

Planning & Urban Design Rationale

2163 & 2169 Sixth Line
Oakville

Prepared For
Bara Group (River Oaks) Inc.

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This Planning and Urban Design Rationale report has been prepared in support of an application by Bara Group (River Oaks) Inc. (the “Applicant”) to amend the Livable Oakville Official Plan (2009) and Town of Oakville Zoning By-law No. 2014-014, as amended, with respect to the lands municipally addressed as 2163 and 2169 Sixth Line, which is generally located in the northwest corner of Sixth Line and River Oaks Boulevard.



An overhead view of a meeting around a table. The table is covered with architectural blueprints, a yellow folding ruler, a yellow tape measure, a pencil holder, a color palette, a tablet, and a clipboard with a 3D model. Five people in business attire are gathered around the table, engaged in discussion and work. The scene is dimly lit with a blueish tint.

1

Introduction

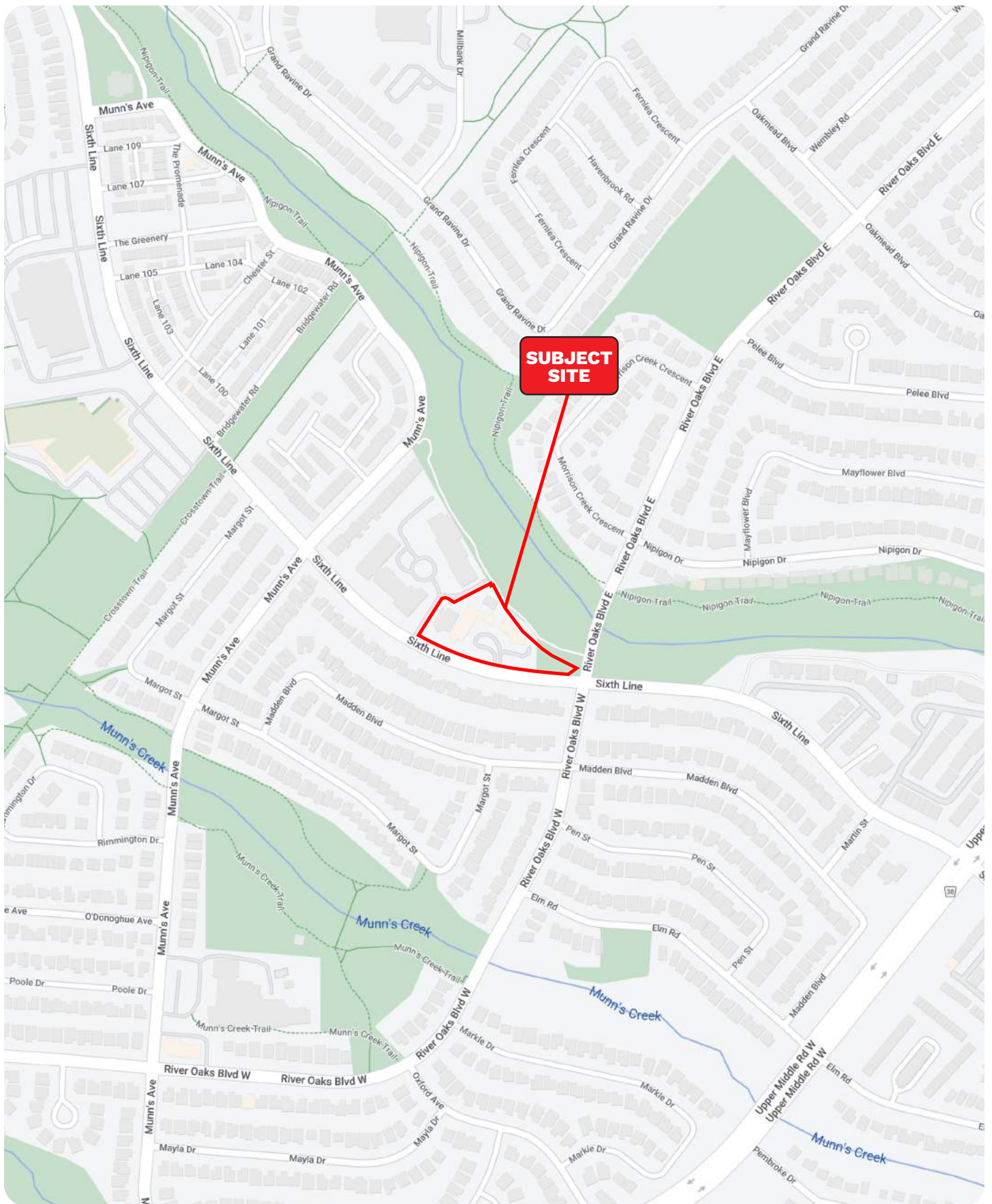


Figure 1 - Location Map

This Planning and Urban Design Rationale report has been prepared in support of an application by Bara Group (River Oaks) Inc. (the "Applicant") to amend the Livable Oakville Official Plan (2009) and Town of Oakville Zoning By-law No. 2014-014, as amended, with respect to the lands municipally addressed as 2163 and 2169 Sixth Line, which is generally located in the northwest corner of Sixth Line and River Oaks Boulevard (see **Figure 1**, Location Map).

The Subject Site is currently occupied by a series of small single-level retail commercial and medical office buildings as well as surface parking areas. The site is irregular in shape, with a frontage of approximately 165 metres along Sixth Line and 10 metres on River Oaks Boulevard East. Due to the irregular shape of the site, the maximum depth of the site is 82 metres, slowly narrowing as the site travels southwards to River Oaks Boulevard. The site has a total area of approximately 7,200 square metres.

The proposed Official Plan and Zoning By-law Amendment applications will permit the development of the Subject Site with a mixed-use building consisting of a 9 storey residential apartment building with medical office and retail space at grade, with a total net floor area of 20,050 square metres resulting in an overall density of 2.78 FSI (the "proposed development"). Access will be provided through two driveways from Sixth Line, with short term parking provided on surface and a 2-level underground garage for long term parking.

The proposed development will contribute to the Town of Oakville's intensification targets by intensifying an underutilized commercial site with a contextually sensitive proposal that appropriately transitions to the scale of "Low Density Residential" uses across Sixth Line and is aligned with the existing "High Density Residential" uses immediately west of the Subject Site. The proposed mix of uses is consistent with the current land use permissions of the "Neighbourhood Commercial" designation, which permits retail commercial uses with residential above, while intensifying the use of the Subject Site that will contribute to the form and function of Sixth Line as an arterial road and diversify the River Oaks Neighbourhood by introducing housing options that taking advantage of existing infrastructure, including community amenities, parks and open space and public transit.

This report concludes that the proposal is consistent with the planning framework established in the Provincial Policy Statement (the "PPS"), and conforms to the policies of the A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the "Growth Plan"), the Region of Halton Official Plan, and the general intent the Livable Oakville Official Plan, all of which promote compact built forms that efficiently utilize existing infrastructure and that are compatible with the surrounding mix of land uses and support intensification in built-up areas and in proximity to higher-order transit. Amendments to the Livable Oakville Official Plan and Zoning By-law are required to permit the proposed development, particularly in relation to the proposed building height and various minimum setbacks.

From a land use perspective, the proposal will contribute to the achievement of numerous policy objectives that promote intensification and a range of housing choices within built-up areas, particularly in locations that are well-served by municipal infrastructure, including public transit and community services and facilities.

From a built-form and urban design perspective, the proposal represents an appropriate design response that will provide a suitable and desirable built-form along Sixth Line, appropriate separation distances to the existing buildings immediate surrounding the Subject Site, and provides appropriate transitions, including the use of setbacks and step backs, to Low Density Residential uses across Sixth Line. The proposed height, while taller than the existing context, is appropriate given the extensive transition to Low Density Residential uses and close proximity to a ravine feature, and the direction within the Growth Plan, Halton Region Official Plan, and Livable Oakville Official Plan for intensification throughout the urban area.

For the foregoing reasons, it is our opinion that the proposal represents good planning and urban design, is consistent with the PPS and conforms to the Growth Plan, the Region of Halton Official Plan and is in keeping with the Livable Oakville Official Plan. Accordingly, we recommend approval of the Application.



Site & Surroundings

2.1 Subject Site

The Subject Site is located on the north side of Sixth Line, west of River Oaks Boulevard in the Town of Oakville. The site is irregular in shape, with a frontage of approximately 165 metres along Sixth Line and 10 metres on River Oaks Boulevard East. Due to the irregular shape of the site, the maximum depth of the site is 82 metres, narrowing as the site travels southwards to River Oaks Boulevard. The site has a total area of approximately 7,200 square metres (see **Figure 2**, Aerial Photograph).

The Subject Site currently consists of the following:

- 2163 Sixth Line, a cluster of 1-storey brick buildings, currently occupied by a variety of retail/commercial uses.
- 2169 Sixth Line, 1-storey brick building currently occupied by River Oaks Dental and other medical uses.

The orientation of the 2163 Sixth Line commercial building is in an L-shape situated along the west and north property boundaries with surface parking located central to the site. There are two curb cuts along Sixth Line, the easternly driveway providing access to the surface parking area and retail and commercial uses, while the westerly driveway provides access for loading from the western wing of the commercial building.

2169 Sixth Line is immediately west of 2163 and shares an driveway and surface parking with the Oaks Condominium and the Knox Heritage Seniors Place located to the west of the Subject Site. 2169 Sixth Line is occupied by a one-storey medical office building.

There are several existing trees and shrubs on the Subject Site, primarily located along the Sixth Line and River Oaks Boulevard frontages and documented in the submitted Arborist Report prepared by Kuntz Forestry Consulting Inc. A ravine feature also encompasses the rear of the Subject Site which is accompanied by a trail system known as the Nipigon Trail.



Figure 2 - Aerial Photo - Site Context



Subject Site, 2163 Sixth Line, Northern Portion of the Building



Subject Site, 2163 Sixth Line, Southern Portion of the Building



Subject Site, 2169 Sixth Line



Subject Site, abutting Nipigon Trail

2.2 Area Context

The Subject Site is located along a minor arterial road, Sixth Line, within the River Oaks neighbourhood in the central area of the Town of Oakville. Sixth Line is characterized by a wide mix of residential densities and built forms as well as various community uses such as parks, community centres, and schools. Sixth Line is organized as the spine of the surrounding neighbourhood, providing community infrastructure that is accessible by public transit and connected to the commercial core focused around the intersection of Trafalgar Road and Dundas Street East to the northeast in the Uptown Core area.

The Subject Site is located between two Growth Areas, as identified in the Livable Oakville Official Plan: Midtown Oakville to the southeast around the Oakville GO station and the Uptown Core to the northeast at Dundas Street East. Sixth Line, a minor arterial road, provides connection for the surrounding neighbourhood to both the Uptown Core and Midtown Oakville.

The area surrounding the Subject Site is comprised of a mix of uses. As discussed in detail below, to the north is a ravine feature accompanied by a trail system known as the Nipigon Trail. The opposite side of the ravine is low-scale residential uses primarily consisting of single detached dwellings. There is a low density, predominantly single detached residential neighbourhood to the immediate south which continues to Upper Middle Road West to the southwest. To the east, past a natural feature on the east side of River Oaks Boulevard, is another low-rise residential development comprising of mostly row townhouses. To the immediate west of the site along Sixth Line are two 4-5 storey high density residential buildings and various medium density residential and community uses.

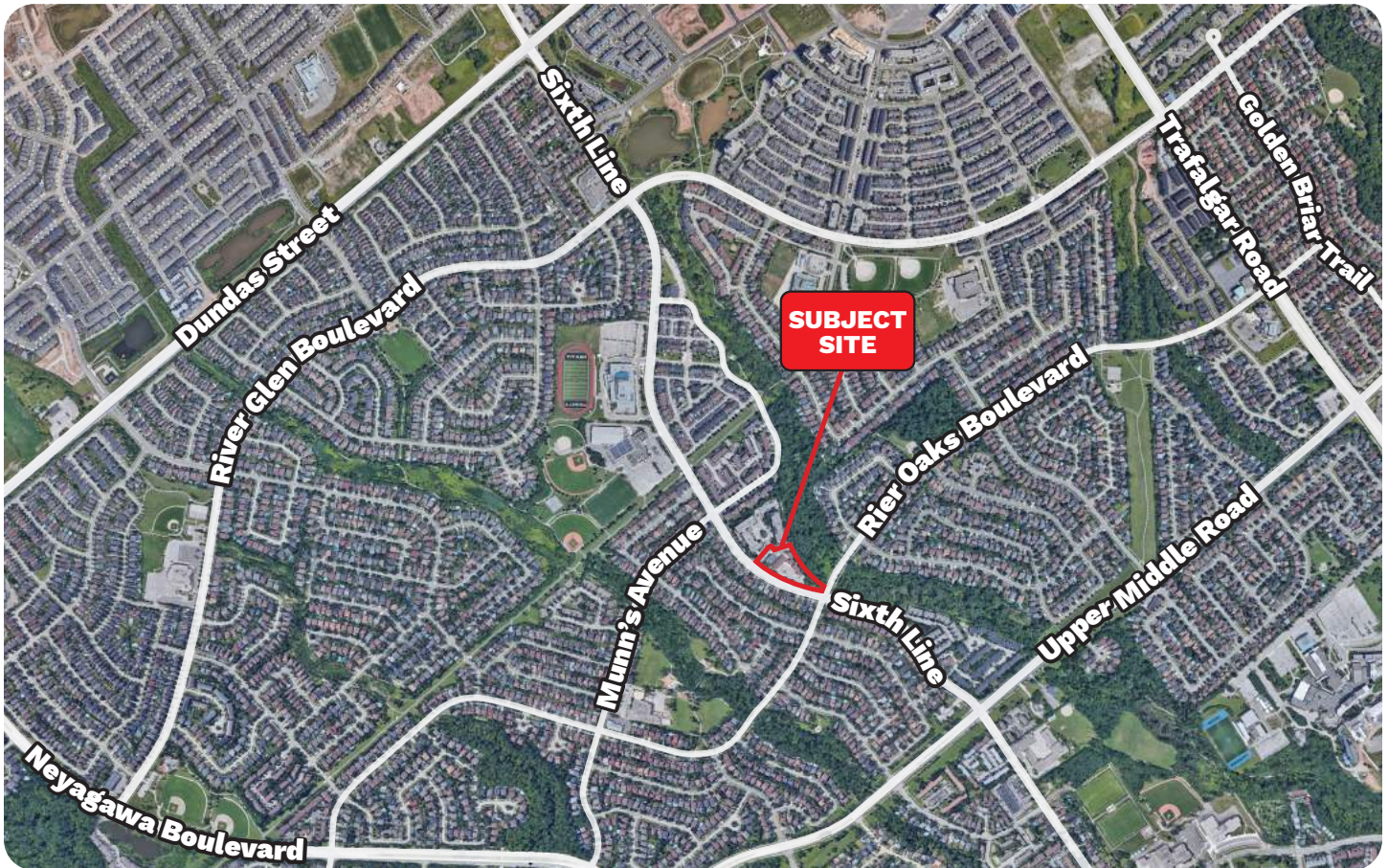


Figure 3 - Aerial Photo - Surrounding Context

2.3 Immediate Surroundings

To the immediate north of the site is a ravine feature accompanied by a trail system known as the Nipigon Trail. The trail runs directly to the north of the Subject Site through an area of mature tree cover, generally equal in grade to the Subject Site. The ravine slope begins to the north of the trail, dropping to a tributary of the Sixteen Mile creek. Starting at Memorial Park, the Nipigon Trail runs southeast generally parallel to Sixth Line to Upper Middle Road East. Further north is a continuation of the trail which leads to Peele Woods Park, as well as a low density residential area both north and south of the park, comprising of mostly single-detached dwellings. East on River Oaks Boulevard East continues to be a low density residential area with primarily single-detached dwellings up until Meadowland Drive. South of Meadowland Drive is Castefield Park accompanied by a Tennis Court and Castlefield Trail which continues south to Upper Middle Road East. Further east is a continuation of the low density residential area with Holy Trinity Croatian Catholic Parish (2110 Trafalgar Road) to the north and St. Joseph's Ukrainian Catholic Church with a joint Trafalgar Oaks Child Care centre (300 River Oaks Boulevard East) to the south of River Oaks Boulevard East.

