Neighbourhood Open Space
- ④ Green Fingers
- ⑤ Grade related units
- ⑥ Proposed Public Streets

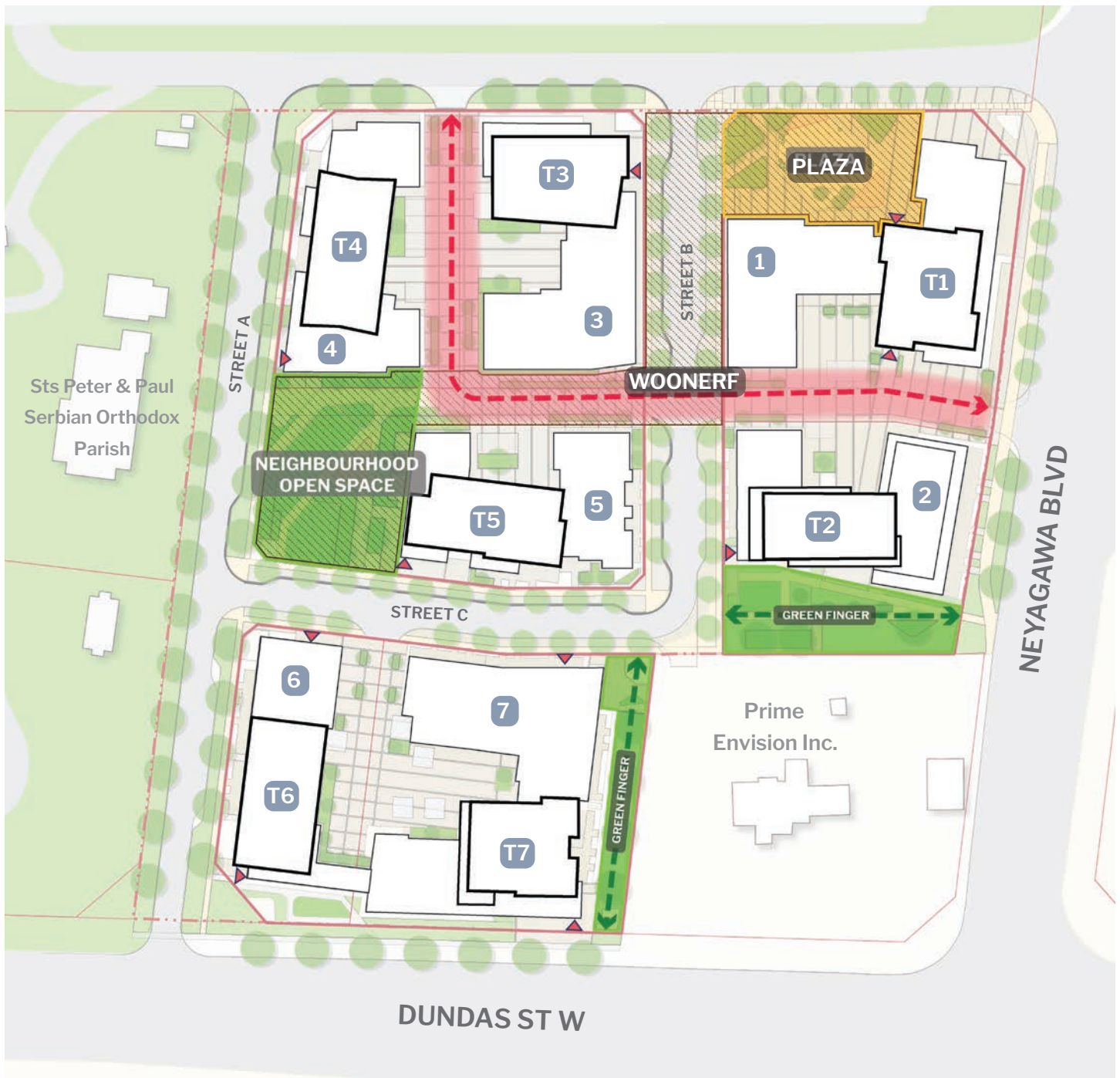


Figure 20. Open space areas

LEGEND

- - - Site Boundary
- Woonerf (Living Street)
- Plaza
- Neighbourhood Open Space
- ▲ Pedestrian Access
- Pedestrian Priority Area



Site Access, Parking, and Servicing

The Proposed Development takes a public realm-first approach to the ground plane to promote a vibrant, pedestrian-oriented community. Parking and servicing functions have been situated in a way that minimizes their visual and physical impacts to the extent feasible.

Parking for the Proposed Development is accommodated in 4-level underground garages below Blocks 1, 2 and 3. Each garage is independent and has its own ramp. The Block 1 and 2 garage ramps are accessed from the woonerf, and the Block 3 ramp is accessed from the at-grade interior courtyard between Buildings 6 and 7. Residential parking is provided at an overall rate of at least 1.0 spaces per dwelling unit, which conforms to the North Oakville Zoning By-law 2009-189 that limits parking for apartment buildings to a maximum of 1.25 spaces per unit. In addition, a minimum of 0.2 parking spaces per dwelling unit are provided for visitor and non-residential uses. The zoning by-law amendment application seeks to permit the visitor and non-residential parking spaces to be shared to meet the 0.2-space requirement.

Bicycle parking for the proposed development is accommodated through stacked bike parking located on Parking Level 1 and the ground floor within all seven buildings. A total of 1,457 cycling spaces are provided across the site, far exceeding the required 200 bicycle parking spaces as stated in the North Oakville Zoning By-law 2009-189. All bike rooms are directly accessible from exterior areas and are conveniently located in close proximity to the proposed network of driveways and streets.

Servicing areas for loading, waste collection and other purposes have been consolidated to off-street locations. For Blocks 1 and 2, servicing zones are situated along the woonerf in the interior of the blocks, shielded from view. The Block 3 servicing zone is accommodated in the central courtyard area which is accessed off Street C. A sufficient supply of loading and servicing zones has been provided to meet anticipated residential and commercial operational needs of the Proposed Development. The applicant's transportation consultant – GHD – has also conducted swept path analysis to determine that there is sufficient space for waste collection and fire trucks to effectively maneuver through the Site.

Proposed Public Streets

To divide the Subject Site into smaller development blocks and to create a finer-grain transportation network capable of supporting the redevelopment of this quadrant of the Dundas-Neyagawa intersection, the Proposed Development will include the dedication of three new public street segments. These streets are proposed to be conveyed to the Town, unencumbered, through the proposed Draft Plan of Subdivision, and include:

- **Street A:** a north-south street segment extending along the western edge of the Site between the Sixteen Mile Drive extension and Dundas Street West. Street A is proposed to have a 19.0 metre right-of-way accommodating bi-directional travel with on-street parking along the eastern side of the roadway, as well as street trees and a pedestrian boulevard on both sides of the roadway. Street A reflects the “connector / transit corridor” typology which is intended to serve relatively low volumes of intra-neighbourhood travel. It is anticipated that Street A will provide frontage for future development on the Parish Lands to the west.
- **Street B:** a north-south street segment extending from the Sixteen Mile Drive extension to Street C. Street B is proposed to have a 20.5 metre right-of-way accommodating bi-directional traffic and on-street parking on both sides of the roadway to support the flanking commercial-retail uses. Street trees and generous pedestrian boulevards are maintained on both sides of the roadway. It is anticipated that future development on the Prime Envision Lands would obtain access at the southern terminus of Street B. As an interim condition, the Street B roadway is proposed to curve west where it meets Street C to maximize the pedestrian realm until such time as the Prime Envision Lands redevelop. Street B reflects the “local road” typology that is intended to provide access to individual properties and/or to serve an internal residential neighbourhood.
- **Street C:** an east-west street segment between Street A and Street B. Street C is proposed to have a narrower 17.0 metre right-of-way, reflecting the quieter residential character of the street. Street C accommodates bi-directional traffic with on-street parking along the north edge of the roadway, as well as street trees and a pedestrian boulevard on both sides of the roadway. Street C also reflects the “local road” typology.



Figure 21. Ground floor uses and circulation



Figure 22. Conceptual rendering of the design vision for the Block 1 Plaza as seen from Street B



Figure 23. Conceptual rendering looking east from Street A to Block 2 Neighbourhood Open Space



Figure 24. Conceptual rendering looking north on Street B toward Block 1



Figure 25. Conceptual rendering looking west from Street B toward Woonerf

4.0

POLICY PLANNING ANALYSIS

The Proposed Development represents an important opportunity to transform an underutilized property within a *strategic growth area*, supporting fundamental planning policy objectives. Section 4.1 provides a general overview of how the project contributes to the advancement of key policy themes embedded throughout the applicable policy framework.

The subsections that follow contain a detailed analysis of relevant planning legislation, policies, and guidelines, and an assessment of how the Proposed Development represents good planning, has appropriate regard for matters of Provincial interest as set out under the Planning Act, is consistent with the Provincial Planning Statement, conforms with the Halton Regional Official Plan, has regard for the overall intent of the North Oakville East Secondary Plan, and has appropriate regard for applicable non-statutory planning and urban design guidelines.

Note: as of July 1, 2024, Halton Region is considered an upper tier municipality without planning responsibilities under the Planning Act. As a result, the Regional Official Plan is no longer an official plan for Halton Region. Instead it is deemed an official plan of the Town of Oakville until it is revoked or amended through a Town-initiated Official Plan Amendment.

Section 4.1 provides an overarching summary of how the Proposed Development advances important policy objectives. Sections 4.2 - 4.12 then provide summaries of relevant provisions, policies and guidelines, with supporting analysis, or policy rationale, distinguished by the use of blue italicized text that follows the corresponding summary.

4.1 CONTRIBUTING TO KEY POLICY AND TOWN COUNCIL OBJECTIVES

The Proposed Development represents an important opportunity to transform an underutilized property within a *strategic growth area*, supporting fundamental planning policy objectives. This subsection provides a general overview of how the project advances key policy themes embedded throughout the applicable policy framework. It also indicates, where applicable, how the Proposed Development will help to achieve other current priorities of Oakville Town Council, including addressing the pressing need for housing, the climate emergency, and supporting transportation objectives

Supporting the Planned Urban Structure

The Halton Region and Town of Oakville Official Plans establish an urban structure.

In the Halton Regional Official Plan (Map 1h Regional Urban Structure), the Site is located along a **Regional Intensification Corridor** and within a **Primary Regional Node**. Regional Intensification Corridors are “areas along Higher Order Transit Corridors and selected Arterial Roads within the Urban Area, which connect other elements of the Regional Urban Structure and support achieving residential and employment densities to ensure the viability of existing and planned transit infrastructure and service” (Policy 79.1.4). Primary Regional Nodes are “planned to accommodate growth and contain a concentration of public service facilities or transit-supportive high-density mixed uses, or which perform a regional transit network function at a scale appropriate for their context” (Policy 82.1).

The Town of Oakville’s Urban Structure in the Livable Oakville Plan, Schedule A1 consists of a series of Nodes and Corridors that are the Town’s strategic growth areas, and a focus for mixed-use development and intensification. The Site is located within the **Dundas Urban Core**, a Corridor, which is intended to accommodate a band of mixed-use development at high and medium densities along the north edge of Dundas Street West between 9th Line and Neyagawa Boulevard.

Limited opportunities for future high-density development exist throughout the Dundas Urban Core, as much of its area is occupied by stormwater management ponds and existing development. Therefore, the Subject Site represents a valuable opportunity to reinforce and achieve the planned function of the Dundas Urban Core with a higher-density master planned development. See Section 4.12 for a more detailed analysis of the Proposal’s fit within the planned urban structure for the Town.

Intensification & Optimization of Land within a Strategic Growth Area

The Town of Oakville’s Nodes and Corridors comprise its *strategic growth areas*, where intensification and higher densities are prioritized to make efficient use of land and infrastructure and support transit viability.

The Proposed Development represents the optimization of the Site to support the function of the strategic growth area as a focus for higher-density, transit-supportive land use. Being at the crossroads of two major arterial roads – Dundas Street West and Neyagawa Boulevard – the Site has immediate adjacency to key north-south and east-west movement corridors that include transit and active transportation infrastructure. The Site is well-served by existing retail and amenities, and benefits from excellent access to a full range of community recreational infrastructure, parks and open spaces, and natural areas, all within a short walk. Importantly, optimization of the Site in the form proposed will respect the established communities in the surrounding area by maintaining significant setbacks from adjacent existing neighbourhoods, minimizing net new shadows, and adding to the diversity of housing and retail options in the community.

Anticipating Higher-Order Transit

Dundas Street West has been prioritized for Frequent Bus Rapid Transit service by Metrolinx, the regional transit agency for the Greater Golden Horseshoe. With an existing 50-metre right-of-way, Dundas has the physical characteristics to support a Priority Bus system, and the Regional/Town Official Plans include policies that anticipate this significant transit investment. They direct planning and land use decisions being made today to support the viability of this planned transit investment.

The Proposed Development reflects transit-supportive density, establishing supportive conditions for a future Priority Bus system. Further, the BRT station will be located adjacent the Site, delivering density that will help to justify the investment required to construct the rapid transit system, and provide ridership to sustain the ongoing viability of that transit.

In addition to the Dundas rapid transit projects, other BRT infrastructure is planned for Trafalgar Road, and Frequent Regional Express Bus for Highway 407. Local transit will connect riders originating from the Proposed Development to the broader rapid transit network, helping facilitate modal shift and reduced reliance on private automobiles to get around.

Council affirmed the Town's commitment to supporting transit usage and transit investments in its approval of the Transportation Master Plan ("**TMP**", 2025)

Building Complete Communities

The surrounding area has many attributes of a complete community. However, it continues to reflect a traditionally suburban character where prevailing land uses tend to be lower-density and reliant on automobile usage. The Proposed Development supports the ongoing urbanization of the Dundas Urban Core and will contribute to the evolution of a more-complete community by:

- Providing a greater range of housing options, including more compact and relatively economical housing suitable for both small and larger households at all stages of life;
- Accommodating locally-serving commercial uses situated within a vibrant public realm, to expand the existing retail offerings around the Dundas-Neyagawa intersection;
- Adding new open spaces and at-grade amenity areas to provide residents with communal gathering spaces to foster a strong sense of community, and providing direct pedestrian connections to and from the community facilities at North Park and creating a more interconnected quadrant;
- Adding new housing adjacent to a major hub of community recreational uses and the expansive Lions Valley natural heritage area; and
- Encouraging transit ridership and active transportation, while limiting parking for private automobiles.

Expanding the Range of Local Housing Options

The Town of Oakville is renowned for its livability but faces ongoing challenges with both the high cost of housing, as well as an under supply of multi-unit housing. In North Oakville specifically, the majority of new development over the last two decades has been in the form of ground-oriented housing. However, this pattern is evolving as higher-density development comes forward in the Town's Nodes and Corridors.

The Proposed Development will accommodate approximately 2,178 residential units spread throughout seven buildings, including a mix of 1 and 2-bedroom units. Relative to local ground-oriented housing, these units will be more economical and will enable a greater range of housing choice in the community, including options for those at all stages of life. The development will provide common indoor and outdoor amenity spaces to function as an extension of residents' private units and contribute to a sense of community.

Creating a Dynamic Range of Open Spaces

The Subject Site is well-served by existing parks and open spaces, with the adjacent North Park and nearby Lions Valley Park, as well as other neighbourhood parks west of Neyagawa. The Proposed Development will contribute to the diversification of the existing open space network by introducing a series of private but publicly-accessible open space areas that support the different uses on the Site and aim to reinforce a vibrant, urban precinct.

The mix of open space areas in the Proposal include:

- A neighbourhood open space situated in Block 2, at the corner of Streets A and C—this space will accommodate a variety of active and passive recreational uses including a children's playground, an open lawn area, walking paths and landscape canopies. Along its northeastern edge, the space will flow into the woonerf area;
- A retail-oriented plaza located along the northern edge of Block with frontage along Sixteen Mile Drive and Street B. This space relates to the community hub to the north, and as well as the adjoining retail units and may contain restaurant patios along the edge of the building face. The large, open area framed by tree planting and landscaping elements is conducive to informal gathering as well as use for programmed events;
- Linear green fingers in Blocks 2 and 3 serve as mid-block connections from the interior of the Site to Neyagawa and to Dundas to maximize porosity through the block in proximity to existing transit stops. The green fingers also provide pleasant frontage for the adjoining at-grade uses, and an interface that will support future development on the Prime Envision Lands;
- A woonerf extending between the Sixteen Mile Drive extension to a right-in-right-out access at Neyagawa Boulevard through Blocks 1 and 2. The woonerf will seamlessly blend vehicular traffic and pedestrian space in a high-quality landscaped setting while providing space for "back-of-house" functions such as parking, loading and servicing. Tree planting and other soft landscaping is incorporated throughout the woonerf to help provide structure for zones intended for cars and for pedestrians, and to achieve a soft overhead canopy;
- Interior courtyards: each block will contain interior courtyards of varying sizes, framed by the podium elements, as places for short-term surface parking, pick-up and drop-off, servicing functions and additional exterior landscaping; and,
- Dundas and Neyagawa streetscapes: the Proposal is designed to contribute a strong urban interface along the Dundas and Neyagawa street frontages, incorporating active at-grade uses such as ground-oriented apartments with private entrances, building lobbies, and amenity areas. To break up the long frontages and maintain an interesting pedestrian environment, the plan incorporates elements like semi-enclosed garden terraces, retail-adjacent patios, expansive sidewalks, pedestrian pathways, and space for pet run/relief.

Setting the Stage for Comprehensive Block Planning

The site organization and building massing strategy considers the northwest quadrant of the Dundas-Neyagawa intersection as a larger precinct where redevelopment is anticipated on multiple adjacent properties. Podium and tower elements are sited to provide an appropriate relationship to existing and proposed new streets, and to account for adequate setbacks and tower separation distances to future development that may proceed on the Prime Envision Lands and Parish Lands. The proposed open spaces are also deliberately designed and located to complement potential future development on adjacent blocks. The Block 1 plaza creates a complementary urban plaza adjacent to the upcoming new library space and entrance to the recreation centre, and the neighbourhood open space on Block 2 creates a community space interface along Street A that can complement future open spaces or land uses on the Parish lands, should they be redeveloped in the future. By anticipating how this quadrant may mature in the fullness of time, the Proposed Development contributes to comprehensive block planning, integrates harmoniously with the existing and planned context, and enhances overall community livability.

Supporting Oakville's Climate and Energy Objectives

In 2019, Oakville Town Council unanimously decided to declare a climate emergency and to recognize the role of municipalities in fulfilling Canada's Paris Climate Agreement commitment. One outcome of that declaration was preparation of a Community Energy Strategy ("**CES**") in 2020.

One of the four strategic directions in the CES is to increase delivered efficiency of new homes and buildings. The Proposed Development will provide 2,178 new residential units in compact apartment form, which has been repeatedly shown to be a significantly more energy efficient built form than single detached housing. The CES also establishes Transportation Efficiency as a strategic direction, with objectives and targets related to reducing average trip length, increasing trips by walking, and increasing trips by bus.

The Proposed Development is directly aligned with these objectives and targets, providing significant housing options within a walkable/accessible and mixed-use development where people can meet several needs on site, and can reach community facilities and retail without using a private automobile. The Proposed Development is also designed to deliver housing where there is existing bus service and where the a future Dundas West BRT stop is planned, which will encourage the residents' travel by bus and support the viability of that transit investment.

4.2 THE PLANNING ACT

The Planning Act, R.S.O. 1990, c. P.13 determines the overall regulatory framework for land use planning in Ontario. Section 2 of the Act lists matters of provincial interest to which decision makers shall have regard in making planning decisions.

The notable matters of provincial interest relevant to the Proposed Development include:

- (h) the orderly development of safe and healthy communities;
 - (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- (j) the adequate provision of a full range of housing, including affordable housing;
- (k) the adequate provision of employment opportunities;
- (l) the protection of the financial and economic well-being of the Province and its municipalities;
- (p) the appropriate location of growth and development;
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- (r) the promotion of built form that,
 - (i) is well-designed,
 - (ii) encourages a sense of place, and
 - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant
- (s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.

The Planning Act integrates matters of provincial interest into provincial and municipal planning decisions by requiring that all decisions shall be consistent with the Provincial Planning Statement when decision-makers exercise their planning authority or provide advice on planning matters.

PLANNING ACT SUMMARY OPINION

The Proposed Development has adequate regard for the relevant matters of Provincial interest outlined above. In particular, the Proposal is in an appropriate location for development and is in an area of Oakville that is promoting growth and intensification (p). This mixed-use development offers a more comprehensive range of housing choices and integrates residential units with commercial and retail spaces on the Site (j)(k). This approach represents a compact, pedestrian-oriented form of development that is close to public transportation, optimizing public investment of the current bus transit as well as the proposed Frequent Rapid Transit, and further connection to the GO transit system (l)(p)(q). The built form integrates with the public realm and surrounding context, promoting accessibility, and achieving a more walkable community (h.1)(q)(r). This, in turn, creates a safe and healthy community and represents a more-sustainable form of development (h)(s).

4.3 PROVINCIAL PLANNING STATEMENT, 2024

On August 20, 2024, the Government of Ontario released a new integrated province-wide land use planning policy document that combines the previous Provincial Policy Statement (PPS) and the Growth Plan into one document, referred to as the Proposed Provincial Planning Statement (or “**PPS 2024**”). The PPS 2024 came into force on October 20, 2024. The new PPS 2024 has been prepared to support the delivery of 1.5 million homes by 2031 and has formed this land use planning framework to shape how communities will grow and prosper (Chapter 1).

Section 2.2 Housing

Section 2.2 of PPS 2024 directs municipalities to address current and future local housing needs by, among other approaches, requiring that they permit and facilitate all housing options and all types of intensification (2.2.1.b); promote densities that use and efficiently and support active transportation (2.2.1.c); and require transit supportive development in proximity to transit (2.2.1.d).

2.3.1 General Policies for Settlement Areas

Section 2.3.1 of the PPS 2024 focuses growth and development in settlement areas including, where applicable, strategic growth areas (2.3.1.1). This section states that densities and mix of uses should efficiently use land and resources (2.3.1.2.a); optimize existing and planned infrastructure and public service facilities (2.3.1.2.b); support active transportation (2.3.1.2.c); be transit-supportive, as appropriate (2.3.1.2.d); and be freight supportive (2.3.1.2.e).

Further, Policy 2.3.1.3 states that planning authorities will support general intensification and redevelopment that supports the achievement of complete communities that includes planning for a range and mix of housing options.

2.4 Strategic Growth Areas

Section 2.4 of PPS 2024 encourages planning authorities to identify and focus growth in strategic growth areas (2.4.1.1) and that complete communities should be achieved by intensification with a range and mix of housing options and mixed use development that support the transit network and provide inter- and intra-regional transit (2.4.1.2).

2.9 Energy Conservation, Air Quality and Climate Change

Section 2.9 outlines policies regarding Energy Conservation, Air Quality, and Climate Change by directing planning authorities to reduce greenhouse gas emissions and prepare for climate impacts (2.9.1). This includes supporting compact, transit oriented communities (2.9.1.a) and encouraging active transportation to enhance air quality (2.9.1.d), along with additional strategies for emissions reduction and community resilience (2.9.1.e).

3.6 Sewage, Water and Stormwater

Section 3.6 addresses Sewage, Water, and Stormwater Management, and that opportunities to allocate unused capacity of municipal water services and municipal sewage services to support the efficient use of these services to meet current and projected needs for increased housing supply (3.6.1.e). Section 3.8.8 requires the integration of stormwater, sewage, and water services with planning to optimize the systems (3.6.8.a). It aims to minimize stormwater volume increases and contaminants (3.6.8.b) and mitigate risks to health and the environment (3.6.8.d). The section also emphasizes enhancing vegetative surfaces, promoting stormwater re-use, and aligning with municipal plans that consider watershed impacts (3.6.8.e-g).

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

Section 3.9 emphasizes the importance of Public Spaces, Recreation, Parks, Trails, and Open Space in promoting healthy, active, and inclusive communities. It promotes planning for safe public streets and facilities that cater to all ages and abilities, encouraging social interaction and active transportation (3.9.1.a). Further, parks and open spaces should ensure equitable access to a range of recreational settings (3.9.1.b).

PPS 2024 SUMMARY OPINION

The Proposed Development is consistent with the PPS 2024. In particular, it represents strategically-oriented development that optimizes the use of land where there is existing infrastructure, including transit and roads, community recreational facilities, open space and natural areas, employment opportunities, and servicing infrastructure. Further, the Proposed Development is consistent with the PPS 2024's emphasis on facilitating a diverse supply and mix of housing types and densities that contribute to the liveability of Oakville.

