



PLANNING JUSTIFICATION REPORT

Delmanor West Oak

1280 Dundas Street West
Town of Oakville

Date:
December 2020

Prepared for:
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Our File 17411A

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1.0 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited (“MHBC”) has been retained by Delmanor West Oak Inc. (the “Applicants”) to assist with planning applications to redevelop a portion of the property municipally addressed as 1280 Dundas Street West in the Town of Oakville (the “St. Volodymyr’s Landholdings”). The portion proposed for redevelopment is referred to as the “Subject Lands” for the purposes of this Planning Justification Report (“PJR”).

This PJR has been prepared on behalf of the Applicants in support of the proposed Zoning By-law Amendment (“ZBA”) application to facilitate the redevelopment of the Subject Lands that are currently underutilized lands on the grounds of the St. Volodymyr Cultural Centre, in the Town of Oakville. The proposal is for an 8 storey seniors residence with 315 units and approximately 27,730 square metres of total net floor area, and 27 independent living units in the form of four blocks with a total net floor area of 3,520 square metres. The entire development, with a total net floor area of 31,250 square metres, will provide a ‘continuum of seniors care’ including memory care suites, assisted living suites and independent living suites. All suites will be rental in tenure.

This Planning Justification Report provides the following:

- A general description of the Subject Lands and surrounding uses as well as the current physical conditions to provide an understanding of the locational context;
- A description of the proposed development and its design elements;
- A summary of the technical reports prepared to support the proposal;
- A description of the proposed planning instruments to amend the Zoning By-law to implement the redevelopment;
- A review of the existing and evolving policy and regulatory framework and an assessment of the proposed development’s consistency and conformity with Provincial, Regional and Town policies and regulations;
- A summary of the planning justification for the proposed development concept; and,
- A summary of key conclusions and recommendations related to the proposed development.

1.1 PRE-CONSULTATION

A Formal Pre-Consultation meeting occurred with the Applicant’s project team, the Town of Oakville and Regional staff on April 29, 2020 to gain feedback on the proposal and confirm submission requirements. The Pre-Consultation Form is included as **Appendix A**.

At the pre-consultation meeting, the intent of the applications for the eight-storey seniors residence and several independent living units was discussed. Planning Staff provided preliminary comments advising that an area design plan would be required to address the comprehensive development/re-development of the entirety of the St. Volodymyr lands, and should address transportation network considerations and the lands identified as the Natural Heritage System. An area design plan has been prepared by MHBC under a separate cover.

The following reports and materials were identified as required for a 'complete application' and have been submitted in support of the proposal:

1. Aerial Photograph;
2. Survey;
3. Concept Plan;
4. Pedestrian Circulation Plan;
5. Site Servicing Plan;
6. Grading & Drainage Plan;
7. Truck Turning Plan and Traffic Circulation Plan;
8. Demarcation of limits of natural features;
9. Waste Management Plan;
10. Completed Application Form;
11. Planning Justification Report;
12. Draft Zoning By-law Amendment;
13. Urban Design Brief;
14. Tree Vegetation Study & Arborist Report and Tree Protection Plan;
15. Functional Servicing Report;
16. Environmental Impact Study;
17. Transportation Impact Analysis;
18. Archaeological Assessment;
19. Noise & Vibration Study;
20. Geotechnical Report;
21. Environmental Site Assessment;
22. Shadow Impact Analysis;
23. Area Design Plan;
24. CHWO Radio Impact Study;

Together these reports provide for the comprehensive assessment and justification for the proposed redevelopment of the Subject Lands. The documents noted above are summarized in Section 4.3 of this Report.

1.2 PUBLIC CONSULTATION STRATEGY

Effective July 1, 2016, changes to the *Planning Act* (O. Reg. 545/06 and 543/06) require that applicants submit a proposed strategy for consultation with the public with respect to an application as part of the 'complete' application requirements. In facilitating the changes to the Town's Official Plan and Zoning By-law, public engagement is an important component of the planning process to ensure the public and stakeholders have an understanding of the proposal and the process through which they can provide input. The public consultation process for the proposed ZBA will follow the *Planning Act* statutory requirements and be in accordance with the Town's requirements set out at the pre-consultation meeting. A summary of the proposed Public Consultation Strategy for the applications has been prepared and is included as **Appendix B**. The Applicant is committed to working with Town Staff and the Ward Councillor to ensure all interested stakeholders are engaged throughout the process.

The Town of Oakville requires a Public Information Meeting to be completed prior to the first submission of any development applications. However, due to the current Covid-19 pandemic, this requirement was

waived but will be required prior to the statutory Public Meeting per the pre-consultation minutes received from the Town dated April 29, 2020.

2.0 HISTORY AND BACKGROUND

The Town of Oakville was historically a port city facilitating trade between Hamilton, Toronto and other foreign cities, in addition to being a terminus in the Underground Railway. Dundas Street, which lies directly to the north of the Subject Lands, was constructed in phases from 1793 to 1796 to connect the Thames River in what is now London, Ontario to the community of Cootes Paradise (now Dundas, Ontario) and onwards to the then new provincial capital, the town of York (today Toronto). The street is named after Henry Dundas, the British Secretary of State for the British home Department from 1791-1794.

Dundas Street originally descended into the Sixteen Mile Creek valley to cross at a low level bridge across the creek, directly to the east of the Subject Lands. A small village initially known as Sixteen Hollow then later Proudfoot's Hollow, existed in the valley along Dundas Street for much of the 19th century. At the village's peak, it included an inn, saw and grist mill, as well as several small industries like tailoring, wagon makers, and barrel makers. By the 1880's, the many industries operating in the village had moved elsewhere to access newly constructed railroads, with only a church and two small dwellings remaining. In 1921, a high level bridge was constructed to remove the switchback road required to descend the valley.

Fourth Line, which the Subject Lands front onto, is part of what remains of the historic switchback road to access the ravine valley. Today the switchback acts as a pedestrian trail to access the Lions Valley park in the valley below.

While the Subject Lands are currently vacant with the exception of a small shed, they serve as a part of the grounds of the St. Volodymyr Cultural Centre. Historically a large barn structure existed on the Subject Lands, however it was demolished in the spring of 2016 and the lands have remained vacant ever since.

3.0 SITE DESCRIPTION AND CONTEXT

The following sections of the report address the current site and surrounding physical context, including proposed and recently approved developments. A photo record documenting the on-site conditions and the surrounding neighbourhood is provided in **Appendix C**.

3.1 SITE DESCRIPTION

The Subject Lands represent a portion of the St. Volodymyr's Landholdings municipally addressed as 1280 Dundas Street West and legally defined as Part of Lot 23, Concession 1, South of Dundas Street, formerly in the Geographic Township of Trafalgar, Halton County, and now in the Town of Oakville. The Subject Lands are located to the south of Dundas Street West with Fourth Line providing access to Dundas Street, running parallel to Dundas Street to the north of the site and perpendicular to the Dundas Street to the east of the site, wrapping around the northern and eastern limits of the property. Fourth Line provides access to the St. Volodymyr Cultural Centre lands and the Subject Lands and accommodates significant grade changes related to Dundas Street West's bridge over the Sixteen Mile Creek. To the northwest of the Subject Lands, Fourth Line turns north to meet Dundas Street West at a signalized intersection.

The Subject Lands are surrounded by the St. Volodymyr Cultural Centre to the west, natural heritage lands to the south, Fourth Line to the east and Fourth Line and Dundas Street West to the north. The Subject Lands are approximately 4.62 hectares (11.42 acres) with approximately 435 metres of frontage along Fourth Line to the north.

The Subject Lands currently form a part of the St. Volodymyr Cultural Centre, whose primary facility sits to the west, and are currently vacant with the exception of a small wooden shed. The Subject Lands are proposed to be severed as a separate development block from the St. Volodymyr Cultural Centre in the future with the St. Volodymyr Cultural Centre and cemetery lands to the south remaining as one parcel.

While vacant, a driveway currently runs east-west across the northern third of the site, providing access to the wooden shed. Trees are scattered throughout the property, with a more substantial cluster running north-south approximately midway through the property. This cluster aligns with a ditch which runs north south through the southern portion of the property (**Figure 1**).

3.2 SURROUNDING LAND USES

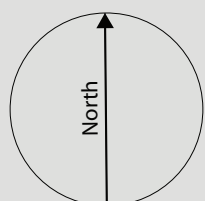
North: Fourth Line is directly north of the Subject Lands. Immediately beyond Fourth Line is Dundas Street West. North of Dundas Street are vacant lands occupied by telecommunication facilities.

East: Fourth Line wraps from the north along the eastern edge of the Subject Lands, terminating in a Cul-de-sac towards the southern end of the Subject Lands. A small portion of Fourth Line along the south-eastern corner of the Subject Lands is an un-opened municipal right of way. Beyond Fourth Line are valleylands associated with Sixteen Mile Creek.



Figure 1
Location Map

Legend
 Subject Lands



DATE: July 31, 2020
SCALE: N.T.S

1280 Dundas Street West
Oakville, Ontario


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South: A small feeder creek to the Sixteen Mile Creek lies directly to the south of the Subject Lands, with the St. Volodymyr Ukrainian Cemetery beyond. Beyond the cemetery lies a residential neighbourhood primarily consisting of single detached dwellings.

West: The St. Volodymyr Cultural Centre is to the west of the Subject Lands. The centre consists of a two storey cultural centre with surface parking to the north along Fourth Line. An access driveway runs along the eastern edge of the Subject Lands, allowing vehicular access to the cultural centre’s parking lot and to the Cemetery to the south. Further west is a neighbourhood primarily consisting of single detached dwellings.

3.3 NEIGHBOURHOOD CONTEXT

The Subject Lands are located in West Oak Trail neighbourhood of the Town of Oakville. The Subject Lands are directly south of Dundas Street, a major east-west corridor with frequent transit connections. The Subject Lands are located in close proximity to a number of community facilities, parks and recreation facilities as shown in **Figure 2** and as listed in the following table:

Table 1: Proximity to Nearby Destinations

Destination	Travel Distance (km)	Travel Time		
		Walk	Cycle	Car
Lions Valley Park	.0.1km	1 minute	1 minute	1 minute
St Volodymyr Cultural Centre	.0.1km	1 minute	1 minute	1 minute
École Forest Trail Public School	0.8 km	10 minutes	6 minutes	2 minutes
Oakville Trafalgar Memorial Hospital	1.1 km	14 minutes	6 Minutes	2 minutes
Oakville Soccer Club	1.1 km	14 minutes	6 minutes	3 minutes
ErinoakKids Centre	1.5km	19 minutes	6 minutes	3 minutes
Sixteen Mile Sports Complex	1.6 km	21 minutes	7 minutes	4 minutes
West Oak Public School	1.8 km	22 minutes	5 minutes	5 minutes
St. Teresa of Calcutta Catholic School	1.8 km	22 minutes	6 minutes	6 minutes

St. Ignatius of Loyola Catholic Secondary School	2.3 km	28 minutes	7 minutes	7 minutes
Garth Webb Secondary School	3.2 km	39 minutes	11 minutes	6 minutes
Bronte GO Station	6 km	74 minutes	20 minutes	10 minutes

Note: Distances and travel times are approximate.

Figure 2
Surrounding Community Uses

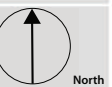
1280 Dundas Street West
Oakville, Ontario

Legend

- Lions Valley Park
- St Volodymyr Cultural Centre
- École Forest Trail Public School
- Oakville Trafalgar Memorial Hospital
- Oakville Soccer Club
- ErinoakKids Centre
- Sixteen Mile Sports Complex
- West Oak Public School
- St. Teresa of Calcutta Catholic School
- St. Ignatius of Loyola Catholic Secondary School
- Garth Webb Secondary School
- Bronte GO Station
- Subject Lands

DATE: July 31, 2020

SCALE: N.T.S



3.4 TRANSIT AND TRANSPORTATION

Local Public Transit

The Subject Lands are serviced by three existing bus routes, 5, 5a, and 34 operated by Oakville Transit as shown on **Figure 3**. Routes 5 and 5a Dundas, which run along Dundas Street, have a combined service frequency of 30 minutes and operate between the Oakville GO Station and the Dundas & Walkers Line 407 GO Carpool station in Burlington. Route 34 Pine Glen, which runs along Proudfoot Trail to the south of the Subject Lands, provides hourly service during peak hours and operates from Bronte GO to the West Oak Trails neighbourhood. All three routes are temporarily operating on a reduced frequency as of the time of writing of this report due to the COVID-19 pandemic.

Regional Public Transit

The Bronte GO Station is located 6 kilometres from the Subject Site. The Bronte GO Station is on the Lakeshore West line with eastbound service to Union Station and westbound service to the Aldershot GO Station and Hamilton. Trains operate at a frequency of approximately 20 minutes during peak service and every 30 minutes during off peak service hours and weekends. GO Transit also offers the 47 bus which travels to the Highway 407 Bus Terminal in at the intersection of Highway 400 and Highway 407 in Vaughan every 30 minutes, and stops approximately 5 kilometres from the Subject Site at Bronte Road and Highway 407. All GO Transit routes are temporarily operating on a reduced frequency as of the time of writing of this report due to the COVID-19 pandemic

Road Network

The Town of Oakville Official Plan Schedule C: Transportation Plan (**Figure 12**) provides classification for roads based on the permitted speeds, volume of traffic and number of lanes accommodated. Dundas Street has been identified as a Major Arterial and Busway Corridor, and Fourth Line has been identified as a Local Road. Major Arterials are expected to accommodate a daily volume of 40,000-60,000 cars. Local roads are anticipated to accommodate 1,500 cars per day or less.





Cycling Infrastructure

The Official Plan Schedule D: Active Transportation Master Plan (**Figure 13**) identifies existing and planned cycling infrastructure in the area surrounding the Subject Lands. A multi-use trail exists along both the north and south sides of Dundas Street west, which provides for east-west cycling connections throughout the Town of Oakville. Fourth Line also terminates to the south of the Subject lands, continuing as a Multi-use trail to connect to another portion of Fourth Line to the south. Fourth line is a signed bike route, providing north-south cycling access. Finally, a cycling trail exists through the Sixteen Mile Creek valley to the east of the Subject Lands.

Figure 3
Oakville Transit Map

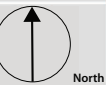
1280 Dundas Street West
Oakville, Ontario

Legend

-  Subject Lands
-  Route 24
-  Route 5
-  Route 5A

DATE: July 31, 2020

SCALE: N.T.S.



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3.5 SURROUNDING DEVELOPMENT APPLICATIONS

There are a number of proposals for new developments within the surrounding neighbourhood as shown on **Figure 4**. The following table outlines proposed developments, a brief description and their current status.

Table 2: Surrounding Developments

#	Address	Description	Status
1388	Dundas Street West	Draft Plan of Vacant Land Condominium to permit the development of the site for 16 single detached dwelling units on a private condominium road.	Under Construction
407	Dundas Street West	Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision to permit a 228 units, 10 storey apartment building, with ground floor commercial, 36 back to back townhouses and 17 three storey townhomes (total 281 units).	Currently under review
1357	Dundas Street West	Zoning By-law Amendment and Draft Plan of Subdivision application to create new low, medium and high density residential (330 units in total), employment, natural heritage system, park, and storm water management uses.	Currently under appeal
1359	Dundas Street West	Draft Plan of Subdivision and re-zoning to allow for the development of 135 townhouse units and a future high density residential block.	Currently under review
393	Dundas Street West	Site Plan Approval application to permit the development of a 10-storey mixed use building and one 3-storey townhouse building for a total of 333 units.	Currently under review
2135	Dundas Street West	Site Plan Approval application to permit the development of a five and a six storey assisted living and care facility.	Currently under review
509	Dundas Street West	Site Plan Approval application to permit the development of an eight storey residential building with 152 units and three levels of underground parking.	Currently under review

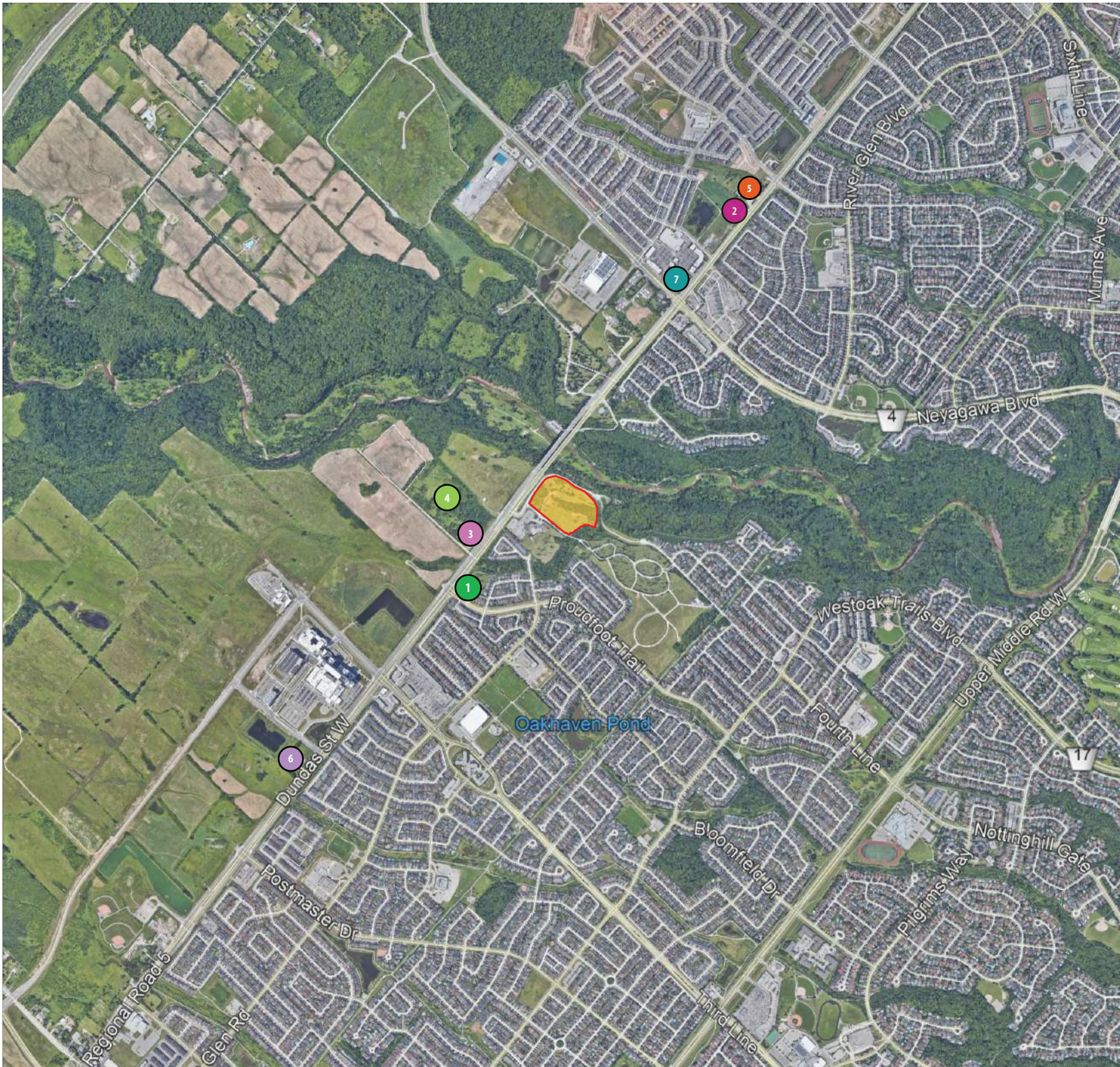


Figure 4
Surrounding Development

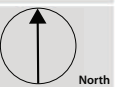
1280 Dundas Street West
Oakville, Ontario

Legend

- 1 1388 Dundas Street West
- 2 407 Dundas Street West
- 3 1357 Dundas Street West
- 4 1359 Dundas Street West
- 5 393 Dundas Street West
- 6 2135 Dundas Street West
- 7 509 Dundas Street West
- Subject Lands

DATE: July 31, 2020

SCALE: N.T.S



4.0 THE PROPOSAL

4.1 DESCRIPTION OF THE PROPOSAL

The proposal is for an 8 storey seniors residence with 315 suites and approximately 27,730 square metres of total net floor area, and will provide a 'continuum of seniors care' including memory care suites, assisted living suites and independent living suites. An additional 27 independent living units are also proposed in four blocks, with a total net floor area of 3,520 square metres. Combined, the entire development is proposed to consist of 342 units and 31,250 square metres of net floor area. All suites will be rental in tenure.

The proposed seniors residence will serve the aging population of the West Oak Trail neighbourhood allowing opportunities for local residents to downsize and age within their community, while also welcoming seniors who move to the community because they have family residing in the neighbourhood. The proposed use is favourable for the West Oak Trail neighbourhood as it allows for the appropriate intensification along a dedicated transit corridor (Dundas Street) on a currently underutilized piece of land that is not located within stable residential neighbourhood.

4.1.1 Suite Types

The proposed development will have 342 units, including 34 assisted living suites, 34 memory care suites, 116 independent supportive living suites, 131 independent living suites, and 27 independent living units.

4.1.2 Amenity Space

The proposed development will offer a wide range of in-house amenities, activities and services to enhance quality of life and support independence of residents. Outdoor amenity space is provided in three areas, and patios will be provided off of the main seniors building with views of the Sixteen Mile Creek valley. Indoor amenity space with a variety of programming is provided on the ground, second, and third floors of the seniors building and includes a salon/spa, art studio, kitchen, billiards, pub/bistro, dining room, multi-purpose room, theatre, and fitness/yoga studio. The on-site amenities will serve future residents to provide them with their daily needs.

4.1.3 Building Siting and Setbacks

The proposed 8 storey seniors building is an L-shaped building generally following the curve of Fourth Line along the eastern side of the Subject Lands. This building siting allows for many units to have views of the adjacent valleylands associated with Sixteen Mile Creek. The building features a 17 metre setback from Fourth Line along its northern frontage reduced to a minimum of 7.5 metres at the northeast corner of the site, as Fourth Line curves to follow the river valley. The seniors building incorporates a 16 metre setback along its eastern frontage and a 12 metre setback to the south.

The independent living units along the western side of the Subject Lands are proposed to be set back a

minimum of 4 metres from the adjacent St. Volodymyr Cultural Centre lands, and 15 metres from Fourth Line. A minimum of 9 metres is proposed between the independent living unit blocks. The independent living unit blocks are set back a minimum of 3 metres to the south. The buildings are well buffered given that natural heritage lands are located to the east and south of the site with appropriate landscaping proposed on the western limits to provide a buffer to the St. Volodymyr lands.

The proposed building siting and setbacks are considered suitable in this context as discussed further in Section 5.7 of this Report.

4.1.4 Height and Massing

The proposed seniors building has a total height of 30.5 metres or 8 storeys. Stepbacks have been incorporated into the building on the south and west façades to effectively transition to adjacent outdoor amenity areas and adjacent lower building forms. The building has been shaped to shield the surface parking from the public realm, and to maximize views of the adjacent valleylands, by providing an L-shape massing along Fourth Line.

The proposed independent living unit blocks are 1.5 storeys and 6 metres in height, providing an effective transition to the adjacent Cultural Centre.

The proposed height and massing are considered suitable in this context as discussed further in Section 5.7 of this Report.

4.1.5 Parking, Ingress and Egress

Access to the site is proposed to be via a private access road off of Fourth Line, primarily running north-south. The proposed independent living units all front onto this private access road. The road terminates at the south end of the Subject Lands in a T-shaped turn around. A ceremonial driveway is proposed to run off of this road to a covered motor court drop off area to service the proposed seniors building.

A sidewalk will be provided along both the ceremonial driveway and private access road, providing pedestrian access to the seniors building and the proposed independent living units. An additional sidewalk is proposed to provide direct access from the seniors building and independent living units to the adjacent St. Volodymyr Cultural Centre.

Parking for the seniors building is to be provided via two surface parking lots containing 164 spaces in the approximate centre of the Subject Lands, flanking the proposed ceremonial driveway on either side. The 164 spaces proposed provide an effective parking ratio of 0.52 spaces / unit for the proposed 315 unit seniors building. The spaces are proposed to be shared by residents, employees, and visitors. The parking lots are proposed to contain greening features such as tree plantings and green medians. The parking area is proposed to be buffered from the public realm by the seniors building and an outdoor amenity area.

Each independent living unit is proposed to have two private parking spaces, one in an internal garage, and

one surface space on a private driveway for a total of 54 spaces. 6 parallel visitor parking spaces are provided along the private access road, providing for a visitor parking ratio of 0.22 spaces per unit.

Bicycle parking is proposed in accordance with the Zoning By-law which requires a rate of the lesser of 5 or 0.25 per assisted living unit or dwelling unit, with 5 spaces provided near the entrance of the seniors building.

Two loading facilities are proposed to service the seniors building. The first is proposed off of the south surface parking lot, providing an integrated turn around facility. The second is proposed off of a secondary access from Fourth Line, also providing an integrated turn around facility. The Transportation Impact Statement submitted under separate cover from this report further details the proposed truck turning requirements of these facilities.

Refer to **Figure 5** for the site plan which illustrates the proposed parking and access.

