

# **NEYAGAWA BOULEVARD & WILLIAM HALTON PARKWAY, TOWN OF OAKVILLE**

PLANNING JUSTIFICATION REPORT

OCTOBER 2025

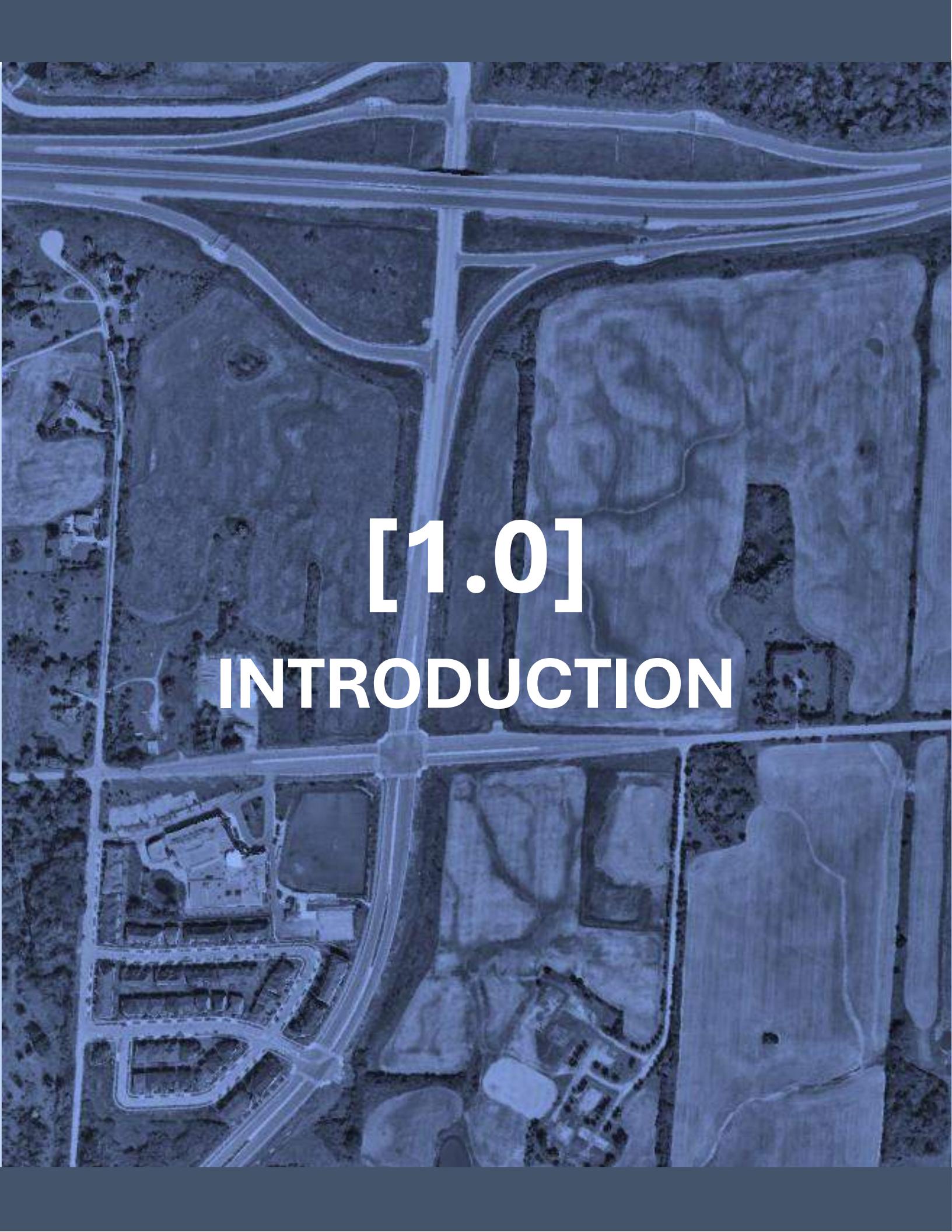




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An aerial photograph of a complex highway interchange with multiple levels of overpasses and ramps. The roads are grey, and the surrounding land is a mix of green vegetation and brown, developed areas. In the bottom left, there's a large industrial or institutional complex with several buildings and parking lots. The text is overlaid on the center of the image.

# [1.0] INTRODUCTION

## 1.0 Introduction

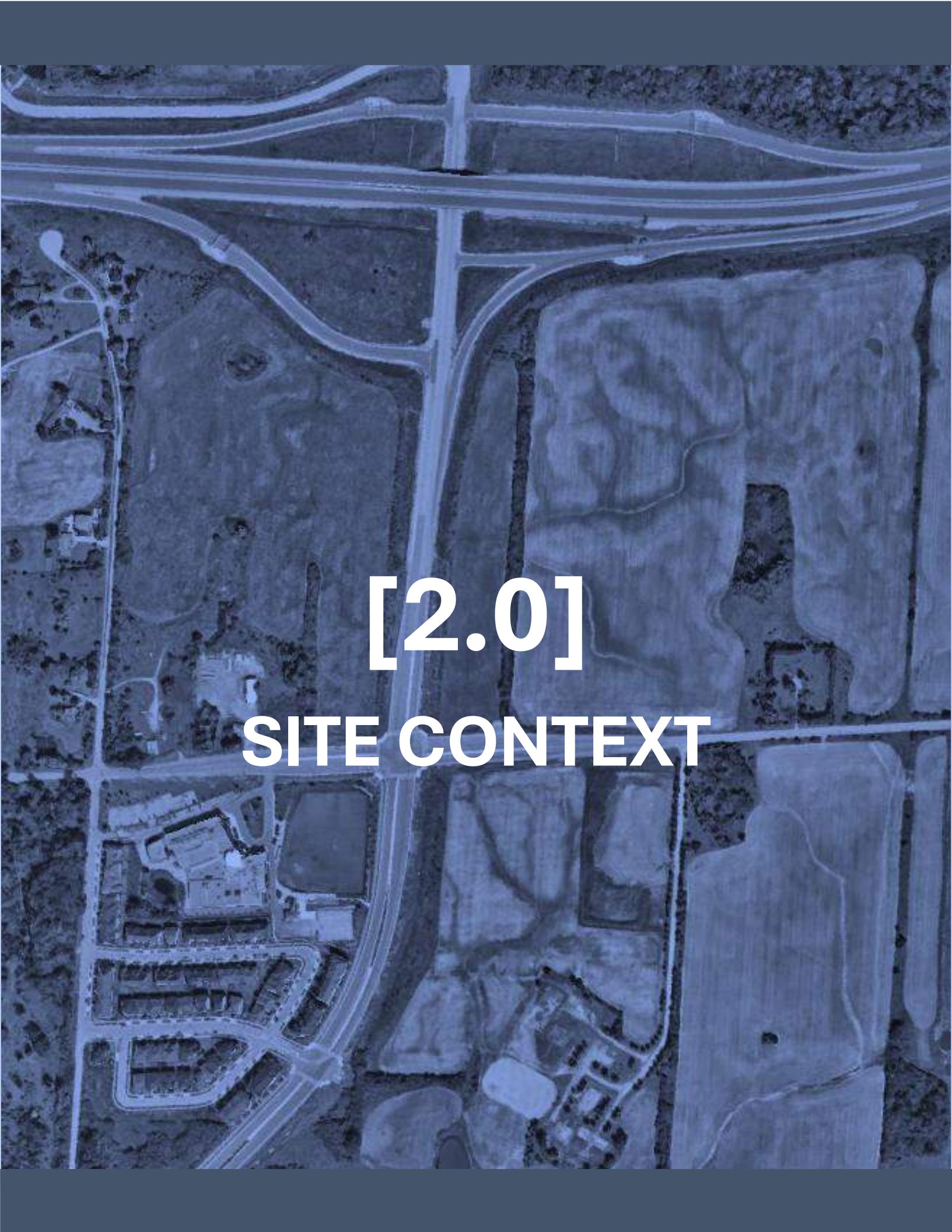
Brutto Consulting has prepared this Planning Justification Report on behalf of our client, Burnhamthorpe/Oakville Holdings Inc., to respond to the planning principles of the Town of Oakville as per the Halton Region Official Plan (2024 Office Consolidation), the Livable Oakville Plan (2025 Office Consolidation), the North Oakville East Secondary Plan (2006), and Zoning By-law 2009-189.

This Report is submitted in support of the Official Plan and Zoning By-law Amendment applications required to permit the proposed development at the Northeast Corner of Neyagawa Boulevard and Burnhamthorpe Road W in the Town of Oakville (See *Figure 1 – Aerial View of Subject Site*). A detailed description of the proposed development is provided in Section 3.0 of this Report. The purpose of this Report is to provide a planning analysis in support of the proposed development and submitted applications, demonstrating how the aforementioned represents good land use planning.

The proposed development consists of five high-rise towers (18 storeys tall) with 3-storey street walls and 6-storey podium heights. In total, the five towers contain the following:

- 898 apartment units;
- 2,397.41 sq. metres of ground-floor retail space;
- 973 parking spaces – 3 levels of underground (P1-P3), and limited aboveground parking for retail; and,
- 634 Bicycle parking spaces.

This Planning Justification Report will examine the Subject Site and neighbourhood context, the prevailing planning policies, applicable land use designations, and zoning requirements. It will also provide an overview of the design elements and the proposed development's conformity to the planning principles of the Town of Oakville, which include but are not limited to intensification, built form, public realm, and sustainability principles.

An aerial photograph of a complex highway interchange with multiple overpasses and ramps. The surrounding area includes a mix of developed land with buildings and roads, and undeveloped land with green fields and some small structures. The image is in grayscale.

# [2.0]

## SITE CONTEXT

## 2.0 Site Context

### 2.1 Site Context

The Subject Property is located on the northeast corner of Neyagawa Boulevard and William Halton Parkway (formerly Burnhamthorpe Road West) and is also within the North Oakville East Plan Area. The Subject Property is vacant, vegetated land with one existing access on William Halton Parkway (See *Figure 1 - Aerial View of Subject Site*).

The proposed development consists of an area of 4.37 acres (1.77 hectares). The Subject Site has a lot frontage of 55.07 metres (180.67 feet) on William Halton Parkway and a lot frontage of 433.07 metres (1,420.83 feet) on Neyagawa Boulevard. The proposed development will be provided with full Municipal services, including water supply, sanitary sewage, and storm sewers, through the allocation program.



**Figure 1: Aerial View of Site (Source: Google Maps, 2025)**

## 2.2 Surrounding Land Use Context (Refer to Figure 2)

**North:** Highway 407 and Future 407 Transitway.

**South:** Existing and Approved Low-Rise Residential Areas.

**East:** Approved Low- and Mid-Rise Residential Development.

**West:** Future Residential and Employment Uses.



Figure 2: Site Context (Source: Google Maps, 2025)

## 2.3 Future Site Context

The Neyagawa Urban Core (NUC) in Oakville is envisioned as a vibrant, mixed-use growth hub located at Neyagawa Boulevard and Burnhamthorpe Road West, south of Highway 407, within the North Oakville East Secondary Plan area. Designated as a “Node and Corridor” in Oakville’s urban structure and a “Primary Regional Node” in Halton Region’s Official Plan, the NUC is intended to evolve into a complete, transit-supportive community that integrates high-density residential, retail, office, institutional, and employment uses.

Recent amendments to Oakville’s Official Plans (OPA 326 and OPA 45) set the framework for this transformation, establishing minimum density targets of 160 residents and jobs per hectare and permitting building heights up to 18 storeys, creating a true urban skyline within North Oakville. The vision emphasizes design excellence, pedestrian comfort, and a lively public realm, with retail and service uses oriented to the street through barrier-free entrances, windows, and signage that animate sidewalks and foster a walkable environment. The plan requires a minimum of 16,000 square metres of retail and service space distributed across key blocks, including a food store on Block 3, ensuring that everyday needs can be met locally.

The Town of Oakville envisions the Neyagawa Urban Core to serve as a Regional mobility hub that may be anchored by the a future 407 Transitway terminal with seamless integration of walking, cycling, and transit connections alongside safe vehicular access. At the same time, policies ensure sensitive transitions and buffering between urban core development and adjacent employment lands to maintain compatibility. Altogether, the Neyagawa Urban Core is designed to become a dense, dynamic, and well-connected centre of activity, where people can live, work, shop, and gather in a complete community that reflects Oakville’s broader goals of sustainable, transit-oriented growth.

## 2.4 Existing Transportation Facilities Network

The future 407 Transitway is envisioned as a major bus rapid transit (BRT) corridor running along Highway 407, linking Burlington to Durham Region and serving as a critical interregional transit spine through Halton and Mississauga. Although it remains in the Provincial long-range planning stage, no construction timeline has been set. In Oakville, the Neyagawa Urban Core has been planned to support a dense, mixed-use, and transit-oriented form of development, consistent with the policies established through Official Plan Amendments 326 and 45. While the area was originally envisioned around the prospect of a future 407 Transitway station or terminal near Neyagawa Boulevard and Highway 407, the planned transitway's proximity will continue to enhance regional connectivity regardless of whether a station is ultimately located at Neyagawa. The planned density and mix of uses remain appropriate and supportable on their own, ensuring the Urban Core evolves as a complete, well-connected community that can integrate higher-order transit infrastructure if and when it is realized.

In terms of existing infrastructure, the proposed development will be well integrated into the active transportation and transit networks serving the surrounding area. The site will benefit from direct access to on-road cycling facilities along both Neyagawa Boulevard and Burnhamthorpe Road West/William Halton Parkway. A multi-use pathway along Neyagawa Boulevard provides convenient pedestrian and cycling access to a variety of destinations located south of the site, thereby enhancing local connectivity and promoting active modes of transportation.

The site is currently proximate to Oakville Transit Route 5/5A (Dundas), which provides east–west service along a major Regional corridor, connecting the area to Uptown Core, Bronte GO Station, and other key destinations across Oakville. While existing transit service is limited, significant enhancements are planned as part of the North Oakville East Secondary Plan. The plan identifies Neyagawa Boulevard as a Primary Transit Corridor, which will accommodate frequent north–south service connecting to Dundas Street West, and William Halton Parkway as a Secondary Transit Corridor, supporting local and inter-neighbourhood connectivity. These routes are intended to provide direct transit access to new residential and mixed-use areas as development intensifies along these corridors. Together, these planned improvements will establish a well-connected and accessible transit network, ensuring that the site is integrated into Oakville's evolving multimodal transportation system and capable of supporting sustainable, transit-oriented growth.

This combination of cycling infrastructure, multi-use pathways, and established transit routes ensures that the proposed development is accessible by a range of sustainable transportation modes, consistent with local and Regional objectives for promoting transit-supportive and active transportation-oriented growth.

