



Planning & Urban Design Rationale

166 South Service Road East
Oakville

Prepared For
166 South Service Road Inc.

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Job Number

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This Planning and Urban Design Rationale report has been prepared in support of an application by 166 South Service Road Inc. (also referred to as Distrikt Developments) to amend the Town of Oakville Official Plan and the Town of Oakville Zoning By-law No. 2014-014, as amended, with respect to its 1.19 hectare site located on the south side of South Service Road East, approximately midway between Trafalgar Road to the east and Lyons Lane to the west, municipally known as 166 South Service Road East in the Town of Oakville (the “subject site”).



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Introduction



This Planning and Urban Design Rationale report has been prepared in support of an application by 166 South Service Road Inc. (also referred to as Distrikt Developments) to amend the Town of Oakville Official Plan and the Town of Oakville Zoning By-law No. 2014-014, as amended, with respect to its 1.19 hectare site located on the south side of South Service Road East, approximately midway between Trafalgar Road to the east and Lyons Lane to the west, municipally known as 166 South Service Road East in the Town of Oakville (the "subject site").

The subject site is located in the Midtown Oakville Urban Growth Centre, and is currently developed with a single-storey commercial/retail plaza, which will be demolished to facilitate the redevelopment of the subject site. The requested Official Plan and Zoning By-law amendments would facilitate the redevelopment of the subject site with a multi-tower mixed use development and new privately-owned, publicly-accessible open space ("POPS"). The towers are proposed to be 44-, 50-, and 58-storeys in height, and will include a mix of residential, office and retail uses. The proposal will also provide for significant improvements to the public realm through the introduction of a new centralized POPS located at-grade. Through the redevelopment of the subject site, land conveyances along the northern and eastern portions of the subject site will be provided to accommodate a future local road and the realignment of South Service Road East.

This Planning and Urban Design Rationale Report concludes that the proposed development is in keeping with the planning and urban design framework established by the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Town of Oakville Official Plan, the Midtown Oakville Secondary Plan and the applicable urban design guidelines.

From a land use perspective, the proposal is consistent with the Provincial Policy Statement, conforms with the Growth Plan for the Greater Golden Horseshoe and the Region of Halton Official Plan, and maintains the intent of the Town of Oakville Official Plan, all of which promote the intensification of underutilized sites within built-up urban areas, particularly in locations that are well served by existing municipal infrastructure, including higher-order public transit. In this regard, the subject site is located in the Midtown Oakville Urban Growth Centre, is within convenient walking distance of the Oakville GO station, and is a designated a Growth Area in the Town of Oakville Official Plan, and designated Urban Core in the Midtown Oakville Secondary Plan, where the greatest intensity of development is anticipated.

From a built form and urban design perspective, the proposal is contextually appropriate and will introduce a high-quality architectural development to the Midtown Oakville area. The proposal will fit within the planned built form context and will be compatible with the anticipated heights and massing envisioned for the Midtown Oakville area. The proposal also includes enhancements to the public realm by providing at-grade retail uses, a new POPS and landscaping features along the South Service Road frontage, as well as conveyances of land for the purposes of the future local road.

The proposed building height and massing conform with the built-form policies of the Official Plan and have appropriate regard for the Liveable by Design Urban Design Manual and Designing Midtown Oakville Urban Design Guidelines. The proposal will contribute to the achievement of the envisioned urban area for Midtown Oakville by introducing a high density transit-oriented development in proximity to the Oakville GO Station. The proposed heights and massing of the podium elements are contextually appropriate and will enhance the public realm with active uses at grade.

From an urban structure perspective, achieving greater height on the subject site is appropriate and will not result in unacceptable built form impacts on the surrounding land uses nor impede upon their redevelopment potential. The proposed towers have been designed to adequately limit shadow impacts on surrounding streets, parks and open spaces and will fit within the emerging and planned built form context south of South Service Road. Given the size of the subject site, appropriate separation distances have been achieved within the development that are in keeping with the Liveable by Design Urban Design Manual and Designing Midtown Oakville Urban Design Guidelines.

In our opinion, the proposed development represents good land use planning and urban design and reflects an important opportunity to redevelop an underutilized site within new residential, office and retail uses. Moreover, the proposal supports the envisioned built form context for the area and supports the development of a complete community in Midtown Oakville. Accordingly, it is our opinion that the Official Plan Amendment and Zoning By-law Amendment applications are appropriate and desirable and should be approved.



Site & Surroundings

2.1 Subject Site

The subject site is rectangular in shape and is located within Oakville's Midtown Growth Area. The site is located on the south side of South Service Road East, approximately midway between Trafalgar Road to the east and Lyons Lane to the west, in Midtown Oakville

(see **Figure 1** – Location Map) and municipally known as 166 South Service Road East. The subject site has a frontage of approximately 76 metres along South Service Road East, and depth of approximately 157 metres, resulting in a site area of approximately 11,902 square metres.

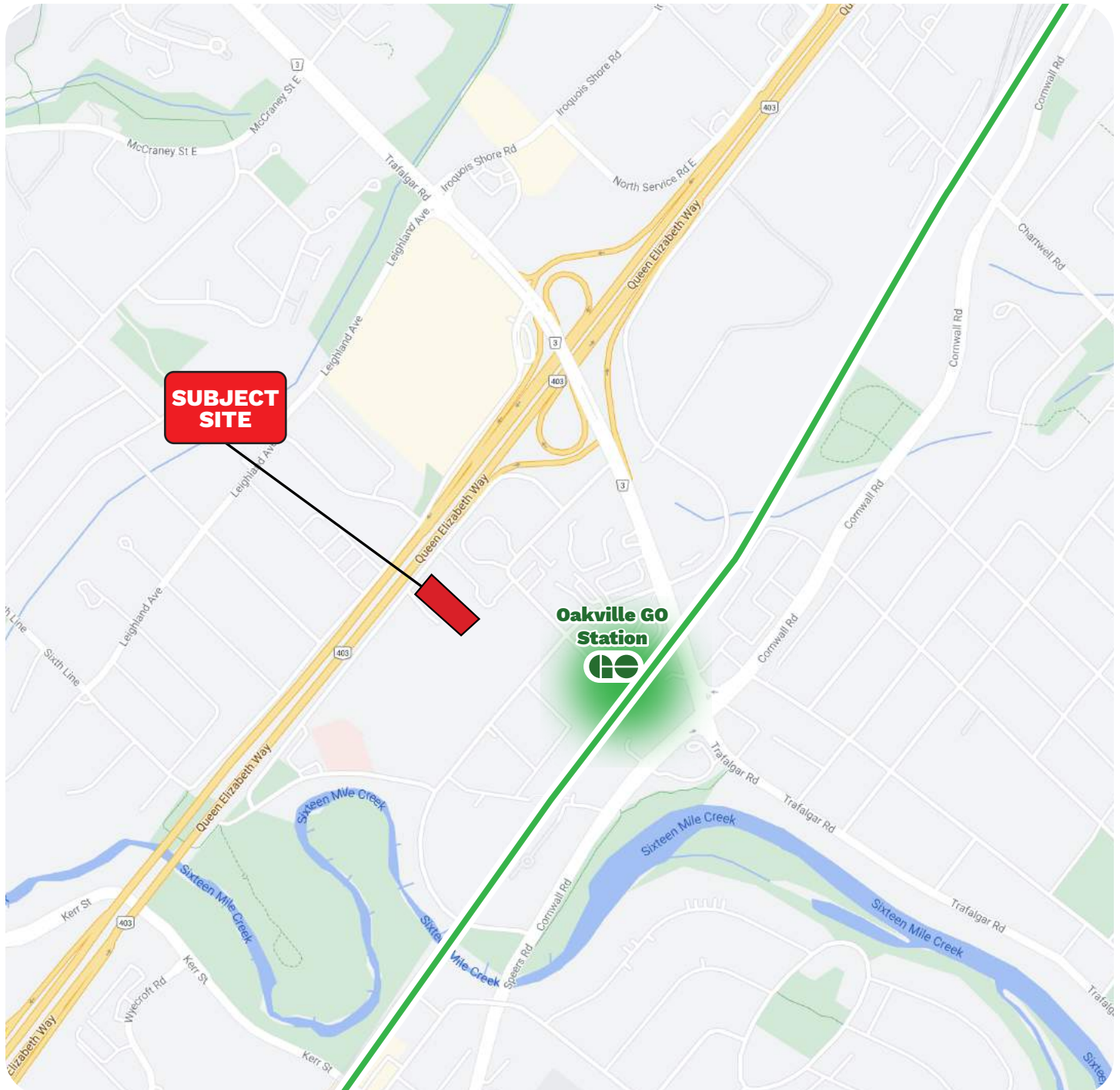


Figure 1 - Location Map

The subject site is currently occupied with a one-storey commercial brick building with various retail tenants including Hikers Heaven, Spartan Fitness Equipment and LED Supplies. At the front and rear of the building are surface parking lots, which are accessed by way of a driveway from South Service Road East along the westerly edge of the subject site. With respect to vegetation, the westerly side yard and southern portion of the subject site contain vacant grassed areas with existing trees. Several mid-sized trees are located along the east, south and west property lines.

With respect to elevation, the front of the site, along South Service Road East, slopes down approximately 1 metre from west to east, and slopes down approximately 1.5 metres from north to south. See **Figure 2**.



Subject Site, South Service Road East Frontage



Figure 2 - Aerial Photograph - Site Context



Subject Site, Vehicular Entrance



Subject Site, Parking Area at the Rear



Subject Site, Vacant Area in the Southern Portion of the Site

2.2 Area Context

The subject site is located in Midtown Oakville, a low-rise commercial retail area that surrounds the Oakville GO Station. Midtown Oakville is anticipated to evolve into a new urban centre for the Town of Oakville and is expected to accommodate significant residential and employment growth in the coming decades, as identified by Provincial and local policies. The Midtown Oakville area is generally defined by Cornwall Road to the south, Sixteen Mile Creek to the west, South Service Road East to the north and Chartwell Road to the east.

Midtown Oakville currently consists of various commercial, and employment uses, which includes large-format commercial/retail plazas, automotive dealerships, large parking areas for the Oakville GO station, office buildings and hotels. Within the last two decades, residential uses have been introduced to Midtown, which are discussed in more detail in Section 2.3 below.

Midtown Oakville benefits from existing services and amenities both within, and in proximity to such as the Oakville GO station, the Oakville Place (a large shopping mall on the north side of the Queen Elizabeth Way (QEW), Downtown Oakville (approximately 2.7 kilometres to the south of the subject site), the QEW (directly north of the subject site), and various commercial retail uses including retailers like Home Depot, LCBO, Longo's, Dollarama, Whole Foods, Value Village, and others.

As mentioned, Midtown Oakville is envisioned to evolve over the coming years and accommodate a significant amount of the Town of Oakville's residential and employment growth. It is expected that the majority of the existing uses in the surrounding context will be redeveloped as a part of Midtown's evolution into a true mixed-use community. Further to this, the Town of Oakville is also planning a series of significant changes to the surrounding road and open space network. New roads, parks, and pedestrian connections are expected to be constructed in Midtown which will improve the public realm, improve connections across the QEW, and create an urban, mixed-use centre.

2.3 Immediate Surrounding

For the purposes of this Planning and Urban Design Rationale Report, and to simplify the orientation of the subject site, South Service Road East will be treated as an east-west road framing the north side of the subject site and Trafalgar Road will be treated as a north-south road located east of the subject site.

Immediately north of the subject site is the QEW highway, an 8-lane provincial highway that extends west from the City of Toronto south to St. Catharines. North of the QEW is a residential neighbourhood that is comprised of single- and semi-detached dwelling and low-rise apartment buildings.

To the immediate north of the QEW and fronting onto North Service Road East is a row of single-detached dwellings (161-181 North Service Road East and 1010 Pearsons Drive). North of the dwellings is a 5-storey 'C' shaped apartment building with a large surface parking area to the rear of the building (1030 Pearson Drive). West of the apartment building are five, 2-storey apartment buildings fronting onto Churchill Avenue (1023-1047 Churchill Avenue and 145 North Service Road East). East of the apartment building, on the north side of North Service Road East, are low-rise dwellings and Oakville Place shopping mall, located at the northwest quadrant of the QEW and Trafalgar Road intersection. Oakville Place is a large commercial shopping mall surrounded by surface parking. A new pedestrian bridge has been proposed approximately 200 metres east of the subject site, which would connect North and South Service Road across the QEW.

Immediately east of the subject site is a surface parking lot that belongs to a 5-storey office building at 586 Argus Road. The office building is significantly set back from South Service Road East and is situated in the southeastern portion of the property, fronting onto Argus Road. Vehicular access to the site is provided from a two-way driveway on South Service Road East, located at the northeast corner of the site and a two-way driveway on Argus Road, at the southeast corner of the site.



QEW Highway



Detached Dwellings Fronting on North Service Road East



Office Building at 586 Argus Road



Parking Area at the Rear of 586 Argus Road

Further east is a 6-storey hotel and surface parking lot (590 Argus Road, "Holiday Inn"). The Holiday Inn hotel fronts onto Argus Road with vehicular access provided from Argus Road to the drop-off area at the front of the building and the large surface parking areas to the east and west of the building. The hotel building consists of a 6-storey wing on the east side of the building, a large atrium space running north-south separating the east and west wings, and a single-storey wing on the west side housing conference and support spaces. East of the Holiday Inn are two single-storey commercial buildings: an office building (226 South Service Road East) and the Animal Hospital of Oakville (234 South Service Road East), also with a significant amount of surface parking. To the east of the Animal Hospital, is a surface parking area that is currently used for the storage of vehicles.



Holiday Inn Hotel (590 Argus Road)

To the east is Trafalgar Road, a north-south collector road that bisects Midtown Oakville. East of Trafalgar Road, north of the rail corridor, the existing built form consists of commercial/office buildings with heights generally ranging between one-storey to 2-storey buildings, with the exception of a 7-storey office building located at 354 David Road.



165 Argus Road

Directly south of the subject site is a 3-storey office/commercial building (165 Cross Avenue), currently occupied by medical offices and the Evergreen College Oakville Campus, and a single-storey commercial building (157 Cross Avenue). Both buildings front onto Cross Avenue and are situated in the southern portion of the property. Limited surface parking spaces are located between the street and the buildings, but the majority of parking is located to the north, adjacent to the subject site, in surface parking lots accessed from a two-way driveway on Cross Avenue.



Parking Area at the Rear of 165 Argus Road

A rezoning application was submitted to develop the 157 Cross Avenue property with two mixed-use buildings that are 12- and 26-storeys in height (40 and 87 metres respectively). The towers would be connected by a shared 4-storey podium and would contain approximately 289 square metres of at-grade retail, 579 square metres of office space and 252 residential rental units. Lands along the southern and northern property line are proposed to be dedicated to the Town for the purposes of widening the rights-of-way. The application is currently under review by Town Staff.



Oakville GO Station



40, 50 and 60 Old Mill Road



Retail Plaza at 125 Cross Avenue

Southeast of the subject site, at the northwest quadrant of Argus Road and Cross Avenue are four, low-rise commercial retail buildings (177-185 Cross Avenue and 580 Argus Road). The lands have zoning approval for three buildings between 38 and 48 metres in height. Uses permitted by the site-specific Zoning By-law include an apartment dwelling, long term care facility, medical office and retirement home. Lands at the northeast quadrant of Argus Road and Cross Avenue are owned by Distrikt Developments, with exception 207 Cross Avenue and 603 Argus Road. Applications for OPA and ZBA were filed in May 2022 to permit a mixed-use development consisting of three towers up to 58-storeys in height.

Further south, on the south side of Cross Avenue, is the surface parking area for the Oakville GO station, the VIA Rail entrance and Oakville Bus Terminal. South of the rail corridor is the primary Oakville GO station, which is approximately 300 metres south of the subject site, and surface parking lot. The station is connected to a 6-storey above-ground parking structure and 3-storey GO Transit Network Operations Centre, which fronts onto the intersection of Trafalgar Road and Cornwall Road. Pedestrian and vehicular access to the GO Station is from Cornwall Road and Trafalgar Road.

To the west of the Oakville GO station and parking lot, west of Old Mill Road, are three existing high-density residential uses (40, 50 and 60 Old Mill Road). The buildings are 10-storeys in height and were built between 2000 and 2005. A fourth building has been proposed at 70 Old Mill Road for a 12-storey (45 metres) residential building with 154 units. A rezoning application has been submitted to permit the development and is currently under review by Town staff. West of these buildings is Sixteen Mile Creek.

East of the Oakville GO station, at the northeast corner of Cornwall Road and Trafalgar Road is a large commercial retail plaza. A development application was recently approved by the Planning and Development Council during their meeting on May 16, 2022 for the western portion of the lands (271 Cornwall Road and 485 Trafalgar Road) to permit the redevelopment of the property with two mixed-use buildings. According to the Recommendation Report (May 2022), the proposed buildings are 14- and 19-storeys in height and would include residential, office and at-grade retail uses.

Immediately west of the subject site is a commercial plaza (125 Cross Road) comprised of a one-storey retail building that is currently occupied by Value Village, Dollarama, as well as smaller retail stores including a jewellery store ("David Daniels"), wellness centre ("What's Good"), an optometrist ("Space Optical") and a grocery store ("Farm Boy"). The building is located in the southern portion of the property with a large surface parking area along South Service Road and along the eastern shared property boundary with the subject site. Vehicular access is provided from a two-way driveway on South Service Road, at the northeast corner of the property.



Retail Stores at 125 Cross Avenue

Further east is a similar big-box retailer commercial retailer building and surface parking lot (99 Cross Avenue, "Home Depot"), a vacant lot, a 4-storey office building (627 Lyons Lane) and an open space referred to as the "Lyons Lane Garden Plots". Similar low-rise commercial retail buildings and surface parking exist south of these properties, on the north side of Cross Avenue. West of Lyons Lane is Sixteen Mile Creek River alley, a significant natural heritage area that features a significant cliff face off Lyon's Lane dropping down to the river below.



Parking Area at the Rear of 125 Cross Avenue - Adjacent to the Subject Site

The property at 599 Lyons Lane is currently vacant and received approval from the Ontario Municipal Board ("OMB") (now known as the Ontario Land Tribunal ("OLT")) to redevelop the lands in April 2009. In accordance with the OPA attached to the decision, the permitted maximum height for the lands was 20-storeys, 26-storeys with bonusing. No buildings have been constructed on the lands at the time of this application. To the west, the property at 627 Lyons Lane is currently occupied by a 4-storey office building. The lands are subject to an active redevelopment application for a residential tower development. A rezoning application was submitted to permit a 26-storey (89.3 metres) residential tower with 295 units and 295 vehicular parking spaces. The application is currently under review by Town Staff.



Home Depot Store and Parking Area

2.4 Transportation Context

Road Network

The subject site fronts onto South Service Road East, an east-west arterial road located in two sections on the south side of the QEW between Royal Windsor Drive and Trafalgar Road, and between Sixteen Mile Creek and Trafalgar Road. The segment of South Service Road East that abuts the subject site has a current right-of-way width of approximately 17 metres, includes two lanes of vehicular traffic, one lane travelling in each direction and a pedestrian sidewalk on the north side of the street. No on-street parking is permitted on either side of the street.

The subject site also has access to the regional road network as it is located approximately 500 metres west of Trafalgar Road and is immediately south of the QEW. Trafalgar Road is a major north-south arterial road with a designated 50 metre right of way. Trafalgar Road is also a designated Higher Order Transit Corridor in the Regional Official Plan and is identified for a future rapid transit corridor in the Metrolinx Regional Transportation Plan. The Regional Transportation Plan identifies it for a future BRT or LRT project before 2041. The QEW runs in an east-west direction through the Town of Oakville from Fort Erie in the Niagara region through to the City of Toronto. The 8-lane highway includes High Occupancy Toll lanes, as well as an interchange to the northeast of the subject site at Trafalgar Road providing easy vehicular access.

With respect to improvements to the road network, in 2014 the City of Oakville completed an Environmental Assessment (EA) for the Midtown Oakville Growth Area, identifying required road works to support the planned levels of intensification. As a part of the EA, it was identified that South Service Road East would be required to be realigned through the subject site. The horizontal alignment of the existing South Service Road East will be modified to accommodate a new eastbound QEW to Cross Avenue off-ramp at the Trafalgar Road interchange. The report provides that the alignment of South Service Road East will be shifted to the south at the subject site and will form a new intersection with Argus Road opposite 603 Argus Road.

While there is not a significant amount of active transportation infrastructure surrounding the subject site today, the above-mentioned Midtown Oakville Transportation Environmental Assessment, as well as the Midtown Oakville Growth Area Secondary Plan identify several active transportation improvements surrounding the subject site, including multiple dedicated pedestrian crossings of the QEW and a multi-use path along Trafalgar Road.

Transit Network

Existing Transit Network

From a public transit perspective, the site is well served by existing public transit services. The subject site is located approximately 300 metres (radius distance) north of the Oakville GO Station and bus terminal and approximately 850 metres (walking distance) from the nearest entrance, representing a 10- to 11-minute walk (see **Figure 3** – 500-metre radius distance from Oakville GO Station). The GO Station is the second busiest station in the GO network behind only Toronto's Union Station and consists of a central station building, a large, structured parking garage on the south side of the GO corridor, and large areas of surface parking. Combined, the parking garage and surface parking areas provide over 2,700 vehicular parking spaces for commuters

The Oakville GO Station services sixteen of Oakville Transit bus services, all day frequent GO Transit commuter rail service and regular VIA Rail and Amtrak rail connections to inter-regional destinations (see **Figure 4** – Oakville Transit Map).

The Oakville GO Station Bus Terminal (Oakville Transit) is located south of the subject site, north of the tracks, and services sixteen bus routes, providing service to the majority of the Town of Oakville. Frequent services are provided in all directions from the station, particularly along Trafalgar Road towards Uptown Oakville and Dundas Street to the north. A description of the Bus Routes are provided below:

- **Route 1, Trafalgar:** the bus route operates in a north-south direction between the Oakville GO Station and the Trafalgar/407 GO Carpool lot along Trafalgar Road. It operates seven days a week and every hour between 6 a.m. and midnight.

- **Route 4, Speers-Cornwall:** the bus operates generally in the east-west direction between the Clarkson GO Station in Mississauga and Bronte GO Station in Oakville. The bus operates every 30 minutes from 6 a.m. to midnight on weekdays and from 7 a.m. to 11 p.m. on weekends.
- **Route 5 and 5A, Dundas:** operates generally in the east-west direction between the Oakville GO Station and Dundas/ 407 GO Carpool in Burlington. Route 5 operates along Dundas Street and Route 5A operates along Sixteen Mile Drive. The bus operates every 20 minutes on weekdays between the hours of 6 a.m. and 12 a.m., every 30 minutes on Saturdays between the hours of 7 a.m. and 12 a.m., and every 30 minutes on Sundays between the hours of 8 a.m. and 8 p.m.
- **Route 10 West Industrial:** is a loop route that operates in an east-west direction between the Oakville GO and Bronte GO Stations during the weekdays only, and between 6 a.m. and 10 a.m., and 2 p.m. and 5 p.m. every 30 minutes.
- **Route 11 Linbrook:** the bus operates in an east-west direction between the Oakville GO and Clarkson GO Stations. The bus operates from 6 a.m. to 9 p.m. every hour, during the weekdays only.
- **Route 13 Westoak Trails:** the bus operates between the Oakville GO and Bronte GO Stations. It differs from Route 10 as it provides connections to neighbourhoods in north Oakville, including Wet Oak Trails, located north of Highway 403. The bus operates between the hours of 6 a.m. and 11 p.m. every 30 minutes on weekdays, between 7 a.m. and 10 p.m. every hour on Saturdays and 8 a.m. and 7 p.m. every hour on Sundays and holidays.
- **Route 14 and 14A Lakeshore West:** the bus operates between the Oakville GO and Appleby GO Stations in Burlington, generally in an east-west direction. The bus operates on weekdays every 30 minutes between the hours of 6 a.m. and midnight, on Saturdays every 30 minutes between 7 a.m. and midnight and Sundays and holidays every 30 minutes between 8 a.m. and 7 p.m.
- **Route 15 Bridge:** the bus operates between the Oakville GO Station and South Oakville Centre running along Bridge Road. The bus operates every 30 minutes between the hours of 6 a.m. and 8 p.m. on weekdays, every hour between 8 a.m. and 8 p.m. on Saturdays and every hour between 9 a.m. and 8 p.m. on Sundays and holidays.
- **Route 18 Glen Abbey South:** the bus route operates between the Oakville GO and Bronte GO Stations providing connections to Nottinghill and Abbeywood. The route operates every 30 minutes between the hours of 6 a.m. and 9 p.m. on weekdays, every hour between 7 a.m. and 7 p.m. on Saturdays and every hour between 8 a.m. and 7 p.m. on Sundays and holidays.
- **Route 19 River Oaks:** the bus route runs generally in the north-south direction between the Oakville GO Station and Uptown Core in Oakville. The bus operates every 30 minutes between 6 a.m. and 8 p.m. on weekdays, every hour between 8 a.m. and 8 p.m. on Saturdays and every hour between 9 a.m. and 8 p.m. on Sundays.
- **Route 20 Northridge:** the bus route runs generally in the north-south direction between the Oakville GO Station and Uptown Core, along Eight Line. The bus operates every 30 minutes between 6 a.m. and 8 p.m. on weekdays, every hour between 8 a.m. and 8 p.m. on Saturdays and every hour between 9 a.m. and 8 p.m. on Sundays.
- **Route 24 South Common:** the route operates between the Oakville GO Station and Uptown Core in a north-south connection, and proceeds to South Common, operating in an east-west connection. The bus operates every 20 minutes between the hours of 6 a.m. and 11 p.m. on weekdays, every 30 minutes between 7 a.m. and 11 p.m. on Saturdays and every 30 minutes between the hours of 8 a.m. and 7 p.m. on Sundays and holidays.
- **Route 26 Falgarwood:** the bus route loops between the Oakville GO Station and Lancaster and Grosvenor, and operates every 30 minutes between 7 a.m. and 7 p.m. on weekdays only.
- **Route 28 Glen Abbey North:** the bus operates between the Oakville GO and Bronte GO Stations, providing a connection to the Glen Abbey neighbourhood. The bus operates on weekdays every 30 minutes between 6 a.m. and 8 p.m., on Saturdays every hour between 7 a.m. and 8 p.m. and Sundays and holidays every hour between 8 a.m. and 8 p.m.
- **Route 120 East Industrial:** the bus loops between Oakville GO Station and Laird and Ridgeway in a generally north-south connection. The bus operates on weekdays only and between the hours of 6 a.m. and 9 a.m. every 30 minutes.
- **Route 190 River Oaks Express:** the bus route operates between Oakville GO Station uptown Core in the morning and afternoon only. The bus route is currently suspended.