4.2 REQUIRED APPLICATIONS

4.2.2 Zoning By-law Amendment

The Town of Oakville Zoning By-law 2014-014 currently zones the Subject Lands as Private Open Space, Special Provision 122 (O2-122). The Private Open Space Zone does not permit seniors housing. A Zoning By-law Amendment (ZBA) is proposed to bring the zone category into conformity with the Livable Oakville Official Plan permissions for senior citizens' housing, through implementing a site-specific by-law that will allow for the proposed 8-storey seniors building and independent living units as well as site-specific permissions in accordance with the proposed development. The Zoning By-law Amendment will also ensure that the current limits of the Natural Area zone to the south of the Subject Lands are updated to reflect the implemented buffers to this feature.

A copy of the proposed Zoning By-law Amendment is included in this report as **Appendix D**.

4.3 SUPPORTING STUDIES

In order to ensure the proposed development fully addresses all policy and technical requirements, a number of required supporting studies have been completed. Each of these studies are summarized in this Section of the Report. Many of these studies also identify how the proposed development and applications conform with Provincial, Regional and local policies.

4.3.1 Urban Design Brief

MHBC Planning, Urban Design, and Landscape Architecture prepared an Urban Design Brief for the Subject Lands. The report describes the development proposal, provides insight as to why certain design decisions are appropriate given the site specific context, and how the proposal is consistent with and supportive of the Town of Oakville design policies and directives. The Brief makes the following conclusions;

- The proposed development is appropriate given the existing use of the Site and the surrounding context;
- The proposed development capitalizes on the existing location of the subject lands within the Built Up Boundary and along an existing transit route;
- The proposed development provides for intensification that is sensitive to the surrounding context;
- The proposed development provides an opportunity for seniors in the existing community to “age in place”;
- The proposed development results in a pedestrian friendly development that supports active transportation and existing transit services, thereby minimizing future occupants reliance on the automobile;
- The proposed development introduces high quality architecture to emphasize the development as a “landmark” along Dundas Street West;
- The proposed development creates strong, visually appealing street edges; and
- The proposed development provides for new view opportunities of the Sixteen Mile Creek valley lands.

Ultimately, the Brief concludes that the proposed development is appropriate for this location and will contribute positively to the character and built form of the broader West Oakville neighbourhood

4.3.2 Tree Vegetation Study & Arborist Report and Tree Protection Plan

Kuntz Forestry Consulting prepared an inventory of the existing trees within the Subject Lands. Field assessments were completed on July 27th and 29th, 2020. The findings of the study indicate a total of 193 trees and 13 tree polygons on and within six metres of the Subject Lands. The removal of 137 trees and 9 tree polygons will be required to accommodate the proposed development.

4.3.3 Functional Servicing Study/Report

R.V. Anderson Associates Limited prepared a Functional Servicing Study for the Subject Lands. The report concludes that based on the included investigation, the site is serviceable using a new water line along Fourth Line to meet an existing water line on Dundas Street West and a new 200 mm sanitary sewer constructed westerly along Dundas Street West to an existing sanitary trunk sewer. Additionally, a concept stormwater management plan approach was prepared to illustrate how a future Stormwater Management Plan could be employed for the proposed development. Full recommendations and findings can be found in the Functional Servicing Study, provided under separate cover.

4.3.4 Environmental Impact Study

An Environmental Impact Study has been prepared by SLR to address the lands identified as Natural Areas I in the Town of Oakville Official Plan to the south and east of the site. The EIS has been prepared in consultation with the Town of Oakville, Conservation Halton and in accordance with the CH Environmental Impact Study Guidelines (2005).

The adjacent treed Sixteen Mile Creek valley and its tributary are located to the east, outside the limits of the Subject Lands, and the primary natural features are incised minor valley draw and its associated woodland, a remnant agricultural pond, and sporadically occurring mature tableland trees, maintained for aesthetic purposes.

No development or site alteration is proposed within the Natural Areas and their boundaries have been refined based on field and empirical studies. Appropriate set-backs and buffers have been applied to all Natural Areas and it has been demonstrated through the EIS that no negative impacts to these features or their ecological functions will occur. Passive recreation areas will be cited adjacent to much of the Natural Areas on and adjacent to the Site. Adjustment to one Major Valleyland setback width with a Minor Valleyland setback value although rationale provided and effective buffer due to other overlapping constraints approaches 15 metres in many locations including adjacent to proposed surface parking lot. The limits of the Natural Areas as identified in the EIS will be zoned as Natural Areas and will ultimately be conveyed to the Town of Oakville to ensure their long term protection.

The Environmental Impact Study concludes that the analysis of the natural heritage features and functions associated with Site and on adjacent lands confirm the proposed use of the subject lands as provided in the ZBA application and the conceptual Site Plan can proceed in conformity/compliance within the applicable regulatory and policy framework, including the policies of the PPS, the Town of Oakville Official Plan, the

Region of Halton OP, CH policies and guidelines, Ontario Regulation 162/06 and the Endangered Species Act, 2007 so as to protect key natural heritage features and their functions. This will be achieved by respecting the recommended development limits, including the established set-back and buffers adjacent to the top of bank and valley woodland edge, improving stormwater quality run-off and providing naturalization and ecological enhancements within the buffers and proposing to convey these features to the Town, thereby adding to the area of the NHS of the Town and the Region.

4.3.5 Transportation Impact Study

LEA Consulting prepared a Transportation Impact Analysis to satisfy the requirements for the Traffic Impact Analysis, Truck Turning Plan, Waste Management Plan, and Area Design Plan.

The study found that the Dundas and Fourth Line intersection will operate at a LOS of "A" during both peak hours under current traffic levels, and a LOS of "B" under future traffic levels. Other unsignalized intersections within the study area will operate well and within roadway capacity during both peak hours under both current and projected future traffic levels. The proposed development is expected to generate 54 new trips in the AM peak hour and 85 new trips in the PM Peak hour. The Analysis finds that the proposed development is expected to have a minimal impact on the overall intersection operations for the study area.

The proposed parking supply is in excess of the by-law requirements by providing 220 spaces when only 158 spaces are required. This represents an excess of 62 spaces. Additionally, the required 5 bicycle parking spaces are provided, and two loading spaces are provided for the proposed development while the by-law requires none.

The Area Design plan demonstrates that the proposed development does not exclude the possibility of an extension of Glenayr Gate to Fourth Line at some point in the future.

4.3.6 Archaeological Assessment

A Stage 1 Archaeological Assessment has been prepared by ASI. The Stage 1 background assessment entailed consideration of the proximity of previously registered archaeological sites and the original environmental setting of the property, along with nineteenth and twentieth-century settlement trends and consultation of the Master Plan of Archaeological Resources of the Regional Municipality of Halton. This research has led to the conclusion that there is potential for encountering both Indigenous and Euro-Canadian archaeological resources within the subject property.

The Stage 1 Archaeological Assessment has determined that the majority of the subject property (approximately 98%) exhibits archaeological potential. Therefore, a Stage 2 Archaeological Assessment is required on all undisturbed lands within the property in accordance with the Ministry of Heritage, Sport, Tourism, and Culture Industries' 2011 Standards and Guidelines for Consultant Archaeologists. The Stage 2 Archaeological Assessment is currently underway.

4.3.7 Noise and Vibration Study

HGC Engineering prepared a Noise Feasibility Study for the Subject Lands. The results of this study indicate that with suitable noise control measures integrated into the design of the buildings, it is feasible to achieve the indoor MECP guideline sound levels from road traffic sources. The recommended noise control measures include appropriate wall and window glazing assemblies, and an alternative means of ventilation to open

windows. Warning clauses will need to be included in the property, tenancy and rental agreements to warn occupants of potentially audible transportation noise levels and of the nearby commercial/institutional uses.

4.3.8 Geotechnical Investigation Report

A Geotechnical Investigation Report has been prepared by B.I.G. Consulting Inc. which includes the findings of the previously carried out slope stability assessment. A total of seven exploratory boreholes were drilled to depths ranging from 2.1 metres to 6.7 metres below ground surface. The soil is primarily composed of Halton Till, predominantly silt to silty clay matrix, high in matrix carbonate content and clast poor. Water level observations were made in the boreholes during and on complete of drilling. Findings and recommendations related to foundation, floor slab and permanent drainage, frost protection, earth pressures, shoring, excavation and backfill and earthquakes are provided in the Report. The Report is intended to provide general information on subsurface conditions and for general guidance towards finalization of plans and preliminary designs for the proposed development.

4.3.9 Environmental Site Assessment

A Phase One Environmental Site Assessment was prepared for the Subject Lands by B.I.G. Consulting Inc. The Phase One ESA was completed in accordance with O.Reg 153/04 and included a review of available current and historical information on the property. Based on this review, two areas of potential environmental concern were identified. A Phase Two ESA was identified as required and was prepared.

The Phase Two Environmental Site Assessment was also prepared for the Subject Lands by B.I.G. Consulting Inc. The soil analytical results from the samples collected and submitted for analysis of polycyclic aromatic hydrocarbons (PAHs), metals and inorganics, pesticides, and herbicides indicated that all parameters were detected at concentrations below the applicable Ontario Ministry of Environment, Conservation and Parks (MECP) Table 2: Full Depth Generic Site Condition Standards in a Potable Ground Water Condition for Industrial/Commercial/Community Property Use and medium-fine textured soil (Table 2 SCS). As a result of this Phase II Environmental Site Assessment, no impacts were identified in soil and groundwater.

4.3.10 Shadow Impact Analysis

Icke Brochu Architects prepared a Shadow Impact Analysis for the Subject Lands. The purpose of this study was to analyse the shadow impacts of the proposed development on adjacent properties and the public realm over hourly intervals on the four annual equinoxes.

The development will ensure compatibility by minimizing shadow impacts on the adjacent public sidewalks, surrounding open spaces and on private amenity space surrounding the site. During certain time periods the surrounding lands to the north and east experience partial shadows. It is noted that for the purposes of the shadow impact analysis, the spring and fall equinoxes are relied on more than the summer and winter solstices as the angles of the sun during the summer and winter months prevent the adequate representation of the shadow impacts due to new development.

4.3.11 Radio Impact Study

A Radio Frequency Impact Study was completed by Yves R Hamel et Associés Inc. For the proposed

development on the Subject Lands.

The study found that the proposed development, while subjected to significant electromagnetic fields, would not approach the limits set out by the Health Canada Safety Code 6 standards applicable to human exposure. Although deemed unlikely, there is a noted potential for the fields to interfere with some electronic devices or audio systems within the building, which can be mitigated with measures such as shielding electrical cables.

Worker safety during construction will need to be addressed at the level of personal protective gear for workers to protect them from induced body currents as well as at the level of equipment, especially cranes and boom trucks, to protect the equipment and the workers nearby from electric discharges. Every worker on site should be briefed on the RF field present in the project environment, and they should be informed of the applicable safety procedures, especially when involved in load lifting and crane operation.

From the perspective of the AM stations operation, the construction of the 8 storey main building of the seniors housing project may possibly have an impact on the radiation pattern of each station. Given the complexity of the structural and all conducting elements of the building, it is impossible to predict in advance with precision the level of changes to the patterns that the building may introduce and if the modified pattern would cause excessive interference to the neighboring stations it needs to protect.

In case of impact on the radiation patterns, certain mitigation techniques can be adopted to resolve the issue and some preventive measures can be used to minimize the risk. For instance, the structure of the building will be reinforced concrete, which reduces the level of induced current in the reinforcing steel compared to a steel beam structure, since it is encased in concrete.

4.3.12 Area Design Plan

An Area Design Plan has been prepared under a separate cover by MHBC. The Plan provides:

- A summary of the site description and surrounding context to provide an overview of the current use of the lands and surrounding uses;
- A description of the proposal to summarize how the current proposal operates independent to and does not impact the existing use of the St. Volodymyr Centre or the cemetery lands, and how the proposal does not impact the remnant parcels from a land use or zoning perspective;
- A transportation review summarizing the potential improvements to be made to the road network to accommodate the potential extension of Glenayr Gate as well as the continued operation of the separate uses for the St. Volodymyr Centre and the proposed seniors community. The transportation review determined that improvements to the Fourth Line Road allowance and improvements to the intersection with Dundas Road West were not required or recommended;
- A servicing review summarizing how the proposed development of the Subject Lands can be serviced which does not hinder the extension of municipal services to service the remainder of the St. Volodymyr's Landholdings should St. Volodymyr choose to develop;
- An environmental review of the Natural Heritage System to the south and east and a summary of the delineated feature limits that will ultimately be zoned appropriately to ensure their long term protection; and,
- A summary of key findings and conclusions.

The Plan concludes the following:

- The proposal does not require any modifications to the current land uses and policies in the Official Plan and therefore, the current designations and permitted uses on the St. Volodymyr's Landholdings and Subject Lands will remain the same;
- The proposal also does not require any modifications to the current zoning categories in the Zoning By-law, rather, the proposed Zoning By-law Amendment will add a site-specific permission for senior citizen's housing on the Subject Lands with the remainder of the St. Volodymyr's Landholdings maintaining their current zoning;
- From a transportation perspective, there are two potential options that have been prepared that would satisfactorily address the extension of Glenayr Gate. Both options are feasible from a transportation perspective and could result in the extension of the public right of way either to a cul-de-sac or to Fourth Line. Both options allow for the continued operation of the St. Volodymyr Centre and do not pose any impacts to their operations or to the proposed Delmanor development;
- The proposed Delmanor development will not preclude a future road network on the remainder of the St. Volodymyr's Landholdings;
- From a pedestrian circulation perspective, the proposed development provides connectivity to Fourth Line and Dundas Street and allows for a future potential north-south connection to the south if and when those lands develop;
- From a servicing perspective, the proposed development of the Subject Lands does not hinder the extension of municipal services to service the remainder of the St. Volodymyr's Landholdings should St. Volodymyr choose to develop; and,
- From an environmental perspective, appropriate buffers are implemented to the natural features on and within proximity to the Subject Lands. The proposed Zoning By-law Amendment will continue to identify the limits of the Woodland and Valleyland corridor as Private Open Space with no special provision to ensure no development and will also identify the limits of the Natural Area along the southern limit of the Subject Lands.

4.3.12 Waste Management Plan

LEA prepared a Waste Management Plan for the proposed development as required by the Region in order to ensure that safe and efficient waste collection services are provided to the development. Based on discussions with Delmanor's Director of Building Services, the proposed development will provide a private waste collection service and it is anticipated that waste collection will occur three times a week.

Waste collection for the retirement building will take place within the proposed service lane and "T" turnaround area located at the south end of the building. Furthermore, on-street collection will take place for the Independent Living Units (ILUs) through side loading waste collection vehicles. The access routes for the collection vehicles to and from the collection areas are provided in Appendix H (Drawing 002 and Drawing 003). Overall, the proposed development plans can accommodate the waste collection vehicles in an acceptable manner.

5.0 POLICY CONTEXT OVERVIEW

The following section of the Planning Justification Report provides a review and assessment of the land use policy and regulatory framework related to the Subject Lands and the proposed redevelopment. Each subsection describes the applicable policies and regulations and identifies how the proposed redevelopment and proposed amendments to the Town's Official Plan are consistent with and implement Provincial and Regional policy.

5.1 Planning Act, R.S.O. 1990, c. P.13

The Ontario Planning Act, R.S.O. 1990 c. P.13 (the *Planning Act*) is the primary legislation governing land use planning in the Province of Ontario. The *Planning Act* provides the basis for consideration of Provincial interests in managing land and natural resources, preparing Official Plans and planning policies, establishing planning processes, regulating land uses through Zoning By-laws and other measures, ensuring public notice and appeal rights, and other matters of Provincial interest. Several other Provincial policies are created from the authority of the *Planning Act*, including the Provincial Policy Statement, discussed below.

Section 2 of the *Planning Act* sets out the matters of Provincial interest which the Minister, the Council of a municipality, a local board, a planning board and the Municipal Board shall have regard to when carrying out their responsibilities under the Act. The following matters of Provincial interest are of relevance and applicable to the analysis of this proposal:

- the protection of ecological systems, including natural areas, features and functions;
- the supply, efficient use and conservation of energy and water;
- the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- the orderly development of safe and healthy communities;
- the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- the adequate provision of a full range of housing, including affordable housing;
- the adequate provision of employment opportunities;
- the protection of the financial and economic well-being of the Province and its municipalities;
- the protection of public health and safety;
- the appropriate location of growth and development;
- the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- the promotion of built form that,
 - is well designed;
 - encourages a sense of place;
 - provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;and,
- the mitigation of greenhouse gas emissions and adaptation to a changing climate.

All of the above matters of Provincial interest have been addressed through the design of the proposed development which will provide an opportunity for the creation of a well-designed seniors community in the Town of Oakville. The following sections of this report provide a comprehensive analysis and discussion of these matters and how they have been addressed as part of the proposed development for the Subject Lands.

5.2 Provincial Policy Statement (2020)

The Provincial Policy Statement (“PPS”) is issued under Section 3 of the *Planning Act* and the most recent Statement came into effect on May 1, 2020. The PPS establishes the policy foundation for regulating the development and use of land in Ontario and provides policy direction on matters of Provincial interest related to land use planning and development. The *Planning Act* requires that decisions affecting a planning matter ‘be consistent with’ the policies of the PPS. As such, the PPS provides a vision for land use planning in Ontario that encourages an efficient use of land, resources and public investment in infrastructure.

The PPS strongly encourages development that will provide long term prosperity, environmental health and social wellbeing. These directives depend on the efficient use of land and development patterns that support strong, livable and healthy communities that protect the environment and public health and safety, and facilitate economic growth. The 2020 PPS applies to planning decisions made on or after the effective date and apply to the proposed Zoning By-law and Official Plan Amendment.

An analysis of Provincial policies contained within the PPS, and how the proposed Zoning By-law and Official Plan Amendment applications are consistent with these policies, is provided as herein.

Part V of the PPS contains the Provincial policy framework to guide land use planning across Ontario. Accordingly, the policies are organized according to a series of fundamental principles, including:

- Building Strong Healthy Communities (Section 1);
- Wise Use and Management of Resources (Section 2);
- Protecting Public Health and Safety (Section 3); and,
- Implementation and Interpretation (Section 4).

Applicable policies from each of the above noted fundamental principles are analyzed and evaluated below.

5.2.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

“1.1.1 Healthy, livable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and*

safety concerns;

d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;

e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;

g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

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

i) preparing for the regional and local impacts of a changing climate.”

The proposed development is located within a Settlement Area, as defined by the PPS, and will be on full municipal services. The proposal supports the objectives for healthy, livable and safe communities in the following ways:

- **By locating a seniors community within the Town of Oakville on a site designated for residential growth in the Regional and Local Official Plans;**
- **By introducing new seniors residence suites in an area well-served by surrounding institutional, recreation, and park and open space uses;**
- **By providing accessible seniors residence suites allowing existing residents in the area to age-in-place in the community;**
- **By proposing infill development on lands that are currently planned for seniors housing to ensure cost-effective development that minimizes land consumption and servicing costs; and,**
- **By making better, higher use of existing infrastructure networks.**

5.2.2 Settlement Areas

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

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

a) efficiently use land and resources;

b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;

c) minimize negative impacts to air quality and climate change, and promote energy efficiency;

d) prepare for the impacts of a changing climate;

e) support active transportation;

f) are transit-supportive, where transit is planned, exists or may be developed; and

g) are freight-supportive.

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.”

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

brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.”

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

“1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.”

“1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.”

The proposed development is located within a Settlement Area, as defined by the PPS, and will be developed on existing full municipal services. The proposed development represents an efficient use of land and resources in the area. The redevelopment of the Subject Lands will achieve intensification within the built up area, in an area identified by the Province, Region and Town for intensification. It will assist the Town in meeting the long term and annual housing needs of residents. Further, the proposed development will provide access to the existing public transportation network and is supportive of active transportation due to its proximity to existing bus routes, the Bronte Go Station, trails, parks and open space.

5.2.3 Housing

“1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

b. permitting and facilitating:

- 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
- 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*

c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;

d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and

f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.”

The proposed development represents a compatible form of residential intensification in an area identified by the Province, Region and Town as appropriate for accommodating growth. The proposed development implements a seniors community that offers a continuum of care allowing residents within the community to age-in-place within the community while also welcoming new

residents to the community who are relocating to be closer to their families residing in the neighbourhood. Additionally, appropriate levels of infrastructure and public service facilities exist in the area. The development will efficiently utilize land and infrastructure through implementing a seniors community containing 315 suites including memory care suites, assisted living suites and independent living suites as well as an additional 27 independent living units. Combined, the entire development is proposed to consist of 342 units all proposed to be rental in tenure. The proposed development will also provide a transit-supportive density, and is within proximity to 3 bus routes providing connections to the downtown and the Go transit network. The development has been designed to integrate with the surrounding community and will contribute to the range and mix of housing types in the neighbourhood to meet the current and future needs of residents, and will allow for current residents in the area to age-in-place within their community.

5.2.4 Public Spaces, Recreation, Parks, Trails and Open Space

"1.5.1 Healthy, active communities should be promoted by:

a. planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;"

The proposed development has been designed to integrate into the public realm, to foster social interaction and to facilitate active transportation and community connectivity. The proposed development has been designed to provide significant outdoor amenity space as well as pedestrian connections to the surrounding active transportation network to foster social interaction, community connectivity and safety.

5.2.5 Servicing and Transportation

"1.6.6.1 Planning for sewage and water services shall:

a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:

1. municipal sewage services and municipal water services;"

"1.6.6.7 Planning for stormwater management shall:

a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;

b) minimize, or, where possible, prevent increases in contaminant loads;

c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;

d) mitigate risks to human health, safety, property and the environment;

e) maximize the extent and function of vegetative and pervious surfaces; and

f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development."

"1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation."

The Functional Servicing Report and Stormwater Management Report prepared in support of this application conclude that the proposed development can be accommodated by existing services and also confirms that municipal servicing requirements are satisfied with the proposal. The

proposed development has been designed to integrate with the surrounding community and will support the reduction in length and number of vehicle trips by ensuring easy access to the existing alternative transportation modes (i.e. walking, cycling) and public transit. A Transportation Impact Study has been prepared in support of the proposed development which further describes how this proposal responds to and satisfies transportation requirements.

5.2.6 Energy Conservation, Air Quality and Climate Change

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

- a) promote compact form and a structure of nodes and corridors;*
- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;*
- d) focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities;*
- e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*
- f) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure; and*
- g) maximize vegetation within settlement areas, where feasible."*

The proposed development has been designed with a compact form and is located within immediate proximity to Dundas Street, identified as a Major Arterial per Schedule C, Transportation Plan, in the Town of Oakville Official Plan, and is also identified as a Busway Corridor meant to promote higher order transit. Dundas Street is also identified as having a Multi-Use Trail and Fourth Line is identified as having a Signed Bike Route in Schedule D, Active Transportation Master Plan, therefore, the site is well-served by transit to promote transit use as well as active transportation. Energy efficiency will be considered in the proposed development through the implementation of best practices for stormwater management including surface swales and low impact development measures for landscaped areas. Vegetation will be maximized on the site through significant landscaping including new trees to be planted along the perimeter of the site as well as significant outdoor amenity space and a comprehensive trail network through the site providing pedestrian connections to the surrounding network.

5.2.7 Implementation

"4.6 The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans.

Official plans shall identify provincial interests and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required.

In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after adoption and

approval of an official plan.”

Conformity with the Halton Region and Town of Oakville Official Plans is further addressed below in Sections 5.3 and 5.4.

5.2.8 Summary/Conformity Statement

The PPS outlines a series of guiding policies meant to direct land use planning and development across Ontario. More specifically, the PPS focuses on ensuring growth and development is directed to appropriate areas with an emphasis on development in areas well served by infrastructure, and in a manner that will not compromise the long-term protection of the natural environment. The above analysis demonstrates that the proposed development conforms to the PPS by allowing for intensification within a built-up area, in an area identified by the Province, Region and Town as appropriate for intensification, and in an area served by existing infrastructure. The proposed development also provides increased housing options as a seniors community that offers a variety of unit types and sizes with various levels of care including memory care, assisted living and independent living units. The proposed development will serve existing and future residents, allowing residents within the community to age-in-place within the community while also welcoming new residents to the community who are relocating to be closer to their families residing in the neighbourhood. As such, the development proposal and corresponding Zoning By-law Amendment are consistent with the policies of the PPS.

5.3 A Place to Grow (August 2020 Office Consolidation)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (hereafter ‘A Place to Grow’ or the ‘Growth Plan’) was prepared and approved under the Places to Grow Act, 2005 and updated on May 16, 2019. Amendment 1 to the Growth Plan came into effect on August 28, 2020. A Place to Grow establishes a long-term framework for growth and development in the Greater Golden Horseshoe (‘GGH’) region which encourages the efficient use of land through the development of complete communities that are compact, transit supportive, and provide a range of housing and employment opportunities. Amendment 1 to the Growth Plan utilizes a land use planning horizon to 2051.

A Place to Grow builds upon the policy foundations of the PPS and previous Growth Plans as well as responds to key challenges in the GGH region by providing enhanced policy directions designed to achieve complete communities that are compact, transit-supportive and make efficient use of investments in infrastructure and public service facilities while ensuring the protection of agricultural and natural areas and supporting climate change mitigation and adaptation. Guiding principles of the Growth Plan are established to support the achievement of complete communities; prioritize intensification and higher densities to make efficient use of land and infrastructure; provide flexibility to capitalize on economic and employment opportunities; support a mix of housing options; improve the integration of land use planning with planning and investment in infrastructure; protect and enhance the natural environment; conserve and promote cultural heritage; and, integrate climate change considerations into planning and growth management.