The Proposal facilitates an increased supply of housing in a compact form that augments the significant supply of ground-oriented units found throughout the surrounding area. The inclusion of a mix of 1- and 2-bedroom units will provide housing that is relatively economical in the context of the local market and cater to a diversity of household demographics.

Situated in a strategic growth area within the Town of Oakville's urban structure, the Proposal promotes active modes of transportation and accessibility to various amenities within North Oakville. It includes new commercial-retail spaces and vibrant landscaped open areas within the Site, optimizing potential for employment uses and fostering a walkable community.

The Site's proximity to existing and proposed commercial, recreational, and transit amenities reduces reliance on private vehicles and supports a sustainable, transit-oriented community. Notably, the Site is situated along the future Dundas West Frequent Rapid Transit, which will enhance inter-regional connectivity and accessibility for residents, workers, and visitors. The integration with existing and planned public transit infrastructure aligns with the PPS 2024's objectives of reducing vehicle dependency, improving sustainability through thoughtful planning, and promoting efficient land use patterns.

The proposed buildings, a high-quality pedestrian environment, and a diverse mix of landscaped open spaces, will contribute to a distinct sense of place and a livable community that meets the everyday needs of existing and future residents. The Proposal promotes compact, mixed-use development of an underutilized property at a scale and form that is compatible with the surrounding context and reduces pressure for urban sprawl. The density of the project optimizes the use of the Site, which has good access to existing hard and soft infrastructure, and supports environmental sustainability by minimizing the consumption of energy and resources.

4.4 REGIONAL TRANSPORTATION PLAN FOR THE GREATER TORONTO AND HAMILTON AREA

The Regional Transportation Plan (“**RTP**”) for the Greater Toronto and Hamilton Area (“**GTHA**”) outlines a comprehensive strategy to develop an integrated, multi-modal transportation system that meets the evolving needs of residents, businesses, and institutions in this growing region. The objectives of the 2041 RTP include enhancing connectivity, ensuring seamless travel experiences, and fostering sustainable, healthy communities. Currently, planning is underway for upcoming Frequent Rapid Transit projects in the GTHA. This includes a new Bus Rapid Transit (BRT) corridor along Dundas Street, linking Hamilton to the Kipling Mobility Hub in Toronto. These buses will operate in dedicated lanes, separate from regular traffic, often with signal priority measures in place. Additionally, a Priority Bus corridor is planned for Dundas Street West, connecting it to Burlington, using transit priority measures to ensure efficient travel away from mixed traffic. Detailed information on these rapid transit initiatives can be found on Map 4 of the plan (see Figure 26).

Map 9, titled “2041 Regional Cycling Network,” designates Dundas Street West as a Primary Route and Neyagawa Boulevard as a Secondary Route (see Figure 27).

The RTP notes that in the GTHA, 22% of trips are short enough for walking and 56% for cycling. Despite this, only 11% of trips are currently made by foot or bike. The RTP indicates that enhancing regional walking and cycling infrastructure is part of the solution to promote active transportation, and an integral part of developing complete communities that support essential destinations. This integrated approach aims to increase the percentage of trips made by walking or cycling for daily needs.

RTP SUMMARY OPINION

The Proposed Development aligns with and supports the objectives outlined for the GTHA in the RTP. The development is transit-supportive and will promote ridership on the planned Frequent Rapid Transit Network, including the priority bus corridor and the BRT corridor along Dundas Street. This will strengthen efficient transit connections between Oakville and Toronto, enhancing accessibility for residents and reducing dependency on private vehicles. The Proposal incorporates mid-block connections that link the centre of the Site to the existing and planned transit stops on Dundas Street West and Neyagawa Boulevard, enhancing connectivity and encouraging transit ridership and active transportation within the community. These elements collectively contribute to advancing the regional transportation objectives set forth in the RTP.

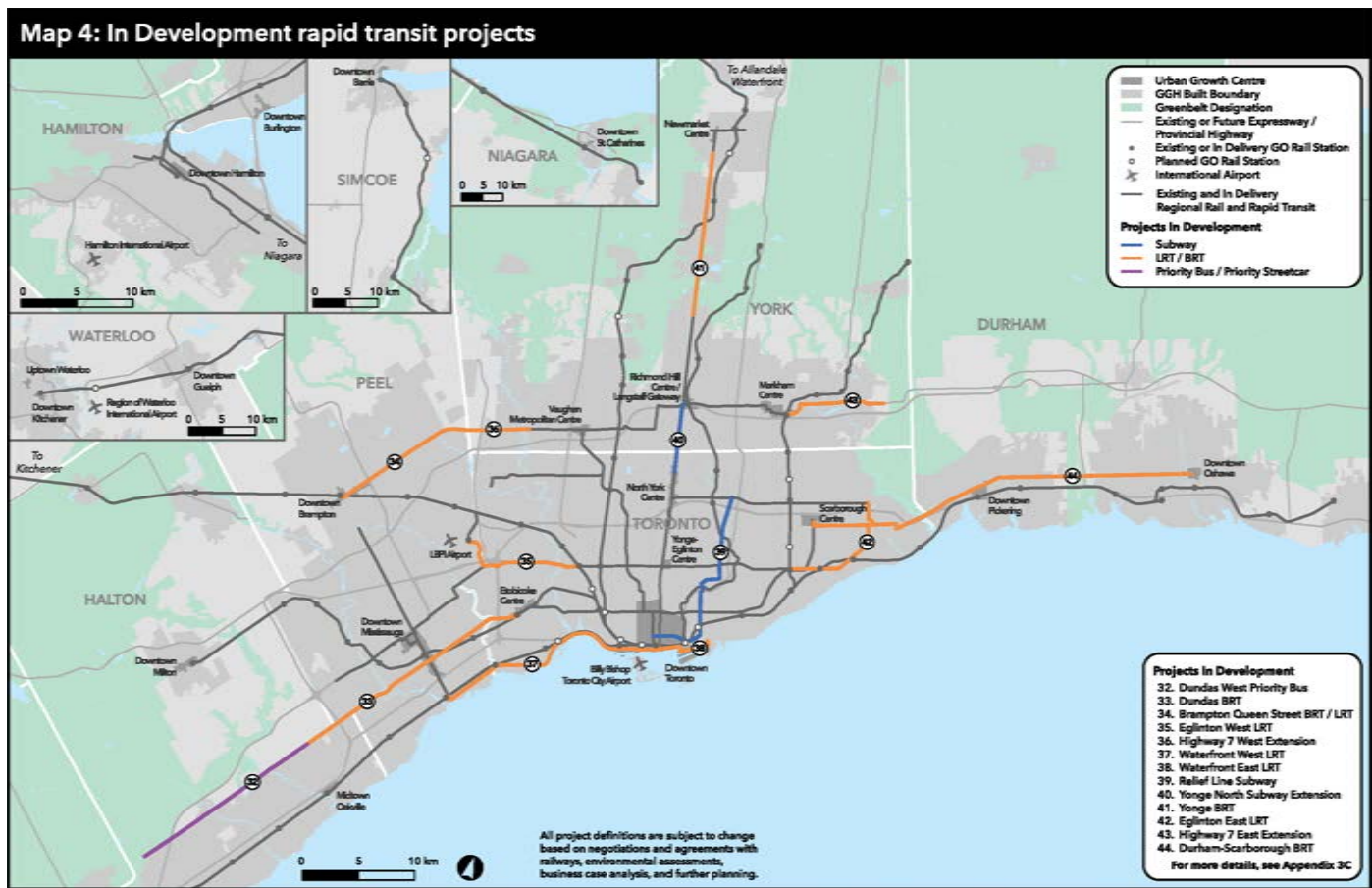


Figure 26. RTP Map 4: In Development Rapid Transit Projects

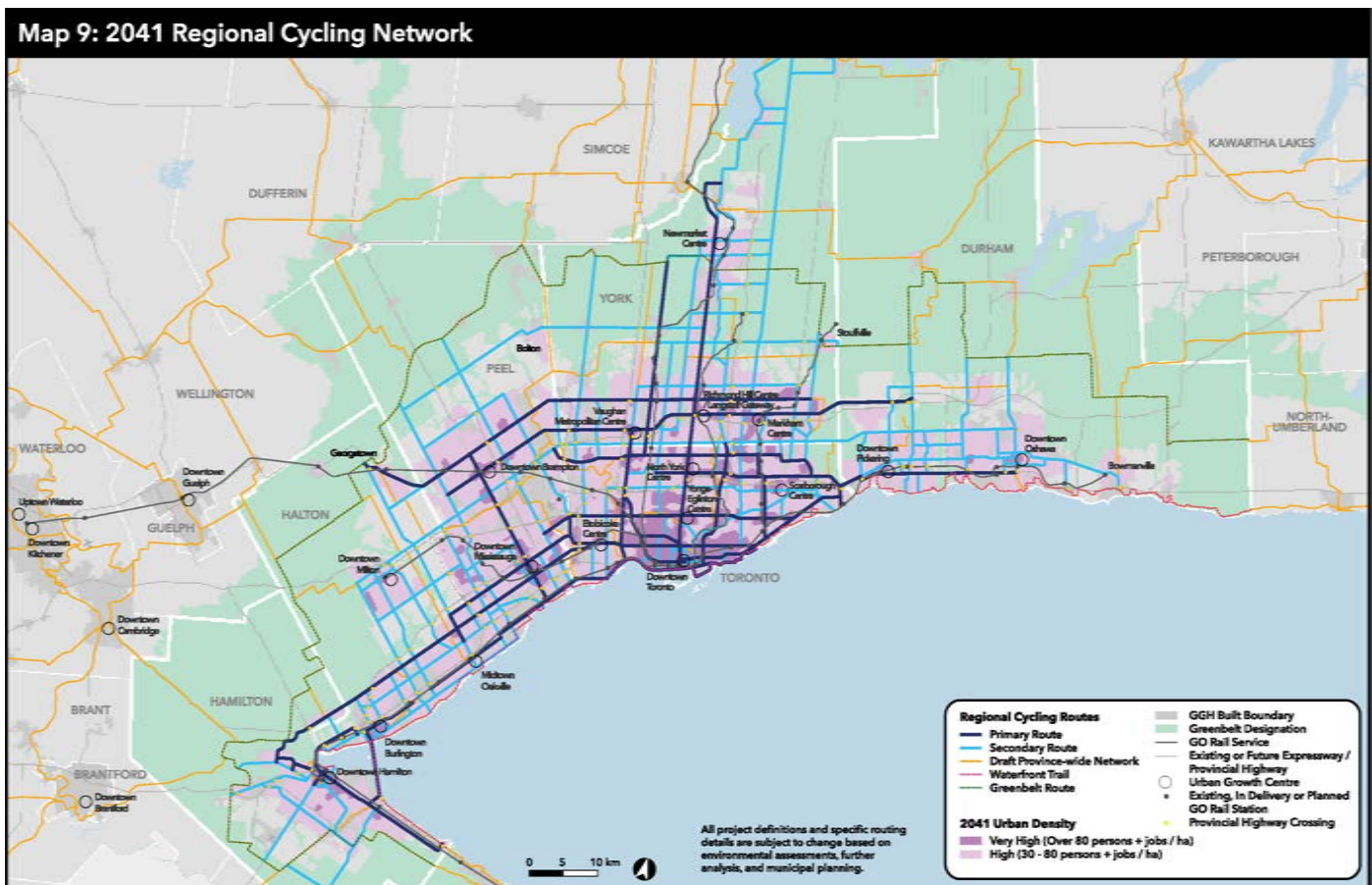


Figure 27. RTP Map 9: 2041 Regional Cycling Network

4.5 HALTON REGION OFFICIAL PLAN

The Region of Halton Official Plan 1995, as amended, (“ROP”) is a policy document that guides land use decisions and sets out a series of goals and objectives for new development across the Region. On June 6, 2024, Bill 185, the Cutting Red Tape to Build More Homes Act, 2024, received Royal Assent. Bill 185 is an omnibus bill that amends several existing pieces of legislation, including the Planning Act. Among the changes to the Planning Act is the identification seven “upper-tier municipalities without planning responsibilities”, which includes the Region of Halton. As a result of Bill 185, effective July 1, 2024, Halton Region will no longer have planning policy responsibilities and will no longer be the approval authority for official plan amendments (“OPAs”), zoning bylaw amendments (“ZBAs”), consents or minor variances. Notwithstanding that change, the ROP will continue to exist as a deemed part of the lower tier municipalities’ official plans until they modify or remove it through a locally-initiated official plan amendment.

As part of its Official Plan Review, Halton Region recently enacted Regional Official Plan Amendments 48 and 49 (“ROPA 48”, “ROPA 49”). These amendments have been consolidated in the ROP and are reflected in relevant policies cited below. ROPA 48 implements components of the Regional Urban Structure to establish a hierarchy of Strategic Growth Areas. ROPA 49 implements the results of the Region’s Integrated Growth Management Strategy, which considers how to accommodate growth in Halton to 2051, and updates policies and mapping related to Settlement Area boundaries, the Regional Urban Structure, Strategic Growth Areas, and Employment Areas. ROPA 49 also updates forecasts and targets for population and employment growth, intensification, density, and Regional phasing.

The ROP includes a forecast that by 2051, the population in Oakville will be 349,990 and employment will be 181,120 (Table 1). These estimates show the largest distribution of population and employment in comparison to the other lower-tier municipalities in the Region of Halton. Table 2 provides intensification and density targets for Oakville. The intensification target for Housing Units in Oakville’s Built-Up Area by 2041 is 19,400. Further, Table 2a identifies the target for units inside the Built Boundary in Oakville by phases of 5 years, which are as follows:

	2022-2026	2027-2031	2032-2036	2037-2041
Units inside built boundary	4,500	4,780	4,980	5,080

The Site is designated as ‘Urban Area’ on Map 1: Regional Structure (see Figure 28). The Urban Area is defined as where urban services are provided to accommodate concentrations of existing and future development (Policy 51(1)). The strategy for the Regional Structure is to accommodate population and employment growth in Halton to 2051 by directing growth to Urban Areas (Policy 55(4)). The subject lands are also identified as a ‘Primary Regional Node’ which is a Strategic Growth Area on Map 1h: Regional Urban Structure.

The goal of the Urban Area and the Urban Regional Structure is to manage growth in a manner that fosters complete communities and enhances mobility, addresses climate change, and improves housing affordability, sustainability and economic prosperity (Policy 72). Other relevant objectives for the Urban Area are:

- (1) To accommodate growth in accordance with the Region’s desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently.
- (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.
- (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.
- (6) To identify a Regional Urban Structure that directs growth to Strategic Growth Areas and protects Regional Employment Areas.
- (7) To plan and invest 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.
- (9) To facilitate and promote intensification and increased densities.
- (10) To provide for an appropriate range and balance of employment uses including industrial, office and retail and institutional uses to meet long-term needs.

Per Policy 79, the objectives of Strategic Growth Areas are as follows:

- (1) To provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable in order to promote the development of complete communities.
- (2) To provide opportunities for more cost-efficient and innovative urban design.
- (3) To provide a range of employment opportunities, facilities and services in centralized locations that are readily accessible by public transit.
- (4) To provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighbourhoods.
- (5) To create a vibrant, diverse and pedestrian-oriented urban environment.
- (6) To cumulatively attract a significant portion of population and employment growth.
- (7) To provide high quality public parks and open spaces with site design and urban design standards that create attractive and vibrant places to promote the development of complete communities.
- (8) To support transit and active transportation for everyday activities.
- (9) To generally achieve higher densities than the surrounding areas.
- (10) To achieve an appropriate transition of built form to adjacent areas.

It is the policy of the Region to direct development of higher densities and mixed uses to Strategic Growth Areas in accordance with the hierarchy of areas as identified in Policy 79.2 (Policy 79.3(1)). Policy 79.3(3) requires Local Municipalities to prepare detailed official plan policies or an Area-Specific plan for the development or redevelopment of Strategic Growth Areas, in accordance with Section 48 and Policy 77(5). Local Municipalities are required to prepare Area-Specific Plans or policies for major growth areas – including Strategic Growth Areas – that demonstrate the goals and objectives set out in this Plan (Policy 77(5)). Any Area-Specific Plans such as secondary plans that are prepared shall be in conformity with Regional and local official Plans (Section 49).

The minimum density targets and the general targets for the overall proportion of residents and jobs in Strategic Growth Areas are set out in Table 2b. The 2051 targets for the Dundas Urban Core and are as follows:

SGA Type	SGA	Min. Density Target (Residents/Jobs combined per hectare)	General Target Proportion of Residents & Jobs	
			Residents	Jobs
Primary Regional Nodes	Dundas Urban Core	160	~85%	~15%

The ROP provides that these general targets can be further refined by Local Municipalities (Policy 55.3).

Strategic growth areas are to promote active transportation, pedestrian-oriented development while maintaining the mobility function of Major Arterial Roads, which in this instance are Dundas Street and Neyagawa Blvd (Policy 79.3(5)). The ROP requires Local Municipalities to prescribe minimum development densities within Strategic Growth Areas and to promote densities that support existing and planned transit services (Policy 79.7(b)(d)). Further, Local Municipalities are to promote development densities that will support existing and planned transit services (Policy 79.7(d)).

The ROP establishes that Regional Nodes, including Dundas Urban Core, are to accommodate growth and contain a concentration of public service facilities or transit-supportive high-density mixed-use growth (Policy 82.1). Local Municipalities are to delineate the boundaries of Primary Regional Nodes and to plan to achieve the minimum density target and general target proportion of residents and jobs as set out in Table 2b (Policy 82.2(2)(3)).

Policy 173(5) states that Arterial Road right-of-way widths are shown on Map 4 (see Figure 29) and that through redevelopment, the Region will secure lands as necessary to achieve the right-of-way widths shown on Map 4. Lands to be acquired shall be of equal distance on either side of the centreline of the original road allowance.

Map 1h Regional Urban Structure

This map should be viewed and interpreted in conjunction with the text of the Official Plan.

The changed delineation of Urban Growth Centres by Amendment 48 is subject to section 80.3.

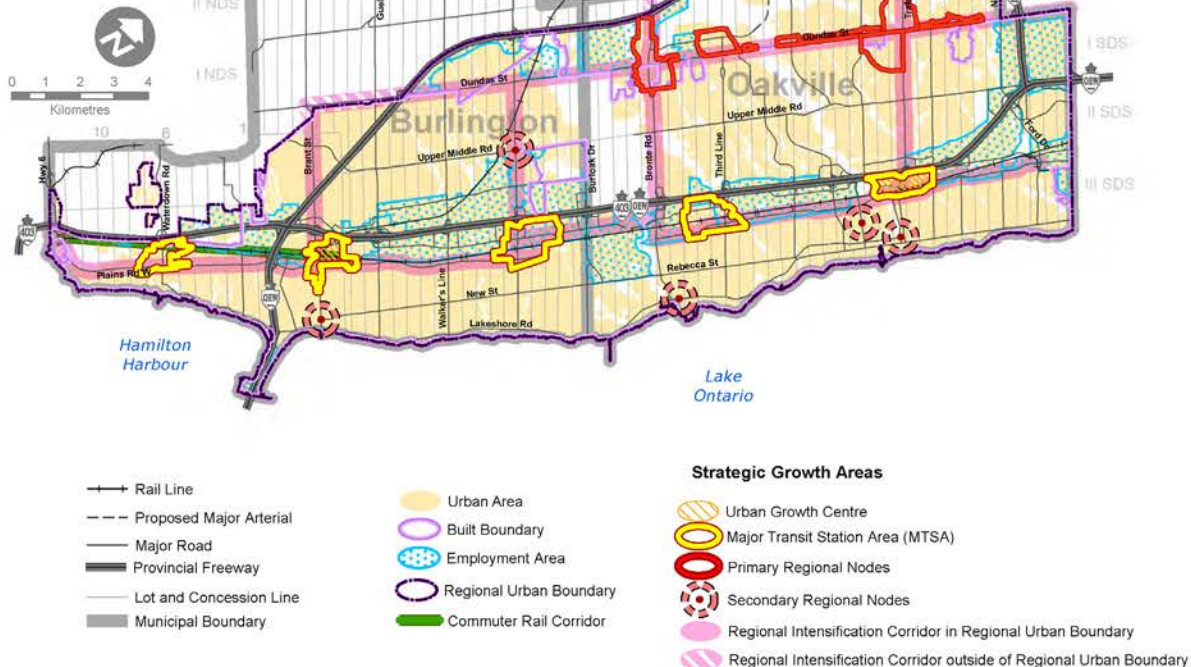


Figure 28. Regional Official Plan Map 1: Urban Structure

Right-of-Way Requirements of Arterial Roads



Figure 29. Regional Official Plan Map 4: Right-of-Way Requirements for Arterial Roads

ROP SUMMARY OPINION

The Proposed Development conforms with the Halton Region Official Plan, 2020, helping to achieve the planned Regional Urban Structure. The Proposed Development is situated within a Primary Regional Node, the Dundas Urban Core, which is a designated Strategic Growth Area. By concentrating higher density, mixed use development at a key intersection in the Dundas Urban Core, the Proposal supports efficient land use and fosters sustainable growth practices that conforms with Regional planning objectives. The Proposal will ensure that the minimum density target of the Dundas Urban Core is achieved, in keeping with the hierarchy of Strategic Growth Areas in Oakville.

The Proposed Development also supports a greater mix of housing options and affordability levels. The Proposal contributes to the diversity of housing types in the local community, accommodating compact apartment dwellings in a range of 1- and 2-bedroom sizes and configurations. This variety contributes to housing affordability and meets the diverse needs of Oakville's growing population.

The Proposed Development supports economic prosperity by including commercial-retail spaces within the development, which will provide employment opportunities accessible via public transit and within walking distance for local residents. The Proposal also locates new residential density within walking distance of existing commercial uses, supporting their success.

The Proposal fosters a complete community by integrating residential, commercial-retail, and recreational spaces within walking distance of essential amenities such as grocery stores, parks, and public facilities. Residents and employees will be able to meet many of their daily needs without the use of a private automobile.

The Proposed Development prioritizes pedestrian safety and accessibility with well-designed streets, ample sidewalks, and narrower internal rights-of-way. This approach encourages walking and cycling while ensuring a safe and inviting environments for all users.

The Proposed Development will deliver significant density at an intersection where there is existing and planned transit service. It therefore conforms with policy direction for compact and sustainable development. The proposal is transit-oriented and pedestrian-focused, providing proximity to proposed Frequent Rapid Transit routes, safe sidewalks, and bike lanes. The incorporation of pedestrian-oriented mid block connections and multi-use paths enhances connectivity within the site and integrates seamlessly with the surrounding transportation network. The location and design and of the Proposed Development promotes active and public transportation.

The Proposed Development maintains compatibility with nearby established, lower-scale residential areas of the community, and provides appropriate transition of built form. The Proposal provides significant horizontal buffers to the north and south and incorporates safe street designs, pedestrian-scaled building podiums, and at-grade amenities for the community. These features contribute to a cohesive and vibrant urban fabric while preserving surrounding neighborhood character. The design approach minimizes visual impacts and promotes neighborhood integration. The use of an angular plane control to limit building height near the Site's adjacencies to existing low-rise residential areas supports an appropriate transition.

4.6 TOWN OF OAKVILLE OFFICIAL PLAN (LIVABLE OAKVILLE)

The Livable Oakville Plan, 2009 (as amended) is the Town of Oakville's Official Plan for lands south of Dundas Street. Adopted by Town Council in June, 2009, the Livable Oakville Plan was appealed to the Ontario Municipal Board, which approved the Plan with further modifications on May 10, 2011. The Town of Oakville is currently undertaking a review of the Livable Oakville Plan, involving among other matters a review of policies for its identified Growth Areas.

While the Livable Oakville Plan does not apply to the lands north of Dundas Street, North Oakville is still a part of the urban structure identified on Schedule A1 of the Livable Oakville Plan. The Policy Schedules apply to the Subject Site, however the Land Use Schedules do not. North Oakville provides its own framework for land use patterns and policies for the lands between Dundas Street and Highway 407 through the North Oakville East and the North Oakville West Secondary Plans. This section outlines the policies of the Livable Oakville Plan that are relevant to the Proposed Development, and demonstrate how the Proposal supports the Town's planned urban structure and is aligned with key policies pertaining to growth and change.

Section 4.0 Managing Growth and Change

Schedule A1 identifies urban structure elements of Oakville including Growth Areas (Nodes and Corridors) and Transportation Corridors. Section 3.6 describes the policy objectives for Nodes and Corridors, which are the Town's *strategic growth areas*. While urban structure elements are not land use designations, they establish a framework for where and how the Town will grow and help determine Oakville's character and form.

