

PLANNING JUSTIFICATION REPORT

June 2022 (Revised May 2023)

OFFICIAL PLAN AMENDMENT

Argo Trafalgar Corporation

Part of Lot 12,
Concession 2, North of Dundas Street
Town of Oakville

PREPARED FOR:
Argo Trafalgar Corporation

KORSIAK | Urban
Planning

206-277 Lakeshore Road East
Oakville, Ontario, L6J 6J3
T: 905-257-0227 | www.korsiak.com

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An aerial photograph of a landscape featuring a mix of green fields, brownish-tan agricultural plots, and a network of roads and highways. A large, semi-transparent orange circle is centered over the image, containing the text '1.0 Introduction'.

1.0

Introduction

1.0 INTRODUCTION

Korsiak Urban Planning has been retained by Argo Trafalgar Corporation, to prepare this Planning Justification Report in support of the Official Plan Amendment (OPA) application required to add residential and mixed-use permissions to the lands legally referred to as Part of Lot 12, Concession 2, NDS, located at the northeast corner of the intersection of Trafalgar Road and Burnhamthorpe Road East.

Argo Trafalgar Corporation has retained the assistance of additional specialized consultants. Our opinions rely on the conclusions of the materials prepared by those specialized consultants. As required by the Pre-Consultation Meeting Checklist dated January 18, 2022, the following plans and reports have been prepared under separate cover in support of the proposed OPA:

- Legal Survey
- Concept Plan
- Area Design Plan
- Scoped Functional Servicing Report
- Transportation Impact Study
- Air Quality Assessment
- Archaeological Assessment
- Noise and Vibration Study
- Phase 1 Environmental Site Assessment
- ESSQ
- Randy-Pentek & Edward Surveying Ltd.
- Gerrard Design
- Korsiak Urban Planning
- Urbantech Consulting
- CGH Transportation
- SLR Consulting
- Parslow Heritage Consultancy Inc.
- HGC Engineering
- DS Consultants Ltd.
- Argo Trafalgar Corporation

1.1 PURPOSE OF THE REPORT

The purpose of this Planning Justification Report is to outline the nature of the proposed OPA and to evaluate the proposal in the context of the policies of the Provincial Policy Statement, the Provincial Growth Plan, the Region of Halton Official Plan, and the Livable Oakville Plan.

1.2 SITE DESCRIPTION AND CONTEXT

The subject lands consist of two properties located at the northeast corner of the intersection of Trafalgar Road and Burnhamthorpe Road East (*Figure 1 – Aerial Photo*) and are bisected by William Halton Parkway. The subject lands are currently vacant. As illustrated on the survey, there are permanent easements, abutting William Halton Parkway in favour of the Region of Halton to facilitate the construction, installation and maintenance of the required drainage works, including but not limited to the installation of a stormwater management system, necessary for the William Halton Parkway Project. These easements are capable of termination replacements by Urban Systems when urban development occurs at the option of the Region, in the Town of Oakville.

The topography of the lands is generally flat and gradually decrease in grade as you approach Burnhamthorpe Road East. Together, both properties are approximately 12.45 hectares in size with approximately 407 metres of frontage along Trafalgar Road, 357 metres of frontage along William Halton Parkway and 159 metres of frontage along Burnhamthorpe Road East.

The subject lands are located within the North Oakville East Secondary Plan (NOESP) area and are planned primarily for employment related uses. As

shown on *Figure 2 – Context Photo*, the site is bound by the Al-Falah Islamic Centre and future developable lands (currently agricultural) to the east. To the west is Trafalgar Road, followed by lands managed by Infrastructure Ontario (owned by the Ministry of Government and Consumer Services (MGCS)). Both Argo Trafalgar Corporation and Infrastructure Ontario (IO) are proposing separate OPAs to add residential and mixed-use permissions to their lands, similar to what is permitted within the Trafalgar Urban Core - Core Areas 3 and 4, to allow the area to develop as a transit-supportive mixed-use community which



FIGURE 1 - Aerial Photo



FIGURE 2 - Context Photo

supports the future Trafalgar 407 Transitway Station and Trafalgar Bus Rapid Transit (BRT) system. Additional uses to the west include Ren’s Pets Oakville, the Halton Region Water Tower, single detached dwellings and agricultural uses. To the north, are additional lands managed by IO (subject to IO OPA application, file no. OPA 1213.01), the Trafalgar 407 Transitway Station and Highway 407. To the south, is Burnhamthorpe Road East, followed by Vic Hadfield’s Golf and Learning Centre, and future developable lands (currently agricultural in use).

1.3 TRANSPORTATION CONTEXT

Trafalgar Road is a Major Arterial Road and Regional Higher Order Transit Corridor serviced by the 1 Oakville Transit and the 40, 41, 47 and 56 GO Bus routes, thereby providing convenient access to intra- and inter-regional transit services. Trafalgar Road has been widened to 6 lanes and the two outer lanes will function as dedicated BRT lanes in the future. Future BRT stations that will service the site are proposed at

the intersection of Trafalgar Road with William Halton Parkway and Burnhamthorpe Road.

A GO Carpool lot is located on the west side of Trafalgar Road, south of Highway and has been identified as the preferred location for the Trafalgar 407 Transitway Station. The 407 Transitway is a planned two-lane, grade separated BRT system on a separate right-of-way along Highway 407. It will initially be designed to support a BRT system with provisions to permit the future conversion to a two-track light rail transit system. It will function as a major east-west regional transit facility that runs from Halton Region to Durham Region and connects to municipalities across the Greater Toronto Area.



2.0
Proposed
Development

2.0 PROPOSED DEVELOPMENT

Argo Trafalgar Corporation seeks to amend the North Oakville East Secondary Plan (NOESP) to add residential and mixed-use permissions to their lands within the Trafalgar Urban Core (TUC) – Core Area 1 to facilitate the creation of a compact mixed-use community which supports existing and planned transit services, including Trafalgar 407 Transitway Station and Trafalgar BRT. Currently the TUC - Core Area 1 does not permit residential uses and the proposed amendment will allow the subject lands to develop with a mix and range of residential, commercial and employment uses. The proposed OPA is consistent with the OPA application submitted by IO for the surrounding lands within the TUC – Core Area 1.

Argo Trafalgar Corporation has provided a preliminary concept plan (*Figure 3*) to illustrate the potential for a complete, mixed-use community. It should be noted that this plan is conceptual, and it is the intent of Argo Trafalgar Corporation to submit future Zoning By-law Amendment and Draft Plan of Subdivision applications to outline the detailed block sizes, built form, land uses, road network and limits of the Natural Heritage System. Through the review process, this Plan was revised to realign the north-south road, south of William Halton Parkway, to respect the boundaries of the Al Falah Islamic Centre.



FIGURE 3 - Preliminary Concept Plan



3.0
Policy
Framework

3.0 POLICY FRAMEWORK

3.1 PLANNING ACT, R.S.O, 1990, c.P.13

The *Planning Act* is provincial legislation that establishes the rules for land use planning in Ontario. The purpose of the *Planning Act* is to create transparent, efficient and fair planning processes, to promote sustainable development, provide a land use planning system led by provincial policy, integrate matters of provincial interest into all planning decisions, encourage co-operation and recognize the decision-making authority and accountability of municipal councils. It provides the basis for matters of provincial interest, preparing official plan, regulating and controlling land uses, the division of land, consultation requirements and other planning tools.

Provincial Interest:

Part I, Section 2 of the *Planning Act* establishes matters of Provincial interest which decision makers shall have regard to when making decisions on planning applications and carrying out their responsibilities under the *Act*. Section 2 of the *Planning Act* states:

The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as:

- a) the protection of ecological systems, including natural areas, features and functions;*
- d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*
- e) the supply, efficient use and conservation of energy and water;*
- f) the adequate provision and efficient use of communication, transportation, sewage and*

water services and waste management systems;

- g) the minimization of waste;*
- h) the orderly development of safe and healthy communities;*
 - h1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;*
- j) the adequate provision of a full range of housing, including affordable housing;*
- l) the protection of the financial and economic well-being of the Province and its municipalities;*
- m) the co-ordination of planning activities of public bodies;*
- n) the resolution of planning conflicts involving public and private interests;*
- o) the protection of public health and safety;*
- 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. 1994, c. 23, s. 5; 1996, c. 4, s. 2; 2001, c. 32, s. 31 (1); 2006, c. 23, s. 3; 2011, c. 6, Sched. 2, s. 1; 2015, c. 26, s. 12; 2017, c. 10, Sched. 4, s. 11 (1); 2017, c. 23, Sched. 5, s. 80.*

The proposal has regard to the matters of Provincial interest under the *Planning Act* for the following reasons:

- The proposed amendment will permit a mix of residential, office, employment, and commercial uses, which make efficient use of existing and planned services;
- The proposed amendment adds residential and mixed-use permissions to a Settlement Area, Designated Greenfield Area and Strategic Growth Area, an appropriate location for growth and development;
- The proposed amendment will facilitate a mix of uses and densities supportive of future transit services, including the 407 Transitway and Trafalgar BRT;
- The proposed Official Plan Amendment will set land use permissions for the future Zoning By-law Amendment and Draft Plan of Subdivision application which will determine the proposed built form, road network and limits of the NHS; and,
- Through a staged approach to the development applications, the proposal ensures the orderly development of the community.

Official Plan Amendment

An OPA is being requested pursuant to Section 22 of the Planning Act, which sets the legislative basis for OPAs. Details regarding the proposed amendment are discussed throughout the report.

3.2 PROVINCIAL POLICY STATEMENT, 2020

On February 28, 2020, the Government of Ontario released the Provincial Policy Statement (PPS) 2020, which is part of the government's plan to build

healthier, safer, and more affordable communities. The PPS 2020 contains new policies across five themes: Increasing Housing Supply and Mix; Protecting the Environment and Public Safety; Reducing Barriers and Costs; Supporting Rural, Northern and Indigenous Communities; and Supporting Certainty and Economic Growth. The PPS 2020 came into full force and effect on May 1, 2020.

The PPS contains policies on matters of provincial interest related to land use planning and development. The policies set out in the PPS help to protect resources of provincial interest, public health and safety, and the quality of the natural and built environment. The PPS supports improved land use planning and management to contribute to more effective and efficient land use patterns, thereby enhancing the quality of life for all Ontarians.

PPS policies applicable to the proposal are described in Appendix I, including Section 1.1 for 'Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns' and 'Settlement Areas'; Section 1.4 for 'Housing'; Section 1.5 for 'Public Spaces, Recreation, Parks, Trails and Open Space'; Section 1.7 for 'Long-Term Economic Prosperity'; and Section 1.8 for 'Energy Conservation, Air Quality and Climate Change'.

The proposal is consistent with the Provincial mandate as set out in the Provincial Policy Statement for the following reasons:

- The proposed amendment contributes to the creation of a complete community by adding residential and mixed-use permissions to lands located in proximity to existing and planned transit services, including the EA approved Trafalgar 407 Transitway Station and Trafalgar BRT;

- The proposed amendment facilitates development which satisfies market demand for employment uses in mixed-use transit-supportive areas in proximity to existing and planned transit services;
- The proposed amendment will not adversely impact the viability of employment areas to the east and west;
- The proposed amendment facilitates new development and growth within a Settlement Area;
- The proposal adds residential and mixed use-permissions to permit a mix of transit-supportive uses along a Regional Higher Order Transit Corridor, in proximity to the EA approved Trafalgar 407 Transitway Station; and,
- The proposal is coordinated with adjacent landowners (MGCS) to ensure the delivery of adequate services.

3.3 A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2020 OFFICE CONSOLIDATION)

A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (the ‘Growth Plan’) came into full force and effect on May 16, 2019. This plan provides the framework for implementing Ontario’s vision for building stronger, more prosperous communities by better managing growth in the Greater Golden Horseshoe Region. The Growth Plan establishes a long-term structure for where and how the Region will achieve complete communities that are compact, transit-supportive, and make effective use of investments in infrastructure and public service facilities. The Growth Plan is structured to increase housing supply, expand economic prosperity, and streamline approval processes while protecting important natural heritage features and agricultural lands.