To the immediate east of the site, south of River Oaks Boulevard East is the continuation of the Nipigon Trail. Further south is a low density residential area comprising of a mix of single detached dwellings to the southwest and townhouses to the southeast of Sixth Line. Southeast of the townhomes is Rotherglen School (2045 Sixth Line) and southwest of Sixth Line is the Oakville Fire Station 4 (2024 Sixth Line).

To the southeast on the opposite side of Upper Middle Road East, the trail system continues as McCraney Valley Trail which extends along the Oakville Park to the west and Sheridan College to the east. The trail continues along McCraney Street East, ending at Trafalgar Road. At the intersection of Sixth Line and Upper Middle Road East, both east and west of Sixth Line are townhouses. The Oakville Royal Canadian Legion (36 Upper Middle Road East) is located to the rear of one of the aforementioned townhouse development to the east. Further south is Munn's Public School (1511 Sixth Line) with a neighbourhood commercial plaza (1500 Sixth Line) across Sixth Line.



Entrance to Nipigon Trail



Neighbourhood to the East of the Subject Site

A secondary school is situated southeast of Oakville Park; Gaétan-Gervais Secondary School (1075 McCraney Street East) and White Oaks Secondary School's North Campus north of McCraney Street East and south campus to the south, which is co-located with an Oakville Public Library Branch. The school maintains an outdoor track and two soccer and a baseball diamond field.

To the immediate south of the Subject Site is Sixth Line. The south side of Sixth Line is occupied by a series of large brick single-detached dwellings fronting directly onto the street, as well as several residential streets behind similarly lined with large, single detached dwellings. Further south is Munn's Creek accompanied by Munn's Creek Trail, Munn's Creek Park and Margot Street Park. South of the creek is River Oaks Public School at 2173 Munn's Avenue. The low-rise residential neighbourhood continues south to Osenego Creek which maintains Sixteen Mile Creek Trail North and Rotherglen School at the northwest intersection of Upper Middle Road West and Neyagawa Boulevard.

To the immediate west of the site are two apartment buildings known as The Oaks Condominium and Knox Heritage Seniors Place, each 4-storeys in height. Due to grade changes The Oaks Condominium building presents as a 5-storey building along Sixth Line. The Oaks Condominium is located to the south along Sixth Line, with the Knox Heritage Seniors Place located to the north along the Nipigon River trail. Both buildings are serviced by a single driveway along the eastern lot line, directly adjacent to the Subject Site, of which the Subject Site has an access easement across to provide access to the existing building at 2169 Sixth Line.

A 2-storey townhouse development exists to the west of these apartment buildings, generally along Munn's Avenue. These townhouses border onto the Trans Canada Pipeline corridor and associated trail, with further townhouses and semi-detached dwellings to the north of the corridor along the north side of Sixth Line, as well as the River Oaks Community Church.

South of these townhouses is the River Oaks Community Centre and Park, which includes a wide variety of community recreational facilities including baseball diamonds, soccer pitches, tennis courts, a twin-pad arena, fitness centre, squash and racquetball courts, and various community spaces. West of the River Oaks Community Centre, also along the south side of Sixth Line, is also Holy Trinity Catholic Secondary School, a large public secondary school serving the wider River Oaks community.



Oaks Condominiums



Oaks Condominiums and Knox Heritage Seniors Place

2.4 Transportation Context

Road Network

Road classifications are established in the Livable Oakville Plan on Schedule C, Transportation Plan (see **Figure 4**).

Sixth Line is identified as a Minor Arterial Road which accommodates intermediate volumes of inter-community and inter-neighbourhood traffic, distribute traffic to or from all other classes of roads, except Provincial Highways and may act as local transit corridors. The planned right-of-way width for minor arterials is 26 metres, however the current width of Sixth Line is 30.0 metres along the frontage of the Subject Site.

River Oaks Boulevard East is a Minor Collector Road which accommodates moderate volumes of intra-community traffic and are generally designed to carry 5000 vehicles per day. The planned right-of-way width for minor collectors is 20 metres.

Dundas Street East, Trafalgar Road and Upper Middle Road East are classified as Regional Major Arterial Road which can accommodate high volumes of traffic moving between communities traveling to activity centres and traffic enroute to or from the Provincial Highway system. These roads also higher order transit corridors accommodating rapid transit services and high occupancy vehicles.

The Queen Elizabeth Way (Q.E.W.), a provincial highway, is located approximately 3.9 kilometres driving distance southeast of the Subject Site, while Highway 407 is located approximately 5 kilometres to the north.

Transit Network

From a public transit perspective, the Subject Site has excellent access to existing surface transit service as it is within a 10-minute walk from stops for the following bus routes (see **Figure 5**):

- **Route 19 River Oaks:** operates between Oakville GO Station and the Uptown Core bus terminal, routing through residential areas to the east of Trafalgar Road. Runs directly adjacent to the Subject Site along River Oaks Boulevard East and Sixth Line. Operates on a 30-minute frequency throughout the day from approximately 6:30am to 8pm.
- **Route 190 River Oaks Express:** Operates express bus services for the 19 River Oaks route during peak hours. Service has been temporarily suspended as a result of COVID-19.
- **Route 6 Upper Middle:** operates from Bronte GO to the Laird & Ridgeway terminal in Mississauga along Upper Middle Road, approximately 600 metres or a 7-8 minute walk to the south of the Subject Site. Operates on a 30-minute frequency throughout the day from approximately 6:30am to 8pm.

The major Regional public transit hubs in proximity to the Subject Site are the 407 Oakville GO Carpool Lot, located at Dundas and the 407, and the Oakville GO Station located south of the Q.E.W. This GO station is located along Metrolinx's Lakeshore West line and provides all-day train service between Hamilton and Toronto. GO Bus Routes 20 and 46 can be accessed at the intersection of Trafalgar Road and Dundas Street East.

Active Transportation

The Subject Site has excellent access to a wide variety of cycling and pedestrian facilities. Sixth Line has bike lanes directly adjacent to the site, a wide variety of trails are available in the area including Nipigon trail to the north, the Crosstown trail to the west, and many others. Multi-Use paths are also located along Upper Middle Road to the southeast and Dundas Street to the northwest.

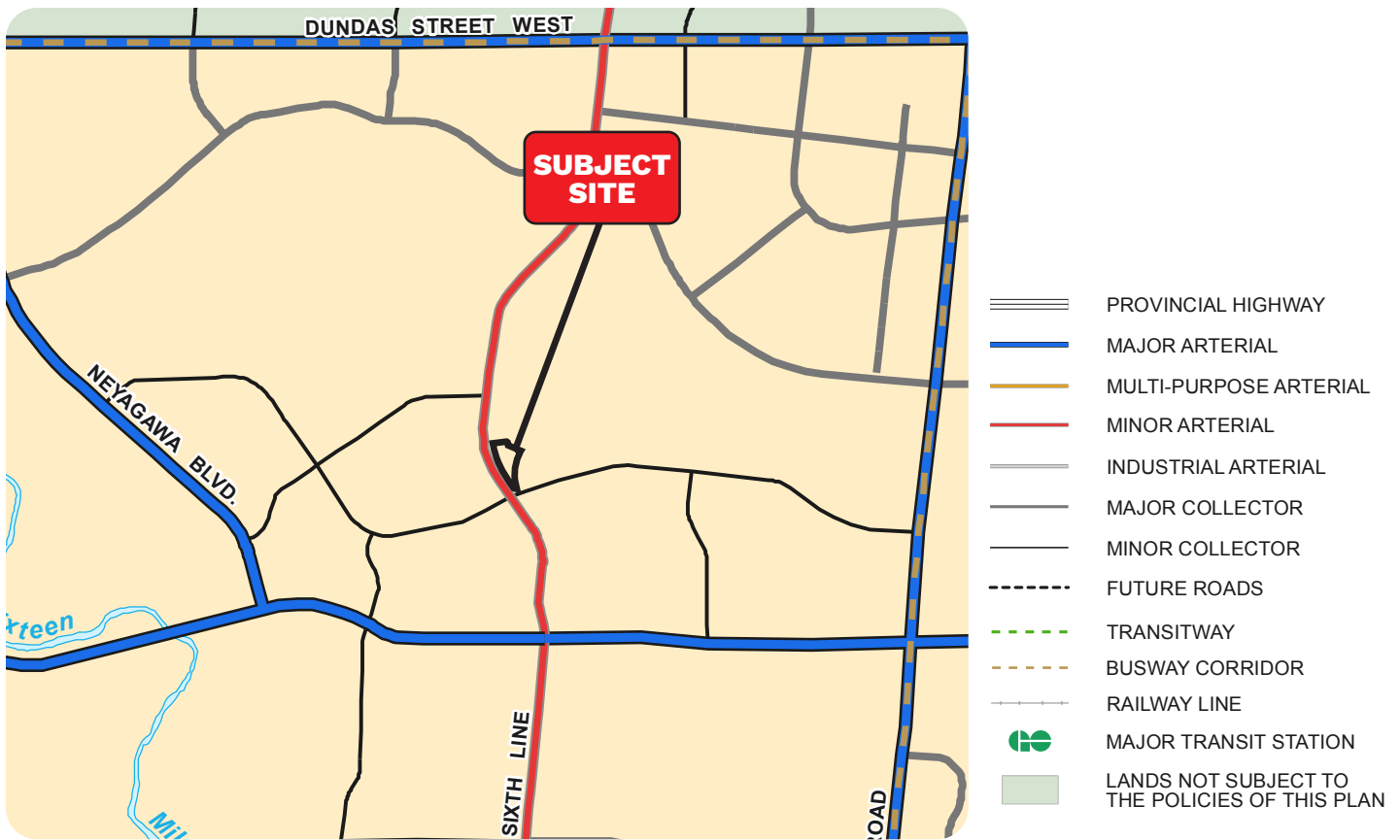


Figure 4 - Livable Oakville Plan, Transportation Plan (Schedule C).

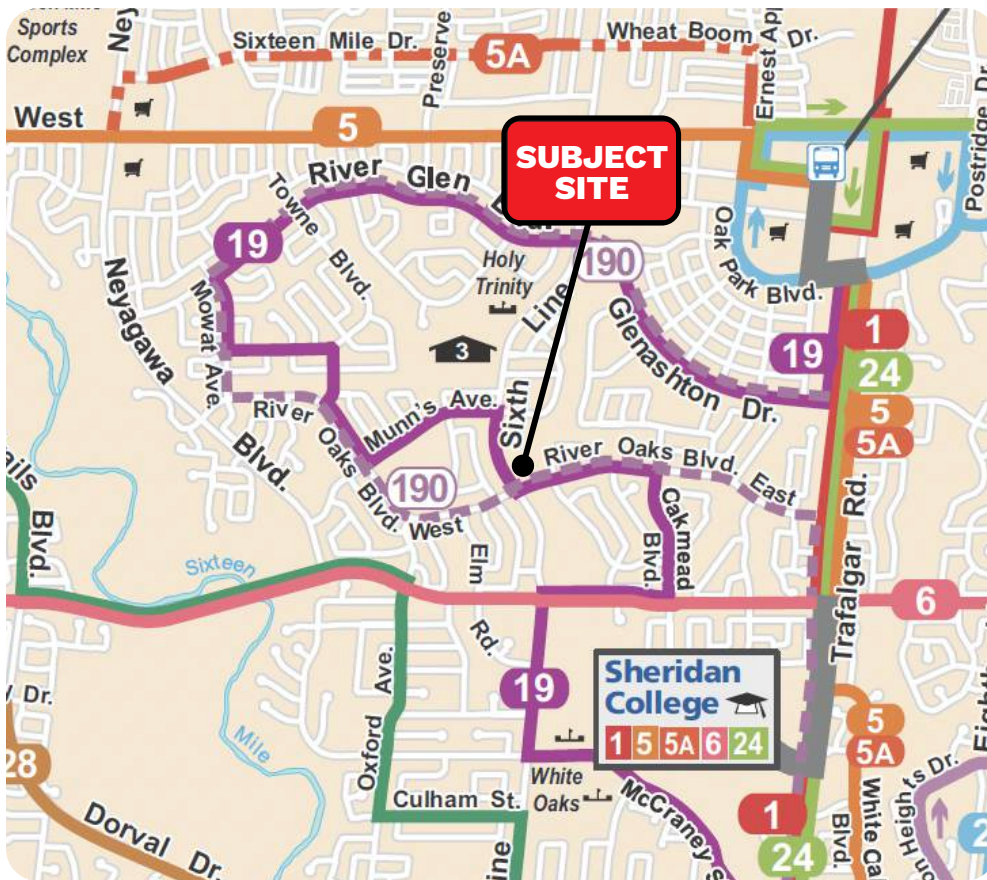
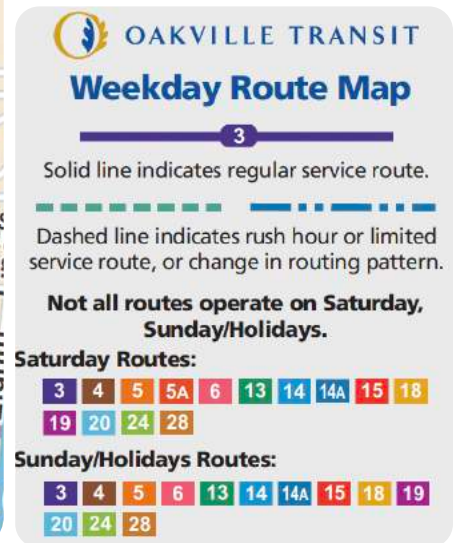


Figure 5 - Oakville Transit Route Map





3

Proposed Development

3.1 Description of Proposed Development

The proposal is to develop the Subject Site with a 9-storey mixed-use building consisting of two wings in an “L” shape. The north wing would generally follow the north lot line, angled away from Sixth Line, and would be 9 storeys in height. A west wing would face east-west along the west lot line, and would rise 6 storeys, including a double-height non-residential space at grade. The new building will contain 247 residential units and 737 square metres of non-residential GFA, which will comprise a medical office and pharmacy at grade along Sixth Line. A total of 244 parking spaces are proposed, of which 65 spaces would be located at grade and 179 spaces would be located in a 2-level underground parking garage. Of these spaces, 4 would be car-share spaces, 55 would be for retail, medical office, and residential visitor spaces, and 185 spaces would be for residents. The proposed development will have a total GFA of 20,050 square metres, resulting in a gross density of 2.78 FSI.

Pedestrian Realm

The proposed development consists of active uses on the ground floor, fronting onto high quality landscaped spaces that appropriately interface with the public realm surrounding the Subject Site and create significantly improved pedestrian friendly environment over existing conditions. The narrow corner of River Oaks Boulevard East and Sixth Line is proposed to be programmed with outdoor amenity space, enhancing the landscaped character of the existing intersection and creating a prominent green connection to the ravine to the north. The north wing of the building extends from the corner of Sixth Line and River Oaks Boulevard westward, with ground related 2-storey townhouses along Sixth Line. These 2-storey townhouses will create a consistent street wall and active frontage along Sixth Line. Between the two wings is one of two proposed accesses to the Subject Site, providing the primary vehicular access for residential uses within the building.

