

PLANNING JUSTIFICATION REPORT

November 2021

OFFICIAL PLAN AMENDMENT, ZONING BY-LAW AMENDMENT, & PLAN OF SUBDIVISION

Remington Eno
Eno Investments Limited & Ankara Realty Limited

Part of Lots 17, 18 & 19,
Concession 1, North of Dundas Street
Town of Oakville

PREPARED FOR:
*Eno Investments Limited &
Ankara Realty Limited*

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An aerial photograph of a landscape featuring a multi-lane highway interchange on the left, a large forested area at the top, and a grid of agricultural fields in the lower right. A large, semi-transparent orange circle is overlaid in the center of the image, containing the text '1.0 Introduction' in a light orange, sans-serif font.

1.0

Introduction

1.0 INTRODUCTION

Korsiak Urban Planning has been retained by Eno Investments Limited and Ankara Realty Limited to prepare this Planning Justification Report in support of Official Plan Amendment (OPA), Zoning By-law Amendment (ZBA) and Plan of Subdivision applications required to permit the proposed residential development on the lands legally referred to as Part of Lots 17, 18 & 19, Concession 1, North of Dundas Street.

Eno Investments Limited and Ankara Realty Limited has retained the assistance of additional specialized consultants. Our opinions rely on the conclusions of the materials prepared by those specialized consultants. The following plans and reports have been prepared under separate cover in support of the proposed OPA, ZBA and Plan of Subdivision applications:

- Legal Survey
- Draft Plan of Subdivision
- Transportation Impact Study
- Truck Turning Plan
- Waste Management Plan
- Urban Design Brief
- Arborist Report and Tree Protection Plan
- Tree Canopy Cover Plan
- Noise Study
- Archaeological Assessment
- Phase 1 Environmental Site Assessment & ESSQ
- Environmental Impact Report/Functional Servicing Report (including Grading/Drainage Plans)
- Density Plan
- Transit Facilities Plan
- Area Design Plan
- Activity Node Market Review
- Planning Statistics Spreadsheet
- Sustainability Checklist
- Schaeffer & Dzaldov Bennett Limited
- Korsiak Urban Planning
- CGH Transportation Inc.
- CGH Transportation Inc.
- Korsiak Urban Planning
- John G. Williams
- LGL Limited
- Landscape Planning
- Valcoustics Canada Ltd.
- The Archaeologists Inc.
- AME Materials Engineering
- The Remington Group Inc.
- Urbantech
- Korsiak Urban Planning
- CGH Transportation
- Korsiak Urban Planning
- UrbanMetrics
- Korsiak Urban Planning
- The Remington Group Inc.

1.1 PURPOSE OF THE REPORT

The purpose of this Planning Justification Report is to outline the nature of the proposed OPA, ZBA and Plan of Subdivision for a community with mixed residential, commercial, park and institutional uses. The report evaluates

the proposal in the context of the policies of the Provincial Policy Statement, the Provincial Growth Plan, the Region of Halton Official Plan, the Livable Oakville Plan and North Oakville East Secondary Plan (NOESP).

1.2 SITE DESCRIPTION AND CONTEXT

The subject lands are located on the south side of Burnhamthorpe Road West, between Neyagawa Boulevard and Sixth line (Figure 1- Aerial Photo). Formerly, the subject lands were agricultural in use and are now vacant and provide access from Burnhamthorpe Road to the subdivision to the south through Carding Mill Trail (currently used solely for

construction vehicles). The lands are irregular in shape and are approximately 38.7 hectares in size.

The subject lands are part of the North Oakville East Secondary Plan (NOESP) and are planned for a range of residential, commercial, institutional and open space uses. As shown on Figure 2- Context Photo, the lands are bound by Burnhamthorpe Road West and the future William Halton Parkway to the north, followed by future developable lands (currently agricultural in use) and Highway 407. Immediately south of the subject lands is the Mattamy Preserve Phase 4 Subdivision (Z.1317.05 and 24T-19004/1317) consisting of a range of low/medium density

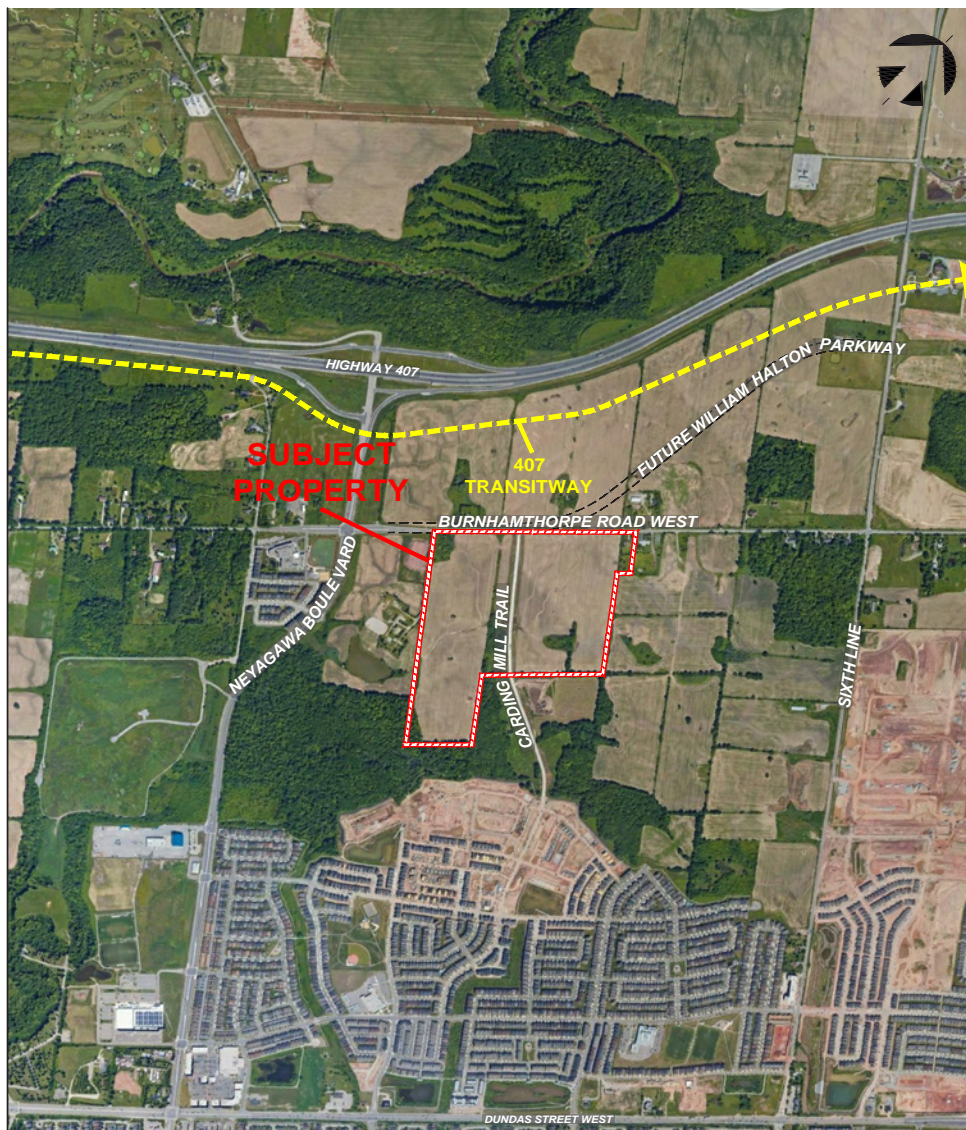


FIGURE 1 - Aerial Photo

residential uses, a portion of an elementary school, a portion of a neighbourhood park and Natural Heritage System (NHS) blocks. This is followed by Phases 1 (20M-1139), 2 (20M-1160) and 3 (20M-1198) of the Mattamy Preserve Subdivision consisting of a range of residential, open space and institutional uses. To the east is the proposed Docasa Group Ltd. Plan of Subdivision consisting of 114 detached dwellings, 24 semi-detached dwellings, 89 townhouses, 128 units

in a mid-rise building, an elementary school block, a park block and natural heritage block. This is followed by the proposed Star Oak Developments Limited Plan of Subdivision consisting of 69 single detached lots, 141 townhouse units, one SWM pond and NHS blocks. Immediately west of the site is the future Trinison Sherbourne Lodge Plan of Subdivision planned for a range of residential, institutional and open space uses, followed by Neyagawa Boulevard.