The subject lands are located within the ‘*Designated Greenfield Area*’ as shown on Schedule 2: A Place to Grow Concept (*Figure 4*). The proposed Amendment conforms to the guiding principles of the Growth Plan which prioritize intensification and higher densities around existing and planned transit stations to support transit viability and to make efficient use of transit infrastructure. The Trafalgar 407 Transitway Station meets the Growth Plan’s definition of a “Major Transit Station Area” since it is a “planned higher order transit station...within a settlement area”. A Major Transit Station Area is further defined as “the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk”.

Section 2.2.4.8. of the Growth Plan requires that “all major transit station areas will be planned and designed to be transit-supportive”. The Growth Plan defines “Transit-supportive” as “Relating to development that makes transit viable and improves the quality of the experience of using transit. It often refers to **compact, mixed-use development** (our emphasis) that has a high level of employment and residential densities.” Section 2.2.4.9 of the Growth Plan also requires that “Within **all** (our emphasis) major transit station areas, development will be supported, where appropriate, by... planning for a **diverse mix of uses** (our emphasis), including additional residential units and affordable housing, to support existing and planned transit service levels”, and “prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities”. The proposed OPA to add residential and mixed-use permissions to the subject lands, located within an 800 metre radius of the Trafalgar 407 Transitway Station, achieves Provincial planning objectives to provide compact mixed-use development in proximity to planned Higher Order Transit services.

The Growth Plan defines complete communities as “places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts.”

The proposal seeks to amend the Trafalgar Urban Core – Core Area 1 designation to add residential permissions, which increases the range of permitted uses, to allow the site to develop with a range and mix of uses to facilitate the creation of a complete community. The site specific OPA requires that the proportion of commercial/employment space be determined as part of a future Zoning By-law Amendment to ensure sufficient commercial/office space is provided to meet the needs of future residents, in recognition of current market conditions, and encourage live-work opportunities. The site specific OPA further encourages commercial uses along the ground floor of mixed use buildings fronting Trafalgar Road, William Halton Parkway and Burnhamthorpe Road to provide improved access to services and facilitate a pedestrian oriented streetscape. In recognition that COVID-19 has shifted the nature of work itself, with increased work from home and hybrid work opportunities, the proposal will explore the inclusion of co-working amenity spaces, through future site plan applications, to meet the needs of future residents. The amendment will facilitate the development of a compact mixed-use development, that provides densities which support existing and planned transit services (including the Trafalgar BRT and 407 Transitway). The proposal has been revised to respect the boundaries of the Al Falah Centre through the realignment of the road network in the concept plan and potentially benefits the Centre by providing opportunities for members to live within walking distance.

The Growth Plan policies that apply are further described in Appendix I, which includes: Section 1.2.1 for ‘Guiding Principles’; Section 2.2.1 for ‘Managing Growth’; and Section 2.2.7 for ‘Designated Greenfield Areas’.

The proposed development conforms to the aforementioned policies of the Growth Plan for the Greater Golden Horseshoe for the following reasons:

- The proposed amendment facilitates compact mixed-use development in an area with existing and planned infrastructure and public service facilities;
- The proposed amendment adds residential and mixed-use permissions to lands within the Designated Greenfield Area, thereby facilitating future development that helps to achieve the Region of Halton’s minimum density target;
- The proposal facilitates mixed-use development along a Regional Higher Order Transit Corridor and in proximity to the EA approved Trafalgar 407 Transitway Station, which will support the sustained viability of transit services;
- The proposed amendment facilitates transit-supportive mixed-use development within an 800 metre radius of the Trafalgar 407 Transitway Station; and
- The proposed amendment is supportive of active transportation and the use of transit services, by facilitating the creation of a compact mixed-use environment where residents can live and work.

3.4 CONNECTING THE GGH: A TRANSPORTATION PLAN FOR THE GREATER GOLDEN HORSESHOE (FEBRUARY 2022)

Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe (the ‘Transportation Plan’) was released in March 2022. The Transportation Plan was developed to provide a 30-year vision for

enhanced mobility within and across the region and Ontario. The vision, which is meant to provide guidance until 2051, includes infrastructure, service improvements and policies focused on four key themes; fighting gridlock and improving road performance, getting people moving on a connected transit system, supporting a more sustainable and resilient region, and efficiently moving goods. One of the Transportation Plan’s policy directions is to encourage transit-oriented communities (TOCs) with compact, walkable and transit-oriented design to reduce the distances travelled for daily needs and provide choice of mode, decreasing individual emissions.

The subject lands are located along two ‘New or Enhanced Higher Order Transit Connections’ as shown on Map 5: Current, Planned and Conceptual Future Transit Infrastructure and Services (Figure 5). Map 5 identifies the subject lands along the Trafalgar Higher

Order Transit Corridor (Item 9) and in close proximity to the Highway 407 Transitway Higher Order Transit Corridor (Item 29).

The Transportation Plan states that the province is working with Infrastructure Ontario and Metrolinx to consider TOC opportunities where possible. The Plan also states highlights that ‘by creating complete communities based on good planning principles, TOCs will reduce gridlock and make it easier to get where you need to go, whether you walk, cycle, take transit or drive’ and that TOCs ‘result in vibrant, high density, mixed-use walkable communities that are connected to transit stations’. Both Argo Trafalgar Corporation and IO are proposing separate Official Plan Amendment applications to add residential and mixed-use permissions to their lands to facilitate the creation of a TOC along Trafalgar Road (Higher Order Transit Corridor) and within an 800 metre radius of the Trafalgar 407 Transitway Station.



FIGURE 4 - Schedule 2: A Place to Grow Concept



FIGURE 5 - Map 5: Current, Planned and Conceptual Future Transit Infrastructure and Services

3.5 407 TRANSITWAY

The 407 Transitway is a planned two-lane, grade separated bus rapid transit system on a separate right-of-way along Highway 407. It will function as a major east-west regional transit facility that runs from the Halton Region to Durham Region and connects to municipalities across the Greater Toronto Area. The Town of Oakville falls within the Brant Street to Hurontario Street segment of the 407 Transitway. The Environmental Project Report (EPR) for the Brant Street to Hurontario Street segment of the 407 Transitway was approved in October 2020 and approved only two stations within the Town of Oakville: Bronte Road and Trafalgar Road (Figure 6).

The area around the Trafalgar 407 Transitway Station would meet the Growth Plan’s definition of a “Major Transit Station Area” since it is a “planned higher order transit station...within a settlement area”. A Major Transit Station Area is further defined as “the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.” Figure 7 - 800m MTSA Radius from Trafalgar 407 Transitway Station, illustrates that the majority of the Argo Trafalgar Corporation lands are within an 800-metre radius of the planned Trafalgar 407 Transitway Station. The proposed amendment would add residential and mixed-use permissions to the Argo Trafalgar Corporation lands to facilitate compact mixed-use development within an 800 metre radius of the Trafalgar 407 Transitway Station. The proposal

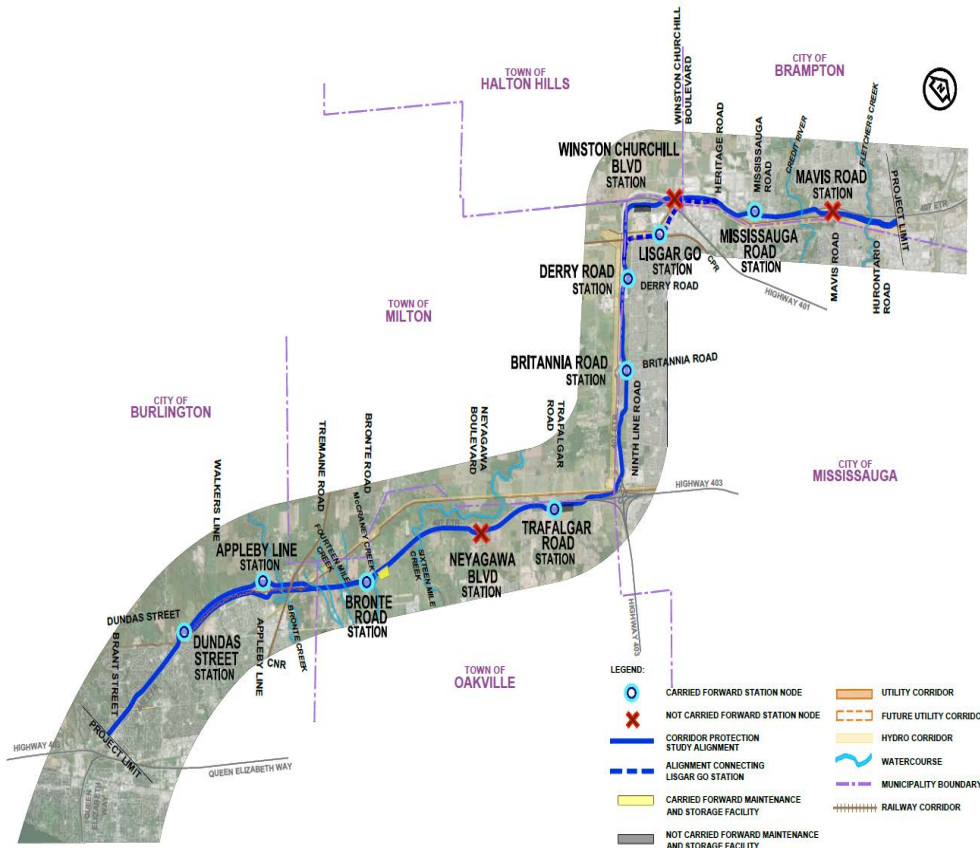


FIGURE 6 - 407 Transitway Brant Street to Hurontario Street Stations

has been coordinated with the adjacent landowner’s representative (IO), who has submitted a separate OPA requesting the same land use permissions, to allow the entirety of the area within an 800-metre radius of the Trafalgar 407 Transitway to develop as a transit-supportive mixed-use community.

3.6 REGION OF HALTON OFFICIAL PLAN

The Region of Halton Official Plan provides direction for how physical development should take place in Halton Region to meet the needs of current and future residents. The Plan outlines a long-term vision for Halton’s physical form and community character by setting forth goals and objectives and by providing policies to be followed to achieve an urban structure that will accommodate future growth effectively.

To implement Provincial policy directions, the Region of Halton is completing a 2-step Regional Official Plan Review. The first step was Regional Official Plan Amendment 48 (ROPA 48) which defines the urban structure and in particular identifies employment area

conversions and the boundaries of Strategic Growth Areas, Urban Growth Centres and Major Transit Station Areas. ROPA 48 was adopted by Regional Council on July 7, 2021, and approved by the Province of Ontario on November 10, 2021. Therefore, ROPA 48 is now in full force and effect.

As per Map 1- Regional Structure (*Figure 8*), the subject site is designated ‘Urban Area’, with a small portion of the site designated Regional Natural Heritage System and a small eastern sliver of the site subject to the Employment Area overlay.

Map 1H - Regional Urban Structure (*Figure 9*), identifies Trafalgar Road as a Higher Order Transit Corridor and a Strategic Growth Area.

It should be noted that this Official Plan Application would add residential and mixed-use permissions to lands solely within the Urban Area and does not apply to lands designated Regional Natural Heritage System and Employment Area.