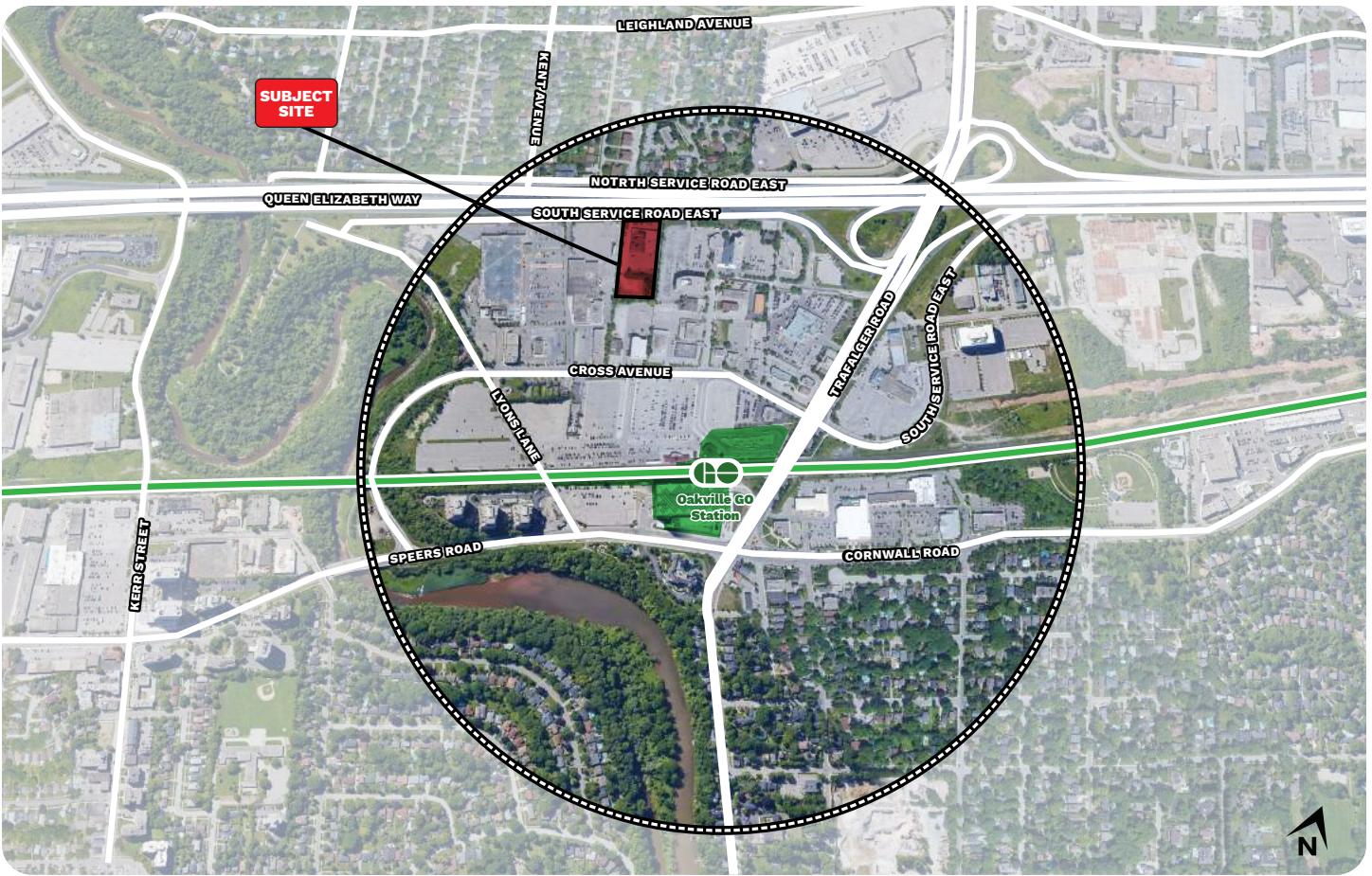


Figure 3 - 500-metre radius distance from Oakville GO Station

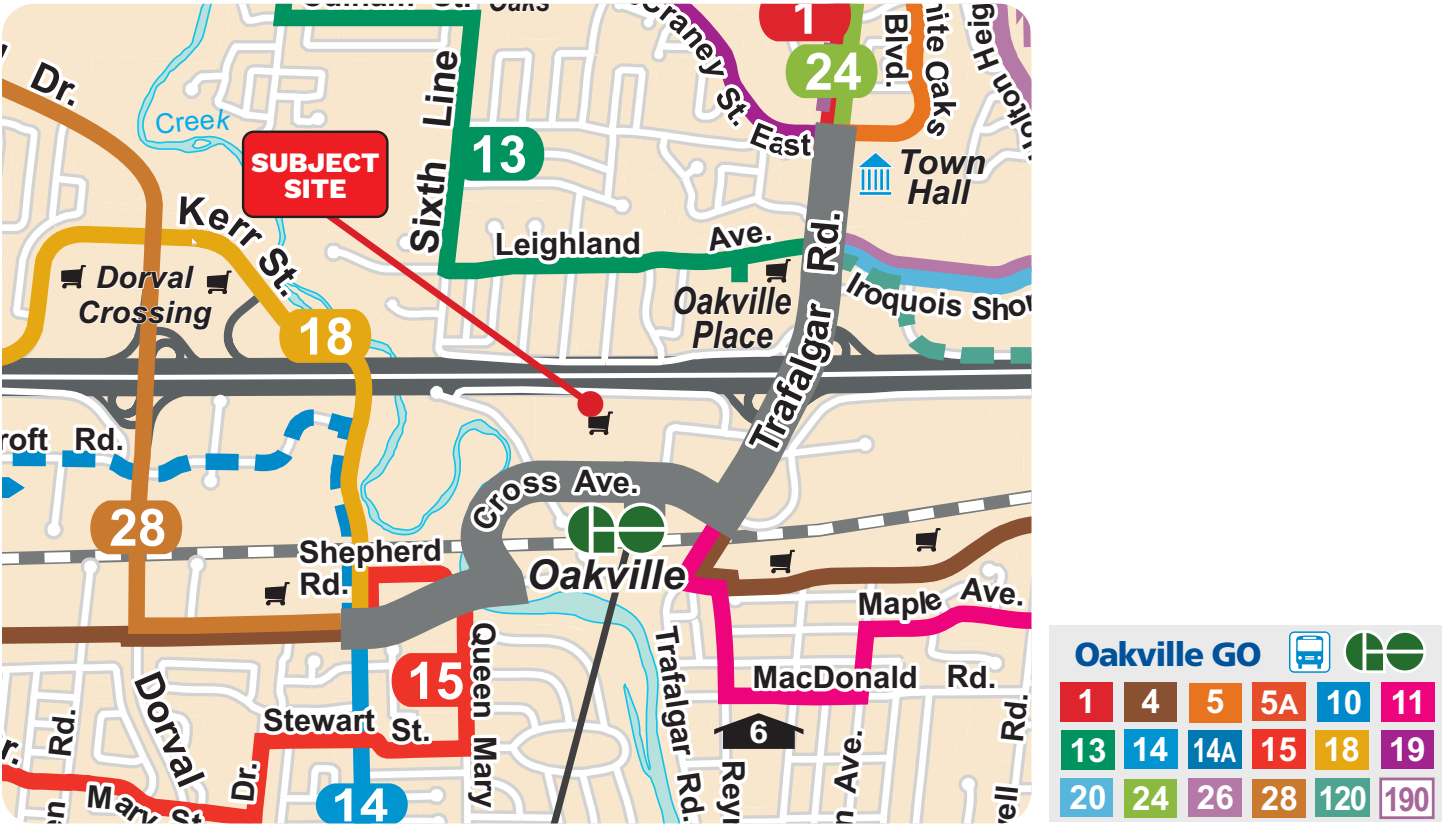


Figure 4 - Oakville Transit Map

With respect to rail transport, the Oakville GO Station provides frequent service on the Lakeshore West Line, with active plans to expand service levels. The Oakville GO Station is the second busiest GO Station on the GO network, behind only Toronto's Union Station, and as a result, has excellent frequencies and travel options. Currently, Lakeshore West Line provides connections east to Toronto and West to Burlington and Hamilton. The line runs every 30 minutes between the hours of 5 a.m. and 7 p.m. on weekdays, and every hour between 5 a.m. to midnight on weekends. The travel time to and from Toronto is approximately 40 minutes.

Metrolinx is currently working on improving the services to and from Toronto with the Lakeshore West GO expansion project. The expansion project aims to provide 15-minute service or better, between Toronto and Burlington, alongside new hourly service to and from Hamilton, seven days a week. The timelines for commencing and completing the project is yet to be announced.

In addition, the Oakville GO Station provides limited train services that extend as far as Niagara Falls during peak periods. Additional services, including frequent express trains, are operated during peak hours. GO's expansion plan is currently underway planning to significantly increase services, with plans for all-day express services and a wide range of peak-hour express, local, and super-express services, including more services to the west towards Niagara and Hamilton.

In addition, VIA Rail and Amtrak serve the Oakville GO Station, providing inter-regional services from Toronto through to Brantford, London, and Windsor, while Amtrak provides a once-daily service from Toronto through Buffalo to New York City in the United States.

Proposed Transit Improvements

Both the Region of Halton and Metrolinx's Transportation Master Plans include recommendations for a Bus Rapid Transit (BRT) service on Trafalgar Road between Midtown Oakville and Highway 407. As previously mentioned, the subject site is approximately 500 metres west of Trafalgar Road.

The Trafalgar Road BRT will have a dedicated lane for buses, allowing for faster and more reliable frequent transit. It will form a link for businesses and residents along the Trafalgar Corridor. The Town of Oakville is working with Metrolinx to support this initiative and has requested the installation of High Occupancy Vehicle (HOV) lanes on the route until the BRT is built.

In December of 2021, the Town of Oakville identified the Trafalgar BRT as one of its seven priority projects to address climate change, ease gridlock and improve connectivity. The timeline for the project is not yet determined.



3

Proposal

3.1 Overview

The development proposal will redevelop an underutilized site in Midtown Oakville with a mixed-use transit-oriented development, comprised of three towers and a mix of land uses including office, retail, and residential uses together with a privately-owned publicly accessible space (POPS) at its centre. The proposal contemplates heights and a density that are in keeping with the overarching policy direction for Midtown Oakville. In this regard, the proposed development seeks to contribute to the creation of a new complete community that is supportive of the existing transit service (Oakville GO Station), the future Trafalgar BRT line, and supports active transportation that will support the evolution of Midtown Oakville as a place where people can live, work and play.

The key goals and objectives of the development proposal include:

- providing a range of housing options and sizes in a liveable community;
- developing a true transit-oriented community by leveraging access to the Oakville GO station and planned Trafalgar BRT;
- enhancing the public realm by connecting and enhancing pedestrian and public spaces;
- enhancing the mobility network by conveying lands to permit the future development of the mobility network as envisioned for Midtown Oakville; and
- providing strong built form relationships, transition and connectivity to adjacent streets and compatibility with the planned built form patterns, height and scale.

3.2 Description of the Proposal

The proposal contemplates the redevelopment of the subject site with a true mixed use development. The proposal will contain a range of housing types, at-grade retail, new office space and a centralized privately owned publicly accessible open space ("POPS"). The proposed development will contribute to the evolution of Midtown Oakville into a complete, pedestrian and transit-oriented community, and will provide the lands necessary to support the new local road network.

The three Towers are proposed to sit above two podium Buildings (referred to as "Building 1" and "Building 2"), which will frame the existing and future roads as well as the POPS (see **Figure 5** – Site Plan), and will be staggered in height to contribute to a distinct skyline. Tower 1, located in the northern portion of the subject site, above Building 1, is proposed to have a height of 50-storeys (158 metres, including MPH). Tower 2, which is located in the central/east portion of the subject site above Building 2, will have a height of 58-storeys (182 metres, including MPH), and Tower 3, located in the southern portion of the subject site above Building 2, will have an overall height of 44-storeys (152 metres, including MPH).

Overall, the proposed development includes a total of 107,986.5 square metres of Net Floor Area ("NFA"), resulting in an overall net density of 11.89 FSI, and 1,606 residential units. The proposal is comprised of approximately:

- 102,081.3 square metres of residential floor area;
- 2,013.8 square metres of retail floor area;
- 3,891.4 square metres of office floor area;
- 4,572.0 square metre POPS; and

2,934.4 square metres of road conveyance for a future local road located along the eastern portion of the subject site, and the realignment of South Service Road East.

As illustrated in **Figure 5**, the proposed development will provide a number of land conveyances to support the new local road network in Midtown Oakville. To the east, a 13.6-metre-wide, land conveyance will be provided along the east property line to achieve the ultimate planned 19 metre right-of-way width for the new local road and to the north, a conveyance of lands that ranging between 10.74 and 14.91 metres in width will be provided for the realignment of South Service Road East.

The following provides a detailed overview of the various development components.

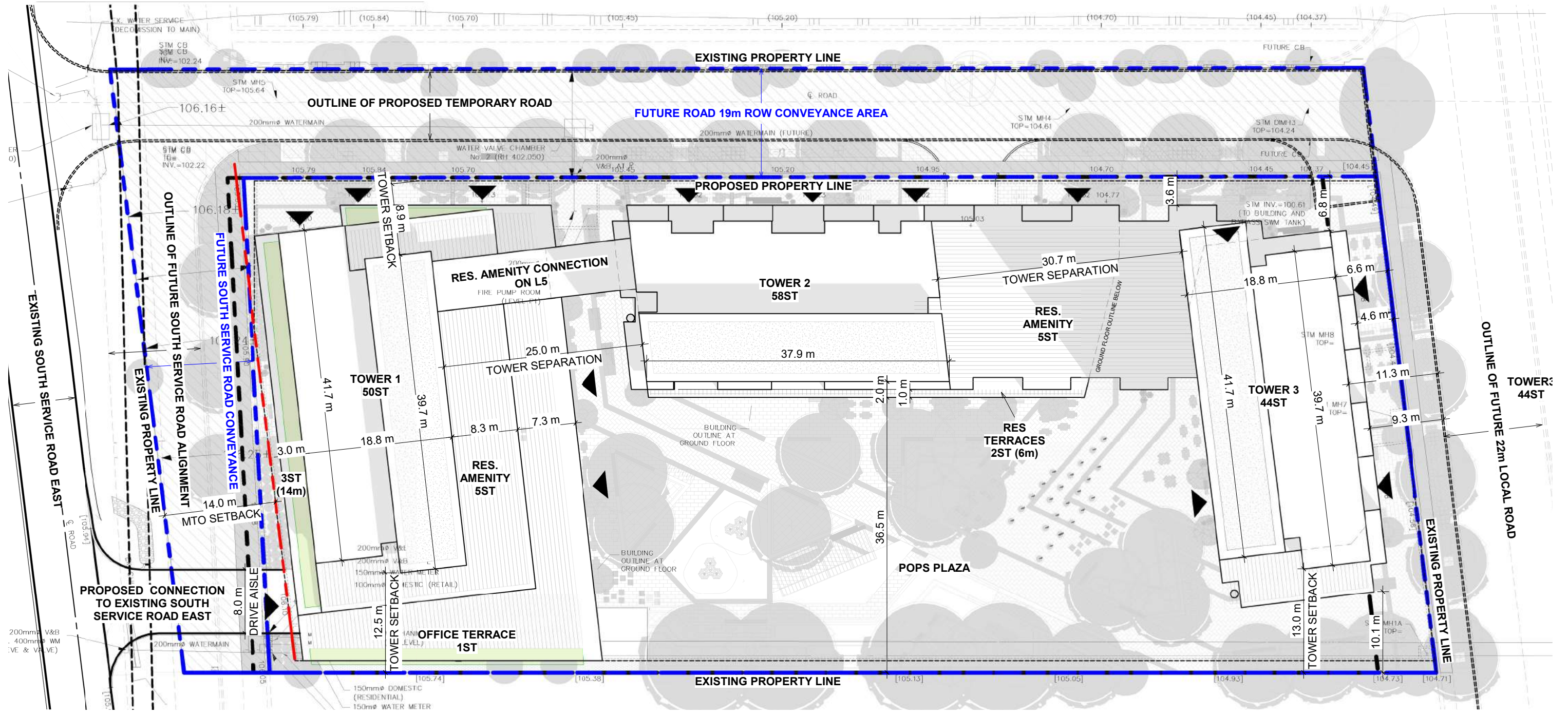


Figure 5 - Site Plan - Prepared by: (Sweeny&Co. Architects)

Building 1, Tower 1

Building 1 is located immediately south of South Service Road East and is comprised of a 6-storey (26 metres) podium base and a 44-storey tower element above. Tower 1 will have a total height of 50-storeys (158 metres plus 12 metre MPH). The podium Building will contain approximately 602 square metres of retail uses and 3,872.5 square metres of office uses, while the tower will be devoted in its entirety, to residential uses.

At grade, the podium Building will generally be setback between 1.1 and 3.9 metres from the new South Service Road East property line, a minimum of 3.8 metres from the new east property line and a minimum of 1.5 metres from the west property line. To the south, Building 1 will be separated from Building 2 by approximately 9.5 metres. This area will provide for one of three pedestrian mid-block connections to the POPS. The proposed development has also accounted for a 14 metre wide setback for the Ministry of Transportation (the "MTO Setback"), which has been taken from the existing South Service Road East right-of-way.

In terms of programming, the uses at-grade include the residential lobby, retail and office uses, all of which will front on the future 19-metre local road to the east. The remaining areas on the ground floor will primarily be used for loading and servicing activities, including back-of-house and staging areas. Above the ground floor will be a mezzanine level, which will be used for bike storage.

Level 2 above will generally maintain the setbacks established to the north and east. To the west, the building will step back an additional 5.7 metre for a total of 7.2 metres from the westerly property line. Similarly, the Building will be set back an additional 7.3 metres to the south (Building 1). Due to the angular nature of both the property lines and the Building orientation, we have provided for minimum building setbacks in this report.

With respect to use, Level 2 will be used entirely for office. The set backs to the south and west will be used as an outdoor terrace for the exclusive use by the office(s). Above Level 2, Levels 3 to 5 the Building will be set back between 4.0 and 6.9 metres from the South Service Road East property line. To the east, the Building will generally maintain the minimum setback of 3.8 metres and provide for a 6.8 metre setback at the intersection of South Service Road East and the future 19-metre local road. To the west, the Building will set back an additional 0.4 metres for a total of 7.6 metres. Levels 3 to 5 will also be planned for office uses.

Above Level 5 is the amenity floor; an intermediary floor between the podium base Building and the Tower element. Level 6 will maintain the minimum setback from South Service Road East and to the east property line, but will provide for a greater step back from the west. The set back from the west property line will increase to a total of 15.3 metres (at the northwest corner of the building). The south wall of Level 6 will also be set back further from the podium base, with a new enclosed pedestrian bridge connecting the amenity area of Building 1 to Building 2 (Tower 2). The indoor amenity located on Level 6 will be directly connected to an outdoor amenity terrace that wraps around the west, south and east faces of the floor.

Tower 1 begins at Level 7, and is generally located in the central north portion of Building 1. Tower 1 will have a rectangular floor plate and will be oriented in the east-west direction, and mirror the alignment of the new Service Road East right-of-way. The Tower will be comprised of residential dwelling units, in a mix of unit types.

Tower 1 will maintain the minimum 4.0 metre set back from the South Service Road East property line and will be set back a minimum of 6 metres from the east property line. To the west property line, Tower 1 will be setback a minimum of 13.4 metres. A 25 metre tower separation distance is achieved between Towers 1 and 2. Above Level 50, the mechanical penthouse will be integrated into the overall design and massing of the Tower. With respect to floor plate size, Tower 1 will have a floor plate of approximately 750 square metres.

Building 2, Towers 2 and 3

As mentioned, Building 2 will serve as the podium base for both Towers 2 and 3. Building 2 will be 'L' shaped, with frontage along both the planned 19-metre and 22-metre local roads. Building 2 will have a height of 6-storeys (26 metres), with a single-level intermediary floor separating the podium and tower elements. Tower 2 will be located in the northern portion of Building 1, and will be oriented north-south, parallel to the 19-metre local road. The Tower will have an overall height of 58-storeys (156 metres plus a 12 metre mechanical penthouse). Tower 3, will be located in the southerly end of the subject site, parallel to the future 22-metre local road and generally oriented east-west. Building 2 will include both residential units and at-grade retail area.

At grade, the podium Building will be bisected by an approximate 10-metre wide pedestrian mid-block connection, located north of where the two future local roads intersect. To the east, the northern portion of the podium Building will be set back 3.4 metres, and 34.5 metres from the western property line. The southern portion of the podium Building will be set back 4.58 from the new south property line, minimum of 6.7 and 14.5 metres from the east and west property line, respectively. At-grade, the podium Building will contain retail units and residential lobbies. The primary retail entrances will be from the public streets, however, the retail unit in the southern portion of the podium base will also include an entrance from the internal POPS. Above the ground floor will be a mezzanine level, which will be used for bike storage.

Above the ground floor, the two podium components connect to create the 'L'-shape described above. The podium Building will be setback a minimum of 3.6 metres from the east property line, 4.6 metres to the south and a minimum of 7.9 metres to the west. More significant set backs are provided at the southeast corner of the podium, specifically 6.8 and 6.6 metres from the east and south property lines, respectively. To the west, the north-south component of the podium Building will be setback 35.5 metres from the west property line. The east-west component of the podium Building will be setback 7.9 metres from the west, but this setback increases to 10.4 metres further south towards the future 22-metre local road. These setbacks are maintained on Levels 2 through 5. Residential uses will occupy the entirety of these Levels.

On Level 6, the tower floorplates begin to form for Towers 2 and 3. Level 6, associated with both Towers, is set back considerably from the podium base below to provide for an outdoor amenity terrace above Level 5. Level 6 in both Towers will be used as indoor amenity, and as mentioned above, Tower 2 will connect to Tower 1 byway of an enclosed pedestrian bridge.

Towers 2 and 3 begin at Level 7. Tower 2 is situated along the northeastern portion of the podium Building and Tower 3 is located along the southern portion. The two towers have a minimum separation distance of 25 metres. Tower 2 will have an overall height of 58-storeys and maintain an approximate 750 square metre floor plate. The Tower will be setback 5.5 metres from the east property line. Narrow insets are integrated into the massing of the tower and will serve as private amenity (balconies) for the units. In terms of programming, the tower element will be comprised of residential dwelling units, in a mix of unit types.

Tower 3 will have an overall height of 44-storeys and will also have an approximate 750 square metre floor plate. The Tower will be setback a minimum of 5.7 metres to the east, 6.6 metres to the south and a minimum of 13 metres to the west. Tower 3 is also exclusively comprised of residential units, in a mix of unit types. Above Level 44, the mechanical penthouse will be well integrated into the overall design of the building.

Public Realm

With respect to the public realm, the proposal will provide for a sizable POPS located in the centre the site, which will have an area of approximately 4,572 square metres. Access to the POPS will be from the future local roads and as illustrated in the Landscape Plan (see **Figure 6** – Landscape Plan. While the specific programming of the POPS will be refined through the development approvals process, it is planned to be a multi-functional space that invites both passive and active programming throughout the year. It is anticipated to include an amphitheatre space, an open place with an at-grade water feature, a playground, seating areas and bicycle parking spaces.

Through the redevelopment of the subject site, the proposed development will activate and enhance the streetscape along the existing and future roads with at-grade retail uses, new hard and softscape elements and new street trees.



Figure 6 - landscape Plan - Prepared by: (Adesso Design Inc.)

Unit Distribution and Amenity Space

The proposed development includes a total of 1,606 residential units, with a mix of residential unit types, including 1,128 one-bedroom units (70.2%), 406 two-bedroom units (25.3%) and 72 three-bedroom units (4.5%). Within the one-bedroom unit count are one-bedroom plus den units.

An approximate total of 6,221.5 square metres of residential amenity space is proposed for the entirety of the development, which includes 1,649.13 square metres of indoor space and 4,572.37 square metres of outdoor space. Both the indoor and outdoor amenity spaces will be located on Level 6 of the base buildings of Building 1 and 2. An enclosed pedestrian bridge will connect the amenity areas associated with Towers 1 and 2. The precise programming of the indoor amenity space has not yet been determined and will be refined during the application review process.

Access, Parking and Loading

Vehicular parking for the development will be accommodated in a 6-level underground parking garage. Entrances to the garage are proposed in Buildings 1 and 2, and will be accessed from South Service Road East and the future 19-metre local road. The proposed development will provide for a total of 1,191 parking spaces, of which 805 will be for residents, 322 spaces for visitor, and the remaining 64 spaces for retail and office use.

Loading and servicing activities, which includes the loading bays and back-of-house service areas, will be centralized to the ground level of Building 1. The proposed loading and servicing area will serve both Buildings (and three Towers). Access to the loading area will be from the South Service Road East driveway entrance, and the ramp to the underground garage will be exclusively used for vans and trucks. The underground garage entrance in Building 2 will be for passenger vehicles only.

In addition to the primary loading area in Building 1, separate loading spaces and garbage rooms are provided for Towers 2 and 3 within Building 2. These areas are located on the P1 level, adjacent to their respective elevator cores. A service elevator has been proposed for each Tower to allow the retail spaces to be serviced, as well as access loading and garbage storage. A total of five loading spaces are provided in the development: three for the purposes of moving, one space to support retail and one space to support residential garbage.

With respect to bicycle parking, the proposed development will provide a total of 1,613 bicycle parking spaces, of which 1,205 spaces will be for long-term residential, 402 for short-term residential, and 6 for the retail and office uses. Bicycle parking spaces are proposed to be located in level P1 of the underground garage and the mezzanine level of Buildings 1 and 2.

3.3 Key Statistics

	Building 1	Building 2	Site Total
Site Area			11,887.3 sq.m
Net Site Area	-	-	8,952.9 sq.m
Road Conveyances			2,934.4 sq.m
POPS Area	-	-	4,572 sq.m
Floor Space Index			8.95
Floor Space Index (Net)	-	-	11.89
Total Net Floor Area	34,698.68 sq.m	71,744.15 sq.m	107,986.5 sq.m *
Residential Floor Area	30,223.76 sq.m	70,332.74 sq.m	102,081.3 sq.m
Non-Residential Floor Area	4,474.93 sq.m	1,411.41 sq.m	5,905.20 sq.m
Building Height	50 storeys (158.0 + 12 m MPH)	58 storeys (182 m + 12 m MPH) 44 storeys (140 m + 12 m MPH)	-
Residential Units	484 units	1,122 units	1,606 units
One-bedroom	352 units	776 units	1,128 units (70.2%)
Two-bedrooms	132 units	274 units	406 units (25.3%)
Three-bedrooms	0 units	72 units	72 units (4.5%)
Total Amenity Space			6,221.5 sq.m
Indoor Amenity	-	-	1,649.13 sq.m
Outdoor Amenity	-	-	4,572.37 sq.m
Total Vehicle Parking			1,119 spaces
Residential	-	-	805 spaces
Visitor	-	-	322 spaces
Non-Residential (retail and office)	-	-	64 spaces
Bicycle Parking			1,613 spaces

* underground garage is shared by both Buildings. The total Floor Area for the underground garage is 1,543.67 square metres

3.4 Required Approvals

In our opinion, the proposed development is consistent with Provincial Policy Statement, conforms with the Growth Plan, and Region of Halton Official Plan, and maintains the intent of the Livable Oakville Plan (The Town of Oakville Official Plan 2009). Based on our discussion with Town Staff, an Official Plan Amendment is being submitted out of an abundance of caution, however, it is our opinion that an OPA is not required to permit the mixed use development and in particular the requested height and density. It is noted that the Official Plan specifically provides that for the purposes of bonusing in Midtown Oakville, there is no prescribed building height limit, and no Official Plan amendment shall be required to increase building height as a result of bonusing.

The proposed development would also require an amendment to the Town of Oakville Zoning By-law No. 2014-014, as amended, in order to increase the permitted height and revise other development standards as necessary to implement the proposal.

A Draft Plan of Subdivision has also been submitted in support of the proposed development. The Draft Plan of Subdivision will create development blocks and delineate the lands for conveyance to the Town of Oakville.

A Site Plan Approval application will also be required and is intended to be submitted as the development review process progresses.



Policy & Regulatory Context

4.1 Overview

As set out below, the redevelopment proposal is supportive of numerous policy directions set out in the Planning Act, Provincial Policy Statement, A Place to Grow: the Growth Plan for the Greater Golden Horseshoe, the Region of Halton Official Plan, and the in-force Town of Oakville Official Plan, all of which promote the efficient use of land and infrastructure within built-up areas, specifically in Major Transit Station Areas (MTSA) and areas other areas planned for growth.