The approximate centre of the site is occupied by a circular drop-off area for vehicles, providing clear, convenient locations for vehicles to pick up and drop off passengers beside the proposed building lobby, which is accessed directly from the drop off area and which has a clear line of site from Sixth Line. An alternate secondary entrance to the building is also proposed at the proposed amenity area adjacent to River Oaks Boulevard, providing a more direct pedestrian connection to the street. A small amount of surface parking is also proposed along the east side of this driveway.

The south wing of the building then extends southwards towards Sixth Line, with two non-residential units proposed along Sixth Line with a total of 777 square metres of non-residential floor area. These non-residential spaces will continue the commercial neighbourhood function of the Subject Site and by locating the space directly along Sixth Line with minimal setbacks from the street will enhance the pedestrian realm and improve walkability of the area.

West of the west wing of the proposed building is a proposed surface parking area on the site of the existing 2169 Sixth Line building, which will be accessed from the existing shared driveway with the apartment buildings and seniors residence to the west. This driveway is located off the Subject Site’s property and is shared through an existing easement.

The two driveways are connected towards the rear of the property, where an additional surface parking area is proposed as well as the proposed underground ramp to the parking garage. The parking ramp, loading area, and connecting driveway are proposed to be located in an outdoor, double height space underneath the west wing of the proposed building.

The north frontage faces the Nipigon River Trail to the immediate north, with 2-storey townhouse units facing onto the trail. These townhouses will provide an active frontage onto the natural feature that more actively engages with the trail just to the north of the Subject Site than the existing condition on the Subject Site.

Built Form

The proposed development will have an overall height of 27 metres to the top of the roof and 31 metres to the top of the mechanical penthouse. Various step backs are proposed on the building, as follows:

- The north wing is stepped back a minimum of 2.2 metres above the 2nd level along Sixth Line in an irregular fashion, providing an increased step back of up to 10.3 metres;
- The west wing is stepped back a varying distance of at least 1.4 metres above the double-height ground floor along its east and south facades, which increases to up to 6 metres;
- The north wing steps in an additional 3.4 metres from the east façade above the 7th floor, with smaller 2.1 to 2.2 metre step backs from the west and south facades; and
- The west wing does not extend above the 7th level, with only the upper levels of the north wing extending up to the full building height of 27 metres, set well back from all public street frontages. The building above the 7th floor is a minimum of 48.9 metres from the nearest detached dwelling on the south side of Sixth Line.

The proposed townhouses and double height non-residential space along Sixth Line present a generally 2-storey height along Sixth Line, referencing the 2-storey residential built form across Sixth Line and providing an appropriate pedestrian-scaled environment at grade. The townhouses maintain a 4.6 metre setback from Sixth Line, providing space for front porches and landscaping to buffer the building from the sidewalk and street. The non-residential uses also provide a minimum 5.1 metre setback from Sixth Line, providing space for landscaping and a row of street trees.

The two building wings are stepped back above this 2-storey mass, with various additional step backs provided above to increase the separation distance and transition from the proposed building to adjacent uses. The north wing starts close to River Oaks Boulevard, providing a 1.85 metre setback from Sixth Line at its corner, extending quickly away from the street on an angle and increasing its setback. This setback results in a minimum separation distance of 40 metres from the nearest detached dwellings across Sixth Line. The south wing is stepped back above the commercial space, providing a minimum setback from Sixth Line of 6.52 metres. The south wing provides a 31 metre interior side

yard to the west, resulting in a total building separation distance with the apartment building to the west of over 50 metres. The north wing is similarly set back at least 9 metres from the west lot line, resulting in a minimum separation of 23 metres from the existing seniors residence to the northwest. The north wing is also set back a minimum of 3.2 metres from the north lot line along the Nipigon River Trail.

Unit Mix and Amenity Space

The Proposal includes a total of 247 units comprised as follows: 2 bachelor units (1%), 60 one-bedroom units (24%), 151 two-bedroom units (61%) and 12 three-bedroom units (5%).

The Proposal includes 562 square metres of indoor amenity space, located on the ground, second, and 8th floors. A total of 842 square metres of outdoor amenity area is also proposed, spread between the ground floor, 8th floor, and rooftop. Specific programming of these spaces has not been determined at this time. In addition, terraces and balconies are provided for all units.

Parking and Vehicular Access

The Proposal will include 185 resident parking spaces, as well as 4 car-share parking spaces. Visitor, retail, and medical office parking is proposed to be shared, with a total of 55 spaces proposed for those uses. This results in a total proposed parking provision of 244 spaces. The majority of the parking spaces are located in a two-level underground garage, with 65 spaces, primarily the proposed car share and visitor, retail, and medical office spaces, proposed in a small surface parking lot.

A total of 86 bicycle parking spaces are proposed, including 80 long-term bicycle parking spaces for residents and 6 short-term bicycle parking spaces for the retail and medical office uses.

1 loading space is proposed within the interior of the site with a minimum dimension of 12x3.5 metres.

The ramp to the parking garage is proposed to be located towards the rear of the property and would primarily be accessed through the existing shared driveway with the adjacent property to the west.

A passenger drop off area is proposed between the two building wings, which would be accessed primarily from a proposed driveway access from Sixth Line.

3.2 Key Statistics

Site Area	7,200 sq. m
Gross Floor Area	
Residential	18,711 sq. m
Commercial	777 sq. m
Total	20,050 sq. m
Density	2.78 FSI
Units	
Bachelor	2 units
1 Bedroom	60 units
2 Bedroom	173 units
3 Bedroom	12 units
Total	247 units
Amenity Space	
Indoor Amenity	562 sq. m (2.27 sq. m/unit)
Outdoor Amenity	842 sq. m (3.41 sq. m/unit)
Total	1404 sq. m (5.68 sq. m/unit)
Vehicular Parking Spaces Residential	185 spaces
Car Share	4 spaces
Visitor, retail, and medical	55 spaces
Total	244 spaces.
Bicycle Parking Spaces	
Short-term retail	6 spaces
Long-term residential	80 spaces
Total	86 spaces
Loading Spaces	1 Loading Space

3.3 Required Approvals

In our opinion, the proposed development conforms with the intent of Town of Oakville Official Plan, providing contextually sensitive intensification within the existing urban area. An Official Plan Amendment application is required to redesignate the Subject Site to Main Street 2 in to allow for the mix of retail, office and residential uses on the Subject Site.

Moreover, an amendment the Town of Oakville Zoning By-law 2014-014, as amended, is required to rezone the site from Neighbourhood Commercial (C1) to Main Street 2 (MU2) to permit the mix of retail, office and residential uses contemplated in the Official Plan for the subject site, as well as various other regulations relating to maximum building height and minimum yards, among other items.

The proposed development will also require a Site Plan Control application prior to construction, which will be filed at a later date.

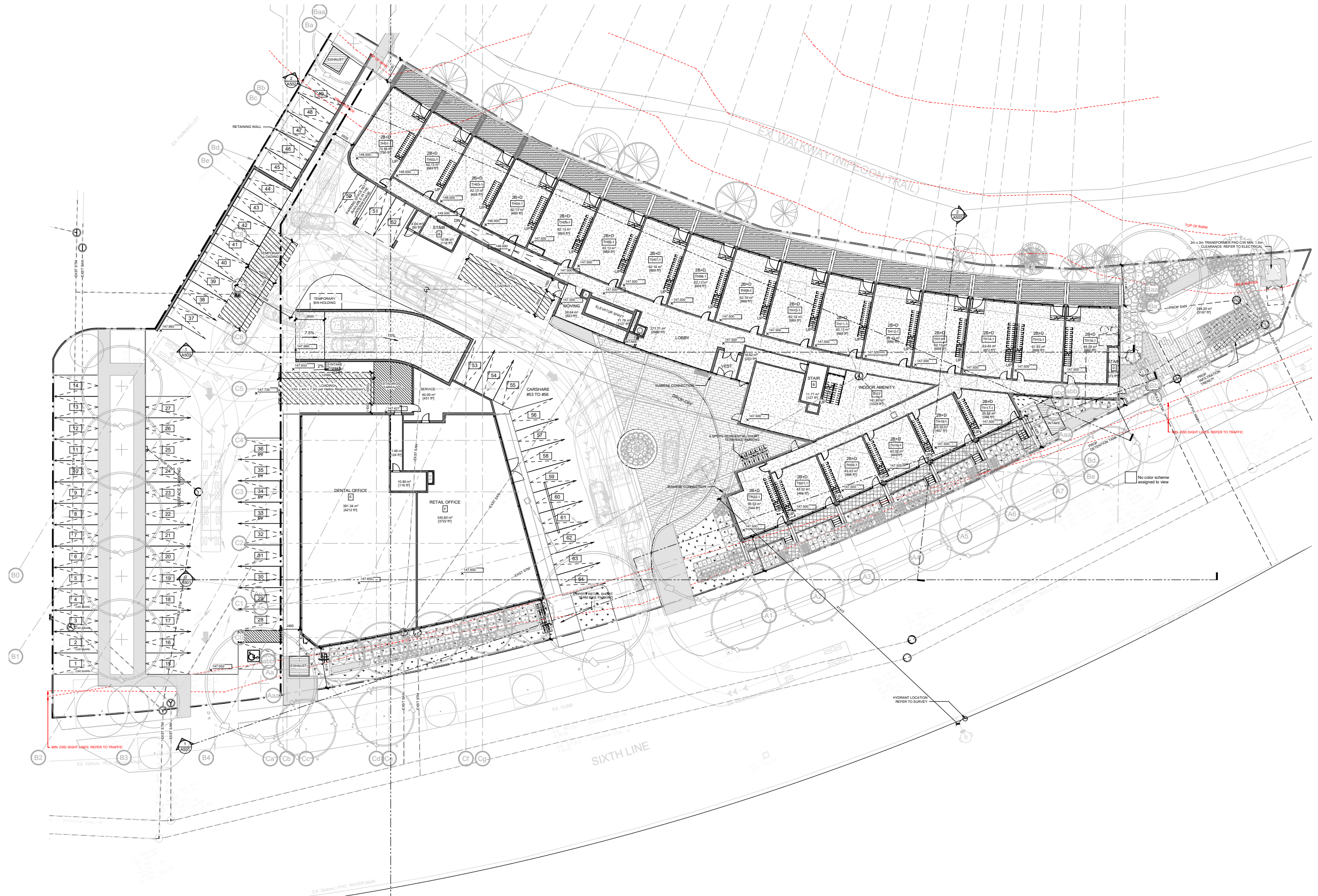


Figure 6 - Ground Floor Plan



Figure 7 - Landscape Plan



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Policy & Regulatory Context

4.1 The Planning Act R.S.O 1990 c. P.13

Section 2 of the *Planning Act*, R.S.O.1990, c.P13 (the "Planning Act") sets out matters of provincial interest which municipal councils shall have regard to, among other matters, in carrying out their responsibilities pursuant to the legislation. Of particular applicability to the proposed development are: the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems (f); the orderly development of safe and healthy communities (h); the adequate provision of a full range of housing, including affordable housing (j); the appropriate location for growth and development (p); and the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians (q).

Section 3(1) gives the Minister the authority to issue policy statements, and Section 3(5) (Policy Statements and Provincial Plans) requires that a decision of the council of a municipality, a local board, a planning board, a minister of the Crown and a ministry, board, commission or agency of the government, including the Tribunal, in respect of the exercise of any authority that affects a planning matter:

- a. shall be consistent with the policy statements issued under subsection (1) that are in effect on the date of the decision; and
- b. shall conform with the provincial plans that are in effect on that date, or shall not conflict with them, as the case may be.

4.2 Provincial Policy Statement (PPS 2020)

On February 28, 2020, the Ministry of Municipal Affairs and Housing released the Provincial Policy Statement, 2020, which came into effect on May 1, 2020 (the "2020 PPS"). The PPS provides policy direction on matters of Provincial interest related to land use planning and development. In accordance with Section 3(5) of the *Planning Act*, all decisions that affect a planning matter are required to be consistent with the PPS. In this regard, Policy 4.2 provides that the PPS "shall be read in its entirety and all relevant policies are to be applied to each situation."

As compared with the 2014 PPS, the 2020 PPS includes an increased emphasis on encouraging an increase in the mix and supply of housing, protecting the environment and public safety, reducing barriers and costs for development, and supporting the economy and job creation.

Part IV of the PPS sets out the Province's vision for Ontario, and promotes the wise management of land use change and efficient development patterns:

"Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel. They support the financial well-being of the Province and municipalities over the long term, and minimize the undesirable effects of development, including impacts on air, water and other resources. They also permit better adaptation and response to the impacts of a changing climate, which will vary from region to region".

One of the key policy directions expressed in the PPS is to build strong communities by promoting efficient development and land use patterns. To that end, Part V of the PPS contains a number of policies that promote intensification, redevelopment and compact built form, particularly in areas well served by public transit.

In particular, Policy 1.1.1 provides that healthy, liveable and safe communities are to be sustained by promoting efficient development and land use patterns; accommodating an appropriate affordable and market-based range and mix of residential types, employment, institutional, recreation, park and open space, and other uses to meet long-term needs; and 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.

Policy 1.1.2 directs that sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, and within settlement areas, sufficient land shall be made available through intensification and redevelopment. Policy 1.1.3.1 directs that settlement areas shall be the focus of growth and development.

Policy 1.1.3.2 supports densities and a mix of land uses which efficiently use land, resources, infrastructure and public service facilities and which are transit-supportive, where transit is planned, exists or may be developed. Policy 1.1.3.3 directs planning authorities to 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. In addition, Policy 1.1.3.4 promotes appropriate development standards, which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

With respect to housing, Policy 1.4.1 directs planning authorities to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, by:

- a. maintaining at all times the ability to accommodate residential growth for a minimum of 15 years through *residential intensification* and *redevelopment* and, if necessary, lands which are *designated and available* for residential development.

Policy 1.4.3 includes specific directions from planning authorities with respect to providing an appropriate range and mix of housing options and densities. Relevant policies with respect to the proposed development are:

- b. permitting and facilitating all types of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3;
- c. directing the development of new housing towards locations where appropriate levels of infrastructure are available;
- 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; and
- f. establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form.

The efficient use of infrastructure (particularly transit) is a key element of provincial policy (Section 1.6). Section 1.6.3 states that the use of existing infrastructure and public service facilities should be optimized, before consideration is given to developing new infrastructure and public service facilities. With respect to transportation systems, Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Policy 1.7.1 of the PPS states that long-term prosperity should be supported through a number of initiatives including: encouraging residential uses to respond to dynamic market based needs and provide necessary housing supply and a range of housing options for a diverse workforce; optimizing the use of land, resources, infrastructure and public service facilities; maintaining and enhancing the vitality and viability of downtowns and mainstreets; and encouraging a sense of place by promoting well designed built form and cultural planning.

With respect to energy conservation, air quality and climate change, Policy 1.8.1 directs planning authorities to 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: promote compact form and a structure of nodes and corridors; promote the use of active transportation and transit in and between residential, employment and other areas; encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

Section 4.0 establishes how the PPS is to be implemented. Policy 4.1 directs that PPS 2020 applies to all decisions in respect of the exercise of any authority that affects a planning matter made on or after May 1, 2020. In accordance with Policy 4.2, the PPS is to be read in its entirety and all relevant policies are to be applied to each situation. Policy 4.7 identifies that the official plan is the most important vehicle in the implementation of the PPS, at the local level, and that the policies of the PPS continue to apply after the adoption of an official plan.

For the reasons outlined in Section 5.0 of this report, it is our opinion that the proposed development and, more particularly, the requested amendments are consistent with the Provincial Policy Statement and, in particular, the policies relating to residential intensification and the efficient use of land and infrastructure.

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

On May 16, 2019, A Place to Grow: Growth Plan for the Greater Golden Horseshoe ("2019 Growth Plan") came into full force and effect, replacing the 2017 Growth Plan for the Greater Golden Horseshoe (GGH). Under Section 7 of the Places to Grow Act, all decisions affecting a planning matter must conform with 2019 Growth Plan.