The ROP policies applicable to this proposal are further

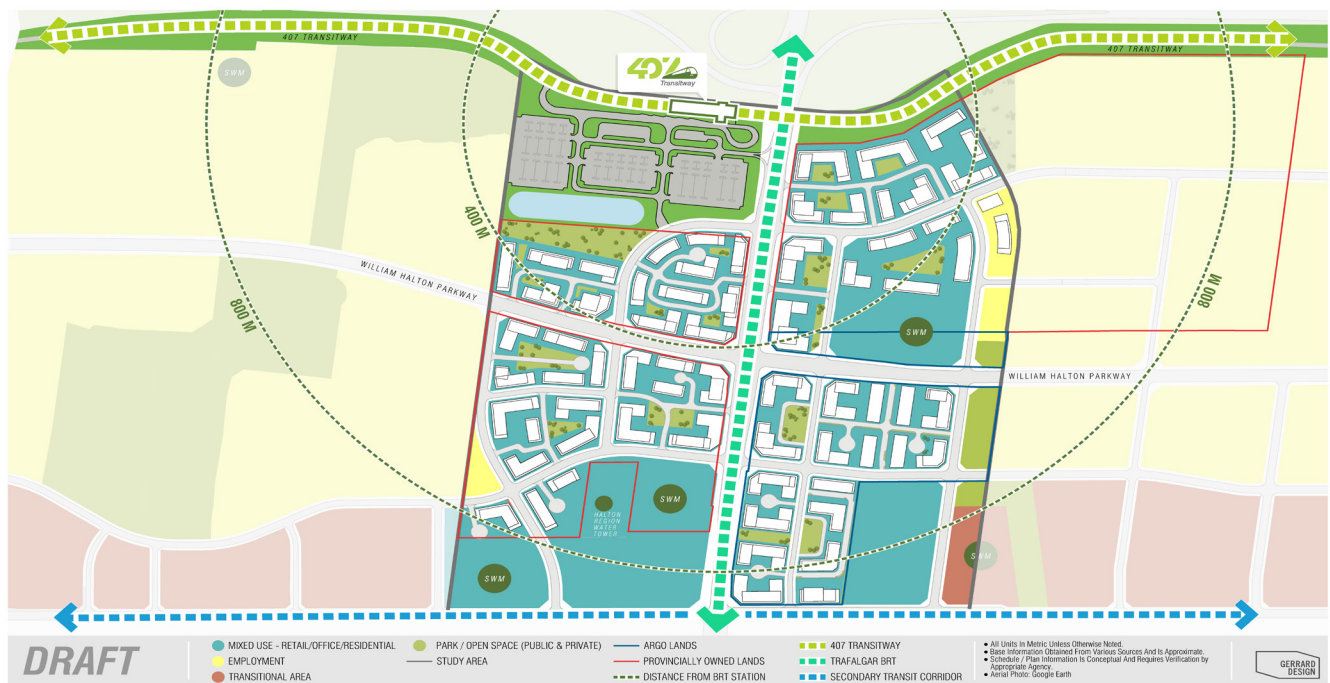


FIGURE 7 - 800m MTSA Radius Trafalgar Road Station

described in *Appendix II*, which include: ‘Halton’s Regional Structure’ (Sections 51, 55); ‘Urban Area Designation’ (Sections 72, 74, 77); ‘Regional Urban Structure’ (Section 78), ‘Strategic Growth Areas’ (Section 79), ‘Housing’ (Section 84, 86); and ‘Transportation’ (Section 172).

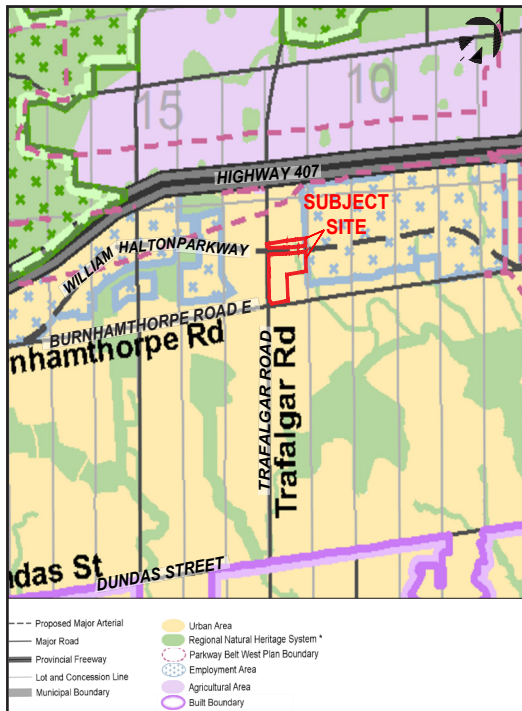


FIGURE 8 - Map 1 - Regional Structure

The proposed development conforms to the aforementioned policies of the Region of Halton Official Plan for the following reasons:

- The proposed amendment facilitates future development within the Urban Area where urban services exist and are planned to accommodate future development;
- The proposal adds residential and mixed-use permissions to lands within the Urban Area, outside of the Employment Area, in proximity to existing and planned services and amenities, to support the creation of a vibrant community;
- The proposal contributes to the creation of a compact mixed-use community that improves connectivity and makes efficient use of land and services;
- The proposed amendment facilitates transit-

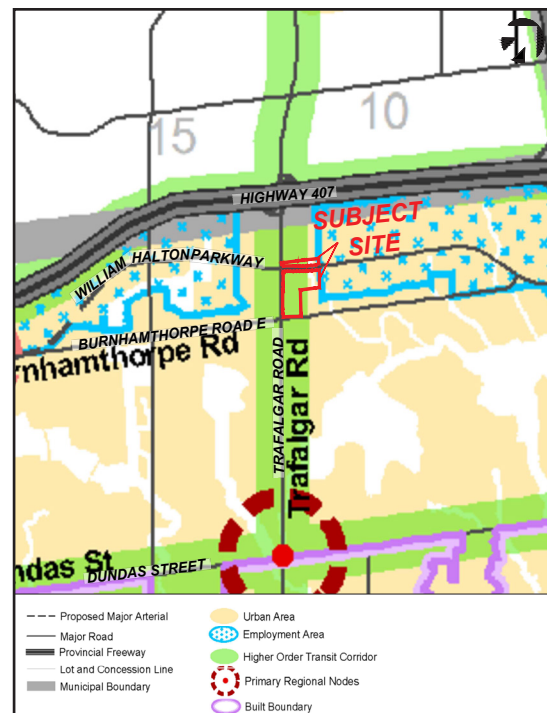


FIGURE 9 - Map1H - Regional Urban Structure

supportive densities along Trafalgar Road (Regional Higher Order Transit Corridor), which support the use of transit services and promote active transportation; and

- The proposal facilitates mixed-use development in a Strategic Growth Area.

3.6.1 REGIONAL OFFICIAL PLAN AMENDMENT 49

ROPA 49 is part of Step 2 of the Region of Halton’s Official Plan Review. The first step, Regional Official Amendment 48, defined the urban structure, identified employment area conversions, and identified the boundaries of Strategic Growth Areas, Urban Growth Centres and Major Transit Station Areas. The purpose of ROPA 49 is to implement the Region’s Integrated Growth Management Strategy, which considers how to accommodate growth in Halton to the 2051 planning horizon. ROPA 49 will implement Regional Council’s direction to accommodate population and employment growth within Halton’s existing Regional Urban Boundary to 2041 and to develop a framework for planning for growth from 2041 to 2051.

The Region of Halton released Draft ROPA 49 for public comment on March 24, 2022. The Statutory Public Meeting for ROPA 49 was held on April 13, 2022. ROPA 49 was adopted by Regional Council on June 15, 2022, and has been forwarded to the Minister of Municipal Affairs and Housing for final approval. Key changes introduced through ROPA 49 include:

- Revised distribution of population and employment growth to 2041 by Local Municipality;
- Updates to the intensification and density targets;
- Revisions to the policy framework and identification of additional Regional Nodes;
- A new policy framework and the identification of Regional Intensification Corridors;
- Updated policy framework for the Region’s Employment Area; and,
- Mapping updates.

Although ROPA 49 is currently not in full force and effect, it is considered in the context of this proposal as it provides direction on how Regional Council intends to plan for growth in the future. In adopted ROPA 49 Map 1H – Regional Urban Structure (Figure 10), the subject site had been identified within the TUC Primary Regional Node and is located along a Regional Intensification Corridor. Primary Regional Nodes are Strategic Growth Areas planned to “accommodate growth and contain a concentration of public services facilities or transit-supportive high density mixed-uses or which perform a regional transit network function at a scale appropriate for their context”. The Trafalgar Urban Core Primary Regional Node is planned to achieve a minimum density target of 160 residents and jobs per hectare. Argo Trafalgar Corporation’s proposal will facilitate transit-supportive mixed-use development that helps to achieve the minimum density target for the TUC Primary Regional Node.

Regional Intensification Corridors have been

delineated to recognize Strategic Growth Areas within the Region, and serve an existing or planned higher order transit function. It is the intent that development along Regional Intensification Corridors will achieve increased residential and employment densities in order to ensure the optimization of existing and planned transit infrastructure. Adopted ROPA 49 directs development with higher densities and mixed-uses to Regional Intensification Corridors. Argo Trafalgar Corporation’s proposed OPA will facilitate the creation of a compact transit-supportive mixed-use development along Trafalgar Road (Regional Intensification Corridor).

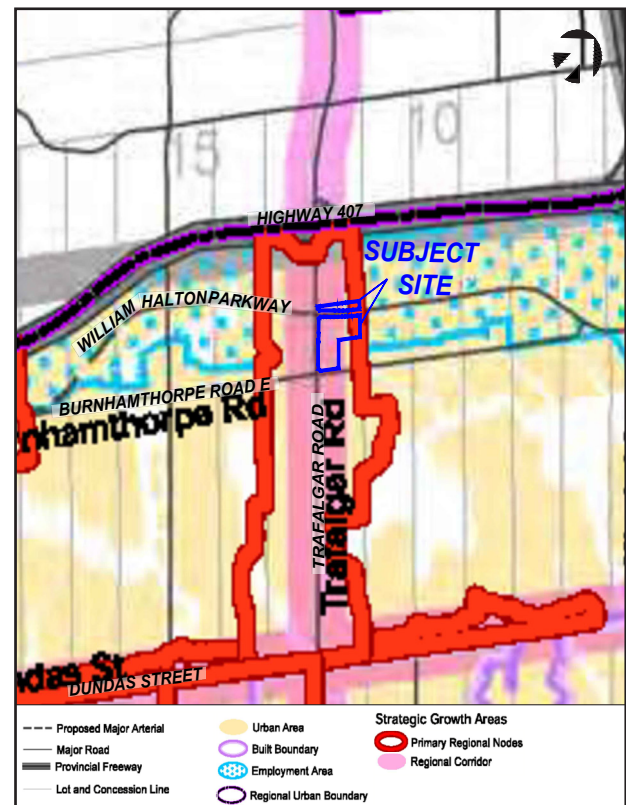


FIGURE 10 - Proposed Map 1H - Regional Urban Structure (ROPA 49)

3.7 TOWN OF OAKVILLE OFFICIAL PLAN - LIVEABLE OAKVILLE

The Livable Oakville Plan sets out how lands shall be used and how growth should occur through to 2031. As the subject lands are located with the NOESP, they are only subject to the urban structure policies (OPA 15) and are not subject to other policies of the Livable Oakville Plan.

3.7.1 TOWN OF OAKVILLE OFFICIAL PLAN AMENDMENT No. 15

On April 26, 2018, the Region of Halton approved OPA 15 and 317 with modifications, to establish a Town-wide urban structure that connects the NOESP to Section 3 of the Livable Oakville Plan and directs growth to an identified system of nodes and corridors. The urban structure elements are not intended to be land use designations and do not predetermine the specific uses that will be permitted. Rather, the urban structure elements are intended to demonstrate how and where the Town will grow. The approval of OPA 15 was appealed to the Local Planning Appeal Tribunal (LPAT). On July 9, 2021, the appeal to OPA 15 was withdrawn and as a result the urban structure is now in full force and effect.

In OPA 15, the intersection of Trafalgar Road is identified as part of the proposed system of Nodes and Corridors, and is considered a Strategic Growth Area (*Figure 11 – Livable Oakville OPA 15 Schedule A1 Urban Structure*).

Within OPA 15, Strategic Growth Areas are defined as:

“Strategic Growth Areas means within settlement areas, nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a more compact built

form. Strategic growth areas include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas.”

The Argo Trafalgar Corporation lands are located within the Trafalgar Road corridor (*Figure 11*), which is intended to be the focus for accommodating intensification and higher density mixed-uses. Argo Trafalgar Corporation’s proposed OPA is consistent with the urban structure by adding residential and mixed-use permissions to lands within the Trafalgar Road corridor to facilitate the creation of transit-supportive complete community.

3.8 NORTH OAKVILLE EAST SECONDARY PLAN

The NOESP provides a detailed planning framework for the future development of the North Oakville East Planning Area. The NOESP sets out the vision for an urban community that reflects Oakville’s distinct historical roots and small-town heritage and Trafalgar Township’s village rural heritage, with nodal development, prestige industry, and green linkages that define Oakville’s unique landscape. In particular, North Oakville East is planned as a compact, pedestrian oriented, urban community, containing a broad range of housing opportunities ranging from executive housing on large lots to high rise apartment units.