4.2 The Planning Act

The purpose of the *Planning Act* is outlined in Section 1.1 and includes the following:

- To promote sustainable economic development in a healthy natural environment;
- to provide for a land use planning system led by provincial policy;
- to integrate matters of provincial interest in provincial and municipal planning decisions;
- to provide for planning processes that are fair by making them open, accessible, timely and efficient;
- to encourage co-operation and coordination among various interests; and
- to recognize the decision-making authority and accountability of municipal councils in planning.

Section 2 of the *Planning Act* sets out matters of provincial interest which municipal councils shall have regard for, among other matters, in carrying out their responsibilities pursuant to the legislation. Of particular applicability to the proposal are (f): the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems (h): the orderly development of safe and healthy communities (j): the adequate provision of a full range of housing (p): the appropriate location for growth and development (q): the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians and (r): the promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant

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

- a. any decision that is under the Act by a municipal council or by an approval authority and relates to the same planning matter; and

- b. any information and material that the municipal council or approval authority considered in making the decision described in clause (a).

Section 51(24) of the *Planning Act*, specifies that, in considering draft plans of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare to the present and future inhabitants of the municipality and to:

- a. the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;
- b. whether the proposed subdivision is premature or in the public interest;
- c. whether the plan conforms to the official plan and adjacent plans of subdivision, if any;
- d. the suitability of the land for the purposes for which it is to be subdivided;
- e. if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;
- f. the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;
- g. the dimensions and shapes of the proposed lots;
- h. the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;
- i. conservation of natural resources and flood control;
- j. the adequacy of utilities and municipal services;
- k. the adequacy of school sites;
- l. the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;
- m. the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and
- n. the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the *City of Toronto Act, 2006*.

4.3 Provincial Policy Statement (2020)

On February 28, 2020, the Ministry of Municipal Affairs and Housing released the Provincial Policy Statement, 2020, which came into effect on May 1, 2020 (the "2020 PPS").

The PPS provides policy direction on matters of Provincial interest related to land use planning and development. In accordance with Section 3(5) of the Planning Act, all decisions that affect a planning matter are required to be consistent with the PPS. In this regard, Policy 4.2 provides that the PPS "shall be read in its entirety and all relevant policies are to be applied to each situation".

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

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

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

In particular, Policy 1.1.1 provides that healthy, livable and safe communities are to be sustained by promoting efficient development and land use patterns; accommodating an appropriate affordable and market-based range and mix of residential types, employment, institutional, recreation, park and open space, and other uses to meet long-term needs; and promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve

cost-effective development patterns, optimization of transit investments and standards to minimize land consumption and servicing costs.

Policy 1.1.3.2 supports densities and a mix of land uses which efficiently use land, resources, infrastructure and public service facilities and which are transit-supportive, where transit is planned, exists or may be developed. Policy 1.1.3.3 directs planning authorities to identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment, where this can be accommodated taking into account existing building stock or areas and the availability of suitable existing or planned infrastructure and public service facilities.

In addition, Policy 1.1.3.4 promotes appropriate development standards, which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

With respect to employment, Policy 1.3.1(a) provides that planning authorities shall promote economic development and competitiveness by providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs.

With respect to housing, Policy 1.4.3 requires provision to be made for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents by, among other matters: permitting and facilitating all types of residential intensification and redevelopment; promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit; requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations; and establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form.

With respect to public spaces, parks and open space, Policy 1.5.1 states that healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity, and planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, public spaces and open spaces.

4.4 Growth Plan for the Greater Golden Horseshoe (2019)

As of May 16, 2019, the Growth Plan for the Greater Golden Horseshoe, 2017 was replaced by A Place to Grow: The Growth Plan for the Greater Golden Horseshoe, 2019 (the "2019 Growth Plan"). All decisions made on or after May 16, 2019, in respect of the exercise of any authority that affects a planning matter must conform with the 2019 Growth Plan, subject to any legislative or regulatory provisions providing otherwise. Subsequently, on August 28, 2020, the 2019 Growth Plan was amended by Growth Plan Amendment No. 1.

Section 1.2.3 provides that the Growth Plan is to be read in its entirety and the relevant policies are to be applied to each situation.

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

- supporting the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;
- prioritizing intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability;
- supporting a range and mix of housing options to serve all sizes, incomes, and ages of households; and
- improving the integration of land use planning with planning and investment in infrastructure and public service facilities.

The Growth Plan policies emphasize the importance of integrating land use and infrastructure planning, and the need to optimize the use of the land supply and infrastructure. It includes objectives that support the development of complete communities and promotes transit-supportive development. As noted in Section 2.1 of the Plan:

"To support the achievement of complete communities that are healthier, safer, and more equitable, choices about where and how growth occurs in the GGH need to be made carefully. Better use of land and infrastructure can be made by directing growth to settlement areas and prioritizing intensification, with a focus on strategic growth areas, including urban growth centres and major transit station areas, as well as brownfield sites and greyfields. Concentrating new development in these areas provides

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

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

With respect to energy conservation, air quality and climate change, Policy 1.8.1 directs planning authorities to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and prepare for the impacts of a changing climate through land use and development patterns which: promote compact form and a structure of nodes and corridors; promote the use of active transportation and transit in and between residential, employment and other areas; and encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

While Policy 4.6 provides that the official plan is "the most important vehicle for implementation of this Provincial Policy Statement", it goes on to say that "the policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan". As a result, the above-noted PPS policies continue to be relevant and determinative.

For the reasons set out in Section 5.0 of this report, it is our opinion that the proposed development and, specifically, the requested Official Plan Amendment and Zoning By-law Amendment are consistent with the PPS and, in particular, the policies relating to residential intensification and the efficient use of land and infrastructure.

a focus for investments in transit as well as other types of infrastructure and public service facilities to support forecasted growth, while also supporting a more diverse range and mix of housing options... It is important that we maximize the benefits of land use planning as well as existing and future investments in infrastructure so that our communities are well-positioned to leverage economic change."

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

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

Pursuant to the Growth Plan, "strategic growth areas" include nodes, corridors and other areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Strategic growth areas include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas.

The subject site is considered to be part of a "strategic growth area" pursuant to the Growth Plan (i.e. a focus for accommodating intensification and a higher-density mix of uses in a more compact built form) given it is identified as a "major transit station area" and is within the boundary of an urban growth centre. In the Growth Plan, a "major transit station area" is defined as the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.

In turn, "higher order transit" is defined as transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than

mixed-traffic transit. Higher order transit can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way. In this regard, the subject site is located within 300 metres of the Oakville GO station and approximately 500 metres west of Trafalgar Road, which is currently being studied for a future Trafalgar Road BRT.

The Region of Halton recently completed its 2019 Growth Plan conformity exercise with respect to its urban structure and the delineation of "major transit station area". The Regional Official Plan Amendment 48 (ROPA 48) was approved by the Minister on November 11, 2021, and delineates the Oakville GO "major transit station area", which is generally bounded by Cornwall Road to the south, Sixteen Mile Creek to the west, 16th South Service Road to the north and Chartwell Road to the east. ROPA 48 continues to identify the subject site as being within the boundaries of the Midtown Oakville Urban Growth, as identified by the Growth Plan.

Policy 2.2.1(2)(c) provides that, within settlement areas, growth will be focused in delineated built-up areas, strategic growth areas, locations with existing or planned transit (with a priority on higher order transit where it exists or is planned) and areas with existing or planned public service facilities.

Schedule 3 of the Growth Plan forecasts a population of 1,100,000 and 500,000 jobs for the Region of Halton by 2051. This forecasted growth represents an increase from 820,000 people and 390,000 jobs for the Region of Halton by 2031, and 1,000,000 and 470,000, respectively, by 2041. Policy 2.2.1(3)(c) requires that municipalities undertake integrated planning to manage this forecasted growth in a manner which provides direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, and to support the achievement of complete communities through a more compact built form.

Policy 2.2.1(4) states that applying the policies of the Growth Plan will support the achievement of complete communities that, among other things, feature a diverse mix of land uses including residential and employment uses, and convenient access to local stores, services, and public service facilities, provide a diverse range and mix of housing options, expand convenient access to a range of transportation options, provide for a more compact built form and a vibrant public realm, mitigate and adapt to climate change impacts, and contribute to environmental sustainability.

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

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

Policy 2.2.3(1) states that urban growth centres will be planned to accommodate and support the transit network at the regional scale and to accommodate significant population and employment growth. In this regard, Policy 2.2.3(2) provides that the Midtown Oakville urban growth centre be planned to achieve a minimum density target of 200 and residents and jobs combined per hectare by 2031 or earlier.

Section 2.2.4 directs that major transit station areas on priority transit corridors are to be transit-supportive and support active transportation and a diverse mix of uses and activities that achieve a minimum density target of 150 residents and jobs per hectare for lands served by the GO Transit rail network. The subject site falls within the definition of a major transit station area on a priority transit corridor as it is within a 500- to 800-metre radius of the Midtown GO Transit station.

Policy 2.2.4(1) requires that "priority transit corridors" shown on Schedule 5 be identified in official plans and that planning will be prioritized for "major transit station areas" on "priority transit corridors", including "zoning in a manner that implements the policies of this Plan". In this regard, Schedule 5 of the Growth Plan identifies the Lakeshore West rail line as a Transit Priority Corridor.

Policy 2.2.4(2) requires the municipalities to delineate the boundaries of "major transit station areas" on priority transit corridors or subway lines "in a transit supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station" (our emphasis).

Policy 2.2.4(6) states that, within "major transit station areas" on priority transit corridors, land uses and built form that would adversely affect the achievement of the minimum density targets will be prohibited.

With regard to targets, Policy 5.2.5(1) provides that the minimum intensification and density targets are minimum standards and municipalities are encouraged to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of the Growth Plan, the PPS or any other provincial plan.

Policy 2.2.4(5), added by the 2019 Growth Plan, allows municipalities to delineate the boundaries of "major transit station areas" and identify minimum density targets for "major transit station areas" in advance of the next municipal comprehensive review, provided it is done in accordance with subsections 16(15) or (16) of the Planning Act.

Policy 2.2.4(6) states that, within major transit station areas on priority transit corridors or subway lines, land uses and built form that would adversely affect the achievement of the minimum density targets will be prohibited. Policy 2.2.4(9) provides that, within all major transit station areas, development will be supported, where appropriate by planning for a diverse mix of uses to support existing and planned transit levels, providing alternative development standards, such as reduced parking standards, and prohibiting land uses and built forms that would adversely affect the achievement of transit-supportive densities.

With respect to "frequent transit", Policy 2.2.4(10) states that lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.

Section 2.2.5 speaks to the promotion of economic development and competitiveness within the Greater Golden Horseshoe. Policy 2.2.5(2) directs all major offices and appropriate major institutional developments to urban growth centres, major transit station areas or other strategic growth areas with existing or planned frequent transit service. In this regard, the proposed development provides approximately 3,891 square metres of office space and residential intensification on the subject site.

With respect to housing, Policy 2.2.6(1) requires municipalities to develop housing choices that, among other matters, support the achievement of the minimum intensification and density targets in the Growth Plan and identify a diverse range and mix of housing

options and densities to meet projected needs of current and future residents. The housing policies are to be implemented through official plan policies and designations and zoning by-law amendments.

Policy 2.2.6(2) states that, in providing housing choices, municipalities will support the achievement of complete communities by: planning to accommodate forecasted growth; planning to achieve the minimum intensification and density targets; considering the range and mix of housing options and densities of the existing housing stock; and planning to diversify the overall housing stock across the municipality.

Generally, the infrastructure policies set out in Chapter 3 place an emphasis on the need to integrate land use planning and investment in both infrastructure and transportation. The introductory text in Section 3.1 states that:

“The infrastructure framework in this Plan requires that municipalities undertake an integrated approach to land use planning, infrastructure investments, and environmental protection to achieve the outcomes of the Plan. Co-ordination of these different dimensions of planning allows municipalities to identify the most cost-effective options for sustainably accommodating forecasted growth to the horizon of this Plan to support the achievement of complete communities. It is estimated that over 30 per cent of infrastructure capital costs, and 15 per cent of operating costs, could be saved by moving from unmanaged growth to a more compact built form. This Plan is aligned with the Province’s approach to long-term infrastructure planning as enshrined in the Infrastructure for Jobs and Prosperity Act, 2015, which established mechanisms to encourage principled, evidence-based and strategic long-term infrastructure planning.”

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

With respect to public open space, municipalities are encouraged to develop a system of publicly-accessible parkland, open space and trails (Policy 4.2.5(1)). Policy 4.2.5(2) encourages municipalities to establish an open space system within settlement areas, which may include opportunities for urban agriculture, rooftop gardens, communal gardens and public parks.

With respect to climate change, Policy 4.2.10(1) requires that municipalities develop policies within their official plans that will reduce greenhouse gas emissions and address climate change adaptation goals. Such policies should, inter alia, support the achievement of complete communities as well as the minimum intensification and density targets in the Growth Plan, seek to reduce dependence on the automobile and support existing and planned transit and active transportation systems.

The timely implementation of the 2019 Growth Plan policies is seen as a key consideration in the Implementation section (Section 5). In this respect, Section 5.1 provides that:

“The timely implementation of this Plan relies on the strong leadership of upper- and single-tier municipalities to provide more specific planning direction for their respective jurisdictions through a municipal comprehensive review. While it may take some time before all official plans have been amended to conform with this Plan, the Planning Act requires that all decisions in respect of planning matters will conform with this Plan as of its effective date (subject to any legislative or regulatory provisions providing otherwise... Where a municipality must decide on a planning matter before its official plan has been amended to conform with this Plan, or before other applicable planning instruments have been updated accordingly, it must still consider the impact of the decision as it relates to the policies of this Plan which require comprehensive municipal implementation.” (Our emphasis.)

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

For the reasons set out in Section 5.0 of this report, it is our opinion that the proposed development and, specifically, the requested Official Plan Amendment and Zoning By-law Amendment conform with the Growth Plan and, in particular, the policies that seek to optimize the use of land and infrastructure and to encourage growth and intensification in “strategic growth areas”, including “urban growth centres” and “major transit station areas”.

4.5 Metrolinx Regional Transportation Plan

On March 8, 2018, Metrolinx adopted a new Regional Transportation Plan (2041 RTP) that builds on the previous RTP (The Big Move), adopted in 2008. The key goals and directions set out in the new 2041 RTP are summarized below, particularly as they apply to the subject site. The 2041 RTP identifies the Midtown GO station/ Lakeshore West Line as existing Regional Rail and Rapid Transit and Frequent Regional Express Bus routes. Moreover, it identifies Trafalgar Road as a Bus Rapid Transit/Light Rail Transit (BRT/LRT) route.

The RTP 2041 uses the Growth Plan 2017’s planning horizon of 2041, which is ten years later than the 2031 horizon used in earlier version of the Regional Transportation Plan referred to as The Big Move.

The 2041 RTP sets out a series of goals and strategies. The five strategies include:

- Strategy 1: Complete the delivery of current regional transit projects;
- Strategy 2: Connect more of the region with frequent rapid transit;
- Strategy 3: Optimize the transportation system;
- Strategy 4: Integrate transportation and land use; and
- Strategy 5: Prepare for an uncertain future.

The 2041 RTP recognizes that, to achieve the vision for the transportation system, investments and decisions must align with land use plans. As such, the 2041 RTP contains actions to better integrate transportation planning and land use, especially around transit stations and mobility hubs.

In addition to the transit projects that are In Delivery and In Development, one of the priority actions under Strategy 2 identified in the 2041 RTP is to build additional LRT/ BRT projects by 2041. In this regard, Trafalgar Road is identified as a proposed BRT/LRT on Map 5, Frequent Rapid Transit Network of the 2041 RTP (**Figure 7**, 2041 RTP Map 5). Bus rapid transit (BRT) is defined as transit

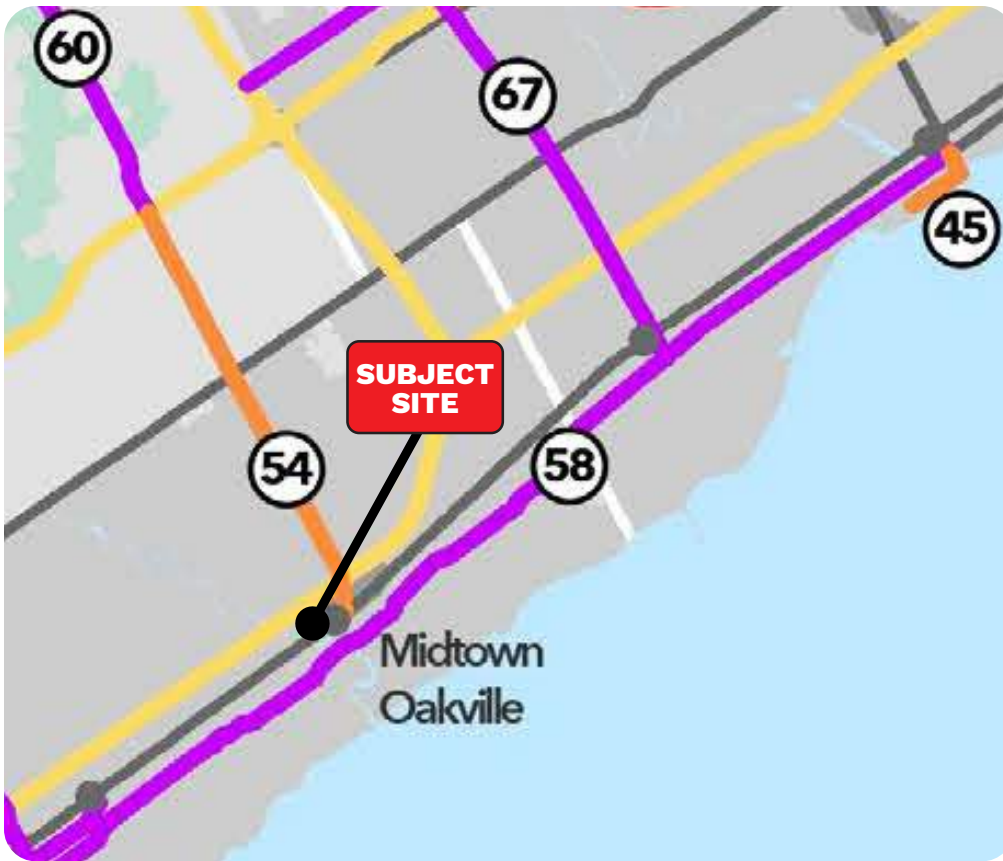
infrastructure and service with buses running in their own exclusive right-of-way, fully separated from traffic, typically with signal priority measures in place and longer spacing between stops than conventional bus routes (typically 500 metres to 1 kilometre) to maintain higher average speeds and ensure reliability of the service. It may include additional features to improve operational efficiency and enhance the customer experience, such as off-board fare collection, platform-level boarding, and real-time passenger information.

With respect to Strategy 4, the 2041 RTP identifies several approaches to integrate transportation and land use planning, including among others:

- make investment in transit projects contingent on transit-supportive planning being in place;
- focus development at mobility hubs and major transit station areas along priority transit corridors identified in the Growth Plan;
- evaluate financial and policy-based incentives and disincentives to support transit-oriented development;
- plan and design communities, including development and redevelopment sites and public rights-of-way, to support the greatest possible shift in travel behaviour; and
- embed TDM in land use planning and development.

With respect to the second approach, Mobility Hubs continue to be an important planning concept in the 2041 RTP. They are “major transit station areas” at key intersection points on the frequent rapid transit network. Mobility Hubs are intended to create important transit network connections, integrate various modes of transportation and accommodate an intensive concentration of places to live, work, shop or play. They are particularly significant because of their combination of existing or planned frequent rapid transit service with an elevated development potential.

Midtown Oakville is identified as an Anchor Mobility Hub (or “Anchor Hub”) on Schedule 1 (15-Year Plan). Mobility Hubs are places of connectivity between regional rapid transit services and places where different modes of transportation come together seamlessly. They have, or are planned to have, an attractive, intensive concentration of employment, living and shopping around a major transit station, and are generally forecast to achieve a minimum density of approximately 10,000 people and jobs within an 800-metre radius. As set out in the Metrolinx Background on Mobility Hubs (2008).



- Urban Growth Centre
 - GGH Built Boundary
 - Greenbelt Designation
 - Existing or Future Highway
 - Existing or Future GO Station
 - International Airport
 - Potential Future Airport
 - Existing, In Delivery & In Development Regional Rail and Rapid Transit
- Frequent Rapid Transit**
- Subway
 - LRT / BRT
 - GO Rail - 15-min Two-Way All-Day
 - Priority Bus / Priority Streetcar
 - Frequent Regional Express Bus
 - TTC Streetcar Network
- Regional Rail**
- GO Rail - Two-Way All-Day

Figure 7 - 2041 RTP Map 5



- Regional Rapid Transit**
- Express Rail
 - Regional Rail (full-day, 2-way)
 - Regional Rail (peak)
 - Subway
 - Other Rapid Transit (BRT / LRT / AGT)
 - BRT on Controlled-Access Expressway in Mixed Traffic with Congestion Management
 - Possible Regional Rail Extensions Beyond the GTHA
- Mobility Hubs**
- Anchor Hub
 - Gateway Hub
- Controlled-Access Expressway
 - New Transportation Corridor
 - Approved 2006 Settlement Area (Conceptual)
 - Greenbelt Area
 - Urban Growth Centre
 - International Airport
 - Proposed International Airport
 - Major Port

Figure 8 - 2041 RTP Schedule 1

Policy 7.14 of the RTP provides that Anchor Hubs shall be identified and incorporated into municipal Official Plans and Transportation Master Plans. Policy 7.15 requires that municipalities prepare detailed master plans for each mobility hub, which will among other matters: optimize transit-oriented development; identify and implement incentives to promote transit-oriented development; and establish a surface parking reduction strategy.

As set out in detail in Section 5.0 of this report, it is our opinion that the requested Official Plan Amendment and Zoning By-law Amendment support the objectives and policies of the Regional Transportation Plan. In particular, the proposed development would optimize transit-oriented development potential in the Midtown Oakville, an anchor mobility hub.

4.6 Halton Region Official Plan (2018 Office Consolidation)

The Halton Region Official Plan (ROP) was originally adopted by Regional Council on March 30, 1994, and approved, with modifications, by the Minister of Municipal Affairs and Housing (MMAH) on November 27, 1995. Between 2006 and 2009, the Region undertook a planning exercise called Sustainable Halton which resulted in the adoption of Regional Official Plan Amendment 38 on December 16, 2009. The most recent Office Consolidation of the ROP is from June 19, 2018. An Official Plan review is currently underway by the Region and most recently, on November 11, 2021, the Ministry of Municipal Affairs and Housing approved Official Plan Amendment No. 48 (ROPA 48), with modifications and brought it into full force and effect.

ROPA 48 establishes the hierarchy of strategic growth areas in the Regional Official Plan and achieves conformity to the 2019 Growth Plan. ROPA advances local plans and priorities that are of strategic importance to the Region and will contribute to the successful implementation of the Region's Integrated Growth Management Strategy, which remains in progress. ROPA 48 also provides updated growth targets to the 2051 planning horizon and defines a Regional Urban Structure by establishing a hierarchy of the strategic growth areas in the ROP.

The subject site is located within the Town of Oakville, which is one of the four lower-tier municipalities comprising the Regional Municipality of Halton. As such, the policies of the ROP apply to the subject site, and any decisions related to the proposed development must conform to the policies of the ROP.

Halton's Planning Vision

Part II of the ROP sets out the Region's planning vision and identifies that there will be three primary land use categories in the ROP: 1) settlement areas; 2) the rural countryside; and 3) the natural heritage system.

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

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

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

Urban Area and the Regional Urban Structure

As amended by ROPA 48, the subject site is identified as within a *Strategic Growth Area* as it falls within the Midtown Oakville *Urban Growth Centre* and Oakville GO *Major Transit Station Area* on Map 1H (see **Figure 9**). Policy 72.1 of Part III of the ROP sets out a series of objectives for designated Urban Areas, including:

- to accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently;

- to support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy;
- to provide a range of identifiable, inter-connected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure;
- to establish a rate and phasing of growth that ensures the logical and orderly progression of development, supports sustainable and cost-effective growth, encourages complete communities, and is consistent with the policies of this Plan;
- to identify a Regional Urban Structure that directs growth to *Strategic Growth Areas* and protects *Regional Employment Areas*;
- to plan and invest for a balance of jobs and housing in communities across the Region to reduce the need for long distance commuting and to increase the modal share for transit and active transportation; and
- to facilitate and promote intensification and increased densities.



Figure 9 - Regional Urban Structure Map 1H

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

ROPA 48 provides further targets for Urban Growth Centres and Major Transit Station Areas. Table 2b provides a minimum density target of 200 residents and jobs combined per hectare for the Midtown Oakville Urban Growth Centre and the Oakville GO Major Transit Station Area. The general target proportion of residents and jobs, per Table 2b, include 65% residents and 35% jobs.

Regional Urban Structure

Policies 78 to 83 of Part III of the ROP provide Regional Urban Structure Policies. Policy 78.1 provides the objectives of the Regional Urban Structure, including:

- to provide a structure and hierarchy in which to direct population and employment growth within the Urban Area to the planning horizon of this Plan;
- to focus significant proportion of population and certain types of employment growth within Strategic Growth Areas though mixed use intensification supportive of the local role and function and reflective of its place in the hierarchy of Strategic Growth Areas identified in this Plan;
- to provide increased opportunities for the development of affordable housing particularly within Strategic Growth Areas; and
- to identify Regional Employment Areas and to protect them for long-term employment use, while providing flexibility to address changes in the role and function of these areas in relation to prevailing trends in the economy of the Region.

Policy 79 provides objectives for Strategic Growth Areas, including:

- to provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable in order to promote the development of complete communities;
- to provide opportunities for more cost-efficient and innovative urban design;

- to provide a range of employment opportunities, facilities and services in centralized locations that are readily accessible by public transit;
- to provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighbourhoods;
- to create vibrant, diverse and pedestrian-oriented urban environment;
- to cumulatively attract a significant portion of population and employment growth;
- to provide high quality public open spaces with site design and urban design standards that create attractive and vibrant places to promote the development of complete communities;
- to support transit and active transportation for everyday activities;
- to generally have higher densities than the surrounding areas;
- to achieve an appropriate transition of built form to adjacent areas; and
- for Regional Corridors:
 - to achieve residential and employment densities in order to ensure the viability of existing and planned transit infrastructure and service,
 - to achieve a mix of residential, office, institutional and commercial development, where appropriate; and
 - to accommodate local services, including recreational, cultural and entertainment uses.

Policy 79.1 provides that Strategic Growth Areas are integral to the Regional Urban Structure within the Urban Area and consist of Urban Growth Centres, MTSAs, Primary and Secondary Regional Nodes, Regional Corridors and Local Nodes which have a concentration of residential and employment uses with development densities and patterns supportive of pedestrian traffic and public transit.

Policy 79.3 (1) states that it is the policy of the Region to direct development with higher densities and mixed uses to Strategic Growth Areas. Policy 79.3 (2) requires Local Official Plans to identify Strategic Growth Areas with detailed boundaries in accordance with the objectives and policies of this plan, and for Urban Growth Centres and MTSAs, in accordance with the boundaries provided on Map 1H and Map 6 of ROPA 48. Policy 79.3 (6) requires the Local Municipalities to ensure the proper integration of Strategic Growth Areas with surrounding neighbourhoods through pedestrian walkways, cycling paths and transit routes, and the protection of the physical character of these neighbourhoods through urban design.

