



# Planning & Urban Design Rationale

**382 Burnhamthorpe  
Road West**  
City of Oakville

**Prepared For**  
Sherborne Lodge  
Developments Ltd

November 2021



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# Table of Contents

<b>1 Introduction</b>	<b>1</b>
<b>2 Site &amp; Surroundings</b>	<b>3</b>
2.1 Site	4
2.2 Area Context	4
2.3 Immediate Surroundings	5
2.4 Transportation Context	7
<b>3 Proposal</b>	<b>9</b>
3.1 Description of the Proposal	10
3.2 Required Approvals	11
<b>4 Policy &amp; Regulatory Context</b>	<b>12</b>
4.1 Overview	13
4.2 Planning Act R.S.O 1990 c. P.13	13
4.3 Provincial Policy Statement (2020)	14
4.4 Growth Plan for the Greater Golden Horseshoe (2020)	16
4.5 Region of Halton Official Plan	18
4.6 Livable Oakville Official Plan	24
4.7 Town-wide Official Plan Review	24
4.8 Town of Oakville Urban Structure Review	24
4.9 North Oakville East Secondary Plan (2008) and OPA 321 (2019)	25
4.10 Zoning By-law 2009-189	34
4.11 Active Transportation Master Plan (2017)	34
4.12 North Oakville Urban Design and Open Space Guidelines (2009)	34
<b>5 Planning &amp; Urban Design Analysis</b>	<b>36</b>
5.1 Settlement and Greenfield Development	37
5.2 Land Use	38
5.3 Height and Density	39
5.4 Urban Design	40
5.5 Transportation	40
5.6 Servicing and Environmental	40
<b>6 Conclusion</b>	<b>43</b>



This Planning Rationale and Urban Design Report has been prepared by Bousfields Inc. on behalf of Sherborne Lodge Developments Ltd in support of applications for Draft Plan of Subdivision approval and for an amendment to the Town of Oakville Zoning By-law No. 2009-189 to permit the development of a 23.8-hectare (58.8 acre) property in North Oakville.







1

# Introduction

This Planning Rationale report has been prepared in support of applications for Draft Plan of Subdivision approval and for an amendment to the Town of Oakville Zoning By-law No. 2009-189 (the "applications") made by Sherborne Lodge Developments Limited (the "Owner"). The purpose of these applications is to permit the development of a 23.8-hectare (58.8 acre) property in North Oakville, which is municipally addressed as 382 Burnhamthorpe Road West, and is located at the southeast corner of Burnhamthorpe Road West and Neyagawa Boulevard (the "subject site").

The subject site is located within the northern portion of the Town's urban area and is included within the North Oakville East Secondary Plan ("NOESP") area. The NOESP seeks to create a complete and cohesive community by designating lands for a range of residential, mixed use, open space and institutional uses; requiring a compatible arrangement of land uses; and establishing policies to ensure orderly and compact growth. The NOESP includes as an Appendix, the North Oakville East Master Plan ("NOEMP"), which provides greater detail with respect to the location of land uses and associated densities within the Secondary Plan area.

The applications will result in a form of development that conforms to the NOESP and is generally consistent with the NOEMP.

The draft plan of subdivision creates a series of lots and blocks for residential and commercial uses; provides for the dedication of planned public streets; creates a new village square (0.29 hectares), an elementary school block (2.16 hectares) and a commercial block (1.01 hectares); establishes a stormwater management facility block (1.77 hectares) and other servicing blocks; and ensures the continued conservation of the natural heritage features to the south (7.97 hectares).

A total of 505 new residential dwelling units are proposed, comprised of 84 single-detached lots (17%), 42 on-street townhouse units (8%), 33 townhouses with double frontage along Neyagawa and a new internal street – "Street E" – (7%), 50 back-to-back townhouses (10%), and 296 apartment units (59%), collectively referred to as the "proposed development".

The existing zoning on the subject site (Existing Development (ED) does not provide for any new development. Therefore, an amendment to By-law No. 2009-189 is required in order to implement the proposed draft plan of subdivision. The requested zone categories are Neyagawa Urban Core Area (NUC), General Urban (GU), Sub-urban (S), Natural Heritage System (NHS), Institutional (I), Stormwater Management Facility (SMF) and Park (P) zones.

This Planning Rationale Report provides an overview of the proposed development, reviews the details of the applications, and demonstrates how the applications conform with the criteria set out in Section 51(24) of the *Planning Act*; are consistent with the policies as set out in the Provincial Policy Statement; and conform to the policies of the Growth Plan for the Greater Golden Horseshoe, the Region of Halton's Official Plan and the NOEPS.

The proposed development will be compatible with the existing and planned land use context and will provide appropriate connections to the future adjacent residential plans of subdivision (to the east), as contemplated in the NOESP. The approval of the applications will contribute to the provision of a range and mix of new housing options in North Oakville, will accommodate important community facilities such as school and park blocks, and will ensure the continued conservation of the natural heritage features. Accordingly, it is our opinion that the proposed development is appropriate and desirable and represents good planning and urban design and should be approved.





# Site & Surroundings



## 2.1 Site

The subject site is located at the southeast corner of the Burnhamthorpe Road West and Neyagawa Boulevard intersection, its municipal address is 382 Burnhamthorpe Road West and is legally described as:

*Part of Lots 19 and 20, Concession 1, North of Dundas Street (Geographic Township of Trafalgar).*

The subject site is generally flat sloping gradually to the south and forming a generally rectangular-shaped lot save and except for a small triangular bump-out in the centre where it abuts the curving right-of-way of Neyagawa Boulevard. The subject site is approximately 23.8 hectares (58.8 acres) in area and has a frontage of approximately +/- 265.0 metres (869.4 feet) along Burnhamthorpe Road West, a Regional Road.

The subject site is currently vacant and was previously used for both agricultural and equestrian purposes, as it was the former location for the Havencrest Riding Academy.

The province's online natural heritage mapping and Conservation Halton's online mapping identify a small Provincially Significant Wetland ("PSW") in the south-central area of the site, which forms part of the North Oakville-Milton East Wetland Complex. This PSW is shown within the proposed Plan of Subdivision as Block 109 and labelled is "Natural Heritage System".

## 2.2 Area Context

The subject site is located within the Glenorchy Residential Community in North Oakville East. The Glenorchy Community lies north of Dundas Street West, east of Neyagawa Boulevard, south of Highway 407, and west of Trafalgar Road. While it is located within the urban area, it has yet to be fully developed. Today, this Community includes a mix of new residential subdivisions interspersed with remaining agricultural fields and natural heritage and open spaces areas.

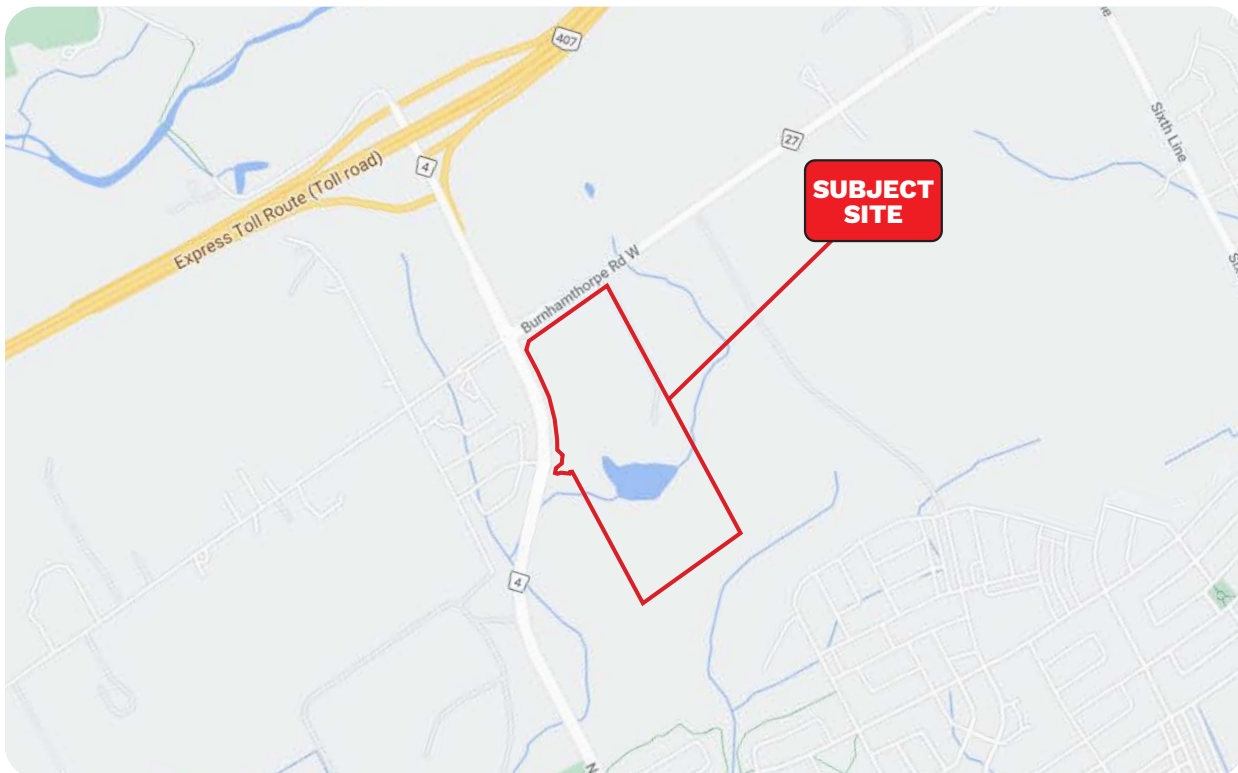


Figure 1 - Location Map

## 2.3 Immediate Surroundings

The lands immediately to the **north** and **east** of the subject site are vacant and currently used for agricultural purposes. In accordance with the NOEMP, the lands to the north are planned for mixed-use core area development and employment-type uses, and the lands to the east are planned for residential, institutional, park, and natural heritage system type uses.

The lands immediately **south** of the subject site consist of a mix of woodland (Neyagawa Woods), vacant land, and developing residential land further south.

A plan of subdivision (24T-05013) is currently being developed by "Lower Fourth Limited and Pendent Development Limited (Mattamy Development Corporation)". The development of these lands is being undertaken in phases, with Phases 1 and 2 having been registered and are

now under construction. Phase 3 is currently undergoing planning approvals, and the lands which abut the subject site to the south will form the final phase of build-out (Phase number not yet identified). Plan of subdivision (24T-05016) is located to the southwest of the subject site and was fully developed by Davis Minardi Home Corporation for new residential uses and natural heritage system preserve.

The lands immediately **west** of the subject site, at the southwest corner of Burnhamthorpe Road West and Neyagawa Boulevard, are developed with a mixture of residential, institutional, and open space uses including King's Christian Collegiate School and associated sports field.



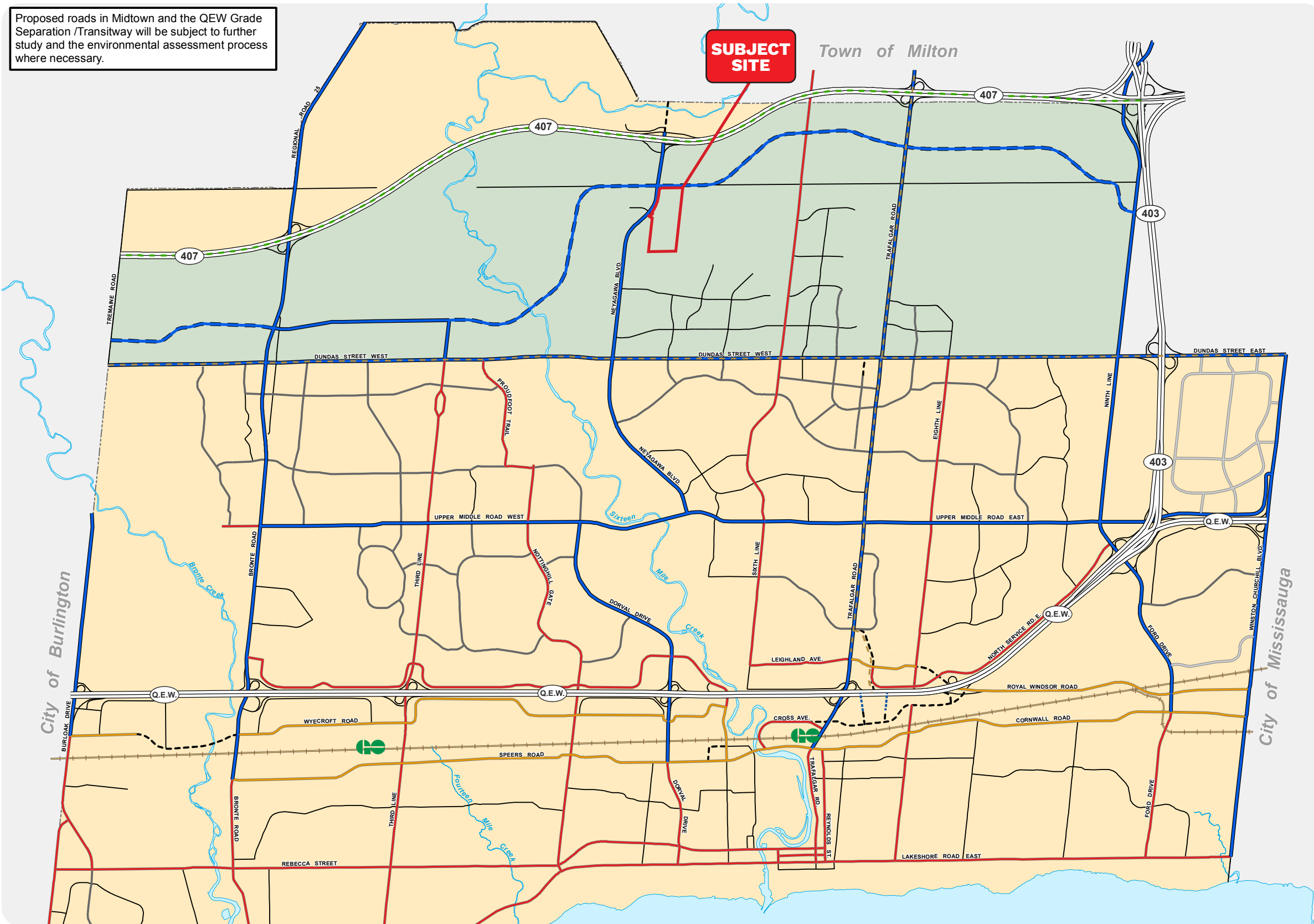
Figure 2 - Area Context



Proposed roads in Midtown and the QEW Grade Separation /Transitway will be subject to further study and the environmental assessment process where necessary.

**SUBJECT SITE**

Town of Milton



- PROVINCIAL HIGHWAY
- MAJOR ARTERIAL
- MULTI-PURPOSE ARTERIAL
- MINOR ARTERIAL
- INDUSTRIAL ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR
- PROPOSED ROADS
- QEW GRADE SEPARATION/ TRANSITWAY
- TRANSITWAY
- BUSWAY CORRIDOR
- RAILWAY LINE
- MAJOR TRANSIT STATION
- LANDS NOT SUBJECT TO THE POLICIES OF THIS PLAN

Figure 3 - Broader Oakville Transportation Context (Livable Oakville Schedule C – Transportation Plan)



## 2.4 Transportation Context

Road classifications and right-of way ("ROW") widths are generally established in the Halton Regional Official Plan, which are carried forward into the Town of Oakville Official Plan ("Livable Oakville" Plan), and into the NOESP.