The 2019 Growth Plan Amendment No.1 came into effect on August 28, 2020 to ensure continued alignment with the new PPS, which came into effect on May 1, 2020. The amendment to 2019 Growth Plan includes changes to the population and employment forecasts, the horizon year of planning and other policies to increase housing supply, create jobs, attract business investment, and better align with infrastructure. The forecasts are updated and extended from 2041 to 2051 to ensure municipalities have sufficient land to support the forecasting of complete communities, economic development, job creation and housing affordability.

The Guiding Principles, which are important for the successful realization of the Growth Plan are set out in Section 1.2.1. Key principles relevant to the proposed development include:

- Supporting 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;
- Prioritizing intensification and higher densities in strategic growth areas (see definition below) in order to make efficient use of land and infrastructure and support transit viability; and
- Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households

In accordance with Section 1.2.3, Growth Plan is to be read in its entirety and the relevant policies are to be applied to each situation. The Growth Plan policies emphasize the importance of integrating land use and infrastructure planning and the need to optimize the use of the land supply and infrastructure. The 2019 Growth Plan includes objectives to support the development of a complete community and promotes transit-supportive development. Section 2.1 of the Growth Plan states that:

"To support the achievement of complete communities that are healthier, safer, and more equitable, choices about where and how growth occurs in the GGH need to be made carefully. Better use of land and infrastructure can be made by directing growth to settlement areas and prioritizing intensification, with a focus on strategic growth areas, including urban growth centres and major transit station areas, as well as brownfield sites and greyfields. Concentrating new development in these areas provides a focus for investments in transit as well as other types of infrastructure and public service facilities to support forecasted growth, while also supporting a more diverse range and mix of housing options [...] It is important that we maximize the benefits of land use planning as well as existing and future investments in infrastructure so that our communities are well-positioned to leverage economic change..."

Section 2.1 of the Growth Plan goes on to further emphasize the importance of optimizing land use in urban areas:

"This Plan's emphasis on optimizing the use of the existing urban land supply represents an intensification first approach to development and city-building, one which focuses on making better use of our existing infrastructure and public service facilities, and less on continuously expanding the urban area."

Policy 2.2.1(2)(c) provides that, within settlement areas, growth will be focused in delineated built-up areas (i), strategic growth areas (ii), locations with existing or planned transit (with a priority on higher order transit where it exists or is planned) (iii), and areas with existing or planned public service facilities (iv). In this respect, Schedule 3 of the Growth Plan forecasts a population of 1,100,00 and 500,000 jobs for the Region of Halton by 2051.

Policy 2.2.1(3)(c) requires that municipalities undertake integrated planning to manage this forecasted growth in a manner which provides direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors and to support the achievement of complete communities through a more compact built form.

Policy 2.2.1(4) states that applying the policies of the Growth Plan will support the achievement of complete communities in a number of ways, including: (a) featuring a diverse mix of land uses including residential and employment uses, and convenient access to local stores, services, and public service facilities; (c) providing 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) expanding convenient access to a range of transportation options; (e) provide for a more compact built form and a vibrant public realm, and (f) mitigating and adapting to climate change impacts and improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability.

Policy 2.2.2(3) requires all municipalities to develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will, among other things:

- a. identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;
- b. identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;
- c. encourage intensification generally throughout the delineated built-up area; ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;
- d. prioritize planning and investment in infrastructure and public service facilities that will support intensification; and
- e. be implemented through official plan policies and designations, updated zoning and other supporting documents.

Section 2.2.6 of the 2019 Growth Plan sets out housing policies., Policy 2.2.6(1) requires municipalities to develop housing choices that, among other matters, support the achievement of the minimum intensification and density targets and identifies a diverse range and mix of housing options and densities to meet projected needs of current and future residents (a); The strategy is to be implemented through official plan policies

and designations and zoning by-law amendments (e). Notwithstanding Policy 1.4.1 of the PPS, Policy 2.2.6(2) states that, in providing housing choices, municipalities will support the achievement of complete communities by: planning to accommodate forecasted growth (a); planning to achieve the minimum intensification and density targets (b); considering the range and mix of housing options and densities of the existing housing stock (c); and planning to diversify the overall housing stock across the municipality (d).

In accordance with Policy 2.2.6(3), municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

Generally, the infrastructure policies set out in Chapter 3 of the Growth Plan place an enhanced emphasis on the need to integrate land use planning and investment in both infrastructure and transportation.

Policy 3.2.2(2) states that the transportation system, which includes public transit, will be planned and managed to, among other matters:

- provide connectivity among transportation modes for moving people and goods;
- offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation; and
- offer multimodal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services.

Policies 3.2.3(1) and 3.2.3(2) state that public transit will be the first priority for transportation infrastructure planning and major transportation investments, and that decisions on transit planning and investment will be made according to a number of criteria, including prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels.

A cornerstone of Section 4 is the policies regarding climate change. Policy 4.2.10(1) requires that municipalities identify in their official plans actions that will reduce greenhouse gas emissions and address climate change adaptation goals. These are to include supporting the achievement of complete communities as well as the minimum intensification and density targets in Growth Plan (a) and reducing dependence on the automobile and supporting existing and planned transit and active transportation systems (b).

The timely implementation of the Growth Plan policies is seen as a key consideration in the Implementation Section (Section 5). In this respect, Policy 5.1, Context, provides that:

“The timely implementation of this Plan relies on the strong leadership of upper- and single-tier municipalities to provide more specific planning direction for their respective jurisdictions through a municipal comprehensive review. While it may take some time before all official plans have been amended to conform with this Plan, the Planning Act requires that all decisions in respect of planning matters will conform with this Plan as of its effective date (subject to any legislative or regulatory provisions providing otherwise) [...]

It is therefore in the best interest of all municipalities to complete their work to conform with this Plan, including all official plans and zoning by-laws, as expeditiously as possible within required timeframes. This should include using relevant legislative and regulatory tools and other strategies to plan for a variety of heights, densities and other elements of site design within settlement areas to achieve the desired urban form and the minimum intensification and density targets in this Plan.

Where a municipality must decide on a planning matter before its official plan has been amended to conform with this Plan, or before other applicable planning instruments have been updated accordingly, it must still consider the impact of the decision as it relates to the policies of this Plan which require comprehensive municipal implementation.”

Policy 5.2.1 assists in determining how the Growth Plan should be interpreted by providing that the Growth Plan sets out an integrated policy framework (5.2.1(1)) and that a municipal comprehensive review undertaken in accordance with the Growth Plan will be deemed to fulfill the municipal comprehensive review requirements of the PPS (5.2.1(2)).

Policy 5.2.5(1) states that the targets set out in A Place to Grow are minimum intensification and density targets and encourages municipalities to go beyond these minimum targets, where appropriate, except where doing

so would conflict with any policy of this Plan, the PPS or any other provincial plan. Policy 5.2.5(3) identifies the area which should be delineated in official plans in order to implement the minimum targets, including Strategic Growth Areas. Within each delineated area the minimum density targets are to be implemented by such measures as outlined in Policy 5.2.5(5) including zoning all lands in a manner that would implement the official plan policies (c).

For the reasons outlined in Section 5.1 of this report, it is our opinion that the proposed development and the requested amendments conform with the Growth Plan (2019) and, in particular, the policies encouraging growth and intensification throughout the urban area and within proximity to existing services and transit.

4.4 Halton Region Official Plan

The Halton Region Official Plan (“ROP”) was adopted by Regional Council on March 30, 1994 and approved, with modifications, by the Minister of Municipal Affairs and Housing (“MMAH”) on November 27, 1995. Between 2006 and 2009, the Region undertook a planning exercise called Sustainable Halton which resulted in the adoption of Regional Official Plan Amendment 38 on December 16, 2009. The most recent Office Consolidation of the ROP is from June 19, 2018. An Official Plan review is currently underway by the Region, with phase 3 of the review currently underway and expected to be complete in 2023. On February 16, 2022, Halton Region Council notably directed staff in the preparation of this review to limit the urban boundary to the existing urban boundary as of 2041, requiring an increased rate of intensification to accommodate growth throughout the built-up area. While detailed policy direction has yet to be determined, with respect to accommodating the forecasts of Schedule 3 of the Growth Plan to 2051, increased intensification of Strategic Growth Areas and generally throughout the delineated built-up area will be required.

Part II, Policy 31 provides Halton’s planning vision for a healthy community. Policy 31(3) states that a healthy community is one that is physically so designed to minimize the stress of daily living and meet the life-long needs of its residents; (4) where a full range of housing, employment, social, health, educational, recreational and cultural opportunities are accessible for all segments of the community; and, (5) where mobility is provided primarily through an affordable, convenient, safe and efficient public transportation system and non-motorized travel modes.

With respect to development, Part III, Land Stewardship Policies, provides development criteria and states that development is to be directed to environmentally suitable areas with the appropriate land use designation in accordance with the goals, objectives and policies of the ROP (Policy 57). Further, Policy 58 provides that uses are permitted as specified for each land use designation provided that:

- (1) the site is not considered hazardous to life or property due to conditions such as soil contamination, unstable ground or soil, erosion, or possible flooding;
 - (1.1) adequate supply of water and treatment of wastewater for the proposed use has been secured to the satisfaction of the Region; and,
- (2) development meets all applicable statutory requirements, including regulations, Official Plan policies, zoning by-laws and municipal by-laws.

With respect to land use, Map 1 (Regional Structure) of the ROP identifies the Subject Site as within the Urban Area and Built Boundary (see **Figure 8**). Policy 72 of Part III of the ROP sets out a series of objectives for designated Urban Areas, including:-

- 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 (1);
- 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 (2);
- 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 (3);
- 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 (5);
- 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 (7); and
- to facilitate and promote intensification and increased densities (9).

Policy 75 provides that the Urban Area is to be planned to accommodate the distribution of population and employment as set out in Table 1 of the ROP, which identifies the Town of Oakville as planned to have a population of 255,000 persons by 2031. Table 2, Intensification and Density Targets, provides that the Town of Oakville is to add a minimum of 13,500 new housing units to the built-up area between 2015 and 2031.

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

Policy 86.6 provides the housing targets that at least 50 per cent of new produced annually in Halton be in the form of townhouses or multi-storey buildings (a).

With respect to land use, Map 1G - Key Features within the Greenbelt and Regional Natural Heritage Systems of the ROP identifies the Subject Site adjacent to a Key Feature to the east (see **Figure 9**). Policy 139.11 of Part III of the ROP states that the purpose of the Key Features within the Greenbelt and Regional Natural Heritage Systems, as identified in Sections 115.3(1) and 139.3.3, and shown on Map 1G, is to assist in the implementation of permitted use policies in the Regional Natural Heritage System and the requirement for Environmental Impact Assessments, as well as to assist the Local Municipalities in developing detailed implementation policies for the Key Features of the Greenbelt Natural Heritage System in accordance with policies of the Greenbelt Plan and this Plan.

Policy 139.12 also states that there may exist other Key Features within the Greenbelt and Regional Natural Heritage Systems that are not shown on Map 1G, or that may exist in other land use designations, such as the Agricultural Area. Local Municipalities in their official plans shall ensure that these Key Features are protected through appropriate Area-Specific Plans or studies related to development and/or site alteration applications in accordance with Section 118.

Policy 152 in Part IV, Healthy Communities, provides that it is the policy of the Region to develop and adopt Healthy Communities Guidelines which include (a) a description of general characteristics of a healthy community, (b) a desirable mix of land uses within the community, (c) community design features that will promote integration of the community and accessibility by residents to services within and outside the community through active transportation and public transit (among others).

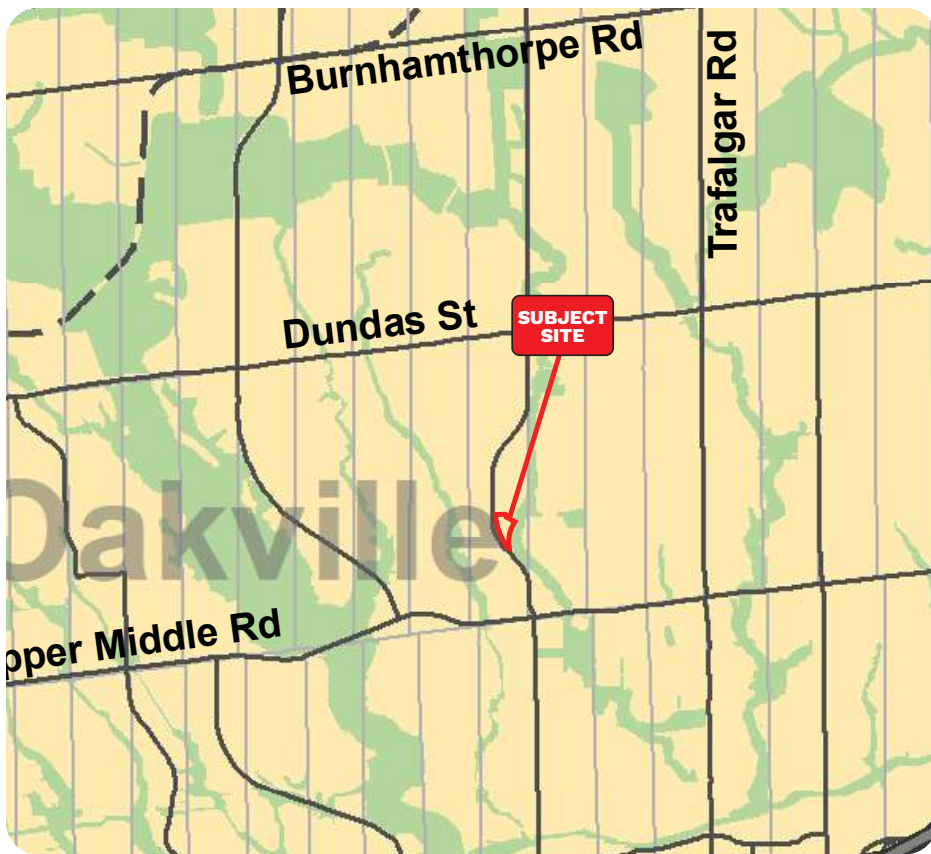


Figure 8 - Map 1, Regional Structure

- Waterfront Park (See Map 2)
- Rail Line
- Proposed Major Arterial
- Major Road
- Provincial Freeway
- Lot and Concession Line
- Municipal Boundary
- Urban Area
- Hamlet
- Agricultural Area
- Regional Natural Heritage System *
- Mineral Resource Extraction Area
- North Aldershot Policy Area
- Greenbelt Natural Heritage System (Overlay)
- Greenbelt Plan Protected Countryside Boundary
- Niagara Escarpment Plan Boundary
- Parkway Belt West Plan Boundary
- Area Eligible for Urban Servicing
- Halton Waste Management Site