Policy 79.3 (7) requires Local Municipalities to a) include Official Plan policies and adopt Zoning By-laws to meet intensification and mixed-use objectives for Strategic Growth Areas; b) prescribe in Official Plans and Zoning By-laws minimum development densities for lands within Strategic Growth Areas; c) prohibit site-specific reductions to development density within a Strategic Growth Area unless it is part of a review of the Local Official Plan or review of the Area-Specific Plan for the Strategic Growth Area and only where it is demonstrated that the change will not impact the ability to achieve the growth targets; and d) promote development densities that will support existing and planned transit services. Policy 79.3 (8) encourages the Local Municipalities to adopt parking standards and policies within Strategic Growth Areas to promote the use of active transportation and public transit. Policy 79.3 (9) encourages the Local Municipalities to consider planning approval, financial and other incentives to promote the development of Intensification Areas.

Policy 80 provides the objectives for the Urban Growth Centres, including:

- to serve as focal areas for investment in institutional and region-wide public services, as well as commercial, recreational, cultural and entertainment uses;
- to accommodate and support the transit network at the regional scale and provide connection points for inter- and intra-regional transit;
- to serve as high density major employment centres that will attract provincially, nationally or internationally significant employment uses; and
- to function as the primary Strategic Growth Areas of the Regional Urban Structure hierarchy where a significant share of population and employment growth will be accommodated.

Policy 80.2 (1) requires Urban Growth Centres to be planned to achieve a minimum development density target of 200 residents and jobs combined per gross hectare by 2031 or earlier. Policy 80.2 (2) required Local Official Plans to show how policies have been developed to plan to achieve the development density target for Urban Growth Centres under Section 80.2(1).

Policy 81 sets out the objectives of the MTSAs, including:

- to leverage infrastructure investments and the development of public service facilities to support a significant share of growth, and achieve transit supportive densities through existing or planned frequent transit service;
- to provide a range and mix of transit-supportive uses, such as residential, retail, office and public uses, as well as public service facilities and parks and open spaces that support the area in a pedestrian-oriented urban environment;
- to function as an important *Strategic Growth Area* component of the Regional Urban Structure and leverage infrastructure investment and frequent transit service to accommodate increased densities and transit supportive growth;
- to achieve multimodal access to stations and support complete communities;
- to plan for a diverse mix of uses, including additional residential units and Affordable Housing, where appropriate;
- to protect existing employment uses within *MTSAs* by ensuring land use compatibility with adjacent new development is achieved; and
- to maximize the number of potential transit users within walking distance of a station, while considering contextually appropriate intensification opportunities within stable residential neighbourhoods to ensure the protection of neighbourhood character, to be determined through the preparation of Area-Specific Plans.

Policy 81.2 (1) directs development with higher densities and mixed uses to *MTSAs*. Policy 81.2 (2) requires Local Official Plans to plan to achieve the minimum density target for each *MTSA* as prescribed in Table 2b, which may be achieved beyond the planning horizon of this Plan, and a general target proportion of residents and jobs within each *MTSA* in accordance with Section 55.3 and Table 2 of the Plan. As previously mentioned, the density target for the Midtown Oakville *MTSA* is 200 residents and jobs per combined hectare and the general target proportion of residents and jobs is 65% residents and 35% jobs. Policy 81.2(4)(h) directs Local Municipalities to encourage alternative development standards, including reduces parking standards in *MTSAs*.

Housing Policies

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

- establish housing targets by type and appropriate density for the Local Municipalities and the Region as a whole;
- coordinate, improve upon, and expedite the development approval process so as to reduce the overall cost of housing;
- make more efficient use of existing developed lands, housing stock and available services to increase the supply of housing while maintaining the physical character of existing neighbourhoods; and
- encourage the Local Municipalities to maintain the quality of the existing housing stock.

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

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

The Region requires the Town of Oakville, through their Official Plan, to provide an appropriate mix of housing by density, type, and affordability, consistent with current and projected demands reflecting socio-economic and demographic trends. The proposed site-specific Official Plan and Zoning By-law Amendments will implement the Region's housing objectives.

Healthy Communities

Policy 152 (1) in Part IV, Healthy Communities, provides that it is the policy of the Region to develop and adopt Healthy Communities Guidelines which include:

- a description of general characteristics of a healthy community;
- a desirable mix of land uses within the community; and
- community design features that will promote integration of the community and accessibility by residents to services within and outside the community through active transportation and public transit (among others).

Transportation

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

- to develop a balanced transportation system that:
 - reduces dependency on automobile use;
 - includes a safe, convenient, accessible, affordable, and efficient public transit system that is competitive with the private automobile; and
 - promotes active transportation.
- to support seamless public transit services in Halton that:
 - provide a high level of service internally within Halton,
 - include continuous enhancements of the GO Transit system within Halton,
 - are connected to a higher order transit network throughout the Greater Toronto and Hamilton Area,
 - are complemented and supported by a network of active transportation facilities, and
 - are fully integrated both internally and externally in terms of fare and service.
- to support the early introduction of public transit service in new development and redevelopment areas and in Intensification Areas;
- to ensure development is designed to support active transportation and public transit; and
- to support the provision of public transit service, within reasonable walking distance and at reasonable cost, to all sectors of the public, including persons with a physical disability.

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

The subject site is located along South Service Road East which is not identified as a major transportation facility on Map 3 (see **Figure 10**). Policy 173(22) of the ROP requires the completion of Transportation Impact Study ("TIS") for any development that will impact traffic in the Region along any road. The TIS must assess the impact of the proposal and recommend any necessary improvements to the transportation network and services consistent with the goals, objectives, and policies of the ROP.

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

The Owner has retained BA Group to undertake and complete a TIS. Transportation related matters, proximity to transit, and the results of the TIS are addressed in Section 5.6 of this report.

For the reasons outlined in Section 5 of this report, it is our opinion that the proposed development and, more particularly, the requested amendments conform with the Halton ROP and specifically the policies that support building healthy communities, development in the urban areas and the provision of a range and mix of housing types in Halton.

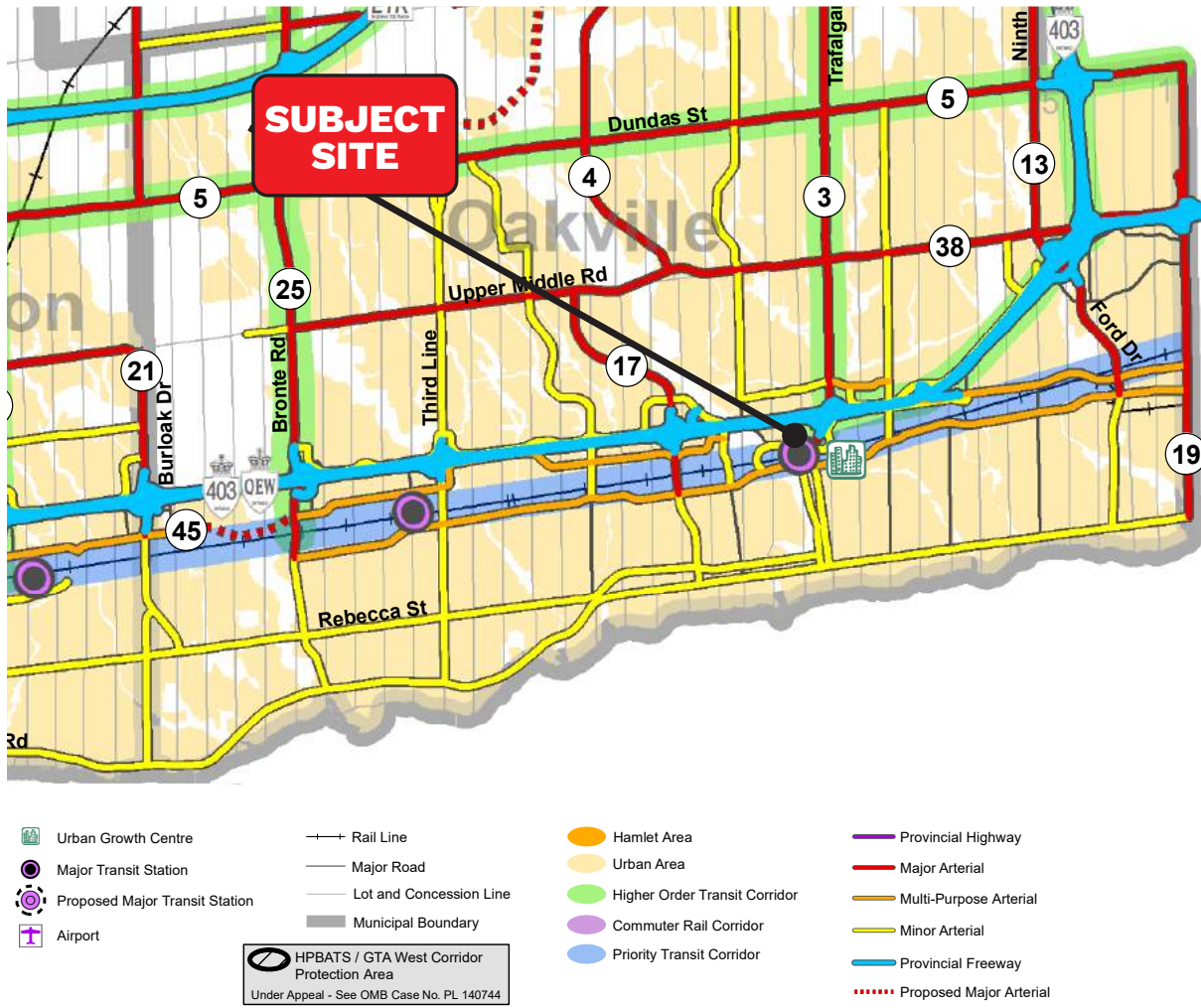


Figure 10 - Functional Plan of Major Transportation Facilities Map 3

4.7 Town of Oakville Official Plan (Livable Oakville) (2009 Office Consolidation)

The Oakville Official Plan (Livable Oakville) was adopted by the Council of the Corporation of the Town of Oakville on June 22, 2009, and approved by the Regional Municipality of Halton on November 30, 2009, with modifications. As a number of parties appealed the Region's approval, the Ontario Municipal Board (now known as the Ontario Land Tribunal) approved Livable Oakville with further modifications on May 10, 2011. The most recent Office Consolidation of Livable Oakville is from August 28, 2018. Livable Oakville was prepared to conform to the Province of Ontario's Growth Plan for the Greater Golden Horseshoe, 2006. A town-wide Official Plan Review is currently underway in order to address conformity with the current PPS, Growth Plan and Regional Official Plan Amendment No. 48.

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

Section 3 of Part C of Livable Oakville provides Urban Structure policies. According to Schedule A1 (Urban Structure) of Livable Oakville, the subject site is within the Midtown Oakville *Nodes and Corridors* and is within a Regional Transit Note (See **Figure 11**). Furthermore, the subject site is located within the Midtown Oakville *Urban Growth Centre*, as outlined on **Figure 12**, Schedule A2 (Built Boundary and Urban Growth Centre).

Policy 3.6 provides that *Nodes and Corridors* are key areas of the Town and the focus for mixed-use development and intensification. It further states that *Nodes and Corridors* comprise the Town's *Strategic Growth Areas*, as the term is defined in the Growth Plan 2017. With respect to Midtown Oakville as an *Urban Growth Centre*, Policy 3.6 provides that it is planned to accommodate a significant portion of Oakville and Halton's required intensification.

Section 4 of Part C of Liveable Oakville provides policies regarding managing growth and change. Policy 4.1 provides that majority of intensification in the Town is to occur within the Growth Areas, which includes Midtown Oakville as a primary Growth Area that will accommodate the highest level of intensification. Midtown Oakville is intended to be developed as mixed use centre with transit-supportive development focused around major transit station areas and along corridors. The Growth Areas, including Midtown Oakville, have been the subject of detailed, comprehensive land use studies or secondary planning exercises that have resulted in objectives and policies to provide for intensification.

Policy 4.2 provides policy direction to the Midtown Oakville *Urban Growth Centre*, and indicates that the greatest levels of height and density in the Town are planned for Midtown Oakville. It is to be the primary intensification area with employment, commercial and residential uses concentrated within the *MTSA*. The policy further provides that Midtown Oakville is planned to achieve a minimum gross density of 200 jobs and residents combined per hectare by 2031, in accordance with the Growth Plan. Reductions in minimum heights or densities within Midtown Oakville are not permitted.

Policy 4.4 provides that the Town of Oakville is to achieve 14,390 new residential units within the built boundary by 2031. The intensification target of 14,390 residential units within the built boundary is intended to provide for units which can be built as a result of developments that conform to this Plan. The policies provide that number of units built within the built boundary by the year 2015, and each year thereafter, will be monitored to ensure conformity with the Region's requirement under the Growth Plan. As discussed, the Town is undertaking an update to the Official Plan to bring it into conformity with the Growth Plan (2020) and Halton Region's Official Plan Amendment No. 48.

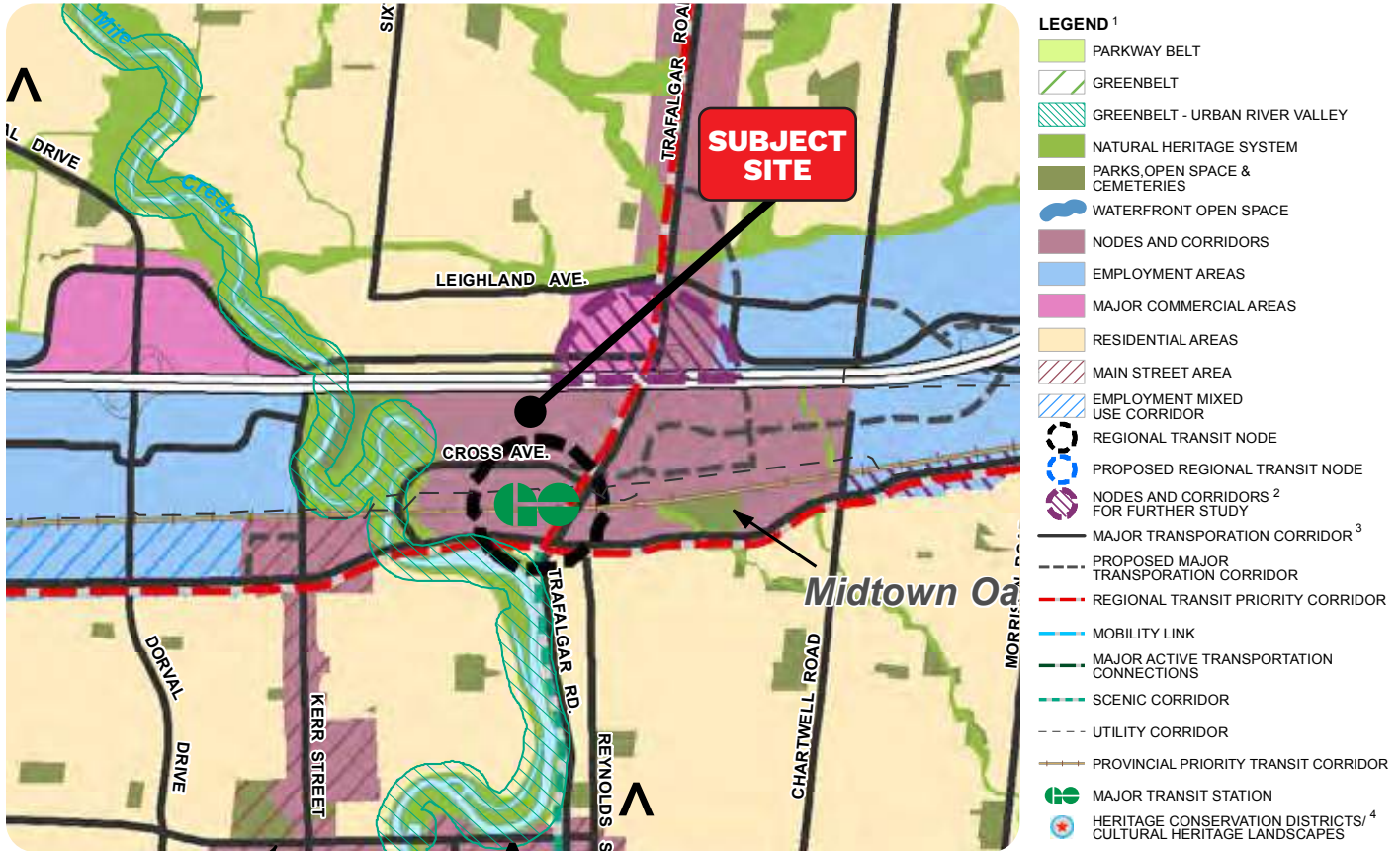


Figure 11 - Livable Oakville, Urban Structure, Schedule A1

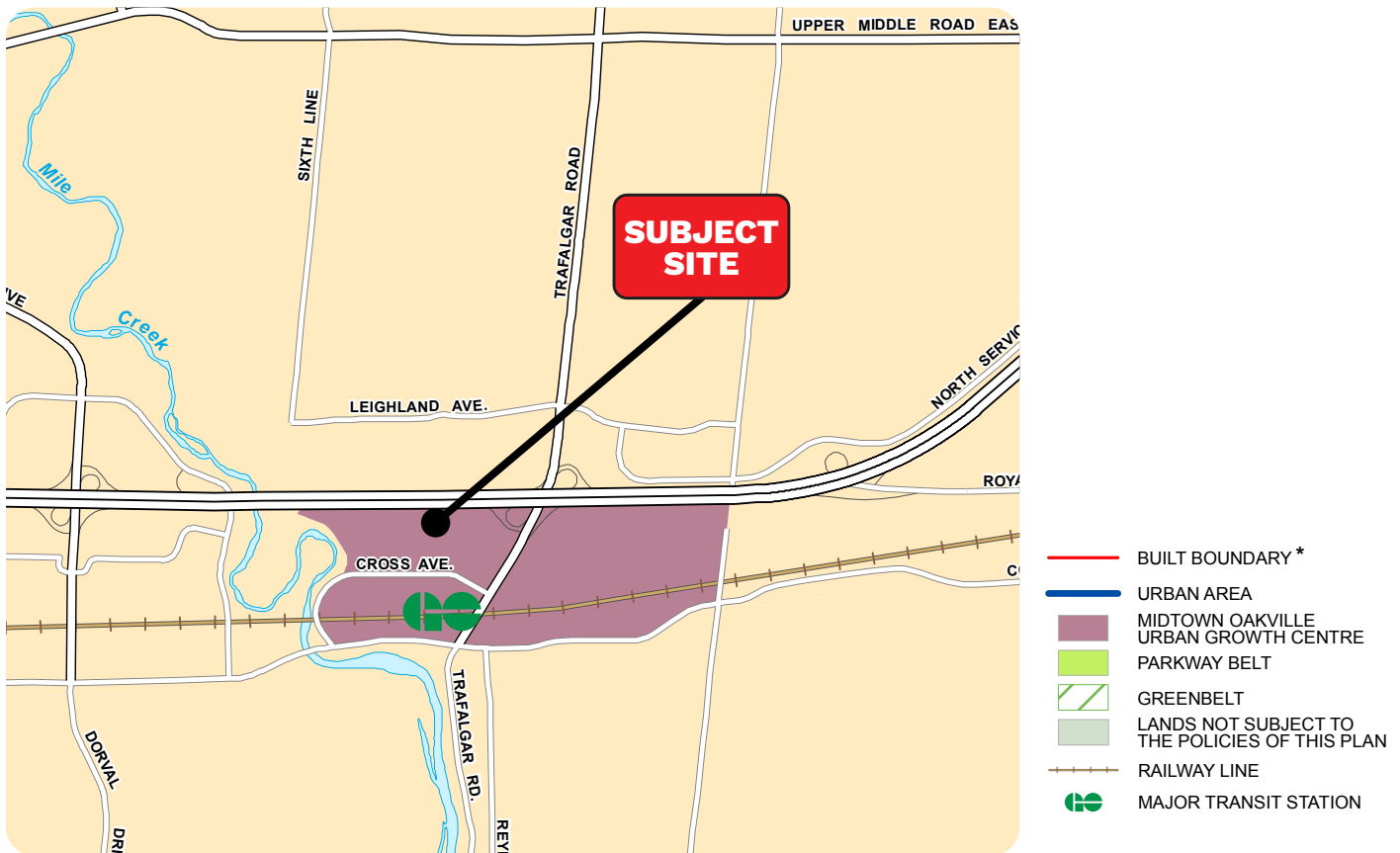


Figure 12 - Liveable Oakville, Built Boundary and Urban Growth Centre, Schedule A2

Urban Design

Section 6 of Part C of Livable Oakville sets out the urban design policies, with Policy 6.1.1 establishing the Town's general urban design objectives, including:

- diversity, comfort, safety and compatibility with existing communities;
- attractive, barrier-free and safe public spaces;
- innovative and diverse urban form and excellence in architectural design; and
- the creation of distinctive places and locales, including Midtown Oakville, the other Growth Areas and high-profile locations such as gateway to the Town.

Policy 6.1.2 (a) provides that development shall be evaluated in accordance with the urban design direction set out in the Livable by Design Manual (referred to in Section 4.11) and that alternative design approaches may be proposed with the provision of appropriate justification and after consultation with the Town, subject to the proposed design meeting the intent and purpose of the Official Plan's urban design policies.

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

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

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

- placing the principal building entrances towards the street and towards corner intersections;
- framing the street and creating a sense of enclosure;
- providing variation in façade articulation and details;
- connecting active uses to the public realm to enhance the liveliness and vibrancy of the street;
- incorporating sustainable design elements such as trees, plantings, furnishings, lighting, etc.; and
- coordinating improvements in building setback areas to create transitions from the public to private realms.

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

The built form policies are discussed in Section 6.9 and include:

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

- new development should be fully accessible, including universal design principles to ensure barrier-free pedestrian circulation;
- rooftop mechanical equipment shall not be visible from view from the public realm;
- outdoor amenity areas should incorporate setbacks and screening elements to ensure compatibility with the local context; and
- buildings should be sited to ensure maximum solar energy, adequate sunlight and sky views, minimize wind conditions on pedestrian spaces and adjacent properties and avoid excessive shadows.

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

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

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

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

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

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

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

Transportation

The subject site fronts onto South Service Road East, which is an east-west arterial road. South Service Road East is not identified on Schedule C (Transportation Plan) (see **Figure 13**). However, it is identified as a Future 18 metre Local Road on Schedule L3 (Midtown Oakville Transportation Network).

Additionally, Trafalgar Road, which is approximately 500 metres east of the subject site is identified as a Major Arterial Road and a Busway Corridor. Policy 8.9.2 states that the Town will encourage transit-supportive development within major transit station areas and around transit terminal facilities.

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

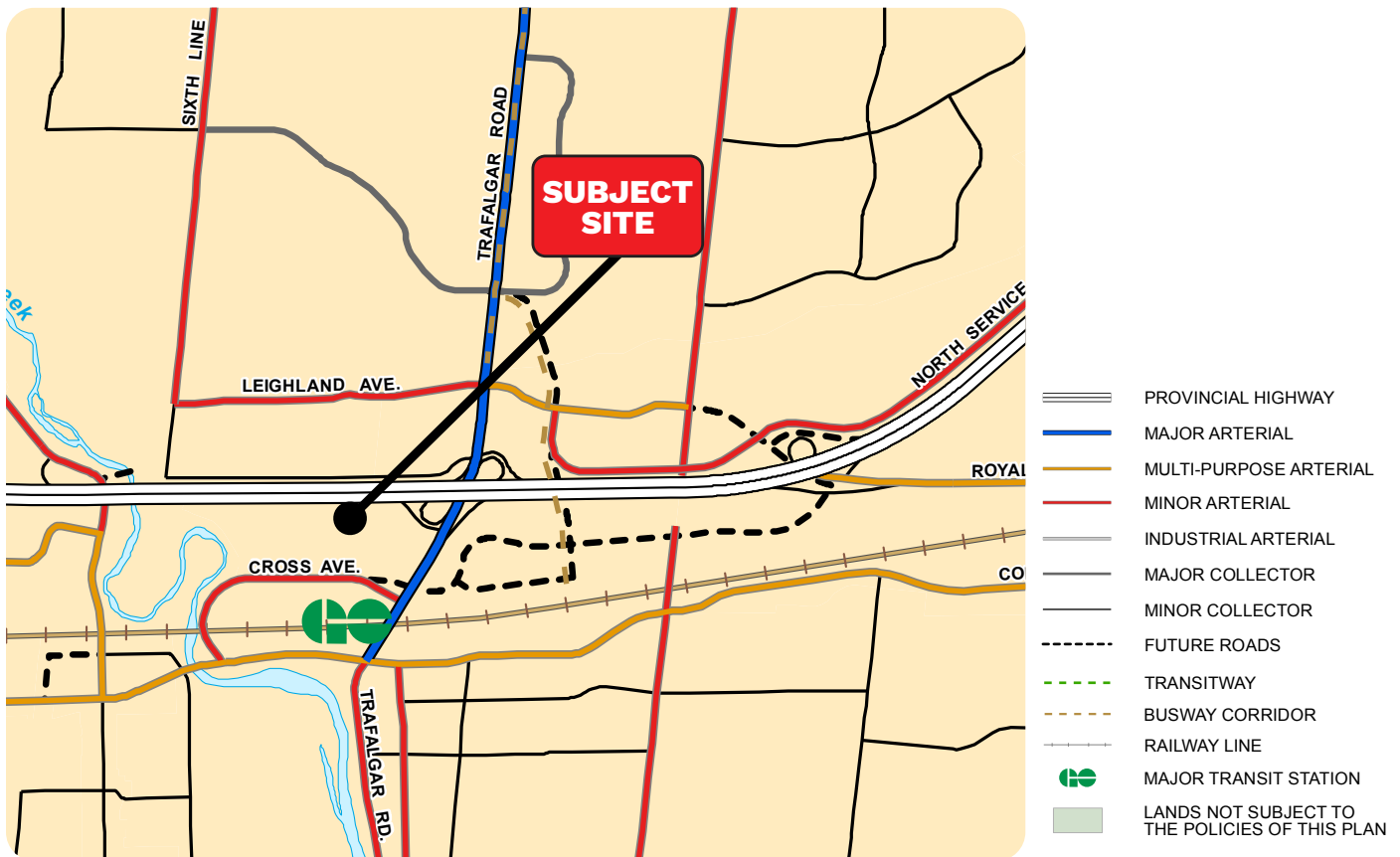


Figure 13 - Livable Oakville, Transportation Plan, Schedule C

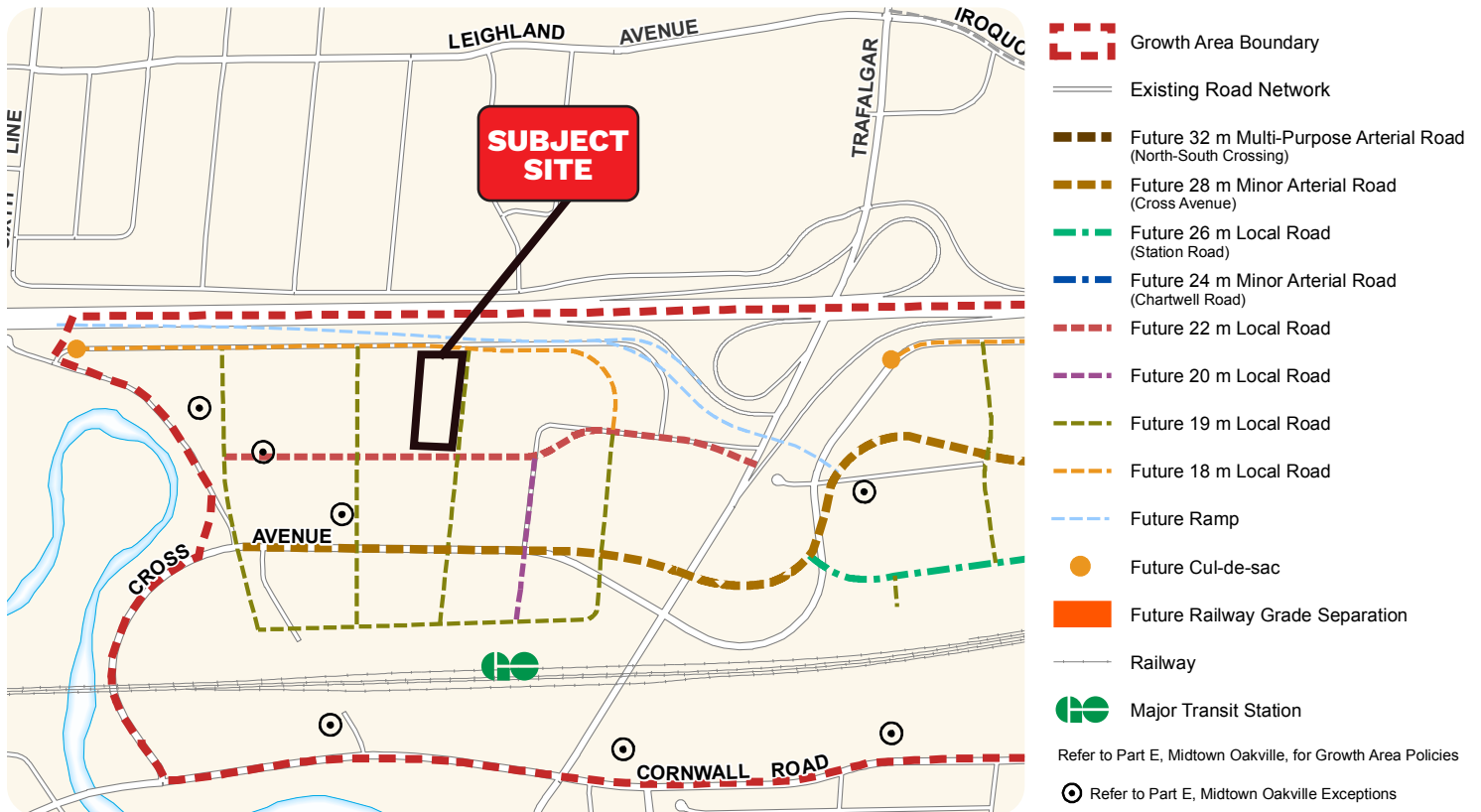


Figure 14 - Livable Oakville, Midtown Oakville Transportation Network, Schedule L3

Land Use

Part D of Livable Oakville set out the Land Use designations and policies. Schedule G (South East Land Use) identifies the subject site and the immediate surroundings as *Growth Areas* (see **Figure 15**).