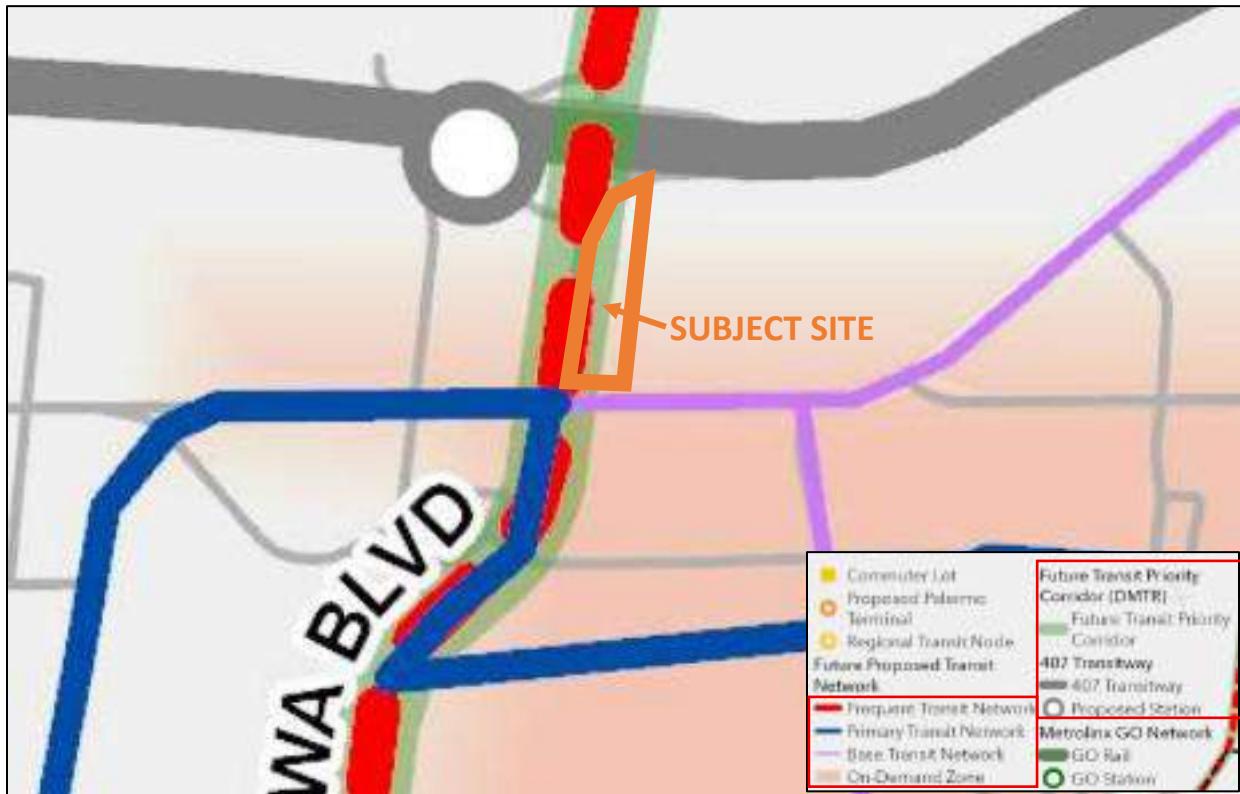
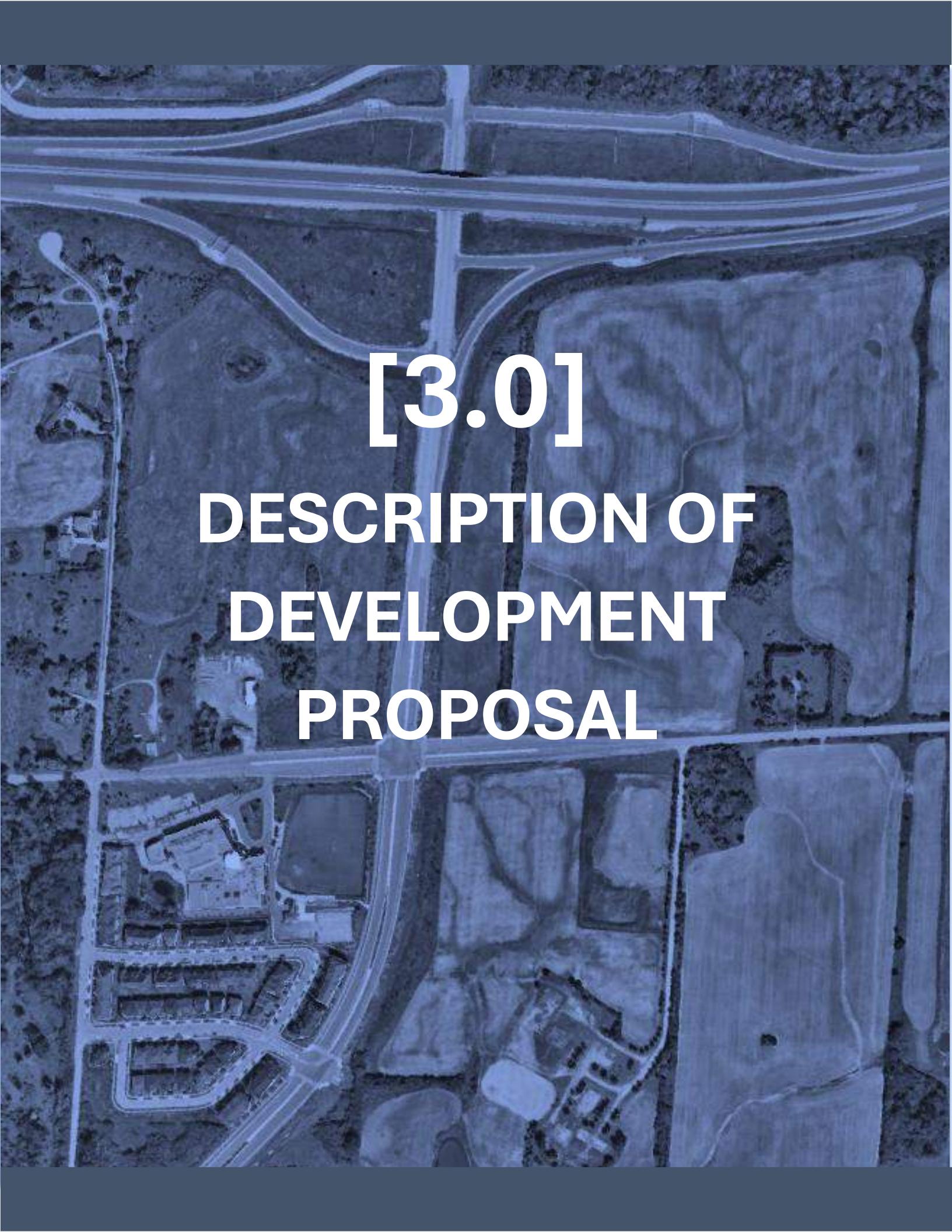


Figure 3: Future Transit Routes (Oakville Transportation Master Plan)

An aerial photograph of a complex highway interchange with multiple overpasses and ramps. The surrounding area includes some developed land with buildings and roads, as well as large tracts of undeveloped land and fields. The image is used as a background for the title.

# [3.0]

## DESCRIPTION OF DEVELOPMENT PROPOSAL

### 3.0 Description of Development Proposal

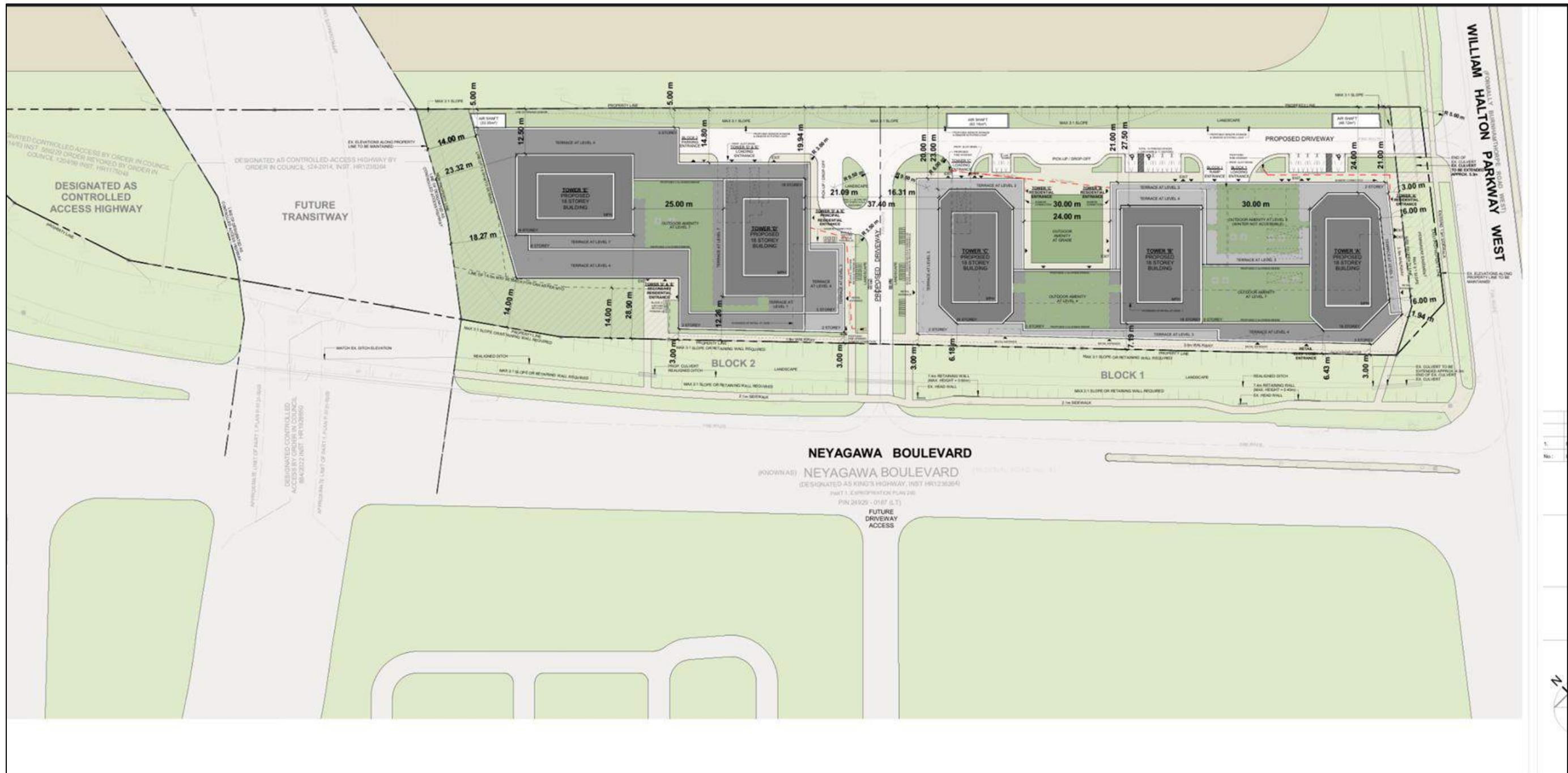
The purpose of the Official Plan and Zoning By-law amendment applications is to facilitate the proposed redevelopment of the Subject Property to a high-rise residential use with ground-floor commercial uses. Detailed building drawings are illustrated in Section 6.0 of this Report.

The proposed development will consist of five (5) high-rise residential towers, each 18 storeys tall, that will be supported by 3-storey street walls and 6-storey podium heights. The development will be divided into two blocks, with Block 1 having three towers and Block 2 having two towers. Both blocks will have ground-floor commercial retail uses facing Neyagawa Boulevard and William Halton Parkway (See *Figure 3 – Proposed Site Plan*). The project proposes a total of 898 residential units, with 973 parking spaces, 634 bicycle parking spaces, 2,397.41 m<sup>2</sup> of ground-floor commercial space, 4,158.94 m<sup>2</sup> of amenity space, and 5,824.76 m<sup>2</sup> of at-grade landscaping. The proposed parking spaces will be distributed among three levels of underground parking (P1-P3), and 33 at-grade visitor parking spaces located in the rear and interior side yard of the site, away from the public realm.

The total gross floor area of all residential units will be 81,385.36 m<sup>2</sup> (876,025 ft<sup>2</sup>), and the total gross floor area of all non-residential (commercial) uses will be 2,397.41 m<sup>2</sup> (25,806 ft<sup>2</sup>). Combined, these make up a total gross floor area of 83,782.77 m<sup>2</sup> (901,831 ft<sup>2</sup>) and a gross FSI of 4.74. The proposed height and architectural articulation of the buildings will contribute to a distinctive addition to the evolving skyline of the Neyagawa Urban Core Area and will act as a gateway view coming south from the 407. Please refer to *Table A1 – Project Statistics* for a brief overview of the proposed development.

**Table A1: Project Statistics**

Item	Key Statistics
<b>Net Site Area</b>	<b>4.37 ac (1.77 ha)</b>
Total Residential Units	898 units
Total Parking Spaces	973 spaces
Total Bicycle Parking Spaces	634 spaces
Total Residential TFA	81,385.36 m <sup>2</sup> (876,025 ft <sup>2</sup> )
Total Non-Res (Commercial) TFA	2,397.41 m <sup>2</sup> (26,502 ft <sup>2</sup> )
<b>Total Proposed TFA</b>	<b>83,782.77 m<sup>2</sup> (901,831 ft<sup>2</sup>)</b>
<b>FSI</b>	<b>4.74</b>
Landscape at Grade	5,824.76 m <sup>2</sup> (62,697 ft <sup>2</sup> )
Outdoor Amenity Space	2,222.74 m <sup>2</sup> (23,925 ft <sup>2</sup> )
Indoor Amenity Space	1,936.20 m <sup>2</sup> (20,841 ft <sup>2</sup> )
<b>Total Amenity Space</b>	<b>4,158.94 m<sup>2</sup> (44,766 ft<sup>2</sup>)</b>



**Figure 4: Proposed Site Plan**



Figure 5: Conceptual Southwest View of Proposed Development



Figure 6: Conceptual Southeast View of Proposed Development

### 3.1 Proposed Access and MTO Setbacks

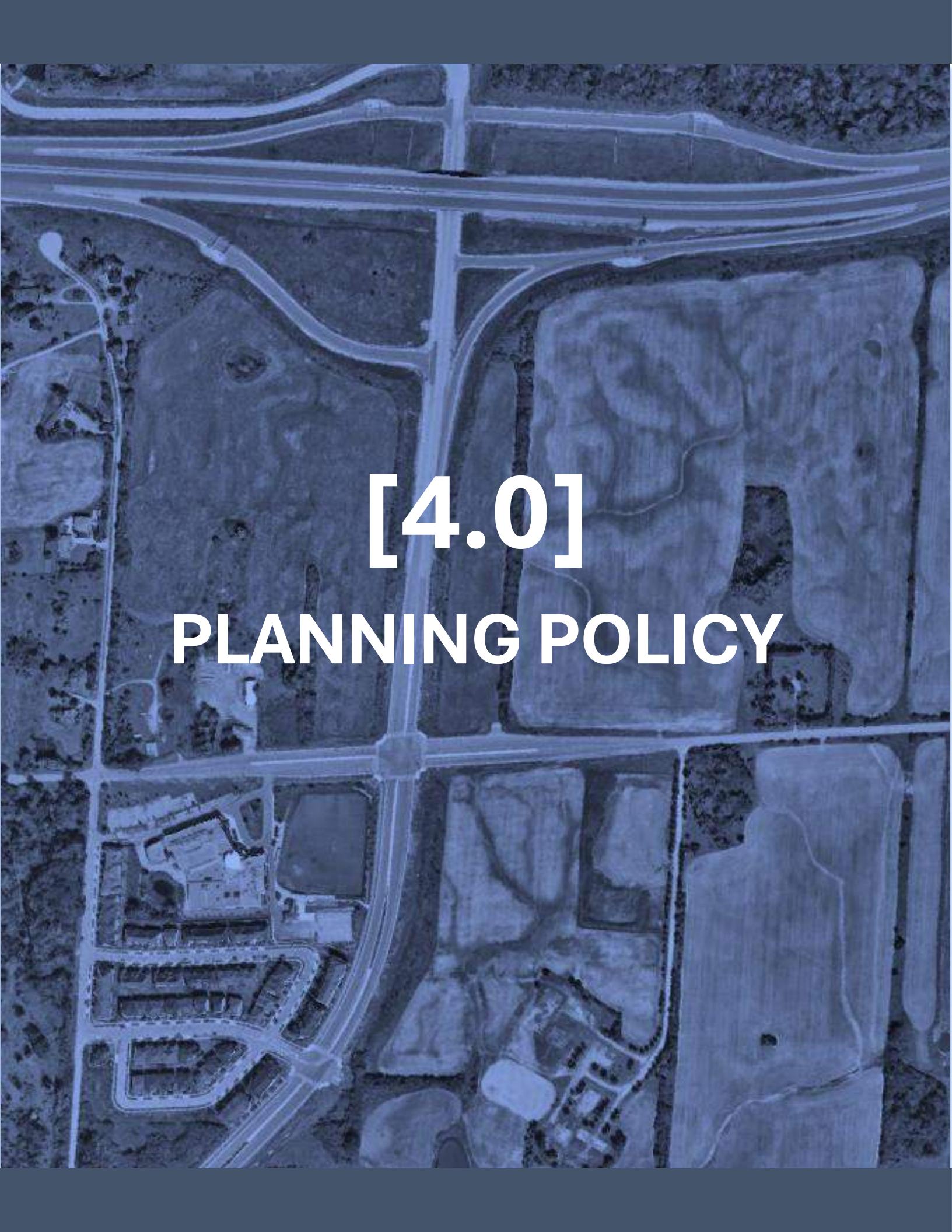
The Ministry of Transportation (MTO) provided detailed comments regarding the proposed access to Neyagawa Boulevard and the proximity of the development to the Highway 407 eastbound ramps. MTO indicated that they may consider the proposed right-in/right-out (RIRO) access to Neyagawa Boulevard despite the reduced spacing from the 407 ramps, provided that all operational and safety concerns are addressed. Specifically, MTO requested clarification on how U-turns would be prevented or restricted on Neyagawa Boulevard and whether the existing centre median would be extended north from the Neyagawa Boulevard/William Halton Parkway intersection.

To address these concerns, the project team engaged in discussions with MTO to review operational constraints, safety considerations, and access management requirements. It was agreed that physical measures, including extending the existing concrete median north along Neyagawa Boulevard, would be implemented to enforce RIRO operations and prevent illegal turning movements. U-turns along Neyagawa Boulevard between Burnhamthorpe Road and the Highway 407 eastbound off-ramp will be prohibited through signage and one-way lane designations. Sufficient spacing and signage will be provided to ensure that traffic movements at the proposed RIRO do not conflict with the Highway 407 ramp operations, and the development will incorporate an exclusive right-turn lane to facilitate safe ingress and egress.