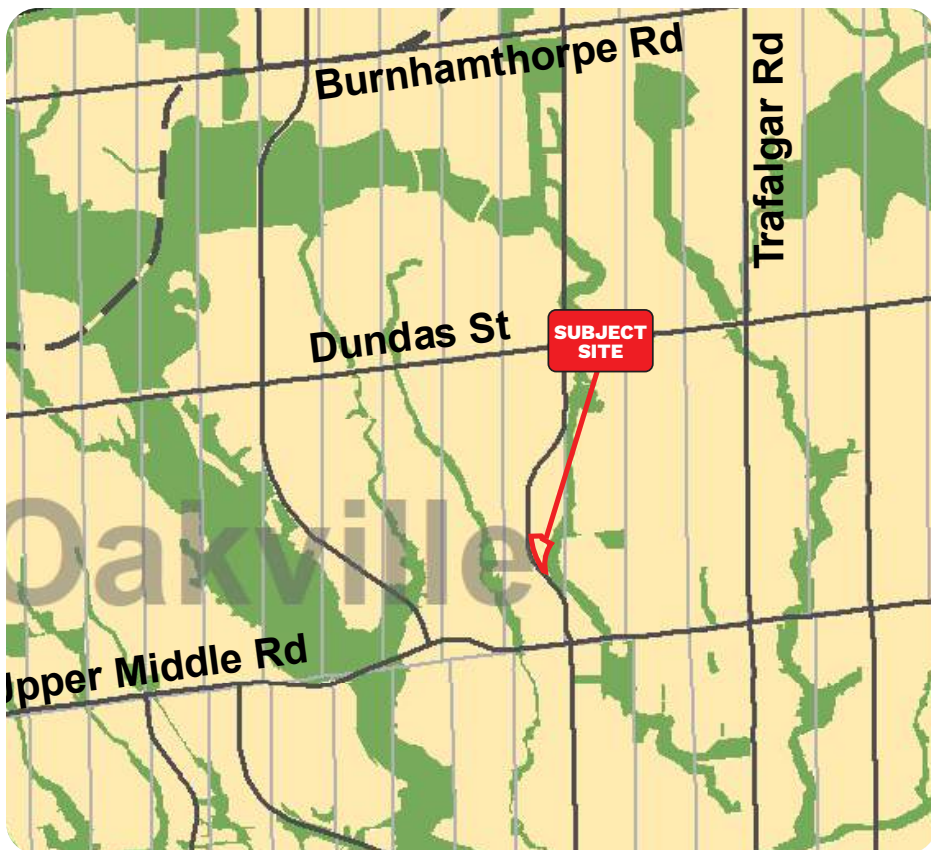


Figure 9 - Map 1G, Key Features within the Greenbelt and Regional Natural Heritage Systems

- Rail Line
- Proposed Major Arterial
- Major Road
- Provincial Freeway
- Lot and Concession Line
- Municipal Boundary
- Greenbelt Plan Boundary
- Urban Area
- Hamlet
- Key Features
- Enhancement Areas, Linkages and Buffers
- Prime Agricultural Areas in NHS Enhancements/Linkages/Buffers
- Greenbelt NHS
- Mineral Resource Extraction Area
- North Aldershot Policy Area

Regional Official Plan Review

In 2015 Halton Region initiated its Regional Official Plan Review to ensure the ROP is conforming with current Provincial policy and to reflect ongoing changes across the Region's communities. The review focuses on rural and agricultural systems, natural heritage systems, and growth management and urban systems. The Region is currently in Phase 3 "Policy Directions" of the ROP review which is expected to be complete in 2023. The key outcomes of Phase 3 is to develop the preferred growth concept, establish policy directions, draft amendments to the ROP, and provide a comprehensive update for the ROP.

A Draft Preferred Growth Concept Report was released on February 9, 2022, and as part of the report, a land needs assessment was undertaken for both "Community Area" and "Employment Area" cross the region. Community Area is defined as "urban area where housing and population is accommodated, as well as most population-related jobs, some office employment and may include a small number of employment land jobs. Community areas include Delineated Built-Up Area (DBUA) and Designated Greenfield Areas (DGA), as defined by the Growth Plan and the 2020 Land Needs Assessment Methodology." The approach for determining Community Area land needs is based on 6 components, including 1) population growth outlook, 2) housing needs, 3) housing needs allocation to local municipalities, 4) housing supply potential by policy area, 5) community area employment, and 6) need for additional land. Based on this analysis, it is proposed that 45% of all housing be intensification within the Delineated Built-Up Areas (DBUA) and 13% of all housing growth be apartment development. As a result, approximately 60% of housing growth is proposed to be intensification or densification in the Delineated Built-Up Areas (DBUA), and the remaining 40% of housing growth would be mainly ground-related in the existing and new Designated Greenfield Areas (DGA). Potential for housing supply in the existing DGA takes approximately 25% of all development, leaving a remainder of approximately 15% of housing development proposed for future urban DGA. To accommodate the 15% for new urban DGA, the Region requires 1,120 hectares of additional Community Area land, which is proposed to be allocated in Milton and Halton Hills as there is limited availability for future ground-related urban lands to be allocated to Burlington and Oakville.

The preferred growth concept is based largely on the roles of each local Municipality within the Region of Halton. To ensure the planning objectives that result from the preferred growth concept are implemented, each municipality must perform an important role in accommodating growth. The allocation of growth for each local Municipality is outlined as part of the draft report. For the Town of Oakville, the Municipality must accommodate 28% of population growth and 27% of employment growth that is expected from 2031 to 2051 within its mixed use, transit supportive nodes and corridors, both in the Built-Up Area south of Dundas Street, and in the existing DGA north of Dundas Street.

On February 16, 2022, Halton Region Council adopted a Motion that supports a Modified Preferred Growth Concept (MPGC) that directs Staff to prepare an Official Plan Amendment that advances a MPGC in two phases. The first phase is to limit population and employment growth before 2041 to the existing urban boundary. The second phase will focus on when and how planned growth between 2041 and 2051 should be accommodated. Based on this initiative, the Motion directs Staff to schedule a Statutory Public Meeting and Open House no later than April 30, 2022, and to also prepare its recommendation report to Regional Council to be adopted and sent to the Province for approval to meet the July 1, 2022 conformity deadline.

4.5 Town of Oakville Official Plan (Livable Oakville)

The Livable Oakville Official Plan was adopted by the Town of Oakville on June 22, 2009 and approved by the Regional Municipality of Halton on November 30, 2009, with modifications. As a number of parties appealed the Region's approval, the Ontario Municipal Board approved Livable Oakville with further modifications on May 10, 2011. The most recent Office Consolidation of Livable Oakville is from August 28, 2018. An Official Plan review is currently underway by the Town.

Section 2.2 of Livable Oakville provides Guiding Principles and Policy 2.2.1(b) speaks to preserving and creating a livable community in order to direct the majority of growth to identified locations where higher density, transit and pedestrian oriented development can be accommodated. Policies 2.2.2 (a) and (b) speak to providing choice throughout the Town in order to enable the availability and accessibility of a wide range of housing, jobs and community resources to meet the diverse needs of the community through all stages of life, and providing choices for mobility by linking people and places with a sustainable transportation network consisting of roads, transit, walking and cycling trails are also guiding principles

On the Official Plan's Schedule A1 - Urban Structure, (Figure 10 - Urban Structure) the site is identified as Residential Areas. In accordance with Policy 3.9, Residential areas include low, medium and high density residential uses as well as a range of compatible facilities such as schools, places of worship, recreational and commercial uses that serve the residents of the Town. Some growth and change may occur in the Residential Areas provided the character of the area is preserved and the overall urban structure of the Town is upheld. The character of the Residential areas will be significantly influenced by their relationship to the Natural Heritage System, parks and open areas.

Schedule A2 - Built Boundary and Urban Growth Centre (Figure 11) identifies that the Subject Site is located within the Built Boundary and Urban Area, and north of the Midtown Oakville Urban Growth Centre (generally bound by Eighth Line to the east, Cornwall Road to the south, Cross Avenue to the west and Ontario Highway 403 (QEW) to the north).

Section 4 provides that the population and employment growth in the Town is intended to be accommodated through the development of the Residential and Employment Areas within the existing built boundary shown on the aforementioned Schedule.

Within the existing built boundary shown on Schedule A2, growth is to occur primarily within the defined Growth Areas in Part E (Midtown Oakville, the Uptown Core, Palermo Village, Kerr Village, Bronte Village and Downtown Oakville). Intensification outside of the growth areas is to be provided in accordance with the policies as set out in the Official Plan.

Policy 4.3 provides that it is the policy of the Official Plan that the key focus for development and redevelopment to accommodate intensification will be the locations identified as Growth Areas. Lands outside of Growth Areas are predominantly stable residential communities which consist of established neighbourhoods. While the Plan encourages intensification generally throughout the built-up area, it also recognizes that some growth and change may occur in these areas provided the character of the areas is preserved and the overall urban structure of the Town is upheld. Intensification outside of the Growth Areas including additional intensification opportunities such as infill, redevelopment and greyfield and brownfield sites, will be considered in the context of the Official Plan.

Policy 4.4 provides that the Town of Oakville is to achieve 14,390 new residential units within the built boundary by 2031.

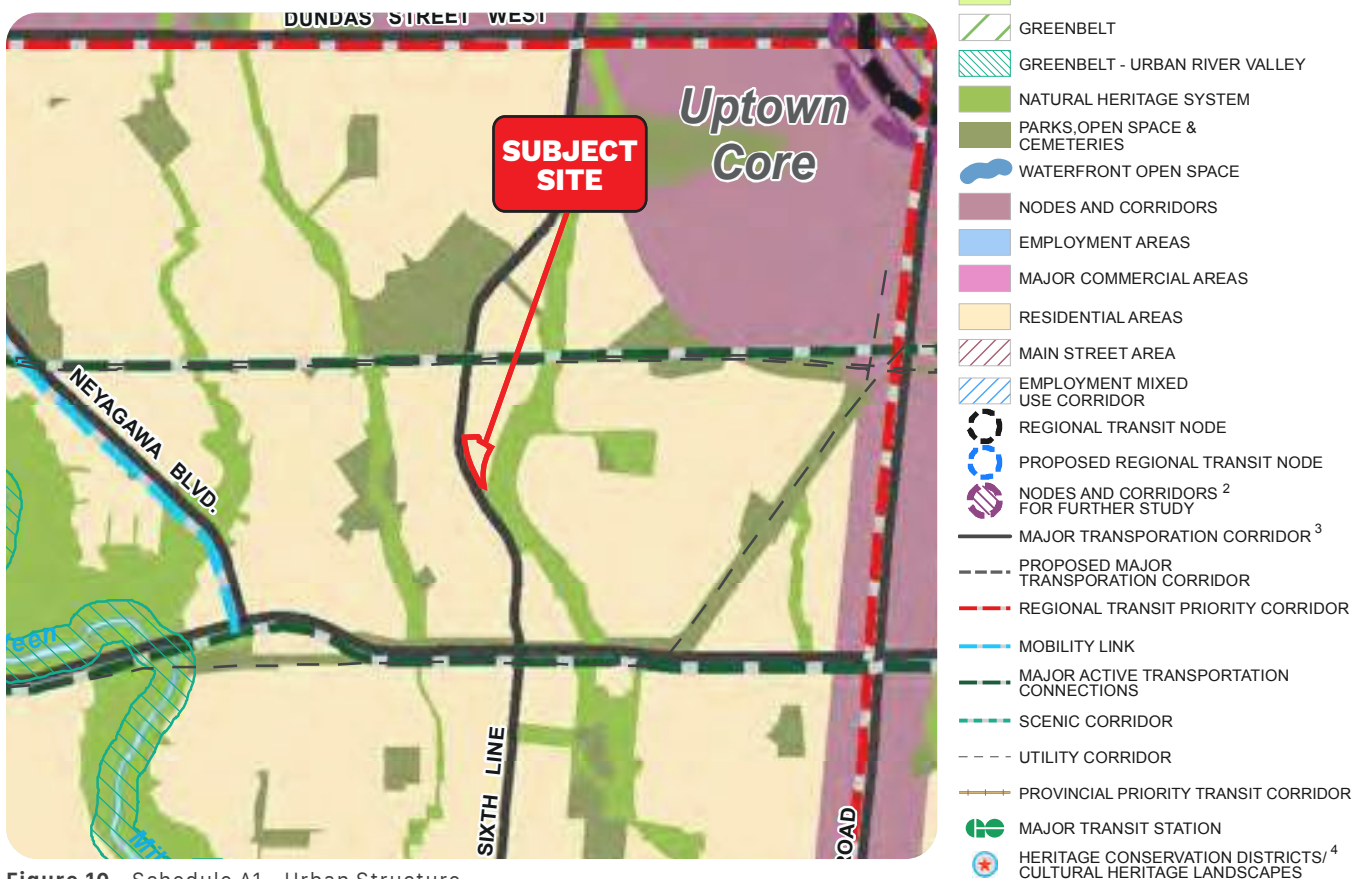


Figure 10 - Schedule A1 - Urban Structure



Figure 11 - Schedule A2 - Built Boundary and Urban Growth Centre

Urban Design

Section 6 sets out the urban design policies, with Policy 6.1.1 establishing the Town’s general urban design objectives, including:

- Diversity, comfort, safety and compatibility with existing communities (a);
- Attractive, barrier-free and safe public spaces (b);
- Innovative and diverse urban form and excellence in architectural design (c); and
- the creation of distinctive places and locales, including Midtown Oakville, the other Growth Areas and high profile locations such as gateway to the Town.

Policy 6.1.2 (a) provides that development shall be evaluated in accordance with the urban design direction set out in the Livable by Design Manual (see Section 4.7 of this report) and that alternative design approaches may be proposed with the provision of appropriate justification and after consultation with the Town, subject to the proposed design meeting the intent and purpose of the OP’s urban design policies.

Policy 6.2.1 provides that the design of the public realm should promote creativity and innovation and include:

- a network of streets accommodating choices for pedestrians, cyclists, transit and vehicles (a);
- walkable street lengths for pedestrians (b);
- a network of accessible, interconnected and predictable pedestrian-oriented spaces and routes (c);
- comfortable and accessible public spaces that respond to their surroundings (d); and,
- furnishings, trees and landscaping, wayfinding, and public art that provide orientation and a sense of identity (e).

Policy 6.4.2 provides that new development should contribute to the creation of a cohesive streetscape by:

- placing the principal building entrances towards the street and towards corner intersections (a);
- framing the street and creating a sense of enclosure (b);
- providing variation in façade articulation and details (c);

- connecting active uses to the public realm to enhance the liveliness and vibrancy of the street (d);
- incorporating sustainable design elements such as trees, plantings, furnishings, lighting, etc.(e); and,
- coordinating improvements in building setback areas to create transitions from the public to private realms (f).

Policy 6.7.3 states that large development projects are encouraged to include a single, large urban square or a series of smaller urban square.

The built form policies are discussed in section 6.9:

- buildings should be designed to create a sense of identity through massing, form, placement, orientation, scale, architectural features, landscaping and signage (6.9.1);
- building design and placement should be compatible with the existing and surrounding built form context and carried out in a creative and innovative approach manner (6.9.2);
- to achieve compatibility between different land uses, development shall be designed to accommodate an appropriate transition between different land uses through landscape buffering, spatial separation, and compatible built form (6.9.3);
- in Growth Areas and along intensification corridors, buildings should incorporate distinctive architecture, contribute to a sense of identity and be positioned on and oriented towards the street frontage(s) to provide interest and comfort at ground level for pedestrian (6.9.4);
- buildings should present active and visually permeable façades relative to all adjacent streets and amenity spaces through the use of windows, entry features, and human-scaled elements (6.9.5);
- main principal entrances to buildings should be oriented to the public sidewalk (6.9.6);
- development should be designed to include variation in building mass, façade treatment and articulation to avoid sameness (6.9.7);
- buildings located on corner lots shall provide a distinct architectural appearance with a high level of detailing and articulated façades that continue around the corner to address both streets (6.9.8);
- new development shall ensure that proposed building heights and form are compatible with adjacent existing development by employing an appropriate transition of height and form from new to existing development, which may include setbacks, façade step backs or terracing in order to reduce adverse impacts on adjacent properties and/or the public realm (6.9.9);

- continuous street walls of identical building height are discouraged; variety in rooflines through subtle variations in roof form and height should be created (6.9.10);
- where appropriate, the first storey of a building shall have a greater floor to ceiling height to accommodate a range of non-residential uses (6.9.11);
- new development should be fully accessible, including universal design principles to ensure barrier-free pedestrian circulation (6.9.12);
- rooftop mechanical equipment shall not be visible from view from the public realm (6.9.13);
- outdoor amenity areas should incorporate setbacks and screening elements to ensure compatibility with the local context (6.9.14); and
- buildings should be sited to ensure maximum solar energy, adequate sunlight and sky views, minimize wind conditions on pedestrian spaces and adjacent properties and avoid excessive shadows (6.9.15).