On June 11th, 2018, Town Council adopted Official Plan Amendment No. 321 (OPA 321), being an amendment to bring the Town’s NOESP into conformity with new Provincial and Regional policy. It was subsequently approved by the Region on September 21st, 2018, with modifications. Certain Regional modifications to OPA 321 were appealed to the LPAT and were resolved

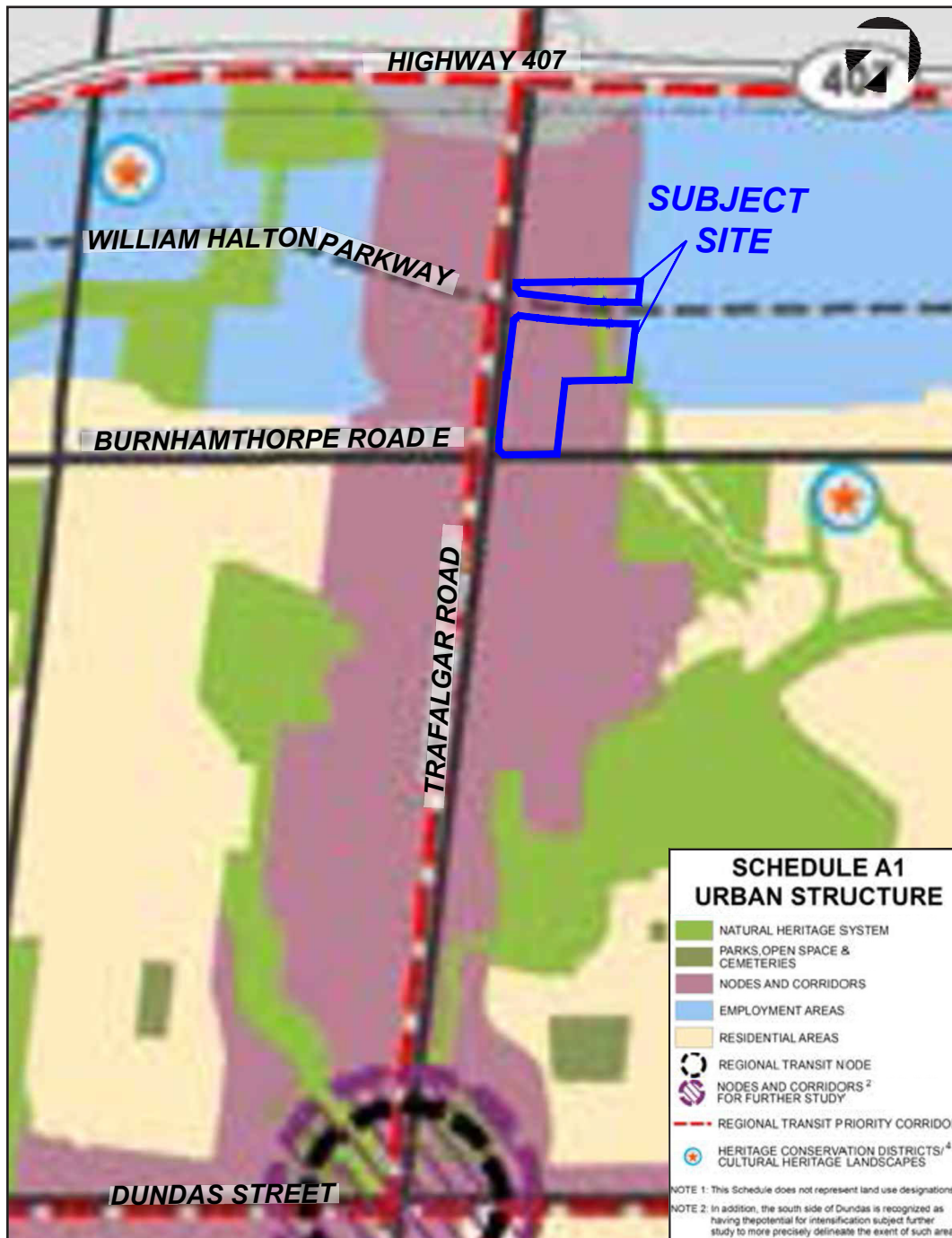


FIGURE 11 - Liveable Oakville OPA 15 Schedule A1 Urban Structure

by the Tribunal through the inclusion of a site-specific policy on July 2nd, 2019. Therefore, OPA 321 is now in full force and effect, and has been referenced in this report.

As per the NOESP Land Use Plan, the subject lands are designated 'Trafalgar Road Urban Core Area'

with a small eastern portion of the site designated 'Employment District' and 'Natural Heritage System Area' (Figure 12). The Trafalgar Road Urban Core Area lands further designated 'Core Area 1' on Figure NOE 1 – Community Structure (Figure 13). The North Oakville Master Plan (Figure 14) provides general locations for land uses and identified the

conceptual road network for the site. The purpose of the proposed OPA is to add residential and mixed-use permissions to the Core Area 1. The proposed Official Plan Amendment does not apply to lands designated Natural Heritage System Area or Employment District.

General relevant policies include:

7.2.3 General Development Objectives

7.2.3.2 Residential

a) To establish overall development densities 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;

- d) To minimize travel time, traffic, greenhouse gases, servicing costs and energy costs through a variety of mechanisms, and particularly by providing an efficient land use arrangement and a mix of housing forms and tenures; and
- g) To provide for a variety of residential densities and unit types throughout the planning area, responding to the varied needs of the future population, while directing the highest densities and intensity of use to the Trafalgar Road Corridor in support of a broad range of services including high frequency transit, shopping, personal services and community facilities.

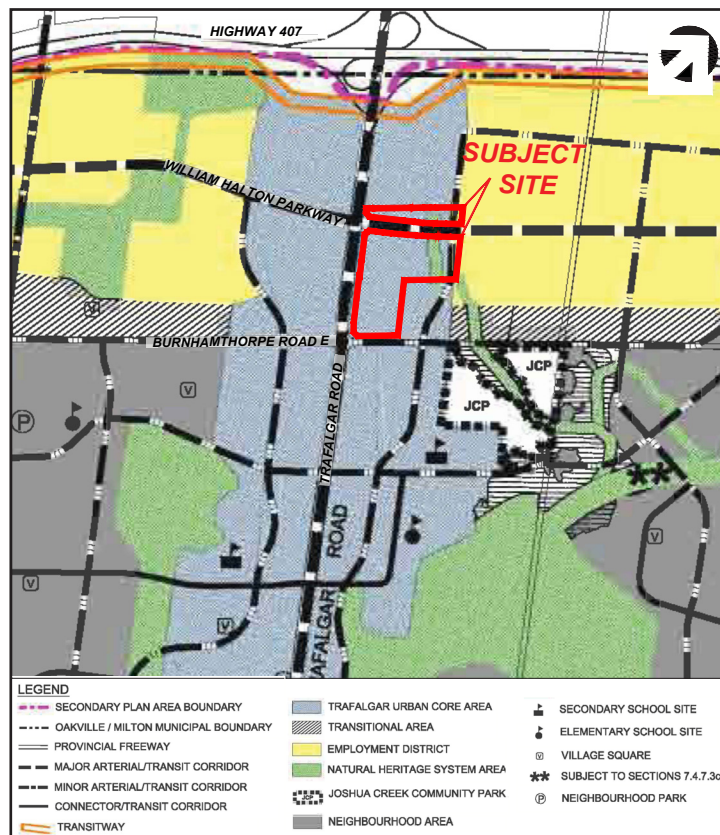


FIGURE 12 - NOESP NOE2 - Land Use Plan

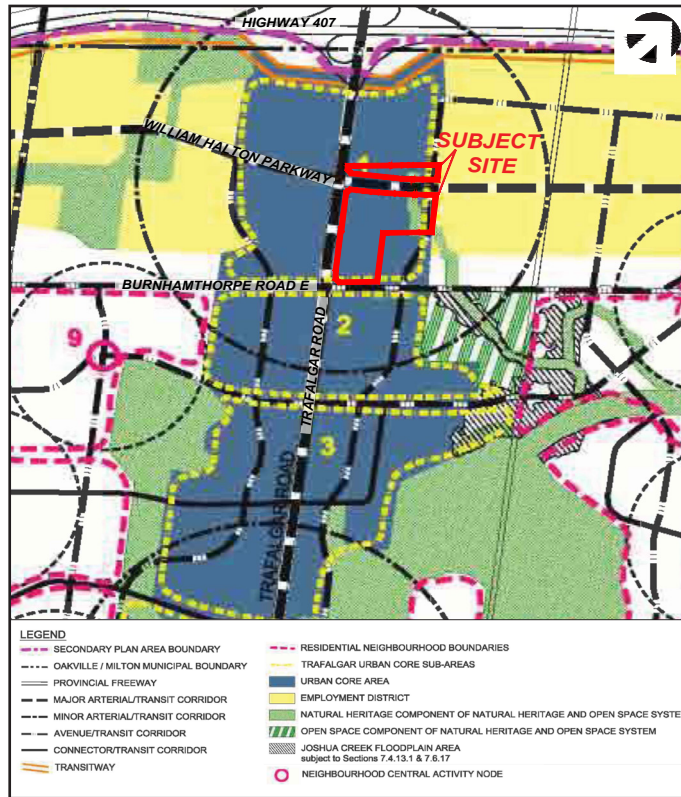


FIGURE 13 - NOESP NOE 1 - Community Structure

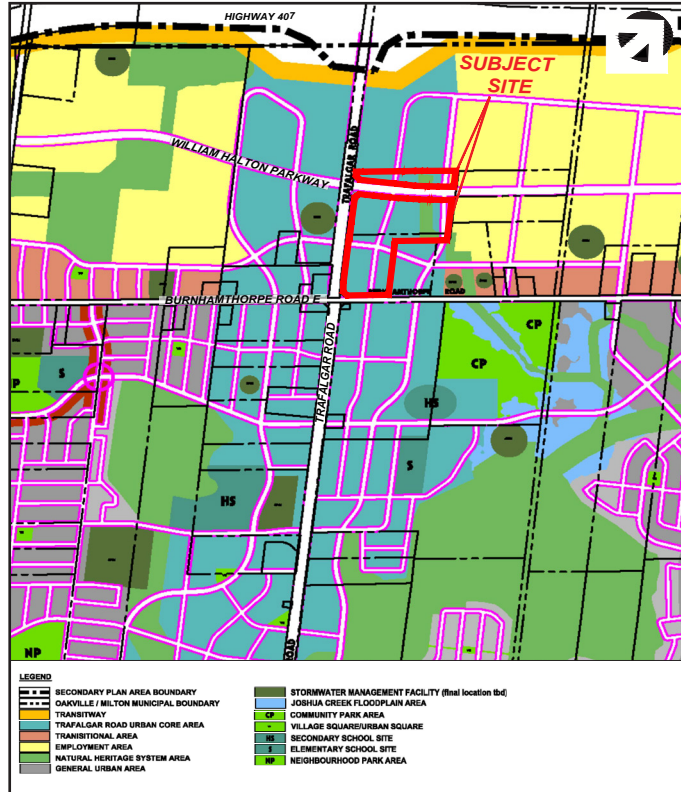


FIGURE 14 - North Oakville Master Plan

7.2.3.5 Transportation

- d) *To promote transit opportunities through community design, including a 'transit first' policy to ensure that development including the phasing of development, proceeds in a manner which will be supportive of the early provision of transit service;*

The proposed development conforms to the policies of the General Development Objectives by adding residential and mixed-use permissions to the TUC-Core Area 1 which aids in the achievement of the minimum densities targets set out in the NOESP and support existing and planned transit services.

7.3 Community Structure

7.3.2 Urban Core

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.

7.3.6 Population/Housing Targets

7.3.6.1 Population

The North Oakville East Planning Area capacity or ultimate population target, which may not be achieved within the 2021 planning period, is a population of

between 45,000 and 55,000 at an overall density that equals or exceeds the requirements of the Halton Urban Structure Plan of 30 units per hectare on a net basis as defined in Section 7.10.13 of this Secondary Plan.