With respect to the land use designation, Schedule L1 (Midtown Oakville Land Use) designates the subject site as *Urban Core* (see **Figure 16**), as are the properties to the east, south and west. The lands to the north fall outside of the Midtown Oakville area and are separated by the QEW highway.

The *Urban Core* designations, applicable to the subject site, is within the *Mixed Use* land use category, a category that is to be focused on the lands within the Growth Areas including Midtown Oakville. Section 12 of the Plan provides that the *Mixed Use* designations provide areas where residential, commercial and office uses are integrated in a compact urban form at higher development intensities. *Mixed Use* areas are to be pedestrian-oriented and transit-supportive. Policy 12.1.1

provides that the intent of the *Mixed Use* designations is to allow for a diversity of residential commercial and office uses which are integrated in buildings to provide for the efficient use of municipal services and infrastructure. Policy 12.1.2 states that mixed use development will be focused on lands located within Oakville's Growth Areas and along identified corridors. Policy 12.1.3 provides that the *Mixed Use* designations are intended to create animated streets by providing retail and service commercial uses on the ground floor of mixed use buildings, fronting onto the street and other pedestrian environments.

Policy 12.5 provides that the *Urban Core* designation is envisioned to have a strong urban focus and incorporate retail and service commercial, office and residential uses. Development should be oriented to the street and shall contribute to a high-quality pedestrian oriented and transit-supportive environment. Midtown Oakville and the Uptown Core are the primary location for this designation.

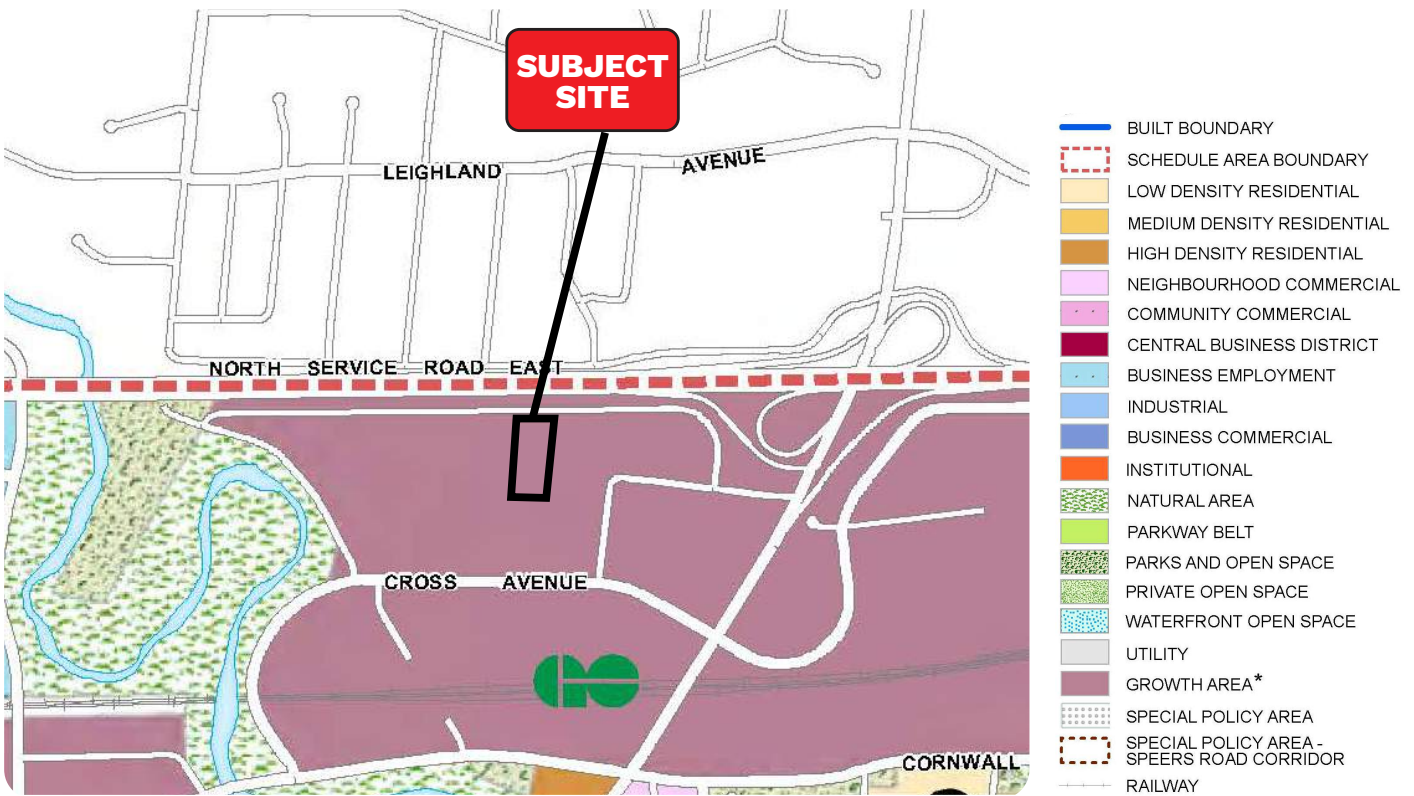


Figure 15 - Livable Oakville, Land Use, Schedule G

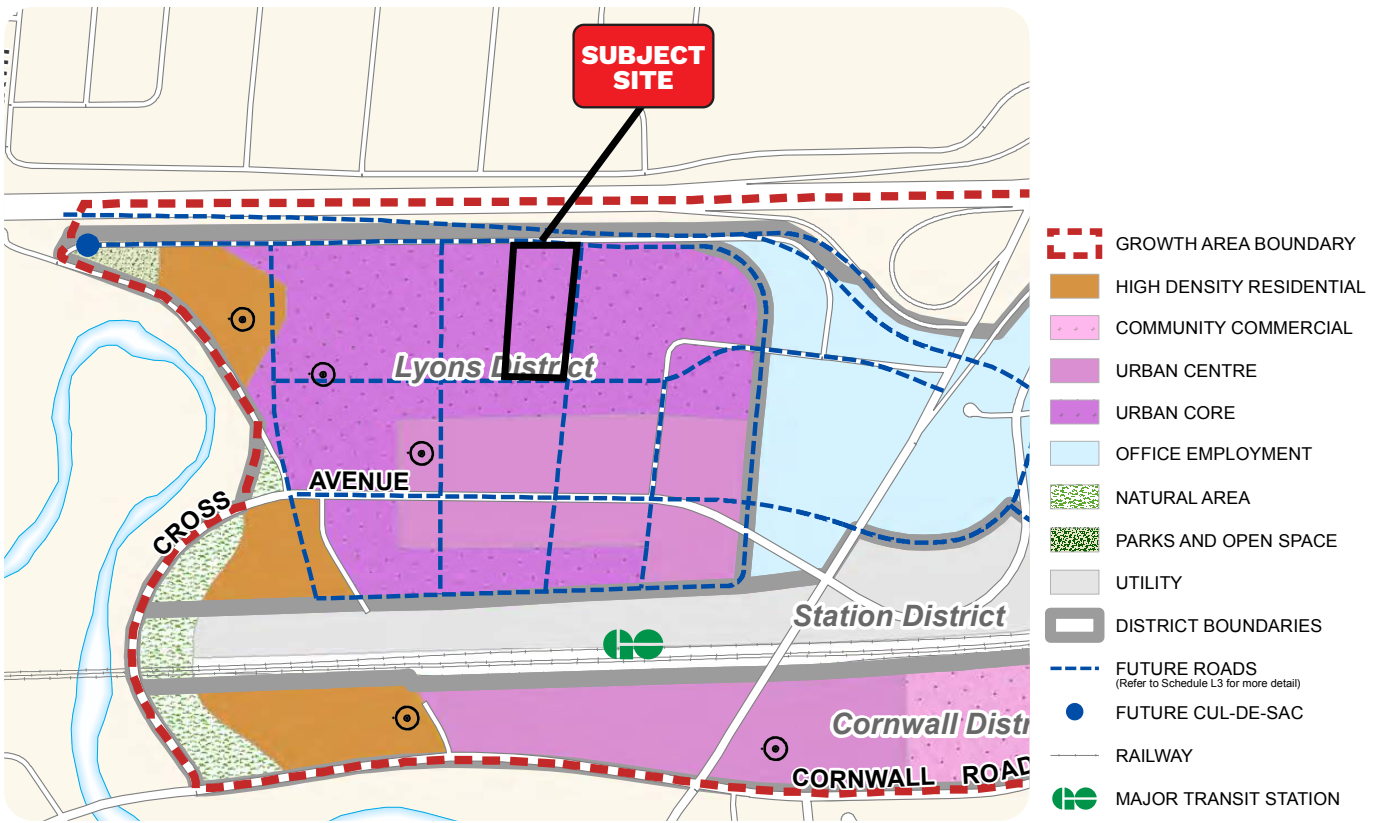


Figure 16 - Livable Oakville, Land Use, Schedule L1

A wide range of retail and service commercial uses, including restaurants, commercial schools, offices and residential uses may be permitted in the *Urban Core* designation. Retail and service commercial uses shall be provided on the ground floor of mixed use buildings that directly front a public street. These uses may also extend to other floors. Entertainment facilities and hotels may also be permitted. Office uses and ancillary residential uses may be provided on the ground floor and above the ground floor (Policy 12.5.1.a). The size and location of uses shall be determined through the development process and regulated by the implementing zoning (Policy 12.5.1.b).

Buildings within the *Urban Core* designation shall be a minimum of eight storeys in height and a maximum of 12 storeys in height (Policy 12.5.2.a). Additional building height may be considered in accordance with the applicable bonusing policies in this Plan (Policy 12.5.2.b).

Policy 12.5.3 provides that underground and/or structured parking shall be encouraged, and surface parking should not be permitted between buildings and the adjoining streets. However, consideration may be given to limited surface parking within these areas for the purpose of visitor or commercial parking.

Midtown Oakville Growth Area Policies

Part E of the Livable Oakville Plan set outs policies for the Growth Areas and Special Policy Areas. Section 20 of the Livable Oakville Plan provides the Midtown Oakville *Urban Growth Centre* policies. Midtown Oakville is located at the interchange of Trafalgar Road and the QEW and the Oakville Station, which are major entry points to the Town and distinguish Midtown Oakville as a strategic location to accommodate both population and employment growth. The accessibility by major roads and local and inter-regional transit, combined with a large amount of vacant and underutilized land, provide the infrastructure and development opportunity to create a complete urban community comprised of a mix of high density residential and employment uses. Midtown Oakville is intended to be a vibrant, transit-supportive, mixed use community and employment area.

- Section 20.2 of Livable Oakville provides the following objectives for Midtown Oakville:
 - To create transit-supportive development by:
 - ensuring the entire area is developed as a pedestrian-oriented environment focused on access to, and from, transit;

- improving internal road circulation and connections to, and through, Midtown Oakville for public transit, pedestrians, cyclists and vehicles; and

promoting a compact urban form with higher density and higher intensity land uses;

- to create a vibrant and complete new community by:
 - providing a mix of residential, commercial, employment, civic, institutional, cultural and recreational uses, complemented by public open spaces and public art, to attract different users throughout the day;
 - directing major office and appropriate large scale institutional development to Midtown Oakville;
 - ensuring high quality urban design that complements and contributes to the vitality of both Midtown Oakville and the Town;
 - providing a transition between the concentration, mix and massing of uses and buildings in Midtown Oakville and neighbouring areas and properties;
 - facilitating public investment in transit, infrastructure and civic facilities to support future growth; and
 - promoting district energy facilities and sustainable building practices;
- to achieve required growth targets by:
 - promoting and enabling the evolution of Midtown Oakville as an urban growth centre and the Town's primary Growth Area;
 - ensuring a minimum gross density of 200 residents and jobs combined per hectare – a combined total of approximately 20,000 residents and jobs – by 2031 in accordance with the Growth Plan;
 - providing opportunities for increased building height through bonusing; and
 - ensuring that development occurs in a comprehensive and progressive manner by monitoring key development indicators at regular intervals.

Section 20.3 provides a development concept for Midtown Oakville including five development districts in accordance with Schedule L1 (see **Figure 16**). The five districts include: Station District, Trafalgar District, Lyons District, Chartwell District and Cornwall District. Each of the five districts have a distinct character in terms of land use and built form.

The subject site falls within the Lyons District. Policy 20.3.3 provides that the Lyons District shall evolve from its current focus on strip malls and large format retail uses into a compact mixed use neighbourhood. The policy goes on to state that Cross Avenue is intended to be an attractive central spine animated by at-grade retail uses, cohesive streetscapes and open spaces that enhance the experience of the public realm. Taller residential buildings shall be located in the vicinity of Sixteen Mile Creek and the railway.

Section 20.4 provides the following Functional Policies that are applicable to the Midtown Oakville. With respect to the Transportation, Policy 20.4.1 provides that significant road, transit and active transportation infrastructure, to the Midtown Oakville is needed to accommodate the growth the Town is required to achieve in Midtown Oakville. Many existing roads shall be realigned, widened, extended or replaced. Schedule L3 (Midtown Oakville Transportation Network) illustrates a future 18 metre Local Road along South Service Road East and a Future Ramp north of the road, as well as a future 19 metre Local Road along the eastern property line and a Future 22 metre Local Road along the southern property line (see **Figure 14**).

The Town may secure rights-of-way on alignments through the planning approval process. Final rights-of-way shall be consistent with the Midtown Oakville Class Environmental Assessment, 2014, and shall otherwise be determined through detailed transportation studies, environmental assessments where required, and the planning approval process. Subject to section 8.2.3, changes to the requirements, location or alignment of new transit services, roads and pedestrian linkages will not require an amendment to this Plan provided that the general intent and purpose of this Plan is maintained and intensification opportunities are not precluded. The rights-of-way of future roads shall be required to achieve the maximum widths identified on Schedule L3.

Policy 20.4.1(e) provides that development shall not preclude the contemplated a new multi-purpose arterial road – the North-South Crossing – across the QEW to link to the extension of Cross Avenue, east of Trafalgar Road, and Station Road and the future local road network as identified on Schedule L3.

With respect to the parking, Policy 20.4.1(j) provides that parking structures are preferred to the provision of surface parking. Surface parking lots are discouraged. However, where surface parking is provided, it shall be in the side or rear yard and the visual impact shall be mitigated by a combination of setbacks and significant landscaping in accordance with the Livable by Design Manual and the Designing Midtown document. Reduced parking standards may be considered in the implementing zoning. The policy encourages shared driveways and parking facilities, and provides that access to parking, service and locating areas should be from local roads or service lanes, and to the site of rear of buildings. The policy adds that the implementation of the Midtown Oakville Parking strategy shall be undertaken.

With respect to the Urban Design, Policy 20.4.2 (b) provides that Midtown Oakville shall be designed as a regional destination and an urban centre with a focus on creating a safe and attractive public realm that encourages walking, cycling and transit use. New development shall support this objective through its form, scale and detail. Policy 20.4.2 (e) indicates that it is intended that some of the Town's tallest buildings locate in Midtown Oakville. These buildings shall be designed to the highest architectural quality and detail to create landmark buildings and contribute to a distinct skyline.

With respect to building heights, Policy 20.4.2 (f) provides that the minimum and maximum building heights shall be permitted in accordance with Schedule L2 (Midtown Oakville Building Heights). The heights permitted on the subject site are between 8-20 storeys (see **Figure 17** – Schedule L2, Midtown Oakville Building Heights). The policy adds that additional building heights may be considered in accordance with bonusing policies.

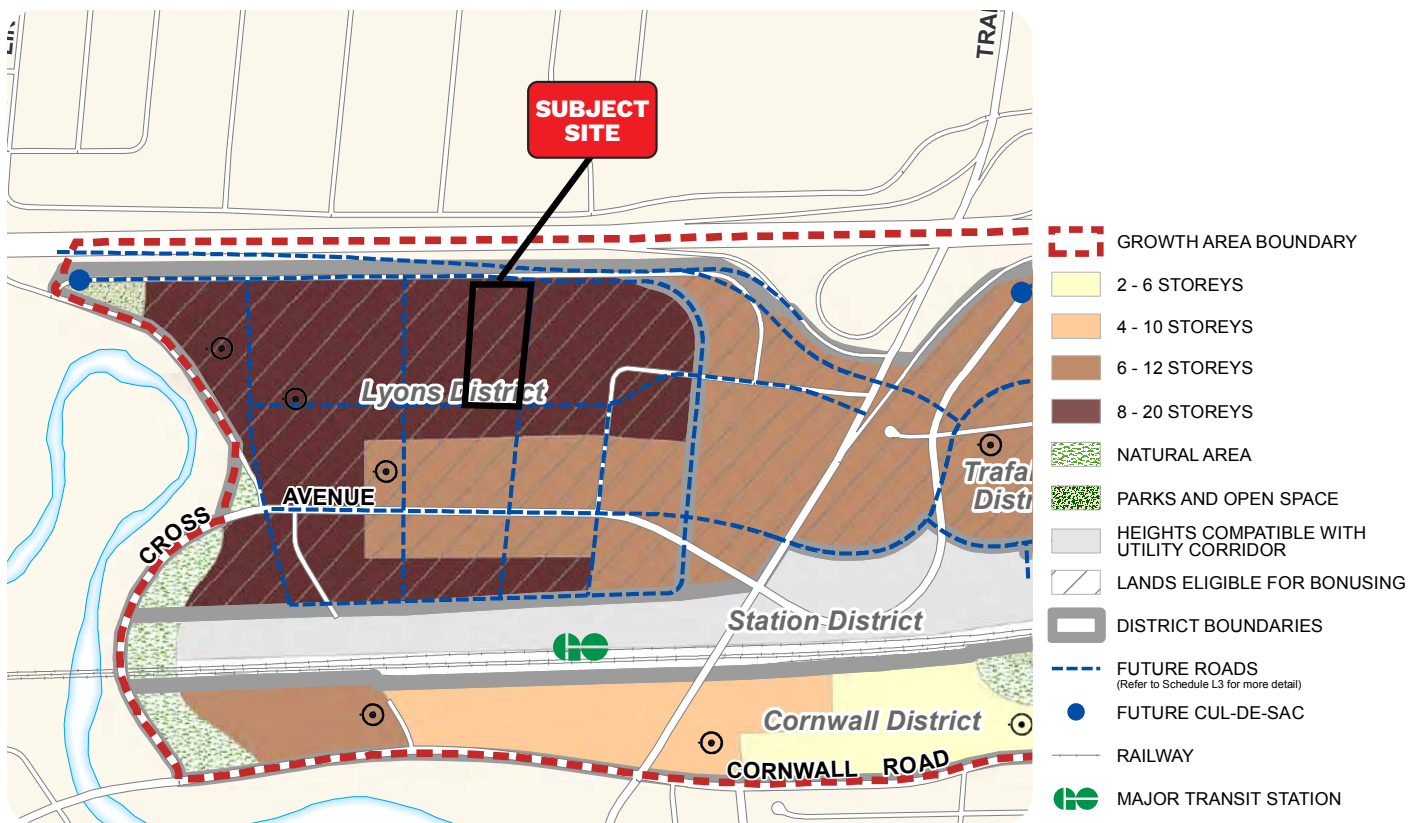


Figure 17 - Liveable Oakville, Midtown Oakville Building Heights, Schedule L2

With respect to the growth targets, Policy 20.4.4 provides that Midtown Oakville shall provide for a minimum gross density of 200 residents and jobs combined per hectare by 2031, which translates to approximately 20,000 residents and jobs. A mix of approximately 5,900 residential units and 186,000 – 279,000 square metres of commercial and employment space is accommodated to provide for an estimated 12,000 residents and 8,000 jobs.

The land use policies for Midtown Oakville are provided in Section 20.5. In particular, Policy 21.5.5 provides that on lands designated *Urban Core*, a creative centre to provide studio, office, exhibition, performance and retail space for the cultural community may also be permitted. Policy 20.5.6 adds that on land designated *Urban Core* within the Lyons District, the development of a single-use building and townhouse, stacked townhouses with a minimum height of three storeys, in combination with permitted residential or mixed-use buildings are permitted.

Section 20.7 provides the Implementation Policies including the Phasing/transition and bonus policies. Policy 20.7.1 speaks to phasing and transition of development related to the vision of a high density and transit supportive area. Policy 20.7.1(a) provides that development is likely to occur over the long-term and be co-ordinated with the provisions of infrastructure, including:

- road network capacity;
- pedestrian and cycling facilities;
- water and waste water services;
- stormwater management facilities;
- streetscape improvements; and
- utilities.

Policy 20.7.1(b) adds that the initial phases of development shall not preclude the achievement of a compact, pedestrian-oriented and *transit-supportive* urban form, or the transportation network.

With respect to the Bonusing, Policy 20.7.2 provides the following:

- The Town may allow increases in building height in the areas of Midtown Oakville delineated on Schedule L2, without amendment to this Plan, in exchange for the provision of public benefits as listed in section 28.8.2, and with priority given to those public benefits in section 20.7.2 c).
- Bonusing shall only be permitted if in conformity with section 20.7.1 and is supported by a transportation impact analysis which confirms that the additional development will not adversely impact the transportation network or, where cumulative impacts are identified, such impacts are accommodated through road and transit improvements which are to be provided through agreement by the applicant.
- Public benefits considered appropriate for the application of increased height and density in Midtown Oakville may include, but are not limited to:
 - grade separated pedestrian and cycling facilities across the QEW, railway tracks or Trafalgar Road;
 - community facilities such as a creative centre, including a studio office, exhibition, performance and retail space; and
 - a library
 - improved local transit facilities and transit user amenities;
 - parkland improvements beyond the minimum standards for public squares and plazas; and,
 - public art.
- For the purposes of bonusing in Midtown Oakville, there is no prescribed building height limit and no Official Plan amendment shall be required to increase building height as a result of bonusing.

As mentioned, Policy 28.8.2 provides that public benefits may include but are not limited to:

- public transit infrastructure, facilities, services and improved pedestrian access to public transit public parking;
- affordable housing for a wide array of socio-economic groups;
- conservation and preservation of cultural heritage resources;

- protection and/or enhancement of natural features and functions;
- community centres and/or facilities and improvements to such centres and/or facilities;
- parkland and improvements to parks;
- day care centres;
- public art;
- integration of office uses in mixed use developments;
- green buildings; and,
- other local improvements that contribute to the achievement of the Town's building, landscape and urban form objectives as set out in this Plan and supporting documents.

4.8 Town of Oakville Official Plan Official Plan Review

The Official Plan Review was launched at a special meeting during Planning and Development Council on May 11, 2015. The intent of the Official Plan Review is to consolidate and harmonize the Town's Official Plan documents under the Livable Oakville Plan and to ensure conformity with current and updated PPS, Growth Plan, the Halton Region Official Plan and the Halton Region's Integrated Growth Management Strategy.

The Town's Official Plan review projects include studies such as Urban Structure Review, Primary Growth Area Reviews including Midtown Oakville.

The Urban Structure Review (OPA 15) was adopted by Town Council on September 27, 2017 and received approval by Halton Region on April 26, 2018. At the time of approval, the town-wide urban structure was deemed to be consistent with the Provincial Policy Statement, 2014, to conform to the Regional Official Plan, 2009 and the Growth Plan, 2017. Subsequent to the Region's approval OPA 15 was appealed to Local Planning and Appeal Tribunal (LPAT) and therefore is not in full force and effect yet.

4.9 Midtown Oakville Growth Area Review

As part of the Town’s Official Plan review, the Town’s growth areas including Midtown Oakville policies are being updated. In March of 2021, Oakville released their draft Midtown Oakville Official Plan Amendment (“draft Midtown OPA”), and it was presented and discussed at a Statutory Meeting on March 22, 2021. More recently on May 12, 2022, the Town of Oakville released a revised draft of the Midtown OPA which will be discussed at a second Statutory Meeting on June 7, 2022. The purpose of the proposed amendment is to update the land use policies applying to Midtown Oakville Urban Growth Centre in the Liveable Oakville Plan to the year 2051, in accordance with the updated Growth Plan. The amendment is to replace Section 20, Midtown Oakville in its entirety.

It is recognized that the draft Midtown OPA policies are not in-force at this time, and should be used as an informative document. As such, this Planning and Urban Design Rationale Report has given appropriate regard to these draft policy directions.

The draft Midtown OPA illustrates the subject site is located within a Growth Area (see **Figures 18**). Policy 20.1 of the draft Midtown OPA sets out the goal for Midtown Oakville and provides that it will be a vibrant, transit-supportive destination. The policy further provides that,

“Midtown Oakville will provide a self-sufficient urban living community interwoven by tall buildings, open spaces, recreational and retail amenities. The public realm will play an important role where streetscapes and open areas, in combination with publicly-accessible private open spaces, will create a desirable, people-oriented environment.”

With respect to land use, the majority of the subject site is designated *Urban Core*, with the exception of the southern portion of the site, which has been designated Parks and Open Spaces (see **Figure 19** – Schedule L1). Schedule L2 (**Figure 20**) indicates that a density of 4.0 to 10.0 FSI is permitted on the subject site. Draft Policy 20.3.8(g) provides that additional density may also be considered subject to a site-specific official plan amendment.