FIGURE 2 - Context Photo



2.0

Proposed Development

2.0 PROPOSED DEVELOPMENT

Ankara Realty Limited and Eno Investments Limited is proposing to develop the subject lands with residential, commercial, open space and institutional uses generally consistent with the NOESP. The proposed development will consist of 292 single detached dwellings, 214 street townhouse dwellings, 75 lane based townhouse dwellings, 20 live/rent lane based townhouse dwellings, two future mixed use/apartment blocks, one future development block, one neighbourhood park, one elementary school block, one stormwater management (SWM) pond and inlet and NHS blocks. The live-rent units will contain a flexible ground floor space providing opportunities for rental housing. As illustrated in *Figure 3 – Draft Plan of Subdivision*, access to the site is gained from William Halton Parkway, Burnhamthorpe Road West and Carding Mill Trail. It should be noted that the lands currently front onto Burnhamthorpe Road West which is planned to be realigned and William Halton Parkway will be extended to front the majority of site in the future. The proposed Draft Plan of Subdivision reflects the preliminary design work and widening requirements for William Halton Parkway. Additional accesses to surrounding residential subdivisions are proposed per the NOESP.

A 4.34 hectare neighbourhood park is proposed at the western quadrant of the site at the intersection of Carding Mill Trail and Street 'C'. A 0.28 hectare elementary school block borders the neighbourhood park to the west, and will be combined with a 2.2 hectare elementary school block on the Trinison Sherborne Lodge property to provide a complete elementary school site. A SWM pond and inlet is proposed at the southern quadrant of the site and will be combined with the SWM pond block to the west. The SWM pond encroaches into the Core Preserve Area of the NHS and is permitted as per Section 7.4.7.3 c of the NOESP. Two NHS blocks are proposed, one

south of the SWM pond and one to the north of the SWM pond.

Two future mixed use/apartment blocks are proposed on either side of Carding Mill Trail, fronting onto the future William Halton Parkway. The future mixed use/apartment blocks are planned to be developed with apartment/mixed use buildings and stacked townhouses to a maximum height of 12-storeys and maximum Floor Space Index (FSI) of 4.5. As shown on *Figure 4 - Apartment Blocks Concept Plan*, each of the future mixed use/apartment blocks will contain a mixed use building flanking Carding Mill Trail. Each mixed use building will provide a minimum of 500 square metres of commercial space. As shown on Figure 4, each of the future mixed use/apartment and future development blocks will contain apartment/mixed use buildings fronting onto William Halton Parkway and stacked townhouses fronting onto Street 'C', with surface parking located interior to the site. The stacked townhouses provide an appropriate transition from the 12-storey building height fronting William Halton Parkway to the 3-storey street townhouse built form on the south side of Street 'C'. Conceptual unit counts and commercial floor area estimates have been provided on Figure 4. At this time, it is expected that units counts and densities will taper down from block 353 to block 355 to provide a transition from the NUC to the transitional area. Further blocks 353 and 354 will contain mixed use buildings whereas block 355 will contain standalone residential uses. The design of these blocks remains conceptual at this stage and will be finalized through the Site Plan Approval process.

The proposed development assists with the completion of Neighbourhood 11 by facilitating the development of the planned neighbourhood park and dedicating land for the proposed elementary school. Within the NOESP Master Plan, the Neighbourhood 11 activity node is located at the intersection of Street 'B' and