The Growth Plan provides policies for where and how to grow, stating that population and employment growth be directed to urban areas and rural settlement areas. Within these areas, the Growth Plan designates two different areas of growth: the built up area, where growth is to be directed and accommodated through intensification; and, designated greenfield areas, which are generally undeveloped, vacant land, where

growth and development should achieve a compact urban form. **The Subject Lands are within a built up area in the Town of Oakville in accordance with the Growth Plan.**

Applicable policies from each of the above noted fundamental principles are analyzed and evaluated below.

The following is a summary of the policies applicable to the proposed development and how they have been addressed.

5.3.1 Managing Growth

Section 2.2 sets out the policy framework for how forecasted growth can be managed to the horizon of the Growth Plan. As such, the vast majority of growth is to be directed to settlement areas that have a delineated built boundary, have existing or planned municipal water and wastewater systems, and can support the achievement of complete communities. As such, growth within settlement areas is further forecasted to occur in delineated built-up areas, strategic growth areas, locations with existing or planned transit, and areas with existing or planned public service facilities. The following policies apply to redevelopment of the Subject Lands.

"2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on the following:

- a) the vast majority of growth will be directed to settlement areas that:
 - i. have a delineated built boundary;*
 - ii. have existing or planned municipal water and wastewater systems; and*
 - iii. can support the achievement of complete communities;**
- b) growth will be limited in settlement areas that:
 - i. are rural settlements;*
 - ii. are not serviced by existing or planned municipal water and wastewater systems; or*
 - iii. are in the Greenbelt area;**
- c) within settlement areas, growth will be focused in:
 - i. delineated built-up areas;*
 - ii. strategic growth areas;*
 - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
 - iv. areas with existing or planned public service facilities**
- e) development will generally be directed away from hazardous lands;"*

The Subject Lands are located within a delineated built boundary where intensification is to be directed. Further, the Subject Lands are in close proximity to transit, where intensification and growth are promoted under the Growth Plan, and support achievement of complete communities.

"2.2.1.4 Applying the policies of this Plan will support the achievement of complete communities that:

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and public service facilities;
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- c) provide a diverse range and mixing of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;"

The Subject Lands are located within an area identified for intensification by the Province, Region and Town, where convenient access to amenities that provide for a complete community are available. As previously mentioned, the Subject Lands are currently serviced by 3 bus routes and are in proximity to a number of public service facilities, including parks, cultural facilities and a hospital. The proposed development will contribute to the provision of high quality compact built form by making efficient use of space through the provision of a new seniors community with both an 8-storey seniors residence and independent living units to provide for various unit sizes and types implemented through a compact urban form.

5.3.2 Delineated Built-up Areas

Section 2.2.2 sets out the general intensification strategy for delineated built-up areas and states that by the year 2031, a minimum of 60% of all residential development occurring annually within each upper or single tier municipality will be in the delineated built-up area. This is further addressed in the following policies:

"2.2.2.2. Until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply."

"2.2.2.3. All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:

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

"2.2.2.4. Councils of upper- and single-tier municipalities may request an alternative to the target established in policy 2.2.2.1 where it is demonstrated that this target cannot be achieved and that the alternative target will be appropriate given the size, location and capacity of the delineated built-up area."

"2.2.2.5. The Minister may permit an alternative to the target established in policy 2.2.2.1. If council does not make a request or the Minister does not permit an alternative target, the target established in policy 2.2.2.1 will apply."

The proposed development represents an intensification opportunity that will assist the Town and Region in achieving the growth planned for the Town. The proposal reflects a level of intensification appropriate within the Provincial, Regional and Local planning framework and physical site context.

5.3.3 Housing

Section 2.2.6 provides the Provincial policy direction for housing, and includes policy direction for municipalities to provide options for housing by striving to meet the minimum intensification and density targets identified by the Growth Plan. This is further addressed in the following policies:

"2.2.6.2 Notwithstanding Policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1., municipalities will support the achievement of complete communities by:

- a) planning to accommodate forecasted growth to the horizon of this Plan;*
- b) planning to achieve the minimum intensification and density targets in this Plan;*
- c) considering the range and mixing of housing options and densities of the existing housing stock; and*
- d) planning to diversify their overall housing stock across the municipality"*

The proposed development introduces a seniors community that will provide a continuum of care with independent living suites, assisted care suites and memory care suites, to a neighbourhood where limited opportunities currently exist for residents to age within their community. The proposed development will contribute to the current mix of residential opportunities within the West Oak Trail neighbourhood.

5.3.4 Policies for Infrastructure to Support Growth

Policies related to infrastructure and transportation are provided in Section 3 of the Plan. Generally, these policies direct the Province and municipalities to undertake an integrated and coordinated approach to land use planning, infrastructure investments and environmental objectives to achieve the outcomes of the Plan. These policies promote the transition from lower density development to a more compact built form. They place emphasis on transit as the first priority for planning or development, promoting a transit network that will support and facilitate improved linkages between strategic growth areas and other areas planned for a mix of uses and transit-supportive densities. These systems are to serve growth in a manner that supports achievement of the minimum density and intensification targets of the Plan.

The proposed development assists the Town and Province in achieving the intent of the infrastructure and transportation policies of the Growth Plan by providing for a more compact built form that is within close proximity to amenities, services, and public transit. The development will contribute to the prioritization of public transit and the achievement of transit-supportive densities along Dundas Street where intensification is directed, being a Higher Order Transit Corridor in the Halton Region Official Plan and Major Arterial Road in both the Regional and Local Official Plan. The

introduction of the seniors community with a variety of unit types and sizes will support the economic viability of these services, resulting in a more efficient and cost effective uses of existing public resources.

5.3.5 Protecting What is Valuable

Section 4 of the Growth Plan provides policies for protecting resources including water systems, the Natural Heritage System, key hydrologic features, public open space, the agricultural system, cultural heritage resources and mineral aggregate resources. Additionally, Section 4 provides policies intended to mitigate the impacts of climate change.

Generally, the Subject Lands will not pose any impacts to water resources, natural features, aggregate operations or the agricultural system. The Subject Lands are located north of a tributary to Sixteen Mile Creek with Sixteen Mile Creek located to the east of Fourth Line abutting the Subject Lands. The lands associated with this corridor are identified as a natural heritage system and have been defined as part of the Environmental Impact Study with appropriate buffers implemented. The limits of the Woodland and Valleyland within the Subject Lands will be zoned as Private Open Space (with no site-specific exception allowing for development) and the Natura Area to the south of the Subject Lands within the St. Volodymyr's Landholdings as identified in the EIS will maintain the Natural Area zoning to ensure its long term protection. Further, the proposal responds to the Growth Plan's policies related to climate change adaptation and mitigation by enhancing a complete community through intensification and opportunities for reduced dependence on automobiles.

5.3.6 Summary/Conformity Statement

The Growth Plan guides development to achieve positive outcomes for the Region and the Town with respect to the economy, environment and quality of life. The analysis above demonstrates how the proposed redevelopment conforms to and achieves the Growth Plan objectives by allowing for appropriate intensification, supporting public transit and municipal services, directing growth in a manner that builds complete communities and provides a better range of housing opportunities which are well-connected to existing community services, parks, and local businesses. As such, the proposed development and corresponding Official Plan and Zoning By-law Amendment provide conformity with, and serve to implement, the applicable policies of the Growth Plan.

5.4 Region of Halton Official Plan (June 2018 Consolidation)

The Region of Halton Regional Official Plan (ROP) serves as Halton's guiding document for land use planning and is intended to manage growth across the four municipalities that comprise Halton Region (Town of Halton Hills, Town of Milton, City of Burlington, and Town of Oakville). The ROP was adopted by Regional Council on March 30, 1994 through By-law 49-94 and subsequently received Ministerial approval, with modifications on November 27, 1995. Since this time, portions of the ROP were appealed to the Ontario Municipal Board ('OMB'). In the intervening years, the ROP has been updated via Ministry and OMB approvals and various amendments, which have been incorporated into the June 2018 Office Consolidation. The June 2018 Office Consolidation also includes Regional Official Plan Amendment No. 38 (ROPA 38) which was

approved by Regional Council on December 16, 2009 and was subsequently approved by the Ministry of Municipal Affairs and Housing with modification. Following Ministerial approval of ROPA 38, it was appealed to the OMB. It is noted that the June 2018 Office Consolidation of the ROP used for this planning assessment includes ROPA 38, as approved by the OMB.

The ROP establishes a broad set of land use designations as part of the Regional Urban Structure, which are intended to guide growth and development, while allowing flexibility for local municipalities to further define specific land uses within the broader designation. It also provides general guidance for redevelopment, creation of complete communities and intensification. The ROP requires that Local Official Plans direct development in accordance with local desires, while adhering to the policies of the ROP.

The Regional Urban Structure is outlined on Map 1 of the ROP. In accordance with Map 1 – Regional Structure, the Subject Lands are located within the ‘Built Boundary’ and are designated ‘Urban Area’ (**Figure 6**). The Regional Structure is accompanied by a growth strategy for Halton based on population and employment forecasts for the planning horizon year of 2031. Overall, the Region is expected to grow by 324,000 and reach a population of 780,000 by 2031. Of the regional total, it is intended that the Town of Oakville will grow by 83,000 and reach a population of 255,000 by 2031 (Halton ROP, Table 1). To achieve provincial directions and accommodate the forecast growth, the Region has adopted an intensification target of 40% of all new residential growth. The Region has assigned growth to the local municipalities in order to achieve this target. To achieve the intensification objectives within the Region, it is expected that the minimum number of new housing units to be added to the Built-Up Area of the Town of Oakville between 2015 and 2031 is 13,500 (Halton ROP, Table 2 and 2a). The ROP also contains policies related to housing targets. Specifically, Policy 86(6)(a) states that at least 50% of new housing units produced annually in Halton be in the form of townhouses or multi-storey buildings.

The proposed development contributes to the Region’s growth targets through providing increased opportunities for living for seniors. A summary of the policies applicable to the Subject Lands and the proposed development is provided below along with an evaluation of how the development conforms to these policies.

5.4.1 Urban Area

The Halton ROP sets out a policy framework for guiding growth and development based on a series of land use designations. ‘Urban Area’ is one of eight land use designations identified in the Halton ROP. Generally, it is the intent that the majority of growth be directed to the ‘Urban Area’ in order to provide for development and redevelopment that support compact, transit-supportive built form and the creation of complete communities. In addition, development in the ‘Urban Area’ is to provide opportunities for the retention of local community identity, preservation of the natural environment and the promotion of compact development that is sustainable and cost-effective. Policies 72 to 77 of the ROP establish the guiding objectives and policies for development in designated Urban Areas.

“72. The objectives of the Urban Area are:

- (1) To accommodate growth in accordance with the Region’s desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high-quality, sustainable natural environment, and preserve certain landscapes permanently.*
- (2) To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.*
- (3) To provide a range of identifiable, inter-connected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure.*

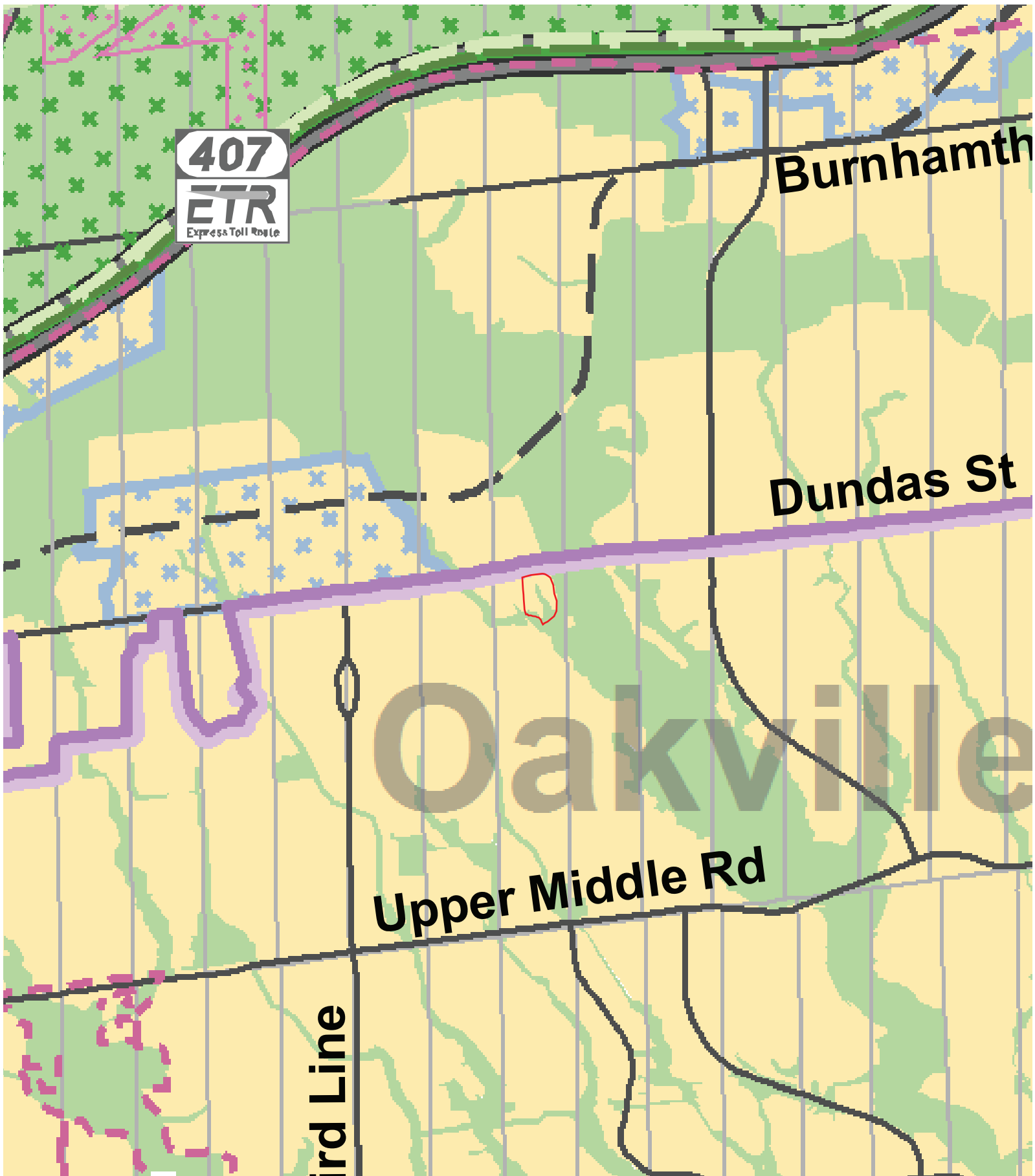
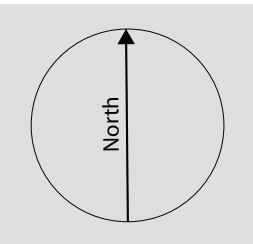


Figure 6
 Map 1
 Regional Structure

1280 Dundas Street West
Oakville, Ontario

Legend

- Subject Lands
- Urban Area
- Regional Natural Heritage System
- Agricultural Area



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- (6) *To identify an urban structure that supports the development of Intensification Areas.*
- (7) *To plan and invest for a balance of jobs and housing in communities across the Region to reduce the need for long-distance commuting and to increase the modal share for transit and active transportation.*
- (8) *To promote the adaptive re-use of brownfield and greyfield sites.*
- (9) *To facilitate and promote intensifications and increased densities.”*

The proposal will facilitate the redevelopment of an underutilized property within the built boundary of the Town of Oakville through the implementation of a seniors living community. More specifically, the proposal will facilitate a compact built form that is transit-supportive, makes more efficient use of existing infrastructure networks, will provide opportunities for increased local transit ridership and active transportation networks, and will contribute to the achievement of a complete community. Furthermore, the proposal will assist the Town in providing a balance of housing options for seniors within northwest Oakville within the West Oak Trail neighbourhood.

5.4.2 Intensification Areas

As discussed in greater detail below under the Town’s Official Plan, the Subject Lands are identified as an intensification area, specifically a Growth Area. Within the context of the ROP, intensification areas are part of the Urban Area and consist of Urban Growth Centres, Major Transit Station Areas, Intensification Corridors and Mixed Use Nodes as identified in Local Official Plans (Policy 80(1-4)). Relevant to the proposal, Intensification Corridors and Mixed Use Nodes are defined by Policy 80(3) and Policy 80(4) as follows:

“80. Intensification Areas are parts of the Urban Area and consist of:

(3) Intensification Corridors as identified in Local Official Plans, which consists of areas along Higher Order Transit Corridors and selected Arterial Roads within Urban Areas, as shown on Map 3; and,

The Subject Lands are located within immediate proximity to Dundas Street, identified as a Major Arterial and Higher Order Transit Corridor per Map 3 - Functional Plan of Major Transportation Facilities in the Halton Region Official Plan (Figure 7) and designated as a Major Arterial and Busway Corridor in Schedule C of the Town of Oakville Official Plan and are therefore considered an intensification area.

The ROP contains a series of objectives for intensification areas within Section 78, as follows:

“78. The objectives of the Intensification Areas are:

(1) To provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable.

(2) To provide opportunities for more cost-efficient and innovative urban design.

(3) To provide a range of employment opportunities, facilities and services in centralized locations that are readily accessible by public transit.

(4) To provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighbourhoods.

(5) To create a vibrant, diverse and pedestrian-oriented urban environment.

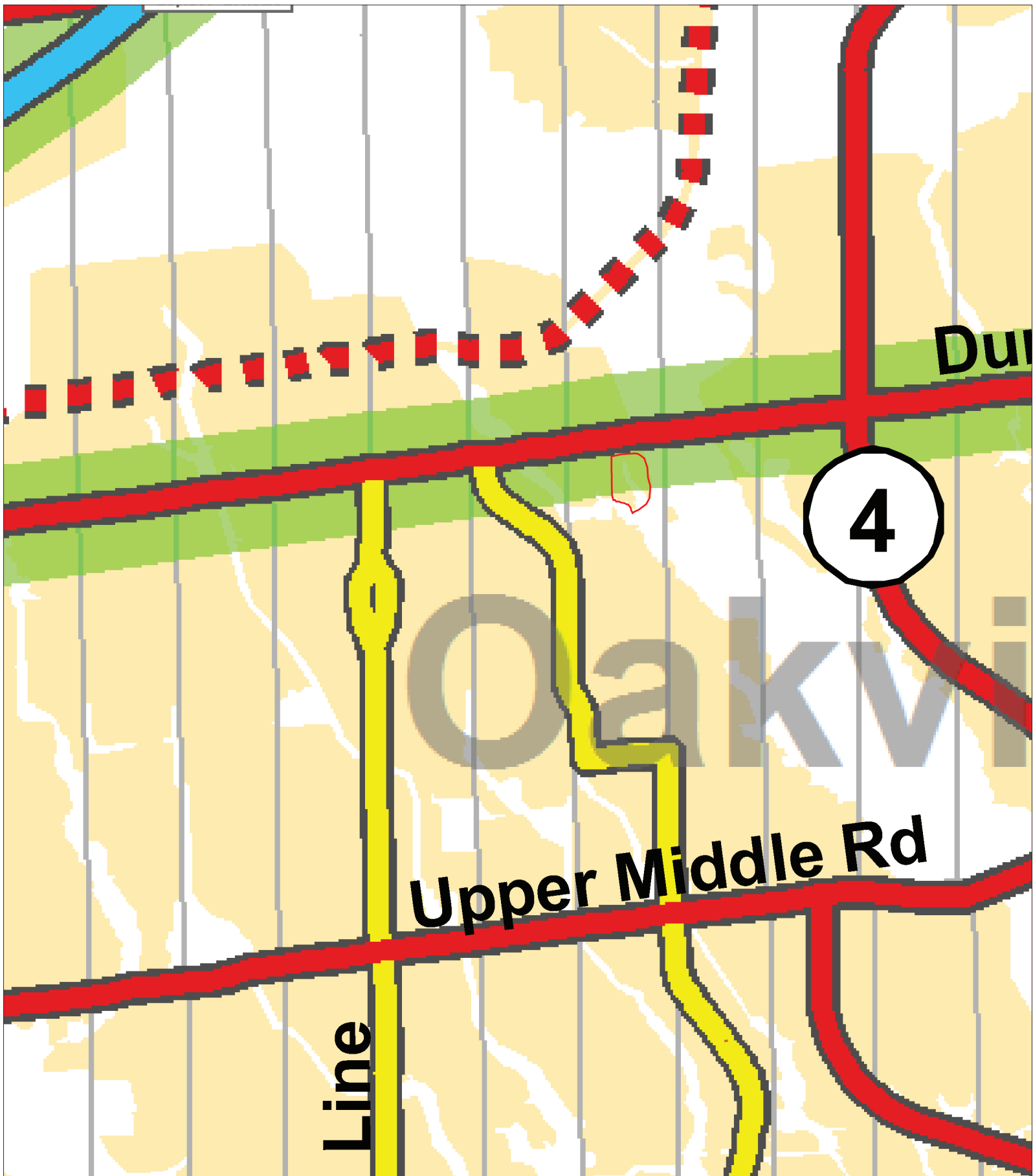
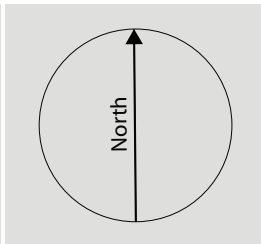


Figure 7
Map 3
 Functional Plan of Major Transportation Facilities

1280 Dundas Street West
Oakville, Ontario

Legend

- Subject Lands
- Urban Area
- Higher Order Transit Corridor
- Commuter Rail Corridor
- Provincial Freeway
- Major Arterial
- Minor Arterial



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- (6) To cumulatively attract a significant portion of population and employment growth.
- (7) To provide high quality public open spaces with site design and urban design standards that create attractive and vibrant places.
- (8) To support transit and active transportation for everyday activities.
- (9) To generally achieve higher densities than the surrounding areas.
- (10) To achieve an appropriate transition of built form to adjacent areas.
- (11) For Major Transit Station Areas and Intensification Corridors:
 - a) To achieve increased residential and employment densities in order to ensure the viability of existing and planned transit infrastructure and service.
 - b) To achieve a mix of residential, office, institutional and commercial development, where appropriate.
 - c) For Major Transit Station Areas, to provide access from various transportation modes to the transit facility, including consideration of, but not limited to, pedestrians, bicycle routes and bicycle parking, commuter pick-up/drop-off areas, carpool parking, car share vehicles, and parking/recharging stations for electric vehicles.
 - d) For Intensification Corridors, to accommodate local services, including recreational, cultural and entertainment uses."

The proposal will help achieve the objectives of the ROP for the Urban Area and an Intensification Area. The development represents a compact urban form offering a variety of unit types and sizes to serve Oakville's aging population. The Subject Lands are located within close proximity to a variety of community facilities per Table 1. Increased density on the site will support the existing and planned transit routes in the area and encourage the use of public transit by residents, visitors and staff as well as active transportation with direct access to local transit and a multi-use path on Dundas Street and accessible connections to higher-order intra-regional transit (GO Transit). The accompanying technical studies, including the Transportation Impact Study and Functional Servicing Report demonstrate that there is adequate capacity in the transportation network and the site can be adequately serviced with water and sanitary sewage disposal. The proposed development has been carefully designed to ensure an efficient use of space and to achieve compatibility with the existing surrounding context. Further details with respect to urban design can be found in the Urban Design Brief prepared in support of this application and included as part of the submission.

The policy direction for Intensification Areas is contained within Section 81 and provides numerous policy directions for local municipalities to consider in the local Official Plans to implement intensification areas with higher densities and mixed uses. Of particular relevance to the Subject Lands are the following:

81. It is the policy of the Region to:

- (4) Require Area-Specific Plans or policies for Intensification Areas to include:
 - a) a transportation network designed to integrate active transportation, local transit services and inter-municipal/inter-regional higher order transit services; and
 - b) urban design guidelines to promote active transportation and transit supportive land uses in accordance with Regional standards under Section 81(5).
- (6) Require the Local Municipalities to ensure the proper integration of Intensification 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.
- (7.2) Consider intensification and development of Intensification Areas as the highest priority of urban development within the Region and implement programs and incentives, including Community Improvement Plans under the Planning Act, to promote and support intensification.