Section 6.10 sets out a series of landscape design policies which provide that, among other things, landscaping associated with new development should:

- enhance the human scale of development, create an attractive pedestrian movement and frame desired views or focal objects (6.10.1);
- preserve and enhance the urban forest (6.10.2);
- provide shade and wind protection (6.10.3); and
- preserve and complement the existing natural landscape (6.10.4).

Sections 6.11 to 6.13 set out policies pertaining to pedestrian and vehicular access and circulation, and parking, which include:

- pedestrian walkways should be barrier-free (6.11.1);
- development should incorporate safe and direct access and circulation to and through the site that connects pedestrians to principle building entrances, amenity areas and parking areas and public sidewalks and transit facilities as well as adjacent developments, where appropriate (6.11.2);
- in areas with high levels of pedestrian traffic, walkways should be extended from curb to building face and enhanced by appropriate landscaping treatment (6.11.3);
- walkways should provide continuous routes across driveway entrances, drive aisles and through parking areas (6.11.5);
- development should incorporate safe and direct vehicular access and circulation routes with defined internal drive aisles to direct traffic, establish on-site circulation and frame parking areas (6.12.1);

Transportation

- consolidated driveway accesses are encouraged to maximize landscaped space, minimize public sidewalk interruptions and expansive paved areas (Policy 6.12.2);
- surface parking should be located in rear or side yards with appropriate screening, but be sufficiently visibility for safety and functionality, and connect to the on-site pedestrian network and streetscape through landscaped pedestrian linkages (6.13.2);
- barrier-free parking spaces should be located in close proximity to principal building entrances (6.13.3);
- surface parking areas should incorporate planted landscaped areas that effectively screen parked vehicles from view from the public realm, provide shade, wind break and visual relief from hard surfaces, clearly define the vehicular circulation routes and are sufficiently sized to support the growth of trees and other vegetation.

The design of service, loading and storage areas are discussed in Section 6.16:

- servicing and loading areas should be located and orientated away from pedestrian and vehicular circulation both on-site and in the public right-of-way; accessible but not visible from the public realm; and, separated and buffered from residential areas (6.16.1);
- the visual and noise effects of activities associated with service and loading areas on the surrounding environment should be minimized by locating such areas behind buildings, erecting noise walls and fences, as well as screening with tree and shrub plantings (6.16.2);
- When lands are adjacent to residential land uses, service and loading areas should be internalized in the building or appropriately screened from the public realm and adjacent uses (6.16.3); and
- Site servicing and utility elements should be located within the rear yard or away from or screened from public streets, adjacent residential areas and other sensitive land uses (6.16.4).

Sixth Line is identified on Schedule C - Transportation Plan (**Figure 12**) as a Minor Arterial Road. Table 4: Functional Classification of Roads, identifies minor arterials as multi-purpose arterials as well as minor arterials/transit corridors. Minor arterials/transit corridors accommodate intermediate volumes of inter-community and inter-neighbourhood traffic, distribute traffic to or from all other classes of roads except for Provincial Highways, may act as local transit corridors, will maintain 2 or 4 lanes, and allow for 20, 000 to 40, 000 vehicles per day. The required right-of-way width for minor arterials is 26 metres.

Policy 8.12.1 provides that the Town will coordinate land use and transportation planning to maximize the efficient use of land. Policy 8.12.2 provides that development proposals will reflect, among other things: transit supportive densities that are commensurate with the type and frequency of transit service planned for the area and/or corridor, particularly near transit stops and stations, as well as a road pattern, pedestrian and cycling facilities that provide direct pedestrian and cycling access to transit routes and stops.

Policy 8.10.1 provides that walking and cycling are recognized as alternate modes of transportation that can play a positive role in improving mobility and quality of life as part of a balanced transportation system. A complete active transportation system in existing and new development areas will augment and provide connections to the road and transit system. Sixth Line is identified on Schedule D - Active Transportation Plan (**Figure 13**) as existing Bike Lane with the rear of the property along the Nipigon Trail being designated an existing Buffered Bike Lane. Further, a Signed Bike Route is planned along River Oaks Boulevard.

Policy 8.10.7 states that in new *developments*, sidewalks should be required on both sides of all roads with the exception of a road flanking a natural feature, where a sidewalk shall be provided on the developed side only, subject to the availability of a trail facility on the other side of the road.

Policy 8.10.8 states that bicycle parking standards shall be implemented through the Zoning By-law.

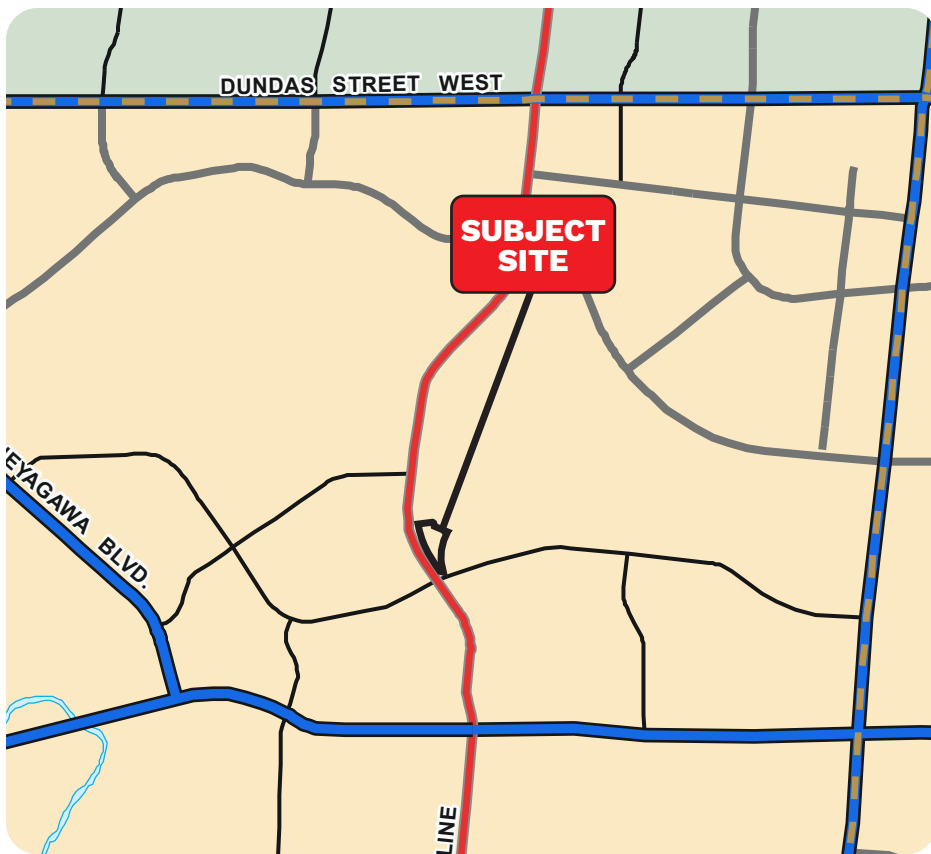


Figure 12 - Schedule C - Transportation Plan

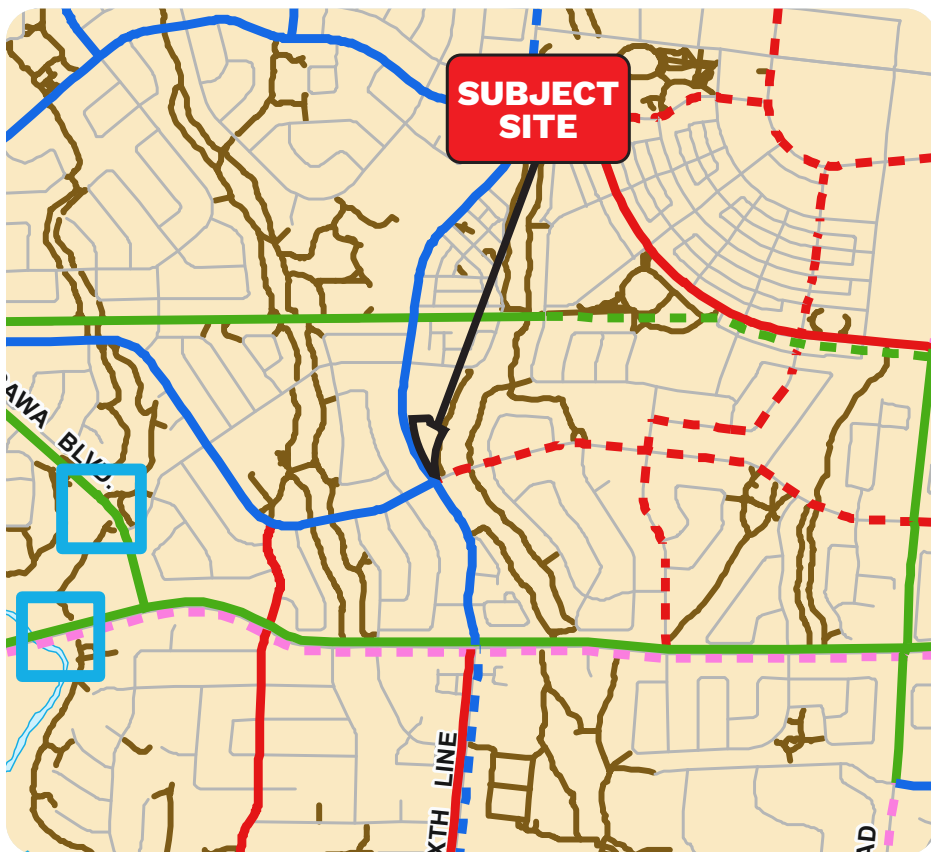


Figure 13 - Schedule D - Active Transportation Plan

Land Use

The lands identified as Residential Areas on Schedule A1, Urban Structure (**Figure 10**), represent the areas that provide for stable residential communities. Section 11 provides that a variety of residential uses is accommodated through the three Residential land use designations: Low Density Residential, Medium Density Residential and High Density Residential. These designations provide a full range of housing types, forms and densities.

As detailed above, while the majority of the of *intensification* and *development* within the Town is to occur within the Growth Areas, *intensification* outside of the Growth Areas within the stable residential communities is permitted, subject to policies that are intended to maintain and protect the existing character of those communities.

The Town of Oakville Official Plan designates the Subject Site as *Neighbourhood Commercial* (Schedule I -Central Land Use) (see **Figure 14**). The *Neighbourhood Commercial* designation is intended to provide for a range of retail and service commercial uses primarily to serve local convenience needs of the adjacent neighbourhoods. Neighbourhood Commercial areas are to be located on collector roads or at the intersection of a collector road and an arterial road with accessibility to the local neighbourhood.

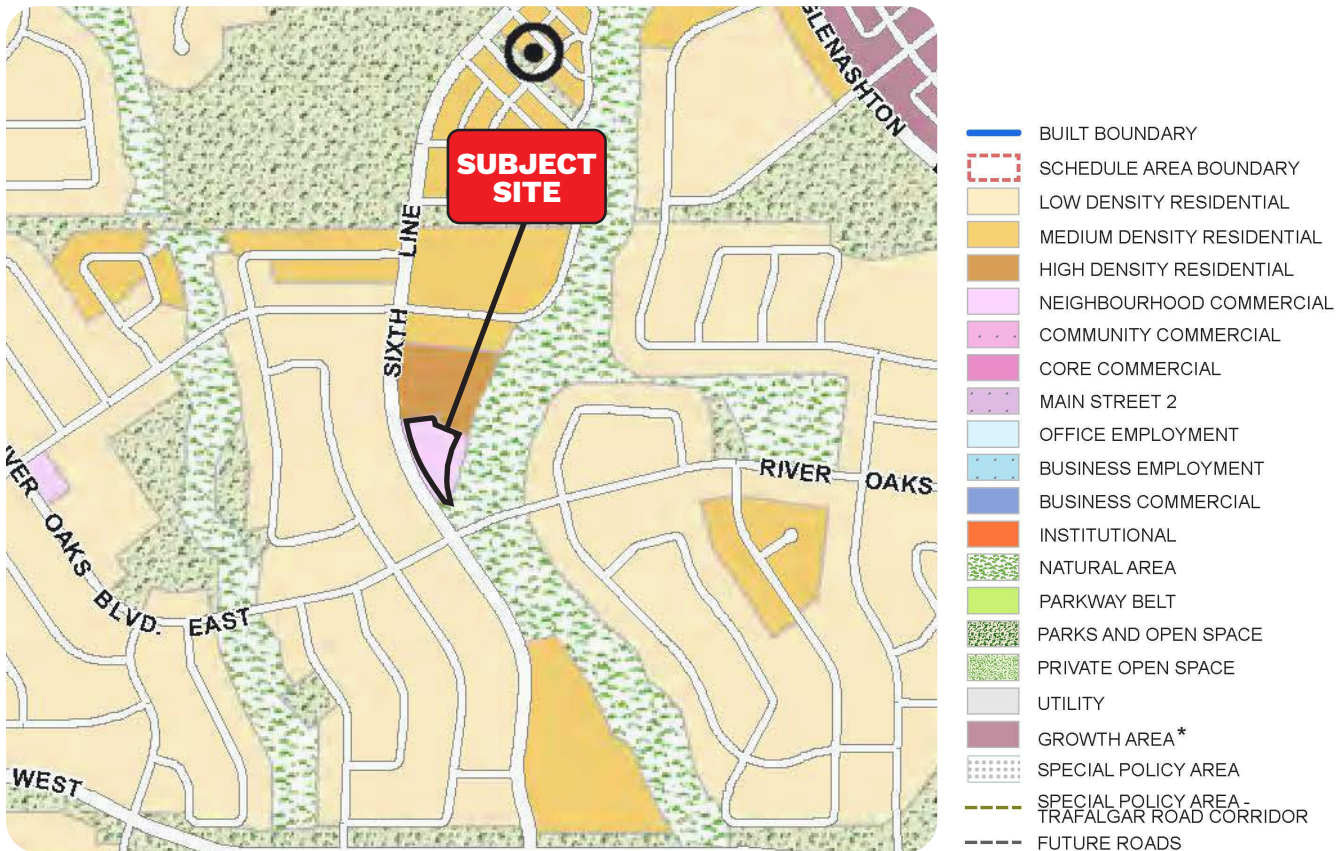


Figure 14 - chedule D - Active Transportation Plan

Permitted uses include a range of retail and service commercial uses including restaurants, food stores, and indoor sports facilities. Only existing motor vehicle service stations are permitted. Residential uses above ground floor retail and service commercial uses may also be permitted. Offices may be permitted provided they serve a secondary function within the Neighbourhood Commercial designation and are small in scale. (This policy has been updated as a result of OPA 26 – Employment and Commercial Policies)

Retail and service commercial uses on sites designated Neighbourhood Commercial areas should not exceed a maximum of approximately 2,500 square metres in total floor area. (This policy has been updated as a result of OPA 26 – Employment and Commercial Policies)

Development should consist of small grouping of retail and service commercial uses in one or more buildings. The maximum building height shall be two storeys.

Drive through facilities are permitted provided certain criteria outlined in the Official Plan.

The lands to the north and east of the Subject Site are designated *Natural Area*. The lands to the immediate west are designated *High Density Residential* and further west as *Medium Density Residential*. The lands to the south are designated *Low Density Residential*.

Livable Oakville Official Plan Review

A town-wide Official Plan Review began in 2016 with the primary purpose of updating the town's Official Plan documents to be consistent with or be in conformity with the evolving Provincial legislation and policies, as well as the Region of Halton Official Plan as amended through the Regional Official Plan Review.