The proposed amendment will facilitate the creation of dense development and a mix of land uses within the TUC designation. The proposal will facilitate development that exceeds the minimum density target of 30 units per hectare and the overall density target set out by the Region, and facilitates the creation of a compact transit-supportive community.

7.5.14 Trafalgar Urban Core Area

The Trafalgar Urban Core Area as designated on Figure NOE1 and NOE2 is intended as the focal point for development in North Oakville East. The Trafalgar Urban Core Area is of particular significance because of the magnitude and mix of uses which it is planned to accommodate and the important roles it is designed to play as a service, employment, residential and community activity focus. It will ultimately be a pedestrian oriented mixed-use area with a full range of uses at the highest densities in the Planning Area. Trafalgar Road was an important historical route and continues to serve as a significant entrance to Oakville. It provides a major physical link from a transportation perspective and the Core Area development should ensure a strong relationship to the Uptown Core, as well as the Midtown Core and Downtown areas. Key design elements of this area include:

- a) *Mixed-use development shall be permitted and strongly encouraged throughout the Core Area; and*
- c) *The development in the area of the Trafalgar/Dundas and the Trafalgar/Burnhamthorpe intersections is envisioned as mixed-use nodes*

with a commercial focus that serve to anchor the Trafalgar Urban Core Area [...]

The proposal adds to the range of uses permitted within the Trafalgar Urban Core –Core Area 1 to facilitate the creation of a high density mixed-use community with a full range of uses which support existing and planned transit services, including the 407 Transitway and Trafalgar BRT.

7.6 Land Use Strategy

7.6.4 Trafalgar Urban Core Area

7.6.4.1 Purpose

The Trafalgar Urban Core Area is identified in Section 3, Urban Structure and Schedule A1, Urban Structure of the Livable Oakville Plan as part of the Nodes and Corridors element. Nodes and Corridors are key areas identified as the focus for mixed use development and intensification and comprise the town’s strategic growth areas, as defined in the Growth Plan, 2017.

7.6.4.2 Permitted Uses, Buildings and Structures

- i. The permitted uses shall be the full range of employment, commercial, including retail commercial, accommodation, institutional, cultural, health and medical, and entertainment uses, medium and high-density residential uses, and related public uses such as urban squares and parking;*
- ii. Permitted uses shall be primarily located in medium and high density residential, office and institutional buildings. Both mixed-use and single use building shall be permitted, and this may include single use retail and service commercial buildings, including supermarkets and department stores particularly in Trafalgar Urban Core Area 2. In addition, industrial*

buildings with an office component shall be permitted in Urban Core Area 1 as designated on Figure NOE 1.

7.6.4.4 Land Use Policies for Core Area 1

Urban Core Area 1 shall be comprised primarily of employment related uses, including offices and industrial buildings with office components and the general configuration of these uses shall be:

- a) Office Centre – Major office and institutional uses, as well as hotels, convention centres and ancillary retail and service commercial and business support services shall be permitted throughout, however offices shall be focused along the Trafalgar Corridor.*
- b) Prestige Industrial – Prestige industrial uses shall be permitted including a full range of industrial uses excluding truck terminals, works yards, waste processing, waste transfer and uses with outdoor processing or outdoor storage. Along the Trafalgar Road frontage, the built form shall be oriented to Trafalgar Road and will incorporate multiple-storey building elements.*
- c) Mixed Use – Along the north side of existing Burnhamthorpe Road, mixed use development shall be permitted in a “main street” format as a transition between the employment uses to the north and the commercial and residential development to the south. This area shall provide commercial, including retail and service commercial uses, and business support facilities. Office and institutional uses shall also be permitted. Both mixed use and single use buildings shall be permitted.*

7.6.4.8 Land Use Policies for All Core Areas 1-4

- b) The highest development densities will be focused*

along Trafalgar Road, with building heights and densities generally scaling down east and west of Trafalgar Road. Development at the edge of the Urban Core will be designed as a transition to abutting residential neighborhoods. A mix of uses shall be permitted in the Trafalgar Urban Core Area with a range of heights and densities to support transit, with development being encouraged to exceed the minimum density to better support transit use wherever possible.

c) *Minimum Density:*

i) *a minimum planned density for the Trafalgar Urban Core shall be established through the Regional Municipal Comprehensive Review, in conformity with the Growth Plan;*

d) *Until that time, development applications in this Area shall ensure that they meet transit supportive densities as established in Provincial Guidelines Building Heights:*

i) *Development within 100m from the Trafalgar Road right-of-way shall be a minimum height of 8 storeys, excluding podium elements which may be lower;*

ii) *Development within 100m and 300m from the Trafalgar Road right-of-way shall be a minimum height of 6 storeys, excluding podium elements which may be lower and as provided for in policy 7.6.4.8.e);*

iii) *Development beyond 300m from the Trafalgar Road right-of-way shall be a minimum height of 3 storeys; and*

vii) *A maximum height of 15 storeys shall be permitted, with the exception of lands at the intersection of Major Arterial/Transit Corridors and Avenue/Transit Corridors*

with Trafalgar Road or Dundas Street where the maximum height shall be 20 storeys.

viii) *In accordance with Section 7.6.2.2.a.v), increases of up to 4-storeys beyond the maximum permitted building, exclusive of bonusing, may be considered where adjacent to stormwater management ponds.*

ix) *Increases beyond the maximum permitted building height may be considered through bonusing, subject to Section 7.10.2.*

e) *Medium and High-Density Residential Development*

Notwithstanding Section 7.6.4.8.d)ii), stand-alone townhouses with a minimum height of 3-storeys may be permitted in the area between 100m to 300m of the Trafalgar Road right-of-way, provided that:

i. *They are part of a comprehensive development, including implementing zoning;*

ii. *They do not exceed 15 percent of the total number of units within the total area of the comprehensive development plan between 100m and 300m of the Trafalgar Road right-of-way;*

iii. *The achievement of a complete community is supported;*

iv. *A diverse mix of land uses is provided; and*

v. *A diverse range and mix of housing options is provided.*

The proposed amendment seeks to add residential and mixed-use permissions to the TUC –Core Area 1. The proposed amendment is in keeping with the

intent of the TUC area by permitting a range of uses to facilitate the creation of transit-supportive high density mixed-use corridor. Over the last few years, there has been a trend away from stand-alone office business parks (which is currently permitted in Core Area 1). Office developers and tenants prefer mixed-use environments with additional amenities and transit. COVID-19 has further exacerbated this shift throughout the Greater Toronto Area and has shifted the nature of work itself, with increased work from home opportunities. As stated in the Region of Halton's Planning for Change: An Analysis of COVID-19's Acceleration of Economic Trends in Halton Region report (May 2021), prepared by StrategyCorp, employers and employees are looking for "workable and productive workspaces, with modern amenities that are close to transit. The move towards building modern offices near transit is of particular benefit to Halton Region, which has the available land, space, and ability to construct these kinds of transit-oriented developments near its Major Transit Station Areas (MTSAs). The proposed amendment recognizes this market shift and increases the range of permitted uses to facilitate the creation of a mixed-use corridor in proximity to existing and planned transit services to meet market demand and supports existing and planned transit services, including the 407 Transitway and Trafalgar BRT. A similar OPA has been requested by Infrastructure Ontario (on behalf of the MGCS) to add residential and mixed-use permission to their lands within the TUC-Core Area 1 to facilitate the creation of a transit-supportive mixed-use community.

The proposed amendment recognizes the Region's vision for the TUC Primary Regional Node through ROPA 49 and helps to achieve the proposed minimum density target of 160 residents and jobs per gross hectare. The proposal will focus and provide high density development along Trafalgar Road, recognizing its importance as a Regional Higher Order Transit Corridor

7.7 Community Structure

7.7.2 Transportation

7.7.2.2 Transit

- a) *The Town will work with the Region of Halton and the Province of Ontario to develop a system of transit services for the Planning Area. The transit system will provide a range of options for transit service for the residents and employees. In particular:
 - i) *The Town shall support a "transit first" policy to ensure that development will proceed in a manner which will be supportive of the early provision of transit services.*
 - v) *The Town will encourage the Province to proceed with the Environmental Assessment and detailed design of the 407 Transitway and the related terminals at the Regional Road 25, Neyagawa Blvd. and Trafalgar Road interchanges and in such studies explore opportunities to minimize the width of the corridor in order to maximize development lands. The terminals should be designed to provide for connections between inter-regional, regional and local transit service. In addition, they should be designed to provide for mixed use development which is integrated with surrounding existing and/or proposed uses.**
- c) *Development plans shall be designed with specific regard to the safe, convenient and efficient provision of public transit. In particular, to facilitate the development of a transit supportive urban structure the following measures shall be reflected in all development proposals:
 - i. *Development, particularly at transit**

stops and stations, shall be designed at densities supportive of transit which are commensurate with the type and frequency of transit service planned for the area and/or corridor;

The subject site fronts onto Trafalgar Road and William Halton Parkway which are both identified as a major arterial/transit corridor and bus way (Figure 15 – NOESP Transportation Plan) and is west of the Trafalgar Road 407 Transitway Station, identified on the east side of Trafalgar Road. The proposed amendment conforms with the Community Structure policies and helps the Town realize its vision for mixed-use development surrounding the Trafalgar 407 Transitway Station. The proposal is supportive of transit services by ensuring the long term viability of transit-supportive uses along Trafalgar Road, with

densities that are commensurate with the transit service planned for the corridor. The proposal also recognizes the importance of the 407 Transitway Terminal planned for Trafalgar Road, which will provide easy inter- and intra-regional transit access for residents and employees.

The proposed development conforms to the aforementioned policies of the NOESP for the following reasons:

- The proposal facilitates compact development that efficiently uses land and infrastructure;
- The proposed amendment meets the intent of the Trafalgar Urban Core by facilitating the creation of a transit-supportive high density mixed-use corridor;

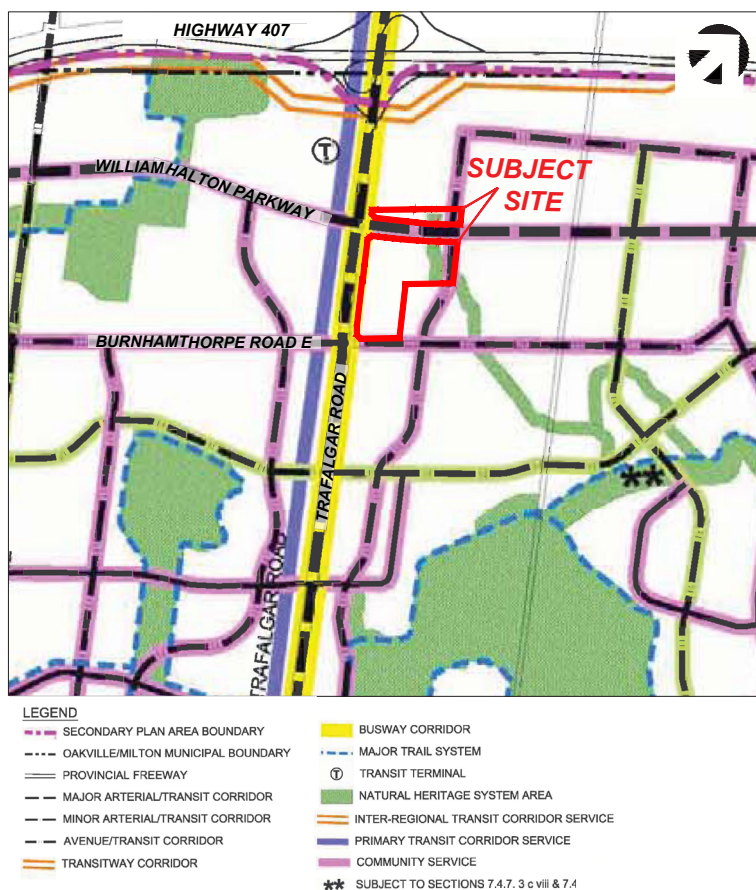


FIGURE 15 - NOESP NOE4- Transportation Plan

- The proposed amendment recognizes market changes and facilitates the creation of a transit-supportive mixed-use community along the planned Trafalgar BRT Corridor and within an 800 metre radius of the Trafalgar 407 Transitway Station;
- The proposal will aid in the achievement of the ultimate population target for North Oakville; and,
- The proposal recognizes the importance of the 407 Transitway Station planned for Trafalgar Road and places residential and employment uses in close proximity to support its long-term viability.