Burnhamthorpe Road West and Neyagawa Boulevard, where they abut the subject site, are classified as "Major Arterial" roads in the Halton Regional Official Plan. The Region's planned ROW widths for Burnhamthorpe Road West and Neyagawa Boulevard are 35 metres 40 metres, respectively.

The Livable Oakville Plan classifies Burnhamthorpe Road West and Neyagawa Boulevard as a "Major Arterial" road on Schedule C – Transportation Plan, and as "Major Arterial/Transit Corridors" in the NOESP.

Major Arterial/Transit Corridors typically have ROW widths up to a maximum of 47 metres, with up to 6 travel lanes, and are intended to serve mainly inter-regional and regional travel demands including movement of heavy trucks and high order transit. Major Arterial/Transit Corridors are also intended to connect urban areas and nodes in different municipalities, carry high volumes of traffic, and distribute traffic to and from the Provincial freeways.

The subject site is located approximately 570 metres south of Highway 407, which is a tolled 400-series highway. The nearest interchanges are located along Neyagawa Boulevard and Trafalgar Road, approximately 570 metres and 2.9 kilometres north and northeast of the subject site, respectively.

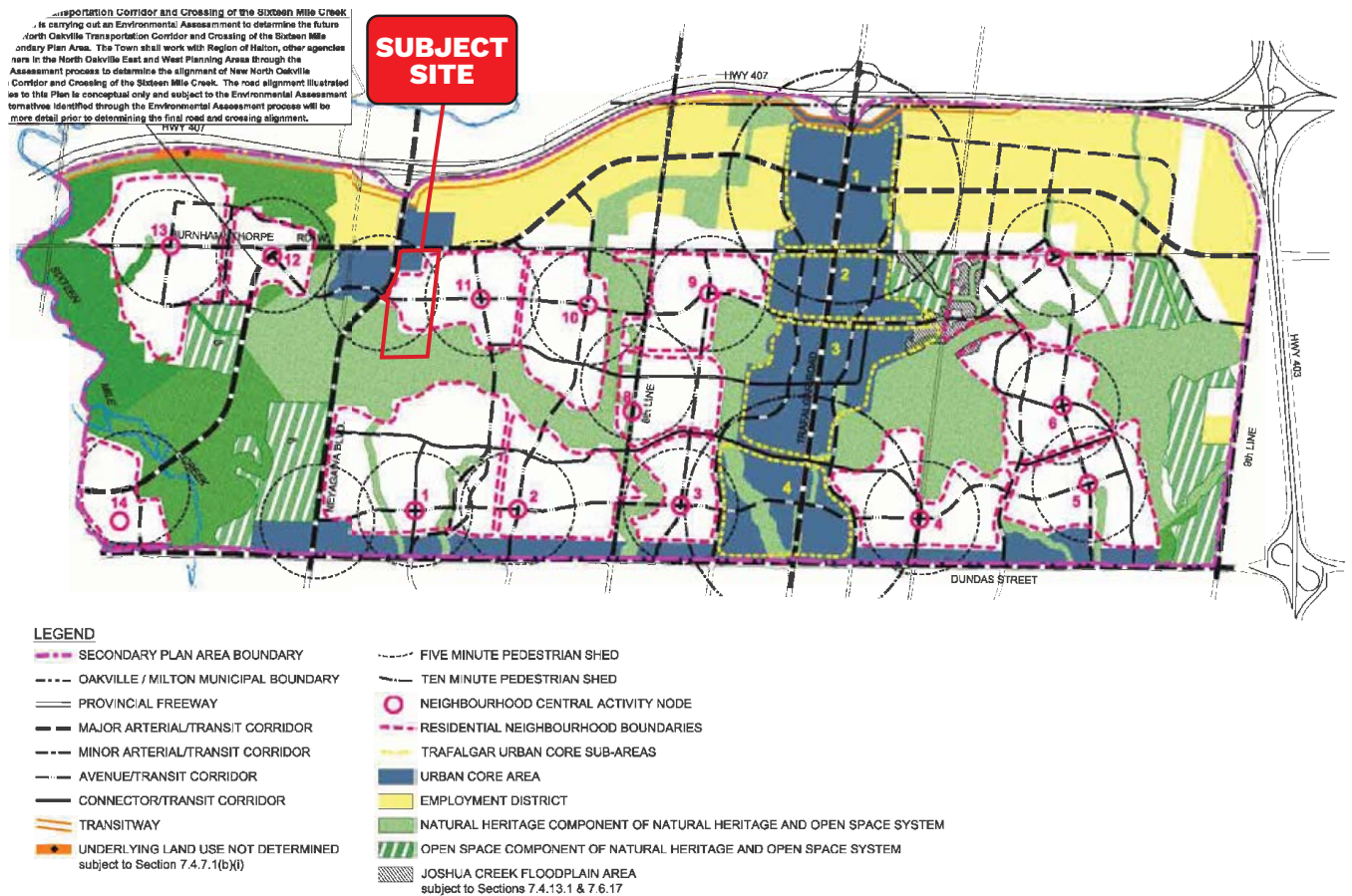


Figure 4 - North Oakville East Transportation Context (NOESP Figure NOE1 – Community Structure)

Oakville Transit does not currently service Burnhamthorpe Road West and Neyagawa Boulevard where they abut the subject site. Currently, the closest public transit service are bus routes "5/5A Dundas" (located along Dundas Street, approximately 2.7 kilometres southeast of the subject site) and "1 Trafalgar" (located approximately 2.7 kilometres northeast of the subject site).

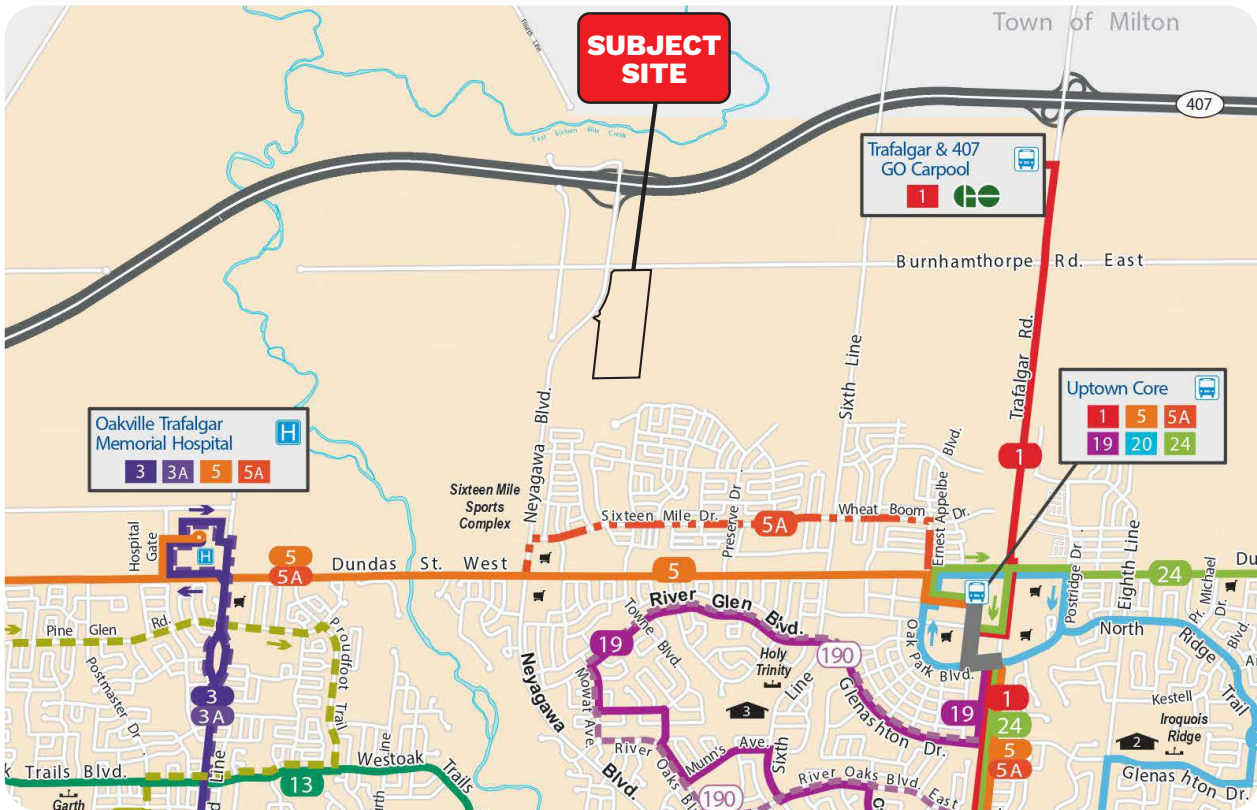


Figure 5 - Transit Context (Oakville Transit Map)

3

Proposal





The proposed draft plan of subdivision will create a compact and walkable community that will integrate seamlessly with the planned surrounding area and will provide important community facilities in the form of a new school and a new park (Village Square), and has identified the required municipal stormwater, sanitary and water services in accordance with the provisions of the NOESP. The subdivision plan establishes a network of new (and planned) public streets and provides for a range of housing types and forms including single-detached, townhouse and apartment dwellings. It also preserves all natural features on site, as further discussed in the submitted EIR/FSS report.

## 3.1 Description of the Proposal

### 3.1.1 Proposed Draft Plan of Subdivision

The draft plan of subdivision provides for a mix of low and medium density residential units, open space and institutional land uses, and a new public street network, generally consistent with the North Oakville East Master Plan (NOEMP).

A total of 505 new dwelling units are proposed comprised of 84 single-detached lots, 42 on-street townhouse units, 33 townhouses with double frontage along Neyagawa and a new internal street ("Street E"), 50 back-to-back townhouses and 296 apartment units within one block fronting Burnhamthorpe Road West (Block 105).

Lot widths and areas for the proposed subdivision are as follows:

**Table 1:** Proposed Lot Widths and Areas

Unit Type	Lots/Blocks	Lot/Unit Widths Range	# of Units	% of Development	Average Lot/Block Areas
Single-Detached	Lots 1-84	12.5 m - 15.24 m	84	17%	431 m <sup>2</sup>
On-Street Townhouses	Blocks 85-93	7.5 m per unit	42	8%	244 m <sup>2</sup> per unit
Double Frontage Townhouses	Blocks 94-100	6.1 m per unit	33	7%	217 m <sup>2</sup> per unit
Back-to-Back Townhouses	Blocks 101-104	6.6 m per unit	50	10%	122 m <sup>2</sup> per unit
Apartments	Block 105	N/A	296	59%	N/A

A commercial block, 1.01-hectares in size (Block 106), is proposed at the southeast corner of Burnhamthorpe Road West and Neyagawa Boulevard, and a school block, 2.1 hectares in size (Block 107), is proposed at the southeast corner of Streets B and C. The balance of the required school site will be provided on the adjacent lands to the east.

The school block has been strategically located on the south side of Street C south of the apartment block on the south side of Burnhamthorpe Road and the north side of Street C. This provides an effective buffer between the single-detached dwellings and the higher density residential uses.

An NHS block (Block 109, 7.87-hectares in size) and a stormwater management block (Block 108, 1.77-hectares in size) are located in the southern portion of the plan of subdivision. A pedestrian trail is located adjacent to the stormwater management block and is accessed via the Village Square (Block 112, 0.29 hectares in size).

Vehicular access to the subdivision is proposed from Burnhamthorpe Road and Neyagawa Boulevard, and from planned road connections to the proposed plan of subdivision to the east.

The development is proposed to be fully serviced via municipal stormwater, sanitary, and water services connections.

### **3.1.2 Proposed Zoning By-law Amendment**

The subject site is currently zoned Existing Development (ED) in the North Oakville Zoning By-law No. 2009-189. Permitted uses include primarily legally existing buildings and structures and infrastructure. An amendment to the North Oakville Zoning By-law No. 2009-189 is required in order for development to proceed. The following amendments to the Existing Development (ED) zone are proposed:

- Lots 1-10, 39-41, 60-84 to the General Urban "GU" zone (Single-Detached Dwellings);
- Block 111 to the to the General Urban "GU" zone (Servicing);
- Lots 11-38, and Lots 42-59 to the Sub-urban "SU" zone (Single-Detached Dwellings);
- Block 110 to the Sub-urban "SU" zone (Servicing);
- Blocks 85-93 to the General Urban "GU" zone (On-Street Townhomes);
- Blocks 94-100 to the General Urban "GU" zone (Double Frontage Townhomes);
- Blocks 101-104 to the General Urban "GU" zone (Back-to-Back Townhomes);
- Block 113 to the General Urban "GU" zone (Walkway);
- Block 105 to the Neyagawa Urban Core Area "NUC" zone (Apartments);
- Block 106 to the Neyagawa Urban Core Area "NUC" zone (Commercial);
- Block 107 to the Institutional "I" zone (School);
- Block 108 to the Stormwater Management Facility "SMF" zone (Stormwater Management Pond);

- Block 109 to the Natural Heritage System "NHS" zone (Natural Heritage System); and
- Block 112 to the Park "P" zone (Village Square).

The remaining 3.54 hectares will be conveyed to the Town for new roads.

## **3.2 Required Approvals**

The proposed development conforms to the Halton Region Official Plan, the Town of Oakville Official Plan and the NOESP, and is generally consistent with the NOEMP. It also has regard for the North Oakville Urban Design and Open Space Guidelines.

Locating Block 105 (the Apartment block) adjacent to Burnhamthorpe Road rather than Neyagawa Boulevard does not trigger the need for an Official Plan Amendment for the following reasons.

First, Policy 2.3 in Part F of the Town of Oakville Official Plan provides that the boundaries between classes of land use designated are intended to be only general and permits adjustments to such boundaries in zoning by-laws without the necessity of amending the Official Plan, provided that the by-laws conform to the general intent and purpose of this Plan.

Secondly, in accordance with Policies 7.5.2(b)(iii) and (h)(iv) of the NOESP, the reconfiguration of the neighbourhood land use categories (General Urban Area and Neyagawa Urban Core) are generally in accordance with the requirements of Table 1 (in the NOESP), and the plan of subdivision remains generally consistent with the Master Plan. Further analysis is provided in Section 5.2 of this Report.

Therefore, as the general intent and purpose of the NOESP and Town of Oakville Official Plan are maintained no official plan amendment is required.

As noted, a Zoning By-law Amendment is required in order to implement the proposed draft plan of subdivision. A draft Zoning By-law Amendment has been submitted with the applications.

A draft plan of subdivision application is required in order to define the new public street network, to create the residential lots and development blocks, to create the new park and school blocks, and to protect the Natural Heritage block located on the southerly portion of the draft plan.



4

# Policy & Regulatory Context



## 4.1 Overview

The applications will provide for an appropriate level of development in a manner that is consistent with the PPS, and conforms to the Growth Plan, the Region of Halton Official Plan and the NOESP, all of which promote and encourage residential uses on land within the urban boundary designated for development.