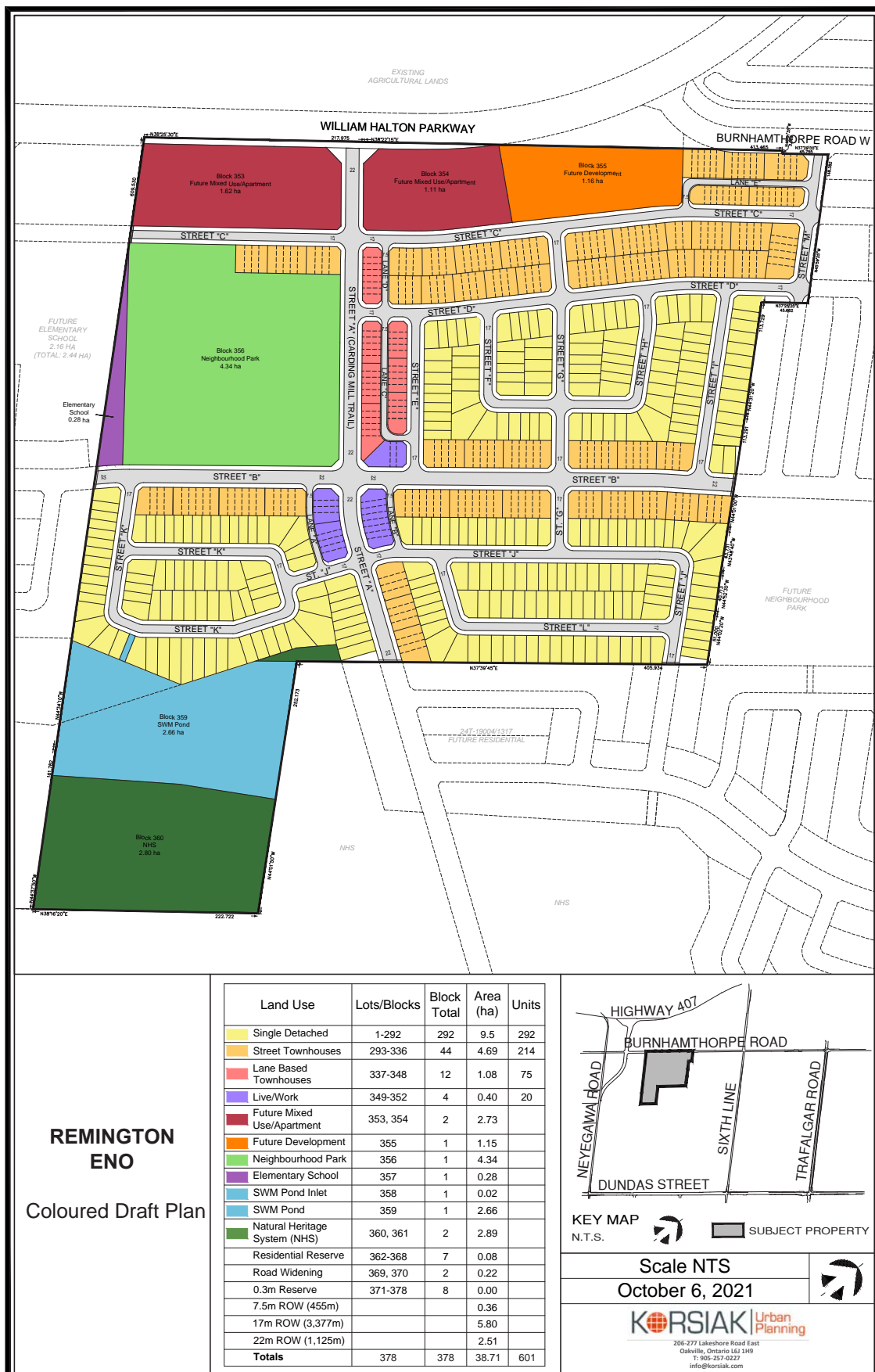


FIGURE 3 - Draft Plan of Subdivision

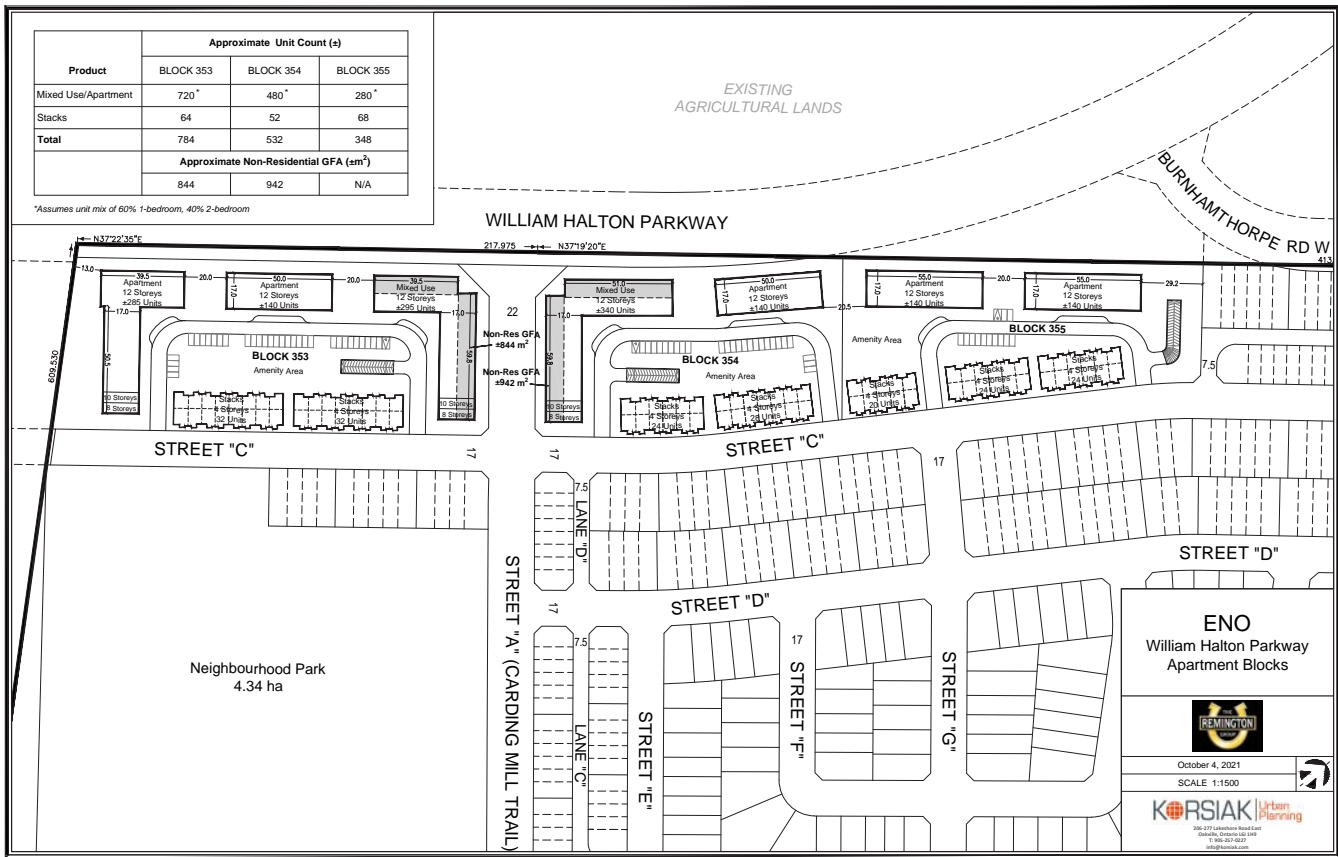


FIGURE 4 - Apartment Blocks Concept Plan

Carding Mill Trail. Ankara Realty Limited and Eno Investments Limited are proposing to relocate the Neighbourhood 11 activity node to the intersection of Carding Mill Trail and Street 'C' (Figure 5 – Area Design Plan). The relocated activity node would contain non-residential uses at two of its four corners and provides opportunities for larger amounts of commercial space with the flexibility to accommodate different types of tenants within a mixed-use building. The relocated activity node would be in keeping with the policies of the NOESP as it continues to ensure that most residents are within a five minute walk of community/commercial spaces (Figure 6 – Neighbourhood Distribution of Existing and Future Commercial Areas). Further, the function of the activity node is further strengthened due to its proximity to William Halton Parkway and the Neyagawa Urban Core Area (NUC). It is important to note that the gap between the three northern radii

and southern radius on Figure 6 is mostly occupied by a natural heritage system corridor.

Given the proximity of the site to the NUC, William Halton Parkway and relocated activity node, Ankara Realty Limited and Eno Investments Limited is proposing to redesignate the future mixed use/apartment and future development blocks from 'Neighbourhood Area' to 'Neyagawa Urban Core Area'. This will permit increased height and densities for the future mixed use/apartment and future development blocks to support the function of the neighbourhood activity node and Neyagawa 407 Transitway stop. This is in line with the direction of the Neyagawa Urban Core - Background and Preliminary Directions staff report presented at the October 4, 2021 Planning & Development Council meeting to re-evaluate the boundaries, height and densities of the NUC to provide heights and densities that support the