The Subject Site is identified within a corridor along Dundas Street and is a key area for mixed-use development and intensification (Policy 4.3). Nodes and Corridors are further delineated in the North Oakville Secondary Plans where they are identified as Urban Core Areas (including the Dundas, Trafalgar, and Neyagawa Urban Cores) as well as the Health Oriented Mixed-Use Node around Oakville Trafalgar Memorial Hospital. The Subject Site is in the Dundas Urban Core, and a more detailed analysis of the related policies is provided in the North Oakville East Secondary Plan section below.

Livable Oakville provides policies to meet the intensification target for residential development within the Built Boundary. The target identified in Section 4.4 is 14,390 residential units between 2015 and 2031. Halton Region, in consultation with the Town, has also recently undertaken Joint Best Planning Estimates ("JBPEs") to identify where and when development is expected to take place and to assist the Town with planning complete communities, including the range and mix of housing supply as well as the distribution of jobs. The JBPEs are categorized by population, employment and housing units in 10-year increments from 2021-2051. The Site is located within the Dundas Urban Core ("DUC") (east) policy area. The table and map on the following page (see Figure 31) outlines the JBPEs for the DUC (east) area as well as the Town-wide DUC (west) policy area targets, for reference.

The Subject Site is within an identified corridor along Dundas Street West and is within the Dundas Urban Core. It is within one of the Town's strategic growth areas and is therefore located in an area planned for mixed-use development and intensification, in accordance with Oakville's urban structure elements and the North Oakville East Secondary Plan.

The Proposed Development will help to fulfill the intentions of the Town's urban structure hierarchy and meet the Built Boundary intensification targets. The project's three phases of development include a total of 2,178 residential apartment units, supporting Oakville's target of 14,390 residential units within the Built Boundary by 2031, as well as the more recent and updated JBPEs for the Dundas Urban Core (west) Area. The Proposal therefore supports the Town's goal to concentrate growth in nodes and corridors, fostering a complete community.

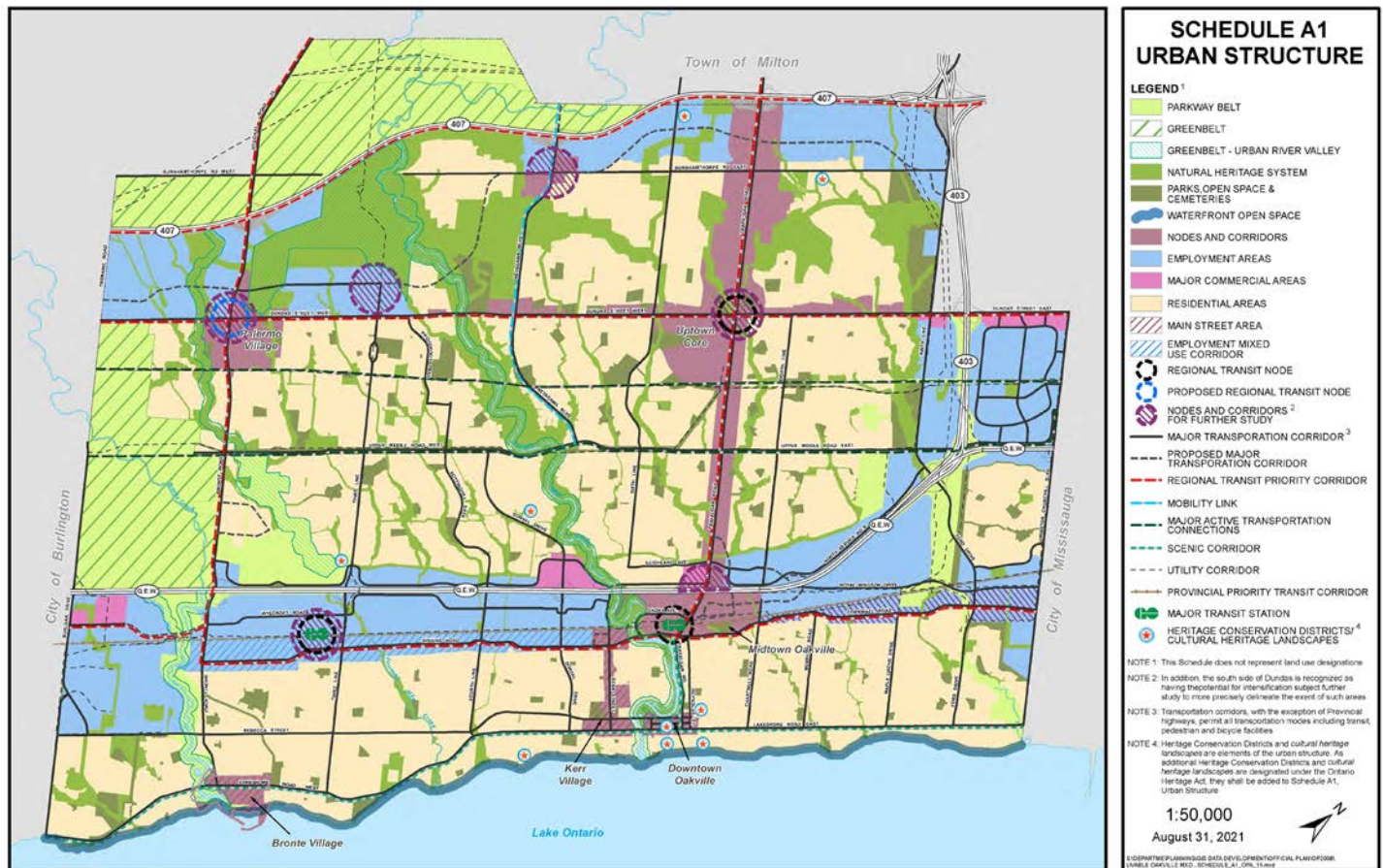


Figure 30. Livable Oakville Plan Schedule A1 - Urban Structure

Policy Area	Population (people)				Employment (jobs)			
	2021	2031	2041	2051	2021	2031	2041	2051
Oakville	220,143	295,939	378,469	444,000	110,839	147,198	183,555	212,788
DUC (west)	1,010	3,614	5,365	7,107	1,001	1,876	2,571	3,198
DUC (east)	-	1,072	2,217	3,352	-	248	466	653

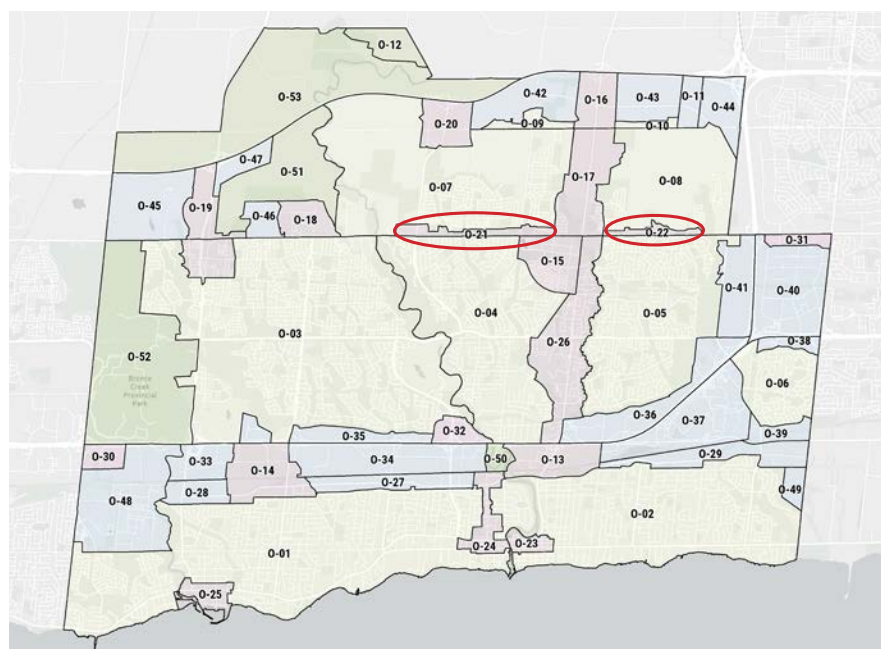


Figure 31. JBPEs Policy Area Key Map with DUC west (O-21) and DUC east (O-22) Policy Areas

Section 6.0 Urban Design

Although Section 6 of the Livable Oakville Plan does not technically apply to the Site, policies contained within Section 6 have been summarized below, and rationale provided in relation to the Proposed Development, as requested by Town Urban Design staff to supplement the Urban Design Brief.

Section 6 outlines the general objectives for urban design that all new development should support. Livable Oakville promotes the design of comfortable, diverse, and safe communities that demonstrate innovative and diverse urban form and excellence in architectural design (Policy 6.1.1). It establishes that new development should be compatible with existing communities and be attractive places to live. The Town aims to create distinctive places and locales including in its Growth Areas. Policy 6.1.2 states that development and public realm improvements shall be evaluated in accordance with urban design direction outlined in the Livable by Design Manual, and that alternative design approaches may be proposed with appropriate justification and after consultation with the Town, provided that they meet the intent and purpose of the other urban design policies of the Livable Oakville Plan. The following subsections provide relevant design policy guidance.

Section 6.2 Public Realm

The policies in Section 6.2 promote vibrant, accessible urban environments by encouraging a network of streets and pedestrian routes that cater to various users (pedestrians, cyclists, transit, and vehicles). They emphasize walkable streets, interconnected spaces, and well-designed public areas furnished with amenities, landscaping, and public art that enhance identity and orientation.

Section 6.3 Complete Streets

Section 6.3 establishes that the design of new streets and the enhancement of existing streets will accommodate multiple modes of transportation, ensuring safe and accessible routes for pedestrians, cyclists, and transit users. The Section also provides that streets should include ecological features and create quality spaces that support public life.

Section 6.4 Streetscapes

The policies in this section describes the need for streetscapes that enhance the local context, promote pedestrian-friendly environments that are safe, attractive, and barrier free, and integrate elements like tree planting, lighting, and furnishings. The policies provide that new developments should contribute to cohesive streetscapes by:

- Placing principal building entrances toward the street and corner intersections;
- Framing the street to create a sense of enclosure;
- Providing variation in facade articulation and detail;
- Connecting active uses to the public realm;
- Incorporating sustainable design elements;
- Coordination improvements in building setback areas; and
- Improving the visibility and prominence of and access to unique natural, heritage and built features.

The policies also indicate that utilities should be minimally intrusive, preferably underground, aligning with a comprehensive streetscape strategy.

Section 6.5 Street Design/Layout

Section 6.5 provides street layout design policies to support the creation of an efficient and connected network. The policies promote a connected, street grid pattern to disperse traffic, enhance bike and transit integration, and respond to natural features. Cul-de-sacs and reverse frontage lots are discouraged unless necessary due to physical conditions.

Section 6.6 Gateways

Section 6 outlines policies for gateway locations, which are visually prominent sites located at major entry points into the Town and Growth Areas. The section establishes that gateways should create a sense of entrance and arrival, be well-designed, pedestrian-scaled, and address the public realm.

The Proposed Development advances a comprehensive public realm strategy that includes the provision of new public streets, enhancements to existing streetscapes along Dundas Street West and Neyagawa Boulevard and the future Sixteen Mile Drive extension, a variety of open space types, a woonerf shared street, and internal courtyard areas for access and servicing functions. Altogether these elements create a cohesive and vibrant public realm that aligns with the intentions Section 6.2.

As part of the Proposed Development, three new public street segments are proposed:

- *Street A (19.0 metre ROW)*
- *Street B (20.5 metre ROW)*
- *Street C (17.0 metre ROW)*

The proposed public streets reflect existing Town of Oakville road typologies and cross-sections, with the exception of Street B which is a modified cross-section to accommodate two sides of on-street parking to better-relate to the flanking at-grade retail frontages to achieve a ‘market street’ character. The new streets will be dedicated to the Town through the development approvals process (subject to phasing) and their design will incorporate complete streets principles and street design standards as outlined in Sections 6.3 and 6.5. The proposed streets maximize opportunities for new street trees, on-street parking, as well as daylight triangles where existing and proposed streets intersect.

With regard to streetscaping, the Proposal maximizes the extent of active frontages along existing and proposed streets, including extensive glazed areas to provide visual porosity and overlook, as well as multiple building entrances to common areas (lobbies, amenity areas) and to private grade-related residential units. The at-grade building setback zones vary with regard to the adjacent public right-of-way context to ensure that there is adequate space for tree planting, additional landscape, street lighting, and seating/furnishing opportunities. The landscape strategy advances a consistent approach to streetscape across the Site to establish a cohesive identity and an appropriate transition between the public and private realms, as directed by Section 6.4.

Regarding Gateways, the Subject Site is visually prominent along Dundas and Neyagawa, and the proposed new streets and site accesses provide an opportunity to demarcate a sense of entrance and arrival through an in-kind response in the building and landscape design. Public-facing uses such as retail units and building lobbies have been situated in corner areas and other zones of elevated prominence to maximize at-grade pedestrian activation, with appropriate landscape design to complement the distinctive character of the precinct.

Section 6.9 Built Form

Section 6.9 outlines a series of policies pertaining to built form to provide guidance for new development. The policies provide that new buildings and development:

- Should be designed to create a sense of identity through massing, form, placement, orientation, scale, architectural features, landscape and signage (Policy 6.9.1);
- Should be compatible with the existing and planned surrounding context and undertaken in a creative and innovative manner (Policy 6.9.2);
- Shall achieve compatibility between different land uses by accommodating an appropriate transition through landscape buffering, spatial separation, and compatible built form (Policy 6.9.3);
- Should (in Growth Areas and along intensification corridors) incorporate distinctive architecture, contribute to a sense of identity, and be positioned on and oriented towards the street frontages to provide interest and comfort at ground level for pedestrians (Policy 6.9.4);
- Should present active and visually permeable facades to all adjacent streets, urban squares, and amenity areas (Policy 6.9.5);
- Should orient principal entrances to the public sidewalk, on-street parking, and transit facilities (Policy 6.9.6);
- Should be designed with variation in building mass, facade treatment, and articulation to avoid sameness (Policy 6.9.7);
- Shall provide a distinct architectural appearance with a high level of detailing and articulated facades that continue around the corner to address both streets when located on corner lots (Policy 6.9.8);
- Shall ensure that heights and form are compatible with adjacent existing development by using an appropriate transition of height and form from new to existing development, which may include setbacks, facade step backs or terracing in order to reduce adverse impacts on adjacent properties and/or the public realm (Policy 6.9.9);
- Should avoid continuous streetwalls of identical building heights and employ variation in rooflines through subtle variations in roof form and height (Policy 6.9.10);
- Shall have a greater first-floor floor to ceiling height to accommodate a range of non-residential uses where appropriate (Policy 6.9.11);

- Should be fully accessible by incorporating universal design principles to ensure barrier-free pedestrian circulation (Policy 6.9.12);
- Shall hide rooftop mechanical equipment from view within the public realm (Policy 6.9.13);
- Should incorporate setbacks and screening elements for outdoor amenity areas to ensure compatibility with the local context (Policy 6.9.14); and
- Should be sited to maximize solar energy, ensure adequate sunlight and skyviews, minimize wind conditions on pedestrian spaces and adjacent properties, and avoid excessive shadows (Policy 6.9.15).

The Proposed Development appropriately addresses the Built Form policies in Section 6.9 of The Town of Oakville Official Plan. The specific policy direction under Section 6.9 is achieved as follows:

- *The Proposal creates a distinct sense of identity through its massing, which represents a tower-podium typology deployed across the Site with variations to avoid sameness, to achieve visual interest, and to mitigate impacts on the surrounding areas (Policy 6.9.1);*
- *The Proposal is compatible with the surrounding context in terms of the proposed uses, massing/built form, and public realm approach, and will enhance the existing community by accommodating higher-density, transit-oriented housing. Compatibility is achieved by focusing intensification in the Dundas Urban Core, variability in built form, and significant horizontal setbacks to nearby lower-scale areas. The Proposal will co-exist in harmony with the existing area context and contribute to the achievement of a complete community in accordance with the applicable planning policy framework (Policy 6.9.2);*
- *Compatibility is also supported through the provision of an appropriate transition from the Site to the surrounding properties and uses, including a significant spatial separation to nearby lower-scale neighbourhoods as well as the positioning of Dundas Street West and Neyagawa Boulevard as horizontal buffers. Tower heights are limited to not exceed a 45 degree angular plane projected from the closest low-rise residential lot lines. It is anticipated that future development on the Prime Envision Lands and Parish Lands will be of a similar scale and density to the Proposed Development and adequate setbacks have been provided to transition appropriately with regard to future development footprints on those lands (Policy 6.9.3);*
- *Given the Site's location within the Dundas Urban Core - a Regional Intensification Corridor and Primary Regional Node - the height, scale, and massing of the Proposal supports the planned emphasis on transit-supportive intensification with a heightened sense of architectural character and public realm identity (Policy 6.9.4);*
- *Active and visually permeable facades are maximized at grade, particularly where adjacent to existing and proposed public streets. The placement of retail units, lobbies, amenity areas, and other common spaces is directed to prominent locations. At-grade residential units contribute to secondary streetscape animation to reinforce areas of the Site with a quieter and more-residential character (Policy 6.9.5);*
- *Principal building entrances are oriented to public streets with direct access from the public sidewalk, and views into and out of common interior areas (Policy 6.9.6);*
- *The massing of the Proposal accommodates a range of tower and podium heights, orientations, and expressions to maximize variety and avoid a monotonous concentration of buildings. The building facades will incorporate diverse articulation and cladding materials to differentiate between buildings while maintaining overall architectural cohesiveness (Policy 6.9.7);*
- *Corner locations are specially treated to maximize at-grade activity and porosity and to demarcate gateway locations across the Site; this includes concentrating higher-traffic uses in such areas and providing landscaping that encourages active pedestrian use and relates to the surrounding context, including nearby transit (Policy 6.9.8);*
- *The Proposal includes a tower height that peaks at 26 storeys, with the greatest height concentrated in the centre of the Site and stepping down around the edges to achieve variety and reinforce a sense of transition to surrounding lands; appropriate tower step-backs are provided above the podium elements to avoid having full tower faces extending to grade and to frame a pedestrian-scaled streetscape condition (Policy 6.9.9);*
- *Regular breaks in the streetwall are provided by avoiding overlong frontages, breaking up the Site into a series of smaller development blocks and individual building footprints, maximizing at-grade connectivity and porosity through the use of new streets, a woonerf, and additional private drives, and by organizing open spaces along the street edge to provide seamless connections to the public right-of-ways (Policy 6.9.10);*

- *A minimum ground floor height of 4.0 metres is provided for all buildings to accommodate viable retail uses as well as grade-related residential units that activate the Site's street frontages and internal open space areas Policy 6.9.11);*
- *Barrier-free accessibility is incorporated throughout the Site such that all areas are inclusive to everyone without impediments such as stairs, overly steep ramps and grades, and other physical barriers (Policy 6.9.12);*
- *Where required, rooftop mechanical equipment will be appropriately set back from the building faces or architecturally screened (Policy 6.9.13);*
- *Outdoor amenity areas are concentrated at grade to maximize accessibility and proximity to building entrances and nearby open spaces (Policy 6.9.14); and*
- *Physical impacts associated with the buildings including shadowing, overlook, and wind, are appropriately minimized and mitigated where required (Policy 6.9.15).*

Section 6.10 Landscaping

Section 6.10 includes policies pertaining to landscaping.

Policy 6.10.1 provides that landscaping design and treatment 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 development; and (e) provide seasonal variation in form, colour and texture.

Policy 6.10.2 states that development will 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.

The policies also direct that landscaping should also incorporate shade and wind protection (Policy 6.10.3), preserve and complement the natural landscape (Policy 6.10.4) and shall enhance natural areas and open space features by incorporating native and non-invasive species (Policy 6.10.5).

The Proposed Development incorporates a comprehensive Site-wide landscape strategy with an urban public realm character that relates appropriately to the proposed high-density residential and commercial uses and broadens the diversity of neighbourhood places within the North Oakville East area. To maximize the tree canopy, opportunities for tree plantings within the proposed public street rights-of-way and elsewhere throughout the Site have been maximized, with consideration for sufficient soil volumes to allow for optimal growing conditions. Other soft landscaped areas have been integrated at strategic locations to support the programmed open spaces, to provide a special character along prominent street frontages, and to screen grade-related residential units.

As previously mentioned, the Proposal includes a variety of open space types to complement the significant amount of existing parks, open spaces, and natural areas located in the immediate surrounding context. The proposed open spaces are flexible in nature to accommodate active and passive recreational use and are conveniently located in proximity to building lobbies and common areas to provide additional amenity to future residents of the Site and to other people who live, work, and play within the local community.

The submitted landscape materials contain additional information regarding the number of proposed tree plantings, canopy coverage and species details.

Section 6.11 Pedestrian Access and Circulation

The policies in Section 6.11 relate to pedestrian access and circulation, and promote barrier-free pedestrian movement, direct pedestrian routes connecting building entrances, public sidewalks, and transit facilities. Walkways should be extended and enhanced in high-traffic areas and provide continuous, safe routes through and around parking areas.

The Proposal supports the policy direction in Section 6.11 and provides for a functional and attractive pedestrian realm with many options and connections throughout the Site. The pedestrian network has been designed to promote connections within and through the Site, and to link locations where greater pedestrian activity is anticipated, such as in proximity to the retail areas, around building lobbies, and to nearby transit stops. Barrier-free accessibility is provided across the Site to minimize impediments for people with mobility challenges.

Section 6.12 Vehicular Access and Circulation

Section 12 includes policies related to vehicular access and circulation. They direct new development to incorporate safe vehicular access with defined driving aisles and consolidated driveways to maximize landscaping and minimize disruptions to the public sidewalk.

Section 6.13 Parking

Policies 6.13.3 and 6.13.4 contain relevant policies regarding the design of parking. Together they establish that barrier-free parking should be near principal building entrances, and surface parking areas should incorporate planted landscaped areas that (a) screen vehicles from the public realm; (b) provide shade, wind break, and visual relief; (c) clearly define vehicular circulation routes; and (d) be sufficiently sized to support the growth of trees and other vegetation.

Section 6.16 Service, Loading and Storage Areas

Policies 6.16.1 through 6.16.4 provide guidance for the design and location of service, loading, and storage areas. The policies provide that these areas should be located away from pedestrian and vehicle circulation, screened from public view, and buffered from residential areas to minimize visual and noise impacts.

The design of the Proposed Development minimizes the impact of cars and servicing functions within and creates an active and pedestrian-focused ground plane. To the greatest extent possible, vehicular parking access has been consolidated. Each development block has one parking ramp to its respective underground garage. The Block 1 and 2 ramps are located off the woonerf, and the Block 3 ramp from the interior courtyard area. As a result, cars entering and exiting the Site are concentrated in locations where they will have minimal impact on pedestrian-focused areas and will be appropriately screened.

Site loading and servicing features have been concentrated along the woonerf for Blocks 1 and 2 and provided in the Block 3 interior courtyard. The siting of these features will ensure that they have minimal physical and visual impacts on the public realm while being able to efficiently support the everyday functions of the development. Sufficient space is provided to enable the maneuvering of emergency vehicles through the Site, as demonstrated by the Transportation Impact Study.

Section 8.0 Transportation

Section 8 of the Livable Oakville Plan provides policy direction regarding transportation. The Livable Oakville Plan generally promotes safe, efficient, and accessible transportation systems that offer choices in mobility including vehicular movement, transit, and active transportation including pedestrian and cyclist infrastructure (Policy 8.1.1). The Plan provides that the transportation system shall support and maximize the efficient use of land through urban development plans and provide mobility alternatives (Policy 8.1.2.b).

Neyagawa Boulevard is a Mobility Link as shown on Schedule A1. Mobility links are intended to connect people via transit throughout the Region as well as to local destinations including Nodes. Dundas Street West is identified as a Regional Transit Priority Corridor on Schedule A1, which are areas of key focus for transit-supportive development.

Both Neyagawa Boulevard and Dundas Street West are shown on Schedule D as having multi-use trails. Additionally, Neyagawa Boulevard has an existing bike lane. These planned and existing active transportation links provide walking and cycling connections to the road and transit system (Policy 8.19).

Rights-of-way

Table 4 lists the Functional Classification of Roads. As shown on Schedule C, Neyagawa Boulevard and Dundas Street West are Major Arterial Roads. The Plan provides that Rights-of-way, in accordance with Table 4, shall be conveyed as required as a condition of development (Policy 8.4.3). Major Arterial roads are to be 35 to 50 metres in width and direct access from abutting properties is discouraged. Transit-supportive land uses are encouraged along the right-of-way.

The Plan establishes that all new road rights-of-way are to be developed with consideration for vehicular traffic, pedestrians, cyclists, transit, medians, on-street and lay-by parking, and urban design requirements including streetscape design (Policy 8.4.5).