The town's Official Plan review projects include studies such as Employment and Commercial Review, Urban Structure Review, Growth Area Reviews, Nodes and Corridors and Residential Policy Review. The North Oakville East and West Secondary Plans will also be reviewed and improve consistency with the Livable Oakville Plan.

As part of the Town's Official Plan Review, the employment and commercial related land use designations and policies in the Livable Oakville Plan and the North Oakville East and West Secondary Plans are being updated to meet the town's long-term needs, align with the approved Urban Structure (OPA 15). The purpose of this update is to have an appropriate supply of designated employment and commercial lands which will make the town a balanced and complete community, maximize opportunities for residents to work in Oakville, and maintain a healthy tax base.

An Official Plan Amendment (OPA 26) was adopted by Council on April 16, 2018 to update commercial and employment related policies in the Livable Oakville Plan. The *Neighbourhood Commercial* policies provided above have been revised to reflect the latest Regional approval for OPA 26.

The town's Official Plan Review will continue to be coordinated with the evolving Provincial and Regional land use policy regime with the last update on the process coming to the Livable Oakville Council Subcommittee on October 7, 2019. This update predates Amendment 1 (2020) to the Growth Plan which is currently being implemented by the Region's Integrated Growth Management Strategy as part of the Regional Official Plan Review.

4.6 Zoning

The Subject Site is zoned C1-128 (Neighbourhood Commercial) on Map 19(21) of the Town of Oakville Zoning By-law 2014-014, as amended (see **Figure 15**).

The C1 zone permits the following non-residential uses: art gallery, business office, commercial school, community centre, conservation use, day care, drive-through facility, dry cleaning depot, emergency service facility, emergency shelter, financial institution, food bank, food production, library, medical office, museum, outside display and sales area, public park, pet care establishment, place of worship, restaurant, retail store, private school, service commercial establishment, sports facility, stormwater management facility, and veterinary clinic. Notably residential uses are not permitted.

Special Provision 128 applies to the Subject Site (2163 and 2169 Sixth Line). Special Provision 128 provides a series of site-specific regulations relating to maximum floor areas for specific uses and minimum setbacks on the Subject Site. These regulations are split between Blocks 1 and 2, which align with the existing property lines of 2169 Sixth Line and 2163 Sixth Line, respectively, shown in **Figure 16**. The applicable zoning regulations, including the regulations in Special Provision 128 for the Subject Site are outlined in **Table 1**.

Table 1 - Regulations in the C1-128 zone

	Block 1	Block 2
Minimum lot area	0.2 ha.	
Minimum lot frontage	30.0 m	
Minimum front yard	0.0 m	9.0 m
Maximum front yard	17.5 m	
Minimum flankage yard	0.0 m	
Maximum flankage yard	17.5 m	
Minimum interior side yard	0.0 m	
Minimum interior side yard abutting a lot in any residential, institutional, or community use zone, or any railway corridor	7.5 m	
Minimum rear yard	7.5 m 2.5 m abutting Block 2	7.5 m
Maximum height	9.0 m	
Maximum number of storeys	2	
Maximum percentage of net floor area permitted to be occupied by a single premises	50%	
maximum net floor area for all retail and service commercial uses on a lot	2,500.0 m ²	
Minimum landscaping coverage	10%	
Minimum width of Landscaping abutting Block 2	2.5	n/a
Maximum net floor area	985.0 m ²	n/a
Maximum net floor area for medical offices	n/a	600.0 m ²
Maximum net floor area for a pharmacy integrated into a medical office	n/a	100.0 m ²

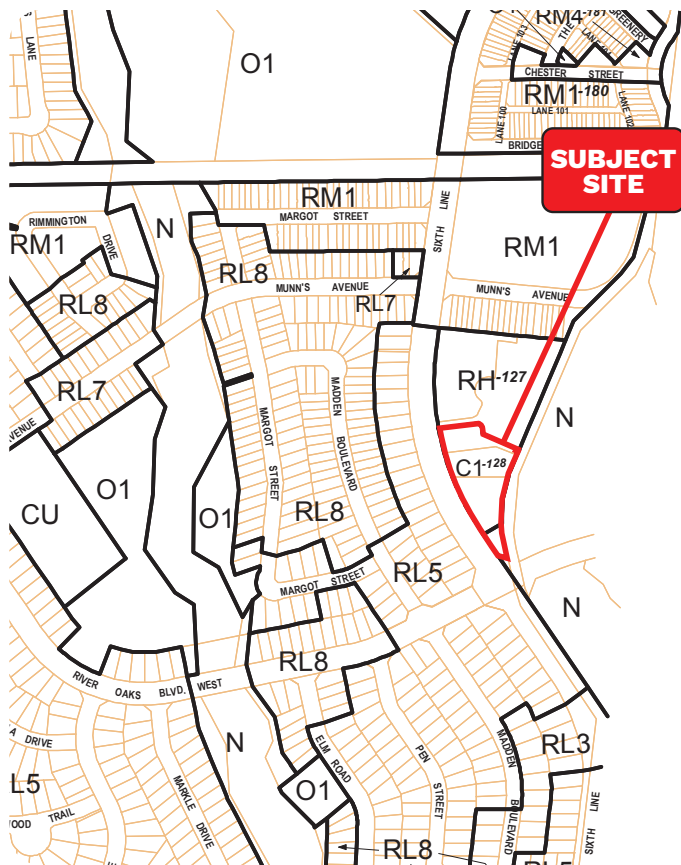


Figure 15 - Town of Oakville Zoning By-law 2014-014 Map 19(21)

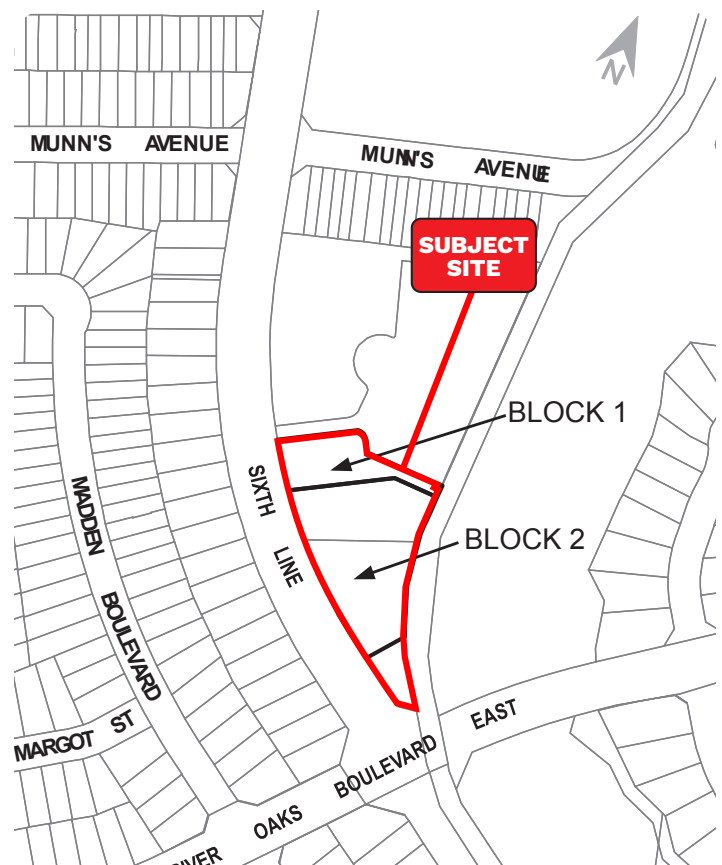


Figure 16 - Town of Oakville Zoning By-law No. 2014-014, Special Provision 128

4.7 Liveable by Design Urban Design Manual

On May 12, 2014, Town of Oakville Council endorsed the Liveable by Design Urban Design Manual. The Manual provides a comprehensive set of guiding design principles and urban design directives applicable Town-wide for all forms of development, redevelopment and capital projects. The Manual implements the policies in Section 6 (Urban Design) of Livable Oakville and applies to all development proposals that are subject to review and planning approval by the Town of Oakville.

The Manual specifically notes that it is intended to, among other things:

- visually articulate the design objectives set out in Livable Oakville;
- set clear expectations for preferred design and development outcomes that achieve function and attractive design;

- establish an assessment framework for the review of development proposals through the provision of detailed design directs to evaluate whether projects will be well-executed, function properly and enhance the public realm; and
- provide design principles and direction tailored to specific context, land use and development form.

The Manual includes a section on tall and mid-rise buildings and provides guidelines with respect to the height of the base building, ground floor treatment, entranceways, frontage and setbacks, building base separation and side property setbacks, the middle portion of a building, relation to the building base, floorplate control and massing, tower spacing and orientation, the building top, transitions to adjacent surroundings, building detailing and materials and amenity areas.

Relevant guidelines include, but are not limited to:

- Establish the height of the building base to be no greater than 80% of the right-of-way width up to a maximum height of 6-storeys (#1);
- Where a step back of the main wall of the building base is proposed, situate it no lower than 12.0m above grade and with a minimum depth of 1.5m, to ensure the building continues to frame abutting public spaces and streets (#2);
- Enhance the building façade along the street edge by incorporating creative building elements that are compatible in style, scale and placement (#3);
- For ground floor commercial uses facing a public street incorporate a minimum first storey floor to ceiling height of 4.5m, a minimum of 75% glazing on façade(s) to achieve visual interest and access to natural lighting (#4);
- For ground floor residential units, incorporate floor to ceiling heights between 3.5m and 4.5m (#5);
- On a corner lot, design and mass the building main wall to wrap the corner and address both frontages and incorporate enhanced architectural treatment that highlight the corner, such as taller elements, protruding elements, and balconies (#15);
- Where two abutting mid-rise buildings have primary windows facing each other, incorporate a minimum 10.0m setback from the shared property line to create an overall minimum building separation of 20.0m (#19);
- Setback buildings a minimum of 5.5m from a side property line at a minimum height that is based on 80% of total right-of-way width. This design direction does not apply to buildings that are six storeys or less (#21);
- Design tall and mid-rise buildings to fit contextually and to minimize potential impacts of height, massing, and shadow on their surroundings, including low density residential areas, heritage resources, open spaces and natural areas (#33);
- For buildings abutting a low-rise stable residential area and parks/open spaces, setback the building a minimum of 7.5m from the shared property line. Above the base building, (to a maximum of 10.5m above grade), incorporate step backs of the main wall to achieve appropriate transitioning (#35);
- For mid-rise buildings abutting parks and open spaces, incorporate a 45 degree angular plane from the shared property line (#36);
- For residential buildings, incorporate private outdoor amenity space in a form of a roof terrace or balcony for each unit (#48).

The Manual is discussed in more detail in the Urban Design Brief submitted for the application with this Planning Rationale report.

A photograph of two women in a professional setting, possibly a meeting or workshop. They are looking down at a large architectural model or plan on a table. The woman on the left is wearing a striped shirt, and the woman on the right is wearing a light blue button-down shirt. The image is dimly lit and has a blue tint. A large white circle with the number 5 is overlaid on the left side of the image.

5

Planning & Urban Design Analysis

5.1 Intensification

The proposed intensification on the Subject Site supports Provincial policy direction articulated in the PPS (2020) and the Growth Plan (2019) with respect to intensification within the built boundary. Although the Region and Town's policies have not yet been brought into conformity with the current PPS and Growth Plan, the Halton Region Official Plan and the Livable Oakville Plan both promote intensification on sites within the built-up urban area that are well served by municipal infrastructure.

The Subject Site is well situated to support the intensification objective of the applicable planning regime, being consistent with some of the key policies of the PPS which promote intensification, redevelopment and the creation of a compact built form. More specifically, Policies 1.1.3.2, 1.1.3.3, 1.1.3.4 and 1.4.3 of the PPS promote and facilitate intensification with an appropriate range and mix of housing types and densities and a compact built form while taking advantage of existing and planned infrastructure. Similarly, the Growth Plan supports the achievement of complete communities that prioritizing intensification and higher densities and supporting a range and mix of housing options, through emphasizing the importance of optimizing land use in urban areas.

This policy direction is further supported in the ROP through policies in Part II and III of the plan, supporting intensification within the existing built boundary, providing an adequate mix and variety of housing to satisfy differing physical, social and economic needs, the support of compact and transit supportive development, and the promotion of intensification and increased densities within the urban area. The proposed development meets these goals by providing compact, transit supportive intensification within the existing built boundary which increases housing variety and supply within the surrounding neighbourhood, and which supports the region's target of 50% of new growth being accommodated within the existing built boundary. The recent Halton Region Council direction to accommodate all growth within the Region to 2041 within the existing urban area provides further direction relating to the appropriateness of the proposed level of intensification on the Subject Site, whereby a greater scale of intensification will be required throughout the region in order to accommodate a larger percentage of growth within the existing urban area than currently planned for by the in-force ROP policies.

The Oakville Official Plan provides more detailed guidance on intensification within the town's existing built boundary. The proposed development supports the policies of the Official Plan through creating a pedestrian-oriented development with direct service by public transit and by enhancing a local community retail hub, improving walkability of the wider neighbourhood. The proposed development also provides a wider range of housing options for the surrounding area by introducing more apartment units to the immediate neighbourhood.

Further, while the Oakville Official Plan directs most growth to the it's designated Growth Areas, it provides that some growth and change may occur within existing residential areas provided the character of the area is preserved and the overall urban structure of the Town is upheld. With Oakville having virtually no potential to add Designated Greenfield Areas to the urban area, all of Oakville's growth over the 30-year planning horizon will need to be accommodated in the existing Delineated Built-up Area. The proposed development contemplates the intensification of a neighbourhood commercial site as permitted in the Oakville Official Plan, provided a contextually sensitive building which transitions to neighbouring properties as detailed further in this report, and meets other goals of the Official Plan including intensification, the provision of a range of housing options, and the provision of local neighbourhood commercial uses. The site is also adjacent to other existing High Density residential uses and is not a significant departure in use or development intensity over the existing context.

In summary, the proposed development supports Provincial, Regional and Town objectives and policies for intensification within the built boundary and along an existing transit corridors. In this regard, the proposed development is consistent with the Halton Region and Town of Oakville Official Plans, the PPS (2020) and conforms with the Growth Plan (2019).

5.2 Land Use

The proposed development consisting of active uses including medical office and commercial uses and townhouses along Sixth Line, with High Density residential uses set back above, which would provide an appropriate form of intensification in a mixed-use building that will contribute to completing the surrounding community. The proposed development will diversify neighbourhood housing options and improve neighbourhood commercial uses within walking distance of community infrastructure and accessible by public transit. The provision of these local services within a residential neighbourhood with additional residential units above helps the Town of Oakville Official Plan's guiding principles of achieving a livable community through transit and pedestrian oriented development that provides a range of housing and community resources to meet the diverse needs of the community through all stages of life.

To that extent, the proposed retail and medical office uses at grade will continue to provide local services to the surrounding neighbourhood in an improved, more pedestrian-oriented form which will better encourage non-automotive forms of access to the uses from the surrounding community. Additionally, the proposed apartment units will give a greater range of options for housing for the neighbourhood that are generally more affordable than the existing primarily low-rise options which exist in the surrounding neighbourhood.

The Growth Plan emphasizes the importance of optimizing land use within existing urban areas along public transit, and providing that intensification should be prioritized, and development should focus on making better use of existing infrastructure. The development as contemplated optimizes the low-density, auto oriented commercial use currently on the Subject Site with a higher density, compact built form which is more transit supportive, and which better utilizes the Subject Site. Further, the required commercial use on the lands is proposed to be retained to serve as a local commercial amenity for the neighbourhood, in order to improve walkability and access to amenities within the wider neighbourhood.

The uses proposed are also within the contemplated uses of the Halton Region Official Plan, which designates the lands as being within the urban area, where growth is to be focused and where growth is to be compact, transit supportive, encourage non-automotive forms of transportation, and promote intensification and increased densities.