4.0
Land Use
Compatibility
Assessment

4.0 LAND USE COMPATIBILITY ASSESSMENT

In support of our OPA application, the Region of Halton has requested a Land Use Compatibility Assessment be prepared to minimize and mitigate potential conflicts between non-compatible land uses. The D6 Guideline Assessment / Risk Assessment is used to examine the potential level of risk that transportation or industrial facilities within a 300 metre radius may have on the proposed sensitive land use. There are currently no industrial facilities within a 300 metre radius of the subject lands, however, lands to the east, within 300 metres of the site, are designated 'Employment Area' in the NOESP.

The Ministry of Environment, Conservation and Parks' (MECP) Guideline D-6 is intended to be applied when a change of land use is proposed to prevent or minimize future land uses problems due to the encroachment of sensitive land uses (i.e., residential) and industrial land uses on one another. Issues relating to air quality, noise, odor, dust and litter are specifically addressed in the D-6 guidelines. The D-series guidelines identifies three Industrial Facility Classifications and associated minimum separation distances and 'potential areas of influence' (in which adverse effects may be experienced within industrial use areas) for each.

Ministry of Environment: D-Series – INDUSTRIAL USES		
Potential Areas of Influences and Minimum Separation Distances		
Industrial Facility	Minimum Separation Distance (metres)	Potential area of Influence (metres)
Class I	20	70
Class II	70	300
Class III	300	1000

Per the Region of Halton Land Use Compatibility Guidelines:

“Where there is no existing industrial facility within the area designated or zoned for industrial land use, determination of the potential influence area shall be based upon a hypothetical ‘worst case scenario’ for which the zoned area is committed.”

Therefore, the Land Use Compatibility Assessment must be based on the hypothetical 'worst case scenario' for the lands designated employment area.

Within the NOESP, permitted uses within the Employment District are:

- a) *light industrial operations, including light manufacturing, assembling, processing, fabricating, repairing, warehousing, distribution and wholesaling;*

- b) *business and professional office uses and medical clinics;*
- c) *service establishments such as print shops, equipment rental establishments, restaurants, hotels, banquet halls, financial institutions, and service establishments which primarily provide services at the customer’s location such as electricians and plumbers and limited retail commercial development such as business supply and industrial supply establishments subject to the requirements of Section 7.6.8.3 and 7.6.8.4d);*
- d) *public uses, institutional uses including places of worship, vocational schools;*
- e) *sport and recreation, and place of amusement uses;*
- f) *automobile related uses, including gas stations; and,*

- g) ancillary retail sales of products produced, assembled and/or repaired on the premises,
- h) as part of a distribution use, the ancillary retail sale of the products distributed from an ancillary showroom;
- i) research and development;
- j) information processing, call centres and similar uses; and,
- k) computer based services including design studios.

- i) general industrial operations within enclosed buildings including manufacturing, assembling, processing, fabricating, repairing, warehousing, distribution, and wholesaling;
- ii) outside storage, and outside operations incidental to industrial operations;
- iii) transportation terminal, works yard and outside storage yard;
- iv) waste processing station subject to a zoning by-law amendment, and,
- v) waste transfer station, subject to a zoning by-law amendment.

In addition, the following uses will be permitted in areas which do not abut residential, Urban Core, Institutional or Transitional Area designations, major arterial roads or Highway 407:

As shown on Figure 16- Proximity Concept, the subject lands are bound by lands designated 'Employment

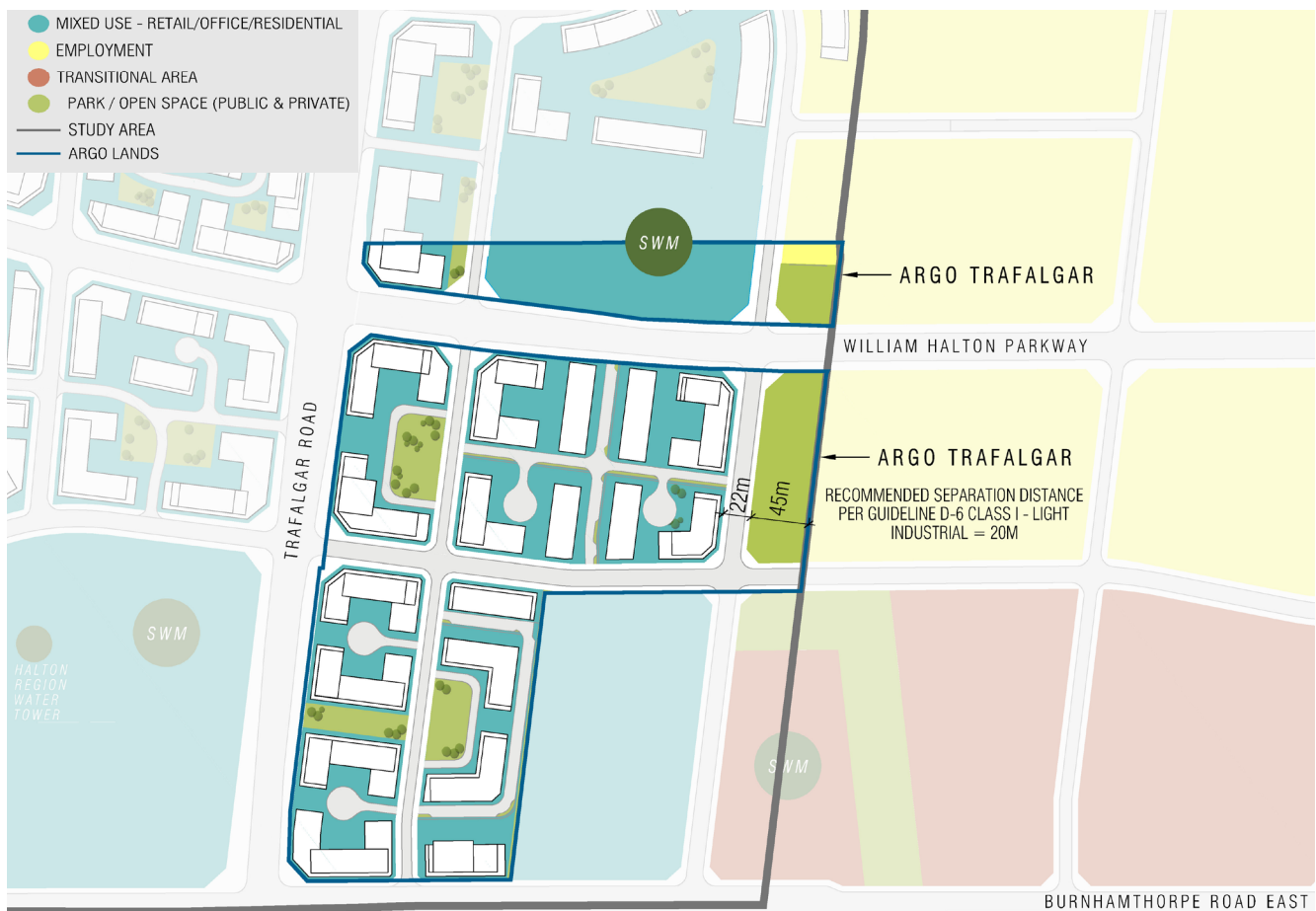


FIGURE 16 - Proximity Concept

District' to the east. As the 'Employment District' lands to the east abut the TUC and Transitional Area designations, light industrial uses would be the "worst case scenario" in terms of land use compatibility. Light industrial uses can be classified as Class I Industrial Facilities, as per the Guidelines D-6-Industrial Categorization Criteria. A Class I Industrial facility can be defined as place of business for a small scale, self contained plant or building which produces/ stores a product which is contained in a package and has low probability of fugitive emissions. Outputs are infrequent, and could be point source or fugitive emissions for any of the following: noise, odour, dust and/or vibration. They are daytime operations only, with infrequent movement of products and/or heavy trucks and no outside storage.

As such, the recommended minimum separation distance between Class I industrial uses and sensitive land uses (residential) is 20 metres. As illustrated on the concept plan, Trafalgar Urban Core lands south of William Halton Parkway, north of the Al Falah Islamic Centre, are separated by future employment uses by a future 22 metre wide Avenue road and an approximately 45 metre wide NHS corridor. Trafalgar Urban Core lands north of William Halton Parkway will be separated from future employment uses via a stormwater management facility and a 22 metre wide Avenue road. In both instances, the proposal will provide a separation distance which exceeds the recommendation of the D-6 guidelines. Therefore, no adverse effects to the proposed residential use from any future light industrial uses are anticipated.

To develop the subject lands with residential uses, a Zoning By-law Amendment and Draft Plan of Subdivision are required. Per the implementing OPA, those applications will be required to ensure land use compatibility with adjacent future employment uses. The future Zoning By-law will be required to establish

minimum and maximum setbacks, densities and other standards to ensure that development will achieve land use compatibility with the adjacent Employment District lands, in accordance with provincial guidelines. A more detailed land use compatibility study will be provided as part of a future Zoning By-law Amendment and Draft Plan of Subdivision application.

Technical Studies

Additional specialized technical reports have been prepared in support of the application to further demonstrate land use compatibility.

Noise Impact and Vibration Study

A Noise Impact and Vibration Study was prepared by HGC in support of the proposed development. The purpose of the Study was to establish if the proposed development requires noise and/or vibration control measures to meet the requirements of the Town of Oakville and the Ministry of the Environment and Climate Change (MOECC).

The Noise Impact Study identified no significant sources of stationary noise within 500 metres of the site. Analysis of the road traffic noise predictions was completed and determined that future sound levels will exceed MECP guidelines at the site. The report recommends a series of standard mitigation measures to ensure the proposed development will meet the requirements of the MECP , including:

- Air conditioning prior to occupancy and provision for future air conditioning are common mitigation measures found at many developments adjacent to major roads; and,
- Ventilation, building façade, and warning clause requirements for the development as a result of the various transportation sources;

Land Use Compatibility and Air Quality Assessment

A Land Use Compatibility and Air Quality Assessment was prepared by SLR in support of the proposed development. The purpose of the Study was to conduct a review of air quality emissions of transportation sources in the immediate area and the surrounding future land uses.

In accordance with the Halton Region Land Use Compatibility Guidelines, the project site is anticipated to be compatible with surrounding land uses from an air quality perspective. Further, the project site will not affect the ability for industrial facilities to obtain or maintain compliance with applicable Provincial environmental policies, regulations, approvals, authorizations, and guidelines. The requirements of MECP Guideline D-6 and Regulation 419/05 are met.

Transportation Impact Study

A Transportation Impact Study was prepared by CGH Transportation in support of the proposed development. The purpose of the Study was to conduct a high-level review on the impact of the proposed development on the transportation network within the Study Area. The Study included a review of existing and planned conditions, a travel demand forecast, an operational analysis and a transportation demand analysis.

Based on comments received, the report also contains a review of the anticipated truck traffic from future employment lands. The Study concludes that the major sources of future truck traffic are IO's employment lands, North Oakville Block 6 and background traffic along William Halton Parkway. The scale of truck traffic generated by the IO Lands and North Oakville Block 6 is estimated using the ITE truck generation rates which are at 0.01 per 1,000 square feet GFA on the adjacent street during the AM and PM peak hours for general light industrial, general office, and shopping centre land uses. The Scenario B land use assumption

for IO lands includes 50% employment land use will generate around 40 two-way truck trips during the peak hours while the North Oakville Block 6 site will generate 4 two-way truck trips during the peak hours. Comparing to the screen line vehicle volumes along William Halton Parkway, the trucks will take up only 1% to 2% of total traffic by 2041, which is a minor increase comparing to the 2022 truck percentage along William Halton Parkway that is between 0% and 2%. This truck percentage is typical for Regional corridors and unlikely to affect the traffic operation along the road.


Truck traffic cutting through Argo lands is unlikely for non-local truck traffic as Regional corridors such as William Halton Parkway and Trafalgar Roads are the most direct routes for them to traverse the Town. Potential truck traffic using the local streets through Argo lands are mostly likely local truck traffic generated by the employment blocks on the IO Lands. While they may share the driveways north of William Halton Parkway with the Argo lands, introducing signage and traffic calming measures could address the concern for cut-through truck traffic.