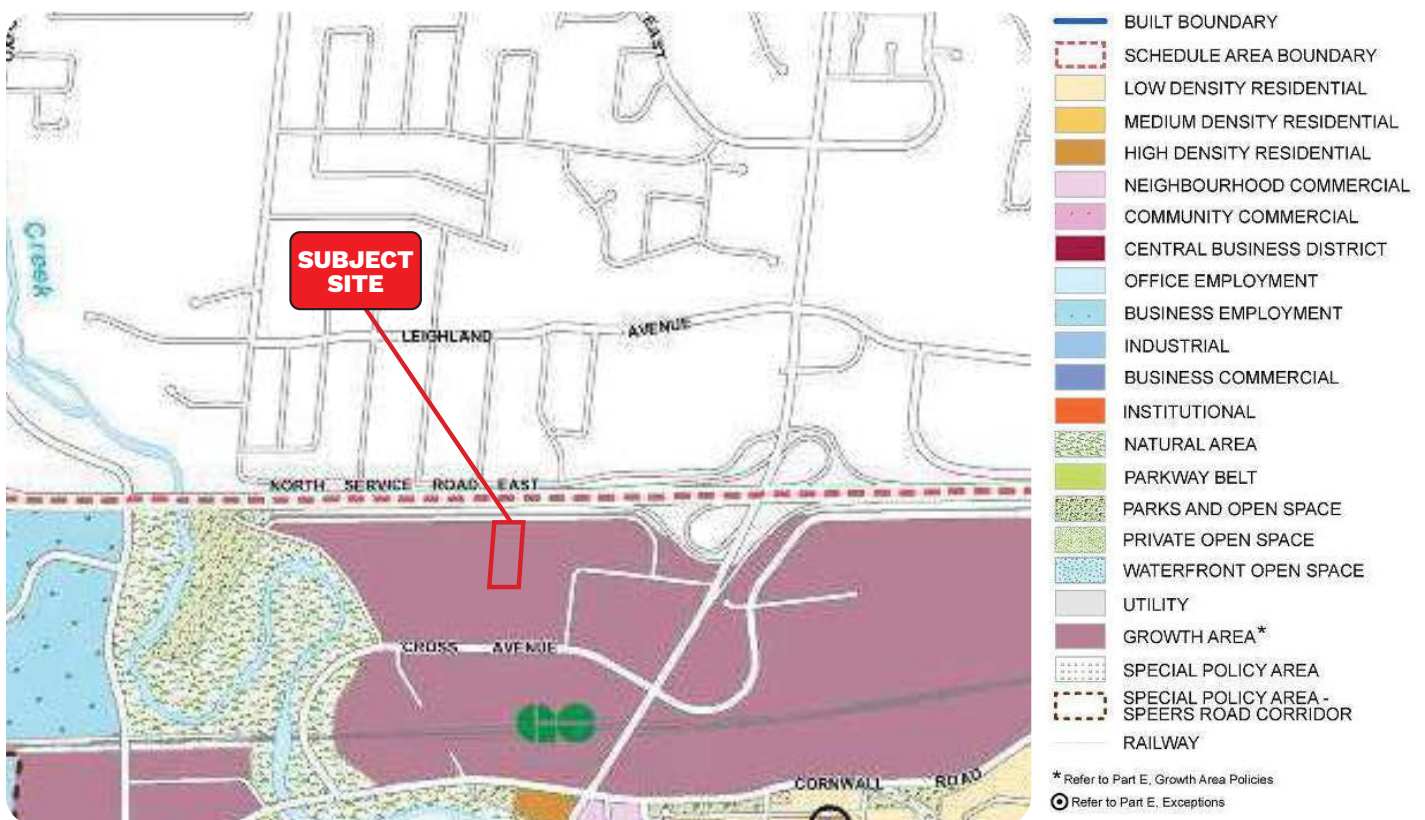


Figure 18 - Draft Midtown Oakville Official Plan Amendment, Schedule G

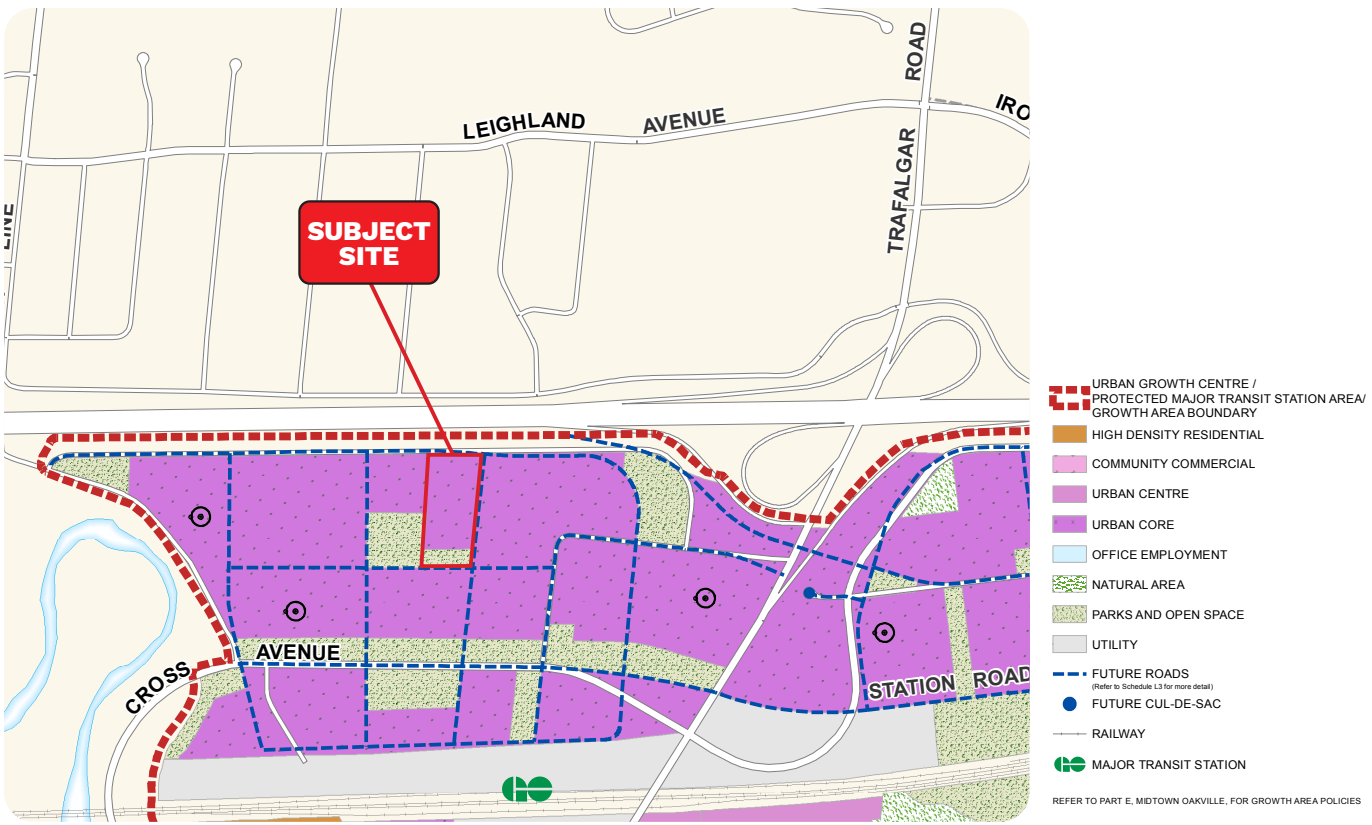


Figure 19 - Draft Midtown Oakville Official Plan Amendment, Schedule L1

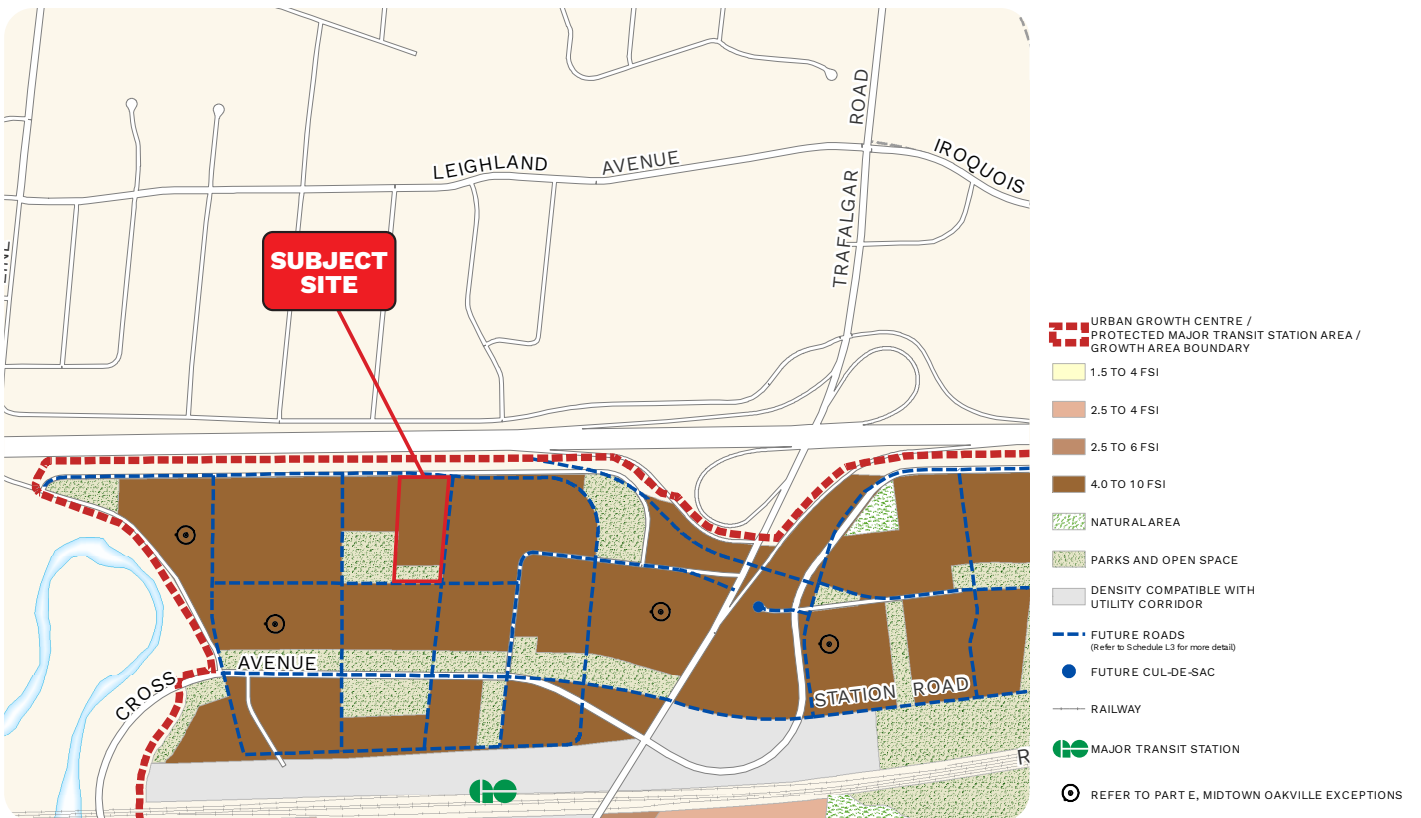


Figure 20 - Draft Midtown Oakville Official Plan Amendment, Schedule L2

A Community Framework that sets out required components required to build the Midtown envisioned by the Plan is provided in draft Section 20.3. The draft Midtown OPA provides that the Midtown Urban Growth Centre is to be designed as a regional destination with compact urban form, complete with tall and midrise buildings framing a pedestrian-oriented public realm that promotes walking, cycling, and transit uses (Policy 20.3.1). The draft policy goes on to state that new developments and public realm improvements are to support this direction.

With respect to growth targets, Policies 20.3.2(a) and (b) provide that the Town’s growth target is to achieve a minimum gross density of 200 residents and jobs combiner per hectare – a minimum of 20,600 residents and jobs. An overall mix of approximately 7,875 residents and a gross floor area ranging from 165,000 to 510,000 square metres of retail, service commercial and employment space should be accommodated to provide a minimum of approximately 13,390 residents and 7,210 jobs.

The draft Midtown OPA provides policies with respect to the public realm and provides that a major feature of Midtown Oakville will be the public realm – comprised of public streets, parks and open spaces, as well as privately-owned publicly accessible open spaces (Policy 20.3.3). On Schedule L4 (see **Figure 21**), the southern portion of the subject site is identified as a Public Common. Policy 20.3.3(d) provides that urban parks, public commons, promenades, urban squares, connectors and other open spaces, whether public or privately-owned publicly accessible open spaces, should be designed and maintained as:

- flexible spaces that are passive in programming and oriented to urban activities that occur throughout the day and year-round;
- places designed to complement the built form and public realm and incorporate hardscapes, softscapes, tree plantings, furnishings, context-sensitive lighting and other urban amenities; and,
- an integral part of the public realm by providing predictable pedestrian routes and places to sit and gather.

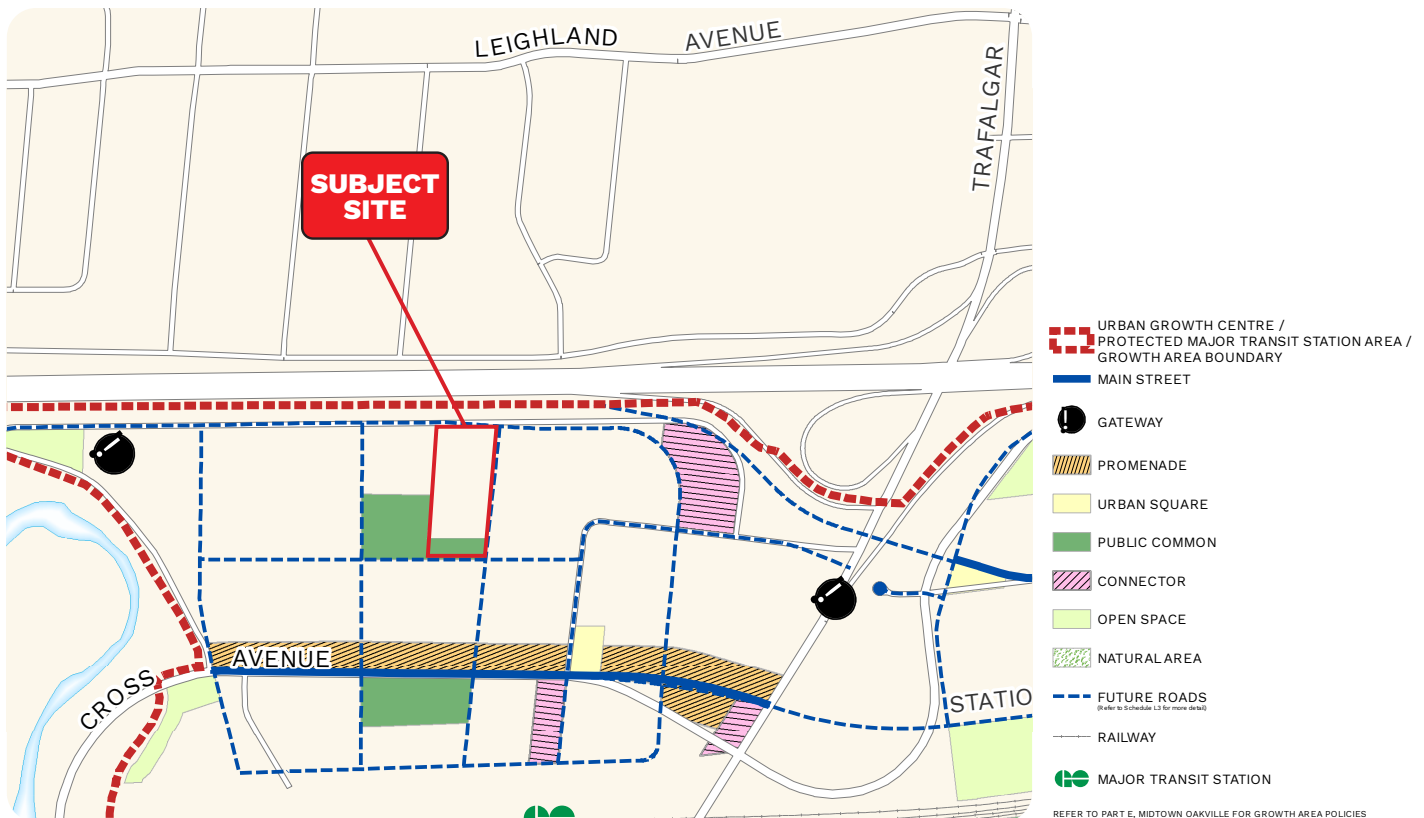


Figure 21 - Draft Midtown Oakville Official Plan Amendment, Schedule L4

Policy 20.3.3(i) provides that parkland dedication shall be provided in the form of land where promenades, public common, urban squares and connectors are identified on Schedule L4 and may be required in other locations. Policy 20.3.3(m) states that a minimum of 5 percent of the site area should be provided through development as privately-owned publicly accessible open space that is connected and integrated with the public realm.

With respect to transportation, Policy 20.3.5(a) provides that significant road, transit and active transportation infrastructure, as shown on Schedules L3, is needed to accommodate the growth the Town is required to achieve in Midtown Oakville. Certain existing roads or road segments shall be abandoned, realigned, widened, extended or replaced in accordance with this Plan. Schedule L3 (Midtown Oakville Transportation Network) provides for a new 22- metre local road along the eastern portion of the subject site and a new 26-metre local road along the southern portion of the subject site (see **Figure 22** – Schedule L3).

The built form policies are set out in Section 20.3.7 of the draft Midtown OPA, and provide that the tallest buildings in Oakville will be located in Midtown Oakville and will be designed to ensure that the objectives for creating the community envisioned by this Plan are achieved. Policy 20.3.7(d) provides that multiple towers within a block, development site, or within close proximity to each other on abutting sites should vary in height from one another by a minimum of 25 metres in order to create variation in building height and a distinct skyline. Policy 20.3.7(e) states that building height peak should be created within Midtown to facilitate a desirable skyline, with buildings closest to the Oakville GO Station, north of the railway, being the tallest buildings within Midtown Oakville.

With respect to tall buildings, Policy 20.3.7(f) provides that the height of the building base (podium) for tall buildings should be no greater than 80 percent of the width of the adjacent right-of-way and shall not exceed six storeys in order to frame the street and enhance pedestrian comfort. Policy 20.3.7(g) adds, for buildings greater than 12 storeys in height (tall buildings), the floorplate for each residential tower (the portion of the building above the base or podium) shall ensure a slender tower profile to minimize shadow impacts, maximize sun exposure and enhance the Midtown Oakville skyline.

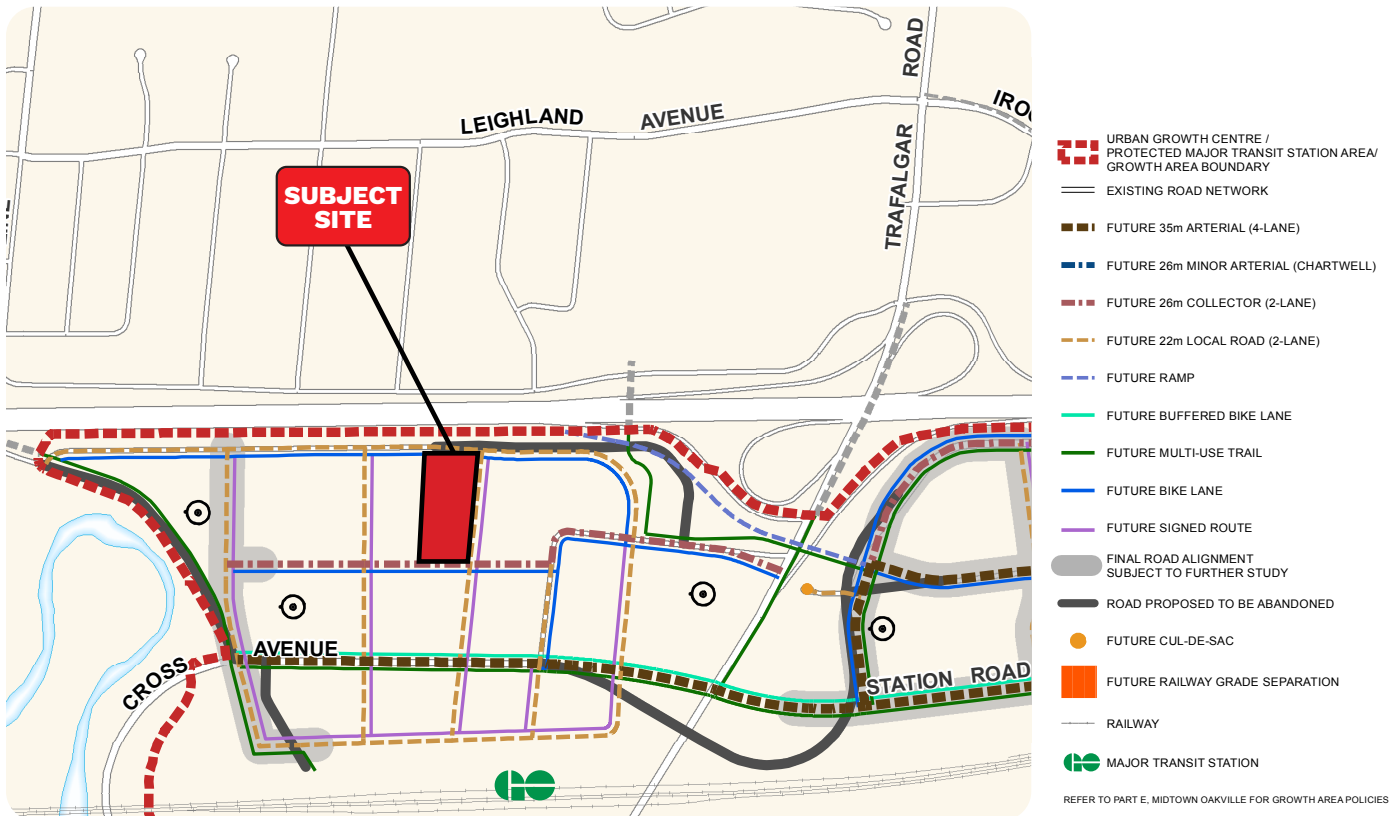


Figure 22 - Draft Midtown Oakville Official Plan Amendment, Schedule L3

With respect to development density, the permitted density on the subject site ranges between 4.0 to 10.0 FSI (see **Figure 20**, Schedule L2). Policy 20.3.8(e) provides that on lands designated *Urban Core* north of the railway, the following floor areas are exempt from the calculation of FSI:

- the net floor area of affordable units;
- 50 percent of the net floor area of 3-bedroom units designed specifically to accommodate households with children and located in a building specifically designed to accommodate households with children;
- the net floor area of public educational facilities provided within a residential mixed use building;
- the floor area of bicycle parking and bicycle maintenance areas; and,
- the net leasable floor area of office space provided above the ground floor within a residential mixed use building, to a maximum of the equivalent floor area of 2.0 FSI.

With respect to building heights, Policy 20.3.8(f) provides that no building in Midtown shall exceed a maximum height of 255 metres, where the density permitted in accordance with this plan allows for buildings of this height.

The draft Midtown OPA introduces new housing policies. Policy 20.3.9(a) provides that within the Midtown Oakville, residential development should include a range of building types, and unit types and sizes, to accommodate a variety of households including those with children, amenities designed specifically for households with children, affordable housing and purpose-built rental housing. Policy 20.3.9(b) adds that developments with residential uses shall be designed to include balconies or terraces, common indoor and outdoor amenity areas, operable windows and storage for use of unit occupants.

The housing policy also provides that an inclusionary zoning framework should be established for the Midtown Oakville protected major transit station area (Policy 20.3.9(c)). The framework is to be informed by an assessment report prepared in accordance with Halton Region.

With respect to parking, the draft Midtown OPA provides that reduced and maximum parking standards shall be considered in the implementing zoning (Policy 20.3.13(a)) and that lands North of the railway, structured parking above grade that abuts a road other than a local road shall incorporate permitted commercial, office or residential uses between the exterior wall and the area designated for parking (Policy 20.3.13(b)).

Section 20.4 of the Midtown OPA speaks to Land Use Policies. Policies 20.4.1(a) and (b) speak to lands designated *Urban Core* or *Urban Centre* and provides that:

- redevelopment should maintain floor space to provide for a similar number jobs to remain accommodated on-site; and
- a school board may determine that real property or a lease is required for a school.

With respect to permitted uses, the following are also permitted on lands designated *Urban Core* or *Urban Centre*: public service facilities, a creative centre to provide studio, office, exhibition, performance and retail space for the cultural community and, municipal parking facilities (Policy 20.4.3). Furthermore, Policy 20.4.6 provides that on the lands designated *Parks and Open Space* along the north side of the railway, passive park uses and landscaping that provide for the protection of underground utilities may be implemented subject to the necessary approvals by the Town and Province.

Section 20.6 provides the Implementation Policies including an implementation strategy (Policy 20.6.1). The policy provides that the Town shall develop, in conjunction with the Region, the Province and Metrolinx, implementation strategies to address:

- parkland and a parks strategy for Midtown Oakville;
- transportation, including active transportation and transit initiatives;
- streetscape and/or public realm plans;
- parking demand management and a municipal parking strategy to implement the Midtown Oakville Parking Strategy;
- the extension of the rail platform in coordination with Metrolinx;
- community improvements through a community improvement plan;
- sustainability initiatives and environmental standards, including district energy;
- public sector partnerships and programs; and,
- the municipal acquisition and disposition of lands.

Policy 20.6.2 provides that development will occur gradually over the long-term. The policy states that this may include interim conditions and incremental implementation until full build-out and Policy 20.6.3 provides that as part of any development application in Midtown Oakville, an area design may be required as part of a development application, solely at the Town's discretion, in order to address coordination issues between landowners and phasing of development(s).

4.10 Town of Oakville Zoning By-law

The subject site is zoned Midtown Transitional Commercial (MTC) in Zoning By-law 2014-014, as amended (see **Figure 23**). In this regard, the majority of Midtown Oakville land parcels are currently under appeal, and therefore is not in force.

The MTC zone permits a range of uses, including retail, service commercial, office, open space, employment, and community uses such as day care, art gallery, community centre, library, private school, stormwater management facility. Residential uses are not permitted.

There are no specific zoning regulations in the Midtown Oakville Zones regarding the MTC zone. Table 7.3 of the By-law provides that the regulations shall be as legally existing as of the effective day of this By-law.

4.11 Liveable by Design Urban Design Manual

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

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

- visually articulate the design objectives set out in Livable Oakville;
- set clear expectations for preferred design and development outcomes that achieve function and attractive design;
- establish an assessment framework for the review of development proposals through the provision of detailed design directs to evaluate whether projects will be well-executed, function properly and enhance the public realm; and
- provide design principles and direction tailored to specific context, land use and development form.