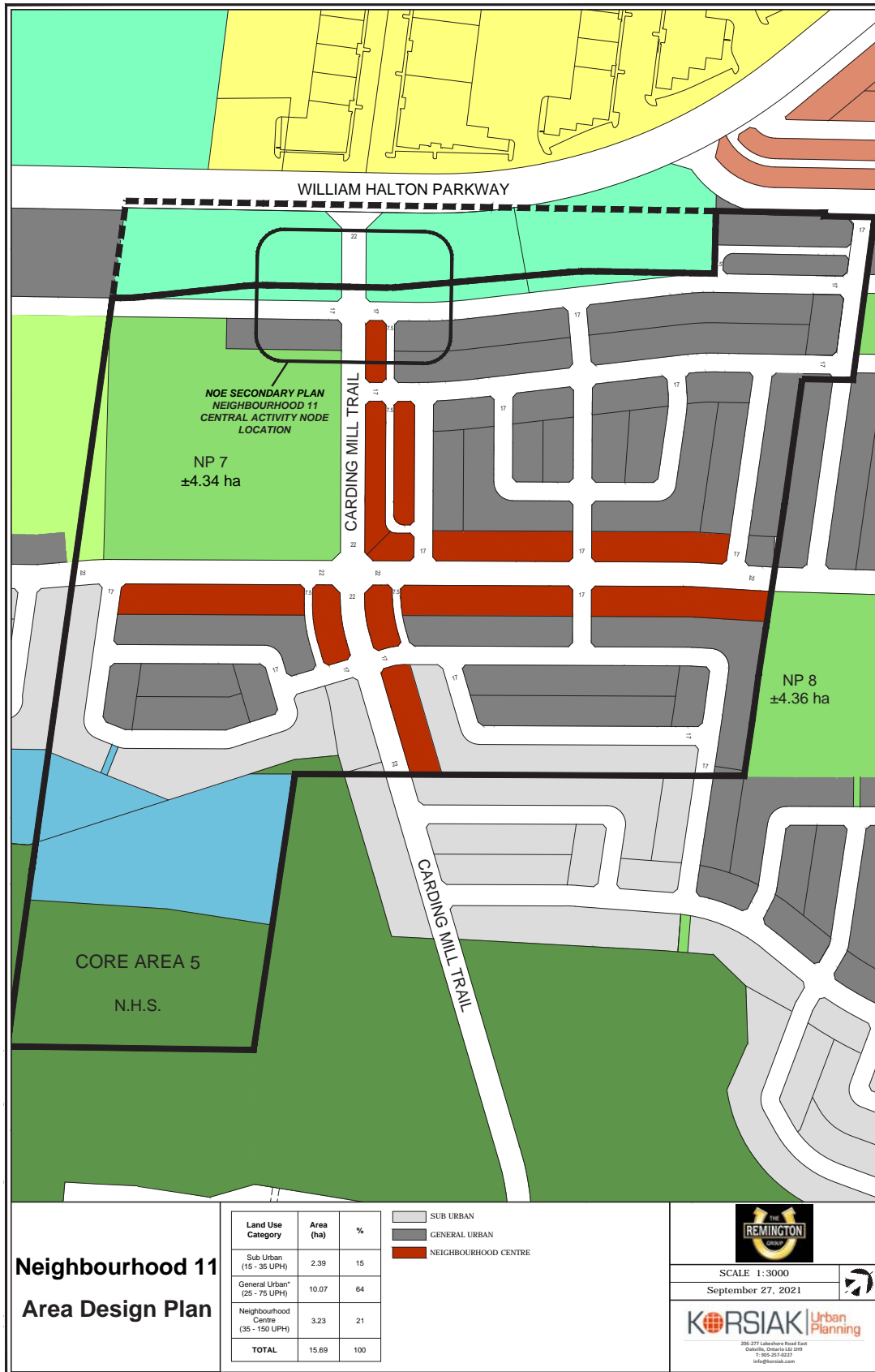


FIGURE 5 - Area Design Plan

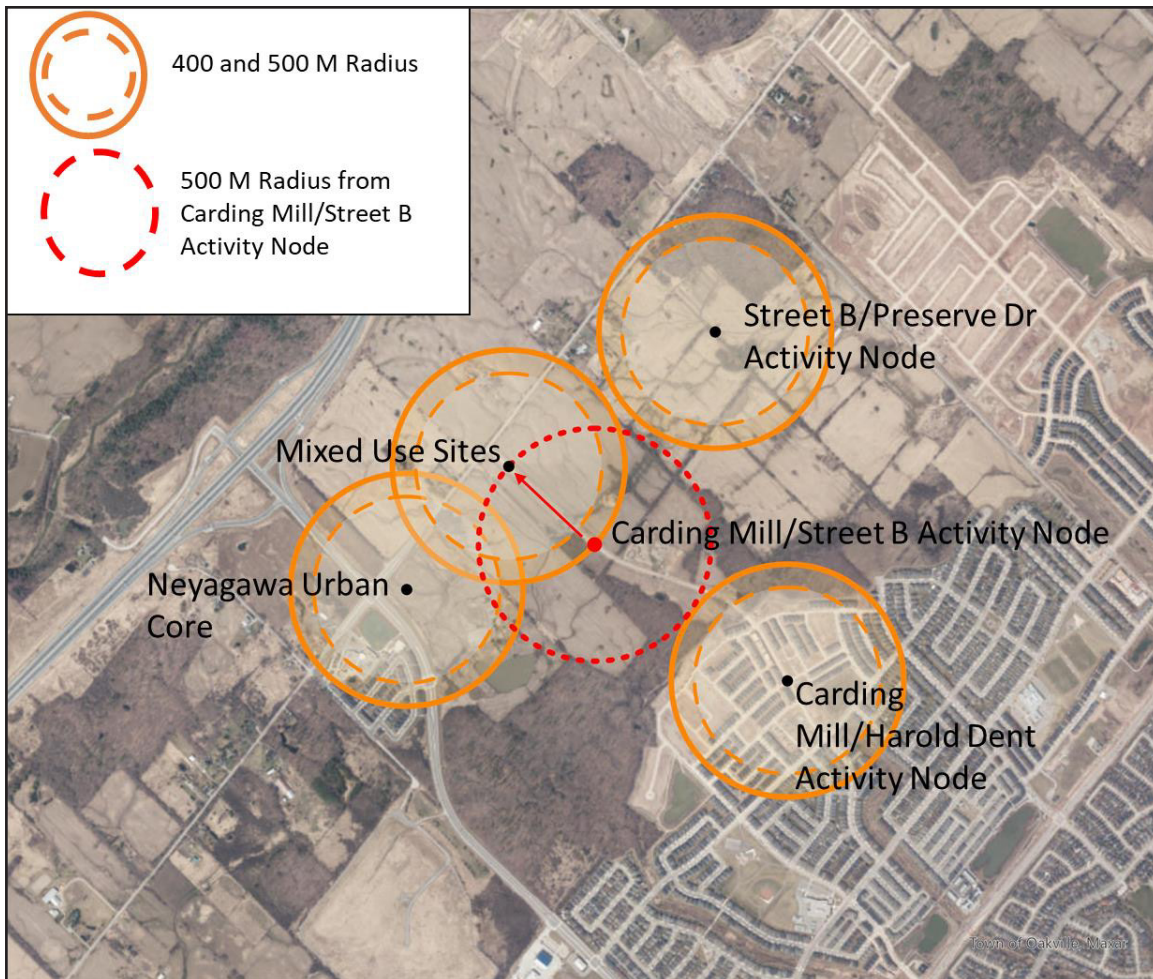


FIGURE 6 - Neighbourhood Distribution of Existing and Future Commercial Areas

Growth Area and provide justification for the desired Neyagawa 407 Transitway station. Currently staff are looking to expand the boundary of the NUC to Carding Mill Trail. Ankara Realty Limited and Eno Investments Limited is proposing to expand it slightly further east to cover the northeast corner of the relocated activity node and the future development block. All three blocks will front onto William Halton Parkway, with a planned right-of-way width of 35 metres, which can accommodate the height and density proposed for these three blocks. This is further supported by the proximity of the future mixed use /apartment and future development blocks to an identified Secondary Regional Node (ROPA 48) and Livable Oakville Strategic Growth Area (OPA 15). UrbanMetrics has prepared a Commercial Market Analysis to support the relocation

of the activity node to Carding Mill Trail and Street 'C'. The analysis concludes that it is preferable to move the activity node to this intersection as the mixed use blocks provides greater flexibility to sustain community and commercial uses (i.e. larger commercial units for tenants that need more space than what could be provided internal to the neighbourhood). A copy of the UrbanMetrics Analysis is included with this application. To permit the expansion of the NUC to cover the future mixed use/apartment and future development blocks and increase the maximum permitted height and density, an OPA is required. As the subject lands are zoned Existing Development, a ZBA is required to implement the proposed development. A Plan of Subdivision is required to facilitate the division of the land.