Conclusion

As demonstrated above, the proposed OPA to add residential and mixed-use permissions to the site is compatible with the existing and future transportation network and future industrial uses. The implementing OPA contains policies that requires future development applications to ensure land use compatibility with the adjacent Employment District lands. The Noise Impact Study demonstrates MECP acceptable impingement levels. Where noise levels exceed acceptable limits, a series of mitigation measures are recommended to ensure the proposed development will meet the requirements of the MECP. The Land Use Compatibility and Air Quality Assessment concludes that the project site is anticipated to be compatible with

surrounding land uses from an air quality perspective. The Transportation Impact Study concludes that the estimated truck volumes and percentages from future employment lands are typical for Regional corridors and unlikely to affect the traffic operation along the road. Further it concludes, that cut through truck traffic through the Argo lands is unlikely as there are more direct routes through William Halton Parkway and Trafalgar Road.

Additional land use compatibility assessments will be prepared as part of the future Zoning By-law Amendment and Draft Plan of Subdivision applications.

An aerial photograph of a residential development, showing a mix of green spaces, paved roads, and buildings. A large, semi-transparent orange circle is centered over the image, containing the text '5.0 Public Information Meeting'.

5.0

Public Information Meeting

5.0 PUBLIC INFORMATION MEETING

A joint virtual Public Information Meeting for the subject lands and the MGCS lands (managed by IO) was held via a Microsoft Teams meeting on March 30, 2022, from 6:30 to 7:30 pm. The Public Information Meeting was attended by the two former Ward 7 councillors (Jasvinder Sandhu and Pavan Parmar), the Town file planner (Tricia Collingwood), 7 members of the public, and representatives from Infrastructure Ontario, Argo Trafalgar Corporation and GSP Group. Comments and questions raised by attendees regarding the proposed development included:

- 1) **Isn't this what the Town had planned for this area? Is all the planning work the Town did out the window?**

A: Currently the Town of Oakville only permits employment and service commercial uses within the TUC-Core Area 1. The proposed OPA would add residential and mixed-use permissions to the site to permit development that is in keeping with the land use permissions of the other TUC Urban Core Areas. Over the last number of years, there has been a trend away from stand-alone office business parks (which is currently permitted here). Office developers and tenants want a more mixed-use environment with additional amenities and transit.

Our proposed OPA will be submitted to the Town where they will evaluate our proposal and make the ultimate decision on the application.

- 2) **Concerns with proposing towers adjacent to the school. Has the school been informed of the proposal?**

A: No changes are proposed to the maximum

permitted heights in the Trafalgar Urban Core Area. The concept plan presented at the Public Information Meeting was for illustrative purposes and a separate development application would be required to determine the proposed built form, building heights and road layout. This future development application would go through a separate public consultation and review process.

Notice of the Public Information Meeting for the OPA application was circulated to residents within a 200 metre radius of the proposal, including the school.

- 3) **Will these buildings be mixed use? How common is it for people to live next to where they work?**

A: We are proposing residential mixed-use permissions to be added. Based on market research, mixed-use buildings are viable in this area and people want to be closer to where they work.

An aerial photograph of a suburban area, showing a mix of green fields, trees, and residential or commercial buildings. A large, semi-transparent orange circle is centered over the image. Inside the circle, the text "6.0 Official Plan Amendment" is written in a light orange, sans-serif font.

6.0
Official Plan
Amendment

6.0 OFFICIAL PLAN AMENDMENT

In order to permit the proposed development, it is requested that the North Oakville East Secondary Plan be amended as follows:

Map Changes:

Amending Figure NOE 2 Land Use Plan to add a site specific policy area to Part of lot 12, Concession 2, NDS, located at the northeast corner of the intersection of Trafalgar Road with Burnhamthorpe Road East.

Text Changes:

7.6.18.XXX *The following additional policies apply to lands legally described as Part of Lot 12, Concession 2:*

a) *Permitted Uses*

Lands within the Trafalgar Urban Core – Urban Core Area 1 shall be planned to accommodate a mix of residential, commercial, institutional and employment uses and the general configuration uses shall be:

i. Mixed Use – Mixed use development including office, commercial, institutional, business support services, and residential uses will be permitted throughout this area and will be encouraged along Trafalgar Road, Burnhamthorpe Road and William Halton Parkway. Commercial uses will be encouraged on the ground level of mixed use buildings, in particular at the intersection of Trafalgar Road with William Halton Parkway and Burnhamthorpe Road.

ii. High Density Residential – stand alone high density residential uses shall be permitted.

iii. Medium Density Residential – will be permitted in this area and will be encouraged to locate in areas which complement adjacent high density residential development.

b) *Building Heights:*

i. Development within 100m of the Trafalgar Road right-of-way shall have a minimum building height of 12-storeys, excluding podium elements which may be lower, and a maximum building height of 30-storeys.

ii. Development between 100m and 300 m of the Trafalgar Road right-of-way shall have a minimum building height of 6-storeys and a maximum building height of 15-storeys, except for the lands along William Halton Parkway and Burnhamthorpe Road where the maximum building height shall be 20-storeys.

c) *Medium and High Density Residential Development*

*i. Stacked townhouses are permitted between 100 m and 300 m of the Trafalgar Road right-of-way and are not subject to policy 7.6.4.8.e).
ii) and shall have a minimum building height of 3-storeys.*

d) *General Design Directions*

i. Within the first 100 metres of Trafalgar Road, surface parking will be limited to commercial and visitor parking spaces and should be appropriately sited and screened to minimize its view from Trafalgar Road.

ii. Buildings should be orientated towards Trafalgar Road, William Halton Parkway and Burnhamthorpe Road frontages to provide interest and comfort at ground level for pedestrians.

iii. Publicly accessible private open spaces will be encouraged within individual development sites.

iv. Enhanced streetscape areas should be incorporated in the design of new development along Trafalgar Road, William Halton Parkway and Burnhamthorpe Road. These areas shall be designed and function as a unifying public realm using compatible, consistent, and complementary

design treatments while contributing to a distinctive and unique streetscape. Enhanced streetscape areas may include the preservation of existing large stature trees and open space areas, varying setbacks in built form and the creation of additional pedestrian-oriented spaces.

e) Implementation

Land Use Compatibility

To ensure compatible development by:

- i. protecting proposed employment uses adjacent to the Strategic Growth Area by ensuring land use compatibility with adjacent new development;*
- ii. balancing the needs of proposed employment uses while ensuring the area can adapt and evolve to include a greater mix of office, residential and other sensitive land uses; and,*
- iii. Establishing minimum and maximum setbacks and other standards in the future implementing Zoning By-Law, to ensure that development will achieve land use compatibility with the adjacent Employment District lands in accordance with provincial guidelines. New residential uses will not be permitted within the minimum separation distance established in the Provincial D-6 guidelines.*

Servicing

- i. Prior to the approval of future Draft Plan of Subdivision applications, an update to the approved servicing plan shall be completed, to the Region's satisfaction, to address updated population estimates and distribution to confirm the preferred water and wastewater servicing strategy for the subject lands and the broader Regional water and wastewater system, including identifying upgrades and improvements that will be required to support development.*
- ii. The updated servicing plan shall confirm that future development will not circumvent the*

development of any surrounding Employment District lands.

- iii. Should the results of the study show that capacity is not available, development may not be permitted until the required improvements to capacity constraints have been implemented or a coordinated staging and monitoring plan has been developed to implement the preferred water and wastewater servicing strategy for the area.*

Employment Needs

- i. The appropriate proportion of commercial and employment space to be accommodated on site will be determined through a future Zoning By-law Amendment application. It is anticipated that this will be satisfied through a combination of podium commercial uses, office uses and co-working amenity spaces which facilitate improved work from home opportunities.*



7.0
Planning Opinion

7.0 PLANNING OPINION

The proposed Official Plan Amendment is justified and represents good planning for the following reasons:

1. The proposal is consistent with the Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe, and Region of Halton Official Plan;
2. The proposed amendment adds residential and mixed-use permissions to a Settlement Area, Designated Greenfield Area and Strategic Growth Area, an appropriate location for growth and development;
3. The proposed amendment facilitates future high density mixed-use development in a Strategic Growth Area where urban services exist and are planned to accommodate future development;
4. The proposed amendment will facilitate a mix of uses and densities supportive of future transit services, including the 407 Transitway and Trafalgar BRT;
5. The proposal contributes to the creation of a compact mixed-use community that improves connectivity and makes efficient use of land and services;
6. The proposal reduces the dependence on the automobile as it will contribute to the development of a mixed-use, transit-supportive and pedestrian friendly environment;
7. The proposed amendment to add residential and mixed-use permissions to the site is compatible with the existing and future transportation network and future industrial uses, as justified through the Traffic Impact Study, Air Quality Assessment, and Land Use Compatibility Assessment. To ensure continued compatibility, additional land use compatibility studies will be submitted as part of future development applications.

8. The proposal is coordinated with adjacent landowners to provide a well planned comprehensive community; and,
9. The proposal recognizes the importance of the 407 Transitway Station planned for Trafalgar Road and places residential and employment uses in close proximity to support its long-term viability.

Respectfully submitted,

KORSIAK URBAN PLANNING



Alison Bucking, BES, RPP



Terry Korsiak, MA, RPP

APPENDICES

APPENDIX I: PROVINCIAL POLICIES APPLICABLE TO THE PROPOSAL

PROVINCIAL POLICY STATEMENT (2020)

The following sections and policies of the PPS are applicable to this proposal:

Section 1.1.1 states:

1.1.1 Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs; and*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- g) ensuring that necessary infrastructure*

and public service facilities are or will be available to meet current and projected needs;

h) promoting development and land use patterns that conserve biodiversity;

The proposed amendment conforms to Section 1.1.1 of the PPS by adding residential and mixed-use permissions to lands along a Regional Higher Order Transit Corridor (Trafalgar Road) with existing and planned public services and facilities to support the creation of a complete community.

Policies in the 'Settlement Areas' section state:

1.1.3.1 Settlement areas shall be the focus of growth and development.

1.1.3.2 Land use patterns settlement areas shall be based on densities and a mix of land uses which

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed;*

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and

public service facilities required to accommodate projected needs.

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

The proposal conforms to the ‘Settlement Areas’ policies as it adds residential and mixed-use permissions to lands within a Settlement Area and Designated Greenfield Area to facilitate transit-supportive development along a Regional Higher Order Transit Corridor and in proximity to the EA approved Trafalgar 407 Transitway Station.

Policies in the ‘Employment’ Section state:

1.3.1 Planning authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and*
- e) ensuring the necessary infrastructure is provided to support current and projected needs*

1.3.2.5 Notwithstanding policy 1.3.2.4, and until the official plan review or update in policy 1.3.2.4 is undertaken and completed, lands within existing employment areas may be converted to a designation that permits non-employment uses provided the area has not been identified as provincially significant through a provincial plan exercise or as regionally significant by a regional economic development corporation working together with affected upper and single-tier municipalities and subject to the following:

- a) there is an identified need for the conversion and the land is not required for employment purposes over the long term;*
- b) the proposed uses would not adversely affect the overall viability of the employment area; and*
- c) existing or planned infrastructure and public service facilities are available to accommodate the proposed uses.*

The subject site is not located within a Provincially Significant Employment Zone or included within the Region of Halton Employment Area overlay. The proposed amendment to add residential and mixed-use permissions to the site will allow the area to develop as a mixed-use hub, and as outlined in the Region of Halton’s White Paper (May 2021), will help meet market demand for modern office environments close to transit and other amenities. The proposed amendment will not adversely impact the employment area to the east and west and further land use compatibility assessments will be undertaken through future Plan of Subdivision, Zoning By-law Amendment and Site Plan applications. The addition of residential uses and the creation of a mixed-use hub will further supplement the employment areas to the west and provide a mix of services and amenities in close proximity to those areas.

Policies in the 'Housing' Section state:

1.4.3 *Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:*

- b) *Permitting and facilitating:*
 - 1. *All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities;*
- c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

The proposal adds residential and mixed-use permissions to an appropriate location with existing and planned infrastructure and public service facilities, while being located in close proximity to planned employment uses. The proposal supports the Regional Higher Order Transit Corridor and EA approved Trafalgar 407 Transitway Station.