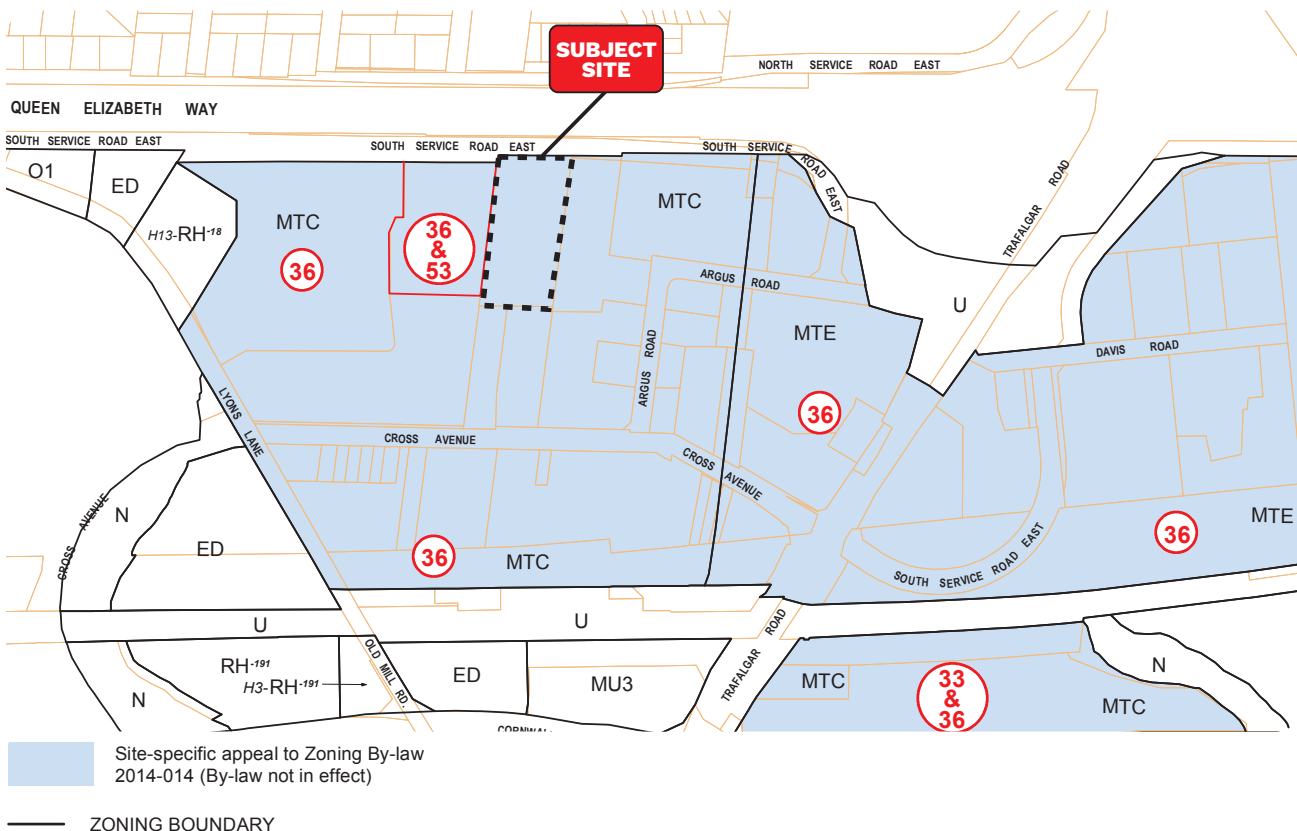


Figure 23 - Town of Oakville Zoning By-law 2014-014 Map 19(8b)

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

Relevant guidelines include, but are not limited to:

- establish the height of the building base to be no greater than 80% of the right-of-way width up to a maximum height of 6-storeys (#1);
- Where a stepback of the main wall of the building base is proposed, situate it no lower than 12.0m above grade and with a minimum depth of 1.5m, to ensure the building continues to frame abutting public spaces and streets (#2);
- enhance the building façade along the street edge by incorporating creative building elements that are compatible in style, scale and placement (#3);
- for ground floor commercial uses facing a public street incorporate a minimum first storey floor to ceiling height of 4.5m, a minimum of 75% glazing on façade(s) to achieve visual interest and access to natural lighting (#4);
- within Growth Areas and along Intensification Corridors, design the main wall of the building to occupy a minimum of 85% of the façade zone along the length abutting a public street (#14);
- on a corner lot, design and mass the building main wall to wrap the corner and address both frontages and incorporate enhanced architectural treatment that highlight the corner, such as taller elements, protruding elements, and balconies (#15);
- design the building at a maximum length of 55.0m along the façade zone before incorporating a significant break in massing. Incorporate a break with a minimum depth of 6.0m and minimum length of 9.0m to achieve a significant vertical break and setbacks (#16);
- incorporate strategic setbacks from the property line in the façade zone to accommodate urban squares, seasonal retail and patio space, extensions of the streetscape, public art, and entrances to above-grade uses (#17);
- setback buildings a minimum of 5.5m from a side property line at a minimum height that is based on 80% of total right-of-way width. This design direction does not apply to buildings that are six storeys or less (#18);
- for a tall building, stepback the middle component a minimum of 5m from the main wall of the building base (#23);
- on corner lots, at gateways, or within a view terminus, the building middle may extend down to ground level without a distinct building base (#24);
- for tall buildings, design the floorplate above the building base with maximum area of 750.0 square metres. This control results in slender tower design and lessens shadow and wind impacts at ground level (#25)
- in order to control results in slender tower design and lessens shadow and wind impacts at ground level, design the floorplate above the building base with maximum area of 750.0 square metres (#26);
- In order to provide enhanced privacy for building units and access to sky views and sunlight incorporate a minimum separation distance of 25.0m between building towers, whether located on the same or an adjacent property (#27);
- For residential buildings, incorporate private outdoor amenity space in a form of a roof terrace or balcony for each unit (#48).

The Manual is discussed in more detail in the Urban Design Brief, which has been submitted in support of the application under a separate cover.

4.12 Designing Midtown Oakville (2013)

The Midtown Oakville Urban Design Guidelines were prepared as part of the 2014 Midtown Strategy which consisted of three major studies: the Midtown Oakville Class Environmental Assessment, Midtown Oakville Parking Strategy and Designing Midtown Oakville. The recommendations of these studies will inform updates to the Livable Oakville Plan and Zoning By-law 2014-014 to continue to support the long-term redevelopment of lands in Midtown Oakville. Reports about the Midtown Strategy studies were presented at a Special Planning and Development Council meeting on May 27, 2014. At the same time, a statutory public meeting was held to receive public input about town-initiated official plan and zoning by-law amendments to support the redevelopment of Midtown Oakville. Those amendments were subsequently put on hold.

Designing Midtown Oakville aims to guide the future look, feel and functional operations of Midtown Oakville. The document proposes a number of recommendations to guide the shape of public spaces, buildings, sidewalks, and roads, and also looks at how the Town of Oakville can best supply parking to this emerging community. A summary of key guidelines are outlined below. The urban design guidelines are discussed in more detail in the Urban Design Brief submitted for the application.

The Guidelines recommend development blocks that are intended to accommodate developments considering the urban structure as outlined in the Midtown Oakville Growth Area policies of the Liveable Oakville Official Plan. The blocks consider the transportation network, natural environment, and major transit infrastructure (see **Figure 24** – Urban Structure).

The Guidelines indicate the South Service Road East is identified as a “traditional main street right of way” as shown on **Figure 25**, Street Right of Ways and is to accommodate proposed bike routes/lanes (see **Figure 26**).

Guideline 3.1.8 provides recommendations for Midtown Local Streets, including South Service Road East and the proposed Future Local Road east of the subject site. The guidelines note:

- midtown local streets should have 2 bicycle friendly vehicle travel lanes;
- lay-by parking should be included on one side of the street;
- pedestrian crossings should be designed on traffic tables to calm traffic and enhance pedestrian safety.
- the building should be setback from the front property line to create space for landscaped entry zone and front-yard landscaping to complement the streetscape;
- if the unit entry is higher than the street elevation, the development setback should be less wide compared to entry points at street level; and
- the pedestrian zone should be landscaped with trees and lighting.

The guidelines also provide recommendations for a QEW pedestrian bridge and overpass. The bridge is to link Midtown and the residential neighbourhood to the north (Guideline 3.2.4).

Section 6.1 of the Guidelines speaks to Lyons District and indicates that it will become a compact mixed use neighbourhood. Cross Avenue will be an attractive central spine animated by at-grade retail uses, cohesive streetscapes and open spaces that enhance the experience of the public realm. Taller residential buildings should be located in the vicinity of Sixteen Mile Creek and the railway.

Similar to the Liveable Oakville Official Plan, Figure 32 and 33 of the Guidelines identify the subject site as *Urban Core*, with heights of 8-20 storeys (see **Figures 27 and 28**).

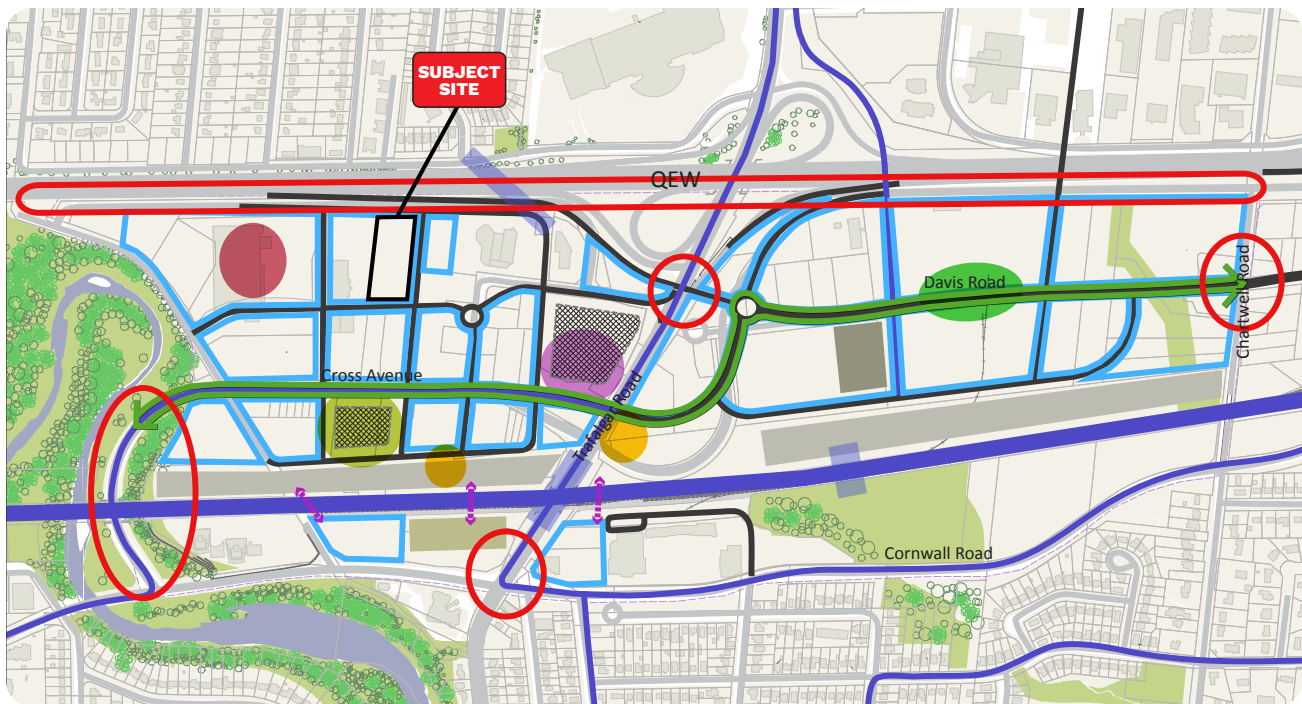
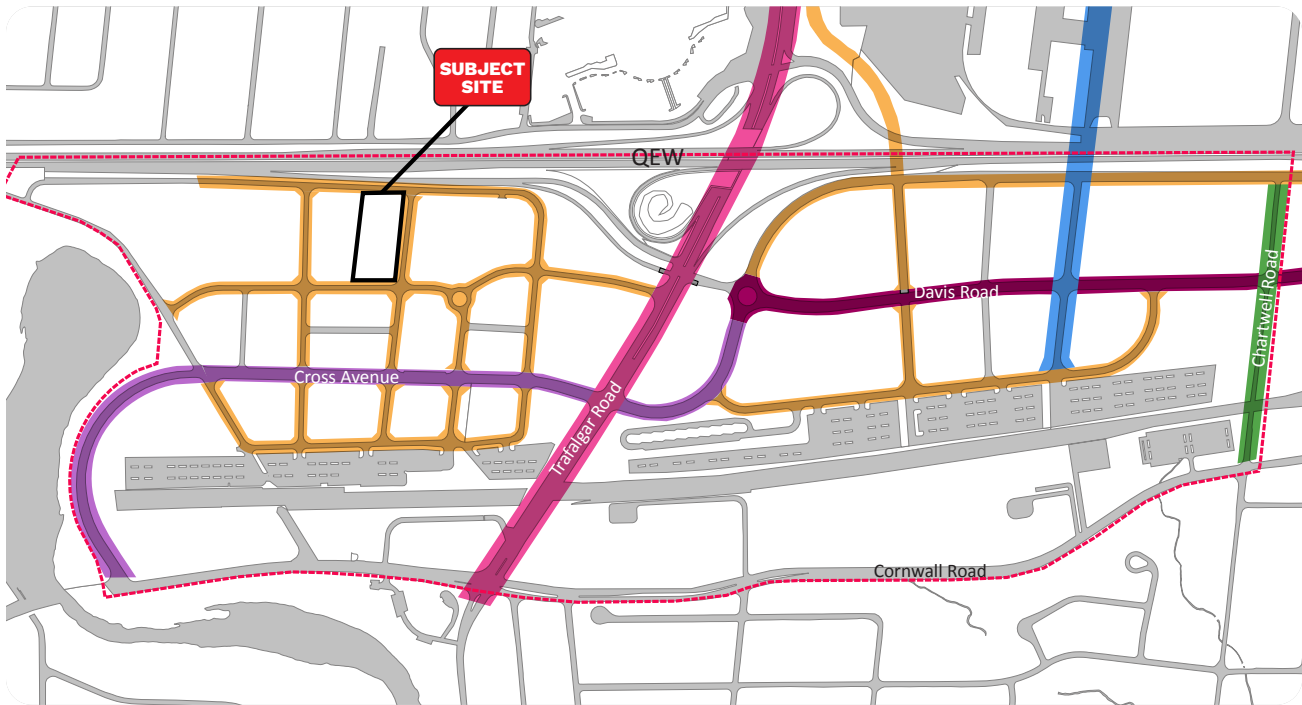


Figure 24 - Designing Midtown Oakville, Figure 1, Urban Structure



- Local street right of way
- Traditional main street right of way
- Commercial / Employment Corridor
- Potential new street right of way with overpass
- Mixed use corridor street right of way
- New right of way for existing street

Figure 25 - Designing Midtown Oakville, Figure 2, Street Right of Ways

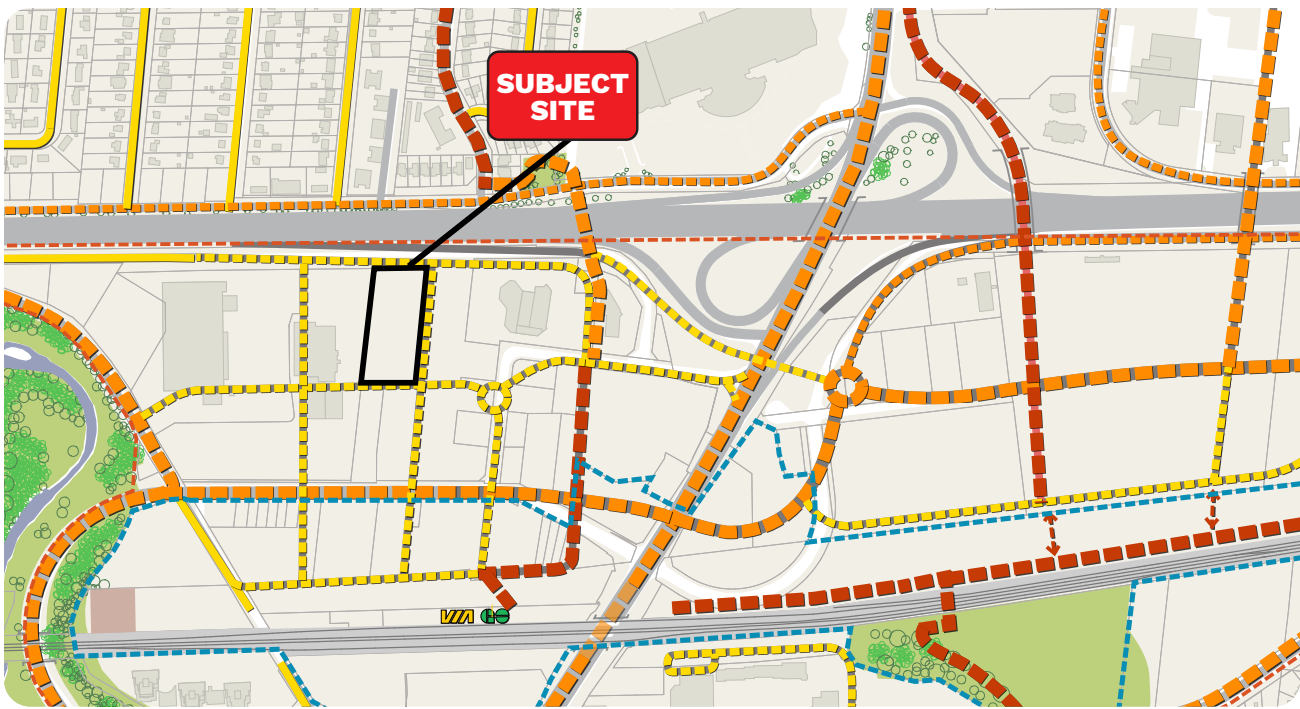
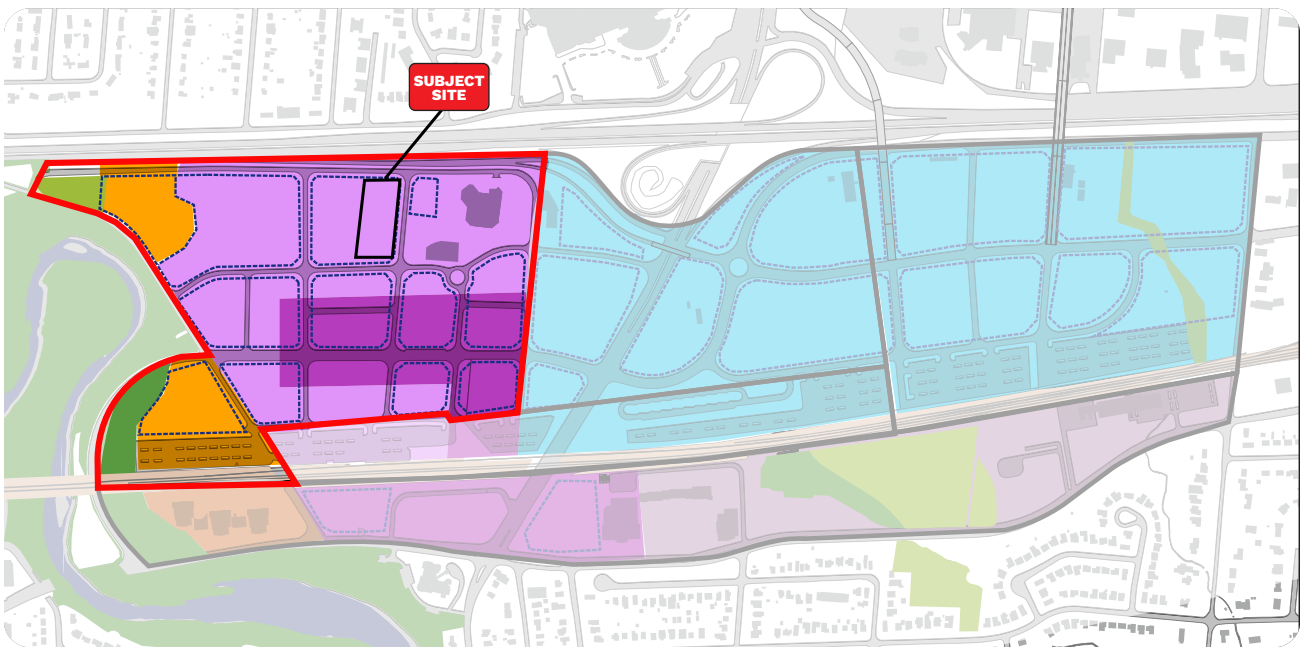


Figure 3. Bicycle network*

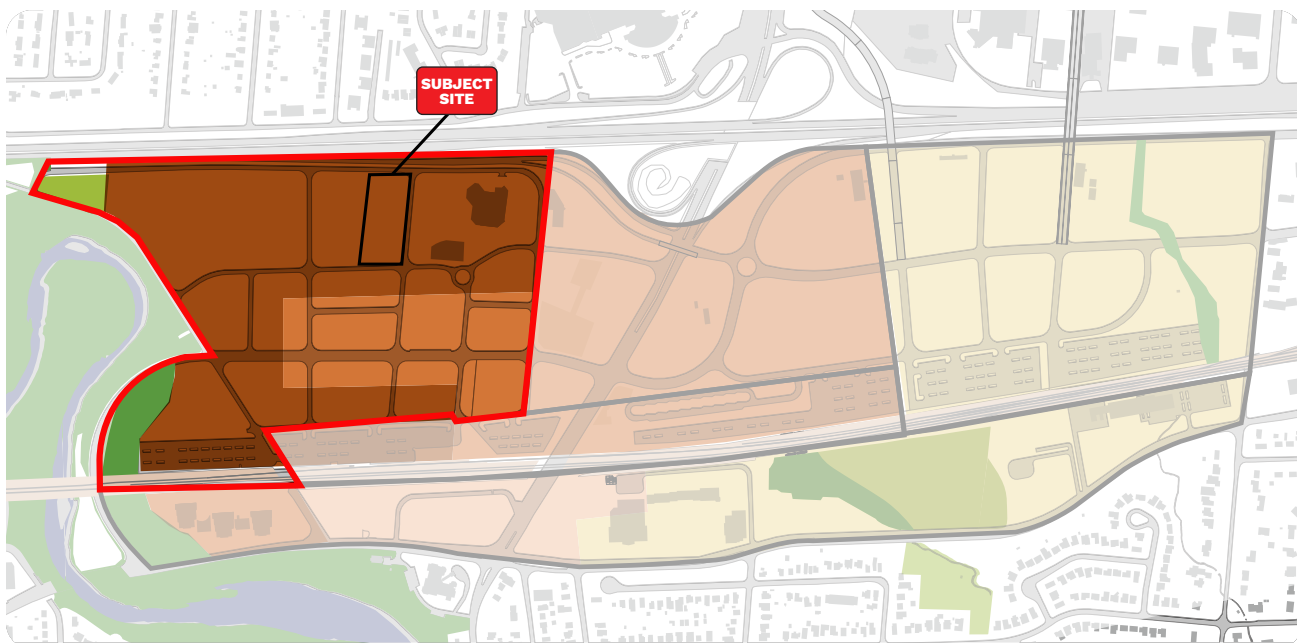
- Existing road network - - - Proposed bike routes / lanes (Liveable Oakville)
- - - Proposed road network - - - Proposed new bike routes

Figure 26 - Designing Midtown Oakville, Figure 3, Bicycle Network



- High density residential
- Urban core
- Urban centre
- Natural area
- Parks and open spaces

Figure 27 - Designing Midtown Oakville, Figure 32



- 6-12 storeys
- 8-20 storeys
- Natural area
- Parks and open spaces

Figure 28 - Designing Midtown Oakville, Figure 33

Guideline 6.1.3 indicates that tall buildings:

- may be up to 20 storeys as per the Liveable Oakville Official Plan;
- are located at the vicinity of Sixteen Mile Creek, the station area and railway as well as some areas close to the QEW highway;
- should minimize the impacts on avenues, parks, and low rise buildings;
- will provide appropriate transition to adjacent lower-scale buildings and area through angular plane, building separation, setback and stepback requirements; and
- should have 3 main elements: the podium (base), tower, and top floors.

Guideline 6.1.3.1 relating to podiums indicates that the maximum podium height will equal to the street right-of-way width, with the recommended height for podiums along narrow streets is 80% of the right-of-way. The ground floor of podiums should generally have a minimum ground floor height of 4.5 m to accommodate retail uses at-grade where possible.

Guidelines 6.1.3.2 relating to towers indicates that:

- any tower floorplate must fit within a 40 m diameter circle to guarantee slender towers, thereby reducing the impact of tall buildings;
- towers should be setback a minimum of 5m from the edge of the podium, however, in some cases should be more;
- there should be a minimum separation of 30m between any two tower elements with less than 30 storeys, minimum 50m between towers over 30 storeys, and 25 m between convex towers;
- towers should be oriented to create minimum shadow and wind impact; and
- tower orientation should guarantee the preservation of vistas and key view corridors.

Guideline 6.1.3.3 relating to tall building adjacency indicates that:

- tall buildings should have a minimum 15m setback from the adjacent properties if they are below 30 storeys, a minimum 25m setback from the adjacent properties if they are over 30 storeys, and a minimum of 12.5m if they are convex towers; and
- the minimum separation should be minimum 30m between towers below 30 storeys, minimum 50m between towers over 50 storeys and a minimum of 25m if between convex towers.

Guideline 6.1.4.1 speaks to at-grade retail and indicates that:

- retail at-grade should have a distinct entrance and address from the main street;
- in cases where there are patios on main streets the pedestrian clear way should be maintained without any interruption;
- retail facades should use of transparent materials;
- retail units should have clear signage facing the main streets;
- features that provide continuous weather protection, such as canopies, are encouraged.
- canopies and signs must not encroach into the public right-of-way; and
- landscape treatments, planters and paving that extend public walkways are encouraged within the commercial setback.

Section 7 of the guidelines provides recommendations for parking. Guideline 7.1 speaks to underground parking and indicates that underground parking should be provided for residential development, specific guidelines include:

- access to parking should be via public streets or private driveways;
- the design of parking areas should maximize safety and security;
- access to and from parking areas should be controlled;
- visitor parking should be separated from resident parking;
- garage vents should be integrated into hard surface areas with limited impact on pedestrian amenities or landscaped areas; and
- shared parking should be encouraged between residential and commercial uses.

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

5

Planning & Urban Design Analysis

5.1 Intensification

The proposed residential/mixed-use intensification on the subject site is appropriate, desirable and supportive of policy directions articulated in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Regional Transportation Plan, the Region of Halton Official Plan and the Town of Oakville Official Plan, all of which promote significant intensification on sites that are well served by municipal infrastructure, particularly higher-order transit.

The subject site is located within *Midtown Oakville*, which is identified as an urban growth centre in both Regional and Provincial policy documents. The Growth Plan directs that urban growth centres will be planned to accommodate significant population and employment growth and Midtown Oakville is planned to achieve, by 2031 or earlier, a minimum density target of 200 residents and jobs combined per hectare.

As well, the subject site is located in an area that is well-served by existing higher-order transit and planned frequent transit. Specifically, the subject site is located within 500 meters of the Oakville GO Station and Trafalgar Road, where there is a planned BRT line. In this regard, the subject site is within a "major transit station area" as defined by the Growth Plan, being within approximately 300 metres of the Oakville GO station (approximately a 3 ½ - to 4- minute walk) and within approximately 500 metres of the planned Trafalgar BRT (approximately a 6- to 7- minute walk).

The Growth Plan directs that the boundaries of major transit station areas are to be delineated in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station (our emphasis). The Region of Halton recently completed their delineation of Major Transit Station Areas. ROPA 48 identifies the subject site within the Midtown Oakville GO MTS/UGC.

Accordingly, the subject site is within a "strategic growth area" as defined in the Growth Plan. Strategic growth areas are a focus for accommodating intensification and higher-density mixed uses in a more compact built form.

As such, the proposed development conforms to the Growth Plan's intensification policies as it directs significant intensification and growth to built-up areas including major transit station areas on priority transit corridors while focusing intensification in a transit-supportive manner with less focus on automobile dependency. The proposed intensification of the subject site will support the existing and planned public transit network.

From an Official Plan perspective, there is strong policy support for new intensification within the Midtown Oakville Urban Growth Area. Midtown Oakville is a prominent location identified as suitable for intensification which provides for a concentration of mixed uses and higher densities. Policy 4.1 provides that the majority of intensification in the Town is to occur within Growth Areas, which includes Midtown Oakville as the primary Growth Area that will accommodate the highest level of intensification. Midtown Oakville is intended to be a pedestrian-oriented walkable, transit-supportive, mixed use urban centre, which provides for high density housing, offices and a mixture of retail and service commercial areas.