The proposed development responds to both MTO and Halton Region access and setback requirements by providing two RIRO accesses that are carefully located to accommodate site-generated traffic, servicing, and emergency vehicles without interfering with through traffic on adjacent roadways. The first RIRO access on Neyagawa Boulevard is approximately 170 metres north of Burnhamthorpe Road and 115 metres south of the 407 eastbound on-ramp, while the second RIRO access on Burnhamthorpe Road West/William Halton Parkway is approximately 65 metres east of Neyagawa Boulevard. These locations comply with the Halton Region Access By-law and spacing guidelines, which permit access where local connections are not feasible and allow reduced spacing when physical or economic constraints exist. The RIRO design ensures that no inbound or outbound left turns are permitted, reducing conflict points and enhancing operational safety.

Finally, the development incorporates additional measures to meet MTO and regional requirements. Adequate setbacks from the MTO right-of-way, 14 metres northwest of the site, are maintained to ensure compliance with provincial standards and support long-term corridor operations. The RIRO accesses and associated median extensions, signage, illumination, and lane configurations have been designed to ensure safe and efficient operation under current and future traffic conditions. Traffic analysis conducted as part of the TIS confirms that both accesses will operate at acceptable levels of service with minimal delays or queues, mitigating potential impacts on the regional and provincial roadway network. Collectively, these measures demonstrate that the proposed development effectively addresses MTO's access and setback requirements while enabling safe, functional, and viable site circulation. In response, the proposed development incorporates a 14.0-metre setback from these areas, as demonstrated on the Site Plan.

With respect to Neyagawa Boulevard, the property will be rezoned to the Neyagawa Urban Core zone, which establishes a minimum required front and flankage yard setback of 0.0 metres. The proposed development introduces a 3.0-metre setback along both the front and flankage yards. This approach represents a balanced and context-sensitive design response, aligning with MTO's requirements while also enhancing the interface with Neyagawa Boulevard. The additional setback provides flexibility for landscaping, active streetscape treatments, and pedestrian comfort, while maintaining conformity with the intent of the Urban Core zoning framework. Accordingly, the proposed setbacks are appropriate for the Subject Site and consistent with the future vision for the Neyagawa Urban Core.

The background image is a high-angle aerial photograph of a complex highway interchange. The roads are a mix of light grey asphalt and darker green or brown earth. Below the interchange, there are several distinct land parcels. One large, irregularly shaped area to the right appears to be a mix of agricultural land and possibly a residential or industrial development. To the left of the interchange, there is a more developed area with a grid-like street pattern and some green spaces. The overall scene suggests a transition from rural or agricultural land to more urban or developed areas.

# [4.0]

# PLANNING POLICY

## 4.0 Planning Policy

The purpose of this section of the Report is to illustrate the policies that apply to the proposed development of the Subject Lands. This section will demonstrate how these policies found in the land use planning documents promote good planning practices. The following planning policy documents will be discussed in this section of the Report: the Planning Act, the Provincial Planning Statement (2024), the Halton Region Official Plan (2024 Office Consolidation), the Livable Oakville Plan (2025 Office Consolidation), the North Oakville East Secondary Plan (2006), and the Town of Oakville Zoning By-law 2009-189.

### 4.1 The Planning Act

The Planning Act sets out matters of Provincial interest in Section 2. This section states that the Minister, the council of a Municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of Provincial interest such as,

- a) the protection of ecological systems, including natural areas, features and functions;
- b) the protection of the agricultural resources of the Province;
- c) the conservation and management of natural resources and the mineral resource base;
- d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- e) the supply, efficient use and conservation of energy and water;
- f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- g) the minimization of waste;
- h) the orderly development of safe and healthy communities;
  - (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- j) the adequate provision of a full range of housing, including affordable housing;
- k) the adequate provision of employment opportunities;

- l) the protection of the financial and economic well-being of the Province and its Municipalities;
- m) the co-ordination of planning activities of public bodies;
- n) the resolution of planning conflicts involving public and private interests;
- o) the protection of public health and safety;
- p) the appropriate location of growth and development; -
- q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- r) the promotion of built form that,
  - (i) is well-designed,
  - (ii) encourages a sense of place, and
  - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
- s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.

The proposed development has regard for the matters of Provincial interest set out in Section 2 of the *Planning Act*. The proposal contributes to the orderly development of safe and healthy communities by supporting a well-planned, mixed-use form of growth within the designated Urban Area and the Neyagawa Urban Core, a location identified for intensification and higher-density development. It also addresses the adequate provision of a full range of housing by adding new residential units that broaden Oakville's housing supply and respond to diverse household needs. The inclusion of ground-floor commercial and retail uses promotes employment opportunities and contributes to the economic well-being of both the Town and the Province through efficient use of existing infrastructure.

The site's location within a planned growth node ensures that the location of growth and development is appropriate, while the design supports sustainable, transit-oriented, and pedestrian-friendly development, consistent with the Town's vision for complete communities. The proposed built form is well-designed and contributes to a strong sense of place, with high-quality public spaces and landscaping that enhance the urban environment. Furthermore, the compact, mixed-use nature of the development supports climate change mitigation by reducing reliance on private vehicles and encouraging active transportation. Collectively, these features demonstrate that the proposal aligns with and upholds the key matters of Provincial interest outlined in the *Planning Act*.

## 4.2 Provincial Planning Statement (2024)

The updated PPS, now Provincial Planning Statement, came into effect on October 20<sup>th</sup>, 2024.

Under Schedule 1, the Town of Oakville is listed as a "large and fast-growing" Municipality, which is expected to have the greatest need for housing. In Policy 2.3.1.5 planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing Municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.

Section 2.2 of the PPS speaks to housing policies, where 2.2.1 states that *planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the Regional market area by:*

- *permitting and facilitating:*
  1. *all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
  2. *all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*
- *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and,*
- *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

Currently, the Subject Site is underutilized vacant land, the redevelopment of which is supported by Policy 2.2.1. The proposed 18-storey towers are an efficient use of the Subject Site within the Neyagawa Urban Core.

Policies 2.1.1-2.1.3 and 2.1.6 state that population and employment growth forecasts must be based on Provincial projections, with Municipalities able to make limited adjustments. Official Plans are required to ensure sufficient land is available to meet projected needs over a 20–30-year horizon. The PPS also establishes “complete communities” as a central planning objective, supporting mixed uses, housing diversity, and access to services.

Policies 2.3 and 2.4 state that Municipalities are directed to establish minimum density targets for Strategic Growth Areas and Major Transit Station Areas, particularly within built-up areas. Lands along frequent transit corridors are also recognized as strategic locations for intensification, where higher densities and mixed uses are encouraged to optimize existing and planned transit investments.

Overall, the proposed intensification of the Subject Site to accommodate 18-storey towers in close proximity to Highway 407 and the future 407 Transitway is consistent with the policies of the Provincial Planning Statement. A more detailed analysis of how the proposal aligns with the applicable Provincial, Regional, and Municipal policy frameworks is provided in the following section.

#### **4.3 Halton Region Official Plan (2024 Office Consolidation)**

Following amendments to the Planning Act, as of July 1, 2024, Halton Region has become an upper tier municipality without planning authority. The Halton Region Official Plan is now treated as a Local Plan for Burlington, Halton Hills, Milton, and Oakville, and the Region is no longer the approval authority for Official Plans or amendments. Until amended or revoked by each Municipality, the Regional Official Plan continues to apply locally.

The Halton Region Official Plan’s purpose, as set out in Section 1, is to establish a long-term vision for the Region’s physical form and community character, while guiding future growth under the Planning Act, Municipal Act, and other Provincial legislation. The Plan sets out goals, objectives, policies, and describes an urban structure for accommodating growth while ensuring alignment with Municipal Official Plans and Zoning By-laws. The Subject Site is within the “Urban Area” and is designated as a “Strategic Growth Area” and a “Primary Regional Node” in the Plan.

The Urban Area policies of Section 72.1 emphasize creating healthy, complete communities that are compact, interconnected, and diverse in character, providing options for living, working, and leisure. Growth is intended to be transit-supportive and less reliant on automobiles, with an emphasis on active transportation and efficient use of land and services. Strategic Growth Areas are identified as the focus for intensification. Objectives also include fostering live-work relationships to minimize long-distance commuting, reusing underutilized brownfield and greyfield sites, and promoting higher densities where appropriate.

Primary Regional Nodes are defined by Policy 51.3 as key Strategic Growth Areas within the Regional Urban Structure, identified due to their ability to accommodate significant mixed-use intensification and play a critical role in supporting the regional transit network. They work alongside Urban Growth Centres, Major Transit Station Areas, Secondary Regional Nodes, and Intensification Corridors to direct where growth and density should occur. By concentrating development in these locations, the Region supports its goals of reducing car dependency, promoting active transportation, and ensuring that growth occurs in a structured and coordinated way consistent with broader Regional and Provincial planning frameworks. Strategic growth areas are subject to growth targets through Table 2B of the Regional Official Plan. The Neyagawa Urban Core has been assigned a minimum growth target of 160 people and jobs per hectare, with an expected distribution of approximately 85% residents and 15% employment uses.

Policy 74 states that the Urban Area encompasses lands within the Regional Urban Boundary where urban services are available or planned, ensuring that development is accommodated in a serviced and coordinated manner. Policy 77 states that development in Designated Greenfield Areas must achieve regional density and phasing targets, support healthy and complete communities, integrate active transportation and transit, provide mixed land uses, and deliver high-quality parks and open spaces through strong design and site planning.

Policy 78 states that the Regional Urban Structure guides growth within the Urban Area to ensure efficient use of land and infrastructure, protect employment lands, and support transit. Its objectives include directing population and employment growth, focusing intensification in Strategic Growth Areas, expanding affordable housing opportunities, and promoting climate change mitigation through reduced automobile dependency.

Policy 79 states that Strategic Growth Areas are intended to accommodate a significant share of Halton's growth through compact, mixed-use, and transit-oriented development. They aim to foster vibrant, diverse, and pedestrian-friendly environments, provide a mix of housing and employment opportunities, support cultural heritage conservation, and achieve higher densities

with appropriate transitions to surrounding areas. A hierarchy of SGAs, including Urban Growth Centres, Major Transit Station Areas, and Regional Nodes, guides intensification across the Region.

Policy 80 states that Urban Growth Centres serve as focal points for population, employment, services, and transit at the regional scale. They are planned as high-density, mixed-use hubs that attract significant employment uses and must achieve a minimum density target of 200 residents and jobs per hectare by 2031. Policy 82 states that Regional Nodes are key growth areas within the Regional Urban Structure, including historic downtowns and areas with concentrations of public service facilities or planned high-density uses. Primary Nodes, such as Oakville's Urban Cores, are planned to accommodate higher densities and growth, while Secondary Nodes focus on mixed-use intensification suited to their local context.

The Regional transportation policies of Table 3 emphasize the integration of land use and mobility by recognizing the importance of Provincial freeways, major arterials, and higher order transit corridors in shaping growth. Higher order transit corridors are defined as key routes that serve both inter-Municipal and inter-regional travel demands, while also functioning as intensification corridors that connect major nodes such as Urban Growth Centres and Mixed-Use Nodes. These corridors are intended to accommodate frequent, high-capacity transit services that reduce reliance on private automobiles and support compact, transit-oriented forms of development. The development proposal conforms to the Halton Region Official Plan, and no amendment is required.

#### **4.4 Livable Oakville Plan (2025 Office Consolidation)**

The Subject Site, along with all lands within the North Oakville East Secondary Plan (NOESP), is required to conform to the urban structure policies of the Livable Oakville Plan. In accordance with Section 7.1.5 of the North Oakville East Secondary Plan, the provisions of Section 3 and Schedule A1 (Urban Structure) of the Livable Oakville Plan apply to these lands and shall be read in conjunction with the Secondary Plan policies in a manner that gives effect to both policy frameworks. While the North Oakville East Secondary Plan provides more detailed direction for local implementation, its policies are grounded in and shall conform to the overarching urban structure principles of the Livable Oakville Plan.

Schedule “E” and the accompanying Explanatory Note of the Livable Oakville Plan specify that the North Oakville East and West Secondary Plan areas, those lands located between Dundas Street and Highway 407, are excluded from the Livable Oakville Plan. The Explanatory Note states:

*“The Livable Oakville Plan (2009 Town of Oakville Official Plan)... replaced the policies contained in the 1984 Town of Oakville Official Plan, and currently applies to all lands within the Town except the North Oakville East and West Secondary Plan areas between Dundas Street and Highway 407.”*

As a result, the Subject Property is not governed by the Livable Oakville Plan in its entirety. The site continues to be subject to the Town of Oakville Official Plan (2006) and the North Oakville East Secondary Plan (2006). Although the Livable Oakville Plan does not apply to these lands, its urban structure principles remain relevant for contextual reference.

In the Oakville Official Plan (2006) the Site is designated as “Nodes and Corridors for Further Study”, “Nodes and Corridors”, and “Mobility Link” on Schedule A1 (See Figure 6). “Nodes and Corridors for Further Study” are described by policy 3.7 as areas that will be subject to future review that will provide updated and new policies to delineate boundaries, the mix of land uses, and the intensity and scale of development. OPA 326 has the intent to update the Urban Core policies for the Subject Site (See Section 4.4.1 of this report).

Section 3.7 outlines the policies for “Nodes and Corridors”. Nodes and Corridors are designated as key areas in the Town for mixed-use development and intensification, forming part of its strategic growth framework. The Nodes and Corridors are shown on Schedule A1 – Urban Structure. Within the North Oakville East Secondary Plan, Nodes and Corridors are identified as Urban Core Areas, specifically the Trafalgar, Dundas, and Neyagawa Urban Core Areas. Together, these areas are recognized as the Town’s “strategic growth areas” under the Provincial Growth Plan.

Each Node and Corridor has its own detailed policies for its development (i.e., the North Oakville East Secondary Plan). In addition, some areas identified on Schedule A1 as “Nodes and Corridors for Further Study” will be subject to future planning reviews, which will establish updated or new policies to refine boundaries, specify land use mixes, and define the scale of development. For the Neyagawa Urban Core OPA 326 is the intended update to the policies for the area.

The Livable Oakville Plan defines mobility links as thoroughfares identified in Halton Region's Mobility Management Strategy that serve as local service/inter-municipal transportation connections, which provide access to important inter-municipal destinations.

Overall, the proposed development confirms with the general intent and purpose of the Livable Oakville Plan by providing a compact, mixed-use, transit-supportive, and pedestrian-oriented design. However, as previously mentioned the Livable Oakville Plan is not determinative of this application. The applicable policy framework for the proposed development remains the 2006 Official Plan and the North Oakville East Secondary Plan, including any site-specific official plan amendment.



Figure 7: Schedule A1 – Urban Structure Map (Source: Liveable Oakville Plan, 2025)

## **4.5 Oakville Official Plan (2006 Office Consolidation)**

The Subject Site is designated as an “Urban Special Study Area” within the Oakville Official Plan. Prior to the adoption of the North Oakville East Secondary Plan (NOESP) the Site was designated for employment uses. The policies and schedules of the NOESP now govern land use on the Site, establishing a framework that supports a balanced mix of residential, employment, commercial, institutional, and open space uses, while emphasizing density targets to meet the Town’s long-term growth objectives. The broader vision for North Oakville integrates Oakville’s historic character with a forward-looking, sustainable urban form, featuring nodal growth, prestige employment areas, and strong green linkages. Development is intended to create complete, diverse communities that are economically resilient and environmentally responsible. The Official Plan establishes specific growth targets for the North Oakville Special Study Area, aiming to accommodate approximately 55,000 residents and 35,000 jobs (Policy 4.1.d), guiding development to support both population and employment growth in a coordinated and sustainable manner.

In Policy 4.1, Glenorchy is identified as a mixed-use residential and employment district within the North Oakville Special Study Area. The urban area policies recognize the need for flexibility in integrating residential and employment uses and allow for transitional areas, particularly north of Burnhamthorpe Road, where higher-density residential, commercial, or institutional uses may be accommodated. These provisions support the development of a well-connected, adaptable urban structure, capable of achieving the growth targets while protecting the Town’s heritage, natural features, and open space networks.

As per Policy 4.1.e the general development objectives emphasize land use integration, environmental protection, and sustainable urban design. Development is encouraged to be transit-oriented, pedestrian- and cycling-friendly, and energy-efficient, while infrastructure provision, including roads, water, and wastewater services, must align with environmental protection and support the orderly achievement of the Official Plan’s population and employment targets.