- (7.3) Ensure that Intensification Areas are development-ready by:*
- a) making available at the earliest opportunity water, waste water and transportation service capacities to support the development densities prescribed for Intensification Areas; and*
 - b) requiring Local Municipalities to adopt the Zoning By-laws under Section 81(7), or equivalent Official Plan policies having the same effect, within one year of the approval of the Local Official Plan amendment introducing the Intensification Areas.*
- (8) Encourage the Local Municipalities to adopt parking standards and policies within Intensification Areas to promote the use of active transportation and public transit.*
- (9) Encourage the Local Municipalities to consider planning approval, financial and other incentives to promote the development of Intensification Areas.*

The development proposal will introduce an 8 storey seniors residence with 315 suites that will provide a 'continuum of seniors care' including memory care suites, assisted living suites and independent living suites. An additional 27 independent living units are also proposed. Combined, the entire development is proposed to consist of 342 suites and all suites will be rental in tenure. The proposed development is consistent with the ROP's direction for higher densities in Intensification Areas. The proposed ZBA seeks to facilitate an increased density on the site in order to optimize the use of the Subject Lands being a property well buffered from existing stable residential neighbourhoods to the west and south. The increased density will also increase transit ridership potential of the area and support the existing bus routes which serve the site. Bicycle parking is proposed on site in accordance with the Zoning By-law and is consistent with the ROP policies promoting active transportation and public transit use. Although the site is well buffered from existing stable neighbourhoods, the proposal has incorporated strategic siting by locating the 8 storey building in the northeast corner furthest away from the stable neighbourhoods to the south and west. A transition in building height has been provided with the independent living units situated on the western limits of the site to provide an appropriate relationship should the remainder of the St. Volodymyr Landholdings develop in the future.

5.4.3 Housing

The ROP also contains policies and objectives related to housing, with the goal of supplying people with an adequate mix and variety of housing to satisfy differing physical, social, and economic needs (Policy 84).

The policy direction for Housing is contained within Section 86 and provides numerous policy directions for local municipalities to consider in the local Official Plans to implement an adequate mix and variety of housing across the Region. Of particular relevance to the Subject Lands are the following:

"86. It is the policy of the Region to:

- (6) Adopt the following housing targets:*
- a) that at least 50 per cent of new housing units produced annually in Halton be in the form of townhouses or multi-storey buildings; and*
 - b) that at least 30 per cent of new housing units produced annually in Halton be Affordable or Assisted Housing.*
- (11) Permit intensification of land use for residential purposes such as infill, redevelopment, and conversion of existing structures provided that the physical character of existing neighbourhoods can be maintained.*
- (12) Encourage the building and development industry to incorporate universal physical access features in all new buildings.*

(13) Encourage the Local Municipalities and the development industry to provide innovative building design that will facilitate subsequent conversion to provide additional housing units.

(18) Encourage all levels of government to stimulate rental Market Housing construction in Halton to meet such needs.

(21) Require Local Official Plans to provide an appropriate mix of housing by density, type and affordability in each geographic area, consistent with current and projected demands reflecting socio-economic and demographic trends.

(22) Require Local Official Plans and Zoning By-laws to permit Special Needs Housing as of right in all residential neighbourhoods subject to reasonable planning standards and design criteria."

The proposal seeks to develop a seniors community offering a total of 342 suites geared towards seniors and offering a continuum of care including memory care suites, assisted living suites and independent living suites. The increased density and variety in built form will more efficiently use the lands and increase the overall supply of seniors' housing in the area. The proposed development has been designed with strategic building siting to provide a transition from the higher density use proposed in the northeast corner, in closer proximity to Dundas Street and transportation access, to the independent living units proposed to the west to provide appropriate transition to the stable residential neighbourhood to the west and to allow for an appropriate relationship to the St. Volodymyr Landholdings to the west of the Subject Lands should they develop in the future.

5.4.4 Regional Natural Heritage System

The Subject Lands are surrounded by the Regional Natural Heritage System to the south and east as identified in Map 1 – Regional Structure (**Figure 6**). The lands to the south and east are also identified as Key Features in Map 1G - Key Features within the Greenbelt and Regional Natural Heritage Systems (**Figure 8**).

The Regional Natural Heritage System is a systems approach to protecting and enhancing natural features and functions and is scientifically structured on the basis of the following Key Features: significant habitat of endangered and threatened species, significant wetlands, significant woodlands, significant valleylands, significant wildlife habitat, significant areas of natural and scientific interest, fish habitat. Key Features should be protected and enhanced (Policy 114.1). Local Official Plans and Zoning By-laws are to recognize the Regional Natural Heritage System as identified in this Plan and include policies and maps to implement policies of the Regional Plan (Policy 118.1). Development and site alteration is prohibited within significant wetlands, significant coastal wetlands, significant habitat of endangered and threatened species and fish habitat except in accordance with Provincial and Federal legislation or regulations (Policy 118.2.a). Further, the Regional Plan states that local municipalities should seek to obtain through the development approval process parts of the Regional Natural Heritage System (Policy 118.7) and also require that local Zoning By-laws impose appropriate setbacks for regulated flood plains (Policy 118.12).

An Environmental Impact Study has been prepared in support of the proposed development that has defined the limits of the tributary and natural heritage lands associated with Sixteen Mile Creek to the south of the site as well as the limits of the natural heritage lands associated with Sixteen Mile Creek to the east. The Study found that the proposal can proceed in conformity/compliance within the applicable regulatory and policy framework, by respecting the recommended development limits, including the established setback and buffers adjacent to the top of bank and valley woodland edge, improving stormwater quality run-off and providing naturalization and ecological enhancements within the buffers. The limits of the Woodland and Valleyland within the Subject

Enlarge all Roads

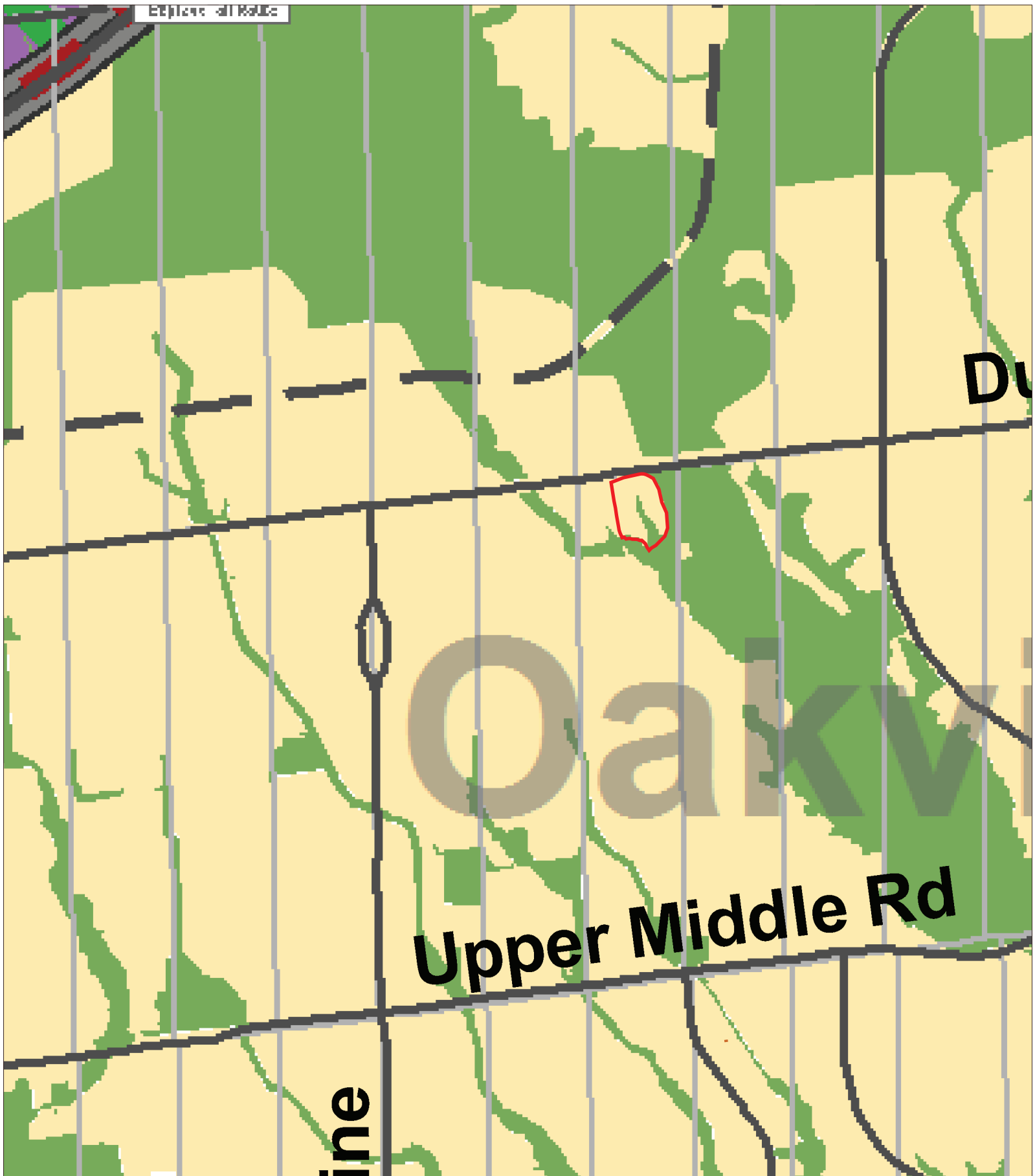
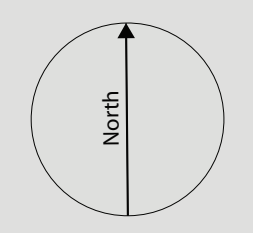


Figure 8
 Map 1G
 Key Features within the Greenbelt and Regional Natural Heritage Systems

1280 Dundas Street West
Oakville, Ontario

Legend

- Subject Lands
- Urban Area
- Key Features
- Prime Agricultural Areas in NHS Enhancements/Linkages/Buffers
- Major Roads
- Lot or Concession Line



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Lands will be zoned as Private Open Space (with no site-specific exception allowing for development) and the Natura Area to the south of the Subject Lands within the St. Volodymyr’s Landholdings as identified in the EIS will maintain the Natural Area zoning to ensure its long term protection.

5.4.5 Healthy Communities

Part IV of the ROP contains policies with respect to creating healthy communities. Overall, it is the goal to achieve a high-quality environment, for this and future generations that will sustain life, maintain health and improve the quality of living (Policy 140). In this regard, it is the policy of the Region to require all development proponents to have regard for the Healthy Communities Guidelines in considering and providing physical design features that promote safety and security (Policy 156(1)).

These policies are evaluated in the context of the Healthy Community Guidelines in **Table 3**. The Guidelines note that healthy communities encourage seven attributes which are presented as headings in Table 3.

Table 3: Healthy Community Guidelines Compliance	
Built Environment	
Contribution to healthy community:	Elements:
<ul style="list-style-type: none"> • compact mixed use development, walkable and connected communities; • a range of densities and housing opportunities, choices and accessibility for all income levels and needs; • redevelopment/regeneration areas; • welcoming pedestrian-scaled environments; • a range of densities that will support public transit and amenities; and, • community infrastructure. 	<ul style="list-style-type: none"> • Compact Development • Community Structure • Diversity of Uses • Walkable & Connected Communities • Diversity of Housing • Complete Streets • Schools • Redevelopment / Regeneration Areas • Mixed Use Opportunities • Urban Forest • Streetscapes and the Pedestrian Environment
Compliance of proposed development:	
<p>The proposed development will provide an intensified use of the site, in a compact built form. The proposed development will provide for a greater range of housing opportunities for seniors in different stages of their life cycle. The proposed development will be well connected to the existing transit system, parks and local community facilities to serve future residents, visitors and staff. Furthermore, the proposed development includes appropriate setbacks and landscaping to foster a pedestrian-scaled environment along the street frontages and internally to the Site. The proposed development also implements significant landscaped outdoor amenity areas to serve future residents.</p>	
Mobility	
Contribution to healthy community:	Elements:
<ul style="list-style-type: none"> • encouraging physical activity; • facilitating active transportation and public 	<ul style="list-style-type: none"> • Universal Accessibility • Street Network

Table 3: Healthy Community Guidelines Compliance	
<ul style="list-style-type: none"> transit; providing access to services and amenities for vulnerable population groups including children, the elderly, persons with disabilities and low income individuals; providing safe, convenient and accessible environment for walking and cycling through Transportation Master Plans and Active Transportation Plans; reducing dependency on single occupant vehicles and improving access to transit; promoting integration within transit systems inter-regionally; and, providing connected street networks that are accessible to all modes of transportation. 	<ul style="list-style-type: none"> Active Transportation Transit Accessibility Transit-supportive Density Major Transit Stations Pedestrian & Cycling Routes Parking
Compliance of proposed development:	
<p>The proposed development is well-connected to the existing transportation network with 3 bus routes serving the Subject Lands, providing residents, visitors and staff with increased access to transit that provides local and regional connections. Careful consideration has been given to the building designs to ensure accessibility and integration with the public realm. The proposal has been designed to provide connections between the built form and public realm through implementing pedestrian connections to Dundas Street to the north. In addition, the proposal also includes streetscaping elements that further contribute to a pedestrian-oriented built form, and will include appropriate setbacks, and an animated streetscape/public realm through the implementation of the outdoor seating and landscaping.</p>	
Natural Environment and Open Space	
Contribution to healthy community:	Elements:
<ul style="list-style-type: none"> preserving and enhancing the natural heritage system; supporting recreational and cultural opportunities; providing access to a range of open spaces, parks and recreational facilities, pathways and trails; and, providing interconnected green space and urban forests within the urban boundary. 	<ul style="list-style-type: none"> Natural Heritage System Parks & Public Spaces Pathways & Trails
Compliance of proposed development:	
<p>The Subject Lands are located north of the natural heritage system lands associated with the Sixteen Mile Creek to the south and east. Appropriate buffers have been implemented from this natural heritage corridor to ensure its long term protection.</p> <p>A Pedestrian Circulation Plan has been prepared to demonstrate how the proposal can connect to the surrounding active transportation network through the provision of trails through the site providing</p>	

Table 3: Healthy Community Guidelines Compliance	
connections to the multi-use path on Dundas Street West and Fourth Line.	
Human Services	
Contribution to healthy community:	Elements:
<ul style="list-style-type: none"> • integrating and co-locating providing social infrastructure to meet the current needs of all residents; • providing social, cultural and recreational services such as Places of Worship, Community Centers, Libraries, social housing, youth centres, long term care homes and seniors centres; and, • providing access to health care and ensuring public safety through design (CPTED); 	<ul style="list-style-type: none"> • Co-location & Integration of Services • Social, Community, Cultural, and Recreational Services • Health & Public Safety • Education
Compliance of proposed development:	
<p>The proposed development supports the objectives for healthy, livable, and safe communities by providing a variety of seniors living suites within the Town of Oakville on a site appropriate for intensification in both the Regional and local Official Plans. Furthermore, the proposed development introduces new seniors residence suites into an area well served by various community facilities, including cultural facilities, hospitals, parks and trails (see Table 1).</p>	
Sustainable Design	
Contribution to healthy community:	Elements:
<ul style="list-style-type: none"> • designing new buildings, communities, and neighbourhoods to reduce water, waste, and energy use; • promoting energy conservation and alternative energy sources; • implementing Low Impact Design Standards in both new developments and established areas; • improving air quality through addressing the impact of climate change; and, • encouraging the design and construction of energy efficient green buildings. 	<ul style="list-style-type: none"> • Energy • Water • Materials and Solid Waste • Air Quality • Green Buildings • Cool/Green Roof
Compliance of proposed development:	
<p>The proposed development has been designed to provide a more intensive use of the Subject Lands, with a variety of built form, allowing for the efficient use of land within the existing Urban Boundary on existing municipal services. The Subject Lands are located along existing transportation routes which provide the opportunity to improve transit ridership and reduce emissions from car use. The proposed development will consider further energy conservation and Low Impact Design measures at the Site Plan application stage.</p>	

Table 3: Healthy Community Guidelines Compliance	
Economy	
Contribution to healthy community:	Elements:
<ul style="list-style-type: none"> • providing a balanced community between employment and residential areas; • promoting a diversity of employment opportunities and densities at appropriate locations where transit is available; and, • promoting the efficient movement of goods. 	<ul style="list-style-type: none"> • Population and Jobs • Employment Lands • Retail / Commercial / Service • Mixed Use / Live Work Opportunities • Neighbourhood Jobs
Compliance of proposed development:	
<p>The development proposal is located within an area designated for the intensification and will contribute to the achievement of Regional and Provincial intensification targets by providing an additional 342 seniors residence suites on an Intensification Corridor that is well served by public transit. As further described in Section 5.5 of this Report below, the proposal will contribute to the provision of a range of housing opportunities, through providing for increased seniors' accommodation options to serve the northwest Oakville area and the Town at large. The Subject Lands offer significant amenity which is intended to serve the daily needs of future residents.</p>	
Community Food Supply	
Contribution to healthy community:	Elements:
<ul style="list-style-type: none"> • encouraging accessibility to healthy food; and, • promoting locally grown food and farmers markets. 	<ul style="list-style-type: none"> • Local Food / Farmers Markets • Retail Food Options such as Small, Medium, and Large Grocery Stores • Urban Agriculture • Community Food Centres • Local Food Distribution, Process, and Warehousing Facilities
Compliance of proposed development:	
<p>As described above, the proposed development provides for intensification within the Town of Oakville in close proximity to many community services, including food stores that can serve the daily needs of future residents, visitors and staff.</p>	

5.4.6 Summary / Conformity Statement

The proposal contributes to the achievement of the Regional objectives for Urban Areas, growth management, intensification and housing. The new development will provide a density and built form consistent and compatible with the surrounding area and gives residents in the area an opportunity to age-in-place within the community. The proposal is also well-aligned with the

Region’s Healthy Community Guidelines, providing intensification of an underutilized site that is within close proximity to transit, community services and facilities, reducing the dependence on the automobile as seniors become independent from the automobile. The proposed development respects the Regional Natural Heritage System through providing for an appropriate buffer to this feature which will be zoned appropriately to ensure its long term protection. The proposed development, and associated Zoning By-law amendment, will contribute to the achievement of the Regional Objectives for Urban Areas, Intensification Areas, housing and healthy communities, and is in conformity with the applicable policies of the Region of Halton Official Plan.

5.5 Town of Oakville Official Plan

The Town of Oakville’s Official Plan, Livable Oakville Plan (“LOP”), was approved by Council in June 2009 and by the Region in November 2009. It was appealed by a number of landowners and given final approval in May 2011. It applies to all lands within the Town except for North Oakville. Livable Oakville was last consolidated on August 28, 2018. The Town recently completed an Urban Structure Review which resulted in OPA 15 (currently under appeal). This OPA looked at the Town’s current Growth Areas and identified nodes and corridors throughout the Town (including North Oakville) for intensification.

The Subject Lands are designated as being within the Residential Areas in Schedule A1 – Update Structure (**Figure 9**) and within the Built Boundary in Schedule A2 – Built Boundary and Urban Growth Centre (**Figure 10**). The Subject Lands are west and north of lands designated as Environmentally Sensitive Areas, Area of Natural and Scientific Interest, Woodlands, Valleylands and Floodplain in Schedule B – Natural Features and Hazard Lands (**Figure 11**). The LOP also identifies Dundas Street as a Major Arterial and Busway Corridor in Schedule C - Transportation (**Figure 12**) with Dundas Street also identified as having a Multi-Use Trail and Fourth Line to the east of the site having a Signed Bike Route per Schedule D – Active Transportation Master Plan (**Figure 13**). Schedule H – West Land Use specifically designates the Subject Lands as Private Open Space and Natural Area (**Figure 14**) with an exception (Policy 27.3.2) allowing for senior citizens’ housing as further discussed below.

The policies relevant to the Subject Lands are discussed in detail below along with an analysis of how the proposal conforms with and implements the LOP’s vision for the Subject Lands.

5.5.1 Urban Structure and Managing Growth and Change

Section 3 of the LOP addresses the urban structure of the Town, stating that there are nine categories of land use designations in the Plan, which recognize and shape Oakville’s urban structure. The categories are Residential, Mixed Use, Commercial, Employment, Institutional, Natural Area, Open Space, Utility and Parkway Belt West. There are also Special Policy Areas that identify lands subject to further study or special policies.

Section 4 of the LOP addresses growth within the Town of Oakville, with policies that reflect Provincial policies and plans which provide for a significant shift to a more compact urban form and intensification within the built up area. Within the built boundary, growth is to occur primarily within the defined Growth Areas.

Hollow

NEYAGAWA

West Oak Trails

PROUDFOOT TRAIL






Figure 9

Schedule A1
Urban Structure

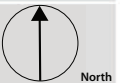
1280 Dundas Street West
Oakville, Ontario

Legend

-  Subject Lands
-  Residential Area
-  Lands Not Subject To The Policies Of This Plan

DATE: July 31, 2020

SCALE: N.T.S



MHBC PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

442 Brant Street, Suite 204 | Burlington | ON | L7R 2G4
T 905 639 8686 | F 905 761 5589 | www.mhbcplan.com

Figure 10





Schedule A2

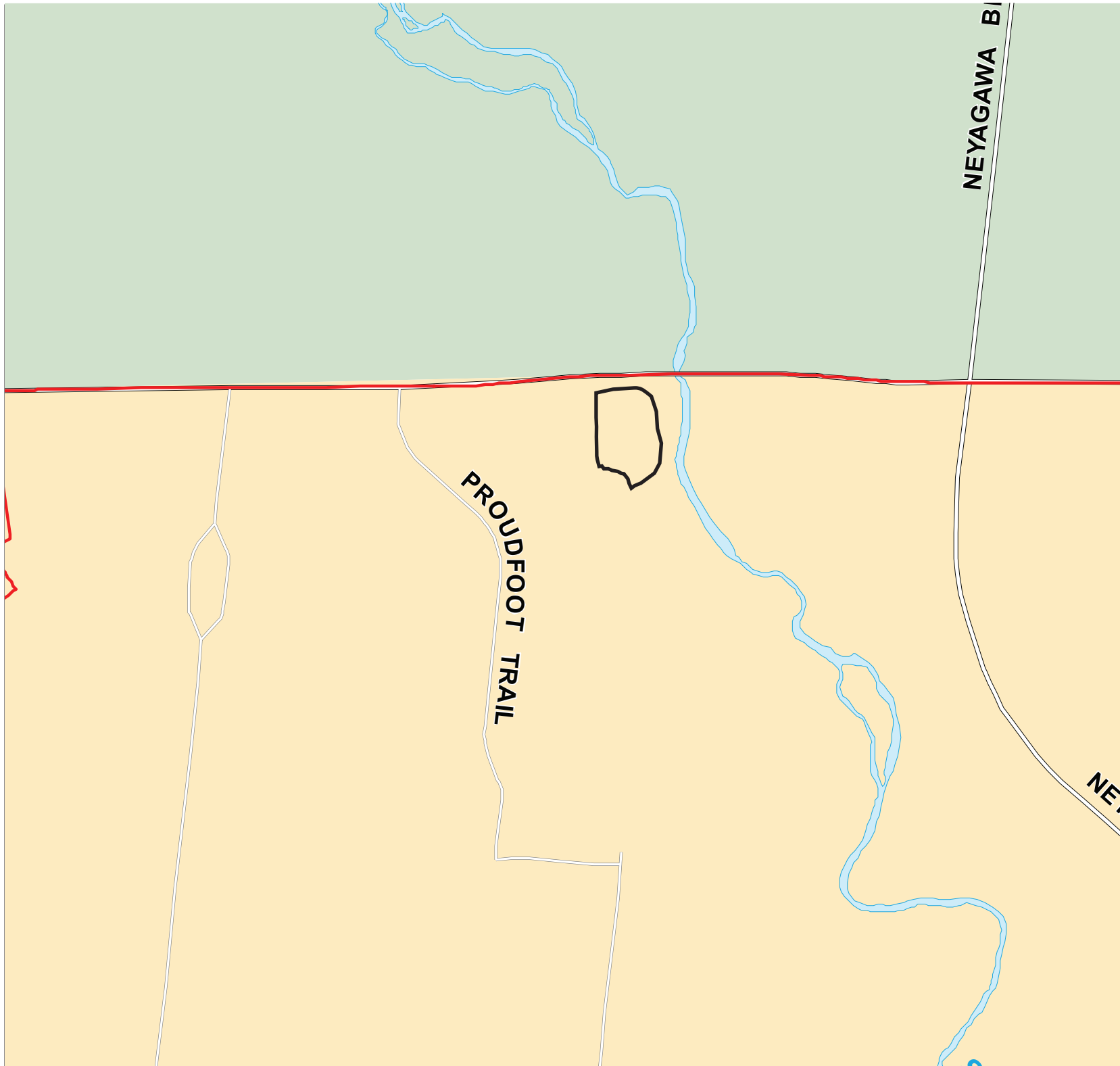
Built Boundary & Urban Growth Centre

1280 Dundas Street West

Oakville, Ontario

Legend

-  Subject Lands
-  Residential Area
-  Lands Not Subject To The Policies Of This Plan
-  Built Boundary