## 4.2 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 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); and the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians (q).

Section 2(1) requires that when approval authorities make a decision under subsection 17(34) of the Planning Act or the Tribunal makes a decision in respect of an appeal, it shall have regard to:

- a. any decision that is under the Act by a municipal council or by an approval authority and relates to the same planning matter; and
- b. any information and material that the municipal council or approval authority considered in making the decision described in clause (a).

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.

Section 51(24) identifies criteria in considering a draft plan of subdivision. It states that regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,

- a. the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;
- b. whether the proposed subdivision is premature or in the public interest;
- c. whether the plan conforms to the official plan and adjacent plans of subdivision, if any;
- d. the suitability of the land for the purposes for which it is to be subdivided;
  - i. if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;
- e. the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;
- f. the dimensions and shapes of the proposed lots;
- g. the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;
- h. conservation of natural resources and flood control;
- i. the adequacy of utilities and municipal services;
- j. the adequacy of school sites;
- k. the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;

- l. the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and
- m. the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).

### 4.3 Provincial Policy Statement (2020)

The 2020 Provincial Policy Statement ("2020 PPS") came into force and effect on May 1, 2020.

The 2020 PPS provides policy direction on matters of Provincial interest related to land use planning and development. Policy 4.2 provides that the PPS "shall be read in its entirety and all relevant policies are to be applied to each situation".

The 2020 PPS encourages an increase in the mix and supply of market and affordable housing, protecting the environment and public safety, reducing barriers and costs for development and providing greater certainty, and supporting the economy and job creation.

Section 1.1 of the PPS provides policy direction with respect to managing and directing land use to achieve efficient and resilient development and land use patterns. 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 and accommodating an appropriate affordable and market-based range and mix of residential types (including single detached, additional residential units, multi-unit housing affordable housing and housing for older persons).

Section 1.1.3 of the PPS provides policy direction with respect to development in Settlement Areas. Settlement Areas are urban areas and rural settlement areas, and include cities, towns, villages and hamlets. Ontario's Settlement Areas vary significantly in terms of size, density, population, economic activity, diversity and intensity of land uses, service levels, and types of infrastructure available.

The subject site is located within a Settlement Area as defined by the PPS.

Policy 1.1.3.1 directs that Settlement Areas shall be the focus of growth and development, and their vitality and regeneration promoted. Furthermore, Policy 1.1.3.2 states that:

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

- a. efficiently use land and resources;
- b. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- c. minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d. prepare for the impacts of a changing climate;
- e. support active transportation;
- f. are transit-supportive, where transit is planned, exists or may be developed; and
- g. are freight-supportive.

In this respect, Policy 1.1.3.6 provides that new development taking place in *designated growth areas*<sup>1</sup> should occur adjacent to the existing built-up area and should have a compact built form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

The subject site is within a designated growth area as defined in the 2020 PPS.

<sup>1</sup> **Designated growth areas:** means lands within settlement areas designated in an official plan for growth over the long-term planning horizon provided in policy 1.1.2, but which have not yet been fully developed. Designated growth areas include lands which are designated and available for residential growth in accordance with policy 1.4.1(a), as well as lands required for employment and other uses.

Section 1.4 of the 2020 PPS provides policy direction with respect to housing and directs that there should be an appropriate range and mix of housing options and densities to meet projected requirements of current and future residents of the *regional market area*<sup>2</sup>. Municipalities are to provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents by, among other matters, permitting and facilitating all types of residential intensification and redevelopment, promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit (Policy 1.4.3).

Section 1.5.1 of the 2020 PPS requires municipalities to promote healthy, active communities by:

- a. planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;
- b. planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;
- c. providing opportunities for public access to shorelines; and
- d. recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.

Policies with respect to infrastructure and public service facilities are set out in Section 1.6. The efficient use of infrastructure and public service facilities is a key element and Policy 1.6.1 provides the infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs. Planning for sewage and water services shall integrate servicing and land use considerations at all stages of the planning process (Policy 1.6.6.1).

<sup>2</sup> **Regional market area:** refers to an area that has a high degree of social and economic interaction. The upper or single-tier municipality, or planning area, will normally serve as the regional market area. However, where a regional market area extends significantly beyond these boundaries, then the regional market area may be based on the larger market area. Where regional market areas are very large and sparsely populated, a smaller area, if defined in an official plan, may be utilized.

and planning for stormwater management shall promote stormwater management best practices, in stormwater attenuation and re-use, water conservation and efficiency, and low impact development. (Policy 1.6.6.7)

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 the current and future use of transit and active transportation.

With respect to long-term economic prosperity, Policy 1.7.1 states that long-term prosperity should be supported through a number of initiatives including: (b) 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; (c) optimizing the use of land, resources, infrastructure and public service facilities; and (e) encouraging a sense of place by promoting well-designed built form and cultural planning.

The wise use and management of resources, and specifically Ontario's natural heritage is addressed in Section 2.1. Natural features and areas shall be protected for the long term (2.1.1). and the diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features (2.1.2).

There is a provincially significant wetland ("PSW") located on the southerly portion of the subject site. Policy 2.1.8 of the 2020 PPS states that:

*Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.*



An EIR/FSS Report has been prepared by Urbantech to evaluate the proposed development with respect to the adjacent PSW and is summarized below in Section 5.0 of this report.

For the reasons set out in Section 5.0 of this report, it is our opinion that the proposed development is consistent with the PPS, specifically those policies pertaining to the provision of housing within a defined Settlement Area.

## **4.4 Growth Plan for the Greater Golden Horseshoe (2020)**

A Place to Grow: The Growth Plan for the Greater Golden Horseshoe, 2019 ("the 2019 Growth Plan") came into effect on May 16, 2019. On August 28, 2020, the 2019 Growth Plan was amended by Growth Plan Amendment No. 1.

The 2019 Growth Plan provides a framework for implementing the province's vision for managing growth across the region to the year 2051 and supports the achievement of complete communities. In accordance with Section 1.2.3, the Growth Plan is to be read in its entirety and the relevant policies are to be applied to each situation.

The Guiding Principles are set out in Section 1.2.1. Key principles which are relevant for the applications 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;
- supporting a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes and ages of households; and
- improving the integration of land use planning with planning and investment in infrastructure and public service facilities.

Section 2.2 of the Growth Plan provides policy direction on where and how to grow. The subject site is located within a Settlement Area and is within a Designated Greenfield Area. The 2019 Growth Plan policies provide that within Settlement Areas, growth will be focussed in delineated built-up areas.

Policy 2.2.1(4) provides that applying the policies of the Growth Plan will support the achievement of complete communities that that, among other things, (a) feature a diverse mix of land uses including residential and employment uses and convenient access to local stores, services and public service facilities; (c) provide a diverse range and mix of housing options, (d) expand convenient access to a range of transportation options, public service facilities, and an appropriate supply of safe, publicly-accessible open spaces, parks trails, and other recreational facilities; (e) provide for a more compact built form and a vibrant public realm; (f) and mitigate and adapt to climate change impacts, and contribute to environmental sustainability.

Section 2.2.6 deals with housing. Policy 2.2.6(1) requires municipalities to support housing choice through, among other matters, the achievement of minimum intensification and density targets in the Growth Plan by identifying a diverse range and mix of housing options and densities to meet projected needs of current and future residents, including establishing targets for affordable ownership housing and rental housing. Notwithstanding Policy 1.4.1 of the 2020 PPS, Policy 2.2.6(2) states that, in implementing Policy 2.2.6(1), municipalities will support the achievement of complete communities by: planning to accommodate forecasted growth; planning to achieve the minimum intensification and density targets; considering the range and mix of housing options and densities of the existing housing stock; and planning to diversify the overall housing stock across the municipality.

Section 2.2.7 with respect to Designated Greenfield Areas states that:

1. New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:
  - a. supports the achievement of complete communities;
  - b. supports active transportation; and
  - c. encourages the integration and sustained viability of transit services.
2. The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:
  - a. The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare<sup>3</sup>.

In accordance with Policy 4.2.2(3), within the Natural Heritage System, new development is to demonstrate that:

- ii. there are no negative impacts on key natural heritage features or key hydrologic features or their functions;
- iii. connectivity along the system and between key natural heritage features and key hydrologic features located within 240 metres of each other will be maintained or, where possible, enhanced for the movement of native plants and animals across the landscape;
- iv. the removal of other natural features not identified as key natural heritage features and key hydrologic features is avoided, where possible. Such features should be incorporated into the planning and design of the proposed use wherever possible.

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<sup>3</sup> Policy 2.2.7(3) states the following: "The minimum density target will be measured over the entire designated greenfield area of each upper- or single-tier municipality, excluding the following: a) natural heritage features and areas, natural heritage systems and floodplains, provided development is prohibited in these areas; b) rights-of-way for: i. electricity transmission lines; ii. energy transmission pipelines; iii. freeways, as defined by and mapped as part of the Ontario Road Network; and iv. railways; c) employment areas; and d) cemeteries.

With respect to climate change, Policy 4.2.10(1) directs municipalities to develop policies in their official plans to identify actions that will include, among other things, supporting the achievement of complete communities as well as the minimum intensification and density targets in the Growth Plan, and reducing dependence on the automobile and supporting existing and planned transit and active transportation.

Municipalities, in planning to achieve the minimum intensification and density targets in the Growth Plan, are to develop and implement urban design and site design official plan policies and other supporting documents that direct the development of a high-quality public realm and compact built form. (Policy 5.2.5(6))

For the reasons set out in Section 5.0 of this report, it is our opinion that the proposed development, conforms with the Growth Plan and specifically the policies supporting the development of "complete communities" and the policies that seek to optimize the use of land and infrastructure.

## 4.5 Region of Halton Official Plan

The Region of Halton Official Plan (“ROP”) establishes policies to guide how the Region of Halton will grow and develop to 2031. The ROP addresses region-wide issues and provides a consistent vision for land use in the municipalities of Burlington, Halton Hills, Milton and Oakville, and establishes a Regional Structure consisting of systems, land use designations, and constraints to development.

### Halton’s Planning Vision

Part 2 of the ROP provides policy direction with respect to the Region’s planning vision, and states in Section 27 that Halton’s future landscape will always consist of three principal categories of land uses in large measures: 1) settlement areas; 2) the rural countryside; and 3) the natural heritage system.

Section 31 of the ROP provides that building healthy communities forms part of the vision for the future of the Region. Healthy communities are defined in a variety of ways but include communities in which a full range of housing, employment, social, health, educational, recreational and cultural opportunities are accessible for all segments of the community; and where mobility is provided primarily through an affordable, convenient, safe and efficient public transportation system and non-motorized travel modes.

### Halton’s Regional Structure

The Regional Structure, as shown on Map 1 of the ROP, represents Halton’s position on the use of land and natural resources within its planning area. Section 50.2 describes the three broad land use categories:

Settlement Areas, consisting of the Urban Area, Hamlets and Rural Clusters, as shown on Maps 1E and 1G,

Agricultural System, consisting of the Agricultural Area and those parts of the Natural Heritage System outside the Key Features or where the only Key Feature is a significant earth science area of natural and scientific interest, as shown on Map 1E, and

Natural Heritage System, consisting of the Regional Natural Heritage System and the Greenbelt Natural Heritage System, as shown on Map 1G.

The subject site is located within a settlement area, just north of the built boundary as delineated on Map 1 – Regional Structure of the ROP and is part of the ‘Urban Area’ and the ‘Regional Natural Heritage System’ (**Figure 6**). On Map 1G of the ROP (**Figure 7**), the southerly portion of the subject site contains ‘Key Features’. Map 3 of the ROP lays out a functional plan of Major Transportation Facilities and identifies Burnhamthorpe Road West and Neyagawa Boulevard (where they abut the subject site) as ‘Major Arterials’ (**Figure 8**).

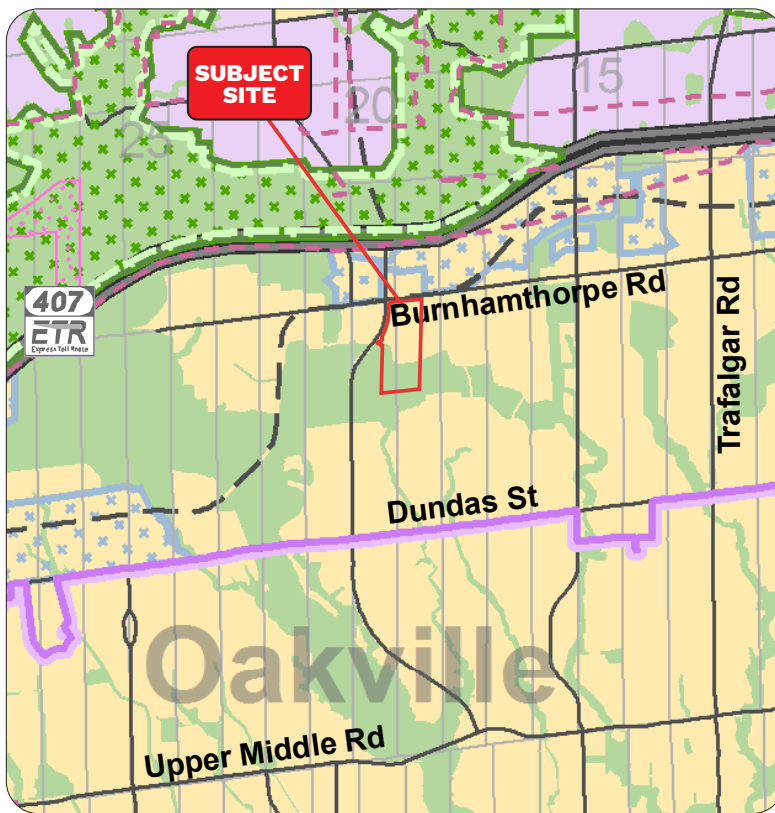
Section 51 of the ROP identifies both ‘Urban Areas’, which are defined as locations where urban services are provided to accommodate concentrations of existing and future development, and the ‘Natural Heritage System’. The ‘Natural Heritage System’ includes locations where a system of connected natural areas and open space exist to preserve and enhance the biological diversity and ecological functions within the Region.

The ROP provides specific goals, objectives and policies governing development within the ‘Urban Areas’ and the ‘Natural Heritage System’. Certain areas, such as the ‘Key Features’ in both the Greenbelt and the Regional Natural Heritage Systems, as shown on Map 1G are subject to other policies and/or conditions for development, as described in Sections 139.3 to 139.12 of the ROP.

The Regional Structure sets out targets for intensifying development within the Built-Up Area, and development density in the Designated Greenfield Areas<sup>4</sup>. According to Table 2 of the ROP, Oakville’s minimum intensification and density target is 13,500 new housing units within the built-up area between 2015 and 2031, and minimum overall development density in designated greenfield areas of 46 residents and jobs combined per gross hectare. In the measurement of these densities, the area of the Regional Natural Heritage System is excluded.