Additional policies provide site-specific guidance, including the establishment of a 40-metre right-of-way for Neyagawa Boulevard north of Dundas Street West to support efficient transportation movement, and considerations for existing land uses and environmental constraints, such as proximity to the former Halton Region landfill. Collectively, these urban area policies ensure that Glenorchy and the Subject Site can accommodate higher-density, mixed-use development in a manner that supports the Oakville Official Plan's growth targets while fostering sustainable, complete, and well-connected communities.

## 4.6 North Oakville East Secondary Plan (NOESP) (2006)

The Subject Property is designated as “Neyagawa Urban Core” and “Transitway” under the North Oakville East Secondary Plan (2006). The Neyagawa Urban Core designation has a maximum building height of 8-storeys as per section 7.5.13.b of the NOESP and a maximum FSI of 2.0. The “Urban Core Area” layer illustrated on *Figure 7 – Figure NOE 1* supports the introduction of tall buildings and a wide variety of uses in the area. The in-force designation of “Neyagawa Urban Core” (See *Figure 8 – North Oakville East Master Plan*) does not permit 18 storeys, as of right, but envisions the area as a high density, mixed use area. A site-specific amendment to the Official Plan is required to permit the proposed development. The requested Official Plan amendment conforms with the public realm, urban design, and built-form polices of the NOESP (2006).

The northern portion of the Subject Site is designated as a Transitway in Schedule NOE1. This overlay on the map is intended to accommodate the future 407 Transitway, a long, rapid bus corridor connecting Oakville to the rest of the GTA. At this time, there is no transit station being contemplated in the Neyagawa Urban Core. The portion of the land designated as Transitway has already been acquired by MTO and is not included as a part of this application.

Section 7.2.2 of the North Oakville East Secondary Plan outlines the vision for the North Oakville East area. It states that North Oakville should also be a model of smart growth and forward-looking. The vision sets out that the most urban conditions will be reflected in urban core areas, which should be compact and pedestrian-oriented with a range of housing opportunities (including high-rise apartment units). The vision also states that the North Oakville community is intended to be well served by an interconnected transit network. Residential areas in proximity to the Highway 407 employment corridor are intended to help create a live-work community.

Policy 7.2.3 sets out broad objectives to guide residential development in the planning area. The intent is to create complete, livable communities that complement existing neighbourhoods, protect natural heritage, and incorporate best practices in urban design. New developments are expected to meet or exceed the density targets established in the Halton Urban Structure Plan, especially in areas with strong transit infrastructure such as the Trafalgar Road Corridor. Housing forms should be diverse to meet the needs of the future population, while land use planning should minimize environmental impacts, reduce travel and servicing costs, and promote a strong relationship between homes and workplaces.

Section 7.3 of the Secondary Plan sets out policies for community structure. The Subject Site is designated as an “Urban Core Area” and “Transitway” on Figure NOE1 of the Secondary Plan (See Figure 7). Policy 7.3.2 states that the Urban Core designations reflect the most urban part of the North Oakville East Plan Area that will provide for the densest development and the highest order activities. Urban Core lands will become true mixed-use urban areas. Mixed-use development is strongly encouraged to create vibrant, integrated communities. While the Trafalgar Road corridor serves as the primary focus for Urban Core development, important secondary nodes are planned along the north side of Dundas Street West and at the intersection of Neyagawa Boulevard and Burnhamthorpe Road. Ultimately, Urban Core lands are expected to evolve into true mixed-use urban districts.

Policy 7.4 establishes the Town’s commitment to sustainable development across all aspects of planning and design in North Oakville East. The approach focuses on protecting air, water, energy, and ecological systems through development that reduces resource consumption and greenhouse gas emissions while enhancing community livability. It promotes mixed-use, transit-oriented development and encourages early implementation of sustainable features such as alternative energy systems, water conservation, green building standards (e.g., LEED, R-2000), and site-level stormwater management. Developments that meet these criteria may be prioritized for approval even if they fall outside the planned phasing schedule.

Policy 7.5 sets out the community design strategy for the plan area. The Subject Site has frontage on two “Arterial Corridors” and is within the “Neyagawa Urban Core”. Policy 7.5.5.1 states that Arterial Corridors are high-capacity roads that serve as major gateways into the community, including both the Town as a whole and North Oakville East.

Policy 7.5.13 provides guidance on how to manage early phases of development within Urban Core areas—particularly the Trafalgar Urban Core—so they do not limit future intensification. It requires that all buildings be designed and located with the assumption that the area will evolve over time, potentially undergoing redevelopment or adding new phases. Despite this future orientation, developments must meet urban design standards from the outset, be transit- and pedestrian-friendly, and incorporate creative solutions for accommodating large retail uses without compromising street life or long-term development potential.

Policy 7.5.16 states that the Neyagawa Urban Core is intended to serve as a secondary focal point for the Planning Area, supporting a mix of commercial, residential, and institutional uses. Development in this area is expected to foster an attractive, pedestrian-oriented environment with buildings fronting directly onto public sidewalks, minimal front parking, and consistent setbacks. Special attention is given to integrating large retail stores into the urban structure and designing streets and public spaces that encourage walkability. The zoning by-law will be used to regulate building height, density, and placement to ensure that the area meets its design objectives.

Policy 7.6 sets out the land use strategy for the Secondary Plan Area. Policy 7.6.6 focuses on the Neyagawa Urban Core Area. Policy 7.6.6.1 outlines the Purpose of the Neyagawa Urban Core Area. The Neyagawa Urban Core Area is designated as a secondary core within North Oakville, focused on the intersection of Neyagawa Boulevard and a new east-west Major Arterial/Transit Corridor. Its purpose is to provide convenience commercial, institutional, and employment uses that will serve the surrounding neighbourhoods while also supporting related residential development. The area is envisioned as a community-serving hub that complements the larger Trafalgar Urban Core.

Policy 7.6.6.2 outlines the Permitted Uses in the Neyagawa Urban Core. The permitted uses include office, commercial (including retail and service commercial), accommodation, health and medical, institutional, and medium and high-density residential uses. Uses are to be primarily accommodated in medium- and high-density residential, office, and institutional buildings. Retail commercial space in the designation is capped at 31,000 square metres of gross leasable area, with no single retail user exceeding 7,000 square metres. Other commercial and service-related development is exempt from this cap.

Policy 7.6.6.3 outlines the Land Use Policies in the Neyagawa Urban Core. Development in the Neyagawa Urban Core will be concentrated at the Neyagawa Boulevard and Burnhamthorpe Road intersection, with coherent, visually connected streetscapes created along adjacent corridors. This will be achieved through urban design measures such as landscaping, signage, street furniture, building massing, and strong integration of roads, transit, pedestrian, and cycling

linkages. The area is intended to accommodate a mix of uses within specific density and height ranges: a minimum density of 0.5 FSI (with exceptions) and a maximum density of 2.0 FSI. Buildings must generally be at least 3 storeys (or 5 metres for commercial buildings) and may not exceed 8 storeys.

Policy 7.6.6 supports the development of a mixed-use core at the intersection of Neyagawa Boulevard and Burnhamthorpe Road, providing retail, institutional, residential, and employment uses to serve the surrounding neighbourhoods. The area is to feature medium- and high-density development, with a mix of single-use and mixed-use buildings. Total retail floor area is capped at 31,000 m<sup>2</sup>, with specific limits on large retail stores. Development must be visually and physically connected through coordinated design elements such as streetscaping, signage, and transit links. Where developments do not initially meet minimum density targets, intensification plans must demonstrate how these will be achieved over time.

Policy 7.7.2.2 outlines the Town's commitment to developing a comprehensive transit network to support growth in North Oakville East. A "transit first" approach is emphasized to ensure development patterns support early implementation of transit services. Local transit will serve each neighbourhood and be accessible within a short walking distance for most residents and workers. Key transit terminals are planned at strategic intersections (e.g., Highway 407/Trafalgar and Trafalgar/Dundas), designed to facilitate seamless connections between local, Regional, and inter-Regional transit systems. The Town will also support Provincial efforts to develop the 407 Transitway and advocate for terminal designs that integrate well with surrounding development.

PLANNING JUSTIFICATION REPORT

Northeast Corner of Neyagawa Boulevard and Burnhamthorpe Road West (William Halton Parkway), Oakville ON



Figure 8: Figure NOE 1 (Source: NOESP, 2006)

PLANNING JUSTIFICATION REPORT

*Northeast Corner of Neyagawa Boulevard and Burnhamthorpe Road West (William Halton Parkway), Oakville ON*

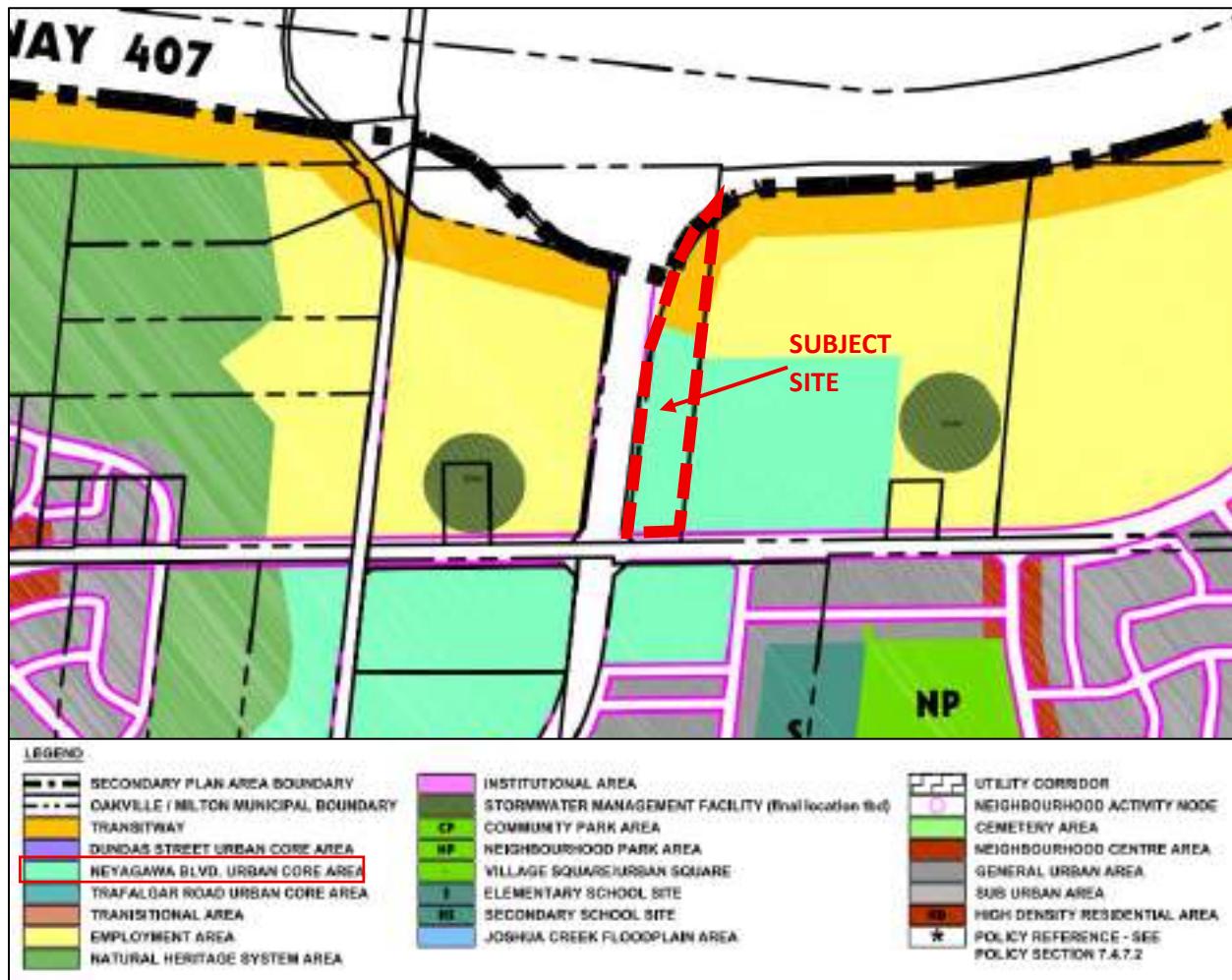


Figure 9: North Oakville East Master Plan (Source: NOESP, 2006)

#### **4.6.1 Official Plan Amendment 326 (Adopted, Under Appeal)**

Official Plan Amendment 326 to the North Oakville East Secondary Plan applies to lands at the intersection of Neyagawa Boulevard and Burnhamthorpe Road West/William Halton Parkway. It was adopted by council on March 3, 2025 and has since been appealed. Burnhamthorpe/Oakville Holdings Inc. is a party to the appeal. Its purpose is to establish the Neyagawa Urban Core as a strategic growth area equal in policy status to the Trafalgar Urban Core. Previously considered a secondary node, the Neyagawa Urban Core is now recognized as a primary mixed-use area, with land use, height, and density policies revised to reflect this elevated role. The amendment updates the North Oakville East Secondary Plan by introducing a planning framework to support a transit- and active transportation-oriented, complete community. This includes a diverse mix of medium- and high-density residential, commercial, institutional, and employment uses.

Key policy updates introduced through the adopted OPA 326 include increasing the maximum permitted building height to 18 storeys and replacing the previous floor space index (FSI) standard with a minimum density target of 160 residents and jobs per hectare. The amendment also introduces new functional and implementation policies addressing key aspects of urban development such as urban design guidelines, transportation integration, stormwater management strategies, parkland dedication, and public realm enhancements. These updates are supported by companion amendments to the Livable Oakville Plan (OPA 45), which revise the urban structure schedule to formally identify the Neyagawa Urban Core as a key “Node and Corridor,” reinforcing its strategic role within the Town’s long-term growth management framework. It should be noted, however, that OPA 326 remains under appeal, and the final policy direction and implementation details may be subject to change pending the outcome of the ongoing appeal process.

#### **4.6.2 Proposed Official Plan Amendment**

The proposed Official Plan Amendment (OPA) seeks to introduce a site-specific policy exception to the North Oakville East Secondary Plan to permit a higher-density, mixed-use development consisting of five residential towers with a maximum height of 18 storeys and an overall Floor Space Index (FSI) of 4.74. The amendment is required because the existing policy framework limits building heights to a maximum of 8 storeys, which does not align with the intended built form or the evolving urban context along Neyagawa Boulevard. The subject site is located within the Neyagawa

Urban Core Area, an area envisioned to evolve into a compact, transit-supportive, mixed-use corridor. The proposed increase in height and density responds to this vision by concentrating growth along major corridors and within walking distance of planned higher-order transit, supporting both local and regional growth management objectives.

Accordingly, the OPA proposes to amend the North Oakville East Secondary Plan by introducing a site-specific exception with the following policies:

- Notwithstanding Section 7.6.6.3 – Land Use Policies, the highest development densities shall be focused along Neyagawa Boulevard, north of Burnhamthorpe Road West (and/or future William Halton Parkway, as applicable).
- Until Halton Region establishes a minimum planned density and a target population-to-employment ratio for the Neyagawa Urban Core Area, development shall be planned to achieve higher-order transit-supportive densities as established in Provincial guidelines.
- A maximum floor space index (FSI) of 4.74 shall apply to the subject lands.
- For lands abutting and to the north of Burnhamthorpe Road West (and/or future William Halton Parkway, as applicable), a maximum building height of 18 storeys shall be permitted.

An amendment to the Livable Oakville Plan is not required. The proposed development conforms to the Urban Structure Policies of Section 3.0 of the Livable Oakville Plan. The remaining policies (other than Section 3.0) of the Livable Oakville Plan do not currently apply to the subject lands, which remain governed by the 2006 Oakville Official Plan and the North Oakville East Secondary Plan. The proposed development conforms with the Town's broader vision for compact, transit-supportive, and mixed-use growth along major corridors, consistent with both Regional and Provincial policy directions. As such, only an amendment to the 2006 Official Plan is necessary to introduce site-specific permissions related to height and density, ensuring conformity with the intent of the existing policy structure while facilitating appropriate intensification within the Neyagawa Urban Core Area.

## 4.7 Town of Oakville Zoning By-law 2009-189

The Subject Property is currently zoned “FD – Future Development Zone” under the provisions of Town Zoning By-law 2009-189 (*Please see Figure 9 – Town of Oakville Zoning Map*). The applicable zoning provisions do not permit the proposed development, and an amendment to the zoning by-law is required to facilitate the redevelopment of the Subject Site.