DATE: July 31, 2020

SCALE: N.T.S

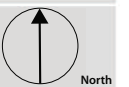


Figure 11











Schedule B

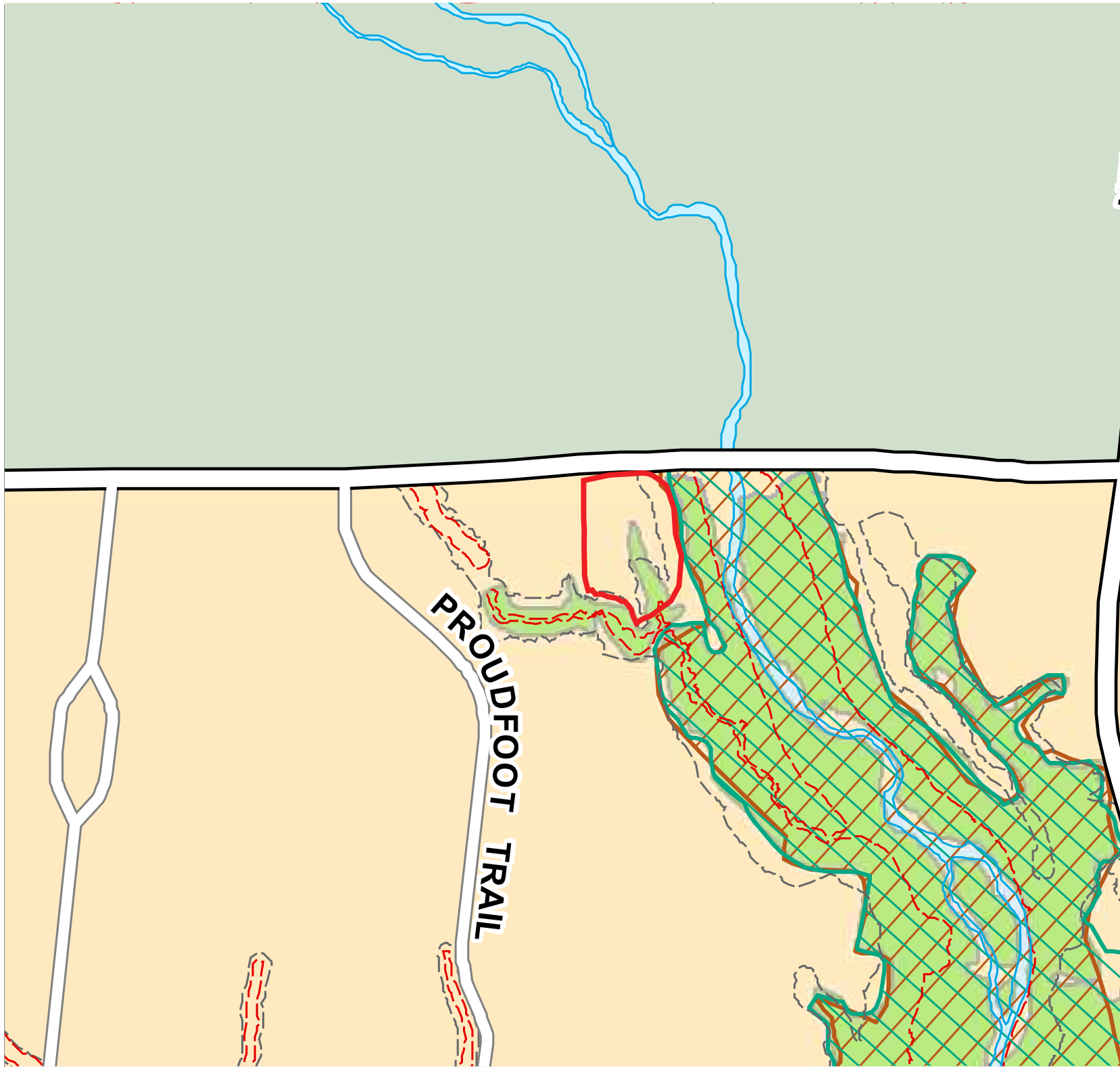
Natural Features & Hazard Lands

1280 Dundas Street West

Oakville, Ontario

Legend

-  Subject Lands
-  FLOODPLAIN
-  SHORELINE FLOOD LIMIT
-  VALLEYLANDS
-  SIGNIFICANT WILDLIFE HABITAT
-  AREA OF NATURAL AND SCIENTIFIC INTEREST
-  ENVIRONMENTALLY SENSITIVE AREAS
-  WETLANDS
-  WOODLANDS
-  LANDS NOT SUBJECT TO THE POLICIES OF THIS PLAN



DATE: July 31, 2020

SCALE: N.T.S

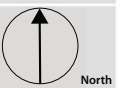










Figure 12
Schedule C
Transportation Plan

1280 Dundas Street West
Oakville, Ontario

Legend

-  Subject Lands
-  PROVINCIAL HIGHWAY
-  MAJOR ARTERIAL
-  MULTI-PURPOSE ARTERIAL
-  MINOR ARTERIAL
-  INDUSTRIAL ARTERIAL
-  BUSWAY CORRIDOR
-  LANDS NOT SUBJECT TO THE POLICIES OF THIS PLAN

DATE: July 31, 2020

SCALE: N.T.S
















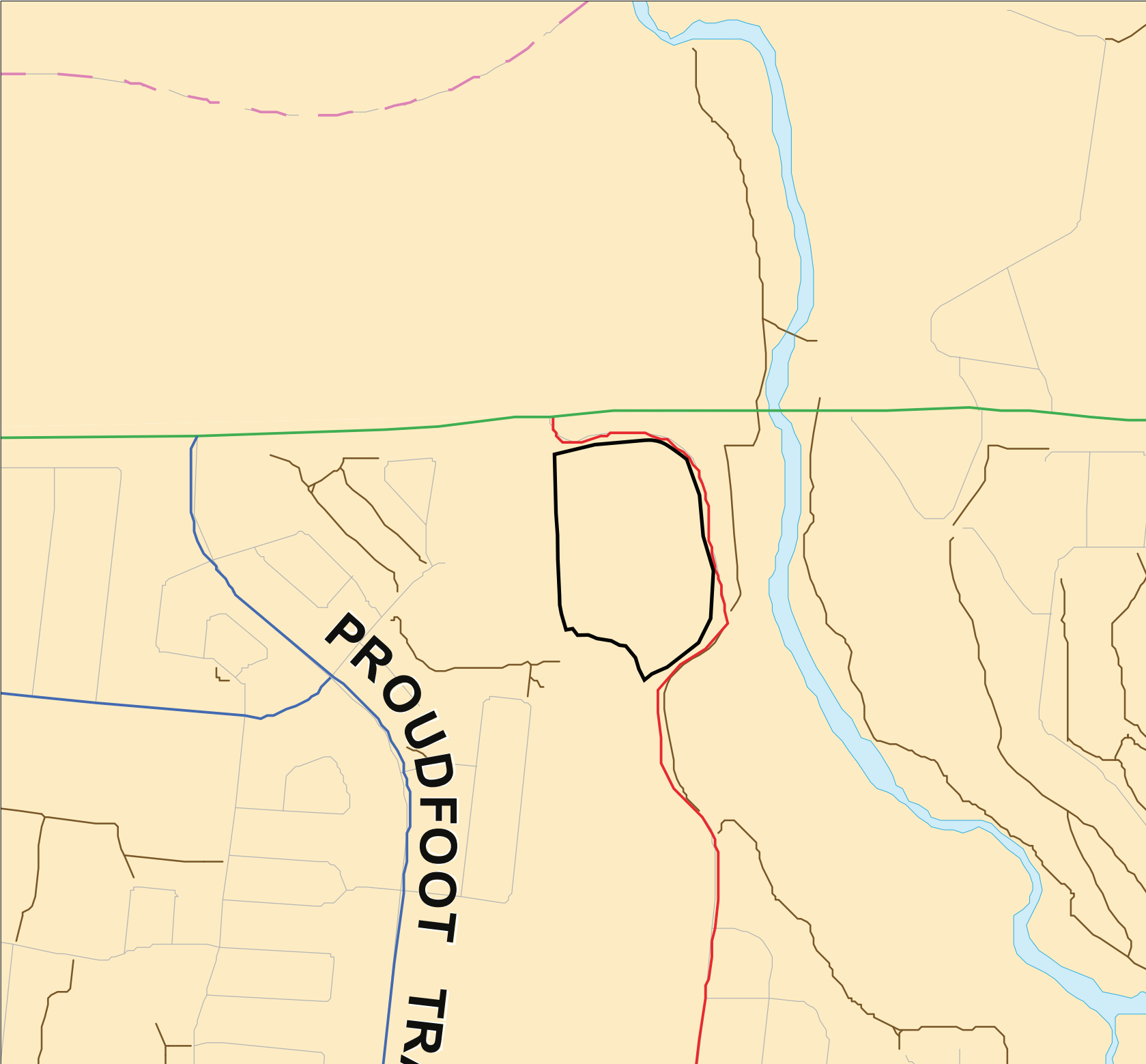
Figure 13

Schedule D
Active Transportation Master Plan

1280 Dundas Street West
Oakville, Ontario

Legend

Existing		Proposed	
	Subject Lands		BIKE LANE
			SIGNED BIKE ROUTE
			MULTI-USE TRAIL
			BUFFERED BIKE LANE
	NA		PAVED SHOULDER
			TOWN TRAIL
NA			FACILITY ON A REGIONAL ROAD



DATE: July 31, 2020

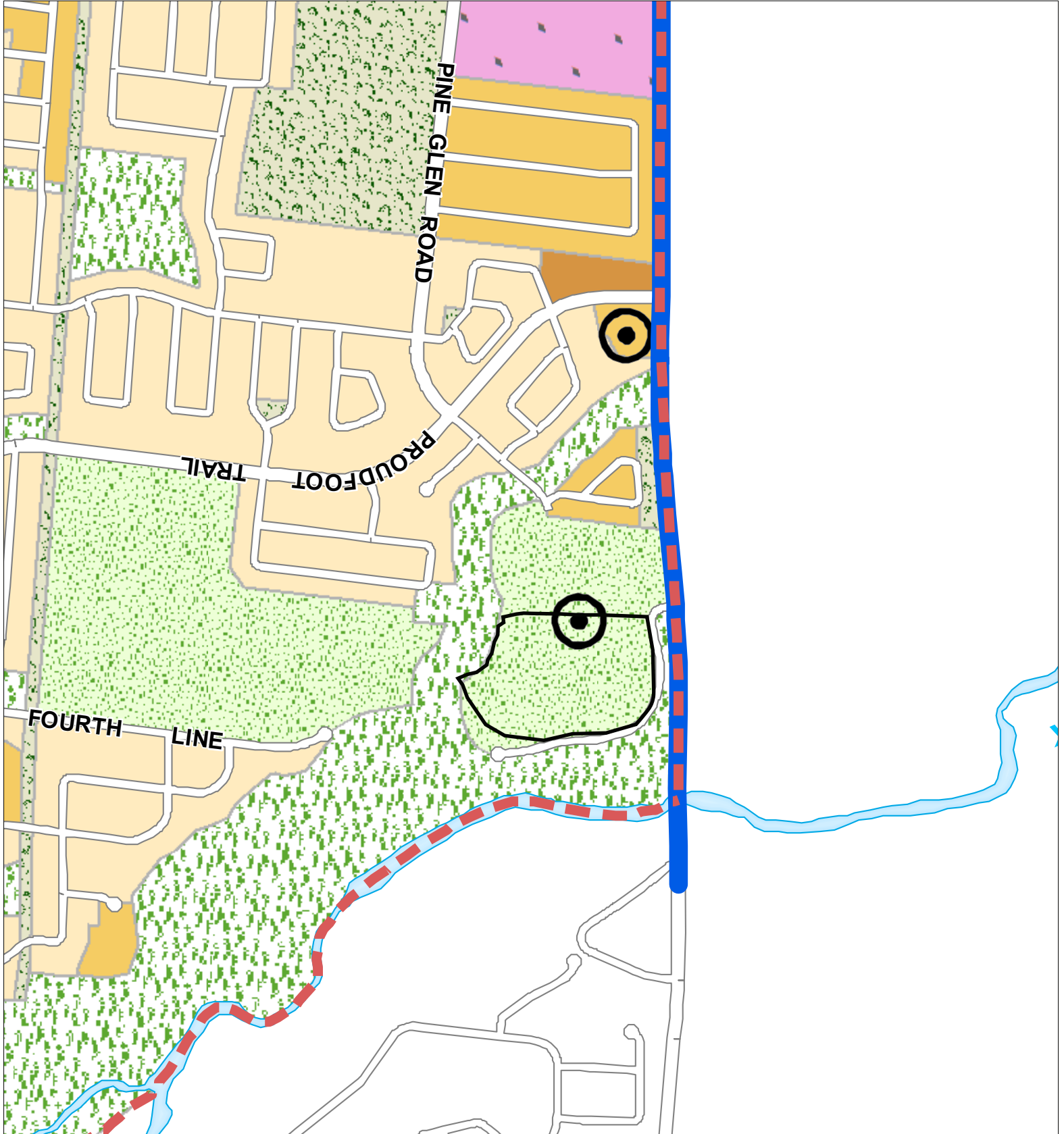
SCALE: N.T.S.



Figure 14

Schedule H
West Land Use

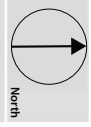
1280 Dundas Street West
Oakville, Ontario



Legend

- SUBJECT LANDS
 - BUILT BOUNDARY
 - SCHEDULE AREA BOUNDARY
 - LOW DENSITY RESIDENTIAL
 - MEDIUM DENSITY RESIDENTIAL
 - HIGH DENSITY RESIDENTIAL
 - NEIGHBOURHOOD COMMERCIAL
 - COMMUNITY COMMERCIAL
 - CORE COMMERCIAL
 - OFFICE EMPLOYMENT
 - BUSINESS COMMERCIAL
 - NATURAL AREA
 - PARKWAY BELT
 - PRIVATE OPEN SPACE
- Refer to Part E, Exceptions

DATE: July 31, 2020
SCALE: N.T.S.



Section 4.3 provides direction for residential intensification outside of the designated Growth Areas:

"4.3 Residential Intensification Outside of the Growth Areas

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

The Subject Lands are within the Built Boundary and are located on a Major Arterial Road identified for higher order transit and therefore have been determined to be appropriate for intensification. Further, the Subject Lands are currently private open space and are not abutting any stable low rise residential development. Therefore, they are suitable for intensification as they have immediate access to higher order transit and provide significant buffers from the existing stable neighbourhoods to the west and south of the Subject Lands.

Section 4.4 indicates that the intensification target for residential development within the built boundary shall be 14,390 new residential units from 2015 to 2031 (Table 3). Further, Section 4.4 states:

"4.4 Intensification Targets

The minimum heights and densities as set out in the land use designations in Part D and the policies set out in Part E of the Plan shall be maintained to achieve the minimum intensification target of 13,500 units, as required by the Region of Halton Official Plan. No zoning by-law shall be approved which would preclude meeting this minimum intensification target."

The proposed development will assist the Town of Oakville in meeting its intensification targets through providing for 342 seniors residence suites implemented through a variety of built forms including independent living units and an 8-storey seniors residence building.

5.5.2 Residential

The lands identified as Residential Areas on Schedule A1, Urban Structure, represent the areas that provide for stable residential communities. A variety of residential uses are accommodated through the three Residential land use designations: Low Density Residential, Medium Density Residential and High Density Residential. These designations provide for a full range of housing types, forms and densities. The majority of intensification and development within the Town is to occur within the Growth Areas as described in Part E. Intensification outside of the Growth Areas within the stable residential communities will be subject to policies that are intended to maintain and protect the existing character of those communities. Special Policy Areas may be defined on lands or areas which are designated Residential and which require further study and/or additional policies as set out in Part E.

The Subject Lands, while identified as Residential Areas in Schedule A1, Urban Structure, are also

identified as Private Open Space as they have remained under private ownership and vacant for some time. Therefore, the Subject Lands are not considered as part of the existing stable residential fabric and are suitable for intensification.

The following objectives apply to all Residential Areas:

- maintain, protect and enhance the character of existing residential areas;
- encourage an appropriate mix of housing types, densities, design and tenure throughout the Town;
- promote housing initiatives to facilitate revitalization, compact urban form and an increased variety of housing alternatives;
- promote innovative housing types and forms to ensure accessible, affordable, adequate and appropriate housing for all socio-economic groups;
- encourage the conservation and rehabilitation of older housing in order to maintain the stability and character of the existing stable residential communities; and,
- discourage the conversion of existing rental properties to condominiums or to other forms of ownership in order to maintain an adequate supply of rental housing.

General policies for residential areas as applicable to the Subject Lands are as follows:

“11.1.2 The Town will seek a balance in housing tenure. Conversions of existing rental accommodation to condominium or other forms of ownership shall be discouraged.

11.1.4 Development shall conform with the policies relating to urban design and sustainability set out in Part C.

11.1.5 Development on private roads shall be discouraged. Where it is demonstrated that a public road is not warranted, to the satisfaction of the Town, development through plans of condominium on private roads may be permitted provided all required services are appropriately accommodated and all applicable policies of this Plan are satisfied.

11.1.6 Special needs housing may be permitted through a range of housing types in all residential land use designations in accordance with section 11.1.9 and where adequate residential amenities and services are provided.”

The proposed development seeks to provide a balance in housing tenure as the development will add additional rental units geared towards seniors into northwest Oakville in an area consisting of single-detached houses. The proposed development, being a seniors community, is proposed on private roads as the development will remain under one ownership. The private road network can adequately serve the proposed 8-storey seniors residence and independent living units as demonstrated in the Traffic Impact Study. Further, the proposed development can provide adequate servicing as demonstrated in the Functional Servicing Report. The proposed seniors community will provide for special needs of seniors through offering a continuum of care with significant amenities and service offerings. Given that the Subject Lands are not located within a stable neighbourhood, Policy 11.1.9 is not applicable to the proposal.

5.5.3 Private Open Space

Section 17.4 addresses Private Open Space. The Subject Lands are designated as Private Open Space in Schedule H – West Land Use due to their long term vacancy. Permitted uses within the Private Open Space

designation may include: legally existing golf courses; legally existing recreational facilities; trails; existing cemeteries; conservation uses including fish, wildlife and forest management; and, essential public works including transportation, utility, watershed management and flood and erosion hazard control facilities (Policy 17.4.1.).The Subject Lands also have a site-specific permission per Policy 27.3.2 that allows for senior citizens' housing.

Given that the Subject Lands are designated as Private Open Space with this site-specific permission, the proposed seniors community implements the planned vision of the Subject Lands for senior citizens' housing in accordance with the Official Plan.

5.5.4 Natural Area

As previously mentioned the Subject Lands are west and north of lands designated as Environmentally Sensitive Areas, Area of Natural and Scientific Interest and Woodlands in Schedule B – Natural Features and Hazard Lands (**Figure 16**). Section 16 of the LOP addresses Natural Areas which are intended to be preserved long-term to preserve their natural features and functions.

Policy 16.1.1 states that the permitted uses within Natural Areas are limited to legally existing uses, buildings and structures; fish, wildlife and conservation management including forestry management; essential public works including transportation, utility, watershed management, and flood and erosion control facilities; and, passive recreation features such as trails, walkways, and bicycle paths. Policy 16.1.2 states that lands designated Natural Area may contain one or more of the following natural features together with required buffers:

- significant habitat of endangered species and threatened species;
- wetlands;
- woodlands;
- valleylands;
- significant wildlife habitat;
- Environmentally Sensitive Areas;
- areas of natural and scientific interest;
- fish habitat; or,
- natural corridors.

Policy 16.1.3 states that Schedule B, Natural Features and Hazard Lands, indicates the general locations of the known natural features which are located within the Natural Area designation. Schedule B identifies the lands west and north of the Subject Lands as Environmentally Sensitive Areas, Area of Natural and Scientific Interest, Woodlands and Valleylands in Schedule B – Natural Features and Hazard Lands (**Figure 11**).

Policy 16.1.8 provides that in Woodlands, development or site alteration shall not be permitted within regionally significant woodlands or within the required buffer width, which should be a minimum of 10 metres measured from the drip line of the woodland. The final width of the required buffer shall be established through an approved EIS or an approved subwatershed study. A greater buffer width may be required as a result of environmental impacts evaluated by the EIS or subwatershed study. Reduced buffers may only be considered by the Town based upon the existing context and the sensitivity of the woodland.

Policy 16.1.9.a states that Valleylands include lands within a defined setback from the limit of the valleyland and all lands within a valley, from stable top-of-bank to stable top-of-bank as determined through a

geotechnical study completed to the satisfaction of the Town and Conservation Authority. The valleylands to the east of the site are associated with Sixteen Mile Creek which is considered a major valley (Policy 16.1.9.b). Development or site alteration shall not be permitted within the valley or within 15 metres of the stable top-of-bank of major valleys and tributaries, and 7.5 metres of the stable top-of-bank of minor valleys and tributaries, except for compatible permitted recreational uses, essential public works and utilities subject to the requirements of this Plan. Greater setbacks may be required as a result of environmental impacts evaluated through an approved EIS (Policy 16.1.9.c).

Policy 16.1.11.a states that Environmentally Sensitive Areas are identified by the Region as lands that meet one or more of the ESA criteria set out in the Region's Official Plan. Development and site alteration within, or adjacent to, an ESA shall be restricted in accordance with the development policies established in the Region's Official Plan (Policy 16.1.11.b).

Policy 16.1.12.a states that Areas of Natural and Scientific Interest are defined as lands that contain natural landscapes or features which have been identified as having values related to natural heritage protection, scientific study, or education and contain representative earth science and/or natural processes. Development and site alteration shall not be permitted in a provincially or regionally significant ANSI unless it has been demonstrated through an EIS that such development will not have a negative impact on the feature or its ecological function (Policy 16.1.12.b).

Policy 16.1.4 states that lands designated Natural Areas where no development is permitted shall be zoned to prohibit the erection, location or use of any buildings or structures other than those which legally exist.

An Environmental Impact Study has been prepared in support of the proposed development that has defined the limits of the tributary and natural heritage lands associated with Sixteen Mile Creek to the south of the site as well as the limits of the natural heritage lands associated with Sixteen Mile Creek to the east. The Study found that the proposal can proceed in conformity/compliance within the applicable regulatory and policy framework, by respecting the recommended development limits, including the established setback and buffers adjacent to the top of bank and valley woodland edge, improving stormwater quality run-off and providing naturalization and ecological enhancements within the buffers. The limits of the Woodland and Valleyland within the Subject Lands will be zoned as Private Open Space (with no site-specific exception allowing for development) and the Natura Area to the south of the Subject Lands within the St. Volodymyr's Landholdings as identified in the EIS will maintain the Natural Area zoning to ensure its long term protection.

5.5.4 Urban Design

Section 6 of the LOP addresses policies for Urban Design, including the public realm, complete streets, streetscapes, street design and layout, public art, built form, landscaping, pedestrian access and circulation, vehicular access and circulation, parking, lighting, signage and servicing, loading and storage areas.

The proposed development has been designed in accordance with these policies and the proposal's conformity with these policies is addressed in detail in the Urban Design Brief prepared by MHBC provided under a separate cover.

5.5.5 Transportation

Section 8 of the LOP addresses broad objectives and policies for the implementation of the Town of Oakville's transportation system. The system is influenced by and influences land use within the Town. Section 8.3 of the LOP addresses the Functional Road Classifications in the Town. As noted previously, Dundas Street is identified as a 'Major Arterial' (**Figure 10**) and 'Fourth Line' is classified as a 'Local Road'.

Major Arterial Roads are transit corridors and are meant to accommodate high volumes of traffic moving between communities traveling to activity centres and traffic en route to or from the Provincial Highway system. They act as major transit corridors and accommodate rapid transit services and high occupancy vehicles. They are meant to distribute traffic to or from all other classes of roads. They are planned to be 4 or 6 lanes with planned right-of-ways of 35 to 50 metres.

Local Roads are not meant to accommodate through traffic and should be designed to only service the properties that abut the roadway. These roads are to be 2 lanes in width with a total planned right-of-way of 18 metres or 16-metres where a pedestrian mobility plan demonstrates that a single sidewalk is sufficient for the area.

Fourth Line is classified as a Local Road and provides access to the Subject Lands from Dundas Street, running parallel to Dundas Street to the north of the site and wraps around the site to the east changing direction from east to west to north and south on the eastern limits of the site. This portion of Fourth Line only serves the Subject Lands and the St. Volodymyr Cultural Centre and has a current right-of-way width of approximately 9 metres. This is below the typical Town width requirements, however, it is important to note that Fourth Line terminates 470 metres to the east of the site. Given that this leg of Fourth Line is surrounding by natural areas associated with Sixteen Milk Creek, there is no additional potential for development, hence, through traffic along Fourth Line will be limited. Since this portion of Fourth Line does not serve the typical purposes of a Local Road and rather acts as a driveway access to the properties, future upgrade is not warranted to serve the proposed development.

Policies relating to transit, active transportation, integrating land use and transportation, transportation demand management and parking are addressed in Section 8.9, 8.10, 8.12, 8.14 and 8.15 of the LOP. The following policies are applicable to the Subject Lands:

"8.9.4 Plans for all new growth and new communities shall be designed with specific regard for the safe, convenient, and efficient provision of accessible transit service.

8.10.2 The development of new areas and the upgrading of existing roads shall have regard for the implementation guidelines set out in the Active Transportation Master Plan.

8.10.7 In new developments, sidewalks should be required on both sides of all roads with the exception of:
a) residential roads with less than ten dwelling units or cul-de-sac, where sidewalks shall be required on only one side of the road;
b) lanes, where no sidewalks shall be required; and,
c) a road flanking a natural feature, where a sidewalk shall be provided on the developed side only, subject to the availability of a trail facility on the other side of the road.