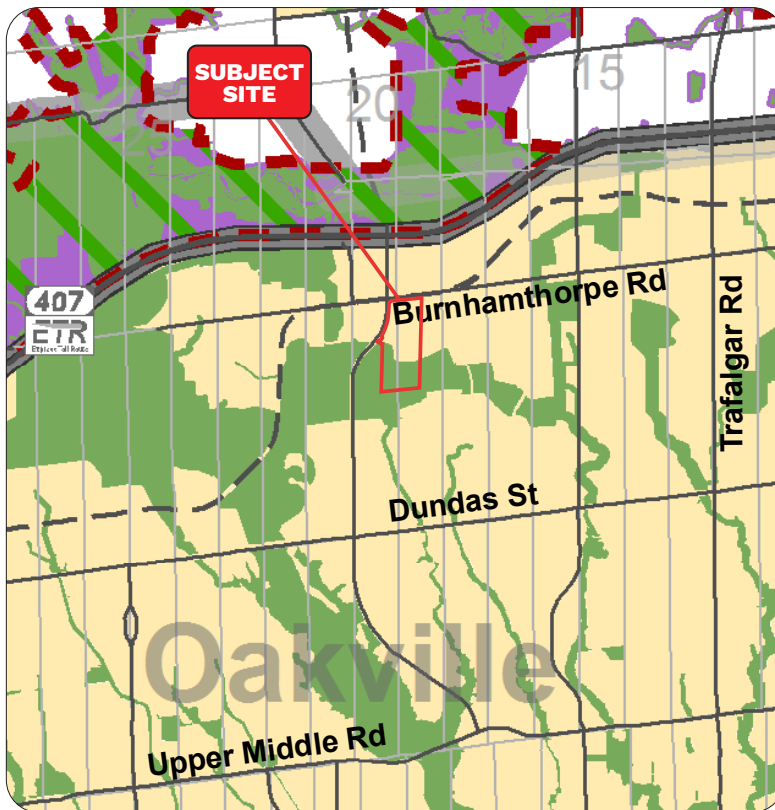
<sup>4</sup> **Designated Greenfield Area** means the area within the Urban Area that is not Built-Up Area (ROP, Section 225.1).





- Greenbelt Plan Protected Countryside Boundary
- Niagara Escarpment Plan Boundary
- Parkway Belt West Plan Boundary
- Built Boundary
- Employment Area
- Urban Growth Centre
- Area Eligible for Urban Servicing
- Halton Waste Management Site
- Urban Area
- Hamlet
- Agricultural Area
- Regional Natural Heritage System \*
- Mineral Resource Extraction Area
- North Aldershot Policy Area
- Greenbelt Natural Heritage System (Overlay)

Figure 6 - Map 1 – Regional Structure of the ROP



- 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

Figure 7 - Map 1G of the ROP

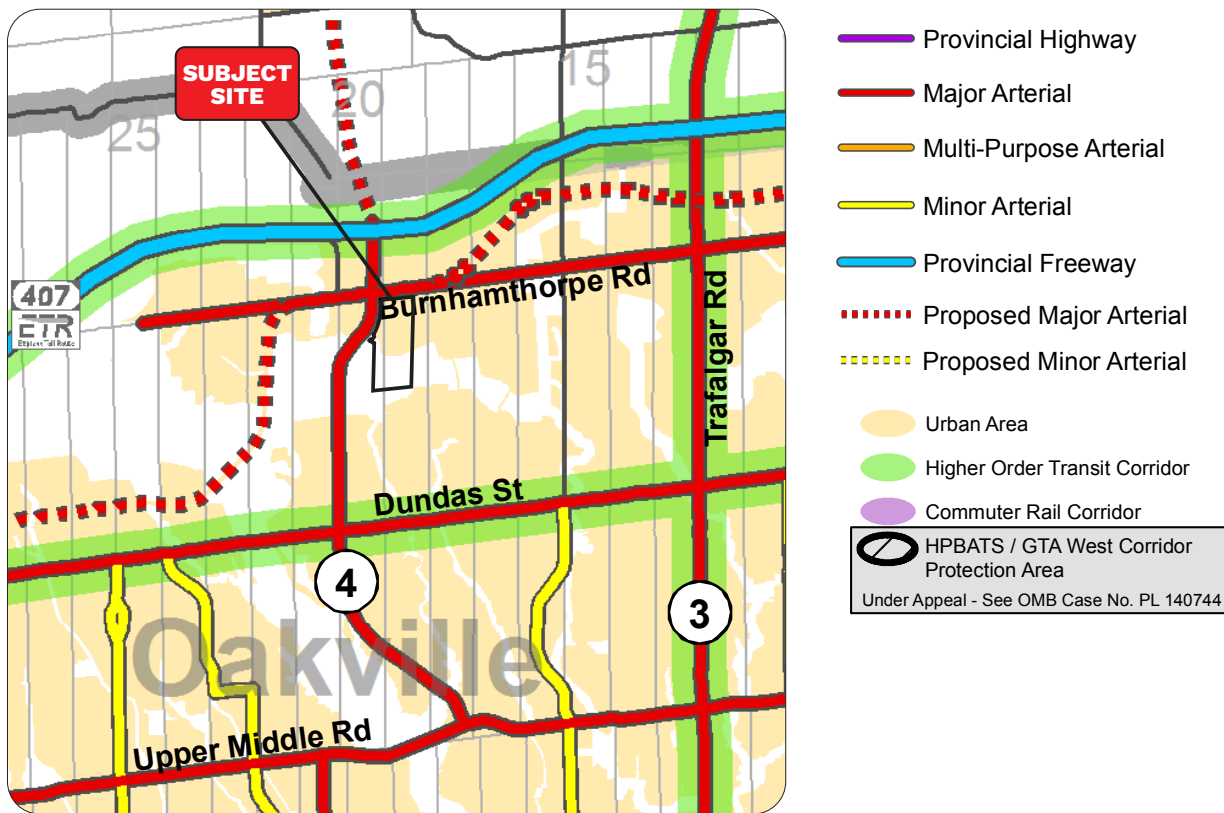
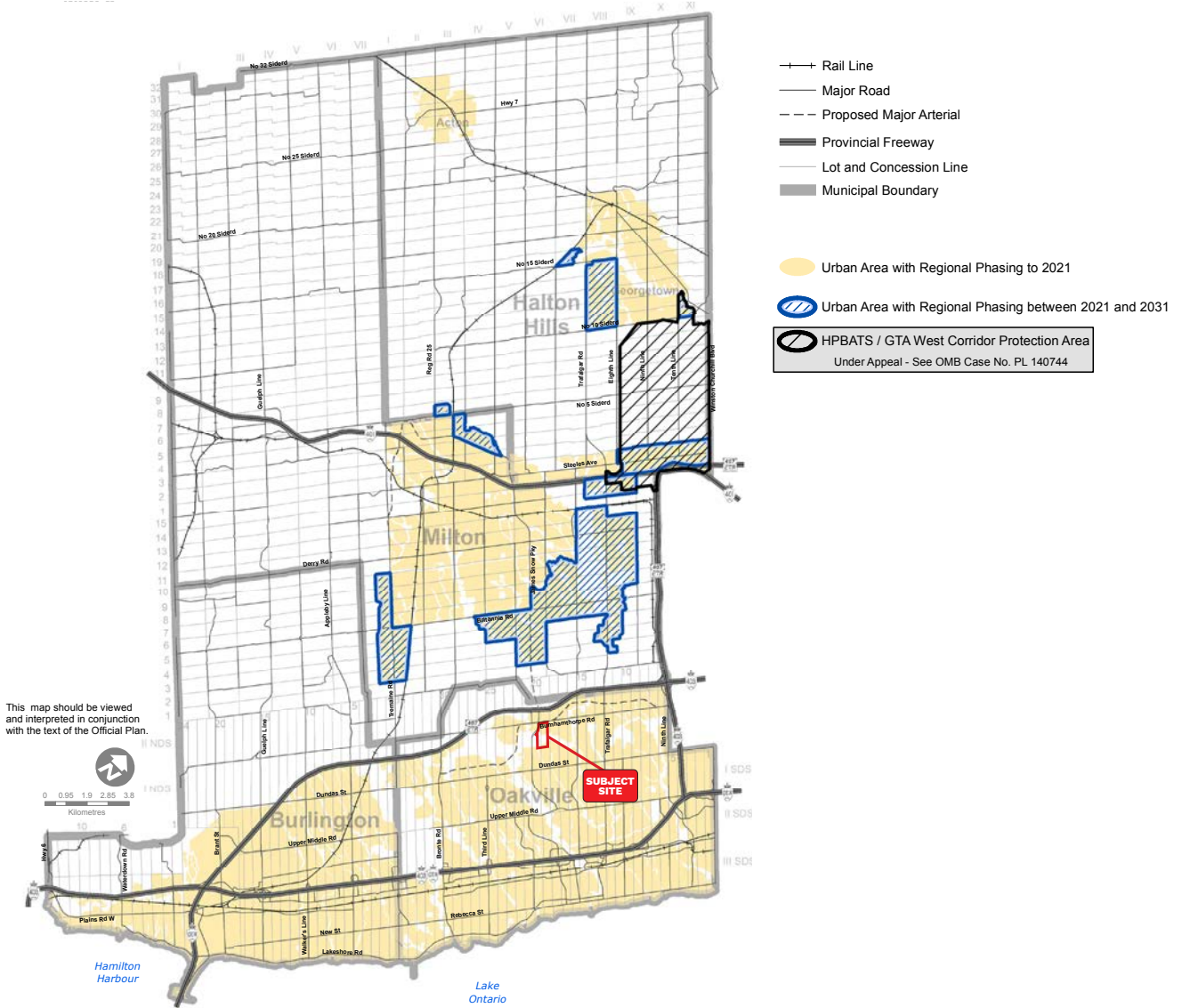


Figure 8 - Map 3 of the ROP

## Urban Area

Section 72 to 77 of the ROP provides the goals, objectives, and policy framework with respect to the 'Urban Area' designation, the objectives of the Urban Area are set out in Section 72, and include:

- 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.
- 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.
- To provide a range of identifiable, interconnected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure.
- To ensure that growth takes place commensurately both within and outside the Built Boundary.
- 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.
- To identify an urban structure that supports the development of Intensification Areas.
- 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.
- To facilitate and promote intensification and increased densities.



**Figure 9 - Regional Phasing**

The Regional phasing strategy (to 2031) is illustrated on Map 5 – Regional Phasing. The subject site is located within the Urban Area that has regional phasing to 2021 (see **Figure 9**).

The preparation and processing of Zoning By-laws and planning applications for site-specific development, such as applications for draft plan of subdivision approval on lands in the 2021-2031 phase on Map 5 can proceed prior to 2021 but must be in accordance with Section 77(17) of the ROP. Since the subject site is located within the 2021 regional phasing framework, the proposed development is eligible to proceed now.

## Housing

Sections 84 to 86 of the ROP provide the goals, objectives and policy framework with respect to housing in Halton. The Region’s housing goal is to provide an adequate mix and variety of housing types to satisfy differing physical, social and economic needs. The Region’s objectives for housing are, among other things to:

- establish housing targets by type and appropriate density for the Local Municipalities and the Region as a whole;
- coordinate, improve upon, and expedite the development approval process so as to reduce the overall cost of housing;



- make more efficient use of existing developed lands, housing stock and available services to increase the supply of housing while maintaining the physical character of existing neighbourhoods; and
- encourage the Local Municipalities to maintain the quality of the existing housing stock.

New development applications are monitored by the Region to achieve, at all times, a minimum three-year supply of draft approved and/or registered residential units for the *Region* as a whole. In this regard, the Region adopted the following housing targets:

- a. that at least 50 per cent of new housing units produced annually in Halton be in the form of townhouses or multi-storey buildings; and
- b. that at least 30 per cent of new housing units produced annually in Halton be Affordable or Assisted Housing.

The Region requires the Town of Oakville to provide an appropriate mix of housing by density, type and affordability, consistent with current and projected demands reflecting socio-economic and demographic trends. In an effort to improve the range and mix of housing types in Halton, the Region also requires Oakville, through their Official Plans and Zoning By-laws, to permit second residential units within existing dwellings in residential neighbourhoods as of right, provided that health, safety and other reasonable standards or criteria are met. The proposed site-specific zoning by-law amendment implements this regional housing direction and ensures that these standards or criteria do not preclude or prohibit the establishment of second residential units.

## Urban Services

Sections 87 to 89 of the ROP provide the goals, objectives and policy framework with respect to urban water and wastewater treatment services. The goal for urban services throughout the Region, is to ensure the adequate provision of urban services to achieve Halton's development objectives while being conscientious of the need to protect the environment. The objectives for urban services in Halton Region are to:

1. provide satisfactory levels of urban services in the Urban Area to meet existing and future requirements; and
2. provide a staged program for the improvement and extension of urban services:
  - a. within the financial capabilities of the Region,
  - b. *meeting or exceeding provincial environmental standards, and*
  - c. *based on the Joint Infrastructure Staging Plan.*

Full urban services are to be provided within the Urban Area (Section 89) and all new development must be connected to Halton's municipal water and wastewater systems.

Urban water and wastewater services are available to service the proposed development. The Region will monitor the servicing requirements of the proposed development in terms of allocations of water supply and wastewater treatment capacities to ensure that total system capacities, with an adequate reserve for operational flexibility and emergency situations, are not exceeded and to provide sufficient lead time for the planning, approvals and construction of new facilities.

As the subject site is partially located within the 'Regional Natural Heritage System', all development is required to minimize the number of disturbances to the Regional Natural Heritage System through the provision of urban services. The proposed development will achieve this by integrating, where possible, servicing plans for both water and wastewater services, and by designing the connections to existing urban service mains to take into account any possible future system expansion.

## Natural Heritage System

The Natural Heritage System consists of the Greenbelt Natural Heritage System and the Regional Natural Heritage System. While the subject site is not located within the Greenbelt Plan boundary, it is located within the 'Regional Natural Heritage System' and contains 'Key Features' (Map 1 and 1G of the ROP).

Key Features within the Regional Natural Heritage System specifically include: significant habitat of endangered and threatened species; significant wetlands; significant coastal wetlands; significant woodlands; significant valley lands; significant wildlife habitat; significant areas of natural and scientific interest; and fish habitat.

The objectives of the Natural Heritage System seek to: direct developments to locations outside hazard lands; protect or enhance the diversity of fauna and flora, ecosystems, plant communities, and significant landforms of Halton; protect or enhance Key Features; preserve and enhance the quality and quantity of ground and surface water; contribute to a continuous natural open space system to provide visual separation of communities and to provide continuous corridors and inter-connections between the Key Features and their ecological functions; preserve native species and communities that are rare, threatened or endangered based on regional, provincial or national scales of assessment; preserve the aesthetic character of natural features; and provide opportunities, where appropriate, for passive outdoor recreational activities.

The proposed draft plan of subdivision respects the identified on-site Regional Natural Heritage System and Key Features. Natural Heritage features have been included within blocks which will be zoned to prohibit development and which can be conveyed to a public authority (Town of Oakville). All developments or site alterations that are located wholly or partially inside or within 120m of the Regional Natural Heritage System must complete an EIA. The results of the EIR/FSS are summarized in Section 5.0 of this report.

The NOESP (OPA 272) further delineates the Regional Natural Heritage System.