In addition, the Liveable Oakville Plan designates the subject site as *Urban Core*, which is within the *Mixed Use* land use category. Liveable Oakville provides that *Mixed Use* designations provide residential, commercial and office uses in an integrated and compact urban form at higher development intensities. Furthermore, the Livable Oakville Plan promotes higher density development in proximity to municipal services and infrastructure, particularly transit services.

In our opinion, the subject site is underutilized in its current form. Residential/mixed use intensification on the subject site will contribute to the policy objectives for Midtown Oakville as mixed use centre. Further, the intensification of these lands will support transit ridership, assist in establishing the role of Midtown Oakville as a desirable living area and contribute to the achievement of minimum population and job forecasts for the Town as set out in the Growth Plan and the Official Plan.

In summary, the proposed development supports provincial, regional and Town objectives and policies for intensification within the built boundary and along higher order transit. In our opinion, the proposed intensification is consistent with the PPS, conforms with the Growth Plan, the Halton Region Official Plan and Livable Oakville.

5.2 Land Use

The development proposes a broad mix of land uses including residential, retail, and office uses, as well as a POPS, all of which are in keeping with the land use permissions of the Town of Oakville Official Plan, which permits a broad range of residential and commercial uses and open space on the site.

The proposed buildings will have at-grade retail uses lining the future 19-metre and 22-metre local roads, located along the eastern and southern boundaries of the subject site. The proposed office uses will be located within the podium element of Building 1, with residential uses occupying Building 2 and the proposed Towers. The proposed mix of uses and new residential population will contribute to the evolution of Midtown Oakville as a complete community. Moreover, the proposed development will provide for a range of housing options that are not currently provided for in the Midtown Oakville area.

The mix of residential, retail and office uses would conform with the *Urban Core* designation that applies to the site, which permit a range of commercial and residential uses. Moreover, the policies of the Official Plan provide that retail and service commercial uses are to be provided on the ground floor of mixed use buildings that directly front on a public street, and these uses may also extend to other floors. The Livable Oakville Plan also intends that Midtown Growth Area will absorb a significant amount of intensification provided through a mix of uses, including housing. The Livable Oakville Plan provides that Mixed Use land use categories, including *Urban Core*, are to be focused on the lands within the Growth Areas, including Midtown Oakville.

Midtown Oakville is intended to be developed as a mixed use centre with transit supportive development. Section 20 of the Livable Oakville Plan provides that Midtown Oakville will be developed as a new complete community with a mix of residential, commercial, employment, civic, institutional, cultural and recreational uses, complemented by public open space. As mentioned in Section 4.7 above, the subject site is located in the Lyons District. Policy 20.3.3 provides that Lyons District is to evolve from its current focus on strip malls and large format retail uses into a compact mixed use neighbourhood. This district provides for a mix of retail and commercial uses on the ground floor of buildings.

The introduction of active grade-related retail uses and both residential and office lobbies will contribute to the animation and vitality of South Service Road East and the two new streets, and serve the growing residential population both on the site and in the wider area. The

proposed office uses will replace and exceed the amount of existing office use on the site today. Moreover, the proposed POPS will serve both future residents of the development proposal and future residents within the surrounding community. As illustrated, the proposal is in conformity with the *Urban Core* designation, as shown on Schedule G of Livable Oakville.

From a zoning perspective, the subject site is zoned as Midtown Transitional Commercial (MTC) in By-law 2014-014. In this regard, the zone permits a range of retail, service commercial, office open space and community uses, but does not permit residential uses. As such, the rezoning of the site to Urban Core (MU4) is required to permit the redevelopment of the subject site.

In our opinion, the proposed residential/mixed use development is consistent and conforms with the Provincial policies and plans, the Regional Official Plan and the Livable Oakville Plan with respect to the permitted land uses. The uses are permitted in the Livable Oakville Plan and will contribute to the goals and objectives for Midtown Oakville Growth Area to create a mixed use centre with transit supportive developments.

5.3 Height, Massing and Density

In our opinion, and as noted in Section 5.1 above, the subject site is an appropriate location for significant residential/mixed use intensification in land use policy terms. From a built form perspective, it is our opinion that the subject site is a contextually appropriate location for tall buildings given its location within the Midtown Oakville urban growth centre and its proximity to existing higher-order GO Transit and future planned BRT along Trafalgar Road.

From an urban structure perspective, the Livable Oakville Plan provides the framework for directing population and employment growth within the Town's built up area. In accordance with the Plan, growth is to occur primarily within the defined *Growth Areas*, with the highest level of intensification accommodated within primary *Growth Areas* that include Midtown Oakville, the Uptown Core and Palermo Village. Midtown Oakville is differentiated from the other primary *Growth Areas* as it is an identified urban growth centre and served by higher-order transit (Oakville GO Station). In this regard, the Livable Oakville Plan provides that the greatest levels of height and density in the Town are planned for Midtown Oakville, and that taller residential buildings are to be located in the vicinity of Sixteen Mile Creek and the railway.

As such, from an urban structure perspective, building heights are anticipated to peak within the Midtown Oakville *Growth Area*, with lesser heights and densities within the Uptown Core and Palermo Village primary *Growth Areas*. This is further supported by policy directions regarding permitted height ranges set out in the *Growth Area Schedules L1-Q2* of the Livable Oakville Plan, and summarized in **Table 1** below.

Table 1 - Height Permissions in Oakville’s Growth Areas

Growth Area	Minimum Height*	Maximum Height*
Midtown Oakville	2-storeys	20-storeys
Uptown Core	2-storeys	18-storeys
Palermo Village	2-storeys	8-storeys (10-storeys for corner sites)

* *minimum and maximum heights account for all land use designations in the Growth Areas*

Midtown Oakville permits the greatest height maximum of the three primary Growth Areas. Although, it is recognized that the difference in maximum height between the Uptown Core and Midtown is only two stories, height bonusing policies provide that in exchange for public benefits, additional height of up to 4-storeys may be achieved in Uptown Core without Amendment to the Official Plan whereas there is no maximum building height with respect to height bonusing in Midtown Oakville without Amendment to the Official Plan, allowing for greater heights in exchange for public benefits to be achieved.

In addition to the hierarchy of building heights directed to the primary Growth Areas by Official Plan Policy, there has been recent development approvals within the Uptown Core Growth Area, including 25-storeys at 278 Dundas Street East (currently under construction). Further to this, within North Oakville, which is not an identified Growth Area, nor served by high-order transit, approvals for two 30-storey towers were recently approved at 3064 Trafalgar Road.

In consideration of the Site’s location within an urban growth centre, within the Oakville GO major transit station boundary, and Official Plan policy direction that the greatest levels of height and density in the Town are planned for Midtown Oakville, it is reasonable to expect that heights far in exceedance of those permitted in other primary growth areas and outside primary growth areas of the Town would be provided, subject to achieving appropriate built form relationships.

As mentioned in Section 4.5 above, the bonusing policies for Midtown Oakville are applicable to the subject site. In our opinion, the proposed development is provided for public benefits which support the bonusing requirements set out in Policy 20.7.2, and that were identified in Policy 20.7.2(c) and 28.8.2. In this regard, the development proposes several public benefits which include land conveyance for a new public local road, a sizable public open space, significant new office space, and retail areas integrated into the mixed use buildings.

As the bonusing policies set out in the Livable Oakville Plan do not provide for a maximum number of additional storeys, it is our opinion that the overall heights should be considered in light overarching intensification policies, the Town’s urban structure plan and associated policies, and evaluation of any built form impacts. As discussed in Section 5.4 below, the siting of the proposed towers and their respective heights will not result in unacceptable built form impacts within the site or with respect to surrounding properties, and as a result will achieve appropriate light, view and privacy conditions to the other towers on the lands, as well as to adjacent existing and potential future buildings in the surrounding area. Furthermore, the size and orientation of the tower elements have been designed to mitigate shadow impacts on adjacent areas and maximize sky views.

Policy 20.7.2(b) provides that bonusing shall only be permitted if in conformity with Section 20.7.1 and is supported by a transportation impact analysis which confirms that the additional development will not adversely impact the transportation network or, where cumulative impacts are identified, such impacts are accommodated through road and transit improvements which are to be provided through agreement by the applicant. With respect to Section 20.7.1, the development proposal is intended to be phased and occur over the long-term and will be coordinated with the provision of infrastructure. The proposal will be providing land conveyances for the provision of a new local road, located along the east property line, as well as the re-alignment of South Service Road East. As the application moves through the approvals process, consideration will be given to the interim and final conditions of the planned local roads and their relationship to the proposed development.

With respect to the height of the podium elements of the proposed buildings, the Livable by Design Urban Design Manual sets out that podiums will have heights up to 80% of the ROW and be up to 6-storeys in height. However, Guideline 6.1.3 of Designing Midtown Oakville, the maximum podium height will equal to the street right-of-way width, with the recommended height for

podiums along narrow streets is 80% of the right-of-way. It is our opinion that the proposed podium heights up to 6-storeys are appropriately scaled in relation to their adjacent rights-of-way.

From a massing perspective, the design of the proposed development responds appropriately to the existing and planned surrounding context through building orientation, floor plate size and separation distances. The redevelopment proposes to activate and urbanize all frontages of the subject site by introducing appropriate, well-defined streetwall conditions along the South Service Road East and the future road frontages. The proposed podium Buildings provide for appropriately scaled street walls to minimize the pedestrian perception of height and massing of these building components. Further to this, as a corner site, Building 2 has been designed to wrap around the corner to address both the future 19- and 22-metre local road frontages. To break up the mass of Building 2, a mid-block connection has been incorporated into the ground floor and step backs and balcony projections have been used to introduce articulation and variability in the massing. Above the podium, the intermediary floors (Level 6) have been set back from the edge of the podium to create a visual distinction between the podium Building and the Tower element.

With respect to the tower components, the north-south orientation of Tower 2 is intended to assist with mitigating shadow impacts on the surrounding uses and to frame the centralized POPS in the development. The massing of Tower 2 uses inset balconies to create a more interesting massing and to differentiate it from the other Towers proposed in the development. Towers 1 and 3 have a more irregular floor plate shape as they are oriented east-west to frame the new South Service Road East and future 22-metre local road alignments. The irregular shape of the floor plates will reduce the overall mass of the tower elements and mitigate shadow impacts on the surrounding area and increase light and sky view into the POPS.

With respect to tower floorplate size, all three Towers achieve a 750 square metre floor plate, which remain consistent throughout the tower elements. While Towers 1 and 3 have an irregular footprint, it is our opinion that these are reasonable and appropriate as the proposal generally meets the intent of Designing Midtown Oakville Guideline 6.1.3.2(1), which recommends a tower floorplate to fit within a 40-metre diameter circle to guarantee slender towers. In accordance with the

Guidelines, the tower floorplates generally fall within the 40 metres diameter.

From a density perspective, it is our opinion that the proposed density of 8.95 the area of the lot is appropriate and desirable. Firstly, is important and appropriate from a land use planning perspective to optimize density on the subject site, in accordance with the policy directions set out in the Provincial Policy Statement, the Growth Plan, the Region of Halton Official Plan and the Livable Oakville Plan, and the site's proximity to Oakville GO Station and planned BRT. It is noted that there is no maximum density set out for the lands in the Official Plan and, in our opinion, it is reasonable to establish the appropriate density based on specific built form design, context and urban structure considerations, rather than on the basis of density numbers. As discussed in Section 5.4 below, the configuration of the site, including tower location and positioning, will not result in unacceptable built form impacts within the site and the adjacent properties.

The development proposal will generate, once fully built out, approximately 2,247 residents¹, which will contribute to the minimum growth target of 20,000 residents and jobs (200 people and jobs per hectare) required for Midtown Oakville.

5.4 Built form Impacts

Consideration of potential built form impacts includes light, view and privacy impacts, shadow impacts and wind impacts. As set out below, the tower and the separation distance from the tower components to the adjacent land uses, parks and open spaces help to mitigate any built form impacts. In our opinion, the resulting built form impacts are minimal and acceptable.

Light, View and Privacy

Light, view and privacy (LVP) impacts are generally addressed through a combination of spatial separation, orientation and mitigating measures between buildings. The urban design policies in Section 6 of the Livable Oakville Plan and the guidelines in the Livable by Design Manual and Design Midtown guidelines have been reviewed, and it is our opinion that the proposed development conforms to the policies addressing LVP impacts on-site, as well as impacts from the proposal to adjacent properties. In our opinion, the LVP impacts will be appropriately limited in given the proposed tower separation distance and setbacks and step backs of the proposed tower elements.

¹ This figure was determined using the standards and ratios outlined in the Town of Oakville 2021 Development Charges Update Study. A PPU of 1.94 was applied to 2+ bedrooms, and a PPU of 1.17 was applied to Bachelor and 1 bedroom units.

The Livable Oakville Plan provides that buildings should be sited to ensure maximum solar energy, adequate sunlight and sky views, minimize wind conditions on pedestrian spaces and adjacent properties and avoid excessive shadows (Policy 6.9.15). Furthermore, Guideline No. 27 of the Liveable by Design Urban Design Manual provides that in order to provide enhanced privacy for building units and access to sky views and sunlight incorporate a minimum separation distance of 25 metres between building towers, whether located on the same or an adjacent property. We recognize that Guideline No. 27 is inconsistent with Guideline 6.1.3.2(3) of Designing Midtown Oakville, which provides that there should be a minimum separation of 30 metres between any two tower elements with less than 30 storeys, minimum 50 metres between towers over 30 storeys, and 25 metres between convex towers. As the Liveable by Design Urban Design Manual was released more recently in 2019, we would consider these to be representative of the current urban design direction for the Town of Oakville. Additionally, the 25 metre building separation distance requirement is similar to what is applied in other high-density urban areas, such as those in the City of Toronto, City of Markham and City of Burlington. A separation distance of at least 25 metres is appropriate and is in-line with current urban design practice and result in sufficient separation to accommodate appropriate light, view and privacy (LVP) conditions for the residential dwelling units proposed within the development, and to future developments.

In this respect, the tower elements in the proposed development have been oriented to limit direct facing conditions between dwelling units and to achieve tower separation distances that meet, and exceed 25 metres. Between Towers 1 and 2, separation distance of 25 metres has been provided. To the south, Towers 2 and 3 have a separation distance of 30.9 metres.

In terms of LVP conditions for the adjacent area, the proposed tower elements have been oriented to frame South Service Road East and the future local roads, and will not result in any adverse privacy or overlook concerns to the adjacent lands, or future developments, to the east and south. While Towers 1 and 3 provide for a 6 and 5.7 metre setback, respectively, from the east property line, the widths of the planned right-of-way will provide further separation between the proposed Towers and the lands to the east. With that, Towers 1 and 3 achieve a minimum of 12.5 metres from the centre line of the future 19-metre local road. Furthermore, the east-west orientation of these Towers will reduce the width of the facing condition to the adjacent lands. To the north and south, Towers 1 and 3 will be sufficiently separated from the adjacent properties by the existing and planned rights-of-way.

Similarly, Tower 2, which is oriented north-south parallel to the future 19-metre local road, is setback 5.5 metres from the property line. It is our opinion that the width of the future local road will provide separation between the proposed Building and Tower element and lands to the east. With respect to overlook and privacy, the inset balconies incorporated into the massing of Tower 2 will not have a direct facing condition to another tower on or adjacent to the subject site.

In terms of the remaining properties on the block, it is our opinion that the proposed development would not preclude the properties to the west from redeveloping in the future. As illustrated in the Block Plan, prepared by Sweeny & Co Architects and submitted under a separate cover, the location of the proposed Towers on the subject site will provide for a minimum 25 metre separation distance to future tower zones to the west, limiting inappropriate LVP conditions.

Based on the foregoing analysis, it is our opinion that the siting of buildings on the subject site would provide adequate separation distance to achieve light, view and privacy conditions to the other towers on the lands, as well as to adjacent properties. The orientation of the tower elements have been designed to mitigate shadow impacts on adjacent areas and maximize sky views,

as well as not preclude the redevelopment of adjacent properties.

Shadow Impacts

A shadow study was prepared by Sweeny & Co Architects in support of the proposed development includes shadows resulting from the proposal on March 21, June 21, September 21 and December 21 between 9:18 a.m. and 6:18 p.m.

Policy 6.9.15 of the Livable Oakville Plan provides that buildings are to be sited to ensure maximum solar energy, adequate sunlight and sky views, minimize wind conditions on pedestrian spaces and adjacent properties and avoid excessive shadows. The shadows cast from the proposed development are demonstrated in the shadow study and are summarized below:

- On March 21st, incremental shadow impacts from the proposed development are cast on the neighbourhood to the north between 9:18 a.m. and 12:18 a.m. with some shadows being cast on the open space located at the centre of the site between the hours of 9:18 a.m. and 11:18 a.m. In the afternoon, between the hours of 1:18 p.m. and 5:18 p.m., incremental shadow impacts from the proposal are concentrated within the surrounding commercial properties to the east.

- On June 21st, incremental shadow impacts from the proposal are cast on the neighbourhoods to the north only between 9:18 a.m. and 10:18 a.m. and on the on-site open space in the morning hours between 9:18 a.m. and 11:18 a.m. In the afternoon, minimal shadow impacts occur on the neighbouring commercial properties to the east between the hours of 2:18 p.m. and 6:18 p.m.
- On September 21st, shadow impacts from the proposal are cast on the neighbourhood uses to the north between 9:18 a.m. and 12:18 pm., and in the afternoon, the shadow impacts are concentrated on the commercial properties to the east and southeast of the subject site between the hours of 1:18 p.m. and 6:18 p.m.
- On December 21st, incremental shadow impacts from the proposed development occur on the neighbourhood to the north of the QEW between 9:18 a.m. and 11:18 a.m. and in the afternoon the shadow impacts are concentrated within the surrounding commercial properties to the east and southeast of the subject site, between the hours of 1:18 p.m. and 2:18 p.m.

Overall, it is our opinion that the resultant shadows from the development proposal are acceptable for this level of intensification and will provide for adequate sunlight and sky views as a result of the siting of the towers, their orientation, and their narrow floorplates.

5.5 Urban Design

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

5.6 Transportation Considerations

A Transportation Impact and Parking Study was prepared by Paradigm Transportation Solutions Limited and BA Group in support of the proposed development.

The study assesses the required parking supply, current traffic and the additional traffic generated by the proposed development, analyses the traffic impact on the adjacent roadway network, and provides the municipality and owner with improvements required to mitigate the impacts of the site-generated traffic.

With respect to parking, the report provides for a reduced resident parking supply at a ratio of 0.50 parking spaces per residential unit and office and retail parking rates of 1.08 parking spaces per 100 square metres of floor area. The report finds that the proposed parking reductions are consistent with the Provincial, Regional and Local Mobility and Parking Policy, and conform with The Province's vision for transit nodes.

With respect to the impacts on the road network, the report estimated that the project will generate approximately 447 new vehicle trips during the weekday morning and afternoon peak hours. The report recommends the following:

- restricting South Service Road and Argus Road to a right-in/right-out only;
- implementing reduced vehicular parking rates to serve as a critical Transportation Demand Management (TDM) measurement to reduce vehicular travel to and from the subject site, and provide support for reduced environmental and project cost impacts on the delivery of residential, retail and office land uses within the Midtown Oakville context;
- implementing unbundling resident parking where parking spaces are provided as a separate cost to residents; and
- provide a comprehensive TDM plan to maximise alternative mobility opportunities for future residents, visitors and employees.

5.7 Servicing Considerations

A Functional Servicing, Water Sanitary and Stormwater Management Report was prepared by Trafalgar Engineering in support of the proposed development. The report discusses how the subject site can be serviced by the existing and future infrastructure for water, wastewater, storm drainage/stormwater management, site grading, and erosion and sediment control. The report also provides a brief overview of the proposed local roads that are proposed as part of the Midtown Oakville Environmental Assessment (EA). The following is a summary of the report findings:

- As part of the Midtown Oakville EA, there are road alignments and dedications that are required to service the property, including the South Service Road realignment, Street 'A' (a 19 metre local road to the east of the subject site) and Street 'B' (a 22 metre local road to the south of the subject site).
- There is existing municipal water infrastructure adjacent to the site that can readily service the site. The proposed average daily water demand for the site is 49 L/min with an estimated maximum daily plus fire demand of 7,110 L/min.
- There is existing wastewater infrastructure servicing the site through an easement over the lands to the south (157 Cross Avenue). Adequacy of the existing outlet is to be confirmed by CCTV and survey, but the alignment is proposed to be maintained. The estimated peak wastewater flow based on Region of Halton criteria is 4.0 L/s for the entire subject site.
- Stormwater quantity controls will be provided by controlling post development peak flows to the 5-year pre-development peak flow. Storage will be provided in a stormwater tank located in the underground parking structure. Stormwater will be pumped to a maximum release rate of 119 L/s to a proposed 450 mm diameter storm connection through an easement over 165 Cross Avenue to the 1050 mm storm sewer on Cross Avenue. The required storage volume is 208.3 m³.
- The water balance criteria of 25 mm is equivalent to 225 m³. This water will also be store in the underground stormwater tank and will be re-used for irrigation and other best efforts to be determined at the detailed design stage.
- Water quality is met by means of stormwater filtration system (Jellyfish unit), placed upstream of the stormwater tank.
- Grading of the site is designed to ensure that runoff from the 100-year evenr is captured, and there is an emergency overland flow route.

Erosion and sediment controls will be implemented during construction in accordance with the Erosion and Sediment Control Guidelines for Urban Construction as set out by the Greater Golden Horseshoe Conservation Authority

5.8 Draft Plan of Subdivision

A Draft Plan of Subdivision application is being submitted contemporaneously with the Official Plan Amendment and rezoning application.

Section 51(24) of the *Planning Act* R.S.O 1990, specifies that, in considering draft plans of subdivisions, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to:

- a. the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;
- b. whether the proposed subdivision is premature or in the public interest;
- c. whether the plan conforms to the official plan and adjacent plans of subdivision, if any;
- d. the suitability of the land for the purposes for which it is to be subdivided;
 - d.1. if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;
- e. the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;
- f. the dimensions and shapes of the proposed lots;
- g. the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;
- h. conservation of natural resources and flood control;
- i. the adequacy of utilities and municipal services;
- j. the adequacy of school sites;
- k. the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;
- l. the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and
- m. the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land,

if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the *City of Toronto Act, 2006*.

In reviewing the proposed draft plan of subdivision against each of the criteria outlined above, our planning opinion is as follows:

- a. The plan of subdivision will address matters of provincial interest by facilitating transit-supportive mixed-use intensification on the subject site, which in turn will contribute to the achievement of numerous provincial policy objectives outlined in the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe.
- b. The proposed draft plan of subdivision is not premature. Should the location or configuration of the proposed building, or future roads be revised as a result of Town comments, any required revisions to the boundaries can be made through the review process. Moreover, the proposed draft plan of subdivision is in the public interest, as it will enable the redevelopment and intensification of the subject site and the creation of new roads and open space.
- c. As set out in this report, the proposal conforms with the Region of Halton Official Plan and the Livable Oakville Official Plan City of Toronto Official Plan, and specifically, conforms with the applicable *Urban Core* designation. The resulting block patterns will conform with the pattern of development envisioned for Midtown Oakville per the Livable Oakville Official Plan as well as the surrounding context.
- d. The subject site is suitable for its intended purposes. The proposed mix of uses will create a vibrant complete community that includes a range of housing options, office, daycare and retail uses, and open spaces. Furthermore, it will contribute to significant public realm improvements in the area through the provision of lands for future roads as well as the widening of South Service Road East, a large open space at the centre of the site and at-grade retail uses.
 - d.1 Affordable housing units are not currently proposed.
- e. The draft plan of subdivision outlines the lands to be dedicated for the development of two new future local roads to the along the eastern and southern portion of the subject site as well as the widening of South Service Road East. As outlined in Section 5.6 of this report, a Transportation Impact Study was prepared in support of the Official Plan Amendment and rezoning application, which concludes that the road network can readily accommodate the traffic generated by the proposed development.

- f. The dimensions and shapes of the proposed blocks are in keeping with the existing and planned surrounding context.
- g. Not applicable as there are no existing easements on the subject site.
- h. Not applicable as the subject site is not subject to flooding and is not in proximity to identified natural features.
- i. As discussed in Section 5.7 of this report, a Functional Servicing and Stormwater Management Report has been submitted in support of the Official Plan Amendment and rezoning application. The report concluded that the proposed development can be serviced by the existing and future adjacent infrastructure for water, wastewater, stormwater and can meet the Town of Oakville stormwater management criteria.
- j. The adequacy of school sites will be determined in consultation with the Halton District School Board and the Halton Catholic District School Board through the review of the Official Plan Amendment and rezoning application.
- k. The lands to be conveyed to the Town are labelled as 'Future Local Road (19m R.O.W) and 'Realigned South Service Road East (18.0 m R.O.W). The total area to be conveyed is 2,934.4 square metres.
- l. The redevelopment of the site will be consider the Town of Oakville's Sustainable Design Guidelines and will be studied reviewed through the Site Plan Approval process.
- m. The interrelationship between the design of the proposed draft plan of subdivision and site plan control matters will be addressed through the Site Plan Approval process.

Based on the foregoing, it is our opinion that the proposed draft plan of subdivision application satisfactorily addresses the criteria set out in Section 51(24) of the *Planning Act* and that it has appropriate regard for the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the Town by facilitating the creation of new housing options.



Conclusion

For the reasons set out in this report, it is our opinion that the proposed development will appropriately intensify an underutilized site with new residential, office and retail uses and will enhance the public realm by providing at-grade retail uses, new POPS areas and landscaping features along the South Service Road East and the future local roads. The development proposal supports the envisioned built form context for the area and supports the development of a complete community in Midtown Oakville.

From a planning policy perspective, the proposed mixed use development is consistent and conforms with the Provincial policies and plans, the Region of Halton Official Plan and the Livable Oakville Plan, and will contribute to the goals and objectives for Midtown Oakville Growth Area, all of which promote the intensification of underutilized sites within built-up urban areas, particularly in locations that are well served by existing municipal infrastructure, including higher-order public transit. The subject site is approximately 300 metres north of the Oakville GO station and approximately 500 metres west of the planned Trafalgar BRT, and would be considered within a "major transit station area" as defined by the Growth Plan. It is our opinion that the proposed intensification of the subject site is consistent with the PPS, conforms with the Growth Plan and the Halton Region and Livable Oakville Plan. In our opinion, the subject site is a contextually appropriate location for intensification as it is located within an Urban Growth Centre, is in walking distance of the Oakville GO Station and is designated Urban Centre and Urban Core in Midtown Oakville, where the greatest intensity of development is anticipated.

From a built form and urban design perspective, the proposal is contextually appropriate and will fit within the planned built form context and will be compatible with the anticipated heights and massing envisioned for the Midtown Oakville area. As discussed in this report, achieving greater height on the subject site is appropriate and will not result in unacceptable built form impacts or impede upon the redevelopment potential of the surrounding land uses. Through design and massing of the tower components, shadow impacts have been limited on surrounding streets, parks and open spaces. Moreover, given the size of the subject site, appropriate separation distances have been achieved within the development. The proposed building height and massing conform with the built-form policies of the Official Plan and have appropriate regard for the Liveable by Design Urban Design Manual and Designing Midtown Oakville Urban Design Guidelines.

From a planning policy perspective, overall, the proposed Official Plan and Zoning By-law Amendments and resulting redevelopment of the subject lands:

- are consistent with the Provincial Policy Statement;
- conform with the Growth Plan for the Greater Golden Horseshoe;
- conform to the Region of Halton Official Plan
- conform to the Town of Oakville Official Plan (Livable Oakville);
- have been designed with regard to the Town's Urban Design Guidelines; and
- represent good planning and an efficient configuration for the subject lands in an underutilized site in Midtown Oakville.

Accordingly, it is our opinion that the Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision application is appropriate and desirable and should be approved.