8.12.1 The Town will co-ordinate land use and transportation planning to maximize the efficient use of land.

8.12.2 Development plans shall be designed with specific regard to the safe, convenient and efficient provision of public transit as well as pedestrian and cycling facilities. In particular, to facilitate the development of a transit-supportive urban structure, the following measures will be reflected in all development proposals:

- a) densities supportive of transit, which are commensurate with the type and frequency of transit service planned for the area and/or corridor, particularly near transit stops and stations;
- b) a road pattern and related pedestrian and cycling facilities network that provide for direct pedestrian and cycling access to transit routes and stops;
- c) documentation of walking distances to ensure that all areas within the Plan area are adequately served by transit; and,
- d) transit stops and bus bays on primary and secondary transit corridors and major arterials and, where appropriate, incorporation of these features into road design requirements."

8.14.1 Through the development process, the Town will encourage opportunities for developing transportation demand management (TDM) measures to reduce single occupancy motor vehicle use, especially during peak travel periods. TDM measures include, but are not limited to, carpooling programs, preferential parking for carpool members, transit pass incentives, cycling initiatives, telecommuting, flex hours, provision of private shuttles, and walking programs.

8.14.2 TDM will be used to reduce the use of single occupancy vehicles and encourage increased transit ridership, walking and cycling.

8.14.3 As an incentive to encourage TDM, the Town may permit reduced parking standards for developments which demonstrate, through a TDM plan and implementation strategy, that a reduction in parking standards is appropriate."

8.15.3 Reduced surface parking may be considered as part of a TDM plan."

The proposed development incorporates at grade and below grade parking with a total of 220 parking spaces, with 164 spaces proposed to serve the seniors building (at a rate of 0.52 spaces per unit) and 54 spaces proposed to serve the independent living units (at a rate of 2 spaces per unit). The proposal implements adequate parking in accordance with the Zoning By-law. The proposal, within close proximity to 3 bus routes, will support the use of transit-ridership in the area. The Subject Lands are within immediate proximity to a multi-use path on Dundas Street and a Signed Bike Route on Fourth Line providing active transportation connections to the surrounding neighbourhood. The area in which the Subject Lands are situated is very walkable but mainly for recreational purposes. Continuous sidewalks are present on both sides of Dundas Street West. Crosswalks with protected pedestrian phases are available on all three approaches at the Dundas Street West and Fourth Line intersection allowing for pedestrians to safely cross the street to access transit stops.

5.5.6 Sustainability

Section 10 on Sustainability states that the Town is committed to sustainable development in order to achieve environmental sustainability. This section provides objectives and policies to implement the principle of sustainability where the Town has jurisdiction. The following policies are applicable to the Subject Lands:

"10.2 Climate Change Programs

10.2.1 The Town recognizes that a key initiative to mitigate the impacts of climate change is the reduction of greenhouse gas emissions. The Town will work to mitigate and adapt to climate change by initiatives that include, but are not limited to:

- a) encouraging energy generation from renewable sources as well as district energy;*
- b) promoting increased levels of transit usage and active transportation modes;*
- d) encouraging energy efficient and green buildings;*
- e) reducing the risk of infrastructure damage during severe weather by encouraging the location of utilities underground and improving Town infrastructure."*

"10.4 Energy Conservation

10.4.1 The Town shall promote and encourage development which minimizes energy consumption when evaluating planning applications by:

- a) seeking a compact urban form;*
- b) encouraging mixed use development where appropriate to minimize motor vehicle trips;*
- c) encouraging the use of appropriately selected and located vegetation to reduce the energy consumption of buildings;*
- d) encouraging urban design that promotes energy conservation;*
- e) promoting transit and modes of active transportation; and,*
- f) addressing other matters, as appropriate, that reduce energy consumption."*

"10.6 Green Buildings

10.6.1 The Town will encourage innovative programs and construction methods which support the sustainable development and redevelopment of buildings. Sustainable features sought by the Town may include, but are not limited to:

- a) renewable energy systems such as wind, geothermal and solar power installations;*
- b) energy-efficiency technologies that are consistent with high energy efficiency standards (such as Energy Star and LEED buildings), design features and construction practices;*
- c) green roofs or high albedo roofs that contribute to the reduction of the urban heat island effect;*
- d) permeable paving and other innovative stormwater management methods;*
- e) water conservation and efficiency measures; and,*
- f) conserving heritage resources, which contributes to sustainability by reducing landfill and lessening the demand for energy and resources needed for new construction."*

"10.10 Stormwater Management

10.10.1 Stormwater management techniques shall be used in the design of new developments to control both the quantity and quality of stormwater runoff. In areas where soil types permit, on-site infiltration shall be encouraged to the maximum extent feasible.

10.10.5 The provision of stormwater drainage facilities shall be in accordance with master plans established through subwatershed studies, where applicable, or the Town's engineering standards.

10.10.7 Existing groundwater recharge rates shall be maintained in all developments, where possible.

10.10.8 The use of permeable surfaces and soft landscaping shall be encouraged where possible.

10.10.9 All development shall follow the current Provincial and Federal guidelines for stormwater management (best management practices). The Town also encourages innovative stormwater management strategies, especially within the Growth Areas.”

“10.12 Urban Forests

The Town considers its municipally-owned urban forest as green infrastructure.

10.12.1 For every square metre of leaf area that is removed from Town property or from Town road rights-of-way, sufficient trees will be replanted to replace the lost square metres of leaf area.

10.12.5 Tree removal on private property shall be subject to the Town’s private tree protection by-law.”

The proposal implements a compact, transit-supportive density and built form on the Subject Lands to encourage increased levels of transit usage. The proposed development implements energy efficient measures in site design through measures such as south facing windows to achieve passive solar orientation benefits and reduced heating and cooling costs, pedestrian connectivity to support active transportation, bicycle parking, and significant landscaped outdoor amenity areas to reduce the heat island effect and to allow for better overall infiltration. The proposed development will follow the current Provincial and Federal guidelines for stormwater management best management practices and will incorporate measures such as surface swales and low impact development measures for landscaped areas. Utilities on site will be located below-grade to eliminate the risk of damage due to severe weather events. Further energy efficient site design measures will be considered in detail at the Site Plan Approval stage.

5.5.7 Land Acquisition and Parkland Dedication

Section 28.10 addresses land acquisition and parkland dedication and states that the Town shall require the conveyance of hazard lands, open space lands and lands designated Natural Area through the development process as permitted by the Planning Act and in accordance with the policies of this Plan (Policy 28.10.2). Land conveyed to the Town shall include suitable access (Policy 28.10.5).

The natural heritage block on the Subject Lands will be zoned as Private Open Space to ensure its long term protection. If it is determined through the review process that the preference is for these lands to be conveyed to the Town, access to these lands is available from the public road allowance of Fourth Line.

5.5.8 Summary/Conformity Statement

The proposed development implements a seniors community offering a continuum of care with a variety of unit types, sizes and a variety in built form that will allow for intensification within the Built Boundary of the Town of Oakville. The proposal provides for residential intensification in an area planned for growth, and has convenient access to daily needs and community services and facilities. The proposed development provides variety in unit types, introducing new seniors’ accommodations within northwest Oakville where limited continuum of care facilities currently

exist. The proposal is well-served from existing transit facilities and will allow future residents to travel within the community at ease, with direct connections also provided to the regional transit system through a bus route connection to the Bronte Go Station. The increased density on the currently underutilized site will also help to support transit ridership from residents, visitors and staff. The proposed development protects the Natural Areas within and adjacent to the Subject Lands through establishing the limits of these features, implementing appropriate buffers, and maintaining the Private Open Space designation to ensure long-term protection. The proposed development implements a sustainable design that implements energy efficient and sustainable measures including significant landscaping and stormwater management measures based on best practices from the Province.

5.6 Town of Oakville Livable by Design Urban Design Manual

The Town of Oakville Livable by Design Manual (“LBDM”) is intended to provide clear design direction for achieving a consistent level of quality development across the Town. The Livable by Design Manual applies to all development proposals which are subject to review and planning approval by the Town. The LBDM directs that new and infill development is designed and executed in accordance with the following six guiding design principles:

1. Sense of Identity which is focused on developing buildings, streetscapes, infrastructure and spaces that are permanent and enduring, memorable and beautiful, adaptable and flexible, and highly-valued;
2. Compatibility which ensures that development applies appropriate and context-specific design solutions to ensure new development integrates and complements the existing built environment and identity;
3. Connectivity which promotes enhancing connectivity and accessibility via providing choices for mobility including walking, driving, cycling or transit;
4. Sustainability which deals with creating an urban form that relies on accommodating growth through compact development supported by alternative transportation modes and re-enforces walkability, promoting green building design and incorporating alternative energy sources, and combining living, working and playing environments in close proximity;
5. Legacy which focuses on the preservation and enhancement of built heritage, cultural features and landscapes, significant public views, and natural heritage systems and features; and,
6. Creativity which promotes a high-quality built environment comprised of appropriately designed buildings, pedestrian-focused places, attractive streetscapes, enhanced views and vistas, and adaptable gathering places, which all respond to their local surroundings.

The proposed development has been designed in consideration of these guiding principles as discussed in the Urban Design Brief prepared by MHBC under a separate cover.

The following sections of the guidelines have been considered relative to the proposal:

- Design direction for built form, relative to mid-rise buildings and low-rise residential buildings; and
- Design direction for the public realm and site development (understanding these elements will be further reviewed through a future site plan process).

The Urban Design Brief prepared by MHBC under a separate cover addresses the proposal’s conformity to the relevant sections of the guidelines.

5.7 Town of Oakville Zoning By-law

Town of Oakville Zoning By-law 2014-014 is the comprehensive zoning by-law applying to all properties in Oakville south of Dundas Street and north of Highway 407. The Town of Oakville Zoning By-law zones the Subject Lands as Private Open Space, Special Provision 122 (O2-122) (**Figure 15**). The Private Open Space Zone does not permit seniors housing. A Zoning By-law Amendment (ZBA) is proposed to bring the zone category into conformity with the Livable Oakville Official Plan permissions for senior citizens’ housing, through implementing a site-specific by-law that will allow for the proposed 8-storey seniors residence and independent living units as well as site-specific permissions in accordance with the proposed development. The Zoning By-law Amendment will also ensure that the current limits of the Natural Area zone are updated to reflect the implemented buffers to this feature and will define the limits of the natural features on the Subject Lands and maintain their designation as Private Open Space, with no site-specific permission for development, to ensure their long term protection.

Table 4 below summarizes the uses permitted in the current OS2 zone and identifies the proposed additional uses to be added.

Table 4: Permitted Uses in the Private Open Space Zone


	O2-122 ZONE		PROPOSED O2-XX ZONE
Permitted Uses	<ul style="list-style-type: none"> ▪ Business office (1) ▪ Commercial school (1) ▪ Community centre ▪ Conservation use ▪ Emergency service facility ▪ Golf-course ▪ Library (1) ▪ Museum (1) ▪ Outside miniature golf course 	<ul style="list-style-type: none"> ▪ Park, private ▪ Park, public ▪ Public hall (1) ▪ Restaurant (1) ▪ Retail store (1) ▪ Stormwater management facility ▪ Service commercial establishment (1) ▪ Sports facility 	<ul style="list-style-type: none"> ▪ All uses currently permitted; ▪ Retirement home ▪ Independent living units

Figure 15

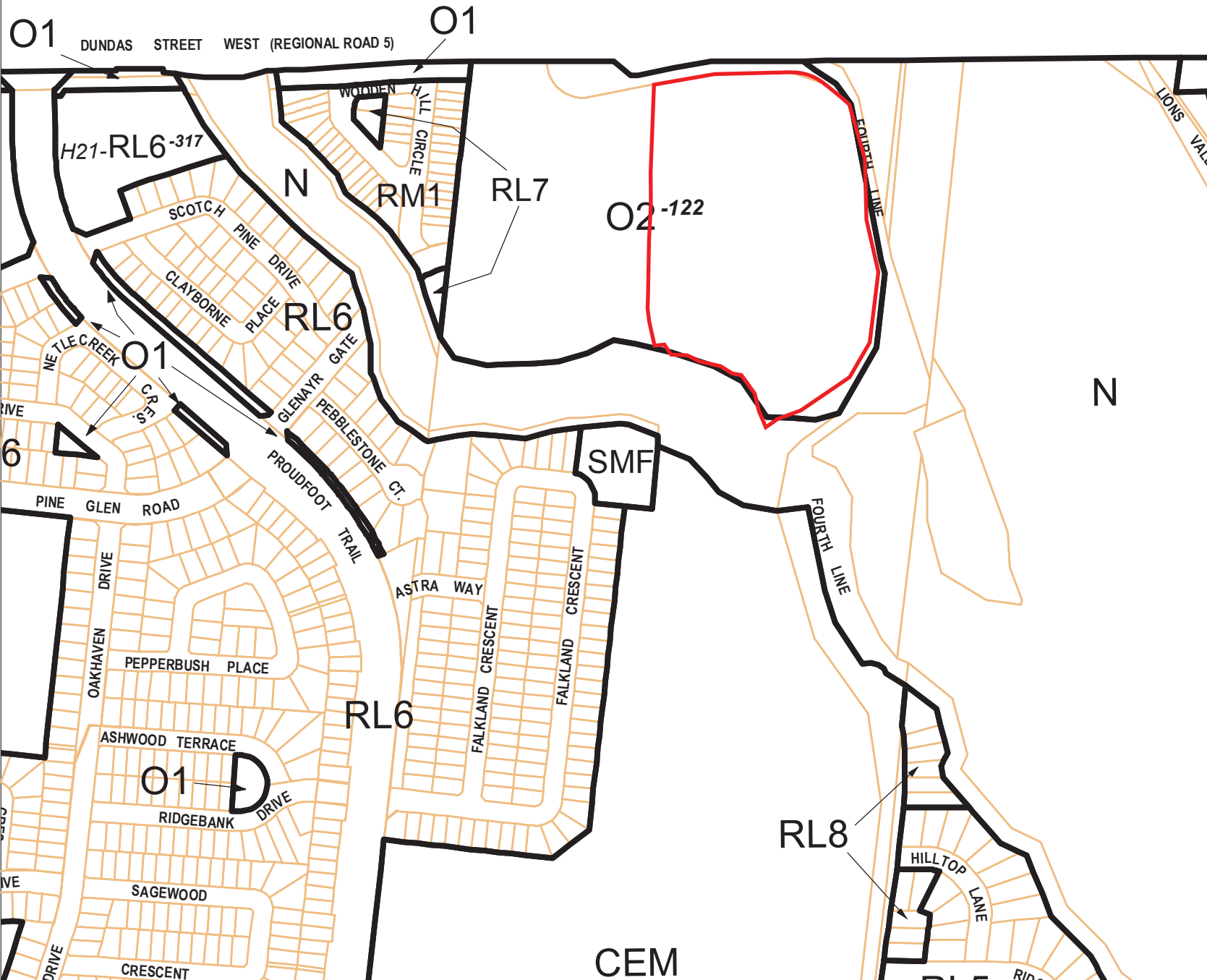
Oakville Zoning By-law 2014-014
Map 19(20)

1280 Dundas Street West
Oakville, Ontario

Legend

 SUBJECT LANDS

12(3)



DATE: July 31, 2020

SCALE: N.T.S.



 **PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE**

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Table 5 below outlines the zone provisions applicable to the Subject Lands and the requested site-specific provisions.

Table 5: Summary of Existing and Proposed Zone Standards

REGULATION	REQUIRED O2 ZONE	REQUESTED O2-XX Zone
Minimum lot area	n/a	3.6 ha
Minimum lot frontage	n/a	138 m
Minimum front yard	12 m	Min. 7.5 m to retirement home Min. 15 m to independent living units
Minimum flankage yard	12 m	Min. 14 m to Fourth Line to the east
Minimum interior side yard	12 m	Min. 4 m to St. Volodymyr lands to west
Minimum rear yard	12 m	Min. 12 m for retirement home Min. 3 m for independent living units
Maximum height	14 m	Max. 30.5 m for retirement home Max. 6 m for independent living units
Maximum lot coverage	25%	25%
Additional provisions to be added		
Maximum number of storeys	N/A	Max. 8 storey for retirement home Max. 1.5 storey for independent living units
Landscaping Requirements	N/A	Min. of 3 m abutting a public street Min. of 2 m for surface parking/drive aisles from Natural

REGULATION	REQUIRED O2 ZONE	REQUESTED O2-XX Zone
		Area
Parking Requirements	N/A	Min. of 0.33 per unit
Barrier-free parking	N/A	<p>Required for apartment dwellings</p> <p>3 to 35 spaces – 1 barrier free space</p> <p>26 to 100 spaces – 4% of the total number of parking spaces must be barrier free</p> <p>101 to 200 spaces – 1, plus 3% of the total number of parking spaces must be barrier free</p> <p>201 to 1000 spaces – 2, plus 2% of the total number of parking spaces must be barrier free</p>
Bicycle Parking	N/A	<p>Long term care facility:</p> <p>Lesser of 5 or 0.25 per assisted living unit or dwelling unit</p>
Visitor Bicycle Parking	N/A	Of the total number of bicycle parking spaces required, 0.25 of the bicycle parking spaces required per dwelling shall be designated as visitors bicycle parking spaces
Loading Space Size	N/A	Min. of 3.5 m x 12 m in length, with a minimum vertical clearance of 4.2 metres is proposed.
Aisle Width	N/A	Min. of 6 m

REGULATION	REQUIRED O2 ZONE	REQUESTED O2-XX Zone
Ingress/Egress	N/A	Min. of 6 m

Based on the above, site-specific exceptions are being sought. **Table 6** below summarizes the proposed site-specific exceptions to the O2 zone and the rationale for the exceptions.

Table 6: O2 Zone Exceptions and Rationale

REQUESTED EXCEPTION	RATIONALE
Minimum front yard	Whereas 12 metres is required by the parent zone category, the proposed development incorporates a front yard setback ranging from 15 metres for the independent living units to the west, 17 metres to the retirement home at its furthest point and 7.5 metres from the retirement home in the northeast corner. This varying setback maintains the intent of the original setback but implements a reduced setback for the retirement home as being a higher density use, it is proposed to frame Fourth Line to create an animated public realm and to improve access for pedestrians to the transit network on Dundas Street West. This reduced setback is therefore appropriate.
Minimum interior side yard	Whereas 12 metres is required by the parent zone category, the proposed development implements a 4 metre interior side yard from the rear of the independent living units on the western portion of the site. This interior side yard is in keeping with those seen in residential zones and although this interior side yard line acts as a rear yard for the independent living units, landscaping will be proposed to ensure no impact to the St. Volodymyr lands to west.
Minimum rear yard	Whereas 12 metres is required by the parent zone category, the proposed development incorporates a minimum of 3 metres for the independent living units to the south with the retirement home conforming. The rear yard is associated with the lands adjacent to the buffer to the natural heritage feature to the south. Therefore, the reduced rear yard will not cause any impacts as this feature is adequately buffered and provides significant buffering from the nearest stable residential neighbourhood located south of this tributary.
Maximum height	Whereas 14 metres is required by the parent zone category, the proposed development incorporates a height of 30.5 metres for the retirement home with the independent living conforming. This

REQUESTED EXCEPTION	RATIONALE
	<p>increased height allows for the implementation of a seniors residence that can offer a variety of unit types and sizes providing a continuum of care for seniors. The Subject Lands are also located on a higher order transit corridor where intensification is directed. The current zoning regulations in place do not account for the senior citizens' housing use permitted in the Official Plan, rather, the current use of the lands as vacant private open space. Therefore, the current height is inappropriate and the proposed increased height is suitable for the site as the site is not located within a stable residential area and can be appropriate buffered to the surrounding neighbourhoods.</p>

As previously stated, a copy of the Draft Zoning By-law Amendment is included in **Appendix D** of this Report.

Furthermore, notwithstanding Section 45 (1.3) and in accordance with Section 45(1.4) of the *Planning Act*, it is requested that at the time of rendering a decision on the application, Council also resolve to allow the submission of a minor variance application during the two (2) year period after the Zoning By-law Amendment ('ZBA') has been passed, provided that the variances are not related to building height or parking provisions. This is being requested to allow the resolution of any unforeseen issues that may arise during the detailed design stage of the project, particularly during the processing of the future Site Plan Control application.

6.0 SUMMARY OF PLANNING JUSTIFICATION

This section of the Report provides an overall summary of the planning justification for the Proposal based on the analysis and justification provided throughout the previous sections.

6.1 COMPATIBILITY

6.1.1 Land Use

The proposed development represents a compatible form of residential intensification in an area identified by the Province, Region and Town as appropriate for accommodating growth being within the Urban Area, within the Built Boundary and located on a higher order transit corridor. The proposal implements a seniors community that will provide a continuum of care, a use permitted through the Official Plan designation. The seniors building has significant amenity space allowing for residents to satisfy their daily needs within the development with the independent living units also having the ability to utilize the existing community services and facilities in the area. The proposed development provides variety in unit types, introducing new seniors' accommodations within the neighbourhood to allow area residents to age-in-place within their community while also welcoming new residents who are relocating to the neighbourhood to be closer to their families. The proposal is well-served by existing transit facilities allowing future residents, visitors and staff to travel within the community at ease, with direct connections also provided to the regional transit system through bus route connection to the Bronte Go Station. The proposed development will also serve to help support transit ridership for those that are able.

6.1.2 Urban Design

As per the Urban Design Brief prepared by MHBC under a separate cover, the proposal implements compatible and desirable built form from an urban design perspective. The goal of the proposed development is to establish a well-designed and high quality retirement village on the Subject Lands which will allow for an efficient use of the lands by adding seniors housing in an area that is well served by transit, shopping, parks and community uses. Consideration of the following principles will guide the design of the proposed development:

- Housing Mix and Density:
 - Provide additional housing forms that will contribute to the overall variety of housing available within the broader area.
 - Provide forms of housing that will allow residents to age-in-place.
- Outstanding Design Quality:

- Design buildings with a high standard of architectural design and building elevations that address surrounding public streets while taking advantage of views of Sixteen Mile Creek.
- Provide for extensive outdoor amenity areas which will be designed to result in engaging amenity spaces for residents of the village.
- Community Integration:
 - Provide connections to the existing trail network in the area.
 - Provide a form of housing (seniors residences) in a location that is well served by amenities including transit, shopping, community uses, parks and trails to provide seniors a full range of uses within walking distance.
 - Encourage alternative forms of housing (rental seniors housing) that support intensification on the site and serve existing residents living in the broader neighbourhood.
 - Connect to existing transit, sidewalks and the active transportation network.
 - Provide for a development with visual connections to all surrounding public streets and uses. Such visual connections may include amenity space, windows and balconies.

As demonstrated in the Urban Design Brief, the proposed development conforms to the urban design policies of the LOP and implements the guidelines from the Livable by Design Manual.

6.2 TRANSPORTATION

The existing transportation network can adequately serve the proposed development.

Under existing conditions, Fourth Line & Dundas Street West is operating well with an overall level of service (LOS) of 'A' during both peak hours. All individual movements are operating with short delays with the exception of the WBL movement during the AM peak hour. However, it is noted that there is ample residual capacity available to the WBL movement and the high delay is due to the 120 second cycle length duration, as longer cycles produce higher delays. The unsignalized intersections within the study area are also operating well and within roadway capacity under existing traffic conditions during both peak hours.

As part of the residential subdivision planned for the north side of Dundas Street West, a north-south public road connecting to Fourth Line is proposed. Accordingly, adjustments to the signal timing plan have been implemented to include the north-south public road connection.

Under future background conditions, Fourth Line & Dundas Street West is expected to continue operating well with an overall level of service (LOS) of 'B' during both peak hours. All individual movements are operating with short delays with the exception of the WBL movement during the AM peak hour but maintains ample residual capacity. The unsignalized intersections are expected to operate at similar levels of service with the addition of background development traffic. All movements operate with significant residual capacity during both hours.

The proposed development is expected to generate an additional 54 new trips in the AM peak hour (35 inbound, 19 outbound) and 85 new trips in the PM peak hour (34 inbound, 51 outbound).

Under future total conditions, Fourth Line & Dundas Street West is expected to continue operating well during both peak hours. All individual movements are operating with short delays and residual capacity. All unsignalized intersections are expected to continue operating at excellent LOS, with all movements

operating with residual capacity and minimal delays under future total conditions for both peak hours. Therefore, the addition of site-generated traffic is expected to have a minimal impact on the overall intersection operations for the study area.

According to the Zoning By-law, the subject site is required to provide a total of 158 parking spaces consisting of 104 spaces for the senior's residence units and 54 spaces for the seniors friendly independent living units. The development is proposing a total of 220 parking spaces, which provides a surplus of 62 parking spaces.

Based on the By-law requirements, the subject site is required to provide five (5) bicycle spaces. The proposed supply satisfies the By-law requirement.

According to the Town of Oakville's Zoning By-law 2014-014, there is no minimum number of loading spaces required. However, the subject site is providing two (2) loading spaces.

Further, based on the area design plan review, the proposed development does not preclude the extension of Glenayr Gate to Fourth Line both from a geometric design or traffic operation point of view.