## **Environmental Quality**

The goals, objectives and policy framework with respect to maintaining a high-quality environment, for current and future generations are set out in Sections 140-149. Objectives include the promotion of and use of active transportation to reduce automobile dependency. To support this objective the ROP directs new development

to consider access to public transit services or transit stops in their design, with a goal walking distance of 400m

The Region also seeks to maintain, protect and enhance the quality and quantity of both ground and surface water by (in part) restricting development and site alteration in or near sensitive surface and ground water features and requiring an Environmental Impact Assessment to protect, improve or restore such features. Trees are generally recognized and protected as a renewable natural resource. Accordingly, all development is required (to the maximum degree possible) to preserve existing trees and plant additional trees and prepare and submit an inventory of trees on site along with a tree saving and planting plan where a development proposes the removal of any trees.

Solid waste management, water quality and quantity, air quality and ambience, and land uses have been addressed through a variety of supporting studies and plans and are addressed in Section 5.0 of this report below (Planning and Urban Design Analysis).

## **Transportation**

Sections 171 to 173 of the ROP provide the goals, objectives and policy framework with respect to transportation in the Region. Regional objectives with respect to transportation are:

(2) To develop a balanced transportation system that:

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

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

- a. provide a high level of service internally within Halton,
- b. include continuous enhancements of the GO Transit system within Halton,
- c. are connected to a higher order transit network throughout the Greater Toronto and Hamilton Area,

- d. are complemented and supported by a network of active transportation facilities, and
- e. are fully integrated both internally and externally in terms of fare and service.

(9) To support the early introduction of public transit service in new development and redevelopment areas and in Intensification Areas.

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

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

The Region has adopted a Functional Plan of Major Transportation Facilities, which is illustrated on Map 3 and described in Table 3 of the ROP, for the purpose of meeting travel demands for year 2021 as well as protecting key components of the future transportation system to meet travel demands beyond year 2021.

Policy 173(25) of the ROP allows the Region to secure, any necessary rights-of-way and sites for transit stops and stations and commuter parking or mode transfer facilities for the implementation of local and inter-regional transit systems within Halton, through the development process and/or strategic property acquisitions.

The owner has retained CGH Transportation to undertake and complete a Transportation Impact Study (TIS) Addendum (summarized in Section 5.0 of this report below).

For the reasons set out in Section 5.0 of this report, it is our opinion that the proposed development conforms with the Region of Halton Official Plan and specifically the policies that: support building healthy communities; development in the urban areas; the provision of a range and mix of housing types; the protection and enhancement of the environment and the Region's Natural Heritage System; and the provision of a safe, convenient, accessible, affordable and efficient transportation system in Halton.

## 4.6 Livable Oakville Official Plan

The Town of Oakville Official Plan ("Livable Oakville") was adopted by Council in 2009 and approved by the Ontario Municipal Board in 2011. Livable Oakville sets out Council's policies on how lands in Oakville should be used and how growth should be managed to 2031. Livable Oakville applies to all lands within the Town except the North Oakville East and West Secondary Plan areas.

## 4.7 Town-wide Official Plan Review

The Town-wide Official Plan Review was initiated at a special meeting of Planning and Development Council on May 11, 2015. The intent of the Official Plan Review was to consolidate and harmonize the Town's Official Plan documents under Livable Oakville and to ensure consistency with the 2020 Provincial Policy Statement and conformity with the Growth Plan (2019) and the Halton Region Official Plan.

Major Studies which formed part of the Official Plan Review included a review of the Town-wide Urban Structure, an Employment and Commercial Review, a North Oakville Review, Nodes (Growth Areas) and Corridors Reviews and a Residential Policy Review.

The NOESP is intended to be incorporated into the Livable Oakville Plan as part of the Town-wide review.

## 4.8 Town of Oakville Urban Structure Review

The Urban Structure Review included a review of the natural heritage and open spaces, as well as residential, commercial, employment and mixed-use areas. It was intended to identify if changes were required in order to accommodate required growth.

In April 2018 the Region of Halton approved Official Plan Amendments ("OPAs") 15, 317 and 318 with modifications, which established a Town-wide urban structure. These OPAs were also intended to incorporate the NOESP into the



broader Official Plan framework. However, as OPA 15 was appealed to the Local Planning and Appeal Tribunal ("LPAT") by Clublink Corporation ULC and Clublink Holdings Ltd. (PL171084, PL180158, PL180580), the Town-wide urban structure is not yet in force<sup>5</sup>. This Planning Rationale includes these policies which, although not determinative, are informative.

The subject site is identified as a 'Residential Area' and 'Natural Heritage System' on Schedule A1 – Urban Structure, forming Appendix C to OPA 15.

The Town-wide Urban Structure provides for the long-term protection of natural heritage, public open space and cultural heritage resources, maintains the character of residential areas and provides the basis for directing growth to identified nodes and corridors. The Urban Structure elements (as shown on Schedule A1 – Urban Structure, forming Appendix C) are not intended to be land use designations, or to grant development rights or to predetermine the specific land uses that will be permitted on any particular parcel of land.

Section 3.1 of OPA 15 recognizes the Natural Heritage System as a linked system of natural areas including natural features, hazard lands, buffers and linkages. It is intended that these natural areas be protected from development and preserved for the long term in order to promote sustainability and contribute to the quality of life in the Town.

Section 3.9 of OPA 15 states that 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. Through the new Town-wide Urban Structure, the Town recognizes that 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. Furthermore, the character of the Residential Areas will be significantly influenced by their relationship to the Natural Heritage System, parks and open space areas.

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<sup>5</sup> A Case Management Conference is scheduled for May 11, 2021 and a Hearing is scheduled for August 3, 2021 for LPAT Case No. PL171084 which will be heard together with case Nos. PL180158 and PL180580.

## **4.9 North Oakville East Secondary Plan (2008) and OPA 321 (2019)**

The subject site is located within the NOESP. North Oakville East is planned as a compact, pedestrian-oriented, urban community containing a broad range of housing opportunities ranging from executive housing on large lots to high rise apartment units. The character and pattern of the community is influenced by the natural heritage and open space system.

NOESP and the North Oakville West Secondary Plan, (the "North Oakville Secondary Plans") provide a planning framework for the lands north of Dundas Street and south of Highway 407 between Ninth Line in the east and Tremaine Road in the west. The North Oakville Secondary Plans were approved as amendments to the Town's 2006 Official Plan, were reviewed as part of the Town-wide Official Plan Review of the Livable Oakville Plan and, as a result have been included in that Plan (although currently under appeal).

Part 1 of the Review focussed on matters to be addressed in the short-term through revisions to the North Oakville Plans and led to the adoption of OPAs 321 (which amended North Oakville East) and 322 (which amended North Oakville West). Part 2 of the Review consists of matters which are to be addressed in the longer term.

The designations for the NOESP area are found on Figures NOE1 through NOE4 inclusive, and are subject to the policies of Part E, Section 7 of the Plan. A Master Plan, the NOEMP, is included as an Appendix (Appendix 7.3).

## General Development Objectives

The general development objectives of the NOESP that apply to the proposed development are specified below:

### 7.2.3.1 Environment and Open Space

- a. *To establish as a first priority of the Town, a natural heritage and open space system, within the context of an urban setting, the majority of which is in public ownership.*
- b. *To create a sustainable natural heritage and open space system which provides a balance between active and passive recreational needs and links to the existing open space system within the Town.*
- c. *To identify, protect and preserve natural heritage features within the natural heritage component of the natural heritage and open space system and ensure that their use respects their functional role as natural areas within the ecosystem.*
- d. *To incorporate measures intended to achieve the goals of environmental protection and enhancement including energy conservation, greenhouse gas reduction, and increased utilization of public transit.*
- e. *To preserve and protect ESA's, ANSI's, provincially significant wetlands, and significant woodlands which form the core of the natural heritage component of the natural heritage and open space system, together with required buffers and adjacent lands intended to protect the function of those features and ensure the long-term sustainability of the natural heritage component of the system within the urban context.*

### 7.2.3.2 Residential

- f. *To create residential communities which complement the existing built form elements that are intended to remain within the community and incorporate the best community planning and urban design practices available while protecting, enhancing and integrating the area's natural heritage component of the natural heritage and open space system.*

- g. *To establish overall development densities that equal or exceed the density established by the Halton Urban Structure Plan and which are commensurate with the type and frequency of transit service planned for the area.*
- h. *To reflect the land use objectives as set out within the Halton Urban Structure Plan (April 1994).*
- i. *To minimize travel time, traffic, greenhouse gases, servicing costs and energy costs through a variety of mechanisms, and particularly by providing an efficient land use arrangement and a mix of housing forms and tenures.*
- j. *To encourage a closer relationship between the workplace and home through land use planning decisions.*
- k. *To create varied and distinguishable residential neighbourhoods which provide a strong, identifiable sense of place for the residents.*
- l. *To provide for a variety of residential densities and unit types throughout the planning area, responding to the varied needs of the future population, while directing the highest densities and intensity of use to the Trafalgar Road Corridor in support of a broad range of services including high frequency transit, shopping, personal services and community facilities.*

### 7.2.3.4 Urban Design

- a. *To provide integrated community design that coordinates land use, the natural heritage and open space system, the street network and built form to reinforce the community vision.*
- b. *To integrate important views and vistas of the natural heritage and open space system within community design.*
- c. *To create an urban fabric characterized by a connected street system that is responsive to the natural heritage and open space system and existing land uses.*
- d. *To promote building design variety that promotes an active, safe pedestrian realm within the streetscape.*

- e. *To design street sections that promote a sense of scale and provide for pedestrian comfort.*
- f. *To promote building forms that address the street and minimize the impact of garages and service areas on the streetscape.*
- g. *To encourage mixed use development along strategic corridors and at neighbourhood centres.*
- h. *To create retail and service commercial development that has a strong relationship to streetscapes and major pedestrian ways.*
- i. *To integrate community and institutional uses at landmark locations.*
- j. *To promote a variety of housing with diverse architecture.*
- k. *To create high quality employment areas which are easily accessed by trucks and other vehicular traffic, as well as transit, bicycles and pedestrians.*
- c. *To establish a transportation system that complements and supports the existing and future urban structure and land use pattern.*
- d. *To promote transit opportunities through community design, including a "transit first" policy to ensure that development including the phasing of development, proceeds in a manner which will be supportive of the early provision of transit services.*
- e. *To explore all modes of transportation including the use of HOV lanes, express bus lanes and transit rights-of-way on the existing and future road network in Oakville, as well as other innovative approaches to transit.*
- f. *To plan residential development and its road network so that residents are predominantly within a 400-metre walking distance of transit services.*
- g. *To promote both local and higher order transit opportunities through land use arrangements, building orientation and streetscape design.*

#### **7.2.3.5 Transportation**

- a. *To create a system of roads and transportation corridors which promotes the safe, efficient circulation of traffic including transit and non-vehicular traffic.*
- b. *To establish an efficient and linked, safe pedestrian movement system (cycleways and walkways) along with an appropriate distribution of land uses so that residents do not need to rely on the automobile to meet the recreational, shopping and commuter needs of daily life.*

#### **7.2.3.6 Servicing**

- a. *To provide for water and wastewater services, together with storm drainage works, reflecting the requirements of the various levels of government and minimizing their impact on the natural environment.*
- b. *To ensure that the development industry absorbs its share of the cost in the provision of the necessary infrastructure.*



## Community Structure

On Figure NOE 1, the subject site is situated within the boundaries of 'Residential Neighbourhood 11' and the 'Urban Core Area'. A portion of the subject site also contains a 'Natural Heritage Component'. Both Burnhamthorpe Road and Neyagawa Boulevard are identified as 'Major Arterial/Transit Corridors' (see **Figure 10**, Figure NOE 1 of the NOESP).

Residential Neighbourhoods can include a range of uses and densities including neighbourhood centres, general urban areas, and sub-urban areas.

*Neighbourhood Centres:* are located in the centre of each neighbourhood, within walking distance of most residents. While predominately residential in character, Neighbourhood Centres will permit a range of uses. These uses will be permitted throughout the area but will be focused at a central activity node for the neighbourhood. Neighbourhood Centres have denser development than other parts of the neighbourhood but are predominantly ground related, and, in

addition to residential development, will include a range of convenience and service commercial, civic, institutional and live-work functions in buildings at a scale and with a design appropriate to the area.

*General Urban:* while predominately residential, also provide for live-work functions. Development will be at lower densities than those found in the Neighbourhood Centre.

*Sub-urban:* the least dense and most purely residential context is found in areas in a neighbourhood termed "Sub-urban". While live-work functions are permitted, these areas are primarily residential in nature. (See Section 7.6)

The Urban Core designation is intended to reflect the most urban part of the North Oakville East Plan Area. These areas provide for the densest development and the highest order activities including a full range of residential, retail and service commercial, entertainment, cultural, business, and institutional uses. The primary focus of this development is along Trafalgar Road, with the north side of Dundas St. and at the intersection of Neyagawa Boulevard and