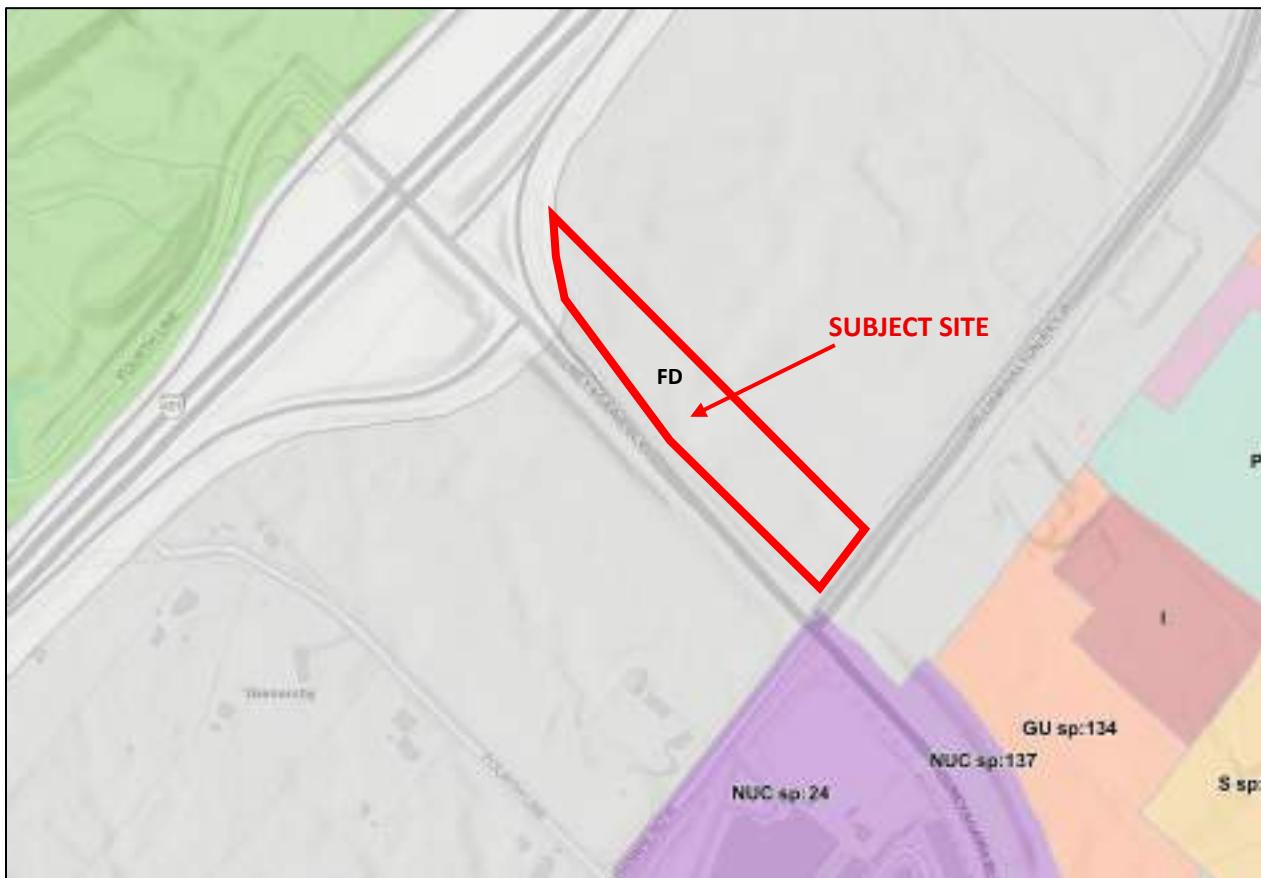


Figure 10: Town of Oakville Zoning Map (Source: Town of Oakville, 2025)

Future Development Zones are meant to mark properties for future development while allowing minimal development in the meantime. As such, a Zoning By-law Amendment is being proposed as part of the applications to permit the proposed development.

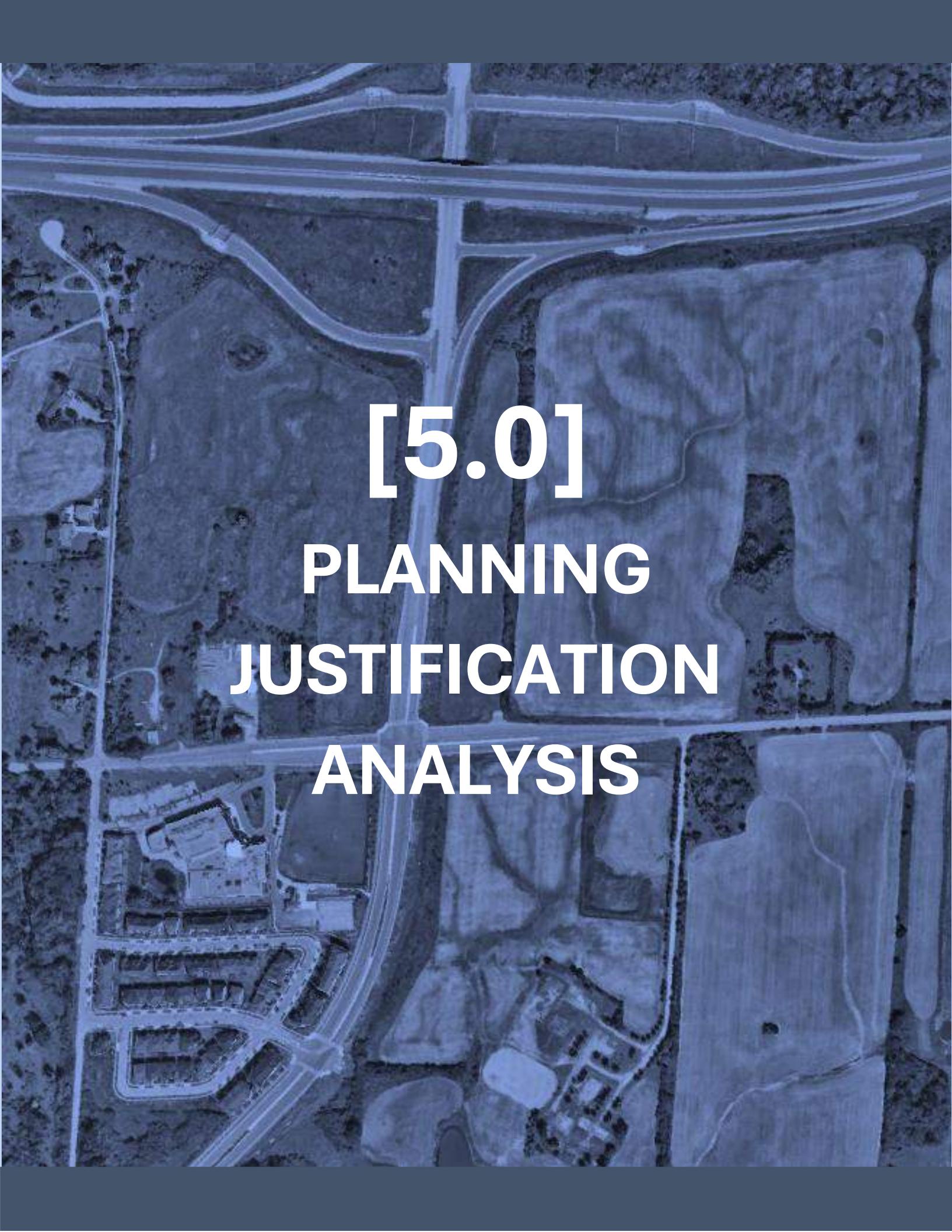
#### **4.7.1 Proposed Zoning By-Law Amendment**

The proposed Zoning By-law Amendment seeks to rezone the Subject Site to “NUC – Neyagawa Urban Core” to permit the development of five mixed-use residential towers with a maximum height of 18 storeys and an overall Floor Space Index of 4.74. The amendment will introduce site-specific performance standards necessary to implement the proposed built form while maintaining conformity with the Town of Oakville Official Plan (2006) and the North Oakville East Secondary Plan. The proposed zoning maintains consistency with the Provincial Policy Statement (PPS) and conforms to the policy directions of the Region of Halton Official Plan, which encourage compact, transit-supportive, and mixed-use forms of development along major corridors such as Neyagawa Boulevard. The proposed amendment also has regard for the intent of OPA 326 as adopted, which envisions higher-density, mixed-use development within the Neyagawa Urban Core Area to support planned population and employment growth.

Accordingly, the following site-specific exceptions to the “NUC – Neyagawa Urban Core” zone are proposed to facilitate the development:

- A maximum Floor Space Index (FSI) of 4.74;
- A maximum building height of 18 storeys; and
- A minimum setback of 14 metres from the MTO right-of-way located northwest of the site.

These site-specific standards are necessary to accommodate the proposed built form and ensure compatibility with adjacent uses while achieving the intended urban design and policy objectives for the Neyagawa Urban Core Area. It is our opinion that the proposed Zoning By-law Amendment conforms to the applicable policies of the Town of Oakville Official Plan (2006) and the North Oakville East Secondary Plan, is consistent with the Provincial Policy Statement (PPS), and has regard for the intent of OPA 326 as adopted. The proposed height and density support Provincial and Regional growth management objectives and align with the planned function of the Neyagawa Urban Core Area as a compact, mixed-use, and transit-supportive corridor.



**[5.0]**  
**PLANNING**  
**JUSTIFICATION**  
**ANALYSIS**

## 5.0 Planning Justification Analysis

It is our opinion that the proposed Official Plan and Zoning By-law Amendment applications conform to/are consistent with the intent and objectives of the land use policies of the Planning Act, the PPS, Halton Region Official Plan, the Livable Oakville Official Plan, and the North Oakville East Secondary Plan pertaining to the development of the Subject Property.

The vision for the proposed development is to respond to the present and future site context, given its key central location within the North Oakville East Secondary Plan Area. The proposed development optimizes the Subject Site to its highest and best use and builds upon the density that is envisioned for this area in the future. The proposed height and density of this project provide for appropriate intensification within the immediate vicinity of a Major Transitway, Urban Core, and Secondary Plan. The proximity to Highway 407 and the future 407 Transitway, along with other nearby transit services, reinforces the Subject Site as a key location with easy access to inter-Regional destinations. This site context supports the appropriateness of high-density and mixed-use intensification.

The proposed development consists of five (5) high-rise residential towers with heights of 18 storeys connected by two 6-storey podiums with established streetwall heights of 3 storeys, ground-floor commercial uses, and underground and aboveground parking. The proposal includes high-quality architecture and design details that will significantly improve the immediate site context and will serve as a gateway feature for the northeast corner of the Neyagawa Urban Core. The Subject Site is situated along Neyagawa Boulevard and is in direct proximity to the Neyagawa on-ramp to Highway 407, which is a major transportation corridor. The lack of uses occupying the property demonstrates an underutilization of the Subject Site as the Urban Core develops with higher densities and a mix of land uses. Providing additional housing options and retail opportunities strengthens the Urban Core and ensures that, as the area continues to grow, additional infrastructure and transit services will be prioritized to support the expanding community.

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

- The proposed development makes efficient use of land within the designated Urban Core, with servicing capacity secured through sewer allocation and a design that prioritizes accessibility and a safe, high-quality public realm.
- The introduction of a high-rise built form in the Neyagawa Core provides a new housing typology in Oakville, offering a more attainable option compared to townhouses, single-detached, and other low-rise housing forms.
- The Site's proximity to a future employment area and inclusion of ground-floor retail units will generate local employment opportunities and support a balanced live-work environment.
- Situated at the corner of two arterial roads and adjacent to Highway 407, the Site is strategically located within the centre of a designated growth area, making it well-suited for intensified development.
- Although the current transit service in the Neyagawa Urban Core is limited, the Town has committed to expanding routes as the area develops, supporting long-term transit accessibility.
- The proposed development features high-quality built form supported by an attractive and vibrant public realm, with ground-level retail, landscaping, and outdoor amenities creating a safe and engaging environment.

The proposed development is also consistent with the 2024 Provincial Planning Statement. As previously mentioned, in the 2024 Provincial Planning Statement the Town of Oakville is identified as a “large and fast-growing Municipality” where the highest growth and intensification should occur. The site’s location on the corner of the main intersection in the Neyagawa Urban Core makes it well-suited for intensification. The Subject Site has frontage on two major transit corridors. The proposed development is consistent with the Provincial Planning Statement 2024, as it directs growth to Settlement Areas and Strategic Growth Areas.

The PPS 2024 directs growth toward compact, mixed-use, and transit-supportive forms that reduce greenhouse gas emissions and strengthen community resilience. The proposed development advances these goals by locating 898 residential units and retail uses within an established Urban Core at the intersection of two arterial roads, in proximity to transit and active transportation corridors. This concentration of density promotes efficient land and infrastructure

use, reduces car dependency, and supports the Province's climate change mitigation and adaptation objectives.

The PPS also emphasizes the provision of a full range of housing options, including affordable and attainable forms. The significant addition of high-density housing contributes to supply, diversity, and choice, thereby supporting attainable housing. The proposal aligns with PPS policies requiring municipalities to plan for long-term housing and employment needs, while situating new growth in a Strategic Growth Area that optimizes infrastructure and transit investments.

The Subject Property is designated as an Urban Core but is currently vacant, whereas 18-storey towers with ground-floor retail uses are proposed. The Site is also directly proximate to Highway 407, the future 407 Transitway, and has frontage on two Arterial Corridors in the Town of Oakville. As such, the five proposed 18-storey towers efficiently utilize land, infrastructure, and public services while supporting active transportation and future transit investments. The intensification of the site efficiently uses vacant land in a strategic growth area where it would otherwise be underutilized. The proposed development utilizes the land efficiently without incurring development on new greenfield sites. No urban expansion will result from the approval of the proposed development. Further, efficient use will be made of existing transit in the area. The proposed development contributes to providing a mix of housing options as per Policy 2.2.1. Finally, as per Section 3.0, the Subject Site incorporates pedestrian-oriented design and active transportation links. As such, the Subject Site location is ideal for intensification and is consistent with the policies of the PPS 2024.

The proposed development conforms with the Halton Region Official Plan. The Plan directs growth to Urban Areas and Nodes, with an emphasis on compact, complete, and sustainable communities. By redeveloping a vacant parcel in the Neyagawa Urban Core, the proposal avoids greenfield conversion and reinforces Regional objectives for intensification within the existing urban boundary. The combination of housing, retail, and amenity space reduces trip lengths, supports transit use, and integrates with Regional strategies to reduce automobile dependency and greenhouse gas emissions. The development proposal also meets the minimum density target of 160 residents and jobs per hectare of the Region Official Plan.

The ROP also highlights the protection of the Greenland System and natural heritage features. The Subject Site is designated as an Urban Core; the intensification of this parcel relieves development pressures on agricultural and rural lands, indirectly supporting Regional conservation goals. In addition, by leveraging planned servicing infrastructure and providing a sustainable built form, the

proposal demonstrates conformity with the Region's emphasis on infrastructure efficiency, sustainability, and complete communities.

The proposed development conforms to the Livable Oakville Official Plan by supporting the Town's objectives for a compact, connected, and vibrant urban structure. The Subject Site is designated within "Nodes and Corridors" and identified as a "Mobility Link," indicating its role as a strategic growth area intended for mixed-use intensification. By providing five high-rise towers with ground-floor retail, the project strengthens the Urban Core, introduces new housing forms, and activates streetscapes, consistent with the Livable Oakville Official Plan's vision for dense, pedestrian-oriented, and transit-supportive nodes.

The development also responds to the urban design objectives set out in the Livable Oakville Official Plan. The inclusion of podiums, wide sidewalks, street-oriented retail, and landscaped public spaces enhances the pedestrian experience and reinforces human-scale design along arterial streets. The 30 m tower separation distances, articulated podiums, and stepbacks ensure appropriate transitions to adjacent areas while maintaining a cohesive and attractive streetscape. By providing a mix of residential unit types and nearly 2,400 m<sup>2</sup> of commercial space, the proposal advances the Livable Oakville Official Plan's goals of creating complete, sustainable communities where residents have access to housing, services, and employment within a walkable environment.

Additionally, the project supports the Town's mobility and active transportation policies. The provision of bike lanes, sidewalks, and connections to transit corridors aligns with the Livable Oakville Official Plan's emphasis on multi-modal connectivity and reducing reliance on private vehicles. By concentrating density in a strategic location, the development encourages efficient use of infrastructure, supports transit viability, and contributes to Oakville's sustainability objectives. Overall, the proposal demonstrates conformity with the Livable Oakville Official Plan's policies on urban structure, land use, urban design, mobility, and the creation of complete, vibrant communities.