Transit

Dundas Street West is a Busway Corridor, as shown on Schedule C. The Plan encourages the use of transit-supportive development and urban design to promote increased usage of public transit (Policies 8.9.2 and 8.9.5). Policy 8.9.8 states that development applications along transit corridors within the Growth Areas will be encouraged to incorporate transit waiting areas into buildings located adjacent to transit stops.

Active Transportation

Policy 8.10.1 provides that walking and cycling play a positive role in improving mobility and quality of life and are recognized as alternative modes of transportation needed to balance the transportation system. The Plan establishes that new development shall have regard for the Active Transportation Master Plan (as summarized in Section 4.13 of this Report) (Policy 8.10.2). The Plan requires new developments to have sidewalks on either side of the street, with some exceptions (Policy 8.10.7).

Integrating Land Use and Transportation

In regard to the development of a transit-supportive urban structure, Policy 8.12.2 requires the following measures to be reflected in all development proposals:

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

Additionally, Policy 8.12.3 states, “where appropriate and public safety is not affected, the Town will minimize the amount of land utilized for daylighting triangles to contribute to a more urban environment and maximize the efficient use of land.”

Parking

The Plan promotes active transportation and the use of public transit within Growth Areas. The Plan establishes that the Town shall investigate the potential for parking restriction zones, including establishing minimum and maximum parking standards, to maximize the efficient use of land (Policies 8.15.1 and 8.15.3).

The Plan permits on-street parking wherever possible (Policy 8.15.2) to increase activity along the street and reduce vehicle speeds. The Plan establishes that appropriate design standards for roadways, including lay-bys and accommodation for safe cycling, shall be developed.

The Proposed Development supports the transportation and mobility objectives of the Livable Oakville Plan as provided in Section 8. Dundas Street West and Neyagawa Boulevard have important planned functions as indicated on Schedule A1 – Urban Structure. The Proposal will accommodate new residents and jobs which will support the justification for establishing planned transit service on Neyagawa Boulevard to fulfill its Mobility Link function and to connect to nearby Growth Areas such as the Neyagawa Urban Core, and the planned Highway 407 Transitway. Similarly, Dundas Street West, as a Regional Transit Priority Corridor, plays a critical function in accommodating existing local bus transit and planned rapid transit service. The Proposed Development, once occupied, will bolster the use of existing transit service while supporting the viability of future transit expansion on Dundas Street West.

Regarding public street rights-of-way, the Proposed Development accommodates a ROW widening conveyance along Neyagawa to achieve an ultimate 42 metre ROW width as requested by Regional staff. Dundas Street West is currently at its ultimate width of 50 metres; therefore, no widening is required. The proposed new public street ROWs are consistent with existing Town of Oakville street typologies and cross-sections.

The Proposal will support existing and planned active transportation infrastructure in the surrounding area. Bicycle parking is proposed to be provided in excess of what is required by the applicable zoning by-law (stacked bicycle parking is located on the ground floor and parking level 1), recognizing that the Site will be attractive to cyclists for its proximity to parks, open spaces, natural areas, and existing multi use path connections along Dundas and Neyagawa that support the viability of using active transportation to fulfill local needs and to access nearby amenities.

Overall, the Proposal advances a progressive transportation vision for the Site and surrounding area. It will support justification for the expansion of transit services along Dundas and Neyagawa and will facilitate the creation of a finer-grain mobility network by dividing the existing 3.74-hectare private property with a range of new street and pedestrian connections. The Site's direct adjacency to existing transit stops supports the integration of land use and transportation and introduces new high-density residential and commercial uses with convenient transit access.

LIVABLE OAKVILLE PLAN SUMMARY OPINION

Although the Livable Oakville Plan has limited application to lands north of Dundas, it plays an important role in establishing the Town's planned Urban Structure and provides policy direction for appropriate development in its Growth Areas. Moreover, the Livable Oakville Plan contains policy context on a range of relevant considerations including managing change, integrating land use and transportation, urban design, streets and streetscaping, landscape design, built form, parking, loading, and servicing. Given that the Livable by Design Manual relates to the Livable Oakville Plan and is relevant for the Urban Design Brief prepared by Urban Strategies for the Proposal, the preceding policy summary has been included to demonstrate how the Proposed Development supports broad Town-wide planning objectives, with a particular emphasis on responding to direction pertaining to urban design.

In summary, the Proposed Development supports and conforms to the Town's Urban Structure which is based on Nodes and Corridors that constitute its strategic growth areas. These Growth Areas play an important role in linking the Town of Oakville to surrounding municipalities, in promoting intensification to support existing and planned transit ridership, in complementing established communities with compatible uses and built form, and in accommodating new residents and jobs to sustain healthy and complete communities. The Proposal supports all these objectives and implements forecasted population growth in the Dundas Urban Core area as contemplated by the JBPEs and other relevant growth and intensification targets.

4.7 NORTH OAKVILLE EAST SECONDARY PLAN

The North Oakville East Secondary Plan (the “**Secondary Plan**”) establishes a detailed planning framework for future urban development of the North Oakville East Planning Area. This area is bounded by Highway 407 to the north, Ninth Line to the east, Dundas Street to the south, and the centerline of Sixteen Mile Creek to the west.

The Secondary Plan was added to the Town of Oakville’s 1984 Official Plan in 2008 by way of OPA 272. The Secondary Plan was appealed to the Ontario Municipal Board which approved it, with modifications, in 2010. The Secondary Plan is not subject to the Livable Oakville plan with the exception of Section 3 (Urban Structure) and Schedule A1- Urban Structure.

The Town of Oakville initiated a review of the North Oakville Secondary Plans (east and west) in May 2017. As a result of Part 1 of this review, the Town adopted OPA 321 to update the Secondary Plan policies pertaining to stormwater management facilities, the Trafalgar and Dundas Urban Core Areas, the Neighbourhood Centre Area designation, phasing, and definitions. OPA 321 was appealed to the Local Planning Appeal Tribunal (as the Tribunal was then known) and subsequently received modified approval by the Tribunal on July 2, 2019. OPA 321 has been consolidated into the Secondary Plan.

Section 7.2 Community Vision

Section 7.2.2 of the Secondary Plan establishes the vision for North Oakville East as a compact, pedestrian oriented urban community containing a variety of housing opportunities ranging from large-lot executive housing to high rise apartment units.

Section 7.2.3 of the Secondary Plan sets out general objectives to guide future urban development in the North Oakville East area. Relevant objectives for the Proposed Development include:

7.2.3.2 – Residential

- (a) New residential communities shall complement existing built form elements, incorporate best planning and urban design practices, protect and enhance natural heritage and open spaces;

- (b-c) Development densities will be established that equal or exceed the density established by the Halton Urban Structure Plan and which are commensurate with the type and frequency of transit service planned for the area; development will support the land use objectives of the Halton Urban Structure Plan;

- (d) Development will contribute to the minimization of greenhouse gases, servicing costs and energy costs through efficient land use and a mix of housing forms and tenures;

- (e) Development will promote a closer relationship between the workplace and home;

- (f) Development will create varied and distinguishable residential neighbourhoods with a strong identifiable sense of place; and

- (g) Provide for a variety of residential densities and unit types, directing the highest densities to the Trafalgar Road Corridor.

7.2.3.4 – Urban Design

- (a) Integrate community design that coordinates land use, natural heritage and open space, street network, and built form;

- (b) Integrate important views and vistas of natural heritage and open space system;

- (c) Create an urban fabric characterized by a connected street system;

- (d) Promote building design variety that promotes an active, safe, pedestrian realm;

- (e) Street sections that promote a sense of scale and provide pedestrian comfort;

- (f) Built form that addresses the street and minimizes the impact of garages and service areas;

- (g) Encourage mixed-use development along strategic corridors;

- (h) Create retail and service commercial development with a strong relationship to streetscapes and major pedestrian ways; and

- (j) Promote a variety of housing with diverse architecture.

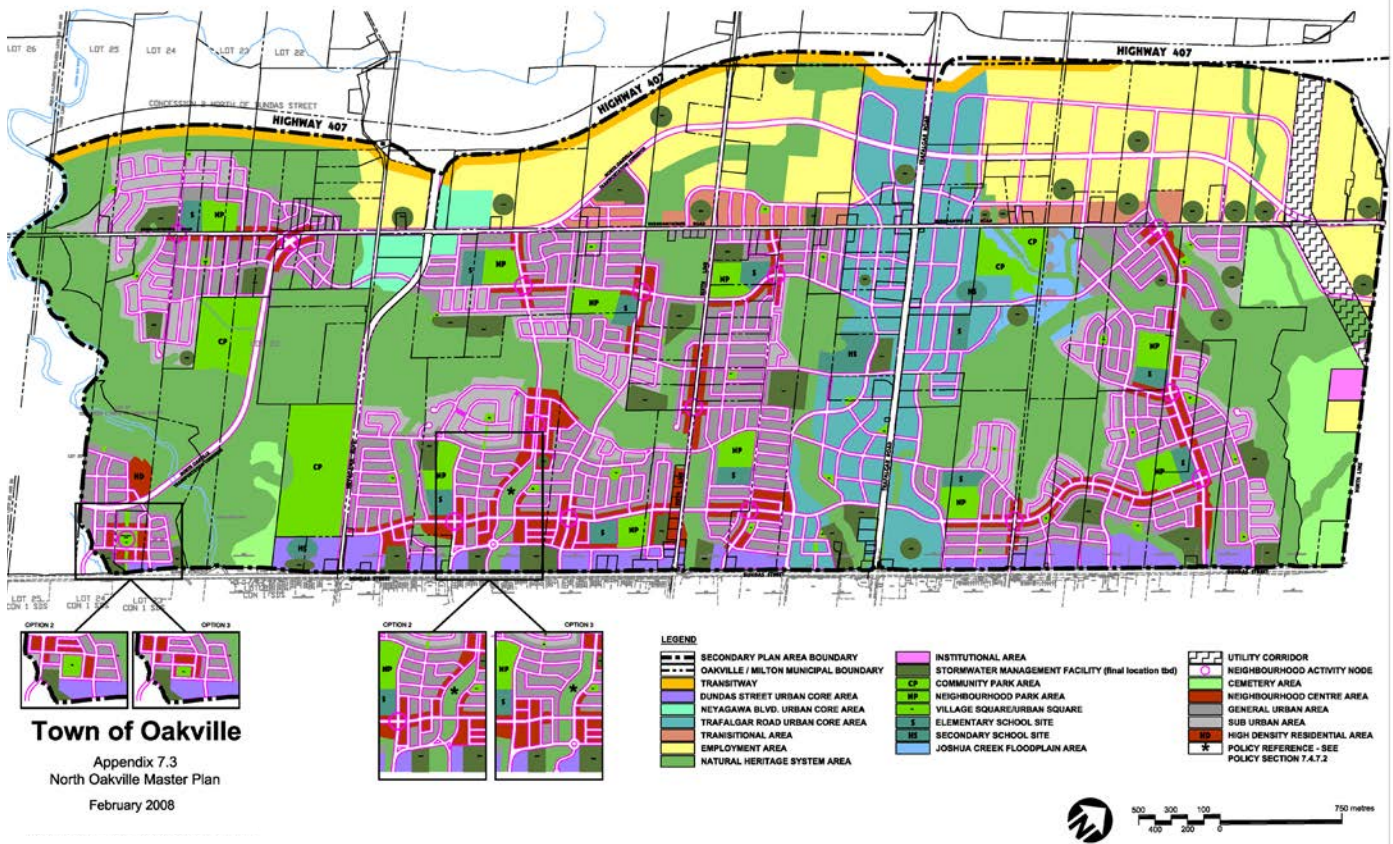


Figure 32. Appendix 7.3 - North Oakville Master Plan, North Oakville East Secondary Plan

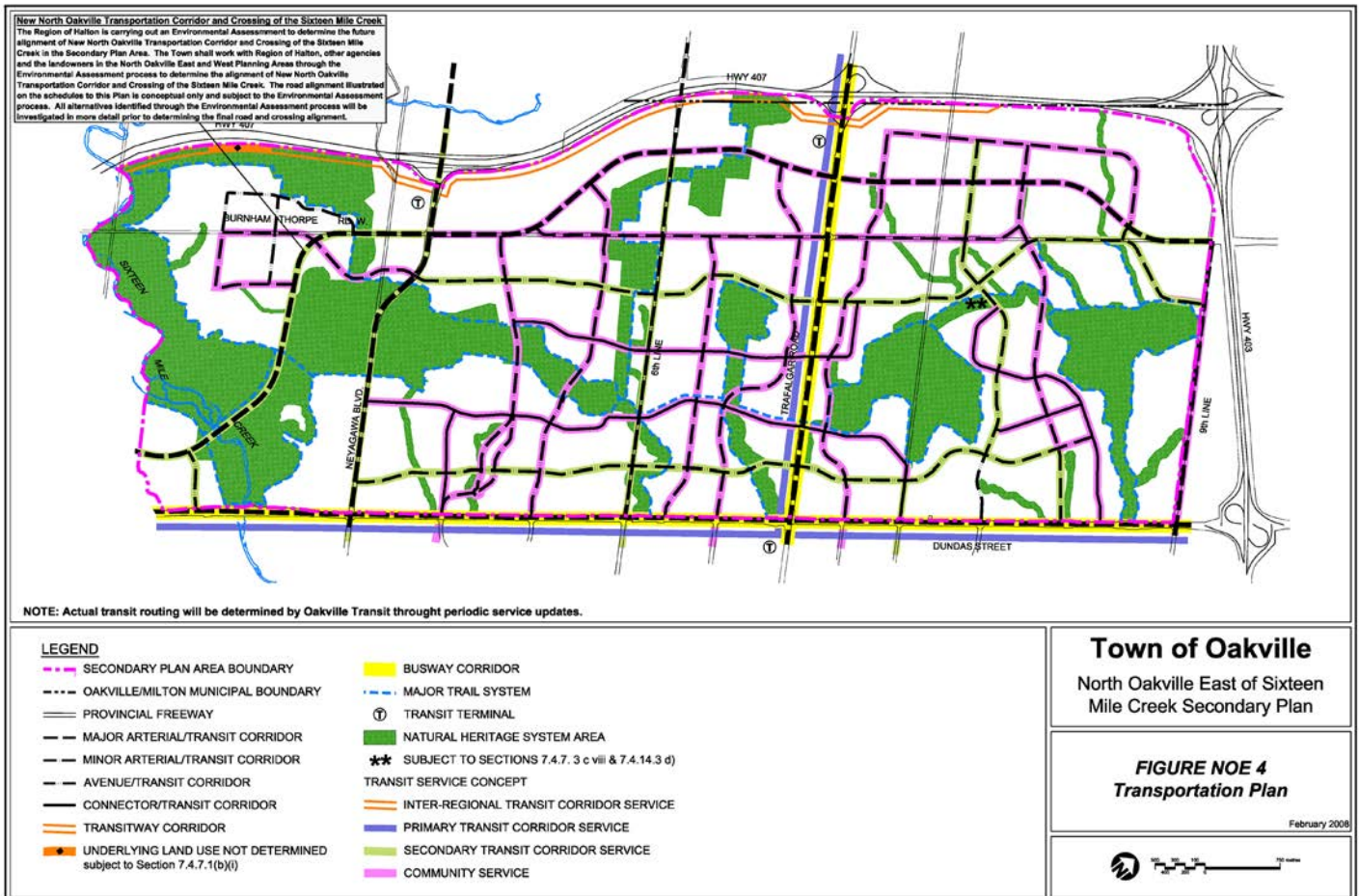


Figure 33. Figure NOE 4 - Transportation Plan, North Oakville East Secondary Plan

7.2.3.5 – Transportation

- (a) Create a system of roads that promotes the safe, efficient circulation of traffic including transit and non-vehicular traffic;
- (b) Establish an efficient and linked, safe pedestrian movement system;
- (c) Establish a transportation system that complements and supports the existing and future urban structure;
- (d) Promote transit opportunities through community design; and
- (g) Promote local and higher order transit opportunities through land use arrangements, building orientation and streetscape design.

The Proposed Development is aligned with the community vision for the Secondary Plan area and aligns with relevant objectives.

The Proposal is designed to complement the existing built form elements in the surrounding area by accommodating high-density development in multiple tall buildings, which increases the diversity of housing choice and form in the community. The development density exceeds the minimum density target of 160 people and jobs per hectare established under the Halton Region Urban Structure (as amended by ROPA 49) thereby optimizing the potential for transit-supportive intensification on the Site and helping to achieve the minimum density target for the Dundas Urban Core. The high-density form provides inherent sustainability benefits in the form of reduced consumption of materials, energy and resources, as well as lower greenhouse gas emissions per dwelling unit. The siting of compact residential housing in proximity to established commercial/office/employment uses promotes a shorter distance between the workplace and home. The Proposal is less high and dense than current development contemplated along the Trafalgar Road Corridor, thereby reinforcing the planned urban structure for North Oakville East.

From the perspective of urban design, the Proposed Development represents a thoughtfully designed mixed-use precinct supported by a diversity of open space types, at-grade retail space, and other amenities. The Proposal's built form breaks down the massing of the buildings so that they are appropriately scaled and provide variety in scale and expression. The Proposal promotes an active pedestrian realm with strong, vibrant streetscapes, and contributes an appropriate urban interface along the Dundas Street intensification corridor.

To contribute to a safe and efficient road system, the Proposal accommodates streets with wide sidewalks on both sides, and pedestrian-friendly streetscapes that prioritize safety, accessibility, and amenity. The Proposal supports transit ridership and provides high-density housing a short walking distance to existing transit stops on Dundas and Neyagawa. The proposed public street dedications will divide the large 3.75-hectare Site into smaller development blocks, contributing to a modified street grid that enhances cross-block porosity and shortens travel distances for people and vehicles. The proposed parking provision aligns with the Town's goals of reducing automobile dependency and promoting sustainable transportation options within the Dundas Urban Core.

Section 7.3 Community Structure

The Urban Core designations of the Secondary Plan are intended to accommodate the densest development and the highest order activities, including a full range of residential types, retail and service commercial, entertainment, cultural, business and institutional uses (Policy 7.3.2). The Subject Site falls within the Urban Core designated area of North Oakville, and more specifically within the Dundas Urban Core Area. Section 7.3.2 indicates that the primary focus for intensification is along Trafalgar Road, with the north side of Dundas Street and the intersection of Neyagawa Boulevard and Burnhamthorpe Road having an important, but more secondary role.

Section 7.3.6 outlines policies related to population and housing targets. The North Oakville East housing mix targets for future development aim to allocate 20-35% of units to high-density housing (Policy 7.3.6.2.a). These targets are guidelines and not strict annual requirements. The Town will monitor and review these targets every five years to ensure they align with overall population and employment goals without decreasing population targets. Additionally, there will be efforts to balance rental and ownership housing as per the broader policies in the Official Plan (Policy 7.3.6.2.b).

As previously described, the Proposed Development fulfills the intent of the Dundas Urban Core Area land use designation by concentrating high-density mixed-use development along Dundas Street, a regional road and an intensification corridor planned for higher-order BRT. The Proposed Development includes a maximum building height of 26 storeys, which exceeds the Secondary Plan height limit of 8 storeys (plus bonusing, though that mechanism no longer applies) for the Dundas Urban Core Area. The exceedance is appropriate given that the Dundas Urban Core Area is one of the most significant growth areas in the Community Structure, and in the context of more-recent planning policy updates such as ROPA 48 and 49, which implement the Halton Integrated Growth Management Strategy, as well as the recent JBPEs which contemplate significant population growth in the Town's Nodes and Corridors. Moreover, the Proposal is of a height and scale that fits within the intended structure where the Trafalgar Urban Core is the primary focus of intensification in the Secondary Plan area, and the Dundas Urban Core Area is at the next most significant level of planned intensity.

Section 7.4 Sustainable Development Strategy

Sustainable development is a core objective of the Secondary Plan, and Section 7.4 outlines a Sustainable Development Strategy containing policies that promote sustainability through new development, particularly as it relates to the protection and conservation of air, water and ecological features, energy resources, and heritage resources.

The planned structure of the North Oakville East area maximizes the potential for sustainable development by promoting mixed-use development, a modified grid road system, and a robust natural heritage and open space system (Policy 7.4.2).

Policy 7.4.5 speaks to water management in North Oakville East, establishing that it will be undertaken in accordance with the North Oakville Creeks Subwatershed Study ("NOCSS"). The Secondary Plan establishes that prior to Draft Plan of Subdivision approval, Environmental Impact Reports ("EIR") will be required for each subcatchment area as identified in Appendix 7.2 of the Plan. The Subject Site is located within NOCSS subcatchment area ES9.

The Proposed Development is aligned with the Secondary Plan's Sustainable Development Strategy, providing compact, transit-oriented development and the required components of a complete community, including residential, commercial and open space uses, and a finer-grained mobility network. A revised EIR-FSS has been submitted with the planning applications to confirm that site servicing and stormwater management requirements are satisfied in accordance with the NOCSS. The stormwater pond located in North Park services the ES9 subcatchment area, which includes this Site; therefore, an additional stormwater management pond is not required the Site. This enables meaningful intensification opportunities and supports the creation of a true urbanized frontage along Dundas Street West.

Section 7.5 Community Design Strategy

Section 7.5 – Community Design Strategy sets out general design policies for North Oakville East, as well as specific policies for the Dundas Street Urban Core Area designation. Policies within Section 7.5 that are relevant to the Proposed Development are outlined below.

The North Oakville East Master Plan, as indicated in Appendix 7.3, is a graphic illustration of the intended design of North Oakville East, including land uses designations, road alignments, and other planned elements of the community. Section 7.5.2 outlines the requirement for an Area Design Plan to be prepared for proposed plans of subdivision or development plans in the area to assist in demonstrating conformity with the policies and figures of the Secondary Plan with such respect to such matters as land use, road pattern, density and housing type distribution, and coordination with land uses and road patterns for lands outside of the development area, among other matters.

Section 7.5.3 states that all development applications in the North Oakville East area will be evaluated in the context of the North Oakville Urban Design and Open Space Guidelines. These guidelines are reviewed in a subsequent section.

As indicated on Appendix 7.3, the Site is coloured purple to correspond with the Dundas Urban Core Area designation. There are two additional symbols straddling the property line of the Subject Site and the Parish Lands, corresponding with a future Secondary School location and a stormwater management facility (with an annotation of “final location TBD”). The requested OPA seeks to maintain the Dundas Urban Core Area designation while removing the Secondary School symbol from Appendix 7.3. The removal of the Secondary School symbol is consistent with the decision of the Halton District School Board to pursue an alternative high school site elsewhere in the North Oakville East area. The stormwater management facility symbol is proposed to remain, as the required facility being accommodated for the ES9 subcatchment area at the North Park pond, and is not required on the Subject Site.

Section 7.5.4 General Design Directions

Relevant general design direction for the North Oakville East area include:

- (a) All development, especially in the Urban Core Areas, Neighbourhood Centres, and General Urban Areas, must be compact, pedestrian oriented, and transit-friendly in form, with a mix of uses encouraged;
- (b) Development should promote a hierarchy of civic, institutional and commercial uses so that ordinary activities of daily living shall occur within walking distance of most dwellings;
- (c) Development shall be based on a modified grid road system with road networks to disperse traffic, reduce travel lengths, and support the integration and viability of transit;
- (e) Public safety, views and accessibility to the Natural Heritage and Open Space System are important considerations for community design;
- (f) Parks, neighbourhood activity nodes and other civic areas will provide central meeting places for residents; and,
- (g) Building densities and land uses will support the use of transit.

The Proposed Development promotes a compact, pedestrian-focused and transit-supportive design, adhering to mixed-use principles by providing residential and commercial-retail uses across the three development blocks. The site plan incorporates a mix of high-density tall building elements and mid-rise podiums, creating a varied urban form that supports vibrant street life and pedestrian accessibility.

Section 7.5.5 Streetscape

The streetscape in North Oakville East, comprising streets and public frontages, aims to balance traffic and parking with pedestrian circulation and aesthetic appeal (Policy 7.5.5). This involves designing sidewalks, curbing, planters, and street trees in accordance with the policies of Section 7.7.2. The Secondary Plan establishes that the Urban Design and Open Space Guidelines will provide further directions for public frontages.

Figure NOE4 “Transportation Plan” of the North Oakville East Secondary Plan identifies Dundas St West and Neyagawa Boulevard as Regional Primary Arterial Roads. Policy 7.5.5.1 establishes that Arterial/Transit Corridors in North Oakville East are high-capacity roads serving as major gateways, balancing transportation functions with access to adjacent land uses and acting as vibrant public spaces. These corridors will feature high-quality design elements like wide sidewalks, special tree plantings, distinctive paving, lighting, and signage.