An aerial photograph of a rural landscape. In the upper left, a multi-lane highway interchange is visible. To the right, a straight highway runs parallel to the edge of the frame. The land is a mix of green fields, some of which appear to be recently plowed or harvested, and patches of dense green forest. A small cluster of buildings and a pond are visible in the lower left quadrant. The overall scene depicts a typical agricultural or semi-rural area.

3.0

Policy
Framework

3.0 POLICY FRAMEWORK

3.1 PLANNING ACT, R.S.O, 1990, c.P.13

The *Planning Act* is provincial legislation that establishes the rules for land use planning in Ontario. The purpose of the *Planning Act* is to create transparent, efficient and fair planning processes, to promote sustainable development, provide a land use planning system led by provincial policy, integrate matters of provincial interest into all planning decisions, encourage co-operation and recognize the decision-making authority and accountability of municipal councils. It provides the basis for matters of provincial interest, preparing official plan, regulating and controlling land uses, the division of land, consultation requirements and other planning tools.

Provincial Interest:

Section 2 of the *Planning Act* establishes matter of Provincial interest which decision makers shall have regard to when making decisions on planning applications and carrying out their responsibilities under the Act. Section 2 of the *Planning Act* states:

The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as:

- a) *the protection of ecological systems, including natural areas, features and functions;*
- e) *the supply, efficient use and conservation of energy and water;*
- f) *the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- g) *the minimization of waste;*

h) *the orderly development of safe and healthy communities;*

h1) *the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*

i) *the adequate provision and distribution of educational, health, social, cultural and recreational facilities;*

j) *the adequate provision of a full range of housing, including affordable housing;*

l) *the protection of the financial and economic well-being of the Province and its municipalities;*

m) *the co-ordination of planning activities of public bodies;*

n) *the resolution of planning conflicts involving public and private interests;*

o) *the protection of public health and safety;*

p) *the appropriate location of growth and development;*

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

r) *the promotion of built form that,*

i) *is well-designed,*

ii) *encourages a sense of place, and*

iii) *provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*

s) *the mitigation of greenhouse gas emissions and adaptation to a changing climate. 1994, c. 23, s. 5; 1996, c. 4, s. 2; 2001, c. 32, s. 31 (1); 2006, c. 23, s. 3; 2011, c. 6, Sched. 2, s. 1; 2015, c. 26, s. 12; 2017, c. 10, Sched. 4, s. 11 (1); 2017, c. 23, Sched. 5, s. 80.*

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

- The proposal protects the NHS through the delineation of two NHS blocks and a naturalized SWM pond;
- The proposal directs growth to a Settlement Area and Designated Greenfield Area;
- The proposal makes efficient use of planned infrastructure and services;
- The proposal adds to the range of housing options available in the Town of Oakville to serve households of different sizes, ages and incomes;
- The proposal connects to existing and planned roads and is coordinated with adjacent developments to south, east and west;
- The proposal adds to the mix and range of uses within North Oakville;
- The proposal provides densities and a road network supportive of future transit services; and,
- The proposed development will provide a high quality urban form that promotes a sense of place.

Official Plan Amendment

An OPA is being requested pursuant to Section 22 of the *Planning Act*, which sets the legislative basis for OPAs. Details regarding the proposed amendment are discussed throughout the report.

Zoning By-law Amendment

A Zoning By-law Amendment is being requested pursuant to Section 34 of the *Planning Act*, which sets the legislative basis for Zoning By-laws and amendments. Details regarding the proposed amendment are discussed throughout the report.

Plan of Subdivision s.51

A Draft Plan of Subdivision is being requested under Section 51 of the *Planning Act*.

Section 51 (24) of the *Planning Act*, states that:

In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,

- a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;*
- b) whether the proposed subdivision is premature or in the public interest;*
- c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;*
- d) the suitability of the land for the purposes for which it is to be subdivided;*
 - d1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;*
- e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;*
- f) the dimensions and shapes of the proposed lots;*
- g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;*

- h) *conservation of natural resources and flood control;*
- i) *the adequacy of utilities and municipal services;*
- j) *the adequacy of school sites;*
- k) *the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;*
- l) *the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and*
- m) *the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).*

The proposed Plan of Subdivision was evaluated under Section 51(24) of the *Planning Act* and satisfies the necessary considerations for a draft plan of subdivision for the following reasons:

- The proposal has regard to matters of provincial interest by ensuring the orderly development of the community, adding to the range of housing options, providing transit supportive densities and promoting a well designed built form;
- The proposal is not premature as it located within a Settlement Area that is identified for growth;
- The proposal meets the intent of the NOESP, extends the existing road network of the subdivision to the south and facilitates the development of the planned road network;
- The proposal facilitates the development of the neighbourhood park, SWM pond and portion of

the school block to ensure necessary services are provided to meet the needs of the community;

- The proposal provides the dimensions, locations, uses and shapes of the proposed roads, blocks and lots;
- The proposal does not develop upon any natural features, save for the creation of a naturalized SWM pond;
- Adequate school sites and services exist or are planned to service the proposed development; and,
- The proposal makes efficient use of land, infrastructure and services.

3.2 PROVINCIAL POLICY STATEMENT

On February 28, 2020, the Government of Ontario released the Provincial Policy Statement (PPS) 2020, which is part of the government's plan to build healthier, safer and more affordable communities. The PPS 2020 contains new policies across five themes: Increasing Housing Supply and Mix; Protecting the Environment and Public Safety; Reducing Barriers and Costs; Supporting Rural, Northern and Indigenous Communities; and, Supporting Certainty and Economic Growth. The PPS 2020 came into full force and effect on May 1, 2020.

The PPS supports improved land use planning and management to contribute to more effective and efficient land use patterns, thereby enhancing the quality of life for all Ontarians. The PPS contains policies on matters of provincial interest related to land use planning and development. The policies set out in the PPS help to protect resources of provincial interest, public health and safety, and the quality of the natural and built environment.

PPS policies applicable to the proposal are described

in *Appendix I*, including: Section 1.1 for ‘Development and Land Use Patterns’ and ‘Settlement Areas’; Section 1.4 for ‘Housing’; Section 1.5.1 for ‘Public Spaces, Recreation, Parks, Trails and Open Space’; Section 1.7.1 for ‘Long-Term Economic Prosperity’; Section 1.8.1 for ‘Energy Conservation, Air Quality and Climate Change’, and Section 2.1 for ‘Natural Heritage’.

The proposed development is consistent with the Provincial mandate as set out in the Provincial Policy Statement for the following reasons:

- The proposed development provides a mix and range of uses and densities within the North Oakville community;
- The proposal completes cost effective development that minimizes land consumption and servicing costs;
- The proposal provides new development and growth within a Settlement Area;
- The proposed development provides a neighbourhood park, mixed use buildings with ground floor commercial space, a SWM pond and land required to develop an elementary school, to support the achievement of healthy and active communities;
- The proposal provides mixed use buildings to help meet the economic and long term needs of the community;
- The proposed development adds to the range of housing options in the community, including rental opportunities in the live/rent units;
- The proposed development is coordinated with planned subdivisions to the north, east and south to ensure the delivery of adequate services and amenities to support the achievement of healthy and active communities;

- The proposal makes use of land that is located in a transit supportive location and will promote active transportation; and
- The proposed development recognizes and protects the NHS.