The proposed development conforms to the policy direction of the 2006 Oakville Official Plan, which identifies the subject lands within the Urban Special Study Area and governed by the North Oakville East Secondary Plan (NOESP). These policies collectively support the creation of compact, mixed-use, and transit-supportive communities that integrate residential, employment, and commercial functions. The proposed development advances this vision by introducing a high-density, mixed-use residential community within the Glenorchy District, an area recognized as a key growth node intended to accommodate both residential and employment activity. The

proposed form and density align with the Official Plan's objectives to concentrate growth along major corridors such as Neyagawa Boulevard and to contribute toward achieving the Town's planned population and employment targets. By supporting a more efficient use of underutilized land and reinforcing the planned urban structure, the proposal directly contributes to the Town's long-term growth management strategy.

The development also upholds the Official Plan's emphasis on flexibility and land use integration within Glenorchy, particularly north of Burnhamthorpe Road, where higher-density residential and mixed-use forms are encouraged. The proposed towers and podium configuration will establish a transit-supportive built form that integrates well with future mixed-use development along Neyagawa Boulevard, consistent with the area's planned role as a vibrant urban corridor. The inclusion of ground-floor commercial uses and a generous public realm along the street frontage promotes an active, pedestrian-oriented streetscape, fulfilling the Official Plan's objectives for complete and connected communities. The proposal maintains conformity with the environmental framework established through the Subwatershed Studies by directing development away from natural features.

Furthermore, the proposed development supports the transportation and infrastructure objectives of the Oakville Official Plan by aligning with the planned 40-metre right-of-way for Neyagawa Boulevard and ensuring adequate connections to the regional road network and future transit routes. The development's density and form support the efficient use of planned infrastructure, consistent with the Official Plan's principles of sustainable, phased growth. Collectively, the proposal implements the Town's goals for Glenorchy and the broader North Oakville area—accommodating growth in a compact, transit-oriented manner that balances economic vitality, environmental protection, and high-quality urban design.

The Proposed Development conforms with the Vision described for the North Oakville East Secondary Plan Area. It responds to the policies in Section 7.2.2 by introducing a more urban condition to the centre of the Neyagawa Urban Core. Designed to be compact, pedestrian-oriented, and supportive of live-work opportunities near the future employment area, the site is designated as part of the Neyagawa Urban Core, a Transitway, and as an Intensification Area, strategically identified to accommodate a significant share of residential and employment growth in North Oakville. The development supports intensification within the urban boundary, capitalizing on existing and planned transit infrastructure, including proximity to Highway 407 and the future 407 Transitway. Its mixed-use typology advances the Town's objectives of balancing residential and employment growth while enhancing sustainability, urban vitality, and infrastructure

efficiency. By introducing five residential towers supported by podiums and ground-floor commercial uses, with 898 residential units and nearly 2,400 m<sup>2</sup> of commercial space, the project reinforces the area's role as a vibrant, transit-supportive node.

The Site also conforms to the Secondary Plan's policies pertaining to Community Structure. The Urban Core Policies of Section 7.3.2 state that Urban Core areas should become true mixed-use areas that are vibrant and integrated. Policy 7.3.2 also states that the Neyagawa Urban Core should be the second densest in the North Oakville East Area. Additionally, Policy 7.5.16 states that the Neyagawa Urban Core should accommodate a range of commercial, residential, and institutional uses. The proposed development of five 18-storey towers with commercial uses at grade conforms to this policy. The development introduces a lower form of high-rise development and provides space for retail opportunities that will enhance the public realm and serve the greater community. The Subject Site has frontage on two Arterial Corridors. As per Policy 7.5.5.1, Arterial Corridors are meant to serve as major gateways into communities.

The northern portion of the Subject Site is designated as a Transitway. This overlay on the map is intended to accommodate the future 407 Transitway, a long, rapid bus corridor connecting Oakville to the rest of the GTA. At this time, there is no transit station being contemplated in the Neyagawa Urban Core. The portion of the land designated as Transitway has already been acquired by MTO and will not be developed as a part of this application. However, the site's proximity to the Transit Corridor and Highway 407 supports its suitability for intensification, as these transportation connections provide high accessibility while the surrounding area does not have sensitive land uses that might constrain higher-density development.

The NOESP also emphasizes Transportation Demand Management (TDM), community design, and a strong public realm. The proposal directly responds through the provision of 634 bicycle parking spaces, repair stations, a carshare space, and resident travel information packages, which collectively support a modal shift away from private vehicles. The design incorporates 30 m tower separations, 3-storey streetwalls, active podium uses, landscaping, and widened sidewalks that enhance pedestrian comfort, reinforce gateway character, and create a distinct community identity. Together, these measures align with the Secondary Plan's mobility, community design, and sustainability policies.

The proposed development also aims to significantly improve the public realm. The proposed mixed-use approach will activate a new pedestrian realm and promote an attractive pedestrian streetscape with improved landscaping, ground-oriented retail and commercial uses, and wide sidewalks. Future residents will have safe and comfortable access to a wide variety of existing and planned amenities that will provide a high-quality life.

The proposed development has been designed in a manner generally in conformity with the emerging built-form typologies projected by the Secondary Plan. The area is evolving from a low-rise commercial and employment district to a community with high-rise mixed-use developments. While the latest Secondary Plan schedules seek higher mixed-use land uses than currently exist, they limit the heights and densities of sites within the study area. The Subject Site conforms to the Land Use Strategy Policies of Section 7.6, with high-rise development and ground-floor commercial uses permitted under Policy 7.6.6.2. The proposed 2,397.41 m<sup>2</sup> of commercial space represents a portion of the area-wide maximum of 31,000 m<sup>2</sup>, ensuring that cumulative commercial development across the North Oakville East Secondary Plan remains within the prescribed limits. An 18-storey height is appropriate for this context: the Site's proximity to Highway 407 and distance from existing residential uses make it well-suited for intensification, and OPA 326 demonstrates the City's intent to accommodate these densities while balancing area-wide land use and commercial targets. Overall, the development supports the transition of the community into a high-rise, mixed-use centre, providing height and density that responds to its central location within the Secondary Plan. The site layout of the Subject Site also supports the proposed height and density, as it fronts two unique street frontages which provide opportunities for excellent multi-modal accessibility. Currently, there is no transit directly servicing the site; however, the future completion of the active transportation network identified in the North Oakville East Secondary Plan will adequately support pedestrian and cycling travel from the site, with no additional improvements required.

The proposed development has been designed to fully address Ministry of Transportation (MTO) requirements regarding access to Neyagawa Boulevard and proximity to the Highway 407 eastbound ramps. Following discussions with MTO, two right-in/right-out (RIRO) accesses are proposed, one on Neyagawa Boulevard, approximately 170 m north of Burnhamthorpe Road, and one on Burnhamthorpe Road West/William Halton Parkway, approximately 65 m east of Neyagawa Boulevard. Physical measures, including an extended concrete median, signage, and lane configuration adjustments, will prevent U-turns and left-turn conflicts, ensuring safe interaction with the Highway 407 ramps. Adequate setbacks of 14 m from the MTO right-of-way are maintained, and traffic analysis confirms that both accesses will operate at acceptable levels of service under current and future conditions. These measures demonstrate that the development

responds to both MTO and Halton Region requirements, providing safe, efficient, and compliant site access while accommodating servicing, emergency vehicles, and future traffic demands.

The in-force Secondary Plan assigns a maximum density of 2.0 FSI to the Subject Site; however, this density is, in our view, inconsistent with the future vision for the Neyagawa Urban Core Area as articulated in Draft OPA 326. Intensification at higher densities is supported by Provincial and Municipal planning policies, including the Provincial Policy Statement, the Oakville Official Plan, and the North Oakville East Secondary Plan, all of which encourage the efficient use of urban lands, the creation of complete communities, and the provision of transit-supportive development. The Subject Site is particularly well-suited for increased density: it occupies a prominent corner location with two frontages, has no adjacent sensitive land uses, and allows for thoughtful, context-sensitive design. The proposed development incorporates a 3-storey base, maintaining compatibility with surrounding areas while accommodating taller towers above, demonstrating that higher densities can be achieved without adverse impacts. Given these considerations, we submit that a maximum FSI of 4.74 is appropriate to realize the intended scale and character of development for this key urban node, consistent with the broader vision for the area.

It is our opinion that a building of approximately 18 storeys is appropriate for the Subject Site. This conclusion is supported by Provincial and Regional policies that encourage intensification in designated Growth and Intensification Areas, as well as Municipal policies promoting compact, transit-supportive development and additional housing options near major transportation corridors. The Subject Site's proximity to the proposed 407 Transitway and the existing Highway 407 access ramp further supports its suitability for taller buildings. As detailed in Section 6.0 of this report, the current building design has been carefully considered, with fast-moving shadows ensuring at least five hours of sunlight on surrounding public realms, and the public realm has been designed in accordance with Secondary Plan policies. Collectively, these factors demonstrate that the proposed height aligns with both policy objectives and good urban design practice.

The proposed OPA conforms to the key principles of the North Oakville East Secondary Plan (2006). The proposal encourages compact, walkable communities; directs growth to the 407 within an Urban Core; supports a diverse mix of housing options and typologies; and promotes efficient use of land, infrastructure, and services. The proposal conforms with the urban design, mobility, built form, and housing policies and does not conflict with its intent. The proposed development is not premature from a servicing or infrastructure perspective, therefore confirming that the application is technically feasible and capable of being implemented in the near term.

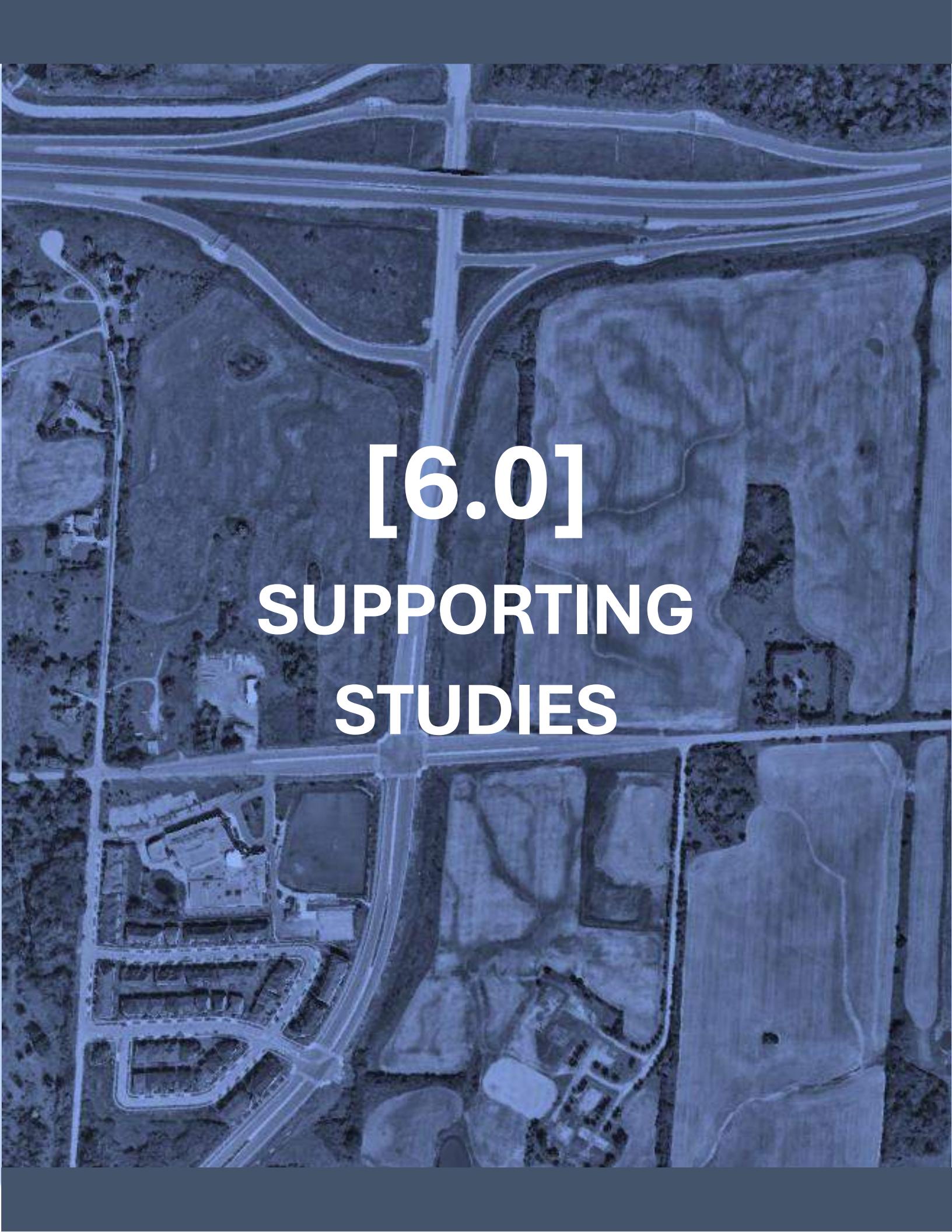
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The Subject Property is surrounded primarily by commercial, and employment uses and is not adjacent to any low-rise or sensitive residential uses. The proposed development provides a 30 m separation between towers, with 3-storey street walls and 6-storey podium heights that reinforce human-scale design, underground parking, and generous landscaping buffers that enhance the public realm.

In our opinion, it is evident that based on the Provincial and Municipal land use policies, the surrounding urban context, the underutilization of the existing site, and the planned developments for the Neyagawa Urban Core that the proposed development is appropriate and desirable for the Subject Site. The Subject Site is a key location for intensification as it is fronting Neyagawa Boulevard, William Halton Parkway, and is in direct proximity to Highway 407.



**[6.0]**  
**SUPPORTING**  
**STUDIES**

## 6.0 Supporting Studies

This section provides a summary of the supporting studies that have been prepared for the proposed development. The following studies will be discussed in this section of the Planning Justification Report:

- Sun Shadow Study;
- Traffic Impact Study;
- Stormwater Management Report;
- Functional Servicing Report;
- Noise Study;
- Wind Study;
- Urban Design Brief;
- Phase One and Two Environmental Site Assessments;
- Geotechnical and Hydrogeological Investigations;
- North Oakville Sustainable Development Checklist; and,
- Halton Region Servicing Allocation Agreement.

### 6.1 Sun Shadow Study

Kirkor Architects has prepared a Sun Shadow Study for the Subject Site based on the proposed development as well as the existing and proposed surrounding uses of the area. The study includes shadow impacts during various times of the day and throughout all of the seasons. The months included in the Sun Shadow include April, June, September, and December.

The future sidewalks that will serve the Subject Site run along Neyagawa Boulevard and William Halton Parkway. William Halton Parkway will experience no shadows between 9:25 and 15:25 (See *Figures 10-15*) and will have minor and fast-moving shadow impacts during the 15:25-17:25 time intervals in the months of March and September (See *Figures 15-16*). The shadows cast on the sidewalk will only affect a small portion during each time interval, thereby providing adequate sunlight on most of the sidewalk throughout the day. Neyagawa Boulevard will have minor and fast-moving shadow impacts during the 9:25-10:25 time intervals (See *Figures 10-11*) in the months of March and September and will experience no shadows between 11:25 and 17:25 (See *Figures 12-16*). Similarly, the shadows cast on the sidewalk will only affect a small portion during each time

interval, thereby providing adequate sunlight on most of the sidewalk throughout the day. The sidewalks on the remainder of the Site will experience fast moving and intermittent shadows between 12:25 and 17:25. As a result, while the surrounding areas adjacent to the proposed development will experience adequately limited shadow impacts during the month of March, they will retain sunlight throughout most of the time intervals.

During the month of June, there is minimal shadows casting on adjacent properties/sidewalks that shift fast from west to east throughout the day with no long-term impacts. This result illustrates that no shadow impacts will occur during the summer seasons, meaning that the proposed development will not negatively impact the natural lighting opportunities that are presented to the surrounding public realm (See *Figures 17-23*).

Based on the Sun and Shadow Study provided by Kirkor Architects, it is evident that the shadow impacts from the proposed development on the surrounding uses are adequately limited. The proposed development will provide adequate hours of consistent sunlight to the surrounding future community as well as to the residents of the proposed development while minimizing the number of shadows casted on the surrounding uses, including the public realm and its sidewalks.