Policies in the 'Long-Term Economic Prosperity' section state:

1.7.1 *Long term economic prosperity should be supported by:*

- b) *encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*
- c) *optimizing the long-term availability and use of land, resource, infrastructure and public service facilities;*

The proposal supports planning authorities' achievement of these objectives by permitting a range of uses and densities which ensure future development makes efficient use of land, thereby optimizing the long-term availability of land, resources and infrastructure. The proposal will permit residential uses within close proximity to employment uses, thereby fostering a complete community where individuals can live and works.

Policies in Section 1.8, 'Energy Conservation, Air Quality and Climate Change' state:

1.8.1 *Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:*

- a) *promote compact form and a structure of nodes and corridors;*
- b) *promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*

- c) *encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion; [...]*

The proposal is consistent with the policies of the ‘Energy Conservation, Air Quality and Climate Change’ by establishing lands use policies that facilitate compact mixed-use development, which will encourage active transportation modes and the use of transit.

The proposed development is consistent with the Provincial mandate as set out in the Provincial Policy Statement for the following reasons:

- The proposed amendment contributes to the creation of a complete community by adding residential and mixed-use permissions to lands located in proximity to existing and planned transit services, including the EA approved Trafalgar 407 Transitway Station and Trafalgar BRT.
- The proposed amendment will facilitate new development and growth within a Settlement Area;
- The proposal facilitates the creation of compact community by adding residential and mixed-use permissions to lands along a Regional Higher Order Transit Corridor, in proximity to the EA approved Trafalgar 407 Transitway Station; and,
- The proposed development is coordinated with adjacent landowners (MGCS) to ensure the delivery of adequate services and amenities.

A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2020 OFFICE CONSOLIDATION)

The subject lands are located within the ‘Built-Up Area’ as shown on Schedule 2: A Place to Grow Concept. Within the Growth Plan the following sections and policies are applicable to this proposal:

1.2.1 Guiding Principles

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime;*
- *Prioritize intensification and higher densities to make efficient use of land and infrastructure and support transit viability;*
- *Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.*
- *Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.*
- *Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions.*

The proposal achieves the Guiding Principles of the Growth Plan as it facilitates compact transit-supportive development along a Regional Higher Order Transit Corridor with planned priority bus services and in proximity to the EA approved Trafalgar 407 Transitway Station, which will facilitate easy access to services and amenities.

2.2.1 Managing Growth

2. *Forecasted growth to the horizon of this Plan will be allocated based on the following:*

- a) *the vast majority of growth will be directed to settlement areas that:*
 - ii. *have existing or planned municipal water and wastewater systems; and*
 - iii. *can support the achievement of complete communities.*
- c) *within settlement areas, growth will be focused in:*
 - iv. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
 - v. *areas with existing or planned public service facilities.*

4. *Applying the policies of this Plan will support the achievement of complete communities that:*

- a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes*
- c) *provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) *expand convenient access to:*
 - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active*

transportation;

- ii. *public service facilities, co-located and integrated in community hubs;*
- iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
- e) *provide for a more compact built form and a vibrant public realm, including public open spaces;*

The proposal will permit residential and mixed-use development on lands within the Settlement Area with existing and planned public services facilities and municipal water and wastewater systems. The subject site is located along a Higher Order Transit Corridor with planned priority bus services and in proximity to the EA approved Trafalgar 407 Transitway. The proposal facilitates the creation of a mixed-use community, with a diverse mix of land uses, thereby supporting the achievement of a complete community. The implementing OPA encourages ground floor commercial uses along arterial roads, requires a future zoning by-law amendment to determine the appropriate proportion of commercial/employment uses and promotes the creation of Privately Owned Public Spaces, to ensure that future resident can conveniently access services and amenities to meet their daily needs.

2.2.4 Transit Corridors and Station Areas

8. *All major transit station areas will be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate:*

- a) *connections to local and regional transit services to support transit service integration;*

- b) *infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and*
 - c) *commuter pick-up/drop-off areas*
9. *Within all major transit station areas, development will be supported, where appropriate, by:*
- a) *planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels;*
 - d) *prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities;*
2. *The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:*
- a) *The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare.*

The proposal adds transit-supportive residential and mixed-use permissions to lands within the Designated Greenfield Area, thereby helping to achieve the minimum density target for the Region of Halton.

The Trafalgar 407 Transitway Station meets the Growth Plan’s definition of a “Major Transit Station Area” since it is a “planned higher order transit station...within a settlement area”. A Major Transit Station Area is further defined as “the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk”. The proposed OPA to add residential and mixed-use permissions to the subject lands conforms to Policy 2.2.4.8 and 2.4.4.9 as it will facilitate transit-supportive mixed-use development within an 800 metre radius of the Trafalgar 407 Transitway Station.

The proposed development conforms to the aforementioned policies of the Growth Plan for the Greater Golden Horseshoe for the following reasons:

2.2.7 Designated Greenfield Areas

1. *New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:*
- a) *supports the achievement of complete communities;*
 - b) *supports active transportation; and*
 - c) *encourages the integration and sustained viability of transit services.*

- The proposed amendment facilitates compact mixed-use development in an area with existing and planned infrastructure and public service facilities;
- The proposed amendment adds residential and mixed use permissions to lands within the Designated Greenfield Area, thereby facilitating future development that helps to achieve the Region of Halton’s minimum density target;
- The proposal facilitates mixed-use development along a Regional Higher Order Transit Corridor and in proximity to the EA approved Trafalgar 407 Transitway Station, which will support the sustained viability of transit services;
- The proposed amendment facilitates transit-supportive mixed-use development within an 800 metre radius of the Trafalgar 407 Transitway Station; and
- The proposed amendment is supportive of active

transportation and the use of transit services, by facilitating the creation of a compact mixed-use environment where residents can live and work.

APPENDIX II: REGIONAL POLICIES APPLICABLE TO THE PROPOSAL

REGION OF HALTON OFFICIAL PLAN

The subject lands are designated ‘Urban Area’. The following Regional Official Plan policies are applicable to this proposal:

Halton’s Regional Structure

51. *The Regional Structure consists of the following mutually exclusive land use designations;*
1. *Urban Area, where urban services are provided to accommodate concentrations of existing and future development;*
- 55.1 *The Regional Structure also sets out targets for intensifying development within the Built-Up Area, and development density in the Designated Greenfield Areas as contained in Table 2.*

The proposal facilitates residential and employment growth within the Urban Area where urban services

TABLE 2: INTENSIFICATION AND DENSITY TARGETS

MUNICIPALITY	MINIMUM NUMBER OF NEW HOUSING UNITS TO BE ADDED TO THE BUILT-UP AREA BETWEEN 2015 AND 2031	MINIMUM OVERALL DEVELOPMENT DENSITY IN DESIGNATED GREENFIELD AREA (RESIDENTS AND JOBS COMBINED PER GROSS HECTARE)
BURLINGTON	8,300	45
OAKVILLE	13,500	46
MILTON	5,300	58
HALTON HILLS	5,100	39
HALTON REGION	32,200	50

exist and are planned to accommodate future development. The proposed development helps to achieve the minimum intensification target for the built-up area by facilitating the development of a high density mixed-use community.

Urban Area

72. *The objectives of 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.

4. *To ensure that growth takes place commensurately both within and outside the Built Boundary.*
5. *To establish a rate and phasing of growth that ensures the logical and orderly progression of development, supports sustainable and cost effective growth, encourages complete communities, and is consistent with the policies of this Plan.*
6. *To identify an urban structure that supports the development of Intensification 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 an appropriate range and balance of employment uses including industrial, office and retail and institutional uses to meet long term needs.*

74. *The Urban Area consists of areas so designated on Map 1 where urban services are or will be made available to accommodate existing and future urban development and amenities. Within the Urban Area, Employment Areas and Urban Growth Centres are identified on Map 1 as overlays on top of the Urban Area, for which specific policies apply.*

77. *It is the policy of the Region to:*

2.1. *Direct, through Table 2 and Table 2a, to the*

Built-Up Area a minimum of 40 per cent of new residential development occurring annually within Halton in 2015 and every year thereafter.

The proposal contributes to the creation of a healthy community that is compact in form, maintains a high quality natural environment, improves connectivity, and makes efficient use of land and services. The proposed amendment will facilitate the development of a mixed-use community in proximity to existing and planned services and amenities, to support the creation of a complete community. The proposal facilitates transit-supportive densities along Trafalgar Road (Higher Order Transit Corridor) to support the use of transit services and active transportation.

Regional Urban Structure

78. *Within the Urban Area, the Regional Urban Structure, as shown on Map 1H, implements Halton's planning vision and growth management strategy to ensure efficient use of land and infrastructure while supporting transit, and the long-term protection of lands for employment uses.*

The Regional Urban Structure consists of the following structural component:

- 1) *Strategic Growth Areas;*
- 2) *Regional Employment Areas;*
- 3) *Built-up Areas; and*
- 4) *Designated Greenfield Areas.*

78.1 *The objectives of the Regional Urban Structure are:*

- 2) *To focus a significant proportion of population and certain types of employment growth within Strategic Growth Areas*

through mixed use intensification supportive of the local role and function and reflective of its place in the hierarchy of Strategic Growth Areas identified in this Plan.

Lands subject to this amendment are located on Trafalgar Road, a Higher Order Transit Corridor, which is identified as a Strategic Growth Area. The proposal permits residential uses in proximity to employment and commercial uses to facilitate the creation of a mixed-use community where individuals can live and work.

Strategic Growth Areas

79. *The objectives of the Strategic Growth Areas are:*

- 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.*
- 4) *To provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighborhoods.*
- 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.*
- 11) *For Regional Corridors:*
 - a) *To achieve increased residential and employment densities in order to ensure the viability of existing and planned transit infrastructure and service.*
 - b) *To achieve a mix of residential, office, institutional and commercial development, where appropriate.*

79.1 *Strategic Growth Areas are integral to the Regional Urban Structure within the Urban Area and consist of:*

- 4) *Regional Corridors as shown on Map 1H and as identified in Local Official Plans, which consists of areas along Higher Order Transit Corridors and selected Arterial Roads within Urban Areas, as shown on Map 3,*

79.2 *The Regional Urban Structure contains a hierarchy of Strategic Growth Areas as delineated or identified by symbol on Map 1H:*

- 7) *Regional Corridors*

79.3 *The Regional Urban Structure contains a hierarchy of Strategic Growth Areas as delineated or identified by symbol on Map 1H:*

- 1) *Direct development with higher densities and mixed uses to Strategic Growth Areas in*

accordance with the hierarchy identified in Section 79.2 of this Plan.

The subject site fronts Trafalgar Road, which is identified as a Higher Order Transit Corridor and a Strategic Growth Area in the Region of Halton Official Plan. The proposal will facilitate compact development and promote a live-work relationship by providing a mixed-use community, thereby supporting active transportation and reduced automobile use.

Transportation

172. The objectives of the Region are:

2. To develop a balanced transportation system that:

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

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

9.2 To integrate transportation planning, land use planning and investment in infrastructure.

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

The subject site is located adjacent to a Higher Order Transit Corridor, Trafalgar Road. By including residential uses in conjunction with the current employment uses, the proposal will enable the

creation of a mixed-use community that will reduce dependency on automobile use and promotes alternative modes of transportation. A priority bus service is also planned for Trafalgar Road, which will provide access to the Oakville GO as well as the future Trafalgar 407 Transitway Station, thereby supporting the viability of public transit.

The proposed amendment conforms to the aforementioned policies of the Region of Halton Official Plan for the following reasons:

- The proposed amendment facilitates future development within the Urban Area where urban services exist and are planned to accommodate future development;
- The proposal adds residential and mixed use permissions to lands in proximity to existing and planned services and amenities, to support the creation of a vibrant community;
- The proposal contributes to the creation of a compact mixed-use community that improves connectivity and makes efficient use of land and services;
- The proposed amendment facilitates transit-supportive densities along Trafalgar Road (Higher Order Transit Corridor), which will support the use of transit services and promote active transportation; and
- The proposal facilitates mixed-use development in a Strategic Growth Area.