3.3 A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (OFFICE CONSOLIDATION 2020)

A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (Office Consolidation 2020) (the ‘Growth Plan’) came into full force and effect on May 16, 2019. This plan provides the framework for implementing Ontario’s vision for building stronger, more prosperous communities by better managing growth in the Greater Golden Horseshoe Region to 2041. The Growth Plan establishes a long-term structure for where and how the region will achieve complete communities that are compact, transit supportive, and make effective use of investments in infrastructure and public service facilities. The Growth Plan is structured to increase housing supply, expand economic prosperity and streamline approval processes while protecting important natural heritage features and agricultural lands.

The subject lands are located within the ‘Settlement Area’ and are within the ‘Designated Greenfield Area’ as shown on *Figure 7 – A Place to Grow Concept*. The Growth Plan policies that apply are further described in *Appendix I*, which includes: Section 1.21 for ‘Guiding Principles’; Section 2.2.1 for ‘Managing Growth’; Section 2.2.6 for ‘Housing’; and Section 2.2.7 for ‘Designated Greenfield Areas’.

The proposal conforms to the aforementioned Growth Plan policies for the following reasons:

- The subject property is located within a Settlement



FIGURE 7 - A Place to Grow Concept

Area and Designated Greenfield Area;

- The proposal provides growth in an area with planned future transit service and public service facilities;
- The proposed development helps to achieve the minimum density target within the Region of Halton;
- The proposal provides a range of unit types and sizes for different household sizes, ages, and incomes; and
- The proposal is supportive of active transportation and the use of transit services.

3.4 407 TRANSITWAY

The 407 Transitway is a planned two-lane, grade separated bus rapid transit system on a separate right-of-way along Highway 407. It will function as a major east-west regional transit facility that runs from the City of Burlington to the City of Pickering and connects to municipalities across the Greater Toronto Area. The Town of Oakville falls within the Brant Street to Hurontario Street segment of the 407 Transitway. Three 407 Transitway Stations were contemplated for Oakville in Step One of the Study: Bronte Road, Neyagawa Boulevard and Trafalgar Road (Figure 8). The Environmental Project Report (EPR) for the

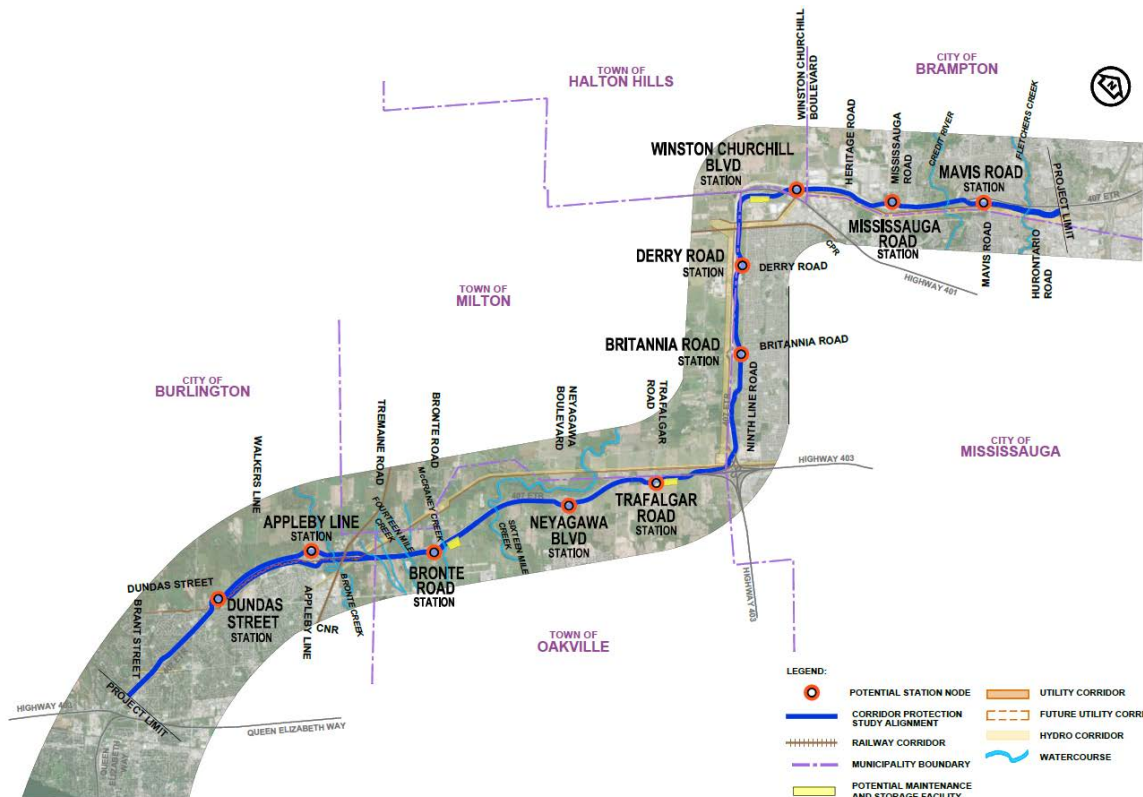


FIGURE 8 - 407 Transitway Stops

Brant Street to Hurontario Street segment of the 407 Transitway was approved on October 2020 and approved only two stations: Bronte Road and Trafalgar Road. The Ministry of Transportation (MTO) reasons for not proceeding with the Neyagawa Station included low forecast ridership, a candidate site on private land with plans for development and poor connections to the residential lands to the east. On February 2, 2021, the Town of Oakville submitted a letter to the MTO expressing concerns with the findings of the EPR for Neyagawa Station and its disregard for the planned function of the area surrounding the planned Neyagawa Station. The Town has indicated in the Neyagawa Urban Core - Background and Preliminary Directions staff report that the province is supportive of considering a station at Neyagawa.

If the Neyagawa Station were to be developed, its surrounding area would meet the *Growth Plan's* definition of a "Major Transit Station Area" since it is a "planned higher order transit station...within

a settlement area." A Major Transit Station Area is further defined as "the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk." The proposed development will support the Town's request that the MTO revisit the Neyagawa Station by providing increased transit supportive densities within 800 metres of the proposed Neyagawa Station as shown on *Figure 9 - 800m MTSA Radius from Proposed Neyagawa 407 Transitway Station*. While portions of the proposed development are situated outside of the 800 metre radius, it has been designed in coordination with adjacent landowners to provide improved road and active transportation connections to Neyagawa Boulevard and improved transit supportive densities. Future residents of the proposed development will benefit from the proposed Neyagawa Station as it provides access to inter regional higher order transit services, thereby reducing the reliance on the automobile to meet their daily needs.