Avenue/Transit Corridors are designated on Figure NOE4 of the Secondary Plan and are intended to connect neighbourhoods together and to Urban Core Area and other focal points. Policy 7.5.5.3 establishes that these roads will have a higher level of design than Local Streets with extensive use of tree and feature planting, paving, lighting and signage design, and will complement the planned abutting land uses.

Local Streets are intended to play a dual role as neighbourhood socialization space as well as supporting transportation needs (Policy 7.5.5.4).

Regarding the streetscape, the design will prioritize pedestrian and cyclist comfort and safety, especially in commercial and mixed-use areas, by enhancing the sidewalk environment (Policy 7.5.5.6). Sidewalks shall be provided on both sides of the streets, except for certain exceptions (Policy 7.5.5.9). Street designs will also accommodate cyclists with provisions for either on-road or separated paths, possibly including designated lanes. Bicycle parking standards, except for freehold ground-related housing, will be established through the Zoning By-law (Policy 7.5.5.10). Further, short, regular block lengths will be promoted to enhance walkability and offer route variation. Where short blocks are not feasible, wide public mid-block pathways will be provided to reduce walking distances (Policy 7.5.5.14).

The Proposed Development has appropriate regard for the Secondary Plan's Streetscape-related design policies. It provides three new public street dedications and enhancements to the Site's frontages along Dundas Street West, Neyagawa Boulevard, and the Sixteen Mile Drive extension. The Proposal contributes to the planned right-of-way cross section for Dundas and for Neyagawa, for which a small right-of-way widening dedication is proposed to achieve an ultimate road width of 42 metres as requested by Regional staff.

Streets A, B and C have a quieter character and serve to provide access to the development blocks as well as traffic infiltration through the broader neighbourhood, including North Park and Sixteen Mile Sports Complex to the north. These new streets provide ample boulevard space for street trees and sidewalks on both sides and are augmented by additional private development setbacks. They connect to Dundas, Neyagawa, and the Sixteen Mile Drive extension where existing and planned active transportation infrastructure is situated. The three proposed development blocks are human-scaled and recognize desire lines through the Site by providing a variety of mid-block connections at grade.

Policy 7.5.6 Building Location provides relevant policies pertaining to building location including:

- (a) Providing visual interest to pedestrians as well as a "sense of enclosure" to the street; heights of buildings shall be related to road widths to create a comfortable pedestrian environment;
- (b) Corner lot buildings shall be sited and massed toward the intersection;
- (c) Rear and side elevations of all buildings on corner lots shall be designed to take advantage of their extra visibility; and
- (e) Higher-density housing shall be located close to Arterial Roads, Avenues, Connectors and transit stops within the Urban Core Areas.

The Proposed Development aligns with the policies relating to building location. The proposed building locations are strategically oriented to create visual interest and a sense of enclosure along streets. Podium heights are generally proportionate to adjacent right-of-way widths, with corner conditions and key intersections appropriately addressed through the siting of active uses such as building lobbies and other common spaces, as well as maximized glazed areas to promote visibility and porosity with the surrounding urban context.

Section 7.5.7 provides policy direction related to parking areas design. Off-street parking areas in North Oakville East must minimize their visual impact through screening with low fences, walls, and landscaping, particularly along streets and near residential areas. In commercial or mixed-use developments, parking should be placed to the side or rear of the main building, with limited front parking (Policy 7.5.7.1. a-d). Off-Street Parking: Pedestrian walkways should be provided adjacent to stores, between building clusters, and to connect transit stops, public sidewalks, and other developments (Policy 7.5.7.1. e).

Parking strategies include encouraging on-street parking to enhance street activity and safety while serving as a pedestrian buffer. Engineering standards for roadways will support this, with reduced off-street parking requirements in transit-oriented and Urban Core areas (Policy 7.5.7.2.a). Municipal parking at strategic nodes will be developed in collaboration with landowners (Policy 7.5.7.2.b).

The Proposed Development has appropriate regard for the Secondary Plan directions regarding adequate parking and minimizing negative impacts on the public realm and pedestrian safety. The Proposal accommodates on-street parking in laybys within the proposed public street dedications, in a manner that achieves a balance with the provision of new street trees and other pedestrian amenities. Parking for the Proposed Development is predominantly accommodated in 4-level underground garages — one for each development block — in addition to limited short-term surface parking spaces integrated in the woonerf design and the Block 3 interior courtyard area. Sufficient parking supply is anticipated to meet the residential, visitor, and commercial needs associated with the Proposed Development while avoiding an overemphasis on private automobile usage. Appropriate pick-up and drop-off facilities are provided in proximity to main building entrances, recognizing the increased prevalence of ride-sharing and food delivery services that require convenient, short-term and off-street idling space.

Policy 7.5.15 provides key design elements of the Dundas Urban Core Area. The Subject Site is designated Dundas Urban Core Area in Figures NOE1 and NOE 2 of the Secondary Plan. The Dundas Urban Core Area is designated for mixed-use development at high and medium densities along Dundas Street. Relevant policy requirements for this area include:

- a) Mixed use development shall be permitted throughout the Urban Core Area; however, retail and service commercial uses shall be restricted to locations at intersections with north-south streets;
- b) A full range of uses and densities of development shall be permitted throughout the Urban Core Area, with highest densities encouraged to locate at intersections with Dundas Street;
- c) Where retail and service commercial development is permitted, it will be encouraged in a “main street” format, and subject to the following criteria (matters that are not relevant are excluded):
 - i. Provide direct access to the sidewalk from the principal public entrance;
 - ii. Include primary windows and signage facing the street;
 - iii. Provide awnings, canopies, arcades or front porches for weather protection;
 - iv. Include no parking, driveways, lanes or aisles between buildings and public sidewalks; and
 - v. Provide a consistent building setback; and

d) Minimum and maximum setbacks, densities, and other standards will be implemented through a Zoning By-law Amendment to ensure development that is compatible with the Dundas major transportation route.

The Proposed Development aligns with the aspects of Section 7.5 Community Design Strategy that are relevant to the Dundas Urban Core Area by:

- *Accommodating mixed-use development and orienting the commercial-retail uses to Street B, as well as along Neyagawa Boulevard and the Sixteen Mile Drive extension;*
- *Providing for a mix of uses at high density, concentrated at the intersection of two major arterial roads (Dundas and Neyagawa);*
- *Accommodating retail in a “main street” format as a way to create a pedestrian-focused streetscape with vibrant, locally-oriented retail uses, including the potential for restaurants with exterior patios overlooking the Block 1 plaza space; and*
- *Establishing appropriate site-specific development standards through the proposed Zoning By-law Amendment.*

Section 7.6 Land Use Strategy

Section 7.6 of the Secondary Plan outlines additional detailed land use policies pertaining to each land use designation, including the Dundas Urban Core Area.

Policy 7.6.2.2 outlines uses permitted in most land use designations, including: (a) Stormwater management facilities where consistent with the Secondary Plan and in accordance with the directions of NOCSS and/or any EIR; (b) educational facilities; (c) home occupations; (d) group homes; (e) various public uses; (f) one accessory apartment units in ground-oriented dwellings; (g) adaptive re-use of heritage buildings; (h) emergency housing; and (i) temporary structures for the assembly of housing units.

Stormwater management ponds are to be developed in accordance with the provisions of Policy 7.6.2.2.a. Appendix 7.3 of the Secondary Plan identifies a Stormwater Management Facility (with the annotation “final location TBD”) symbol straddling the Subject Site and the Parish Lands. The policies of 7.6.2.2 discourage the siting of stormwater management ponds within 100 metres of Trafalgar Road and Dundas Street except where the frontage has been minimized to the greatest extent feasible.

The revised EIR-FSS provided for the second submission recognizes that the stormwater management requirements for the ES9 subcatchment area are being accommodated by the North Park pond. As a result, a stormwater management facility is not required on the Subject Site. This supports the planned function of the Dundas Urban Core Area as a band of medium- and high-density, transit-supportive development and enables the creation of an active, engaging, and urban frontage along Dundas Street West. More information on this approach is provided in the EIR-FSS submitted as part of the application.

Section 7.6.5 Dundas Urban Core Area

Section 7.6.5 outlines land use policies for the Dundas Urban Core Area, which are intended to allow the creation of a band of mixed-use development at medium and high densities with a clustering of retail and service commercial development and/or high-density buildings at intersections with north/south streets (Policy 7.6.5.1).

Policy 7.6.5. establishes the permitted uses, buildings, and structures, as follows:

- a) Permitted uses include the full range of office, commercial, including retail and service commercial, health and medical, institutional and medium and high-density residential uses;
- b) Permitted uses shall be primarily located in medium and high density residential, office and institutional buildings;
- c) The total commercial development in the Dundas Urban Core Area designation shall not exceed a total of 32,000 square metres of gross leasable floor area (“GLA”), with other limitations established under this policy (Policy 7.6.5.2.c);
- d) High density residential uses shall generally be clustered at nodes; and
- e) Stand-alone townhouses are not permitted adjacent to Dundas Street.

Policy 7.6.5.3 provides the following land use policies for the Dundas Urban Core Area:

- a) Development will be visually connected by a coherent streetscape along Dundas Street, including provision for landscaping, signage, street furniture and other features in the public right-of-way, and will be physically connected by road, transit, and bicycle linkages;

b) The Secondary Plan establishes the following direction on height in the Dundas Urban Core Area:

- i. Minimum height of 3 storeys;
- ii. Maximum height of 8 storeys;
- iii. A commercial building as part of a comprehensive development shall be a minimum height of 5 metres;
- iv. In accordance with Policy 7.6.2.2.a., policy v. listed below increases of up to 4 storeys beyond the maximum permitted building height, exclusive of bonusing, may be considered where adjacent to a stormwater management pond;
- v. Increases of up to 4 storeys beyond the maximum permitted building height may be considered through bonusing, subject to Section 7.10.2.

The Proposed Development contains uses that are permitted as-of-right under the Secondary Plan. While the Proposal’s built form aligns with the general intent of the Secondary Plan for high-density development, the proposed heights exceed the applicable height limit for the Dundas Urban Core

The requested OPA seeks to permit a maximum height of 26 storeys on the Site. The proposed height and the associated density of the Proposal will contribute to the achievement of minimum density targets for the Dundas Urban Core found in the ROP and JBPEs, and will support the justification for investment in higher-order transit that might not otherwise be viable in the absence of a critical mass of intensification along this important corridor. Only one 26-storey tower is proposed, within Block 2, situated in the centre of the Site. The remaining tower heights of 15, 18, 20, 20, 24, and 24 storeys are distributed across the Site to maximize tower separation distance and to provide variety, an appropriate sense of transition to the adjacent context, and to minimize impacts associated with the loss of privacy, sunlight, and sky views.

The Proposed Development will accommodate a minimum of 1,900 square metres of commercial space at grade within Blocks 1 & 2. This is not anticipated to result in the exceedance of the retail GLA limit applicable to the Dundas Urban Core area under the North Oakville East Secondary Plan as it read when the applications were filed in December 2024.

The Town recently retained Parcel Economics and Gladki Planning Associates to undertake the North Oakville Commercial Study (dated November 12, 2024) to investigate the need for additional retail space to serve the growing residential population in North Oakville. The Commercial Study was considered by Planning & Development Council on November 25, 2024, with direction for staff to implement the direction from the study through a future Official Plan Amendment.

On March 26, 2026, Planning & Development Council considered a draft amendment to the North Oakville East Secondary Plan to update policies pertaining to the provision of retail in key areas throughout North Oakville East. Among other changes, the Official Plan Amendment identifies the Site a being within Commercial Node 2 – Neyagawa Boulevard and Dundas Street West, and seeks to establish a new Policy 7.6.5.2(e) in the Secondary Plan providing that:

A minimum of 27,800 square metres of gross leasable floor area for retail and service commercial uses shall be provided in Commercial Node 2, as identified on Figure NOE 1. The minimum requirement for Commercial Node 2 shall be implemented through the development process and implementing Zoning By-law and must demonstrate how the application is contributing proportionally to the minimum requirement.”

It is our opinion that since the applications pre-date Council's consideration and adoption of this draft Official Plan Amendment, the newer retail policies in the Secondary Plan do not apply to the applications. Notwithstanding, it is our opinion that the increased amount of retail space proposed within the development, at 1,900 square metres, supports the intent of the amendment to facilitate additional retail at key nodes in North Oakville East.

Section 7.7 Community Services Strategy

Section 7.7 outlines policies related to the Community Services Strategy, which is designed to provide direction on the provision of physical support, recreation, and other services to the North Oakville East Planning Area.

Section 7.7.2 provides directions related to transportation. The Oakville East Secondary Plan directs that a condition of approval of any subdivision is to provide a Transit Facilities Plan that addresses transit facilities and how such will integrate into the transit network in the Town of Oakville (Policy 7.7.2.2.b). Further, policy directs that transit supportive development shall be designed at densities supportive of existing and planned transit type and frequency of the area (Policy 7.7.2.2.c).

The Pedestrian/Bicycle System is designed to prioritize pedestrian and cyclist safety and comfort through enhanced streetscapes and sidewalks in commercial and mixed-use areas. Sidewalks are generally required on both sides of streets, with exceptions for certain low-density and character roads, and roads adjacent to the Natural Heritage and Open Space System. Streets should accommodate cyclists either on the roadway or on separate paths, with standards for bicycle parking to be developed. An extensive trail system will be established, related to natural and open spaces and along specific roads, subject to further study and refinement (Policy 7.7.2.4)

Policy 7.7.2.5 Roads: Road planning will be coordinated with provincial and regional authorities and adjacent municipalities to integrate the local and broader network. The town aims to create a safe, pedestrian-friendly environment even if it means accepting suboptimal vehicular traffic levels. Techniques may include reduced lane widths, landscaped medians, on-street parking, transit priority measures, and pedestrian-friendly crossings. Developers must provide sufficient land for road right-of-ways and may be required to allocate additional space for bike lanes, medians, and parking.

The town mandates adequate parking and loading facilities for commercial, employment, institutional, and multi-unit residential developments, including bicycle parking. Alternatives to at-grade parking such as on-street and municipal parking are encouraged to enhance street animation and reduce vehicle speeds. On-street parking should serve as a buffer for pedestrians, and maximum parking standards may be established in the zoning by-law (Policy 7.7.2.7).

With respect to parkland provision, the North Oakville East Secondary Plan establishes a hierarchy of parkland that applies north of Dundas and consists of facilities designed to provide the full range of active and passive recreation facilities, including:

- a) Community Parks;
- b) Neighbourhood Parks;
- c) Village Squares; and
- d) Urban Squares within the Trafalgar Urban Core Area (Policy 7.7.4)

Policy 7.7.7 states that the Town will work with the local school boards to reserve an adequate number and distribution of school sites throughout the Secondary Plan area in accordance with the general locations identified on Figure NOE2 (Policy 7.7.7).

The Subject Site is in a location that has excellent access to existing and planned community services, parkland, open space and natural areas, and active transportation infrastructure. Within North Park, directly north of the Subject Site, is a concentration of community recreational facilities that includes indoor sports facilities, a library, a pool, a community centre, and a wide range of open spaces catering to athletics, pets, and for simple unstructured use.

As described previously in this report, there is existing local bus transit service immediately adjacent to the Site on both Dundas Street West and Neyagawa Boulevard, with planned BRT on Dundas Street West that has been prioritized by Metrolinx and local and regional Councils. Neyagawa Boulevard has been identified for future transit, and the Proposal will support the justification for transit to be established along Neyagawa and to the newly-developing areas in the northern part of the Secondary Plan area.

Section 7.7.4.2 directs that the Town shall maintain a Parks Facilities Distribution Plan to provide detailed direction with respect to the North Oakville East parkland hierarchy. The North Oakville East Master Parkland Agreement is an agreement that outlines landowner obligations in respect of the conveyance of parkland dedication in the Secondary Plan Area. The Subject Site is not identified as a location for future parkland, given its adjacency to North Park, Lions Valley Park and other local community recreational infrastructure. It is anticipated that the Applicant will pay cash-in-lieu of parkland dedication in accordance with the provisions of the Master Parkland Agreement.

The Subject Site is identified in Appendix 7.3 – North Oakville Master Plan as being the site of a future Secondary School. In 2000, on behalf of the Halton District School Board, the Town initiated an OPA application to make a technical mapping modification to shift the Secondary School symbol on Appendix 7.3 west to be fully on the Parish Lands and off the Subject Site. Ultimately, that application was not approved as the School Board abandoned its plans for a school in this location, favoring an alternative school site in a different part of the Secondary Plan area. This OPA application includes the removal of the HS symbol from Appendix 7.3 given the School Board's abandonment of a Secondary School in this location.

SECONDARY PLAN SUMMARY OPINION

The North Oakville East Secondary Plan has provided a comprehensive planning framework for the North Oakville East area since 2008 and has been occasionally updated through the Town Official Plan Review process. The Secondary Plan has long recognized the Dundas Urban Core Area, which is one of the Town's strategic growth areas, as an appropriate location for higher-density mixed-use development to support the planned function of Dundas as an intensification corridor and a location for future higher-order transit.

The Proposed Development represents an opportunity to contribute to the planned function of an underutilized quadrant of the Dundas-Neyagawa intersection and to provide a significant infusion of compact apartment-form housing in the local community, complementing the existing broad availability of ground-oriented housing.

The proposed building heights and development densities will support the achievement of the minimum density target for the Dundas Urban Core Area of 160 people and jobs per hectare established in the Regional Official Plan and will support the population growth forecasts in the JBPEs for the Dundas Urban Core. The Dundas Urban Core is planned to play an important role in accommodating higher-density mixed-use development, and the Proposal achieves this while respecting the primacy of the Trafalgar Urban Core by proposing heights that are lower than development heights that are permitted, approved, and proposed there.

Remaining developable land within the Dundas Urban Core Area is relatively scarce given existing development and stormwater ponds that comprise much of the northern side of Dundas between Ninth Line in the east and the western edge of the Secondary Plan boundary. Therefore, a considerable public benefit is derived through optimizing the development potential of the Subject Site.

The Proposal advances the vision, objectives and specific policies of the Secondary Plan pertaining to such as matters as land use, built form, urban design, landscape, streetscape, transit and transportation, open space, and servicing and contributes to the achievement of a true complete community where all the needs of daily life are located within a convenient geographical area without reliance on cars. The proposed tower heights exceed the 8-storey height limit in the Secondary Plan; however this height limit dates back to the enactment of the Secondary Plan in 2008 and is not reflective of the evolving planning policy context, as well as recent development approvals in the Town's Nodes and Corridors that exceed prescriptive height limits in the Official Plan.

In summary, the Proposal and its implementing planning amendments maintain the overall intent of the Secondary Plan and will advance the planned context of the Site and surrounding area in an orderly and comprehensive manner.

4.8 NORTH OAKVILLE ZONING BY-LAW 2009-189

The North Oakville Zoning By-law 2009-189 (as amended) is the applicable Zoning By-law (“ZBL”) for the Subject Site. Currently, the Site is zoned FD (Future Development) as indicated on Map 12(3) to the ZBL. The FD zone permits legally existing buildings and structures and expansions thereto, as well as infrastructure.

Section 4 of the ZBL contains various general regulations pertaining to a variety of matters including but not limited to permitted uses in all zones, legal non-conforming buildings, determination of frontage, calculation of yards and permitted encroachments in yards, landscape area regulations, streetscape, rooftop mechanical equipment, and solar panels, among others.

Section 5 of the ZBL contains parking and loading regulations, including a requirement for parking spaces to be calculated in accordance with the standards set out in Tables 5.1A, 5.1B and 5.2. For apartment buildings higher than 4 storeys, the ZBL permits a maximum of 1.25 parking spaces per dwelling unit, plus 0.2 parking spaces per dwelling unit for visitors. There is no minimum residential parking requirement. Parking requirements for various non-residential uses are listed in Table 5.1B. Section 5.2 outlines requirements for accessible parking spaces and dimensions. Sizes for standard parking spaces and drive aisles are also prescribed in Section 5.4. Bicycle parking requirements are listed in Section 5.7.

The DUC zone in the ZBL generally applies to lands designated Dundas Urban Core in the North Oakville East Secondary Plan area with some exceptions (as is the case for the Site). Permitted uses in the DUC zone include apartment buildings, mixed-use buildings, office buildings, hotels, institutional buildings, parking garages, and commercial/residential buildings.

Section 7.2 of the ZBL contains the DUC zone regulations. The minimum building height is 2 storeys, and the maximum is 8 storeys. The minimum and maximum permitted FSI is 0.5 and 2.5, respectively. The ZBL setback requirements for the DUC include:

- Minimum front yard and flankage: 0.0 metres;
- Maximum front yard and flankage: 6 metres;
- Minimum interior side yard setback: 0.0 metres; and
- Minimum rear yard setback: 1 metre with rear lane access, unless there is a residential use at grade where the setback shall be 0.75 metres, OR 6 metres without rear lane access, except abutting lands in the NHS, CE, or P zones where the setback shall be a minimum of 3 metres.

Section 7.2 also contains 8 DUC “Performance Zone” categories, each containing additional standards that are intended to apply to a range of possible development scenarios.

ZONING BY-LAW SUMMARY OPINION

The Proposed Development seeks to re-zone the Subject Site to DUC (Dundas Urban Core) with site-specific exceptions to enable relief from various provisions of the ZBL. The DUC zone is appropriate as it will implement the Site’s Dundas Urban Core land use designation under the Secondary Plan and will enable the proposed high-density mixed-use development. Appropriate site-specific development standards are proposed to facilitate the orderly development of the Site in a way that implements the overall intent of the Secondary Plan and will not give rise to undue adverse impacts.

The draft Zoning By-law Amendment contains provisions applicable to each of Blocks 1, 2, and 3, and proposes to impose a holding (“H”) to restrict development from proceeding on Blocks 2 and 3 until the associated servicing capacity has been obtained through the Halton Region Allocation Program.

4.9 NORTH OAKVILLE URBAN DESIGN & OPEN SPACE GUIDELINES, 2009

The North Oakville Urban Design and Open Space Guidelines (2009) establish key design principles to develop a sustainable and cohesive community for both residential and employment purposes. These guidelines include detailed objectives, illustrated recommendations, and standards that aim to enhance the Town's urban living, employment opportunities, and recreational spaces.

The Guidelines emphasize creating walkable neighborhoods with interconnected streets and transit systems. They aim to blend transit and pedestrian-friendly streets with diverse housing and employment options. They promote integrated development to enhance local living, social spaces, and parks, promoting high-quality, sustainable urban living with strong community and employment integration. The following sections are those relevant to the Subject Site and have been summarized below.

Section Two: The Vision & Guiding Design Principles for North Oakville

Section Two of the Guidelines establishes the vision and guideline design principles for North Oakville, and includes 8 overarching Urban Design Principles:

1. Establish a sustainable natural heritage and open space system;
2. Ensure access and visibility to open spaces;
3. Develop a sustainable street transportation network with a grid system, shorter blocks, and transit accessibility;
4. Promote compact, walkable, mixed-use development;
5. Offer diverse housing options within neighborhoods, catering to different incomes and living needs;
6. Preserve residential enclaves and cultural heritage;
7. Embrace sustainable development; and,
8. Create a dynamic environment for employment uses.

Chapter 2.2 “Street Based Design” establishes five classifications of streets based on their typical design approach in North Oakville, highlighting the role of arterial/transit corridors and local streets in balancing transportation needs with social vibrancy (Guidelines 2.2.1 and 2.2.3). The Guidelines note that design elements such as wide sidewalks, greenery, and pedestrian-friendly features are crucial for creating a cohesive urban environment (Guideline 2.2.6). Further, Guideline 2.2.6 recognizes the interactions between the private and public realm. It provides that residential interfaces should have a transitional zone between the dwelling frontage and the public right-of-way through a variety of treatments in the setback such as front porches, grade, separations with integrated landscaped buffers, courtyards, front lawns and gardens. For mixed-use and commercial interface, Guideline 2.2.6 promotes the creation of a continuous street wall by creating active retail at-grade and encourages wide sidewalks that allow for amenities (such as bicycle parking, lighting, and landscaping) as well as to create spill-out use opportunities such as cafes. These aspects of built form and street design are to create an experience for both the private and public realm.

Section Three: General Urban Design Guidelines: Built Form & Open Space

Section Three of the Guidelines provides general urban design directions for the public realm. The following Chapters of Section Three are relevant to the Proposed Development:

- 3.1 Sustainable Development
- 3.2 Street and Block Pattern
- 3.3 General Land Use & Site Design
- 3.4 General Building Typologies
- 3.6 Natural Heritage and Open Space System
- 3.7 Stormwater Management
- 3.8 Pedestrian & Bicycle Circulation
- 3.9 Street Furniture
- 3.10 Public & Private Landscaping
- 3.11 Parking: Vehicular & Bicycle

The relevant Chapters of Section Three are summarized below.