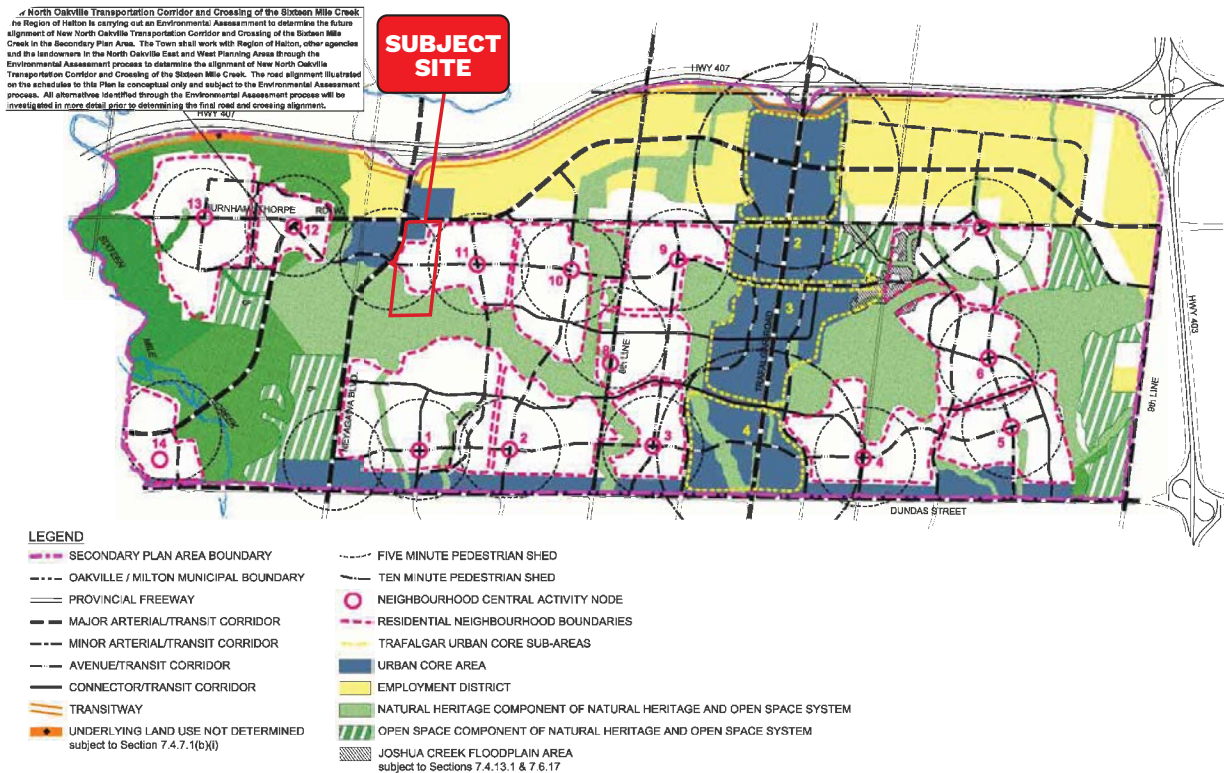
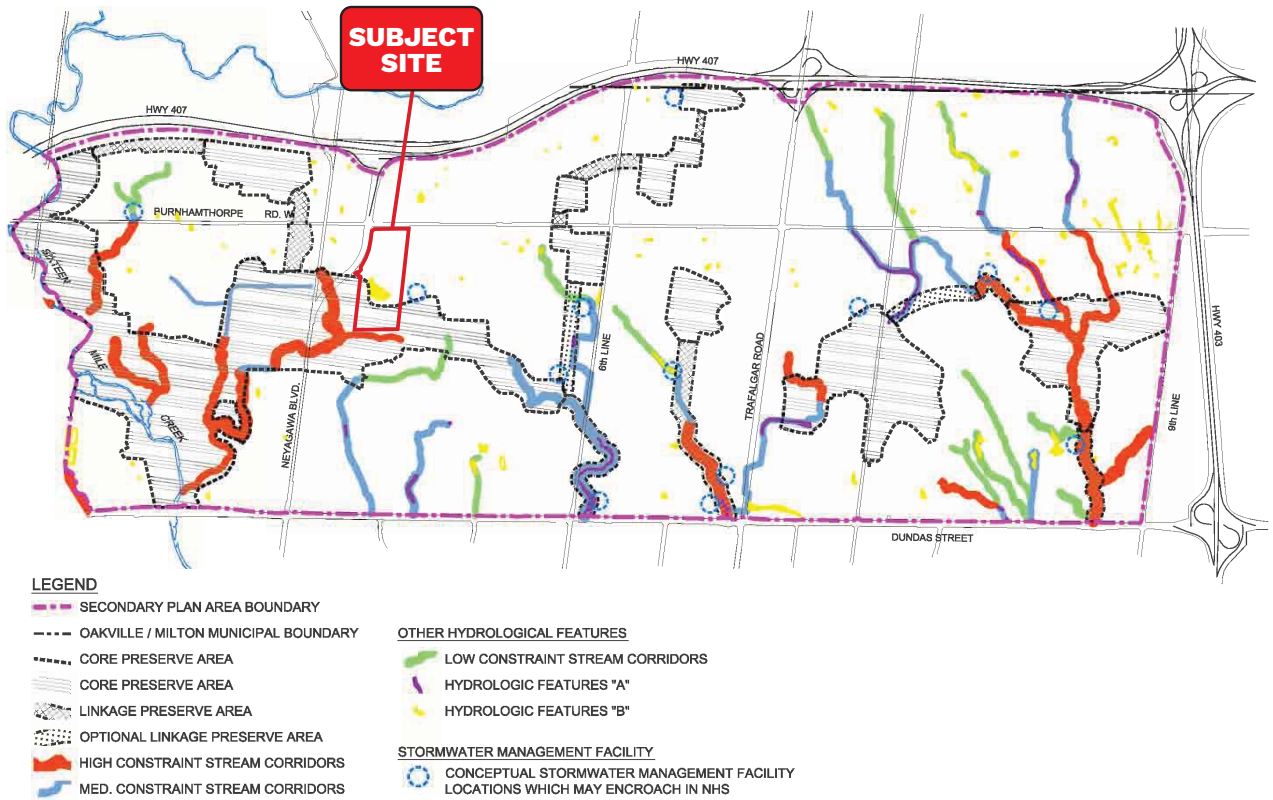


Figure 10 - NOESP Community Structure (NOE 1)



**Figure 11** - NOESP Natural Heritage and Open Space System (NOE 3)

Burnhamthorpe Road having an important, but more secondary role (Policy 7.3.2).

Section 7.3 establishes the population and housing targets for the NOESP, which inform the unit mix in the draft plan of subdivision. The ultimate population target is between 45,000 and 55,000 and the overall density should equal or exceed the requirements of the Halton Urban Structure Plan of 30 units per hectare.

Section 7.3.6.2 sets out the housing mix target for the NOESP. While the achievement of a housing mix which lies between the target ranges on a yearly basis is not required, the Town is to review the achievement of the targets every five years and is to monitor them on an annual basis.

**Table 2** - Housing Mix Target

Housing Type	Low	High
Low Density	55%	45%
Medium Density	25%	20%
High Density	20%	35%

The Natural Heritage and Open Space System for North Oakville East forms a central feature of the planning area. The primary purpose of the Natural Heritage component is to protect, preserve and, where appropriate, enhance the natural environment. It is also to contribute to the enhancement of air and water resources, and provide for limited, passive recreational needs.

A breakdown of the Natural Heritage System Designations applicable to the North Oakville East Planning Area is set out in Section 7.4.7.1. The mapping included in Figure NOE 3 identifies the natural heritage components of the natural heritage and open space system including other hydrological features. The southerly portion of the subject site is located within the 'Core Preserve Area' and Hydrologic Features "B" (see **Figure 11**, Figure NO3 of the NOESP).

The Core Preserve Area designation on Figure NOE3 includes key natural features or groupings of key natural features, together with required buffers and adjacent lands intended to protect the function of those features and ensure the long-term sustainability of the Natural Heritage component of the System within the urban context.

The boundaries of the Core Preserve Area are to be maintained generally in accordance with the designations on Figure NOE3 and the North Oakville Creeks Subwatershed Study. As part of the detailed planning process, the Town does allow for minor modifications to the boundaries of these designations to reflect differences in scale and levels of detail, or to better integrate natural and urban land uses to achieve a more compact, efficient urban form (Policy 7.4.7.2). Any minor modifications to these designations cannot negatively impact the Natural Heritage component of the Natural Heritage and Open Space System as determined by the Town, and in consultation with the Region of Halton and Conservation Halton. In addition, any minor modifications cannot result in any significant decrease in the size of the Natural Heritage component of the System.

The Hydrologic Features "B" include watercourses with associated riparian lands, and setbacks from top-of-bank and meander belts, located outside the Core and Linkage Preserve Areas and the High and Medium Constraint Stream Corridor Areas. Hydrologic Features "B" may be relocated and consolidated with other wet features, wetlands or stormwater management ponds, provided the hydrologic function of the feature is maintained (Policy 7.4.8(b)(iv)).

An EIR/FSS has been completed to address the Natural Heritage System designations on the subject site in the context of the proposed development. The outcomes of the EIR/FSS are provided below in Section 5.0 of this report.

## **Community Design Strategy and the Master Plan**

Appendix 7.3 illustrates the community design strategy for the NOEMP. The spacing, function and design of intersections of the local roads with major arterial/transit corridors shown on the NOEMP have not been approved by the Region. The Town will determine, after consultation with all affected landowners, whether the proposed plans of subdivision are consistent with the Master Plan in Appendix 7.3.

The NOEMP provides general locations for uses within the designated 'Neighbourhood Area' and identifies the subject site as: 'Neyagawa Urban Core', 'Sub Urban', 'General Urban Area', 'Natural Heritage System Area', 'Stormwater Management Facility' and 'Elementary School' (see **Figure 12**, Appendix 7.3 of the NOESP).

Draft plans of subdivision must generally be consistent with the community design strategy illustrated on the NOEMP. The NOESP also provides that where plans are generally consistent with the Master Plan, development may be permitted to proceed without the preparation of an area design plan (Policy 7.5.2(b)).

As per Policy 7.5.2(h) of the NOESP, reconfiguration of the neighbourhood land use categories will generally not be considered to be inconsistent with the NOEMP, so long as they are generally in accordance with the neighbourhood land use category requirements of Table 1.

The subject site is located within a residential neighbourhood area (#11) on Figure NOE1, which area generally corresponds to the community design envisioned through the NOEMP (Appendix 7.3). In accordance with Section 7.5.12, each neighbourhood will have distinctive characteristics, but with the following common features:



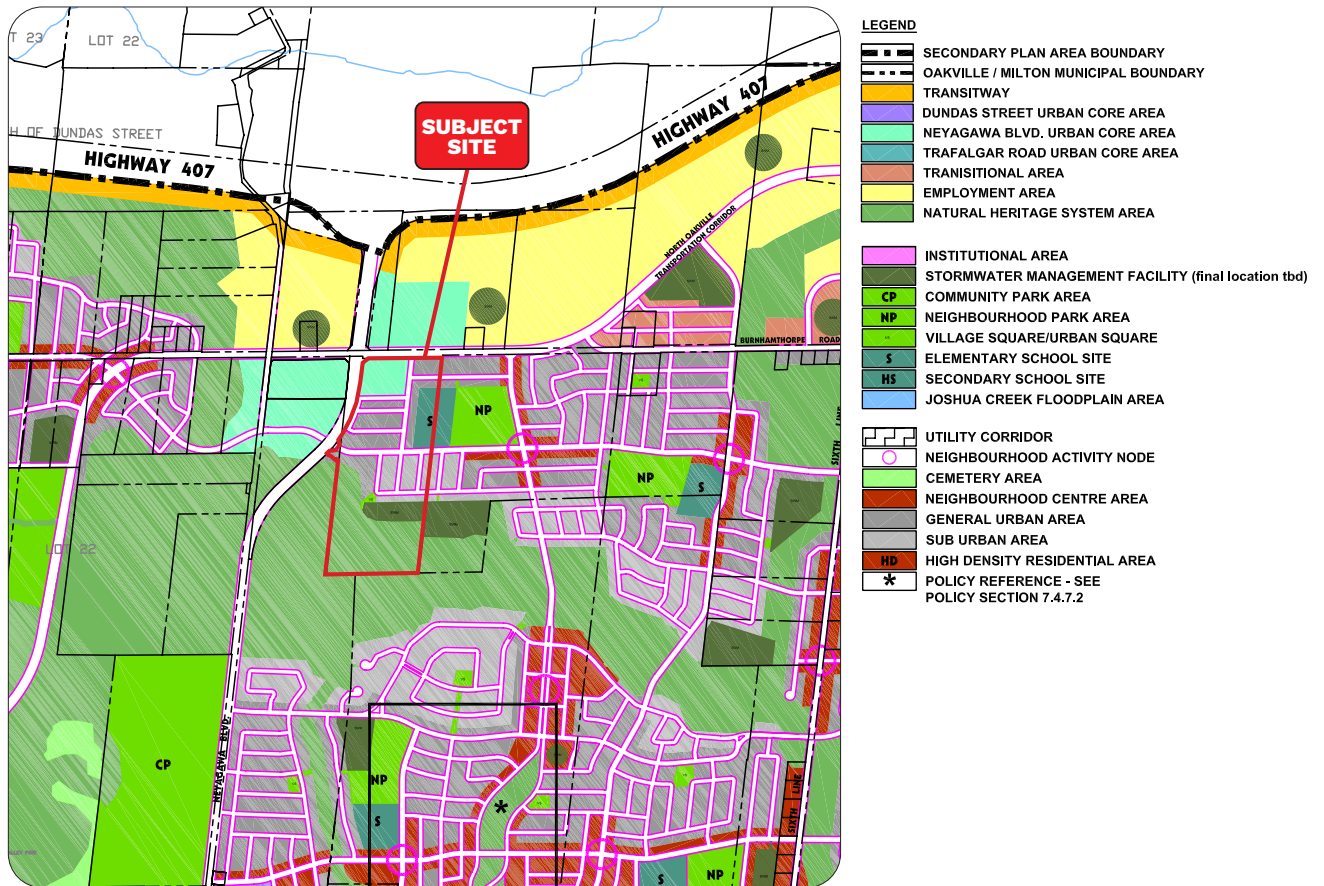


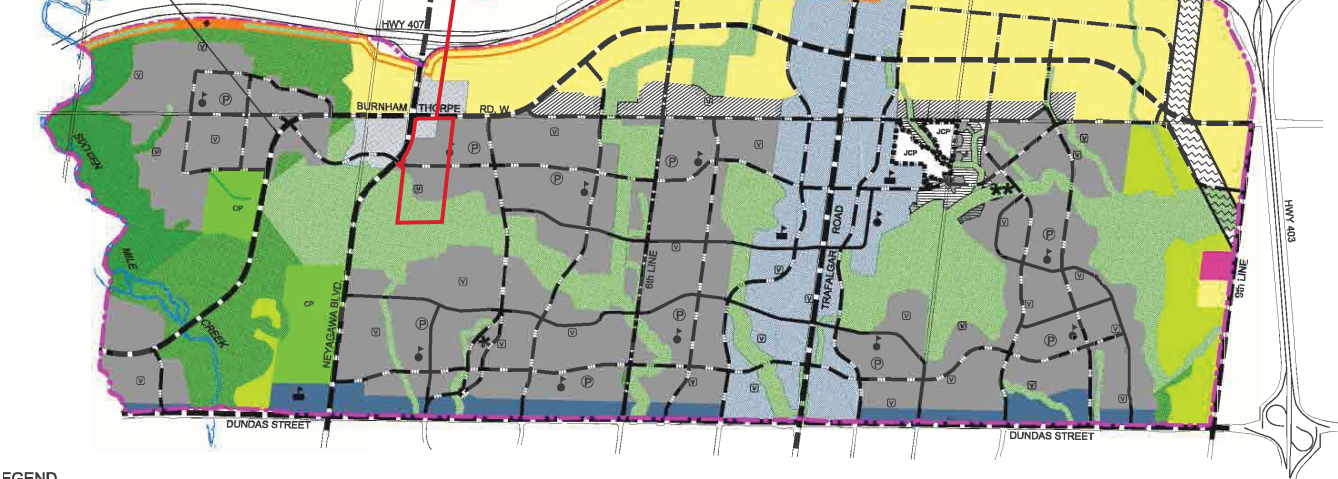
Figure 12 - North Oakville East Master Plan (Appendix 7.3)

- a. Each neighbourhood will include at its centre, approximately a five-minute walk from most areas of the neighbourhood, a neighbourhood activity node which would include a transit stop and other public facilities which serve the neighbourhood such as central mailboxes or mail pickup facilities. In addition, convenience commercial facilities or similar uses will be encouraged to locate at the neighbourhood activity node.
- b. Neighbourhoods shall be primarily residential in character, but will include mixed use development including commercial, institutional, live-work and civic facilities;
- c. Within neighbourhoods, a range of lot sizes, building types, architectural styles and price levels shall be provided to accommodate diverse ages and incomes;
- d. The Town shall work with the School Boards to try to ensure that elementary schools are located to allow as many children within a neighbourhood as possible to walk or bicycle to them; and,
- e. A range of open space including parks, squares and playgrounds shall be distributed through a neighbourhood in locations which are easily accessible and which can act as "meeting places" for residents.