6.3 SERVICING

Existing municipal water and wastewater services are available at or in close proximity to the Subject Lands. The accompanying Functional Servicing Report and Stormwater Management Report prepared in support of this application concludes that the proposed development can be accommodated through the extension of existing municipal services and will include:

- A new municipal distribution watermain along a portion of the Fourth Line frontage of the site and continuing westerly along the south side of Dundas Street West which can provide the required domestic and fire service for the site. This new main will have terminating interconnections at the existing 1200 mm Regional transmission located on the north side of Dundas Street West opposite of the site and the existing 200 mm distribution watermain located on Wooden Hill Circle west of the site.
- A new 200 mm municipal sanitary sewer constructed from the Site westerly along Dundas Street West and discharging into the existing 1200 mm sanitary trunk sewer at a location approximately 150 m east of Proudfoot Trail intersection. The resultant service connection to the site will be relatively shallow (1.2 m frost cover) and as a result, sanitary drainage from within the Site will drain by gravity to a private pumping station with a force main that discharges to a control MH and service connection located near the Fourth Line property line.

With regards to stormwater, the existing site generally drains to the south into a defined environmental feature which is also a drainage draw. Adjacent storm sewers on Dundas Street West and Fourth Line do not have capacity to accept drainage from the site nor are they at sufficient depth to provide adequate storm drainage for the site. It is proposed to reuse or reconstruct an existing outlet pipe into the drainage draw. To mitigate the impacts of the development, a stormwater management (SWM) plan will be developed to provide discharge rate control, erosion control, water balance and quality control for discharge from the

developed site. Prior to detailed design, criteria and target parameters for these measures will be determined through consultation with Conservation Halton.

Ultimately, the proposal can be accommodated by an extension to existing services and will conform to municipal servicing requirements. The extension of the required watermain and sanitary sewers and design for the stormwater management plan will be further considered at the detailed design stage as part of the Site Plan Approval.

7.0 SUMMARY & CONCLUSIONS

As outlined above, together with the supporting studies, the proposed development and associated Zoning By-law Amendment application serve to implement an appropriate development for the Subject Lands that is in keeping with the policies and intent of the Town of Oakville Official Plan. Based on the existing physical context and surrounding neighbourhood, a technical assessment of the proposal as well as an analysis of the proposal within the current policy and regulatory context of the Province, Region and Town, the following is concluded:

1. The proposed Zoning By-law Amendment provide for an appropriate development on the Subject Lands given the existing use of the Site and the surrounding context;
2. The proposal provides an appropriately designed and compatible redevelopment of a currently underutilized site and will contribute to the provision of new seniors residence suites to support the achievement of a complete community;
3. The proposed Zoning By-law Amendment is consistent with the Provincial Policy Statement, 2020;
4. The proposal conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019;
5. The proposal conforms to the policy directions of the in-effect Town of Oakville Official Plan;
6. The proposal can be adequately serviced and does not create any adverse impacts to the existing site and surrounding area; and,
7. The proposed development is in keeping with the character of the neighbourhood and provides an opportunity for intensification within the Town's Built-Up Area, an area identified by the Province, Region and Town as an area appropriate for intensification.

It is concluded that the proposed Zoning By-law Amendment is appropriate, represents good planning and implements the Town, Regional and Provincial vision for the Subject Lands.

Respectfully submitted,

MHBC



Oz Kemal, BES, MCIP, RPP
Partner



Melinda MacRory, M.Pl. MCIP, RPP
Planner

Appendix A:
Pre-Consultation Form

Pre-consultation Form

**Please note pre-consultations are only valid for Six (6) Months
from the date of Signing: See Note (a)**

Applicant: Delmanor Oakville Limited c/o Oz Kemal, MHBC Planning
 Site Location: 1280 Dundas Street West, St. Volodymyr
 Proposal: Proposal to create a retirement home community on a 4.69 hectare parcel incorporating 34,043 square metres of living space distributed over 5 separate structures ranging from 1.5-8 storey's. The proposal inc

Official Plan Amendment <input type="checkbox"/>	Plan of Subdivision <input checked="" type="checkbox"/> <i>N.A.</i>	Site Plan <input type="checkbox"/>
Zoning By-law Amendment <input checked="" type="checkbox"/>	Plan of Condominium <input type="checkbox"/> <i>*</i>	<i>M</i>

Terms of Reference for Listed Studies / Reports can be found here:
<http://www.oakville.ca/business/terms-of-reference.html>

SUBMISSION REQUIREMENTS

Materials to be Provided:	OPA/ZBA/SUB/ CONDO/SITE PLAN (Paper copies plus 2 usbs)		NOTES:	Digital File Name
	Required	Paper Copies		
Plans				
Aerial Photograph(s)	<input checked="" type="checkbox"/>	2		XX_Aerial_v1_YYYY-mm-dd
Survey/Legal Plan	<input checked="" type="checkbox"/>	2		XX_Survey_v1_YYYY-mm-dd
Concept Plan	<input checked="" type="checkbox"/>	2		XX_Concept_v1_YYYY-mm-dd
Draft Plan of Subdivision and/or Draft Plan of Condominium (Individual lots and/or units to be shown on draft Plan)	<input checked="" type="checkbox"/> <i>N.A.*</i>	2	See attached Notes. Compliance with Sec. 51 - Planning Act	XX_DraftSub_v1_YYYY-mm-dd XX_DraftCondo_v1_YYYY-mm-dd
Site Plan & Site Plan Details	<input type="checkbox"/>	2		XX_SitePlan_v1_YYYY-mm-dd XX_SitePlanDetail_v1_YYYY-mm-dd
Park/Open Space Concept Plan	<input type="checkbox"/>	2		XX_ParkConcept_v1_YYYY-mm-dd
Building Elevations & Renderings	<input type="checkbox"/>	2		XX_Elevations_v1_YYYY-mm-dd XX_Renderings_v1_YYYY-mm-dd
Building Floor Plans (including roof Plan)	<input type="checkbox"/>	2		XX_FloorPlans_v1_YYYY-mm-dd XX_RoofPlan_v1_YYYY-mm-dd
Landscape Plan & Details	<input type="checkbox"/>	2		XX_Landscape_v1_YYYY-mm-dd XX_LandsDetails_v1_YYYY-mm-dd
Pedestrian Circulation Plan	<input checked="" type="checkbox"/>	2		XX_PedCircPlan_v1_YYYY-mm-dd
Streetscape Plan	<input type="checkbox"/>	2		XX_Streetscape_v1_YYYY-mm-dd
Site Servicing Plan	<input checked="" type="checkbox"/>	2		XX_Servicing_v1_YYYY-mm-dd
Grading & Drainage Plan (including topographic information)	<input checked="" type="checkbox"/>	2		XX_Grading_v1_YYYY-mm-dd XX_Drainage_v1_YYYY-mm-dd
Erosion and Sediment Control Plan	<input type="checkbox"/>	2		XX_ErosionSed_v1_YYYY-mm-dd
Lighting Plan &/or Photometric Plan	<input type="checkbox"/>	2		XX_Photometric_v1_YYYY-mm-dd
Truck Turning Plan	<input checked="" type="checkbox"/>	2	Traffic Circ. Plan	XX_TruckTurning_v1_YYYY-mm-dd
Pavement Markings/Signage Plan	<input type="checkbox"/>	2		XX_MarkingsSign_v1_YYYY-mm-dd
Construction Storage/Staging Plan	<input type="checkbox"/>	2		XX_ConstructSS_v1_YYYY-mm-dd

** The need for a Plan of Subdivision applications will be determined through the processing of the ZBLA Application.*
 Charles McConnell
 Aug. 24, 2020. *M*



Materials to be Provided:	OPA/ZBA/SUB/CONDO/ SITE PLAN (Paper copies plus 2 usbs)		NOTES:	Digital File Name
	Required	Paper Copies		
Demarcation of limits of natural features (i.e. top-of-bank and/or natural hazards)	<input checked="" type="checkbox"/>	2		XX_NaturalLimit_v1_YYYY-mm-dd
Tree Canopy Cover Plan & calculation	<input type="checkbox"/>	2		XX_CanopyCover_v1_YYYY-mm-dd
Waste Management Plan	<input checked="" type="checkbox"/>	2		XX_WasteManage_v1_YYYY-mm-dd
Reports and Studies				
Completed Application Form/Fees	<input checked="" type="checkbox"/>	2		XX_AppForm_v1_YYYY-mm-dd
Planning Justification Report/Letter	<input checked="" type="checkbox"/>	2		XX_PJR_v1_YYYY-mm-dd
Character Impact Analysis	<input type="checkbox"/>	2		XX_CharacterImp_v1_YYYY-mm-dd
Draft Zoning By-law Amendment	<input checked="" type="checkbox"/>	2		XX_DraftZBLA_v1_YYYY-mm-dd
Draft Official Plan Amendment	<input type="checkbox"/>	2		XX_DraftOPA_v1_YYYY-mm-dd
Urban Design Brief	<input checked="" type="checkbox"/>	2		XX_DesignBrief_v1_YYYY-mm-dd
Tree Vegetation Study/Arborist Report and Tree Protection Plan	<input checked="" type="checkbox"/>	2		XX_ArbReport_v1_YYYY-mm-dd XX_TPP_v1_YYYY-mm-dd
Functional Servicing Study/Report	<input checked="" type="checkbox"/>	2	incl. SWM Section	XX_FSR_v1_YYYY-mm-dd
Stormwater Management Study/Report	<input type="checkbox"/>	2		XX_SWM_v1_YYYY-mm-dd
Environmental Impact Study/Report	<input checked="" type="checkbox"/>	2		XX_EIR_v1_YYYY-mm-dd
Transportation Impact Analysis	<input checked="" type="checkbox"/>	2		XX_TIS_v1_YYYY-mm-dd
Heritage Impact Assessment	<input type="checkbox"/>	2	See attached Notes	XX_HIA_v1_YYYY-mm-dd
Archaeological Assessment	<input checked="" type="checkbox"/>	2		XX_Arch_v1_YYYY-mm-dd
Market Impact Study	<input type="checkbox"/>	2		XX_MarketImpact_v1_YYYY-mm-dd
Capital Impact Study	<input type="checkbox"/>	2		XX_CapitalImpact_v1_YYYY-mm-dd
Noise & Vibration Study	<input checked="" type="checkbox"/>	2		XX_NoiseVibration_v1_YYYY-mm-dd
Geotechnical/Soils Report	<input checked="" type="checkbox"/>	2		XX_Geotech_v1_YYYY-mm-dd
Environmental Site Assessment (i.e. Phase 1)	<input checked="" type="checkbox"/>	2		XX_ESS1_v1_YYYY-mm-dd
ESSQ	<input type="checkbox"/>	2		XX_ESSQ_YYYY-mm-dd
Shadow Impact Analysis	<input checked="" type="checkbox"/>	2		XX_Shadow_v1_YYYY-mm-dd
Wind Study/Micro-Climate	<input type="checkbox"/>	2		XX_WindStudy_v1_YYYY-mm-dd
Sample Materials Board/Photos	<input type="checkbox"/>	2		XX_Materials_v1_YYYY-mm-dd
3-D Computer Model (i.e. SketchUp)	<input type="checkbox"/>	1		XX_3DModel_v1_YYYY-mm-dd
Minutes and attendance list of Applicant-initiated "Public Information Meeting" (see Note g)	<input checked="" type="checkbox"/>	2	*not required for site plan	XX_PIMMinutes_YYYY-mm-dd XX_Attendist_YYYY-mm-dd
North Oakville				
Environmental Implementation Report/Functional Servicing Study	<input type="checkbox"/>	See table below		XX_EIRFSS_v1_YYYY-mm-dd
Map and Accompanying Tables Showing Densities and Designations	<input type="checkbox"/>	2		XX_DensityMap_v1_YYYY-mm-dd XX_DensityTable_v1_YYYY-mm-dd
NOUFSMP/Tree Canopy Cover Plan & Calculation	<input type="checkbox"/>	2		XX_NOUFSMP-TCCP_v1_YYYY-mm-dd
Planning Statistics Spreadsheet	<input type="checkbox"/>	2		XX_PlanningStats_v1_YYYY-mm-dd
Sustainability Checklist	<input type="checkbox"/>	2		XX_SustainCheck_v1_YYYY-mm-dd
Transit Facilities Plan	<input type="checkbox"/>	2		XX_TransitFac_v1_YYYY-mm-dd



Area Design Plan	<input type="checkbox"/>	2	XX_AreaDesign_v1_yyyy-mm-dd
Executed Adhesion Agreement	<input type="checkbox"/>	2	XX_AdhesionAgmt_v1_yyyy-mm-dd
Other			
Area Design Plan	<input checked="" type="checkbox"/>	2	XX_XXXXX_v1_yyyy-mm-dd
CHWO Radio Impact Study (to be peer reviewed by Town at owners expense)	<input checked="" type="checkbox"/>	2	XX_XXXXX_v1_yyyy-mm-dd

EIR/FSS Submission Requirements:

EIR/FSS Submission Requirements		
Agency/Department	# of hard copies	What is required:
Development Engineering - Stormwater	1	<ul style="list-style-type: none"> Binder/USB to be labeled: Development Engineering – Stormwater Binder with full EIR text and figures Do not print appendices USB key with full EIR text, figures and appendices
Development Engineering - Technologist	1	<ul style="list-style-type: none"> Binder/USB to be labeled: Development Engineering – Technologist Binder to include: <ul style="list-style-type: none"> Draft plan of subdivision Grading Plan Drawings (and details) Storm Servicing Plans – major and minor Storm drainage figures Conceptual Water and Wastewater Servicing and related figures Locations of LIDs All drawings/sections/figures related to roads and/or crossings USB key with full EIR text, figures and appendices
Parks and Open Space	1	<ul style="list-style-type: none"> USB to be labelled: POS USB key with full EIR text, figures and appendices
CH	3	<ul style="list-style-type: none"> Binders/USB to be labeled: Conservation Halton Binder with full EIR text, figures and appendices 1 USB key with full EIR text, figures and appendices
Region of Halton	1	<ul style="list-style-type: none"> Binder/USB to be labeled: Region of Halton Binder with full EIR text, figures and appendices USB key with full EIR text, figures and appendices
Planning	1	<ul style="list-style-type: none"> Binder/USB to be labeled: Town Planning Binder with full EIR text and figures Do not print appendices USB key with full EIR text, figures and appendices

1. Conformity with the Regional Official plan land use designation: Yes No
 If "NO", an application has been made to amend the Regional Official Plan: Yes No

2. Existing Official Plan Designation: Residential Area, Parks and Open Space, Private Open Space

- Conformity with the Town's Official Plan land use designation: Yes No
 More Information Required

If "No", the nature of the amendment needed: Subject to address all applicable policies in the Oakville Official Plan.



3. Existing Zoning: Private Open Space S.P. 122 (O2 sp:122)

Conformity with the Town's Zoning By-law: Yes No

More Information Required

If "No", the Proposed zoning is: Site Specific Zoning categories required.

4. Related File No.: _____

5. Informal Open House: To be held on: _____ Has been held on: _____

6. Additional Agencies/Departments to be contacted: _____

7. Related notes pertinent to the application: _____

Refer to attachment.

8. A site walk is required as a second part of the pre-consultation meeting: Yes No

If "Yes", the site walk is scheduled for (date & time): _____



Notes:

- a) **This agreement expires 6 months from the date of signing or at the discretion of the Director of Planning or his/her designate. In the event that this Pre-consultation Agreement expires prior to the application being accepted, and/or new policy and/or by-laws apply, another agreement may be required.**
- b) The purpose of this agreement is to identify the information required to prepare a complete application as set out in the *Planning Act*. Pre-consultation does not imply or suggest any decision whatsoever on the part of Town staff or the Corporation of the Town of Oakville to either support or refuse the application. Comments provided at a pre-consultation meeting are preliminary and based on the information submitted for review at that time.
- c) When a formal application is made, the application fee may be processed immediately; however, this does not constitute the application being deemed complete for *Planning Act* purposes. An annual maintenance fee will apply to all applications, one year after being deemed complete for *Planning Act* purposes, and annually thereafter.
- d) For all applications for Official Plan Amendment, Zoning By-law Amendment, Plan of Subdivision and Plan of Condominium, the applicant acknowledges that the Town is not responsible for the construction or installation of the sign and the applicant agrees to submit a photo of the sign on the property. This shall be submitted within one week of receiving confirmation of a complete application.
- e) An application submitted without the requisite information and number of copies identified in this Pre-consultation Agreement, or in the Site Plan application form, will not be accepted. Submission not meeting these criteria will be returned to the agent or property owner. If a site walk is required, the application may not be considered complete until it has taken place.
- f) All reports, documents and drawings (including two sets of reduced copies of all plans (11"x17" or 8½"x11")) must be submitted in paper and electronic (i.e. PDF or JPG) form. All submission material must be collated and bundled to each Department and Agency to be circulated, as identified in the provided Agency Circulation spreadsheet.
- g) An applicant is strongly encouraged to conduct a 'Public Information Meeting' (PIM) prior to submission of a development application. The timing of the PIM may be waived at the discretion of the Director of Planning, however, a PIM must take place prior to the Public Statutory Meeting.

The PIM would summarize the purpose and intent of the proposed application (s), after having given a minimum of a two (2) week, mailed, notice to residents within 120 metres of the subject property (ies). The date of the 'Public Information Meeting' shall be coordinated in consultation with the Ward Councillors and Town of Oakville planning staff. The minutes of the 'Public Information Meeting', shall outline the nature of the proposed development, the planning approvals being sought from the Town, the nature of the input received by the attending public and how this input may have informed the development proposal.

- h) Acknowledgement of Public Information:

The applicant acknowledges that the Town considers the application forms and all supporting materials, including studies and drawings, filed with any application to be public information and to form part of the public record. By filing an application, the applicant consents to the Town photocopying, posting on the Internet and/or releasing the application and any supporting materials either for its own use in processing the application or at the request of a third party, without further notification to or permission from the applicant. The applicant also hereby states that it has authority to bind its consultants to the terms of this acknowledgement.

- i) Additional studies may be required during the processing of an application, depending on the issues identified and information required, as the application proceeds through the planning review process.



OAKVILLE

- j) Prior to undertaking any topsoil stripping or earthworks, the applicant may be required to obtain a site alteration permit in accordance with the Town's Site Alteration By-law.
- k) Applicants are advised that the removal of trees prior to a final decision being made, or a site alteration permit is issued, is strongly discouraged by the Town.
- l) Where applications may consider potential emissions, please refer to the Town's Health Protection Air Quality By-law (2010-035) at <http://oakville.ca/environment/health-protection-air-quality.html>

Staff Signatures:

C. McConnell

Town Planning Staff

cmcconnell@oakville.ca
Digitally signed by cmcconnell@oakville.ca
DN: cn=cmcconnell@oakville.ca
Date: 2020.05.12 15:31:12 -04'00'

Planning Staff (Signature)

April 29, 2020.
Date

Quadri Adebayo

Regional Planning Staff

Quadri Adebayo
Digitally signed by Quadri Adebayo
Date: 2020.05.12 16:21:46 -04'00'

Regional Staff (Signature)

5/12/20
Date

Laura Schreiner

Conservation Authority Staff

Laura Schreiner
Digitally signed by Laura Schreiner
Date: 2020.05.13 16:07:37 -04'00'

Conservation Authority Staff (Signature)

5/13/20
Date

Proponent Signatures:

By signing this agreement, I/we acknowledge that, subject to any appeals, the drawings, reports and other requirements indicated above must be submitted along with a completed application form, any information or materials prescribed by statute in both paper (including reduced copies) and electronic form, the required planning applications' fees and this executed Pre-consultation agreement to be considered complete. In addition, I have read, understood, and agreed to the Notes listed above.

Agent (Print)
(I have the authority to bind the Owner)

Agent (Signature)

Date

Owner (Print)

Owner (Signature)

Date



Overview of Submission Requirements

Terms of Reference for Listed Studies / Reports can be found at: <http://www.oakville.ca/business/terms-of-reference.html>

Archaeological Assessment

A report must be completed in accordance with Provincial requirements and the Regional Archaeological Master Plan in or near areas of archaeological potential.

Aerial Photograph(s)

A recently dated and high-resolution aerial photo showing the context of the application is required for all applications.

Area Design Plan

Where the North Oakville Masterplan is not being followed, an Area Design plan must be submitted.

Building Elevations

Drawings or Plans which illustrate the exterior design of a building including the proposed building materials. Drawings can be either 2-dimensional or 3-dimensional. At least 2 sets of drawings must be rendered in colour.

Building Floor Plans (including Roof Plans)

Drawings or Plans which illustrate the layout and measurement of a building's floorplate and roof, including, but not limited to: the location of stairwells, elevators, hallways, garbage / recycling areas, and common areas, among other elements.

Capital Impact Assessment

A Capital Impact Assessment estimates the cost of local municipal capital infrastructure required to service a new development. In general, this must be completed for any new development proposing more than two residential units, or more than 5000 sq. m. of non-residential development.

Character Impact Analysis

This study explains how the development will maintain and protect the existing character of the community it is proposed within. Specific reference to Part "D", s. 11.1.8 and 11.1.9 is required.

Completed Application Form

The application form which indicates the prescribed information.

Computer Model

A 3-dimensional digital model of the building(s) and context. The model is to be completed in Google Sketchup or AutoCAD.

Concept Plan

Concept plan showing the proposed development in context of adjacent lands including land across the street. The plan is to show all buildings, land uses, sidewalks, walkways, driveways, street trees, street intersections and any other natural or made-made elements.

Construction Storage and Staging Plan

A plan that identifies the storage location of construction vehicles and supplies during the construction of the project.



Heritage Impact Assessment

A Heritage Impact Assessment demonstrates how new development involving a heritage resource will preserve, protect, improve and/or manage the resource(s).

Demarcation of limits of natural features (i.e. top of bank and/or natural hazards)

A recent plan of survey showing the staked limits of natural features (e.g. physical top of bank, stable top of bank, natural heritages system limit, natural hazards and/or lands regulated by a Conservation Authority) to the satisfaction of Halton Region, the applicable Conservation Authority and the Town of Oakville. Natural features requiring protection shall be clearly staked in the field and construction fencing shall be installed to the satisfaction of the Town in accordance with the Site Alteration By-law requirements.

Draft Official Plan Amendment

The applicant must provide proposed amended text and/or map amendments for consideration.

Draft Plan of Subdivision and/or Draft Plan of Condominium (The information required on plans is to be in accordance with the *Planning Act* and its regulations. See Appendix E for details. All drawings are to be folded to 8.5" x 14" with the title block exposed).

- a) A copy of the proposed subdivision or condominium draft plan with key maps
- b) In addition to the paper copies, and .PDF copies required, three electronic copies of the plans are to be submitted in a format compatible with the Town's current software requirements. The current standard is a vector format "DXF" file.

Draft Zoning By-law Amendment

The applicant must provide text and schedules for proposed Zoning By-law Amendments.

Environmental Impact Statement / Study

These statements address, among other things, contain a description of the proposal, a description of the natural environment, an assessment of environmental effects, a description of mitigating measures and recommendations.

Environmental Implementation Report / Functional Servicing Study

An Environmental Implementation Report must be prepared for the subcatchment area(s) of North Oakville where the proposal is located. The reports shall be in accordance with the approved Terms of Reference.

Environmental Site Screening Questionnaire

A copy of the Environmental Site Screening Checklist is attached within Appendix D. Applicants should contact Halton Region for historical data and any environmental records. In accordance with the protocol for contaminated sites, the possibility of site contamination may result in a required Phase 1 Environmental Assessment, Phase 2 Environmental Assessment and/or Record of Site Condition.

Financial Impact Study

A Financial Impact Study generally evaluates the growth-related financial impacts of development in a coordinated and consistent manner, including impacts on capital and operating municipal services, and the estimated cost and timing of capital infrastructure.

Functional Servicing Report / Study

Functional servicing studies address a number of engineering issues. There are separate terms of reference for Functional Servicing Studies related to lands north or south of Dundas Street.

Geotechnical / Soils Report



This report analyses soil composition to determine its structural stability and its ability to accommodate development.

Grading & Drainage Plan

A plan that illustrates how a property drains and how the grades of a property are directing stormwater.

Landscape Plan and Landscape Details

A plan that identifies the proposed landscaping design for a property including illustration of the natural features, planting scheme, plant materials, paving, lighting, and irrigation system, among other elements. The Landscape Details Plan illustrates the specifications for planting and installation of landscaping features.

Map and Accompanying Table Showing Densities and Designations

The map should clearly show the designation of all blocks and lots (i.e. Sub-urban, General Urban, Neighbourhood Centres, and/or Urban Core). The accompanying table must provide the density calculations on a net hectare basis.

Market Impact Study

The purpose of a market impact study is to address the existing market and potential impacts of an application. These studies will be evaluated by the Town on the basis of a peer review to be undertaken at the applicant's expense.

Noise and Vibration Report

A noise and/or vibration study determines the impact on adjacent developments and recommends mitigation measures.

Park / Open Space Concept Plan

Required for any application where all or part of a new Town park or addition to a Town park is included as part of the proposal. The required facilities and standards are available from the Parks and Open Space Department.

Pavement Marking and Signage Plan

A plan that identifies how driveway and pedestrian areas will be signed and/or marked for travel.

Pedestrian Circulation Plan

Pedestrian circulation drawing should outline the following: Nodes/Activity Centres/Open Space/Transit Facilities; Barriers; Landmarks/Focal Points; Edges; Residential Land Use Areas; Proposed Densities; and, Street Pattern.

Planning Justification Report / Letter

For all applications, a qualified planner must submit a report providing planning justification for the proposal based on the principles and objectives of Provincial, Region and Local planning documents.