The Guidelines in Chapter 3.1 emphasize sustainable practices in urban planning, including efficient land use, energy-efficient building design, and advanced water management. The Guidelines call for mixed-use development, transit-oriented design, and environmental stewardship to enhance North Oakville's livability and resilience.

The Guidelines in Chapter 3.2 establishes a general framework for streets, blocks and community design. The Guidelines provide that the transportation network should be designed to support various modes of transit, including cars, walking, and cycling. Additionally, they promote shorter blocks, narrow pavements, and on-street parking for pedestrian safety, reduced urban heat islands, and enhanced connectivity within the community.

The Guidelines in Chapter 3.3 outline general land use and site design. This Chapter focuses on integrating buildings into public spaces while ensuring accessibility and safety. Design guidelines prioritize architectural articulation, barrier-free access, and the creation of pedestrian-friendly streetscapes to foster a cohesive urban environment.

Chapter 3.4 provides guidelines related to general building typologies. The guidelines for high-density residential and mid/high-rise buildings emphasize scale, sunlight access, and environmental sustainability. Design principles focus on building bases, tower articulation, setbacks, and shadow impacts to optimize urban form and minimize environmental impact.

Chapter 3.6 sets urban design principles for the natural and open spaces, including emphasis on public safety, accessibility to open spaces, and community facilities. The guidelines encourage high-density development near natural heritage systems to enhance views and recreational connections, while gateways and open spaces are designed to strengthen community identity. Further, Guideline 3.6.2 describes the design of open space components. This includes passive parks, active recreation spaces, and urban open spaces integrated with the natural heritage system. The aim is to facilitate social interactions and enhance community connectivity through thoughtful alignment with streets and building frontages.

Chapter 3.7 outlines design principles for stormwater management. This Chapter details plans for over 50 stormwater management ponds integrated into the open space network in North Oakville. These ponds are anticipated to be designed to meet water quality standards, provide flood storage, and preserve natural

edges adjacent to the Natural Heritage System.

Chapter 3.8 provides design guidelines related to pedestrian and bicycle circulation. These guidelines focus on enhancing pedestrian and cyclist safety and comfort across North Oakville. The design guidelines address boulevard designs, core area sidewalks, residential sidewalks, and crosswalks aimed at promoting barrier-free access, continuous circulation, and connectivity to transit and community facilities. Guideline 3.8.3 prioritizes universal accessibility in public spaces and new developments, adhering to Ontario Building Code standards. It establishes requirements for multi-sensory cues and textured paving to assist individuals with disabilities, ensuring street furniture and landscaping accommodate mobility aids.

Chapter 3.9 relates to the selection and placement of durable and functional street furniture across North Oakville. It includes guidelines for strategically positioning transit shelters, seating, public art, lighting, waste receptacles, and utilities to support pedestrian comfort, social interaction, and environmental sustainability.

Chapter 3.10 incorporates design guidelines related to public and private landscaping. This Chapter addresses the integration of public parks and green spaces to unify urban areas and extend the natural heritage system. Guidelines promote resilient planting, strategic tree placement, and irrigation systems to support biodiversity and enhance the visual appeal of North Oakville.

Chapter 3.11 provides design guidelines for private landscaping treatments in North Oakville. The guidelines call for front yard to feature trees, shrubs, and native plants to enhance privacy and aesthetics. This Chapter emphasizes landscape design that differentiates sites, including parking lots, courtyards, and sidewalks. The Guidelines promote the strategic placement of tree and shrub clusters to mitigate expansive building facades, as well as low fencing and shrubs along property lines maintain pedestrian visibility. Additionally, the guidelines provide that side yards and rear yards should be designed with adequate plantings and buffers to screen parking areas and adjacent properties effectively

Chapter 3.12 provides design guidelines on vehicular parking. The parking standards for North Oakville focus on reducing street-visible parking in mixed-use areas with good transit accessibility to promote urban density. Design guidelines for on-street parking favor parallel parking to minimize road width and landscaped bump-outs are recommended for on-street parking areas where suitable, contributing to traffic calming measures. Additionally, the guidelines promote permeable paving to be incorporated where feasible to manage stormwater effectively.

Chapter 3.13 provides design guidelines on bicycle parking. This chapter promotes safe and convenient bicycle parking throughout North Oakville to encourage non-motorized transportation. The design guidelines recommend installing bicycle racks at regular intervals in urban cores, neighborhood centers, and employment districts. These racks should use durable materials like post-and-ring designs that do not obstruct pedestrian flow. Additionally, the guidelines encourage that short-term bicycle parking be sheltered near building entrances without impeding pedestrian movement

Chapter 3.14 provides bird-friendly design guidelines for North Oakville that are based on the City of Toronto Green Development Standard's Bird-Friendly Development Guidelines. This Chapter focuses on incorporating bird-friendly design features into North Oakville's built environment to enhance bird safety and environmental sustainability. Design guidelines recommend using visual markers on glass surfaces to reduce bird collisions and minimize light pollution by directing external light downward. The design guidelines encourage bird-friendly features to be applied within the first 12 meters above grade to effectively mitigate risks to birds.

Section Four: Urban Cores

The Subject Site is identified as being within the Urban Core designation within the North Oakville East Secondary Plan, specifically within the Dundas Street Urban Core. The North Oakville Urban Design & Open Space Guidelines state that the Urban Core designation reflect the most urban part of the North Oakville Plan area. It is established that "[t]hese areas provide for the densest development and the highest order activities including a full range of residential, retail and service commercial, entertainment, cultural, business and institutional uses" (Guideline 2.1.2.2). Within the Urban Core areas in North Oakville, the intention is for lands to become mixed-use urban areas, including residential towers, that can transition to other uses.

The guidelines in this Chapter promote a diverse mix of land use to support transit use and community wellbeing (Guideline 4.b). Guideline 4.b states that densities supportive of transit and a healthy social mix should be provided. Additionally, Guideline 4.c provides that the highest density should be concentrated around the Avenue/Transit Corridor and Connector/Transit Corridor street intersections including the Dundas Urban Core Area. The guidelines provides that shadow impacts for taller buildings in an Urban Core Area should be considered and balanced with the goals for intensification (Guideline 4.f).

Guideline 4.1.2 outlines the vision for the future of the Dundas Street Urban Core Area. These guidelines expect development at low and mid-rise including retail and commercial uses.

URBAN DESIGN & OPEN SPACES GUIDELINES SUMMARY OPINION

The Proposal has appropriate regard for the North Oakville Urban Design & Open Space Guidelines

The proposed development creates a network of streets designed to prioritize pedestrians, featuring wide sidewalks, generous boulevards, and integrated greenery throughout. Street A, Street B, and Street C are intentionally varied in width to accommodate bi-directional traffic, on-street parking, and pedestrian amenities, ensuring they serve as effective connectors while enhancing the urban environment.

The Proposed Development addresses sustainability in several significant ways. The Proposal makes efficient use of land, providing compact development that delivers significant residential and commercial density on an optimal development footprint to make effective use of land resources and infrastructure. The Proposal also supports sustainable transportation. It is a transit-oriented development which locates residential and commercial density near existing and planned transit service.

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The urban design of the Proposed Development also supports active transportation connections within the development, to transit services, and to the broader community. In addition to the proposed streets, the Proposed Development provides additional multi-use paths offering accessible routes for pedestrians and cyclists. These multi-use paths, the Woonerf and the Green Fingers are mid-block connections that maximize access to the corner of Dundas Street West and Neyagawa Boulevard. The Proposed Development will therefore reduce reliance on private vehicles and encourage active transportation and the use of transit.

The street and block pattern of the Proposal aligns with North Oakville's Urban Design and Open Space Guidelines by emphasizing shorter blocks, narrow pavements, and on-street parking, contributing to pedestrian safety. The Proposed Development provides pedestrian-friendly environments with clear paths and access to open spaces enhancing comfort and accessibility. The proposed streets provide access to the Site for vehicles, pedestrians, and cyclists. The lengths of the three blocks range from approximately 72 m to 140 m, with high porosity created by the proposed mid-block connections. Such porosity supports convenient access to, from and within the site as well as access to the 7 proposed buildings and open spaces. The narrower streets and proposed landscaping and tree canopy also assist in reducing the urban heat island effect due to the reduction in pavement and increase in natural vegetation that makes a more comfortable pedestrian microclimate. The porosity of the site created by short blocks and mid-block connections allows for interactions with the public realm for both residents and visitors.

Regarding the general principles for mix-used buildings, the Proposed Development provides a strong street edge through continuous street wall on Dundas Street West and Neyagawa Boulevard and with active at-grade uses along Neyagawa Boulevard. All seven buildings have pedestrian-scaled podiums with towers that stepback to create a human-scaled environment.

The landscape plan for the public areas of Proposed Development includes trees along all streets and pathways that provide shade and comfort to pedestrians and enhance the visual quality of the Site. Planters are also located in strategic places throughout the Site, including at street intersections to provide buffers between

the street and building entrances. Planters will also be placed along ground floor units to create separation between the public and private realms. Heavier landscaping is to occur along Dundas Street West and Neyagawa Boulevard for pedestrian safety. All proposed open spaces are to have landscape treatments including trees, shrubs, grass, and planters to enrich the visual appeal of the area and enhance the biodiversity. The variety of open spaces across the site also provides opportunities to integrate street furniture within their landscaped areas

In conclusion, the urban design of the Proposed Development aligns with North Oakville's Urban Design & Open Space Guidelines by enhancing pedestrian and cyclist connectivity and accessibility, creating active retail frontages, and creating vibrant public spaces that encourage community interaction. The Proposed Development aligns with many of the built-form Guidelines with regard to how the buildings are arranged on short blocks with pedestrian-friendly podium heights. This approach ensures the Proposed Development will contribute positively to the social, economic, and environmental fabric of North Oakville

The Proposed Development does not align with the existing North Oakville Urban Design & Open Space Guidelines related to scale and density. These Guidelines are approximately 15 years old and no longer reflect the current municipal policies or the development context in North Oakville. The maximum height being proposed is 26 storeys. The proposed heights are justified by more recent planning policies, such as ROPA 48 and 49, which align with the Halton Integrated Growth Management Strategy and acknowledge the need for higher density in Nodes and Corridors – such as the Dundas Urban Core that the Proposal is situated within – to support extensive population growth and investment in higher-order transit. The Proposal, with its varied tower heights, significant setbacks from nearby low-rise homes, and application of a 45-degree angular plane, strategically addresses the need to balance high-density development with maintaining appropriate transitions to surrounding areas, fulfilling broader planning policy objectives.

4.10 LIVABLE BY DESIGN MANUAL, 2019

The Livable by Design Manual, endorsed by Council in 2014 and updated in 2019 (“**LBDM**”) is a guide that outlines design principles and standards aimed at creating high-quality, sustainable, and vibrant communities within the Town of Oakville. The LBDM provides design direction and guidelines that are in accordance with Section 6 of the Livable Oakville Official Plan.

Section 2: Design Direction For the Public Realm

Section 2 provides guidelines for the design of the public realm. The following is a summary of the most relevant Guidelines for the Proposal that are related to streets, plazas, parks, urban squares, trails and public buildings.

Guideline 2.1 provides directions on creating complete streets. According to LBDM, complete streets are customized to fit specific contexts rather than adhering to a one-size-fits-all approach. These streets ensure multi-modal access, prioritize pedestrians and cyclists, incorporate universal design for accessibility, promote ecological sustainability, offer public spaces, and create memorable identities. The guideline specifies that the design of complete streets is organized into roadway zones (accommodating vehicles and bicycles) and pedestrian zones (focusing on walkability, social interaction, and safety). Each zone includes components adapted to its particular function and context.

Guideline 2.2 outlines design direction for streetscapes. Streetscapes refer to the visual impact of the street, including the built form and landscape that frame it. The guideline describes streetscapes as comprising three main zones: Building Interface, Pedestrian Path, and Planting and Furnishing. The Building Interface ensures active and aesthetically compatible facades that provide a continuous streetwall, with entrances and public spaces oriented towards the street. Pedestrian Paths should feature barrier-free, continuous sidewalks with varied surface treatments for different functions. The Planting and Furnishing Zone focuses on selecting native street trees, integrating greening features, and placing street furniture to enhance the pedestrian experience.

Guideline 2.3 provides design directions related to gateways. The LBDM defines gateways as recognizable entry points to Oakville and its districts, employing coordinated design elements such as built form, streetscape features, public art, and lighting to create a distinctive character and provide orientation. The guideline explains that major and minor gateways vary in scale and are positioned at key entry points and intersections.

Guideline 2.4 addresses design directions for public views and vistas. The goal is to preserve and enhance significant sightlines and visual connections within the town, ensuring that developments positively contribute to these aspects and either maintain or create meaningful visual experiences.

Guideline 2.5 focuses on the design of urban squares. This guideline provides direction for designing pedestrian-oriented places, including plazas, forecourts, and courtyards, as extensions of the broader public realm

Guideline 2.6 provides design direction for public art. The LBDM emphasizes that public art is essential for creating attractive public spaces, enhancing local identity, and fostering civic pride. Public art should be strategically located at culturally significant sites, high pedestrian traffic areas, gateways, and prominent developments. Additionally, public art should harmonize with surrounding architectural elements and may include sculptures, murals, and stylized infrastructure.

Guideline 2.7 focuses on wayfinding systems in Oakville, which are designed to provide clear visual and navigational information to assist with orientation. The LBDM describes that effective wayfinding incorporates landmarks, markers, public art, and surface treatments to facilitate movement and reinforce local identity. The design direction as set by Guideline 2.7 for wayfinding systems is that they are to be crafted to be barrier-free, user-friendly, and strategically positioned to accommodate drivers, cyclists, and pedestrians.

Section 3: Design Direction For Built Form

Section 3 provides guidelines for the design of built form. The LBDM emphasizes that built form design should contribute to vibrant communities, create visually appealing buildings, and align with the scale and character of the surrounding environment. Further, the LBDM provides key aspects of built form that includes a sense of enclosure at the street level, balancing building height and mass, minimizing impacts on public spaces, and integrating pedestrian weather protection and solar orientation. It aims to allow architectural expression while fitting contextually within the area. The following is a summary of the relevant Guidelines for the Proposal that are related to the framing of the public realm and to site design and function.

Guideline 3.1 describes the design direction for both tall and mid-rise buildings. The Guideline provides that tall and mid-rise buildings should be cohesive in design, incorporating a distinct base, middle, and top to create human scale and interesting skylines. Further, it requires that the base interacts with the street, enhancing pedestrian experience and activity. The Guideline also provides that the middle portion of buildings should reduce bulk and incorporate architectural detailing, while the top should feature creative design to form a recognizable skyline. The Guideline establishes that building spacing, setbacks, and orientation should minimize shadow impacts and enhance environmental efficiency.

The Guideline for tall and mid-rise buildings establishes that their design should ensure minimal impacts on adjacent areas, including proper setbacks and transitions near low-density residential zones and heritage sites. Further, the Guideline describes that building façades should be well-articulated with high-quality materials, incorporating environmental controls and bird-friendly designs. Creative detailing is encouraged to prevent monotonous walls and to enhance the building's identity

Guideline 3.1 also provides design directions for amenity areas, specifying that residential buildings should include private outdoor spaces, such as balconies or roof terraces, to provide adequate amenity space.

Section 4: Design Direction for Organizational Elements

Section 4 provides guidelines for a site's organization. The LBDM describes effective site organization as one that optimizes functionality and enhances aesthetics by carefully placing buildings, pedestrian spaces, landscaping, vehicular routes, and service elements. Further, LBDM provides that a well-organized site layout fosters easy navigation for pedestrians, cyclists, and drivers, establishes a clear hierarchy of spaces, creates engaging street edges, and conceals service functions from public view. The following is a summary of the relevant Guidelines for the Proposal that are related to a site's organization.

Guideline 4.1 set directions for landscape design. The Guideline describes that effective landscape design enhances the form, function, and visual appeal of spaces by promoting human scale and softening urban areas. Further, it describes that the Town of Oakville aims for 40% tree canopy coverage by 2057 through increased planting and preservation of trees. Design directions for landscaping, as set out by Guideline 4.1, include protecting existing vegetation, choosing diverse and site-appropriate plant species, and integrating foundation plantings to enhance building features. Additionally, the Guideline provides that hardscape areas should use permeable materials where possible, and landscape screening and buffers should mitigate noise, glare, and undesirable views while complementing the overall design.

Guideline 4.2 emphasizes the importance of providing accessible and direct pathways to on-site destinations. Design direction for pedestrian networks promotes barrier-free, safe, and integrated pathway networks with public sidewalks, transit stops, and adjacent properties. Guideline 4.2 specifies that pedestrian pathways should be distinguished from vehicular areas through varied surface materials and include amenities such as shade trees and site furnishings. Design direction also calls for continuous walkways through parking areas to reduce conflicts.

Guideline 4.3 establishes that parking areas should support site uses without dominating the layout. The Guideline establishes a preference for structured parking in growth and intensification areas, with a focus on underground facilities. Guideline 4.3 provides that above-ground parking structures should integrate seamlessly with building designs and be easily convertible for future use. Finally, the Guideline notes that the design of pedestrian entrances to parking should be prominent and accessible, and vehicular access should complement the building's façade and avoid public areas.

Guideline 4.4 provides that effective lighting should ensure visibility while minimizing glare and intrusion. It provides that light should enhance architectural and landscape features, define pedestrian routes, and extend usability for evening activities. Guideline 4.4 specifies that lighting fixtures must meet energy efficiency standards and minimize light pollution. It further establishes that parking area lighting should provide uniform illumination without spillover, and site lighting should complement other design elements and ensure safe, inviting environments.

Guideline 4.5 outlines the design of signage. The Design direction for signage describes that signage should complement building architecture and site features without overwhelming them. The Guideline describes that signage should be proportionate, clear, and oriented towards viewers, and should enhance the building's aesthetic, be uniform across mixed-use sites, and respect heritage properties. Finally, the Guideline provides design directions on large sites and establishes that signage should aid in orientation without compromising sight lines or pedestrian pathways.

Guideline 4.6 provides design direction for service, loading, and storage areas, which should be integrated to minimize visual impact and conflicts with pedestrian and vehicular traffic. The design direction describes that these facilities should be located within or behind buildings and concealed with screening and buffering elements that match the building's materials and design. Finally, the Guideline establishes that whenever possible, these areas can be consolidated into multifunctional spaces that serve multiple purposes and ensure access is separate from major thoroughfares.

LBDM SUMMARY OPINION

The design of the Proposed Development has regard for Oakville's Livable by Design Manual, aligning with its key design directions. The Proposed Development creates a vibrant, pedestrian-oriented environment through a carefully planned mix of building heights, diverse open spaces, and integrated streetscapes.

The Proposed Development aims to foster a vibrant community by including a fine-grained urban circulation network with inviting and accessible pedestrian access. The Proposed Development also proposes a series of smaller, pedestrian-scaled blocks with diverse open spaces that encourage social interaction and recreational use, complementing existing parks nearby.

The Proposed Development creates complete streets on Street A, B, and C that provide vehicle and bicycle space alongside pedestrian-focused paths with continuous sidewalks and street trees. The proposed street network includes a series of smaller, pedestrian-scaled blocks that enhance pedestrian access through the site. The pedestrian experience of the streetscape is enhanced as the Proposed Development provides active building frontages with access from the streets. The streets and mid-block connections through the Site will have various green spaces for visitors and residents to enjoy. Overall, the Proposed Development will create engaging street edges, which aligns with the LBDM guidelines.

The built form includes a mix of tall and mid-rise buildings that integrate appropriately with the surrounding environment. The proposed towers ranging from 15 to 26-storeys, alongside mid-rise buildings, contribute to a varied skyline. The design maintains a pedestrian-scaled street level through podiums that range from 6-8 storeys and step-backs that minimize the visual impact of the towers, enhancing the streetscape condition. The design incorporates a height peak of 26 storeys concentrated at the center of the Site, with stepping down to lower heights, including a 2-to-11 storey height variation across towers, and helps to minimize shadow impacts in some areas.

The site layout optimizes organizational elements to establish a clear hierarchy of public and private spaces. Landscaping plays a crucial role in softening urban areas and promoting human scale, and the Proposal supports the Town of Oakville's effort to achieve 40% tree canopy coverage.

Parking and servicing are managed to minimize visual and physical impacts on the ground plane. Underground garages beneath Blocks 1, 2, and 3 provide a total of 2,284 residential parking stalls and 449 visitor/commercial parking stalls, ensuring that these facilities do not dominate the layout. Servicing areas are consolidated into off-street locations within the site, such as the woonerf in Blocks 1 and 2 and the central courtyard in Block 3. The design supports operational needs while blending seamlessly with the architectural design.

4.11 ACTIVE TRANSPORTATION MASTER PLAN

The Active Transportation Master Plan (“ATMP”) Update (2017) for the Town of Oakville is designed to advance the Town’s goal of becoming Canada’s most livable community by enhancing a comprehensive network of bicycle routes, sidewalks, and multi-use trails over the next 20 years that encourages active lifestyles and reduces reliance on cars. The ATMP outlines a comprehensive strategy for improving active transportation conditions and integrating new programs and initiatives.

The ATMP identifies existing and future active transportation infrastructure projects for the Town of Oakville, which are illustrated on a series of maps. Map 7 (see Figure 34) indicates existing in-boulevard cycling trails along Neyagawa Boulevard and Dundas Street West. This type of cycling route is characterized as a “multi use trail” that is intended to be shared by pedestrians, cyclists, and in-line skaters, and are typically two-way facilities.

Map 7 also identifies planned future off-road trails along the extension of Sixteen Mile Drive into Lions Valley Park, ultimately connecting northwest to the future intersection of William Halton Parkway and Burnhamthorpe Road West.

ATMP SUMMARY OPINION

The Proposed Development aligns with the ATMP and supports the existing and planned active transportation infrastructure in the North Oakville East area. The Proposal situates new residential and commercial density along the two existing multi-use trails along Dundas and Neyagawa, in addition to the planned off-road trails along the extension of Sixteen Mile Drive and into the valley system to the west.

The Proposal also enhances the Site’s edge conditions along the existing multi-use trails with active frontages and new landscaping, including tree planting, street furniture and other pedestrian amenities. Further, the Proposal advances a pedestrian and cyclist-oriented development framework with many points of access to the existing and planned active transportation network. This will further encourage Site residents and employees to make use of this infrastructure as an alternative to private automobile use, and will invite visitors to walk, cycle, or roll into the Site, creating a more connected and sustainable community

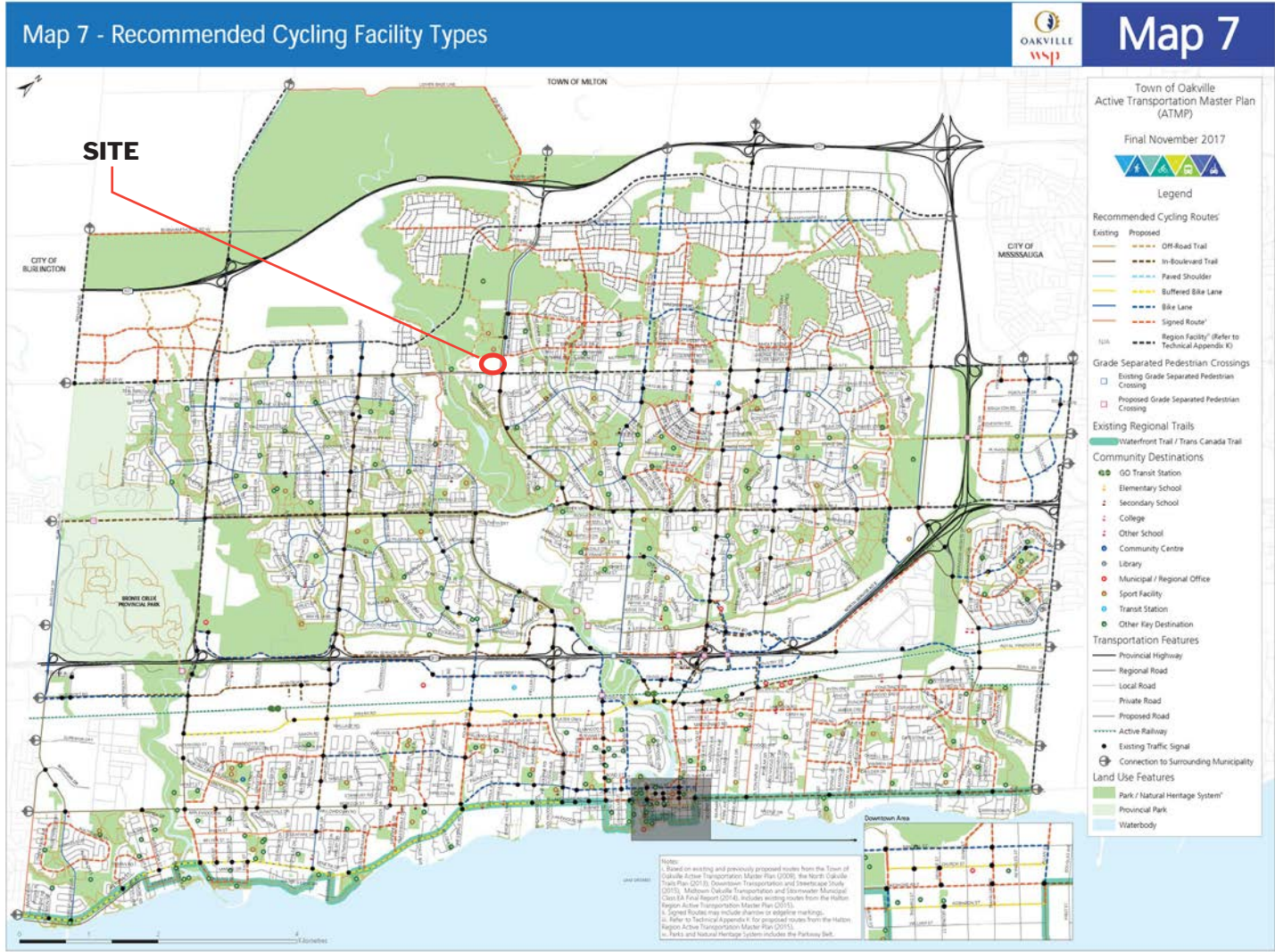


Figure 34. ATMP Map 7 - Recommended Cycling Facility Types

4.12 URBAN STRUCTURE ANALYSIS

In their review of the original submission, Town Planning Staff commented that the Proposed Development includes height and density beyond what the North Oakville East Secondary Plan (“**NOESP**”) permits for the Dundas Urban Core Area, and requested that the Applicant clarify how the Proposal aligns with the Town’s planned urban structure.