15th Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek  
 The Town of Halton is carrying out an Environmental Assessment to determine the future  
 of New North Oakville Transportation Corridor and Crossing of the Sixteen Mile  
 the Secondary Plan Area. The Town shall work with Region of Halton, other agencies  
 and owners in the North Oakville East and West Planning Areas through the  
 Environmental Assessment process to determine the alignment of New North Oakville  
 Transportation Corridor and Crossing of the Sixteen Mile Creek. The road alignment illustrated  
 in this Plan is conceptual only and subject to the Environmental Assessment  
 process. All alternatives identified through the Environmental Assessment process will be  
 detailed in more detail prior to determining the final road and crossing alignment.

**SUBJECT SITE**



LEGEND					
	SECONDARY PLAN AREA BOUNDARY		DUNDAS URBAN CORE AREA		NEIGHBOURHOOD AREA
	OAKVILLE / MILTON MUNICIPAL BOUNDARY		NEYAGAWA URBAN CORE AREA		CEMETERY AREA
	PROVINCIAL FREEWAY		TRAFALGAR URBAN CORE AREA		INSTITUTIONAL AREA
	MAJOR ARTERIAL/TRANSIT CORRIDOR		TRANSITIONAL AREA		SECONDARY SCHOOL SITE
	MINOR ARTERIAL/TRANSIT CORRIDOR		EMPLOYMENT DISTRICT		ELEMENTARY SCHOOL SITE
	AVENUE/TRANSIT CORRIDOR		NATURAL HERITAGE SYSTEM AREA		NEIGHBOURHOOD PARK
	CONNECTOR/TRANSIT CORRIDOR		COMMUNITY PARK AREA		VILLAGE SQUARE
	UTILITY CORRIDOR		JOSHUA CREEK COMMUNITY PARK AREA		SUBJECT TO SECTIONS 7.4.7.3c viii & 7.4.14.3 d
	TRANSITWAY		JOSHUA CREEK FLOODPLAIN AREA subject to Sections 7.4.13.1 & 7.6.17		POLICY REFERENCE SEE POLICY SECTION 7.4.7.2
	UNDERLYING LAND USE NOT DETERMINED subject to Section 7.4.7.1(b)(i)				

Figure 13 - NOESP Land Use Plan (NOE 2)

### Land Use Strategy

Section 7.6 provides policy direction with respect to the land use strategy for the NOESP. The land use designations are shown on Figure NOE2 - Land Use Plan (see **Figure 13**) which identifies 'Neighbourhood Area', 'Neyagawa Urban Core Area' and 'Natural Heritage System Area' designations on the subject site.

The Neighbourhood Area designation is intended to accommodate a range of medium density residential, mixed use, and limited commercial and civic uses focused at a central neighbourhood activity node to serve neighbourhood residents. As discussed previously, the 'Neighbourhood Area' designation is further broken down into specific residential land use classifications based

on the Town's intended density for given areas. The classifications applicable to the subject site include the:

- General Urban Area: which permits low and medium density residential uses and home occupation, and home business uses; and,
- Sub-urban Area: which permits low density residential uses and home occupation, and home business uses.

The provisions with respect to the 'General Urban Area' and the 'Sub-Urban Area' designations are set out in Section 7.6.7.1 to 7.6.7.3. The following table summarizes the minimum and maximum densities and heights for each land use.

**Table 3** -Land Use Policies for 'Neighbourhood Area' Land Uses

Neighbourhood Area Designation	Min. Density	Max. Density	Min. Height	Max. Height
General Urban Area	25 units per net hectare	75 units per net hectare	N/A	3 Storeys
Sub-urban Area	15 units per net hectare	35 units per net hectare	N/A	3 Storeys

The Neyagawa Urban Core Area designation is intended to allow for the creation of a secondary core area at the intersection of Neyagawa and a new east-west Major Arterial/Transit Corridor. Permitted uses shall include a full range of office, commercial including retail and service commercial, accommodation, health and medical, institutional and medium and high-density residential uses (Policy 7.6.6.2(a)). Permitted uses shall be primarily located in medium and high density residential, office and institutional buildings. Both mixed use and single use buildings shall be permitted (which may include single use retail and service commercial buildings) (Policy 7.6.6.2(b)).

As per Policy 7.6.6.3(a), development is to be focused at the intersection of Neyagawa Boulevard and Burnhamthorpe Road and visually connected by establishing coherent streetscapes along adjacent sections of Neyagawa Boulevard and Burnhamthorpe Road.

Policy 7.6.6.3(b) identifies the permitted heights and densities for the Neyagawa Urban Core Area designation.

**Table 4** -Neyagawa Urban Core Area, Permitted Heights and Densities

	Min. Density	Max. Density	Min. Height	Max. Height
Neyagawa Urban Core Area	FSI of 0.5 (with the exception of service station sites)	FSI of 2	5 metres for a commercial building and generally 3 storeys for other development	8 storeys
	Medium Density Residential -- Notwithstanding the foregoing, where medium density residential uses are permitted such development shall have a minimum density of 25 units per net hectare and a maximum density of 75 units per net hectare.			

For the reasons set out in Section 5.0 of this report, it is our opinion that the proposed development conforms to the NOESP and is generally consistent with the NOEMP.

## **4.10 Zoning By-law 2009-189**

Town of Oakville Zoning By-law No. 2009-189 ("North Oakville ZBL"), applies to all properties between Dundas Street and Highway 407, and Ninth Line in the east and Tremaine Road in the west.

The subject site is zoned Existing Development ("ED") on Map 12(4) of the North Oakville ZBL (see **Figure 14**). Uses permitted in the ED zone are very limited and include existing legal uses and public infrastructure.

The requested Zoning By-law Amendment application seeks approval for a variety of neighbourhood residential uses on the subject site. A draft Zoning By-law Amendment document has been submitted with the applications and includes site-specific zoning provisions that will implement the proposal.

## **4.11 Active Transportation Master Plan (2017)**

The Town of Oakville's Active Transportation Master Plan ("ATMP") was completed in 2009 and revised in 2017. It was developed, in part, to support the Town's strategic vision as a "livable" community by creating a blueprint for improved walking and cycling infrastructure over a 20-year timeframe. The ATMP provides recommendations to the Town with respect to the active transportation network and phasing.

Map 9 of the ATMP illustrates conceptually the proposed cycling network and priority projects and includes proposed off-road trails to accommodate both walking and cycling. Street A through the subject site is identified as the location for a new cycling route (as of 2018), and a proposed off-road trail is shown through the Natural Heritage System (southerly portion of the subject site).

## **4.12 North Oakville Urban Design and Open Space Guidelines (2009)**

The North Oakville Urban Design and Open Space Guidelines ("NOUDG") are intended to guide the built form of development in the North Oakville Secondary Plan Areas. They provide a detailed set of objectives, illustrated recommendations and guidelines that are intended to expand the Town's capacity for urban living, employment and recreation and are intended to be used to evaluate development applications.

New developments will be required to provide reasonable design solutions that are consistent with the objectives of NOUDG and the policies of the North Oakville Secondary Plans.

An Urban Design Brief and a Sustainable Development Checklist has been prepared by John G. Williams Limited and is included with the complete application submission. The Urban Design Brief and a Sustainable Development Checklist provide an explanation of the various design elements intended for the new residential development on the subject site and demonstrate how the proposal has met the intent of the NOUDG. A summary of the conclusions of the Urban Design Brief and a Sustainable Development Checklist is provided below in Section 5.0 of this report.

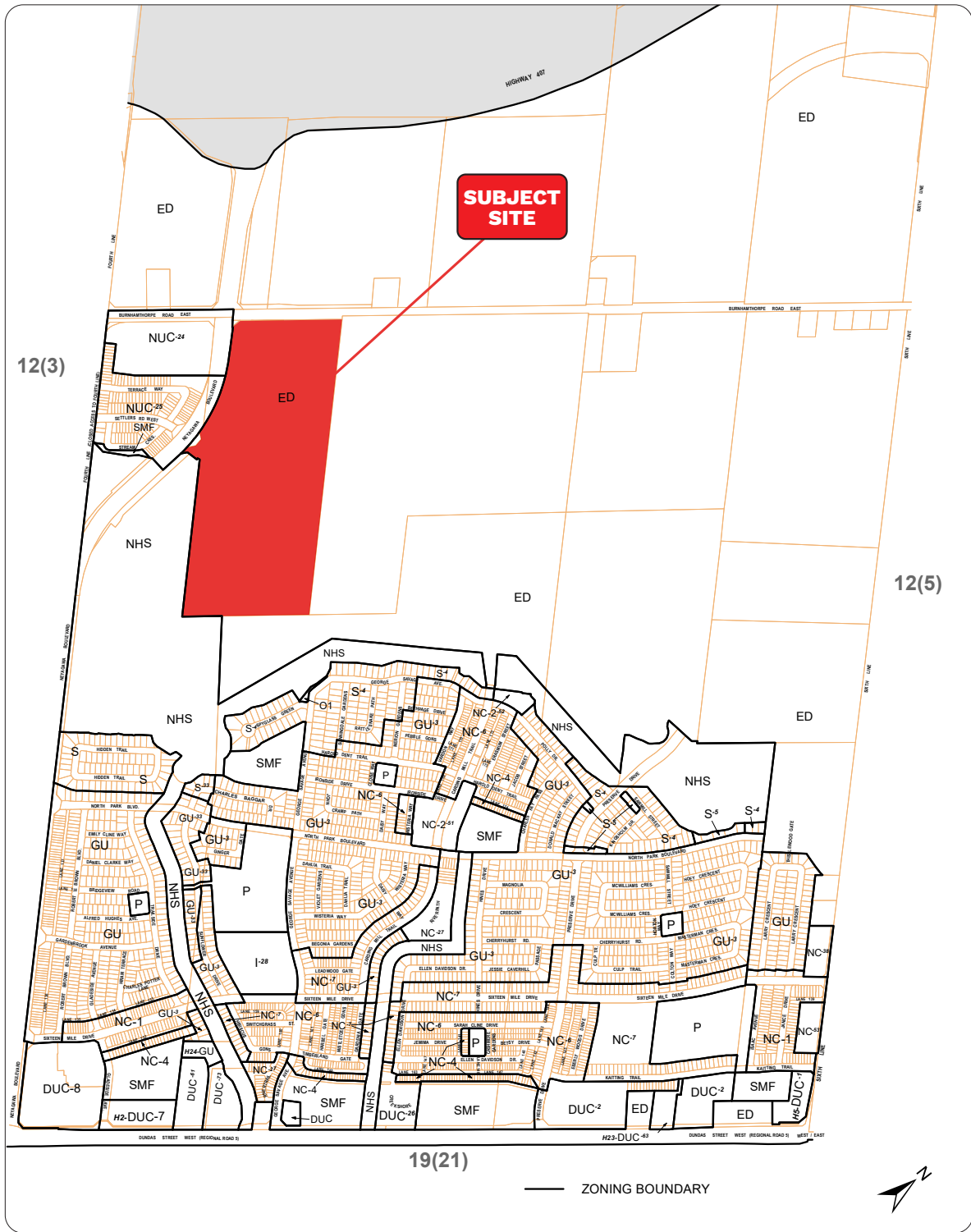


Figure 14 - Map 5 – Regional Phasing



An aerial, top-down view of a city grid. The buildings are represented as grey, 3D rectangular blocks of varying heights. Green spaces, including parks and smaller courtyards, are interspersed among the buildings. A large, white, circular graphic with a thick border is positioned on the left side of the image, containing the number '5' in a white, sans-serif font.

5

# Planning & Urban Design Analysis

Section 5 analyzes the planning issues and considerations and provides the basis for Bousfields' support for the applications.

## **5.1 Settlement and Greenfield Development**

The subject site is located within an urban settlement area as defined by the 2020 PPS and the 2019 Growth Plan. In accordance with these documents, settlement areas are the focus for growth and development, and land use patterns within these areas are based on densities and a mix of uses that, among other matters, achieves efficient and resilient development and land use patterns.

The proposed draft plan of subdivision has been carefully designed to efficiently use all of the developable land available while conserving those portions of the subject site that are identified as natural heritage. In addition, the proposed development will be connected to available municipal wastewater and water systems, thereby making efficient use of the existing municipal infrastructure.

The proposed draft plan of subdivision has been designed to connect to planned plans of subdivisions to the east, and to enhance the pedestrian connectivity of the area by providing linkages to the existing and planned active transportation networks such as sidewalks, multi-use trails and the planned cycling lane along Street A. These enhancements and connections to active transportation infrastructure will help minimize the negative impacts to air quality and climate change, by providing another means of transportation which reduces dependency on automobile trips and thus gas consumption.

The subject site is located within a 'Designated Growth Area' as defined by the PPS, and within a 'Designated Greenfield Area' as defined and identified by the Growth Plan. Designated Growth Areas are lands within settlement areas designated in an Official Plan for growth over a long-term planning horizon, but which have not yet been fully developed. Designated Greenfield Areas are lands within settlement areas (not including rural settlements) but outside of

delineated built-up areas that have been designated in an Official Plan for development and are required to accommodate forecasted growth.

The proposed development will provide for a compact built form and a range and mix of new residential uses and densities, which among other matters results in the efficient use of the subject site. The subject site's location within a defined settlement area aligns with the phasing plan set out by the Town of Oakville and is a logical continuation of the existing built-up area to the south of Dundas Street and the more recently built-up areas north of Dundas Street (within North Oakville).

Building more compact greenfield communities reduces the rate at which land is consumed. In this respect, Halton Region has a minimum density target of 50 residents and jobs combined per hectare. The draft plan of subdivision will contribute to the Region's density target of 50 residents and jobs combined per hectare in the North Oakville Designated Greenfield Area.

The applications provide for the development of the subject site in accordance with the approved land use designations and policies in the Halton Region Official Plan and the NOESP. The proposed development supports the achievement of complete communities as it provides for the completion of the local public road system and will result in the provision of a range and mix of new residential and commercial uses, as well as a new institutional use.

Based on our analysis it is our opinion that the proposed plan of subdivision has had appropriate regard for matters of provincial interest as outlined in 51(24) of the *Planning Act*. In particular, the proposed development is both timely and in the public interest as it will provide for new housing which will have access to services and will contribute infrastructure for the development of the subject site and nearby properties, including new public roads. The proposed lot dimensions will allow for a range of unit types, sizes and densities to be provided in this new community.

## 5.2 Land Use

The applications conform to the NOESP and are generally consistent with the NOEMP.

The plan of subdivision proposes to expand the Neyagawa Urban Core Area further east along Burnhamthorpe Road, in order to accommodate an Apartment block (Block 105), while reducing its frontage along Neyagawa Boulevard in order to continue the residential subdivision to the south (dual-frontage townhouses and back-to-back townhouses) up to the proposed Commercial block (Block 106). Furthermore, the dual-frontage townhouses fronting onto Neyagawa Blvd will compliment and reflect the existing built-form located on the west side of Neyagawa Blvd.