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Figure 11: Sun Shadow of the Subject Site at 9:25 on April 21



Figure 12: Sun Shadow of the Subject Site at 10:25 on April 21

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*Northeast Corner of Neyagawa Boulevard and Burnhamthorpe Road West (William Halton Parkway), Oakville ON*



Figure 13: Sun Shadow of the Subject Site at 11:25 on April 21

Figure 14: Sun Shadow of the Subject Site at 12:25 on April 21

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Figure 15: Sun Shadow of the Subject Site at 13:25 on April 21

Figure 16: Sun Shadow of the Subject Site at 15:25 on April 21

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*Northeast Corner of Neyagawa Boulevard and Burnhamthorpe Road West (William Halton Parkway), Oakville ON*

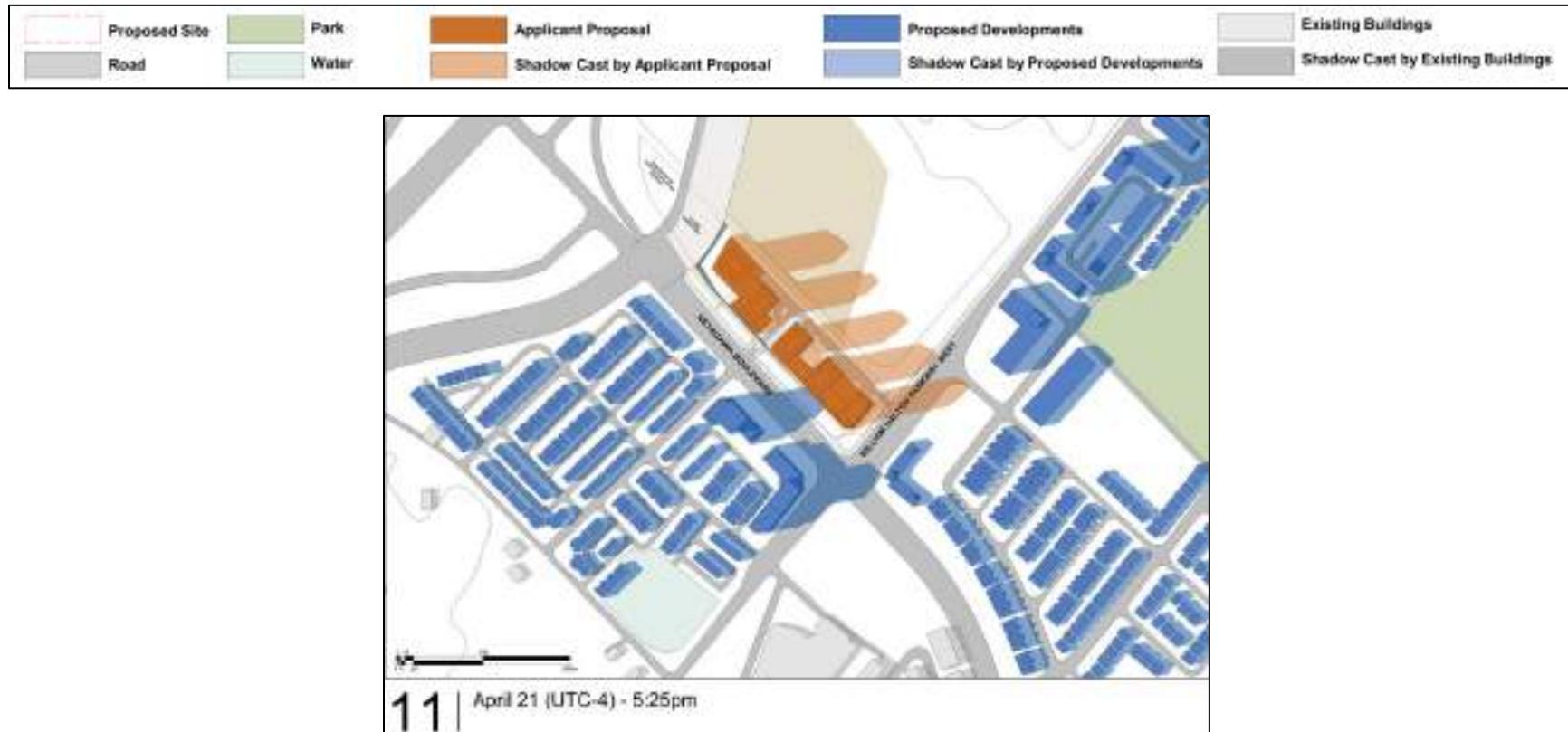


Figure 17: Sun Shadow of the Subject Site at 17:25 on April 21

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Northeast Corner of Neyagawa Boulevard and Burnhamthorpe Road West (William Halton Parkway), Oakville ON



Figure 18: Sun Shadow of the Subject Site at 9:38 on June 21



Figure 19: Sun Shadow of the Subject Site at 10:38 on June 21

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Figure 20: Sun Shadow of the Subject Site at 11:38 on June 21



Figure 21: Sun Shadow of the Subject Site at 12:38 on June 21

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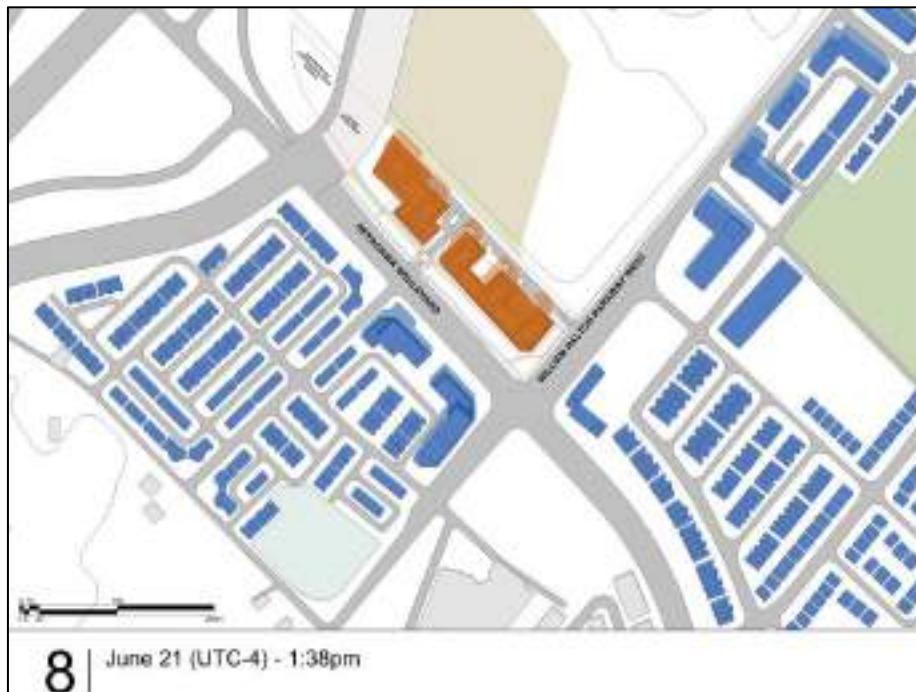


Figure 22: Sun Shadow of the Subject Site at 13:38 on June 21



Figure 23: Sun Shadow of the Subject Site at 15:38 on June 21

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*Northeast Corner of Neyagawa Boulevard and Burnhamthorpe Road West (William Halton Parkway), Oakville ON*



Figure 24: Sun Shadow of the Subject Site at 17:38 on June 21

## 6.2 Transportation Impact Study

This Transportation Impact Study (TIS), prepared by NexTrans, evaluates the potential effects of the proposed mixed-use development on local and regional transportation networks, including vehicular, transit, and active transportation modes. The study assesses traffic operations, intersection capacity, and access configurations to ensure safe and efficient circulation for all users, including residents, visitors, servicing, and emergency vehicles. Key considerations include compliance with the Town of Oakville Zoning By-law, Halton Region Access By-law, and Ministry of Transportation (MTO) requirements, as well as integration with existing and planned transit and active transportation infrastructure. The study provided recommendations for access points, lane configurations, transit accommodations, and pedestrian and cycling facilities, while addressing operational and safety concerns raised by MTO and Halton Region. Overall, the TIS demonstrates that the proposed development can be safely and efficiently integrated into the surrounding transportation network, supporting both current and future mobility needs.

NexTrans engaged extensively with the Ministry of Transportation (MTO) regarding the proposed right-in/right-out (RIRO) access onto Neyagawa Boulevard, particularly in relation to the proximity of the Highway 407 eastbound on-ramp. MTO indicated that the proposed RIRO access could be considered if the Transportation Impact Study satisfactorily addressed all operational and safety concerns. Key topics discussed included the prevention of U-turns along Neyagawa Boulevard and the potential extension of the existing center median north of the Neyagawa Boulevard/William Halton Parkway intersection to enforce RIRO operations. MTO also sought clarification on how the RIRO would interact with the 407 ramp taper and recommended measures to ensure clear separation between the ramp and site access. In response, the TIS proposed extending the concrete median approximately 100 metres north of its current location, installing one-way signage, and providing adequate directional signage to prevent illegal left turns or U-turns. The study confirmed that the RIRO access would provide sufficient spacing from the 407 ramp, accommodate all expected traffic volumes, and maintain safe operations for through and turning traffic. MTO's concerns regarding safety, access conflict, and operational efficiency were addressed comprehensively, supporting the recommendation for MTO approval of the proposed RIRO access as an essential element for site circulation, servicing, and emergency access.

The proposed development will be served by two right-in/right-out (RIRO) accesses to efficiently manage vehicle movement and minimize traffic conflicts. The first RIRO access is proposed on Neyagawa Boulevard, approximately 140–170 metres north of Burnhamthorpe Road and south of the Highway 407 eastbound on-ramp. The second access is on Burnhamthorpe Road West (William Halton Parkway), about 65 metres east of Neyagawa Boulevard. These locations have been selected due to the current lack of feasible connections to local roads or future developments immediately east of the site. RIRO configurations are one of the most restrictive access types, permitting only right-turn movements in and out of the site. This restriction reduces potential conflicts between turning and through traffic, enhancing overall roadway safety while accommodating site-generated trips, emergency vehicles, and servicing operations.

To further enforce the RIRO operation, the existing concrete median on Neyagawa Boulevard will be extended north of its current terminus to physically prevent illegal left turns and U-turns. Additional measures, including directional signage, illumination, and one-way signage along the median, will be implemented to enhance operational clarity and safety. While exclusive right-turn lanes are not required from a capacity perspective, they are recommended where feasible to improve interim operations. In the long term, with the planned widening of Neyagawa Boulevard to six lanes, exclusive right-turn lanes will not be necessary.

The TIS identifies that the proposed development is expected to generate 395 two-way vehicle trips during the morning peak hour (137 inbound, 258 outbound) and 421 two-way trips during the afternoon peak hour (232 inbound, 189 outbound). Intersection capacity analyses under existing, future background, and future total traffic conditions indicate that unsignalized intersections will operate at acceptable levels of service with minimal delays. Signalized intersections, including Settlers Road West/Neyagawa Boulevard and William Halton Parkway/Neyagawa Boulevard, are projected to operate efficiently with signal timing optimization, addressing anticipated background growth and adjacent developments. The analysis confirms that site traffic using the proposed RIRO accesses will not interfere with Highway 407 ramp operations.

The proposed development is anticipated to generate 135 two-way transit trips during the morning peak and 63 two-way trips during the afternoon peak. These trips can be accommodated by existing Oakville Transit Routes 5 and 5A, which provide service along Dundas Street West and nearby corridors. Looking forward, the North Oakville East Secondary Plan identifies both primary and secondary transit routes along William Halton Parkway and Neyagawa Boulevard, as well as a proposed transit terminal at the northeast corner of the Neyagawa Boulevard/William Halton Parkway intersection. This ensures that future residents will have convenient access to both local and inter-regional transit options. No additional transit infrastructure beyond these planned routes is required to serve the development.

Active transportation is supported through comprehensive pedestrian and bicycle facilities along the site frontage on Neyagawa Boulevard and Burnhamthorpe Road West/William Halton Parkway. Direct sidewalk connections will link building entrances to future bus stops, providing safe and convenient pedestrian access. The development will provide 634 bicycle parking spaces, exceeding zoning requirements, and include two on-site bicycle repair stations. These measures, along with Transportation Demand Management (TDM) incentives, encourage the use of walking, cycling, and transit, reducing reliance on single-occupancy vehicles and promoting sustainable mobility within the community.

Vehicle parking for the development will total 973 spaces, slightly exceeding the Town of Oakville zoning by-law minimum requirement. This includes provision for residential, visitor, and retail parking, as well as at least one designated carshare space to support TDM initiatives. The parking strategy ensures that all users, including residents and visitors, have sufficient capacity while encouraging the adoption of shared mobility and alternative transportation modes. The parking layout and access design integrate seamlessly with site circulation and RIRO access points, minimizing congestion and maximizing operational efficiency.

The TIS concludes that the proposed development will operate safely and efficiently under current and future traffic conditions. All intersections are expected to function at acceptable levels of service, and RIRO access points will effectively accommodate vehicle, service, and emergency traffic while minimizing safety risks. The study recommends approval of the proposed accesses by both MTO and Halton Region, as the configuration is necessary for proper site operations and viability. Future connectivity to adjacent developments to the east is expected to reduce reliance on RIRO accesses and further decrease traffic impacts.

## 6.3 Stormwater Management Report

EXP's findings in the Stormwater Management Report (SWM) demonstrate that the proposed stormwater management strategy can adequately meet the needs of the development while complying with the Town of Oakville's design requirements and the ultimate servicing plan outlined in the East Sixteen Mile Creek ES6-East EIR/FSS study. Based on existing topography, approximately 46% of the site (1.11 ha) drains south toward Burnhamthorpe Road West, with no external drainage conveyed across the site. Using the Town of Oakville's stormwater management design criteria, a peak flow of approximately 123.3 L/s under the 5-year storm event is calculated, which is considered the maximum allowable release rate for discharges to the municipal storm system on the future William Halton Parkway West.

The proposed grading and storm servicing design ensures that all post-development runoff, up to and including the 100-year storm event, will be captured and controlled to the pre-development 5-year storm flow rate before discharging to the existing 375 mm diameter storm sewer on William Halton Parkway West. Stormwater quantity controls will be achieved through the use of two proposed underground SWM cisterns with orifice designs located within the underground parking structure, coordinated with the future building mechanical systems. Stormwater quality objectives will be met using two oil and grit separators incorporated into the cisterns, designed to meet total suspended solids removal requirements.

Water balance objectives will be satisfied through the proposed landscaping plan and rainwater harvesters within the cisterns for reuse in site irrigation and building mechanical systems. Phosphorus removal objectives will be achieved using end-of-pipe treatment measures and various best management practices prior to discharge to the municipal storm system. Groundwater management will be accommodated through watertight foundation design for all new buildings. Emergency overland flow can be safely conveyed through the site to William Halton Parkway West, based on the proposed preliminary grading design. Overall, the proposed stormwater strategy demonstrates that the development can meet quantity, quality, water balance, phosphorus, and groundwater management objectives in accordance with municipal requirements.

## 6.4 Functional Servicing Report

EXP's findings in this Functional Servicing Report (FSR) indicate that the proposed development can be fully serviced to meet the design requirements of the Town of Oakville and the Region of Halton, consistent with the ultimate servicing design outlined in the East Sixteen Mile Creek (ES6-East) EIR/FSS study. The proposed grading design can be implemented without adverse impacts on neighbouring properties. Domestic water supply and fire protection will be provided through a single new combined fire/domestic water service connection and a 300 mm diameter municipal watermain connection to the existing 1,200 mm diameter watermain on William Halton Parkway West, accommodating both interim and ultimate servicing conditions.

Interim sanitary servicing can be achieved with a temporary sanitary service connection and private watermain connection to the existing 450 mm diameter municipal sanitary sewer on Neyagawa Boulevard south of Burnhamthorpe Road West, with flows directed southerly, subject to capacity approvals from the Region of Halton. Ultimate sanitary servicing will replace the temporary connection, providing a new service connection to the future 300 mm diameter municipal sanitary sewer on William Halton Parkway West and conveying flows easterly, consistent with the EIR/FSS.

Storm servicing for both interim and ultimate conditions can be maintained via the existing 375 mm diameter storm connection to the Burnhamthorpe Road West sewer, with on-site stormwater management (SWM) quantity and quality controls implemented in accordance with Town standards. Stormwater management requirements are met under both scenarios using the proposed control measures outlined in the EXP-prepared SWM report. Groundwater management will be addressed through watertight foundation design for all new building construction. Overall, the FSR demonstrates that the proposed development's servicing strategy is feasible, meets municipal requirements, and aligns with both interim and ultimate design conditions.

## 6.5 Noise and Vibration Impact Statement

RWDI prepared a Noise and Vibration Impact Study for the Proposed Development. The assessment was completed to support the required Official Plan Amendment, Zoning By-law Amendment, and Site Plan Approval applications for the project.

To ensure compliance with applicable sound and vibration criteria, RWDI recommended several noise control measures. These include the installation of central air conditioning so that windows can remain closed, the inclusion of noise warning clauses for transportation-related sound levels at the building façades and outdoor amenity areas, and specific minimum sound isolation performance standards for window glazing and balcony doors. Additionally, the construction of perimeter noise barriers around outdoor amenity areas is recommended, where feasible, along with associated warning clauses.