Oakville’s Urban Structure policies are established across three different documents that are relevant to this Proposal: the Halton Region Official Plan (“**ROP**”), the Livable Oakville Plan (“**LOP**”), and the NOESP). The preceding sections 4.5, 4.6, and 4.7 have provided detailed analysis of each of those documents separately, including analysis of how the Proposed Development aligns with the Urban Structure policies in each plan.

This section provides a synthesized analysis of how the Proposed Development aligns with the Town’s planned Urban Structure as expressed across the three planning documents (as these documents read at the time of the first submission in December, 2024) to provide a more clear and comprehensive justification.

What this section demonstrates is that:

- The Proposed Development is aligned with and will implement the ROP’s regional structure intentions, helping to achieve the minimum density targets and accommodate significant growth in a designated Primary Regional Node. The ROP applies equal growth expectations to the Primary Regional Nodes of Trafalgar Urban Core, Neyagawa Urban Core, Dundas Urban Core, Uptown Core, Palermo Village, and Hospital District. The ROP does distinguish Midtown Oakville and Bronte GO as being primary focus areas for growth, and the Proposed Development does not challenge that intention.
- The Proposed Development is aligned with and will implement the LOP’s urban structure intentions, accommodating growth within a strategic growth area and one of three Urban Core Areas identified in the Plan (Trafalgar, Dundas, and Neyagawa) between which the LOP does not create differentiation, but does point to the NOESP for their respective detailed policies. The LOP does similarly distinguish the Midtown Oakville and Bronte GO as being primary focus areas for growth, and the Proposed Development does not challenge that intention.

- The Proposed Development is aligned with and will fulfill the intentions for the Urban Core areas in North Oakville as established in the NOESP. The NOESP establishes a dual planned function for the Dundas Urban Core: as an Urban Core it is expected to become a true urban, mixed use area that will have among the highest development densities, and, it is expected to play an important but secondary role to the Trafalgar Urban Core, which will be the primary focus area for growth in North Oakville. The Proposed Development aligns with the NOESP in both regards. It proposes high-density, mixed-use development in the Urban Core along the Dundas transportation corridor and at the intersection of Neyagawa Boulevard, as intended. Additionally, the Proposal includes amendments to the height policies established in 2008, but proposes building heights that are between 4-15 storeys below what is permitted in the Trafalgar Urban Core, reflecting the latter’s primary role among North Oakville Urban Cores.

Halton Regional Official Plan

The Halton ROP establishes a regional strategic growth area hierarchy that directs growth and intensification to a series of Strategic Growth Areas, including Urban Growth Centres, Major Transit Station Areas (MTSAs), and Primary and Secondary Regional Nodes. These areas are subject to minimum density targets and policies emphasizing land use mix, transit supportiveness, and intensification. (Note that the Provincial Planning Statement, 2024 eliminates the “Urban Growth Centre” policy framework from the former Growth Plan for the Greater Golden Horseshoe, however the ROP has not yet been updated to reflect this change).

At the top of this structure is Midtown Oakville, designated as an Urban Growth Centre on a Priority Transit Corridor, with a required minimum density of 200 residents and jobs per hectare. Bronte GO Station is identified as an MTSA on a Priority Transit Corridor, with a minimum target of 150 residents and jobs per hectare. The policies for these designations indicate their intended roles as high-density, transit-supportive centres for residential, office, institutional, and retail development.

The ROP also designates several areas within Oakville as Primary Regional Nodes, which include the Trafalgar Urban Core, Neyagawa Urban Core, Dundas Urban Core, Uptown Core, Palermo Village, and Hospital District. Within the ROP are all of these Primary Regional Nodes are assigned a uniform minimum density target of 160 residents and jobs per hectare. Outside of Oakville, the Milton Education Innovation District is designated as a Primary Regional Node but is an exception to the uniform minimum density target with a target of 130 people and jobs per hectare. These nodes are expected to accommodate substantial growth and mixed-use development. However, the ROP does not distinguish between them in terms of priority, scale, or urban function.

In addition to the Primary Regional Nodes, Secondary Regional Nodes are identified by symbol on Map 1H and are historic downtown areas or villages, and/or are intended to be a focus for growth through mixed use intensification at a scale appropriate for their context.

The ROP's regional framework provides a clear structure and consistent density targets, and does not differentiate among the Primary or Secondary Regional Nodes themselves, treating them as functionally equivalent within their respective categories.

Map 1H also identifies Regional Intensification Corridors, which within the Town of Oakville include Dundas Street, Trafalgar Road, Bronte Road, and Speers Road/Cornwall Road. The ROP directs development with higher densities and mixed uses to Regional Intensification Corridors in accordance with the hierarchy of strategic growth areas.

TABLE 2B STRATEGIC GROWTH AREA TARGETS

Strategic Growth Area Type	Strategic Growth Area	Minimum Density Target * (Residents and Jobs Combined Per Hectare)	General Target Proportion of Residents & Jobs **	
			Residents	Jobs
<i>UGC / MTSAs on a Priority Transit Corridor</i>	Midtown Oakville / Oakville GO ***	200	~65%	~35%
	Downtown Burlington / Burlington GO ***	200	~65%	~35%
<i>UGCs / MTSAs on a Commuter Rail Corridor</i>	Downtown Milton / Milton GO ***	200	~80%	~20%
<i>MTSAs on a Priority Transit Corridor</i>	Bronte GO ***	150	~40%	~60%
	Appleby GO ***	120	~40%	~60%
	Aldershot GO ***	150	~80%	~20%
<i>MTSAs on a Commuter Rail Corridor</i>	Milton-Trafalgar GO ***	150	TBD****	TBD****
	Georgetown GO ****	TBD	TBD	TBD
	Acton GO ****	TBD	TBD	TBD
Primary Regional Nodes	Uptown Core, Oakville	160	~85%	~15%
	Trafalgar Urban Core, Oakville	160	~85%	~15%
	Hospital District, Oakville	160	~40%	~60%
	Palermo Village, Oakville	160	~85%	~15%
	Neyagawa Urban Core, Oakville	160	~85%	~15%
	Dundas Urban Core, Oakville	160	~85%	~15%
	Milton Education Village Innovation District	130	~55%	~45%

* For Urban Growth Centres, planned to be achieved by 2031; for Major Transit Station Areas and Regional Nodes, planned to be achieved beyond the 2051 planning horizon of this Plan.

** To be planned for and achieved across the entire Strategic Growth Area over the long-term and in accordance with Section 55.3 of this Plan

*** Protected Major Transit Station Area

**** Targets to be determined through the municipal comprehensive review.

Figure 35. Table 2B: Halton Regional official Plan

Livable Oakville Plan

The LOP guides land use in most of Oakville, excluding lands north of Dundas (with the exception of the Urban Structure policies which apply Town-wide). It identifies a series of Town-wide Strategic Growth Areas—including Midtown Oakville, Bronte GO, and several Nodes and Corridors—intended to accommodate the majority of the Town's growth.

Notably, Midtown Oakville is a Node and Protected Major Transit Station Area and is identified as the Town's primary urban growth centre, supported by higher-order transit and envisioned as a regional-scale urban centre. Bronte GO Station is another Node and a Major Transit Station Area (MTSA), identified for significant transit-oriented intensification.

In regards to the Proposed Development's relation to Midtown Oakville's role as the Town's Primary Growth Area, it appears very likely that the Proposed Development will be at a significantly lower scale than the built form that will emerge in Midtown. Town Council recently adopted Official Plan Amendment 70 ("OPA 70") to introduce a new area-specific planning policy framework for Midtown. OPA 70 establishes a threshold maximum height of 20 storeys, and a maximum density of 6.0 FSI. Development is permitted to exceed 20 storeys subject to the provision of community benefits in accordance with a new Community Planning Permit By-law for the Midtown area, which remains under development. There are presently at least 7 active development applications in the Midtown area comprising 30 tall buildings with heights ranging between 27 and 65 storeys. Some of these applications are the subject of discussions with the Province of Ontario to proceed by way of the Province's Transit Oriented Communities program. All of these applications remain under review and/or in negotiation with the Province, and therefore cannot yet be considered to reflect the planned context. Notwithstanding, given that OPA 70 permits heights in excess of 20 storeys, and that these proposals include building heights up to 65 storeys, it is reasonable to anticipate that once approved, many of these proposals will significantly exceed the 20-storey threshold for the area. With a maximum height of 26 storeys and a gross density of 4.16 FSI, the proposed development remains below what is likely to emerge as the planned context for Midtown Oakville based on the latest available information and development trends.

The other designated Nodes and Corridors—including Palermo Village, the Hospital District, Kerr Village, Down-town Oakville, Bronte Village, and Uptown Core, along with major corridors such as Dundas Street, Speers Road, and Trafalgar Road—are also designated for growth, though with differing planned roles and expectations. The LOP's Schedule A1 also identifies three Nodes and Corridors in North Oakville—the Trafalgar, Dundas, and Neyagawa Urban Cores. The LOP does not establish growth hierarchy among these Nodes, and instead establishes that the detailed policy direction for these Nodes is provided in the NOESP. These Nodes and Corridors appear to represent a middle tier in terms of planned growth. While these areas are designated for intensification, they are not emphasized to the same extent as Midtown Oakville or Bronte GO Station, yet are expected to accommodate more growth than the Main Street Areas such as Downtown Oakville, Kerr Village, and Bronte Village which are expressly intended to accommodate lesser amounts of intensification.

North Oakville East Secondary Plan

The NOESP contains detailed planning policies applicable to lands north of Dundas Street, including the subject Site, providing guidance on the scale, density, and function of three designated Urban Cores: Trafalgar, Dundas, and Neyagawa. (Note: specific policy references below correspond with the March 2023 NOESP consolidation, which was the applicable version of the NOESP at the time that the OPA/ZBA/DPS applications were filed. Subsequent amendments to the NOESP (such as OPA 326, arising from the Neyagawa Urban Core Review) have changed the numbering of certain policies.)

Urban Core policy 7.3.2 of the NOESP affirms the Town's planning intention to direct the densest developments to the Urban Core areas, and it also establishes a distinction between some of the Urban Cores within the Town's Urban Structure. The policy provides that:

"The Urban Core designations reflect the most urban part of the North Oakville East Plan Area. These areas provide for the densest development and the highest order activities including a full range of residential, retail and service commercial, entertainment, cultural, business and institutional uses. Mixed use development is encouraged. Ultimately it is intended that Urban Core lands will become true mixed use urban areas. The primary focus of this development is along Trafalgar Road, with the north side of Dundas St. and the intersection of Neyagawa Boulevard and Burnhamthorpe Road having an important, but more secondary role."

In the NOESP—and like the ROP and LOP—the Dundas Urban Core holds an equivalent designation to the Trafalgar Urban Core and Neyagawa Urban Core, and all planned as the most urban areas which will accommodate the densest development and become true mixed use areas. The NOESP urban structure policies only differ in that they establish Trafalgar Urban Core as a "primary focus" for development and the Dundas and Neyagawa Urban Cores as having "important, but more secondary roles". Policy 7.3.2 therefore clearly establishes that the Dundas Urban Core should both be one of the most urban areas in Oakville that can accommodate the densest developments, and have an important but secondary to the Trafalgar Urban Core.

In terms of fulfilling its planned role as an Urban Core that is to become an urban, mixed-use area with dense development, the specific Dundas Urban Core policies in the NOESP provide clarity on what is expected. Policy 7.5.15 b) provides that the Dundas Urban Core Area is intended to allow the creation of a band of mixed use development at high and medium densities along the Dundas St. corridor, and that the highest density uses are encouraged to locate at the intersections of Minor Arterials, Avenues and Connectors with Dundas Street.

The policies for the Dundas Urban Core emphasize the importance of achieving mixed-use and transit-supportive densities in the Dundas Urban Core, and also explicitly restrict reductions in development standards that may prevent achieving those objectives. Policy 7.5.15 d) provides that:

"Minimum and maximum setbacks, densities and other standards will be implemented through the zoning by-law to ensure that development will result in the creation of an area which is compatible with this major transportation route in accordance with the policies of Section 7.5.5.7 and 7.5.5.8. No reduction in standards will be permitted unless it can be demonstrated that this objective can be achieved."

The Proposed Development directly aligns with these policy intentions. The Proposal locates high-density, mixed-use development along the Dundas Street West corridor and adjacent the planned BRT stop, and at the intersection with Neyagawa Boulevard. The design of the Proposed Development is urban in nature, providing an integrated mix of housing, retail and open space uses within a design framework that promotes pedestrian connectivity within the site and between the site and surrounding land uses.

In terms of the NOESP intention for the Dundas Urban Core to have an important, but secondary role in relation to the Trafalgar Urban Core, the only NOESP policy directions for what represents “primary” and “secondary” are the height permissions for those Urban Core areas. The NOESP does not affect the identical minimum density targets that the ROP applies to the two Urban Core areas, and the NOESP policies for both Urban Cores permit medium and high density buildings. The detailed policies for the Trafalgar Urban Core and Dundas Urban Core create a much more significant built form distinction than is established in the general Urban Core policy and than is implied in the specific policy objectives for each Urban Core. The Trafalgar Urban Core permits greater maximum building heights — up to 30 storeys — under the NOESP, whereas the Dundas Urban Core policies permit up to 8 stories (with the potential for up to 4 additional stories through bonusing, though that planning mechanism no longer exists, or for 4 additional stories where adjacent a stormwater pond).

The Proposed Development does seek an amendment to the permitted heights on the Site within the Dundas Urban Core, but does not propose to change the planned function of the Dundas Urban Core or its role relative to the Trafalgar Urban Core. The Proposed Development for 3056 Neyagawa, which includes tower heights from 15 storeys to a single-tower peak of 26 storeys, would establish a building height profile that is clearly lower than the maximum heights permitted and approved (up to 30 storeys) in the Trafalgar Urban Core. It therefore fulfills the intent of Policy 7.3.2 that the Trafalgar Urban Core be the primary focus for growth in North Oakville and that the Dundas Urban Core play an important but secondary role.

Nuance and Flexibility in the Application of Permitted Heights in Oakville’s Urban Structure

There is nuance and flexibility in the application of permitted and approved heights in Oakville’s Urban Structure that indicates that an application for increased height would not necessarily challenge the planned functions of the structure elements relative to each other. There are inconsistencies between the regional structure hierarchy as provided in the ROP and the implementing policies within the LOP and secondary plans at the Town level. Specifically, while the Dundas Urban Core is a Primary Regional Node, the NOESP policies establish lower height limits (8 stories or 12 where adjacent a stormwater pond) than what is permitted locally in some Secondary Regional Nodes such as Kerr Village (which permit development up to 12 storeys, and up to 28 storeys in some areas that were approved on appeal as a settlement), Downtown Oakville (up to 12 stories), and Bronte Village (up to 12 stories). At the same time, there have been development approvals in other Primary Regional Nodes that greatly exceed the currently-permitted heights in the Dundas Urban Core and the heights sought in the Proposal. For example, building heights of up to 30 storeys were recently approved for the Palermo Village through the resolution of appeals of the Town’s Official Plan Amendment 34. The higher heights permitted in some Secondary Regional Nodes than the Dundas Urban Core and the heights now permitted in Primary Regional Nodes such as Palermo Village, suggest that there exists nuance and inconsistency as it relates to height permissions across Oakville’s planned urban structure, and that the structure nonetheless continues to guide growth in the Town.

5.1 SHADOW IMPACT ANALYSIS

A Shadow Impact Analysis has been prepared by Urban Strategies Inc. to describe and demonstrate the extent of shadow impact from the Revised Proposal.

The Proposed Development will introduce new shadow impacts on the surrounding area, but these impacts are limited and generally do not diminish the utility of the site or adjacent lands. Given that the Secondary Plan contemplates buildings of up to 12-storey buildings in the Dundas Urban Core, some level of shadowing would in even a baseline as-of-right development scenario. The slender design of the tower floorplates helps mitigate the shadow impact by ensuring the shadows move quickly throughout the day.

The analysis evaluates the shadow impacts based on three criteria established by the Town of Oakville.

Firstly, regarding residential amenity spaces, the development provides well-designed outdoor spaces like the Plaza POPS and Neighbourhood Open Space. The scale and orientation of the Plaza POPS and Neighbourhood Open Space mean that there are significant parts of the day where there is little, if any, shadowing. While some areas experience shadowing during early morning hours in spring, summer, and fall, other spaces are well-lit, and users can choose sunlit or shaded areas. Outside the development site, there is only minor shadowing for a short period in several rear yards south of Dundas on the evenings of June 21st and April 21st. The development satisfies the intent of the criteria by providing ample sunlight for these spaces.

Secondly, the analysis assesses the impact on public spaces like parks and sidewalks. The development ensures that North Park and surrounding public sidewalks receive appropriate sunlight access during key dates (April 21, June 21, and September 21). 5 hours of continuous sunlight is maintained on all active areas of North Park between April 21 and June 21, with the vast majority of shadowing limited to parking areas and driveways. With respect to surrounding public sidewalks, sunlight conditions vary within, and adjacent to, the Site, to achieve a range of sun and shadow conditions. Ample areas of sunlit sidewalk are maintained throughout the day between April 21 and September 21. Many sidewalk areas that are shadowed in the morning are sunlit in the afternoon, and vice versa. Given the size of the Site and the variety of podium and tower heights, in our opinion the Proposal strikes an appropriate balance between promoting transit-supportive intensification and maintaining a vibrant and functional public realm.

Thirdly, the analysis considers the potential for solar energy use on surrounding buildings and roofs. Early mornings in April 21, and September 21 and midmorning on December 21, the longest day of the year, some rooftops, including those at Sixteen Mile Sports Complex, will experience shadowing. However, sunlight is still available for solar power generation for most of the day, and the shadow impacts are deemed reasonable, given the urban context and the policy framework for high-density development.

In conclusion, the Proposed Development's shadow impacts are limited and generally meet the Town's requirements. The development is designed to ensure that public spaces, amenity areas, and solar energy opportunities are not unduly impacted by the new shadows. The project complies with the Town's shadow impact criteria, balancing the need for intensification with the preservation of usable, sunlit spaces for the community.

5.2 NOISE AND VIBRATION STUDY

A Noise and Vibration Study has been prepared by Rowan Williams Davies & Irwin Inc. (RWDI) to assess noise and vibration levels near the Subject Site and provide recommendations for control measures. An updated Noise & Vibration Study was prepared by RWDI for the second submission to update the original study.

There are no significant sources of vibration in the area. The primary sources of noise include road traffic and stationary sources such as surrounding residential and commercial properties and mechanical equipment at the Sixteen Mile Sports Complex.

Traffic volume data for Neyagawa Boulevard and Dundas Street West was obtained from the Halton Region, covering two peak periods: 07:00 to 09:00 and 16:00 to 18:00. Traffic volumes were projected to increase at a rate of 2% per year to represent future volumes over the next 10 years. Maximum sound levels for each building facade and Outdoor Living Areas were determined based on this data.

Stationary noise sources were identified using a combination of aerial and street-level imagery, business listings, and the Ministry of the Environment's Access Environment database. Notably, the cooling towers at the adjacent Sixteen Mile Sports Complex and the car wash to the southeast were found to be audible above surrounding vehicle traffic. The sports complex was evaluated as the worst-case noise receptor.

Based on the findings, the study provides the following recommendations for noise control measures:

- Installation of central air-conditioning so that all suites' windows can remain closed;
- The inclusion of noise warning clauses related to (a) transportation sound levels at the building facade and in the outdoor amenity areas, and (b) proximity to commercial land uses;
- Minimum sound isolation performance, including (a) suite bedroom window glazing with minimum sound isolation performance up to STC-32 and (b) suite exterior balcony doors with minimum sound isolation performance up to STC-28; and
- Construction of perimeter noise barriers along the outdoor amenity areas if feasible with the applicable warning clauses.

Additionally, noise mitigation measures for the cooling towers at the sports complex are recommended, including the use of exhaust silencers, intake silencers, or low-noise fans at the source.

5.3 PEDESTRIAN WIND COMFORT ASSESSMENT

A Pedestrian Wind and Comfort Assessment has been prepared by Rowan Williams Davies & Irwin Inc. (RWDI) to evaluate the potential wind impacts of the Proposed Development on pedestrian areas using Computational Fluid Dynamics (CFD) modeling. This technique simulates wind flow around the site and its surroundings, providing a detailed analysis of wind conditions across the entire study area. The modeling was applied to both the existing site and the Proposed Development to identify changes in wind patterns

Wind data collected from Billy Bishop Toronto City Airport was analyzed to determine the prevailing wind directions and strengths in the study area. In the summer, winds generally approach from the east, while in the winter, winds from the west, southwest, and northwest are more common, in addition to easterly winds.

Pedestrian comfort is linked to specific wind speeds that support various outdoor activities, such as sitting, standing, strolling, or walking. The assessment focused on wind conditions between 6 a.m. and midnight, when outdoor spaces are most likely to be in use.

The existing site is mostly undeveloped, surrounded by two low-rise neighborhoods and open fields, which expose it to prevailing winds. As a result, most areas are comfortable for strolling in the summer but uncomfortable in the winter due to higher wind speeds.

The Proposed Development includes taller buildings, which are expected to moderate wind impacts. The

stepped podiums and lower roofs of the towers will disrupt the open wind flow, reducing wind speeds in certain areas, particularly to the east and west of the site. At full build-out, wind conditions are expected to improve, with most areas around the site being comfortable for standing in the summer and walking in the winter. However, higher wind speeds are expected around the corners and gaps between the buildings. In these areas, conditions will be comfortable for strolling or walking in the summer but may remain uncomfortable in the winter, similar to existing conditions.

In the summer, the predicted wind conditions will be suitable for most pedestrian activities. These conditions will be further enhanced by the addition of trees with large, wide canopies and dense underplanting. In winter, wind speeds may be higher, so the use of cold-tolerant or perennial vegetation, along with architectural interventions, is recommended.

Main entrances to the development should be located in areas with low wind activity to ensure a more comfortable pedestrian experience. A wind tunnel test is recommended at later design stages to refine the analysis and develop appropriate wind control measures.

RWDI reviewed the Revised Proposal architectural plans and concluded that no adverse wind impacts are anticipated. The reduction in tower heights is expected to have a positive effect on wind conditions, contributing to an overall improvement in pedestrian comfort throughout the site.

5.4 TRANSPORTATION IMPACT STUDY

A Transportation Impact Study (“**TIS**”) has been prepared by GHD Limited to assess the traffic generated by the Proposed Development and the potential impacts on the adjacent road network and site driveways during both weekday and peak hour conditions, using current and projected future background traffic and road network conditions.

The Proposed Development is expected to generate 488 two-way vehicle trips during the a.m. peak hour and 652 two-way vehicle trips during the p.m. peak hour.