Planning Statistics Spreadsheet

In submitting a complete application, the applicant must complete the North Oakville Planning Statistics spreadsheet that can be downloaded from the Town's website and submitted in an electronic form.

Reductions of Draft Plans

Reduced versions of plans shall be provided on 8½" by 11" paper.

Site Plan and Site Plan Details

A Site Plan illustrates the technical details of a project including vehicle and pedestrian access, detailed measurements of building footprints and setbacks from property lines, parking areas, and drive aisles among other elements. The Site Plan Details provide the specifications of various elements on the site.

Site Servicing Plan

A plan that illustrates the location of underground or overhead services and where they are entering the property, their area of placement and how they will be accessed.



Stormwater Management Study / Report

Stormwater Management Reports address a number of engineering issues. There are separate terms of reference to Functional Servicing Studies in North Oakville and South Oakville.

Streetscape Plan

A plan that identifies how the area of the property in the private realm will integrate with the existing or proposed streetscape design in the public realm. The plan generally needs to identify paving and planting materials, including measurements and cross-sections.

Survey / Legal Plan

Current survey prepared by a qualified Ontario Land Surveyor that includes the location and nature of any easement affecting the subject land.

Sustainability Checklist

The Sustainability Checklist is used for assessing, encouraging and evaluating the features of a development application that contribute to sustainable development.

Transit Facilities Plan

The Transit Facilities Plan addresses transit facilities in the planning of subdivisions and their integration into the transit network. The Plan includes a number of components that must be submitted at different stages in the Planning Process. The initial component must be submitted in conjunction with a Functional Servicing Study. Please refer to the North Oakville Transit Plan.

Transportation Impact Study

These can be required by Town or Regional staff. Contact the Town's Development Services Department staff (Town roads) or Regional Public Works staff (Regional roads) for background information.

Tree Vegetation Study and Tree Protection Plan

A tree survey must be prepared by a qualified professional, identifying all existing trees, their type, size and condition, those trees proposed to be removed and retained, and the methods to be used to ensure preservation of those trees to be retained. In some cases, only a Tree Inventory Plan will be sufficient, and at the discretion of Town staff.

Truck Turning Plan

This Plan illustrates how delivery trucks and/or garbage trucks will load and unload materials on the site and the location of travel through the site.

Urban Design Brief

The purpose of the Urban Design Brief is to illustrate a detailed design solution for new development based on a thorough contextual analysis of the site and the surrounding area.

Wind Study/Microclimate

A wind study is a technical document that provides a model and written description of the impact of pedestrian-level winds associated with development on adjacent streets, parks and open spaces. These studies are done to evaluate the impact of the wind conditions at various times of the year.



Information Requirements for Plans of Subdivision or Condominium

Subsection 51(17) Requirements:

- the boundaries of the land proposed to be subdivided certified by an Ontario Land Surveyor
- the locations, widths and names of the proposed highways within the proposed subdivision and of existing highways on which the proposed subdivision abuts
- on a small key plan, on a scale of not less than one centimetre to 100 metres: all adjacent land owned by the applicant or in which the applicant has an interest, all of the land adjacent to the proposed subdivision that is owned by the applicant or in which the applicant has an interest, every subdivision adjacent to the proposed subdivision and the relationship of the boundaries of the land to be subdivided to the boundaries of the township lot or other original grant of which the land forms the whole or part
- the purpose for which the proposed lots are to be used
- the existing uses of all adjoining lands
- the approximate dimensions and layout of the proposed lots
- natural and artificial features such as buildings or other structures or installations, railways, highways, watercourses, drainage ditches, wetlands and wooded areas within or adjacent to the land proposed to be subdivided
- the availability and nature of domestic water supplies
- the nature and porosity of the soil
- existing contours or elevations as may be required to determine grade of highways and drainage of proposed lands to be subdivided
- the municipal services available or to be available to the land proposed to be subdivided
- the nature and extent of any restrictions affecting the land proposed to be subdivided, including restrictive covenants or easements

Other Information Requirements:

- legend, map scale, north marker
 - boundary of property to be subdivided
 - lot and concession/registered plan number/street address
 - date prepared and dates of revisions
 - name and person or firm who prepared the plan
 - owner's name, signature and date of signature*
 - Ontario Land Surveyor's name and signature and date of signature
 - Site statistics (land use, number of lots/blocks, total area)
 - Conceptual trail system through public open space areas and/or the Natural Heritage System.
- The final plan is to be in keeping with any applicable approved Environmental Implementation Report/Functional Servicing Study to the satisfaction of the Town

* All registered owners must sign. If there is more than one owner, a letter of authorization is necessary allowing one person to act on behalf of the others. If any registered owner fails to sign or provide authorization, the application will be considered incomplete and will be returned.



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Planning & Public Works
 Tel: 905-825-6000 Fax: 905-825-8822
 Toll Free: 1-866-4HALTON (1-866-442-5866)
www.halton.ca

Environmental Site-Screening Questionnaire

Legal/Municipal Address _____ Applicant: _____

1. Was the subject property ever used for industrial purposes? yes no uncertain
2. Was the subject property ever used for commercial purposes that may have caused contamination (e.g. gasoline station, dry cleaners, etc.) yes no uncertain
3. Has fill ever been placed on the property? yes no uncertain
4. Is there any reason to believe that the subject property is potentially contaminated based on historic use of the property or a neighbouring lot located within 100m of the property? yes no uncertain
5. Are there or were there ever any above-ground or underground storage tanks or waste disposal activities on the property? yes no uncertain
6. For existing or previous buildings on the property, are there building materials that may be potentially hazardous to human health (i.e. asbestos, lead-based paints, etc.)? yes no uncertain
7. For agricultural properties, were pesticides or herbicides ever applied to the property? yes no uncertain
8. Have any of the buildings on the property been heated by fuel oil? yes no uncertain
9. Is the land use changing to a more sensitive land use (e.g. industrial/commercial to residential/institutional)? yes no uncertain
 Note: Daycare uses are defined in O.Reg.153/04 as institutional.

General Information:

1. Have any environmental documents (e.g. Phase I and II Environmental Site Assessments, Records of Site Condition, etc) ever been prepared for the property? If yes, please submit these documents in digital and hardcopy format with your application together with a letter of reliance granting third party reliance on the documents to the Region of Halton. yes no

Certification

I, _____ am the registered owner of the land that is the subject of this document and to the best of my knowledge, the information provided in this questionnaire is true.

Sworn (or declared) and stamped before me _____
 Commissioner of Oaths (Print Name)

in the _____, this _____ day of _____ 20____
 City/Town/Municipality Day Month Year

 Commissioner of Oaths (Signature)

 Registered Owner (Signature)

Regional File #: _____ Local Municipal File#: _____

**1280 Dundas Street West
Pre-consultation Meeting
Wednesday, April 29, 2020
Additional Notes/Submission Requirements**

Additional Submission Requirements:

- Trail Network Plan – address how existing trails are to be incorporated into the proposed development, and the need to provide pedestrian connection from the municipal road system to the trail system.
- Parking Justification Plan
- Waste Management Plan
- Applicant initiated PIM prior to the submission of the Application will be waived, but will be required prior to the statutory Public Meeting

Additional Notes:

Planning Issues

- Area Design Plan required to address the comprehensive development/re-development of the entirety of the St. Vlodymyr lands, including the possible requirement for a comprehensive, public road system, which may include but not be limited to the extension of Glenayr Gate, improvements to the Fourth Line Road road allowance and its intersection with Dundas Rd. W., improvements to and/or the necessitate to re-locate the north-south leg of the Fourth Line road allowance that provides access to the existing “heritage house” given its proximity within the stable top-of-bank of Sixteen Mile Creek. The Area Design Plan shall address the lands identified as the Natural Heritage System, to the satisfaction of Conservation Halton, (in consultation with a Halton Region and the Town), and the necessitate to demarcate these as separate blocks for conveyance purposes, and implemented through a draft plan of subdivision.

Urban Design/Landscape Issues

- An urban design brief is required. The Terms of reference is available on-line.
- Applicant is encouraged to consolidate driveway entrances, using the existing vehicular entrance to provide vehicular access to the site.
- According to Livable Oakville 6.16.1, service and loading areas should be: a) located and oriented away from the general circulation of pedestrians and motor vehicles both on-site and in the public right-of-way; b) accessible but

- not visible from the public realm; and, c) separated and buffered from residential areas.
- According to 6.16.2, 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, and screening with tree and shrub plantings.
 - Provide continuous pedestrian route to Dundas Street.
 - Canopy cover, 1 tree per 5 parking spaces to be provided in parking areas.
 - Applicant should mitigate shadow impacts on the natural area. (heavy shade may result in vegetation dieback, resulting in soil erosion on steep slopes)

Active Transportation

- Significance of existing trail system – how are these incorporated into the proposed development
- Need to provide pedestrian connection from municipal road to trail system

Heritage Issues

- The Landscape Plan is required to show a historical plaque located in one of the amenity areas. Staff will provide information on the content of the plaque and the owners/developers will be required pay for the production and installation of the plaque.

Regional Issues

- Property contains key natural heritage features
- EIS required; consideration must be coordinated with CH.
- Area within 15 meter (buffer) to be conveyed to the municipality. Then set backs applied from the new property line.
- Transportation issues – opening/improving unopened Fourth Line to municipal standards – providing a municipal road to service the development, and creating a 4 legged intersection at Dundas.
- Extension of water main and sanitary sewer is needed
- Private pumping station needs to get up to the sewer on Dundas Street
- appropriate FSR to demonstrate feasibility

Conservation Halton Issues

- Drainage feature runs through the Martillac and CHWO lands – piped from north of Dundas Street and emerges in the center of the site (approximate). It flows down through the site and at some point becomes a regulated watercourse.
- Limit of CH regulation is the top-of-bank features. Not the drainage feature.

- The physical top of bank was staked by CH in 2018, and appears to match what is shown in the preconsultation submission materials.
- Physical top of bank runs along the opposite side of 4th Line which is incredibly steep. A geotechnical study would be required to determine the long-term stable top of bank. The 15 m regulatory allowance would be applied from the stable top-of-bank.
- All hazard lands and associated regulatory allowances as well as NHS lands to be conveyed to the Town. All new development (buildings, patios, private trails, grading, etc.) will need to be outside of it.
- CH will review the EIR
- Stormwater would need to be addressed due to drainage feature (culvert) being moved on the south side of Dundas Street.

Appendix B:

Public Consultation Strategy

1280 Dundas Street West - Public Consultation Strategy

	Explanation
Participants in Consultation	<ol style="list-style-type: none"> 1. Applicant: Delmanor Oakville Ltd. <ul style="list-style-type: none"> • A representative will be available to discuss any comments or concerns from stakeholders and community members. 2. Agent: MHBC <ul style="list-style-type: none"> • A member of MHBC will be available to present the proposal and discuss comments and concerns from stakeholders and community members as well as provide information on the planning process and policy framework. MHBC will also facilitate and document the public consultation process. 3. Subject Matter Experts: Other Consultants <ul style="list-style-type: none"> • Depending on the issues raised by Town, Regional and Agency staff as well as through the initial Town circulation of the Notice of Complete Application, other members of the project team may be included as subject matter experts, should the need arise.
Target Audience for Consultation	<p>The target audience of the consultation efforts will be the landowners surrounding the Subject Lands. The project team will engage Town Staff and the Local Councilor to determine the best methods of consultation for the applications throughout the process.</p>
List of Stakeholders and Impacts	<ol style="list-style-type: none"> 1. Owners of dwellings on the north side of Dundas Street West <p>The owners may be impacted by construction activities due to increased heavy vehicle traffic.</p> 2. All residents within 120 metres of the Site <p>All residents within 120 metres of the Subject Lands are required to receive notification and be involved in the public process per the requirements of the Planning Act.</p> 3. Local Residents Associations <p>There is no resident association with jurisdiction over the Subject Lands, however the North Oakville Ward 7 Residents Association may have interest in the proposal.</p>
Public Consultation Events	<ol style="list-style-type: none"> 1. Public Information Meeting <p>The Town of Oakville requires a Public Information Meeting to be completed prior to the first submission of any development</p>

	<p>applications. The Public Information Meeting requirement has been waived for the time being due to the current Covid-19 pandemic. However, a Public Information Meeting may be scheduled in the future.</p> <p>2. Statutory Public Meeting</p> <p>A statutory public meeting held by the Town will provide further opportunity for public input. MHBC and the project team will also be available to meet with area residents and stakeholders prior to the meeting.</p>
Tools to be used to Consult/Engage the Public	The project team will engage Town Staff and the Ward Councillor to determine the best method of consultation as revisions are made to the applications throughout the process. Tools to engage with the public may include a mail-out information pamphlet, postcard or a project website. Throughout the process, it is understood that all application materials will be publically available on the Town's website and contact information, as well as the staff contact information, will be available.
Timing of Consultation	Consultation will begin once the first round of Town and Agency comments have been received and discussions with Town Staff and the Ward Councillor regarding consultation methods have occurred.
Method to Receive and Document Comments	A member of MHBC will be available to the public by email and/or phone throughout the application process to address comments that arise from revisions to the proposal. It is also understood that formal comments submitted to Staff will be provided to MHBC for review and consideration. Once the consultation process has concluded, a Summary Memorandum will be prepared and submitted to the Town to address the comments received and how they have been addressed throughout the process.
Requested Town Resources	A mailing list of all land owners within 120 metres of the Subject Lands has been provided by the Town to be used for mailing purposes.
Expected/Potential Issues	<p>It is anticipated that some stakeholders and community members will be concerned with perceived traffic impacts, perceived density and how future construction activities will be managed.</p> <p>The consultation strategy described herein will ensure that members of the public are given an opportunity to review, understand and comment on the proposal.</p>

Appendix C:

Photo Record

1280 Dundas Street West - Photo Record



Photo 1: View of the Subject Lands looking south from Dundas Street.

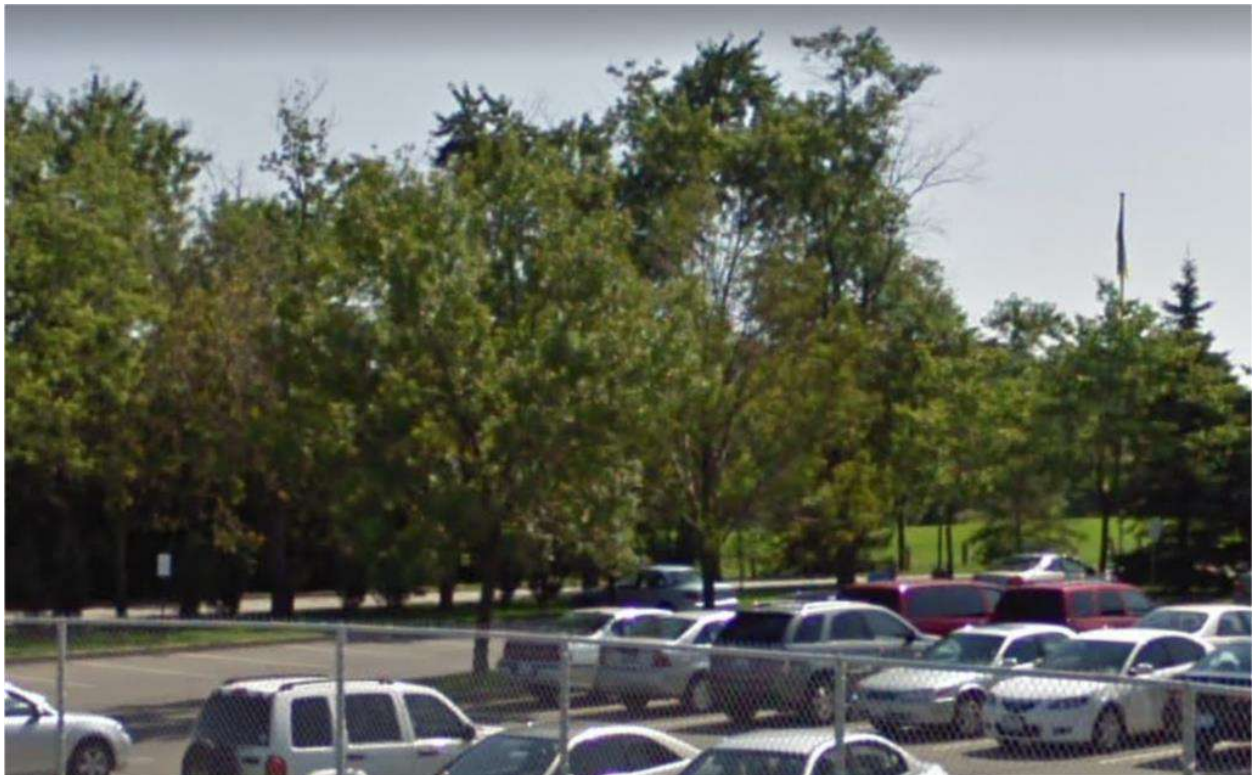


Photo 2: View of the Subject Lands looking east from the St. Vlodymyr parking lot.



Photo 3: View of the Subject Lands looking west from the southern leg of Fourth Line.



Photo 4: View of the trail to the south of Fourth Line connecting to the cemetery lands.



Photo 5: View of the existing residential townhouses to the west of the Subject Lands on Wooden Hill Circle.



Photo 6: View of the vacant lands with telecommunication towers to the north of the Subject Lands.



Photo 7: View of Sixteen Mile Creek looking south from Dundas Street.



Photo 8: View of the cemetery lands to the south of the Subject Lands.



Photo 9: View of existing residential to the south of the Subject Lands fronting Fourth Line.



Photo 10: View looking north at the Dundas and Fourth Line intersection to the north of the Subject Lands.



Photo 11: View of the Subject Lands looking southwest.

Appendix D:
Draft Zoning By-law Amendment

**THE CORPORATION OF THE TOWN OF OAKVILLE
DRAFT
BY-LAW NUMBER 2020-XX**

A By-law to amend the Town of Oakville Zoning By-law

2014-014, as amended, to permit the use of lands

Described as Part of Lot 23, Concession 1, South of Dundas Street, formerly in the Geographic Township of Trafalgar, Halton County, now in the Town of Oakville

Delmanor Oakville Ltd., File No.: Z.XXXX.XX

WHEREAS the Corporation of the Town of Oakville has received an application to amend Zoning By-law 2014-014, as amended; and,

WHEREAS authority is provided pursuant to Section 34 of the Planning Act, R.S.O 1990, C.P.13 to pass this by-law; and

NOW THEREFORE the Council of the Corporation of the Town of Oakville hereby enacts that Zoning By-law 2014-014, as amended, be further amended as follows:

1. Map 19 (20) of By-law 2014-014, as amended, is further amended by rezoning the lands as depicted on Schedule "A" to this By-law.
2. Part 15, Special Provisions, of By-law 2014-014 as amended, is further amended by addition of a new Section 15.XX as follows:

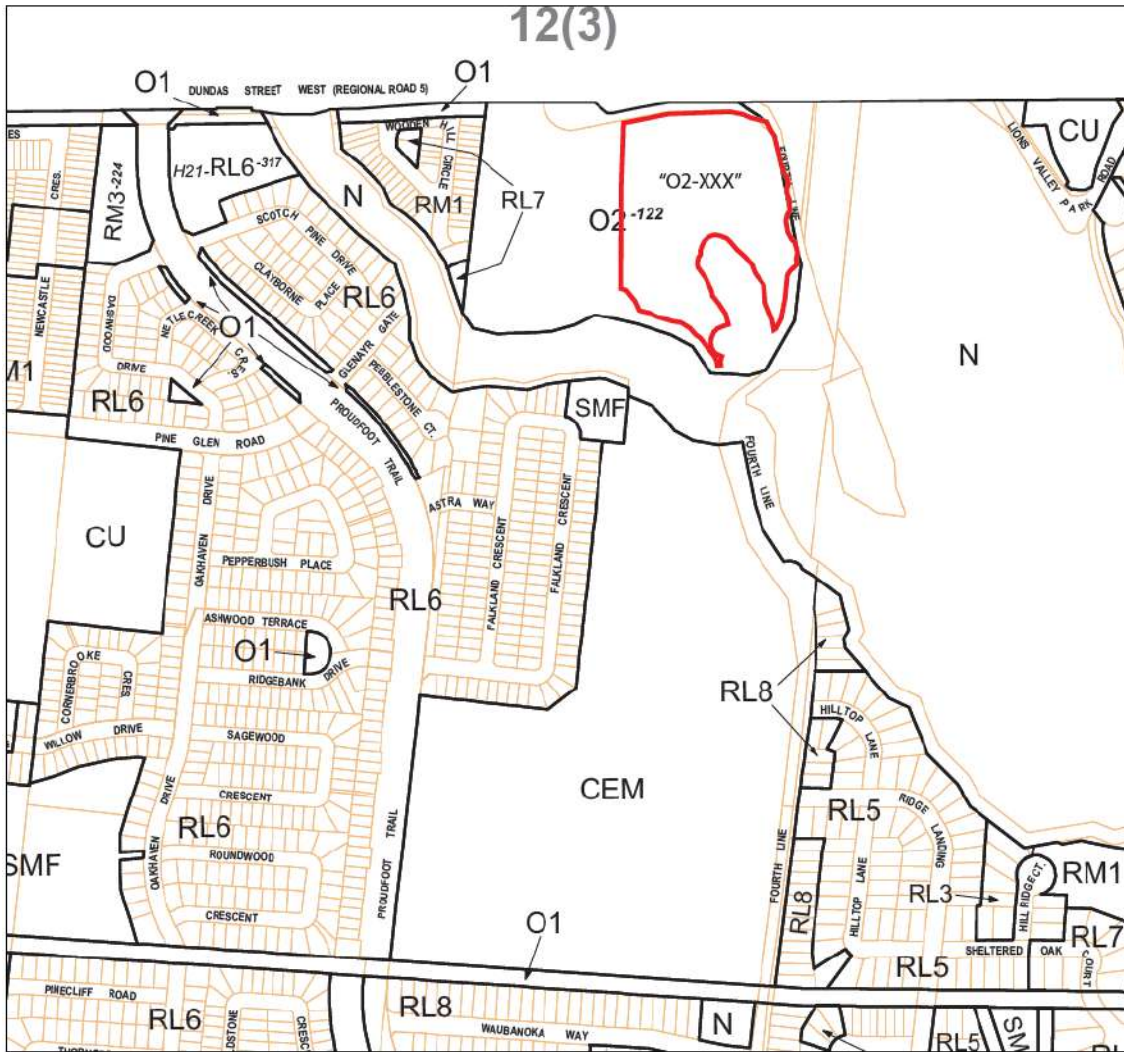
XXX	1280 Dundas Street West	Parent Zone: O2
Map 19 (20)	Described as Part of Lot 23, Concession 1, South of Dundas Street	(2020-XXX)
15.XXX.1 Lot		
The provisions of this By-law will apply to the whole lands shown in Schedule A despite any future severance or division of the lands.		

15.XXX.2 Definitions		
Independent living units:		
Means a ground-oriented unit within a building divided horizontally by a common vertical wall of at least 3.0 metres in length and at least 2.0 metres in height adjoining other independent living units into three or more units, designed exclusively to accommodate seniors with independent kitchens and dining facilities.		
15.XXX.3 Zone Provisions for All Lands		
The following regulations apply to all lands identified as subject to this Special Provision:		
a)	Minimum Lot Area	3.6 hectares
b)	Minimum Lot Frontage	138 m
c)	Minimum Front Yard	Min. 7.5 m to retirement home Min. 15 m to independent living units
d)	Minimum Flankage Yard	Min. 14 m to Fourth Line to the east
e)	Minimum Interior Side Yard	Min. 4 m to St. Vlodymyr lands to west
f)	Minimum Rear Yard	Min. 12 m for retirement home Min. 3 m for independent living units
g)	Maximum Height	Max. 27.5 m for retirement home Max. 7 m for independent living units
h)	Maximum Lot Coverage	25%
i)	Maximum Number of Storeys	Max. 8 storey for retirement home Max. 7 m for independent living units
j)	Landscaping Requirements	Min. of 3 m abutting a public street Min. of 2 m for surface parking/drive aisles from Natural Area
k)	Parking Requirements	Minimum of 0.33 per unit
l)	Barrier-free parking	3 to 35 units – 1

		<p>26 to 100 units – 4% of the total number of parking spaces</p> <p>101 to 200 units – 1, plus 3% of the total number of parking spaces</p> <p>201 to 1000 units – 2, plus 2% of the total number of parking spaces</p>
m)	Bicycle Parking	Lesser of 5 or 0.25 per assisted living unit or dwelling unit
n)	Visitor Bicycle Parking	Of the total number of bicycle parking spaces required, 0.25 of the bicycle parking spaces required per dwelling shall be designated as visitors bicycle parking spaces
o)	Loading Space Size	Min. of 3.5 m x 12 m in length, with a minimum vertical clearance of 4.2 metres is proposed.
p)	Aisle Width	Min. of 6 metres
q)	Ingress/Egress	Min. of 6 metres

Notwithstanding Section 45(1.3) and in accordance with Section 45(1.4) of the Planning Act, the submission of a minor variance application during the two (2) year period after the Zoning By-law Amendment ('ZBA') has been passed is permitted, provided that the variances are not related to building height or parking provisions.

SCHEDULE A



 SUBJECT LANDS