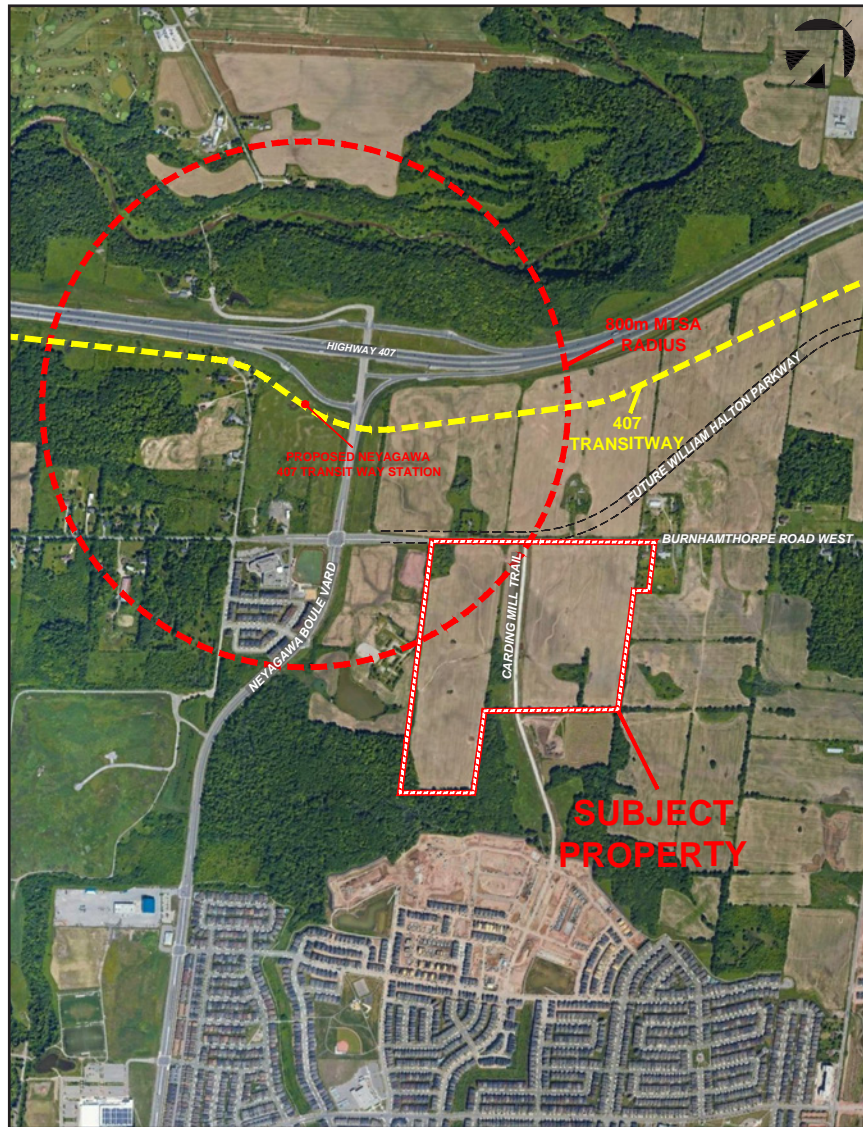


FIGURE 9 - 800M MTSA Radius From Proposed Neyagawa 407 Transitway Station

3.5 REGION OF HALTON OFFICIAL PLAN

The Region of Halton Official Plan provides direction for how physical development should take place in Halton Region to meet the needs of current and future residents. The Plan outlines a long term vision for Halton’s physical form and community character by setting forth goals and objectives and by providing policies to be followed to achieve an urban structure that will accommodate future growth effectively.

As per Map 1- Regional Structure (*Figure 10*), the subject lands are designated ‘Urban Area’ and ‘Natural Heritage

System’ are within the ‘Designated Greenfield Area’.

The ROP policies applicable to this proposal are further described in *Appendix II*, which include: ‘Halton’s Regional Structure’ (Sections 51, 55); ‘Urban Area Designation’ (Sections 72, 74, 77); ‘Housing’ (Section 84, 86); ‘Natural Heritage System’ and ‘Regional Natural Heritage System’ (Sections 114, 116); ‘Environmental Quality’ (Section 140); and ‘Transportation’ (Sections 171, 172).

The proposed development conforms to the aforementioned policies of the Region of Halton Official Plan for the following reasons:

3.5.1 DRAFT REGION OF HALTON OFFICIAL PLAN AMENDMENT 48 (ROPA 48)

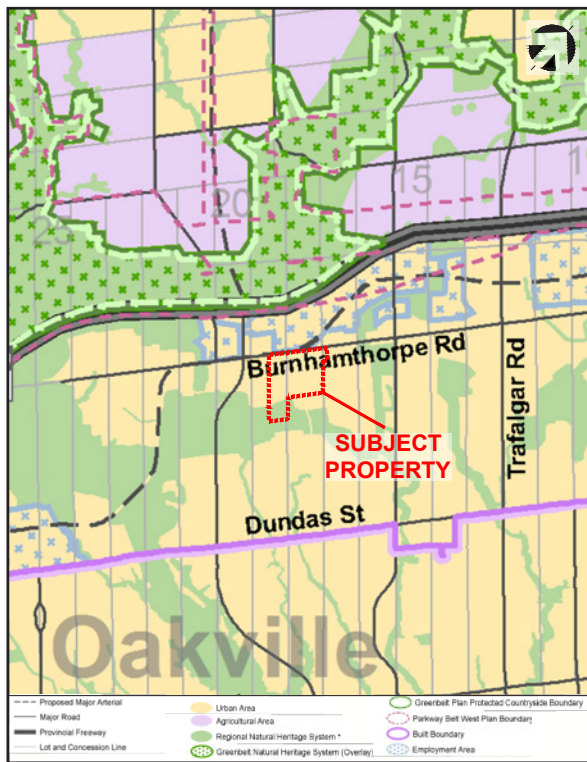


FIGURE 10 - Region of Halton Official Plan Map 1 Regional Structure

- The proposed development is within the Urban Area where urban services are planned to accommodate future development;
- The proposed development provides land for an elementary school, mixed use buildings, a neighbourhood park and SWM pond, which contribute to the creation of healthy communities;
- The proposed development is supportive of future transit services;
- The proposed development recognizes and protects the NHS;
- The proposed development complements planned developments on adjacent lands; and
- The proposed development contributes to the achievement of the Regional density target and housing target by providing two future mixed use/apartment blocks, a future development block and a range of townhouse and single detached dwelling types and sizes.

To implement provincial directions, the Region of Halton is completing a 2-step Regional Official Plan Review (ROPR). The first step was Regional Official Plan Amendment 48 (ROPA 48) which would define the Regional Urban Structure and in particular identify:

- The boundaries and locations of Urban Growth Centres (UGC)s and Major Transit Station Areas (MTSAs);
- Strategic Growth Areas; and
- Employment Area Conversions (removes certain properties from the Employment Area).

By completing a 2-step ROPR, the Region will advance its Urban Structure in step 1 before completing its entire ROPR. This will allow local municipalities to proceed with the next step of planning for their local urban structures by providing a policy framework that identifies densities and boundaries for UGCs and MTSAs, other strategic growth areas and employment areas.

The Region of Halton released draft ROPA 48 to the public for review and a Statutory Public Meeting was held on June 16, 2021. ROPA 48 was adopted by Regional Council on July 7, 2021, and has been forwarded to the Province for final approval.