Under current traffic conditions, all intersections have sufficient capacity to accommodate the additional vehicle trips during both the a.m. and p.m. peak hours

Under future traffic conditions (2030, 2032, and 2035), including traffic from other expected developments and improvements to the road network, all intersections maintain sufficient capacity for the added trips during the a.m. and p.m. peak hours, with the exception of the intersection at Dundas Street West and Neyagawa Boulevard.

A traffic test for this intersection showed that adding a dual left-turn lane on the eastbound and northbound approaches would mitigate the capacity issues for all traffic movements, except for the westbound movement during the p.m. peak hour in 2035. At the request of Town staff, GHD has provided preliminary functional cross-sections within their revised TIS to demonstrate that dual left-hand turns can be accommodated within the existing regional rights-of-way at the Dundas-Neyagawa intersection.

The proposed residential, visitor, and retail parking rates meet the minimum parking requirements set out in the North Oakville Zoning By-law 2009-189. The proposed Zoning By-law Amendment would permit the sharing of visitor parking spaces for the commercial uses being proposed on-Site.

To promote alternative transportation options and reduce reliance on single-occupancy vehicle trips, Transportation Demand Management (TDM) measures are proposed for the site. These include integration of pedestrian connections throughout the Site; integration of bicycle parking; individualized marketing programs and travel plans; and a communication strategy to promote sustainable travel options.

GHD provided a Bike Parking Plan in the revised TIS identifying the 1,457 bicycle parking spaces that are distributed throughout all seven buildings on the ground floor and P1 levels. Bike parking will be provided in secure indoor rooms with convenient access to the adjacent road network, to promote cycling to future residents.

Using a swept path analysis, the Transportation Impact Study confirms that site circulation for emergency vehicles, waste collection vehicles, and passenger vehicles is sufficient, and no issues were identified.

Overall, the Transportation Impact Study concludes that the proposed residential development can be successfully accommodated within the existing and planned road network.

5.5 ENVIRONMENTAL IMPLEMENTATION REPORT / FUNCTIONAL SERVICING STRATEGY

An Environmental Implementation Report / Functional Servicing Strategy Addendum (“**EIR/FSS Addendum**”) was prepared by a multidisciplinary team including Jennifer Lawrence & Associates Inc. (environmental planning), Urbantech Consulting (civil engineering), GEI Consultants (natural heritage), DS Consultants (geology, soils and hydrology), and GEO Morphix (fluvial geomorphology and erosion).

The purpose of the EIR is to characterize and analyze natural heritage features and functions within the ES9 Subcatchment Area, to address potential impacts of the Proposed Development on the nearby Natural Heritage System, and to identify mitigative measures to be incorporated where necessary. The purpose of the FSS is to identify servicing requirements related to sanitary, water, stormwater management, roads and site grading. The EIR/FSS is based on a Terms of Reference approved by Town and Conservation Halton staff through pre-submission correspondence.

The initial EIR/FSS Addendum submission has been updated with respect to the stormwater management (SWM) strategy which previously proposed modifying the existing Riverbank Way SWM Pond outlet south of Dundas Street. Following further analysis and as reflected in this 2nd EIR/FSS Addendum submission, the development no longer relies on, or proposes any modifications to, the existing Riverbank Way SWM Pond.

As indicated in the EIR/FSS Addendum, the proposed updated SWM strategy includes the use of underground stormwater (UG-SWM) facilities, a well-established and reliable approach across the GTA where UG-SWM facilities are warranted in lieu of traditional ponds. Compatible with the proposed urban form, the Subject Lands will be serviced by private storage tanks within each development block, a storage pipe (superpipe) within Street A and storm sewers designed in accordance with Town of Oakville standards. Stormwater controls meet the required water quality, erosion control and quantity control for the 2-100 year storms set out in NOCSS for the developable lands.

This solution achieves compliance with the NOCSS stormwater targets including water quality treatment, erosion control and flood mitigation. This EIR/FSS includes detailed stormwater justification including relevant NOCSS stormwater recommendations and history of development approvals as well as decision-making guidance that compares a traditional SWM pond to UG-SWM (superpipe + private tanks) to fully support and justify the updated stormwater strategy. The Study Team has also demonstrated that this approach offers a municipally efficient and cost-effective means of managing stormwater, consistent with the Town’s stormwater servicing objectives.

With respect to wastewater servicing, a conceptual wastewater servicing scheme for the Subject Lands is illustrated in Drawing 7.1 of the EIR/FSS Addendum. The wastewater servicing scheme has been planned in accordance with the North Oakville East ASP and approved update. This includes sanitary sewers designed in accordance with Region of Halton standards and specifications.

With respect to water servicing, a conceptual water servicing scheme for the Subject Lands is illustrated in Drawing 7.2 of the EIR/FSS Addendum. The water servicing scheme has been planned in accordance with the North Oakville East ASP. This includes a network of new local watermains designed in accordance with the Regional Municipality of Halton design criteria and MECP guidelines such that adequate pressures and fire flows are achieved.

6.0

CONCLUSION

This revised Planning Justification Report has been prepared for applications for Official Plan and Zoning By-law Amendments and Draft Plan of Subdivision to facilitate the redevelopment of the Site with a high-density mixed-use development. The Proposed Development will optimize the use of an underutilized property within the Dundas Urban Core Area, a strategic growth area and a focus for intensification within the Town of Oakville's Urban Structure. The significant size of the Site (3.75 hectares), combined with its lack of direct adjacency to existing lower-scale residential uses, and its proximity to Sixteen Mile Sports Complex, other community recreational infrastructure, and commercial amenities, creates a unique opportunity to re-develop one of the few remaining vacant parcels in the Dundas Urban Core.

The Proposed Development consists of seven tall building elements ranging in height from 15 to a maximum of 26 storeys, accommodating a minimum of 1,900 square metres of commercial-retail space and 2,178 residential apartment units. This represents a significant infusion of new housing and retail space in a location that has long been planned for higher-density mixed-use intensification, and will complement the existing housing and commercial opportunities in Northeast Oakville. This also represents an important potential contribution to the Town of Oakville's housing target of 33,000 new residential units by 2031. The scale, form and massing of the Proposal demonstrates a compatible relationship to the adjoining uses and does not result in undue adverse impacts associated with loss of sunlight, sky view, or privacy.

The Revised Proposal deploys deeper tower setbacks and reduced tower heights in strategic locations, resulting in heights that fit within a 45-degree angular plane from the nearby low-rise residential properties. The proposed height and density fulfill the intention for transit-oriented development within the Dundas Urban Core and will help to achieve the minimum density target. The proposed tower heights respect the Secondary Plan's intention to establish the Trafalgar Urban Core as the primary growth area with the tallest towers, by proposing lower heights than permitted, approved, and proposed towers in Trafalgar Urban Core.

The Proposal includes a diverse mix of landscaped open spaces to achieve a vibrant pedestrian environment and a distinctive sense of place, with many opportunities for outdoor amenity and recreation for future residents and workers on the Site and the surrounding community.

Three new public street segments are proposed to be conveyed to the Town, in addition to other streetscape enhancements to Dundas, Neyagawa, and the future Sixteen Mile Drive extension. A Woonerf and private driveways will further service the Proposed Development, ensuring seamless access for pedestrians, cyclists, and motorists.

It is envisioned that the full build-out of the Proposed Development will take more than a decade, encompassing three phases. The first phase of development (Block 1) will occur at the northeast corner of the Site, followed by Block 2 (northwest) and finally Block 3 (southwest). The development is thoughtfully designed to anticipate future redevelopment of the adjacent Prime Envision Lands and Parish Lands, including but not limited to the siting of the new streets, buildings, and open spaces.

Overall, the Proposed Development represents good planning and an appropriate development outcome for the Site. The Proposed Development and its implementing Official Plan and Zoning By-law Amendments:

- Have appropriate regard for matters of Provincial Interest as listed in Section 2 of the Planning Act;
- Are consistent with the PPS 2024 which maintains a strong emphasis on promoting increased housing supply, particularly in strategic growth areas with existing infrastructure;
- Support Provincial and Regional transit planning objectives by positioning new development immediately adjacent to existing local transit and planned regional frequent bus transit;
- Conform to the Regional Official Plan (and particularly its vision for Regional Intensification Corridors and the Dundas Urban Core) and maintain the general intent of the North Oakville East Secondary Plan; and
- Appropriately implement the objectives of relevant urban design guidelines and other non-statutory documents including the North Oakville Urban Design & Open Spaces Guidelines, the Livable by Design Manual, and the Active Transportation Master Plan.

7.0

APPENDIX

DRAFT OFFICIAL PLAN AMENDMENT

THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 20XX-XX

Official Plan Amendment XX

A by-law to adopt an amendment to the North Oakville East Secondary Plan, Official Plan Amendment Number XX (Neatt Communities; 3056 Neyagawa Boulevard; File Z.XXXX.XX)

WHEREAS the North Oakville East Secondary Plan, which applies to the lands north of Dundas Street and south of Highway 407, was adopted by City Council as Official Plan Amendment No. 272 to the 2006 Town of Oakville Official Plan; 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 applies to any such amendment; and

WHEREAS it is deemed necessary to pass an amendment to the North Oakville East Secondary Plan to add a new site-specific policy applicable to the lands at 3056 Neyagawa Boulevard regarding maximum permitted building height, and to remove the Secondary School symbol from the Site as shown on Appendix 7.3.

COUNCIL ENACTS AS FOLLOWS

1. The attached Amendment No. XX to the North Oakville East Secondary 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 Land Tribunal.
3. PASSED this XX day of XX, 20XX.

MAYOR

CLERK

Official Plan Amendment Number XX to the North Oakville East Secondary Plan

Constitutional Statement

The details of the Amendment, as contained in Part 2 of this text, constitute Amendment Number XX to the North Oakville East Secondary Plan.

Part 1 – Preamble

1.0 Location:

The lands affected by this Amendment are located west of Neyagawa Boulevard, north of Dundas Street West, known as Part of Lot 21, Concession 1, North of Dundas Street (municipally known as 3056 Neyagawa Boulevard).

2.0 Purpose & Effect:

The purpose of this Amendment is to amend the text in the North Oakville East Secondary Plan to permit increased building heights for the property at 3056 Neyagawa which is within the Dundas Urban Core land use designation. Whereas Policy 7.6.5.3(b)(ii) states that a maximum building height of 8 storeys shall be permitted within the Dundas Urban Core, this Amendment would permit a maximum building height of 26 storeys. This Amendment also revises Appendix 7.3 (North Oakville Master Plan) to remove the Secondary School symbol from the Site.

3.0 Background & Basis:

- The subject land is 37,462 square metres (approximately 3.75 hectares) in size, with 125.67 metres of frontage along Dundas Street West and 126.26 metres of frontage along Neyagawa Boulevard. It is located within the Dundas Urban Core Area in the North Oakville East Secondary Plan and is adjacent to future Higher Order Transit along Dundas.
- Within the Town of Oakville Urban Structure (Livable Oakville Schedule A1) and North Oakville East Secondary Plan the subject land is designated Dundas Urban Core Area, which is intended to accommodate transit-supportive mixed-use development at high and medium densities. Schedule A1 also identifies Dundas Street as a Regional Transit Priority Corridor, and Neyagawa Boulevard as a Mobility Link.

- The owner of the subject land has requested relief from the applicable building height policy in the North Oakville East Secondary Plan to permit a high-density mixed-use development with tower heights of up to 26 storeys, containing a minimum of 1,900 square metres of commercial retail space and 2,178 residential units.
- The proposed development will optimize the use of the subject land and contribute to the achievement of the minimum density target of 160 combined residents and jobs per hectare for the Dundas Urban Core Area as directed in the Halton Regional Official Plan, Table 2B. (**Note:** As of July 1, 2024, the Halton Region Official Plan is deemed an official plan of each of the lower-tier municipalities in Halton, including the Town of Oakville, until it is revoked or amended by the Town).
- The proposed development will support the Town's planned urban structure, contributing to the achievement of a complete community by providing compact and high-quality multi-unit dwellings as well as additional locally-oriented commercial space. The subject land is immediately adjacent to the Town of Oakville's North Park community hub which accommodates significant parkland and recreational facilities, and is within a short walk of Lions Valley Park and the Sixteen Mile Creek public valleylands. A full range of retail and commercial amenities are also located in close proximity.
- The proposed development is feasible from a servicing and transportation perspective, and will not have adverse impacts on the surrounding area. From an urban design perspective, the subject land is well-buffered from surrounding residential uses by virtue of the Dundas and Neyagawa rights-of-way, and there are no adverse impacts anticipated with regard to shadowing, overlook, and loss of light or privacy. The proposal promotes the urban design objectives of the Town and will contribute to a vibrant and distinct sense of place with a high-quality public realm.
- Appendix 7.3 (North Oakville Master Plan) of the North Oakville East Secondary Plan includes a symbol on the Site that signifies a future Secondary School. Halton District School Board has since abandoned its plans for a Secondary School in this location and is pursuing alternative lands in the North Oakville East area for this purpose.

Part 2 – The Amendment

Item No.	Section	Description of Change
1.	7.6.18.X	Section 7.6.18 – Land Use Strategy – Exceptions – is amended by adding a new exception policy 7.6.18.X: On the lands located at 3056 Neyagawa Boulevard, a maximum building height of 26 storeys shall be permitted.
2.	Appendix 7.3	Appendix 7.3 is updated to remove the Secondary School symbol from the subject land, as indicated in the map below.



DRAFT ZONING BY-LAW AMENDMENT

THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 20XX-XX

A by-law to amend the North Oakville Zoning By-law 2009-189, as amended, to permit the use of lands described as Part of Lot 21, Concession 1, NDS (Neatt (16 Mile Creek) Inc.; 3056 Neyagawa Boulevard; File Z.1321.02)

COUNCIL ENACTS AS FOLLOWS:

1. Map 12(3) of By-law 2009-189, as amended, is further amended by rezoning the lands depicted on Schedule 'A' to this By-law.
2. Part 8, Special Provisions, of By-law 2009-189, as amended, is further amended by adding a new Section 8.XX as follows:

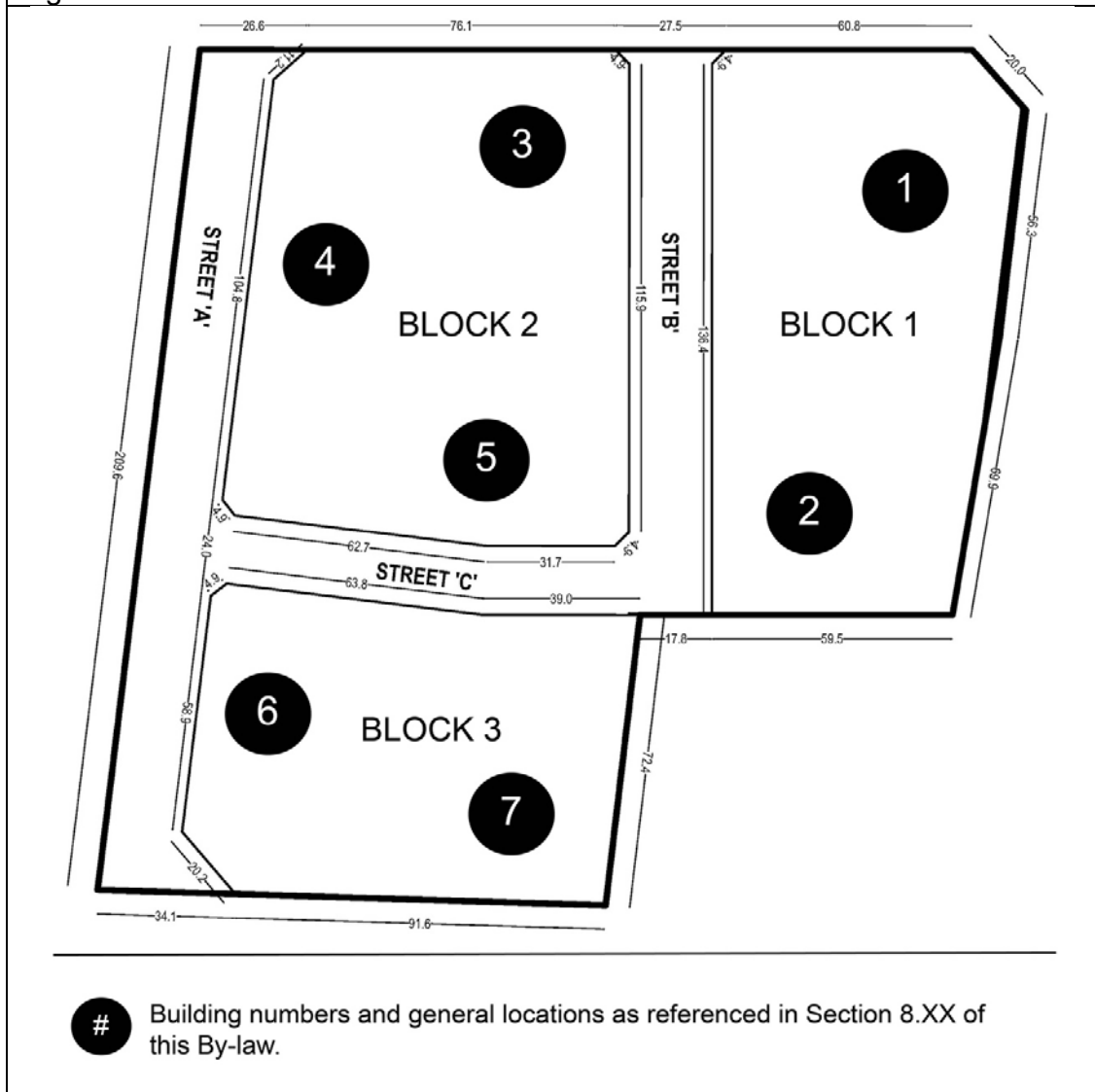
XX		3056 Neyagawa	Parent Zone: DUC
Map 12(3)		Boulevard (Part of Lot 21, Concession 1, NDS)	(BY-LAW #)
8.XX.1 – Zone Regulations for All Lands			
a)	Notwithstanding any severance, partition or division of the lands subject to this Special Provision, the regulations of each Block identified in Figure 8.XX.7 shall apply to the whole of such lands as if no severance, partition or division had occurred.		
8.XX.2 – Additional Zone Regulations for Block 1			
The following additional regulations apply to all lands identified as Block 1 identified in Figure 8.XX.1			
a)	Minimum podium <i>height</i>	14.0 m (4 <i>storeys</i>)	
b)	Maximum podium <i>height</i>	27.0 m (8 <i>storeys</i>)	
c)	Maximum <i>height</i> for Block 1:	Building 1: 77.0 m (24 <i>storeys</i>)	
		Building 2: 65.0 m (20 <i>storeys</i>)	
d)	Maximum <i>height</i> of mechanical and/or elevator penthouse, rooftop equipment, and stair tower	6.0 m	
e)	Minimum <i>first storey area</i> for non-residential <i>uses</i> permitted in accordance with Table 6.1	1,030 square metres	
f)	Maximum <i>front yard</i>	7.5 m	
g)	Maximum <i>flankage yard</i>	33.0 m	
h)	Minimum <i>rear yard</i>	1.0 m	
i)	Maximum <i>floor space index</i>	4.95	
8.XX.3 – Additional Zone Regulations for Block 2			

The following additional regulations apply to all lands identified as Block 2 identified in Figure 8.XX.1		
a)	Minimum podium <i>height</i>	14.0 m (4 <i>storeys</i>)
b)	Maximum podium <i>height</i>	27.0 m (6 <i>storeys</i>)
c)	Maximum <i>height</i> for Block 2:	Building 3: 58.0 m (18 <i>storeys</i>)
		Building 4: 77.0 m (24 <i>storeys</i>)
		Building 5: 83.0 m (26 <i>storeys</i>)
d)	Maximum <i>height</i> of mechanical and/or elevator penthouse, rooftop equipment, and stair tower	6.0 m
e)	Minimum <i>first storey area</i> for non-residential <i>uses</i> permitted in accordance with Table 6.1	870 square metres
f)	Maximum <i>front yard</i>	7.0 m
g)	Maximum west <i>flankage yard</i>	38.0 m
g)	Minimum <i>rear yard</i>	3.0 m
i)	Maximum <i>floor space index</i>	6.05
8.XX.4 – Additional Zone Regulations for Block 3		
The following additional regulations apply to all lands identified as Block 3 identified in Figure 8.XX.1		
a)	Minimum podium <i>height</i>	4.0 m (1 <i>storey</i>)
b)	Maximum podium <i>height</i>	21.0 m (6 <i>storeys</i>)
c)	Maximum <i>height</i> for Block 3:	Building 6: 48.0 m (15 <i>storeys</i>)
		Building 7: 65.0 m (20 <i>storeys</i>)
d)	Maximum <i>height</i> of mechanical and/or elevator penthouse, rooftop equipment, and stair tower	6.0 m
e)	Maximum <i>front yard</i>	11.0 m
f)	Minimum <i>rear yard</i>	3.0 m
h)	Maximum <i>floor space index</i>	5.18
8.XX.5 – Parking Regulations		
a)	Despite Table 5.1B – Parking Requirements for Non-Residential Uses, <i>parking spaces</i> for all non-residential uses shall be provided at a minimum rate of 1 <i>parking spaces</i> per 30 square metres of <i>leasable floor area</i> and at a maximum rate of 1 <i>parking space</i> per 20 square metres of <i>leasable floor area</i> .	
b)	Designated residential visitor <i>parking spaces</i> may be counted toward non-residential <i>parking spaces</i> and may be provided in any combination.	
8.XX.6 – Special Site Provisions		

The following additional provisions apply:	
a)	For Block 1, the <i>lot line</i> abutting Neyagawa Boulevard shall be deemed to be the <i>front lot line</i> .
b)	For Block 2, the <i>lot line</i> abutting the future Sixteen Mile Boulevard extension shall be deemed the <i>front lot line</i> .
c)	For Block 3, the <i>lot line</i> abutting Dundas Street West shall be deemed to be the <i>front lot line</i> .
d)	“Bicycle parking space – occupant (stacked)” means where the bicycles are stacked, shall have horizontal dimensions of at least 0.45m by 1.8m, and the minimum vertical dimension for each stacked bicycle space shall be 1.2m, with a total vertical dimension of 2.4m.

8.XX.7 – Special Site Figures for All Lands

Figure 8.XX.1



3. Section 9, Holding Provisions, of By-law 2009-189 is amended by adding a new Section 9.3.XX as follows:

HXX	3065 Neyagawa Boulevard (Part of Lot 21, Concession 1, NDS)	Parent Zone: DUC
Map 12(3)		(BY-LAW #)
9.3.XX.1 Conditions for Removal of the “H”		
The “H” symbol shall, upon application by the Owner, be removed for all or part of a block by <i>Town Council</i> passing a By-law under Section 36 of the <u>Planning Act</u> . The following condition(s) shall first be completed to the satisfaction of the <i>Town of Oakville</i> :		
a)	Prior to any development proceeding on Block 1, as identified in Figure 8.XX.1, the Owner shall provide written confirmation from the Region of Halton that: i. The Owner has secured the appropriate amount of water and wastewater Servicing Allocation under the Region of Halton Allocation Program; ii. The Owner has signed the applicable Allocation Agreement or any required Amending Agreements; iii. The Owner has made all required payments associated with the Allocation Program; and iv. The Owner is in receipt of the Region of Halton Public Works Commissioner’s Notice (PWCN) letter.	
b)	Prior to any development proceeding on Block 2, as identified in Figure 8.XX.1, the Owner shall provide written confirmation from the Region of Halton that: v. The Owner has secured the appropriate amount of water and wastewater Servicing Allocation under the Region of Halton Allocation Program; vi. The Owner has signed the applicable Allocation Agreement or any required Amending Agreements; vii. The Owner has made all required payments associated with the Allocation Program; and viii. The Owner is in receipt of the Region of Halton Public Works Commissioner’s Notice (PWCN) letter.	
c)	Prior to any development proceeding on Block 3, as identified in Figure 8.XX.1, the Owner shall provide written confirmation from the Region of Halton that: i. The Owner has secured the appropriate amount of water and wastewater Servicing Allocation under the Region of Halton Allocation Program; ii. The Owner has signed the applicable Allocation Agreement or any required Amending Agreements; iii. The Owner has made all required payments associated with the Allocation Program; and	

	iv. The Owner is in receipt of the Region of Halton Public Works Commissioner's Notice (PWCN) letter.
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4. This By-law comes into force in accordance with Section 34 of the *Planning Act*, R.S.O. 1990, c. P.13, as amended.

SCHEDULE A TO BY-LAW NUMBER 20XX-XX