Additionally, the Town of Oakville Official Plan, which designates the lands as *Neighbourhood Commercial*, permits the mix of commercial and residential uses

on the Subject Site. The *Neighbourhood Commercial* designation intends to provide for a range of retail and service commercial uses to serve the local community needs of the adjacent neighbourhood, which continues to be achieved in the proposed development through the provision of medical office and commercial units at grade. The development also assists the Town of Oakville in achieving its other Official Plan objectives relating to improved urban design, intensification, and built form.

Additionally, the proposed residential use is specifically permitted in the *Neighbourhood Commercial* designation, which permits residential uses above commercial uses. While residential uses are also proposed at grade, this is to address other policies of the Official Plan relating to intensification preserving the character of the surrounding neighbourhood and providing appropriate interfaces and transition to adjacent uses. While the proposed uses are permitted under the Liveable Oakville Official Plan, we are submitting an Official Plan Amendment to redesignate the site to Main Street 2 to permit greater heights and density.

Policy 3.9 of the Official Plan permits intensification of the Residential Area provided the character of the area is preserved and the overall urban structure of the Town is upheld. The policy specifically states that the character of Residential Areas is significantly influenced by their relationship to the Natural Heritage System, parks and open areas.

In our opinion, the Subject Site is a contextually appropriate location for the proposed mixed-use development. In accordance with Policy 3.9, the Subject Site is significantly influenced by its relationship to the Natural Heritage System, providing a suitable landscaped setting for the scale of the proposed development. Further, the height and massing of the proposal has been designed to sensitively transition to low density residential uses across Sixth Line which will assist in preserving the character of the area.

In our opinion, the proposal conforms to and is consistent with the PPS, Growth Plan, the ROP, and the Town's Official Plan from a land use planning perspective. The mix of grade-related medical office, commercial and residential uses together with upper levels of residential use that step back toward the adjacent Natural Heritage System will contribute to the goals and objectives for intensification throughout built up areas while preserving the character of the Residential Area, which is significantly influenced by the Natural Heritage System in this location.

5.3 Height, Massing and Density

The proposed height, massing and density are based on a number of contextual and urban design considerations, including:

- The Subject Site's frontage onto Sixth Line, a road with a 30 metre right of way;
- The Subject Site's location adjacent to the Natural Heritage System directly to the north, allowing for the building's massing to be influenced by its significant landscaped setting while minimizing built form impacts on the residential areas to the south of Sixth Line;
- The Subject Site's accessibility to existing public transit service along Sixth Line, supporting increased density that is transit supportive;
- The Subject Site's Neighbourhood Commercial land use designation which permits a mix of uses;
- The character of the surrounding residential area including existing High Density residential apartment buildings adjacent to the Subject Site; and,
- The size, depth and dimensions of the Subject Site.

In our opinion, the proposed height, massing and density generally conform with the policies of the Oakville Official Plan that envision contextually appropriate development on the Subject Site. The Official Plan specifically permits intensification in Residential Areas provided that the character of the area is preserved and that the overall urban structure is upheld.

The proposed **height** conforms to the intent of this policy direction. The existing character of Sixth Line between Upper Middle Road and Dundas Street West is characterised by a concentration of local community amenities such as a community centre, multiple public schools, including a large secondary school, and places of worship and a mix of residential heights and densities. Various medium and high density residential uses are present along Sixth Line, including the two High Density Residential apartment buildings directly to the west of the Subject Site. Further, Medium Density Residential uses including townhouse blocks are present along Sixth Line, which provide a reference for the proposed development's treatment of the Sixth Line frontage with two-storey townhouses at grade. While the proposed height of 9-storeys exceeds that of anything in the immediate context, it has been carefully balanced with the direction from the Growth Plan for intensification throughout the urban area, the Town of Oakville's direction for a provision of a variety of housing forms and direction for transit-supportive intensification which

supports complete communities. Further, the built form has been significantly influenced by the adjacent Natural Heritage System which will mitigate any built form impacts on surrounding land uses resulting from the proposed height.

Further, the proposed height of 28.8 metres is set back 10 metres from Sixth Line, which has an existing right of way width of 30 metres, therefore the proposed building is in keeping with the standards of the Town of Oakville Urban Design Guidelines requiring buildings to be set back at a 45-degree angular plane above a height equal to 80% of the right of way width.

The proposed **massing** mitigates the potential impacts of the proposed height. The proposed 9-storey height is broken down with step-backs from Sixth Line, providing a lower-scale podium fronting onto the street and strategically locating the massing of the building to direct shadows to the Natural Heritage System to the north instead of on adjacent Residential Areas. The proposed Sixth Line frontage consists of a 6-storey podium (including a double-height retail space at grade) further west adjacent to the existing apartment uses, with a lower-scaled 2-storey residential podium to the east closer to River Oaks Boulevard, providing an appropriate transition to lower scale residential uses across Sixth Line. The building is also further stepped back 2.3 metres from the west and 3.1 metres from the east, above the 7th storey, providing additional transition and reducing the built-form impact of the uppermost storeys.

The building forms a general "L" shape with the primary built form located as far north on the Subject Site as possible to minimize impacts on adjacent lower-scaled Residential Areas to the south. The shorter, 6-storey west wing of the building is proposed to extend over the proposed at grade commercial uses, providing an appropriate transition to the High Density apartment buildings immediately west. Further, the 2-storey townhouses will frame Sixth Line to the east and effectively transition to the lower-scaled Residential Area across Sixth Line from the Subject Site.

The north wing of the building is set back a minimum of 10 metres from Sixth Line in order to provide adequate separation, increasing as the building travels west. Similarly, the 6-storey west wing proposed above the commercial spaces is set back a minimum of 7 metres from Sixth Line. These set backs effectively transition the massing of the building from lower-scaled Residential Areas.

5.4 Built Form Impacts

From a **density** perspective, it is our opinion that the proposed density of 343 units per hectare (and 2.78 Floor Space Index (FSI)) is desirable and appropriate. Given the Subject Site's Neighbourhood Commercial designation, it is intended to be a local focus of activity for the Residential Area, and therefore a suitable location for the highest densities within the immediate context. Further, the Subject Site is ideally located for the proposed scale of intensification, with direct access to public transit along Sixth Line, within close proximity to local community amenities along Sixth Line. Further, the Subject Site's location adjacent to the Natural Heritage System provides the ability to sensitively transition the proposed scale of intensification while minimizing built form impacts on the surrounding Residential Area.

The proposed development also assists the Town of Oakville in achieving its objectives of accommodating intensification throughout the urban area in a contextually sensitive manner, and support the Growth Plan's goal by directing growth to the existing Built-Up Area. The proposal supports several other primary goals including increasing housing options in the community, providing transit supportive densities, and increasing the users of significant local community amenities within close proximity to the Subject Site. The need to meet intensification targets throughout the urban area is more critically important than ever before, given the Town of Oakville having virtually no potential to add Designated Greenfield Areas to the urban area, whereby all of Oakville's growth over the 30-year planning horizon will need to be accommodated in the existing Delineated Built-up Area.

In our opinion, it is appropriate to establish a density for the Subject Site that is based on specific built form design, context and urban structure considerations, rather than on the basis of outdated density and height provisions.

In our opinion, the current height and density provisions in the Official Plan and implemented through the applicable zoning by-law are reflective of an outdated planning framework, predating the current PPS (2020) and the current Growth Plan (2019). Furthermore, the proposed density results from appropriate built form and massing relationships as described in detail above. In our opinion, it is reasonable and appropriate to use site specific built form design, context and urban structure considerations to consider increases in height and density.

As set out below, it is our opinion that the proposed development will have minimal and acceptable built form impacts on surrounding properties, including the Residential Area to the south, the higher density apartment buildings to the west, and the Natural Heritage System to the north and east.

Light, View and Privacy

Light, view and privacy (LVP) impacts are generally addressed through a combination of spatial separation, orientation and mitigating measures between buildings. The greater concern is minimizing impacts for residential uses. The urban design policies in Section 6 of the Livable Oakville and the guidelines in the Livable by Design Manual have both been reviewed and it is our opinion that the proposed development conforms to the policies addressing LVP impacts on-site, as well as impacts from the proposed development on adjacent properties. In our opinion, the LVP impacts will be appropriately limited given the positioning of the principle building mass furthest away from Sixth Line and adjacent to the Natural Heritage System to the north, ensuring adequate access to light and views for the proposed building. The shadow study further detailed below, provides confirmation that shadow impacts from the proposed building will not impact existing Residential Areas.

Shadow Impacts

In order to address shadow impacts, a shadow study has been prepared by RAW Architects in support of the proposed development, in accordance with the Town of Oakville's Shadow Impact Analysis Terms of Reference. Test dates include April 21, June 21, September 21 and December 21.

The shadow study demonstrates that the proposed development will cast shadows primarily over the adjacent Natural Heritage System to the north and the surface parking area on the Subject Site to the west of the proposed building. A minor impact on existing residential dwellings along Sixth Line occurs at 8am on September 21, covering only the front lawns and quickly dissipating, as well as impacts on Residential Areas to the north at 4pm on December 21, during some of the shortest days of the year when the sun is lowest in the sky. Additionally, minor shadow impact on the adjacent apartment buildings to the west is measured in the mid-afternoon on December 21, though they remain

completely outside of the shadow of the proposed building during all other tested times and days. Given these minor impacts which either occur in the early morning and quickly dissipate or occur only during December when shadows are longest, we believe the impact to be acceptable and that the building has been adequately designed to mitigate shadow impacts on adjacent land uses.

5.5 Urban Design

A review and analysis of the applicable Official Plan urban design policies and the Livable by Design Manual guidelines is provided in the Urban Design Brief prepared by Bousfields Inc. and submitted under separate cover with this Application.

5.6 Transportation

In support of the proposed development, LEA Consulting Ltd. has prepared a Transportation Impact Study dated March 2022 that includes an estimate of travel demands generated by the proposed development, identifies the impacts of these trips on the area transportation network under prorated 2021 conditions and addresses the need for any measures required to mitigate these impacts. The study also reviews other transportation related aspects of the proposed development, including the applicable parking, loading and bicycle parking requirements for the proposed development, recommended transportation demand management measures and non-automobile travel. The following points provide a high-level summary of the findings of the accompanying report:

- Under existing conditions, all study area signalized and unsignalized intersections are operating at an acceptable LOS D or better. However, there are several critical movements at signalized intersections, including the eastbound through at Sixth Line & Dundas and Sixth Line & Upper Middle (AM), the southbound through at Sixth Line & Upper Middle (AM), and the westbound through at Sixth Line & Dundas (PM), along with several left turn movements at both intersections. All unsignalized movements are currently operating well.

- Under future background conditions, the study area intersections are expected to experience a reduction in capacity and level of service based on general background traffic growth. Capacity constraints identified under existing conditions are expected to worsen, with several experiencing a V/C above 1.0 and/or LOS F. However, the corridor growth rate assumption of 2% is unrealistic given the overall capacity constraints along the Dundas Street and Upper Middle Road corridors, and it is more likely that all constrained movements will be operating near capacity.
- A total of 72 and 83 net auto trips are predicted for the proposed development during the AM and PM peak hour, respectively.
- Under future total conditions, all movements are anticipated to operate similar to future background conditions. All movements at the site accesses are expected to function well.
- The proposed parking supply consists of 185 residential, 4 carshare, and 55 shared visitor/non-residential spaces. The effective residential supply of 202 spaces (based on the 4:1 carshare ratio) results in a minor by-law deficiency of 6 spaces. The proposed visitor/non-residential supply is deficient by 35 spaces relative to the by-law requirements. A supporting justification has been prepared based on proxy survey data, shared parking utilization rates and a review of available on-street parking adjacent to the site, illustrating that the proposed parking supply is sufficient and can support anticipated visitor/non-residential demand.
- A total of 86 bicycle spaces will be provided: 80 resident bicycle parking spaces and 6 non-residential/visitor bicycle parking spaces. The proposed bike parking supply exceeds the by-law requirements.
- According to the zoning by-law, there is no minimum number of loading spaces required. One loading space will be provided on the Subject Site.

5.7 Servicing and Stormwater Management

In support of the proposed development, Valdor Engineering Inc. has prepared a Functional Servicing and Stormwater Management Report dated February 2022.

The servicing strategy for the proposed development is summarized as follows:

Water Servicing

- The Subject Site is located within Pressure District O3 and will be serviced by a proposed 200mm diameter water service connection to the existing 300mm diameter watermain on the Sixth Line. The development will be serviced by a separate domestic and fireline connection as per Region of Halton standards. Since the underground parking structure will extend across the entire limit of the development site, water meters and back flow prevention devices will be installed in the meter room on the first parking level.
- The average day water consumption rate for the proposed development is 40.5 L/min. With regard to fire protection, the required fire flow plus maximum day demand of 5,091 L/min will be available at a pressure above the minimum 140 KPa based on the results of a pressure and flow test on a nearby hydrant.

Sanitary Servicing

- The Subject Site is located within the service area Mid-Halton Wastewater Treatment Plant. The development site will be serviced by a proposed 250mm diameter sanitary service connection to the existing 300mm diameter sanitary sewer on the Sixth Line. The total wastewater flow was calculated to be 3.01 L/s.
- An analysis of the downstream sanitary sewer has confirmed that there is sufficient capacity to accommodate the subject development.

Stormwater Servicing

- In order to achieve the required discharge rate, a detention tank will be provided in the underground parking garage having a volume of 90.7 m³ and a 171 mm diameter orifice plate will restrict the discharge to 162.4 L/s.
- Roof top stormwater detention is not required and therefore control flow roof drains are not required.
- With regards to the Town's restrictions regarding the depth of surface ponding, given that all of the detention volume will be provided underground, there will be no surface ponding for storm events up to and including the 100 year storm. In addition, the first floor elevation of the buildings will be a minimum of 0.30m higher than the 100 year high water level.
- With regards to quality control, an oil / grit separator, supplemented with a Low Impact Development (LID) measure in the form of an infiltration trench in a "treatment train approach" will provide the required minimum treatment rate of 80%TSS removal.
- With respect to water balance, rainwater will be retained on site through the use of Low Impact Development (LID) measures which include a green roof system and an infiltration trench.



Conclusion

The proposed redevelopment of the Subject Site with a 9-storey mixed-use building will appropriately intensify an underutilized Neighborhood Commercial site along a Minor Arterial Road, in accordance with the Town of Oakville's Residential Area policies that promote sensitive intensification on sites that are significantly influenced by the adjacency to the Natural Heritage System. The proposed development will contribute to creating a complete community by providing residential and local service commercial uses in a compact built form, that is accessible by public transit and promotes a pedestrian friendly environment along Sixth Line.

From a land use planning perspective, the proposed development is supportive of policy directions established in the PPS, the Growth Plan and the Official Plan, all of which promote intensification of underutilized sites within built-up urban areas. The proposed development will add new housing stock to the neighbourhood while retaining the neighbourhood commercial function of the site through the provision of grade-related retail and medical office uses at-grade retail opportunities, which will contribute to the achievement of a complete community.

From a built form perspective, the proposed development establishes a street wall that appropriately frames Sixth Line while transitioning to adjacent stable residential areas and minimizing the shadow impacts on adjacent sensitive uses. The stepping of the building and variety in building heights as well as the creation of multiple building wings breaks down the massing, creates provides appropriate transition, and ensures an engaging, attractive architectural design.

In conclusion, it is our opinion that the proposed development represents good planning, is consistent with the PPS, conforms with the Growth Plan, is in general alignment with the intent of the Official Plan, and would be a desirable addition to the River Oaks neighbourhood and Sixth Line corridor. Accordingly, the requested Official Plan and Zoning By-law Amendment applications should be approved.