Transportation sources with the potential to influence the site were analyzed, including Neyagawa Boulevard to the southwest, Burnhamthorpe Road to the southeast, and Highway 407 ETR to the northwest. No stationary noise sources were identified within the influence area, and no rail corridors are located within one kilometre of the proposed development; therefore, no rail-related noise or vibration impacts are expected.

At this stage of design, the noise levels generated by the development itself could not be quantitatively assessed. However, RWDI concluded that, provided best practices for acoustical design are implemented, the proposed development would be feasible in meeting the applicable sound level criteria. It is recommended that further noise impact analysis be undertaken during detailed design to confirm compliance. Overall, with the implementation of the recommended mitigation measures, the potential sound and vibration impacts on the proposed development are expected to meet all relevant standards and performance criteria.

## 6.6 Pedestrian Wind Assessment

The Pedestrian Wind Assessment prepared by Rowan Williams Davies & Irwin Inc. (RWDI) has been provided to accompany the Official Plan and Zoning By-law Amendment applications. The intent of the Pedestrian Wind Assessment is to provide an evaluation of the potential wind impacts that the proposed development may have both internal and external to the Subject Site.

The assessment concludes that existing wind conditions in the area may currently be too strong for comfortable pedestrian use. However, the addition of the proposed development is expected to improve conditions across much of the surrounding public realm, including nearby streets and sidewalks, by reducing wind activity. At the same time, localized areas of higher wind activity may emerge near the new buildings. To refine these findings and confirm potential issues, wind tunnel testing is recommended at a later stage of design to guide targeted mitigation measures.

Architectural and massing features have the greatest influence on wind conditions. Positive design elements already incorporated include re-entrant corners, multiple step-backs in the podium massing, and significant setbacks of towers from podium edges. These articulations help moderate wind impacts at grade, creating a more comfortable pedestrian environment.

Further improvements to wind comfort are recommended using protective design strategies. Deep, wrap-around canopies at podium corners, particularly where entrances are located, could provide localized shelter, or alternatively, dense plantings at podium corners could achieve similar effects. Entrances should be shielded with coniferous landscaping, wind screens, or recessed into façades to protect patrons from downwashing winds.

For sidewalks, walkways, and parking areas, wind fences, screens, or evergreen trees are advised to offer year-round protection, particularly in winter and shoulder seasons when deciduous trees are less effective. Amenity areas at and above grade, which are primarily used in summer, could benefit from human-scale trees, shrubs, and additional solid features such as trellises, sculptures, and shade structures. These interventions would help deflect winds approaching from the east and reduce downwash from upper building elements.

Above-grade amenity spaces would benefit from parapets at least two metres high along the east and west sides, helping to interrupt winds that are funneled between towers. Because landscaping features were not included in the initial computer model, the study emphasizes that these elements should be tested in more detail through wind tunnel assessments as the design advances. RWDI is available to work with the design team in developing these strategies further.

## 6.7 Urban Design Brief

The Urban Design Brief prepared by Brutto Consulting supports the proposed Official Plan and Zoning By-law Amendment applications for the mixed-use development located at the northeast corner of Neyagawa Boulevard and William Halton Parkway in the Town of Oakville. The proposal envisions a high-quality urban design development.

The development comprises five 18-storey residential towers organized into two blocks connected by six-storey podiums with ground-floor commercial uses fronting Neyagawa Boulevard and William Halton Parkway. The proposal delivers approximately 898 residential units, 2,397 m<sup>2</sup> of commercial space, and 4,159 m<sup>2</sup> of indoor and outdoor amenity areas. A total of 973 parking spaces (primarily underground) and 634 bicycle spaces support the proposed development.

The proposed massing and design contribute to a cohesive and contemporary urban form consistent with the Neyagawa Urban Core's intended character. The podium base (3–6 storeys) establishes a pedestrian-scaled streetwall with strong corner articulation and transparent, active ground-floor uses. The tower components feature slender floorplates (750 m<sup>2</sup>), appropriate spacing (30 m), and stepbacks above the third storey to reduce visual massing and preserve light and sky views. The design provides architectural variation, articulated façades, and a distinct top, middle, and base expression.

The proposal enhances the public realm through wide sidewalks, landscaped setbacks, street trees, and active retail frontages that animate both frontages. A mid-block pedestrian connection and internal circulation routes improve site permeability and integrate with existing and planned trail and cycling networks. The design promotes a walkable, safe, and vibrant streetscape, contributing to a complete community structure.

Located at the northern edge of the Neyagawa Urban Core, the site forms a gateway landmark marking the transition from Highway 407 into the Oakville community. The scale, design, and articulation of the buildings establish a recognizable skyline presence while remaining compatible with the surrounding planned context. Shadow and wind studies confirm minimal impacts on adjacent areas.

The development supports sustainable and compact urban growth by promoting mixed uses, walkability, and reduced reliance on private vehicles. Features such as green roofs, landscaping, bicycle amenities, and future transit-oriented siting contribute to environmental performance and align with the Town's sustainability objectives.

Overall, the Urban Design Brief demonstrates that the proposed development enhances the character and function of the Neyagawa Urban Core. The proposal delivers a well-designed, mixed-use, and pedestrian-oriented environment that integrates high-quality architecture, active streetscapes, and sustainable site design. Through its scale, massing, and attention to detail, the development establishes a distinctive and cohesive built form that strengthens the area's identity as an urban gateway and supports the creation of a complete, connected, and vibrant community.

## 6.8 Phase One and Two Environmental Site Assessments

A Phase 1 Environmental Site Assessment (ESA) was completed by EXP, dated November 13<sup>th</sup>, 2023, to review the historical and current land uses of the subject property and surrounding area to identify potential environmental concerns. The assessment included a review of available historical records, aerial photographs, environmental databases, and a site reconnaissance. The Phase 1 ESA identified limited areas of potential environmental concern related to past agricultural use and nearby roadway operations. No significant sources of contamination were identified, and no evidence of environmental impairment was observed on the property.

A Phase 2 ESA, completed by EXP on December 6<sup>th</sup>, 2023, was subsequently undertaken to verify the findings of the Phase 1 ESA. The investigation involved the collection and laboratory analysis of soil and groundwater samples from the property. The results confirmed that all analyzed parameters met the applicable Ministry of the Environment, Conservation and Parks (MECP) Table 1/2 Site Condition Standards for residential and commercial land use. No adverse environmental impacts or exceedances were detected, and no remedial measures were deemed necessary.

A Phase 1 and 2 Environmental Site Assessment Update Letter, prepared by EXP on September 15<sup>th</sup>, 2025, confirmed that since completion of the Phase 2 ESA, no changes have occurred to the site conditions or land use that would alter the environmental conclusions of the previous assessments. The update reaffirmed that the property remains suitable for redevelopment from an environmental standpoint.

In summary, the Phase 1 and Phase 2 ESA studies, along with the update letter, collectively confirm that the subject lands are free from significant environmental contamination and are appropriate for the proposed mixed-use residential and commercial development. No further environmental investigation or remediation is required. The site satisfies the Town of Oakville's requirements for Environmental Site Assessments in support of the Official Plan and Zoning By-law Amendment applications.

## 6.9 Geotechnical and Hydrogeological Investigations

A Preliminary Geotechnical Report has been prepared to assess subsurface and bedrock conditions in support of the proposed building and foundation design. The investigation identified soil and till deposits overlying shale bedrock at depths ranging from approximately 9 to 15 metres. The subsurface conditions were found to be generally stable and capable of supporting high-rise construction with underground parking. The report recommends that foundations be designed to bear on the competent till or shale, using conventional systems such as spread or raft footings, and that appropriate shoring be implemented during excavation to maintain soil stability. Groundwater is expected to be managed through standard construction dewatering practices. Overall, the site is considered suitable for the proposed development from a geotechnical standpoint.

The Hydrogeological Investigation evaluates the groundwater conditions and confirms the feasibility of the proposed development. This assessment identified shallow groundwater levels between approximately 0.5 and 2.8 metres below grade, with additional groundwater present within the deeper till and shale layers. The native soils are characterized by low permeability, indicating that infiltration-based stormwater management is not appropriate for this location. The study confirms that the site can be developed as proposed, subject to standard measures including temporary dewatering during excavation and provision of perimeter drainage to manage groundwater and protect adjacent properties.

## 6.10 North Oakville Sustainable Development Checklist

The North Oakville Sustainable Development Checklist for Site Level Design confirms that all the required sustainability measures are provided within the proposed development, with several optional measures also achieved. The applicable checklist items are identified in the submitted Sustainability Checklist.

In accordance with required metrics #1-2 and optional metric #9, the development minimizes surface parking by providing underground parking levels and also includes bicycle parking in accordance with the Town's Zoning By-law, thereby supporting active transportation and reducing automobile dependence. Optional transit-supportive measures, including the provision of one-year transit passes for residential units (metric #3), further encourage non-automotive travel. The proposed development also contains a mix of uses which meets optional metric #4.

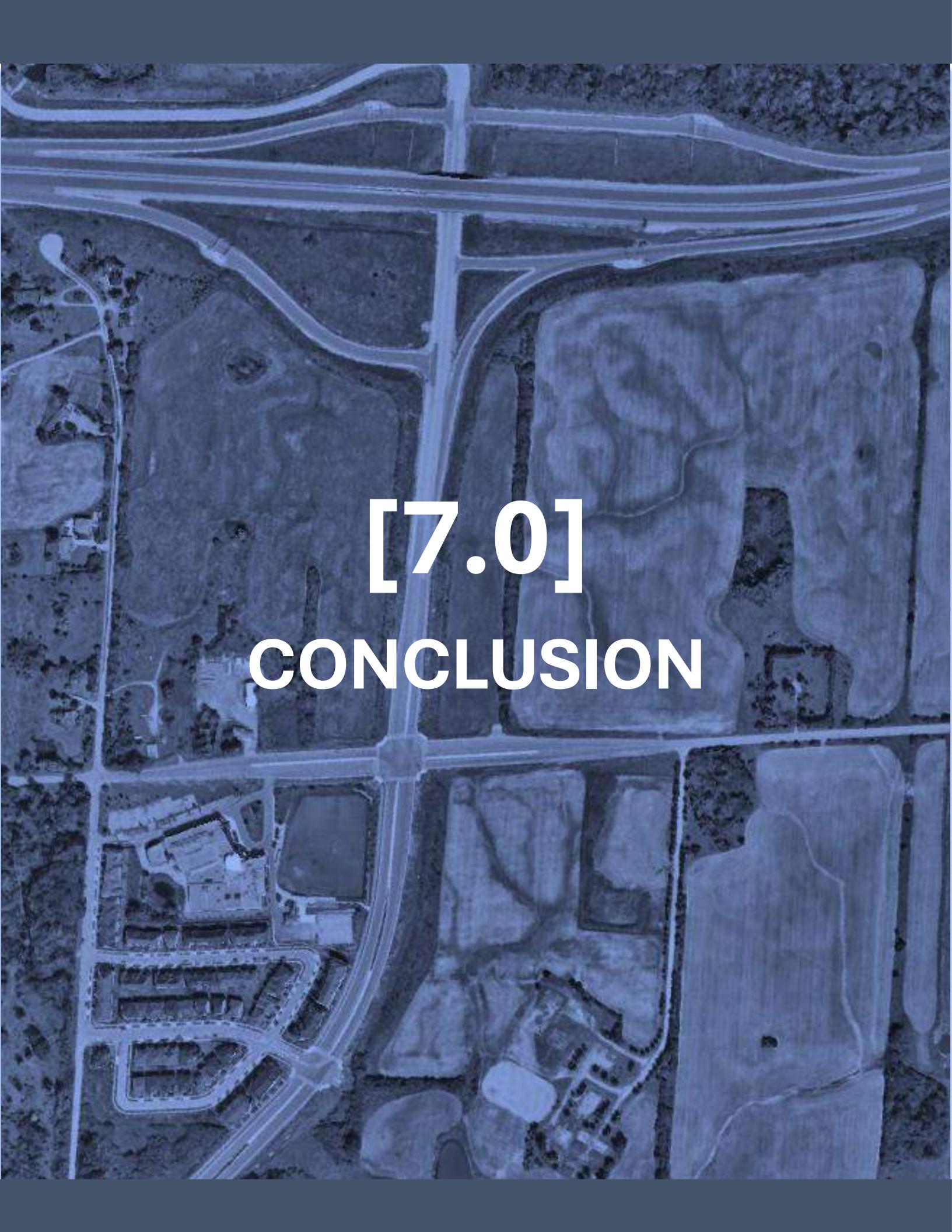
As per metric #10, high-efficiency and full cut-off exterior lighting will reduce light pollution, and waste management facilities has been designed to ensure recycling is as convenient as garbage disposal for residents as per metric #11.

In accordance with metrics #22-24, stormwater management will achieve Level 1 (Enhanced) water quality control for Total Suspended Solids and apply a treatment-train approach to phosphorus reduction, with measures to retain the 5 mm design storm on-site and provide erosion control through temporary detention. As per metric #27, Landscaping has been designed to incorporate native and drought-tolerant species, contributing to reduced irrigation demand and long-term sustainability.

Overall, the proposed development demonstrates a strong alignment with the Town's sustainability objectives through its compact built form, transit-supportive design, integrated stormwater strategies, and environmentally responsible landscape approach.

## **6.11 Halton Region Servicing Allocation Agreement**

Halton Region and Burnhamthorpe/Oakville Holdings Inc. executed a formal Servicing Allocation Agreement on July 15, 2024 under the 2023 Halton Region Allocation Program. This agreement secures water, wastewater, and road servicing capacity for the Subject Site, enabling the project to proceed with full municipal servicing. Through this agreement, Halton Region has reserved and allocated capacity equivalent to 420 Infrastructure Dependent Units (IDUs) to support the planned 898 apartment units on the site. The agreement provides certainty that the required regional servicing infrastructure will be available to accommodate the development and forms part of the Region's coordinated growth management and infrastructure financing strategy. The early payment of development charges being undertaken by Burnhamthorpe/Oakville Holdings Inc. under the agreement contributes to funding regional water, wastewater, and road improvement projects, ensuring that servicing capacity is delivered in step with planned development. This allocation allows the project to proceed through detailed design and municipal approvals with confirmed servicing availability, supporting timely and orderly residential growth consistent with Regional and Town planning objectives.



# [7.0] CONCLUSION

## 7.0 Conclusion

It is our opinion that the proposed development at the intersection of Neyagawa Boulevard and William Halton Parkway represents a highly strategic opportunity for intensification within the Neyagawa Urban Core. The Site's prominent location, with two arterial frontages, direct proximity to Highway 407, and absence of sensitive adjacent land uses, makes it ideally suited for the five proposed 18-storey mixed-use towers with 3-storey streetwall and 6-storey podium heights. The design thoughtfully responds to the surrounding context, provides appropriate tower separation distances, and enhances the streetscape, while maximizing the Site's potential as a key node within the Urban Core.

The proposed development aligns directly with the Provincial Planning Statement and the Town of Oakville's Official Plan objectives for creating complete communities. By integrating residential, commercial, and amenity uses within a compact, transit-supportive, and pedestrian-oriented form, the project promotes a balanced live-work environment, reduces reliance on automobiles, and enhances access to services, employment, and public spaces. The inclusion of 898 residential units, nearly 2,400 m<sup>2</sup> of ground-floor commercial space, and connections to active transportation infrastructure supports the PPS's mandate to direct growth to settlement areas, optimize infrastructure, and foster resilient and sustainable communities. At the municipal level, the proposal reinforces the vision for the Neyagawa Urban Core as a vibrant, mixed-use hub, contributing to Oakville's objectives for high-quality urban design, mobility, and amenity-rich neighborhoods.

From a planning perspective, the development represents an efficient and responsible use of urban land, advancing Oakville's objectives for higher-density, mixed-use growth on an underutilized site. The proposed height and density are consistent with the vision established in the North Oakville East Secondary Plan and Draft OPA 326, contributing to the creation of a complete, resilient, and sustainable community. The Site's design carefully considers urban design objectives, including human-scale podiums, generous setbacks, landscaping, and high-quality architecture, which collectively enhance the public realm and the overall character of the Urban Core.

**PLANNING JUSTIFICATION REPORT**

*Northeast Corner of Neyagawa Boulevard and Burnhamthorpe Road West (William Halton Parkway), Oakville ON*

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In summary, the proposed development supports the objectives of the Planning Act, the PPS 2024, the Halton Region Official Plan, the Livable Oakville Official Plan, the Oakville Official Plan (2006), and the North Oakville East Secondary Plan. It delivers a complete community by providing a mix of housing types, employment opportunities, retail services, and active transportation connections. For these reasons, we believe the proposed development represents good planning, meets the intent of applicable policy frameworks, and warrants approval by the Town of Oakville.

Submitted By:



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