In our opinion, and in accordance with Policies 7.5.2(b)(iii) and (h)(iv) of the NOESP, and Policy 2.3 in Part F of the Town of Oakville Official Plan, an Official Plan Amendment is not required as the reconfiguration of the neighbourhood land use categories (General Urban Area and Neyagawa Urban Core) remains generally in accordance with the requirements of Table 1 (in the NOESP); the plan of subdivision remains generally consistent with the Master Plan (NOEMP) and adjacent landowners are not affected; and, the general intent and purpose of the NOESP and Town of Oakville Official Plan is maintained.

While both Burnhamthorpe Road and Neyagawa Boulevard are identified as Major Arterial/Transit Corridors in Figure NOE2, a road classification that is able to accommodate higher order transit (Table 2, Policy 7.7.2.1), locating the Apartment block along Burnhamthorpe will result in a compatible land use relationship with the adjacent lands to the north, at the northeast corner of the Burnhamthorpe/Neyagawa intersection, as they are also designated Neyagawa Urban Core Area. Furthermore, lots 60-67 and 79-84 are now located along Street A and B, instead of along Streets B and C (as noted in the Masterplan), to better transition compatible land uses from the higher order built-form in the north, to lower built-form to the south.

While the west side of Neyagawa Boulevard is designated Neyagawa Urban Core Area, the King's Christian School and associated sports field is located adjacent to the Burnhamthorpe/Neyagawa intersection. No commercial or higher density uses are located here, and south of the school are townhouses fronting Neyagawa Boulevard.

As the proposed Commercial block (Block 106) is located directly adjacent to the Burnhamthorpe/Neyagawa intersection, the intent of the Neyagawa Urban Core Area designation is maintained as commercial use(s) and will be located along the Neyagawa street frontage. Further, the dual-frontage and back-to-back townhouses (medium density uses) proposed south of the Commercial block are permitted within the Neyagawa Urban Core Area designation, as per Policy 7.6.6.2(a), and will form a compatible relationship with the existing townhouses located on the west side of Neyagawa Boulevard.

Finally, with respect to land areas, the Apartment block proposed along Burnhamthorpe Road is 1.03 hectares in size, while townhouse Blocks 99-102 (the approximate remaining area of the NUC designation) has an area of approximately 0.49 hectares (plus adjacent streets). Therefore, as the land area of these two parcels (Block 105 and Blocks 99-102) are similar in size when including the adjacent streets, the intent of the NOEMP is maintained and through the applications submitted, has been further analyzed at the zoning and plan of subdivision stages to conclude that the proposed plan of subdivision is both appropriate and desirable for the subject site.

With respect to the plan of subdivision's remaining development areas (Lots 1-84, Blocks 85-98, 103-104, 106-113), all land uses proposed conform to the NOESP and are consistent with the designations identified in the NOEMP.

### 5.3 Height and Density

The NOESP sets out minimum and maximum densities and heights for the applicable land use designations which are reflected in the proposed draft plan of subdivision and in the implementing draft Zoning By-Law amendment.

Within the NOESP, there are a number of land use designations that apply to the subject site: Neyagawa Urban Core (NUC), General Urban Area (GUA), Sub Urban Area (SUA), Natural Heritage System Area, Stormwater Management Facility and Institutional. The proposed plan of subdivision conforms with these established residential density ranges as is demonstrated on Table 5.

**Table 5** - Established Residential Density Ranges  
- North Oakville Master Plan (Appendix 7.3)

Land Use Designation	Permitted Density Ranges	Proposed # of Units	Area in Designation	Proposed Density	In Conformity (Yes/No)
Sub-Urban Area	15 uph – 35 uph	46	2.06 ha	22.3 uph	Yes
General Urban Area	25 uph – 75 uph	163	3.91 ha	41.7 uph	Yes
Neyagawa Urban Core Area	(min) FSI 0.5 - (max) FSI 2.0	296	1.03 ha (Block 105)	-	Note: Gross Floor Area of Apartment Block (Block 105) to be determined at Site Plan stage.

The proposed draft Zoning By-law amendment will implement the heights specified in the NOESP. The portion of the lands designated and zoned Neyagawa Urban Core (Blocks 105 and 106) will have minimum and maximum heights in accordance with Policy 7.6.6.3. The portion of the lands designated and zoned General Urban (Lots 1-10, 39-41, 60-85 and Blocks 85-104) will have maximum heights of 3 storeys, as will the portion of the lands designated and zoned Sub-Urban (Lots 11-38, 42-59). Therefore, the proposed range of densities and heights will be in conformity with the densities and heights contemplated in the NOESP.



## 5.4 Urban Design

The Urban Design Brief prepared by John G. Williams Limited has addressed the relevant urban design issues as applied to the Sherborne development's overall community goals and objectives, land uses, structuring elements, streetscapes, open spaces, built form, sustainability and low-impact development strategies. The intended result is the development of a community that is reflective of the fundamental key design tenets of the broader North Oakville planning area.

This Urban Design Brief complements the approved North Oakville Urban Design and Open Space Guidelines (November 2009). The Urban Design Brief strives to consider aspects of built form and open space design that is specific to the subject site within the overall framework of the North Oakville communities.

It focuses on the physical design of the neighbourhood, with particular reference to the structuring elements (the road network, Natural Heritage System Area and residential areas) that contribute to completing this portion of the community. It establishes open space and built form guidelines and principles for these areas and components, while allowing some flexibility for delivering a variety of design expressions that provide interest in the urban environment. The intent is to continue the tone, elements and principles of urban design and built form planned for the surrounding community area and larger North Oakville area.

## 5.5 Transportation

A transportation Impact Study ("TIS") was prepared by CGH Transportation Inc ("CGH") to assess the trip generation, access requirements, and road network impacts to the study area resulting from the proposed development.

According to CGH, the proposed development is anticipated to generate 205 morning and 293 afternoon/evening two-way peak hour vehicle trips within the 2026 planning horizon, and 189 morning and 269 afternoon/evening two-way peak hour vehicle trips within the 2031 planning horizon.

The TIS also determined that the intersections in the study area operate predominantly well, with the exception of the westbound left turn lane at Burnhamthorpe Road at Neyagawa Boulevard during the afternoon/evening peak period as a result of high turning volumes at this movement.

In order to address any project deficiencies in the surrounding road network, CGH recommended several improvements to the Neyagawa Boulevard at William Halton Parkway intersection, including:

- adding a third through lane eastbound and westbound;
- adding westbound and eastbound dual left turn lanes; and
- adjusting signal timing and phasing changes.

In addition, transportation demand management measures have been recommended in order to encourage commuters to shift away from single occupant vehicle trips, and a traffic calming plan was prepared to enhance pedestrian and cyclist experiences within the proposed subdivision.

Overall, CGH found that the proposed development will have a minor impact on the road network in the study area, and that the proposed accesses and the internal site intersections will operate at an acceptable level of service. Furthermore, CGH commented that the proposed development will provide a good pedestrian and cycling network along with good access to transit throughout the development, with an ultimate recommendation that the development proceed.

## 5.6 Servicing and Environmental

Urbantech Consulting Inc. ("Urbantech") was retained to prepare an Environmental Implementation Report And Functional Servicing Study ("EIR/FSS"). The purpose of the FSS component was to prepare a servicing plan that includes: servicing design requirements; preliminary sizing for water and wastewater infrastructure, the layout for roads and other transportation systems, including transit and trails; and preliminary sizing and location of stormwater management ("SWM") facilities and integration with environmental features and development areas. All of these components were completed in accordance with approved

Class Environmental Assessment Studies, Halton Transportation Master Plan and the Master Servicing Plan for the North Oakville East Planning Area.

The purpose of the EIR component was to characterize and analyze the natural heritage features and functions onsite and within the study area and to determine and address the potential impacts of the proposed development, including servicing requirements, on the Natural Heritage System ("NHS").

The EIR/FSS was intended to assist in the development of draft plans of subdivision, address the requirements of the North Oakville Creeks Subwatershed Study ("NOCSS") and Secondary Plan, and ensure that the site characteristics are understood in sufficient detail to provide the information necessary to process draft plans and identify conditions of approval.

Urbantech identified and characterized the natural heritage features and functions on site and within the study area and recommended measures to mitigate potential impacts of the proposed development and associated servicing requirements on the NHS within the EIR subcatchment Area.

### **Natural Heritage System**

The proposed development will generally conserve all existing NHS features on site, with the exception of one feature, known as the Sherborne Lodge farm pond. In geomorphological terms, the Sherborne Lodge farm pond has only been in existence for a short period (it did not exist prior to the 1980's). The Sherborne Lodge farm pond is an online feature controlled by a weir and low flow pipe arrangement, and its configuration traps flows from the upstream catchments and dampens the peak in storm events downstream. Under the current pond arrangement, there is generally no water in the downstream Neyagawa Boulevard ditch from July to August.

The existing Sherborne Lodge farm pond will be removed to accommodate the new proposed SWM Pond 9. Pond 9 will provide water quality, erosion control, and flood control up to and including the 100-year event based on the NOCSS flow targets. Pond 9 is located in the southern portion of the

subject site near the existing surface water outlet from the EIR subcatchment Area in a location generally consistent with the NOCSS partially within Core Preserve Area 5 ("Core 5"). The pond extends westerly partially through the location of the Sherborne Lodge farm pond towards the subcatchment outlet location. Core 5 is located in the southern portions of the EIR subcatchment Area and extends from west of Neyagawa Boulevard easterly to just west of Sixth Line.

The primary ecological function of the Sherborne Lodge farm pond is provision of habitat for fish and turtles. The removal of the Sherborne Lodge farm pond will require salvage of fish and wildlife and this in turn will require project phasing to dewater the pond to capture fauna as environmentally appropriate and efficiently as possible.

The removal of the existing Sherborne farm pond is consistent with NOCSS, OPA 272 and the Town's Master Plan. The EIR/FSS includes discussion on the approach to pond removal, approval requirements, erosion and sediment controls measures, proposed timing of removal, direction regarding fish and wildlife salvage, and pond drawdown, as well as a discussion on the implication of pond removal to downstream areas.

Grading Within the NHS be done in accordance with NOCSS requirements. Grading in the NHS includes a portion of SWM Pond and its outfall, trails and some sloping to accommodate grade transition.

All other NHS features and areas will be conserved through the proposed plan of subdivision.

### **Proposed Wastewater Servicing**

The proposed development will be serviced by a network of local gravity sewers designed in accordance with Region of Halton standards and specifications. The local sewers will convey flows into an existing 450-millimetre diameter regional trunk wastewater main constructed within Neyagawa Boulevard. Three service connections to the external lands are proposed to be extended across William Halton Parkway.

## Proposed Water Servicing

The proposed development will be serviced by a network of new local watermain designed in accordance with the Regional Municipality of Halton design criteria and MOE guidelines. Trunk watermain sizing (300-millimetre diameter and larger) was obtained, and local watermain of 150-millimetres and 200-millimetres in diameter will be provided throughout the balance of the development area.

Urbantech has noted that a watermain sizing and pressure zone boundary analysis is underway for the subject site and adjacent areas within "Neighbourhood 10". The analysis includes calculations of average day demand, maximum day demand plus fire, and peak hour demand for the subject site under future (2023) and 2031 conditions. Urbantech further notes that pressure reducing valves may be required on service lines to limit the maximum pressure to maximum Ministry criteria, and that final watermain sizing and pressure zone boundary limits will be completed at the detailed design stage based on the actual development characteristics.

Lastly, the water distribution system will be looped in order to provide system security.

## Stormwater Management

The proposed development will be serviced by a conventional storm sewer system designed in accordance with Town of Oakville standards. The storm sewers have been sized for the 5-year return frequency based on the Town of Oakville IDF parameters. All stormwater flowing from the subject site (with the exception of runoff generated on a small uncontrolled area at the southwest) will be directed to the stormwater management ponds (e.g., Block 108 on the proposed Draft Plan of Subdivision). The southwest area of the subject site is low due to the proposed road connection to Neyagawa Boulevard and therefore cannot drain by gravity to SWM Pond 9 (which is identified in the EIR/FSS). Surface runoff from the area in the southwest portion of the subject site will drain uncontrolled to Provincially Significant Wetland ("PSW") No. 3 as identified in the EIR/FSS to provide surface water contributions to this wetland.

The external drainage area from future development north of Burnhamthorpe Road will be captured in the subdivision sewers at two locations and conveyed through the storm sewer network to a stormwater management pond. The proposed storm sewers in the FSS study area have been sized to accommodate the existing and 100-year flows from lands north of Burnhamthorpe Road. The inlets to the proposed storm sewer system along the north side of Burnhamthorpe Road are set at a suitable depth to allow for future pond connections. Based on the relatively small size of the external drainage areas and short time to peak, the existing 100-year peak flow is higher than the Regional and other NOCSS targets. The size of the pipe connections for the external properties will continue to be coordinated with the Town and future external developments through the external Draft Plan approval and detailed design for the subject site.

Continuous overland flow routes were identified in order to safely convey major system flows in excess of the minor system up to the 100-year. The excess flows will be contained within the right-of-way to lands in the Town's ownership (pond block). All overland flow routes will be directed to Pond 9 located on the subject site with the exception of the southwest corner of the property, which will discharge directly to PSW 3.

Storm sewers will be sized to accommodate the excess flows such that the road capacity is not exceeded (i.e., 100-year capture areas). Surface runoff from drainage areas north of Burnhamthorpe Road, will all drain towards the capture locations / stubs which will be sized to accommodate the 100-year pre-development flow as per the NOCSS targets.

Pond 9 will provide water quality, erosion control, and flood control up to and including the 100-year event based on the NOCSS flow targets.

Overall water and sanitary servicing for the proposed development can be provided via municipal servicing infrastructure, and stormwater will be managed via designed area grading, stormwater management ponds, existing wetlands, and directed flows.



6

Conclusion



The development of the subject site, in accordance with the applications, has been thoughtfully designed to conform with the in force and proposed policy and regulatory framework and will result in an appropriate built form, and provide appropriate linkages to the adjacent planned residential uses. The proposed draft plan of subdivision will make efficient use of existing municipal services and infrastructure, and the existing and planned active transportation network in accordance with the provisions of the NOESP.

A compact, pedestrian-oriented development will result, and will include a wide range of housing opportunities. The character and pattern of the proposed subdivision has been influenced by the planned natural heritage and open space system, and the existing natural heritage features on site have been appropriately conserved through the proposed design as a result.

Supporting studies have been prepared with respect to such matters as transportation, the environment and natural heritage system, urban design and functional servicing and stormwater management, all of which demonstrate that the proposed plan of subdivision can be accommodated and represents an appropriate development of the subject site.

Overall, the proposed applications:

- provide for a range and mix of new residential uses at appropriate densities,
- conserves existing natural heritage features on the subject site;
- conforms with the draft plan of subdivision criteria as set out in Section 51(24) of the *Planning Act*;
- are consistent with the policies as set out in the 2020 Provincial Policy Statement;
- conform to the policies on where and how to grow in 2019 Growth Plan;
- conform to the Region of Halton's Official Plan;
- conform to the North Oakville East Secondary Plan (and are generally consistent with the Master Plan);
- protect identified Natural Heritage Areas
- compliment the recommendations of the Town's Active Transportation Master Plan; and
- achieve the urban design goals within the North Oakville Urban Design Guidelines.

Accordingly, it is our opinion that the proposed applications and the resulting development are appropriate and desirable for the Town and for North Oakville and represent good planning and urban design.