Within ROPA 48, the NUC is identified as a 'Secondary Regional Node' (*Figure 11- Draft Regional Urban Structure*), a Strategic Growth Area. Secondary Regional Nodes are intended to be a focus of growth where higher densities and mixed uses will be directed. The northwest corner of the proposed development is within the planned Neyagawa Urban Core Secondary Regional Node as shown on *Figure 11*. The proposal

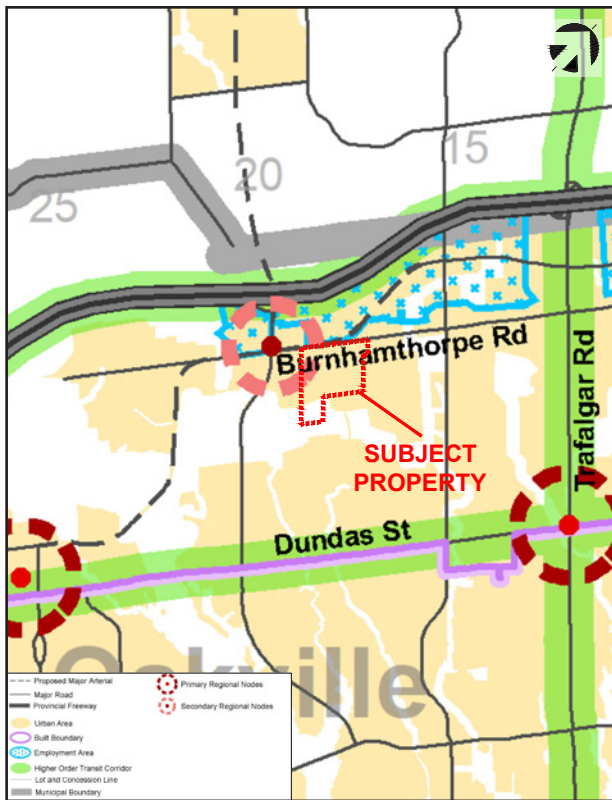


FIGURE 11 - Draft ROPA 48 Map 1H Urban Structure

locates future mixed use/apartment and future development blocks along the future William Halton Parkway which further supports the function of the Regional Node.

3.6 TOWN OF OAKVILLE OFFICIAL PLAN - LIVEABLE OAKVILLE

The Livable Oakville Plan sets out how lands shall be used and how growth should occur through to 2031. As the subject lands are located with the NOESP, they are only subject to the urban structure policies (OPA 15) and are not subject to other policies of the Livable Oakville Plan.

3.6.1 TOWN OF OAKVILLE OFFICIAL PLAN AMENDMENT No. 15

On April 26, 2018, the Region of Halton approved

OPA 15 and 317 with modifications, to establish a Town-wide urban structure that connects the NOESP to Section 3 of the Livable Oakville Plan and directs growth to an identified system of nodes and corridors. The approval of OPA 15 was appealed to the Local Planning Appeal Tribunal (LPAT). On July 9, 2021, the appeal to OPA 15 was withdrawn and as a result the urban structure is now in full force and effect.

In OPA 15, the intersection of Neyagawa Boulevard and William Halton Parkway/Burnhamthorpe Road is identified as part of the proposed system of Nodes and Corridors, a Strategic Growth Area, and is identified for further study (Figure 12 – Livable Oakville OPA 15 Urban Structure). Within OPA 15, Strategic Growth Areas are defined as:

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

The proposed development is located within a portion of the identified node at Neyagawa Boulevard and William Halton Parkway/Burnhamthorpe Road (Figure 12) which is intended to be a focus for accommodating intensification and higher density mixed uses. This node is identified as part of the ‘Nodes and Corridors for Further Study’ where future reviews are required to provide updated and new policies to delineate the boundaries, land use and intensity and scale of

development. The NUC study has been undertaken in response to the need to evaluate this node further. The Neyagawa Urban Core- Background and Preliminary Directions report identified the approximate boundaries of the NUC study area to be Settlers Road to the south, the 407 Transitway to the north, Carding Mill Trail to the east and NHS to the west. The study area is approximately 75 hectares in size. The proposed development will direct higher density residential and mixed uses near the identified node and William Halton Parkway, a future major arterial road (planned 35 metre ROW) and support future transit along Burnhamthorpe Road. Therefore, the proposed development is consistent with the policies and objectives of OPA 15.

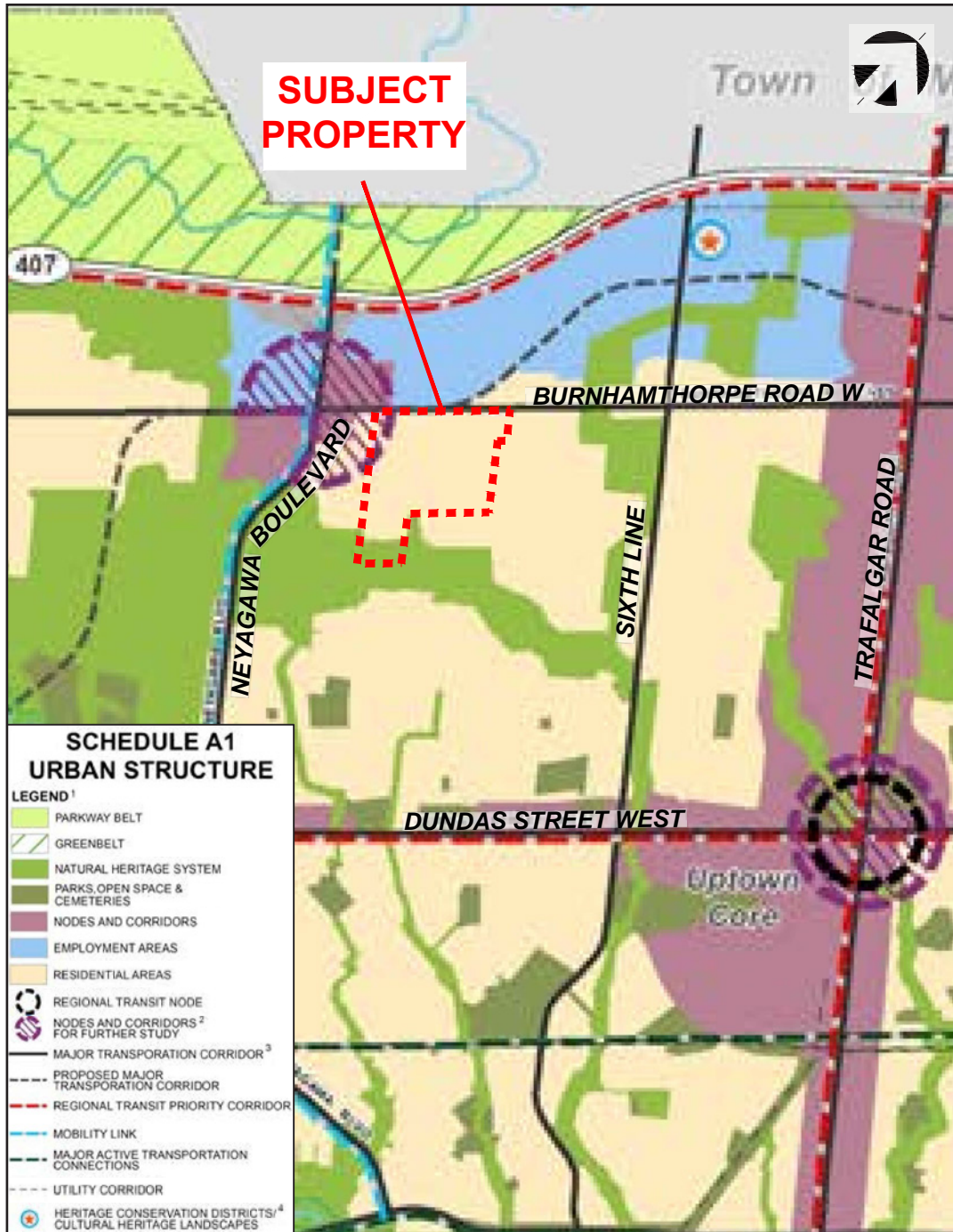


FIGURE 12 - Liveable Oakville OPA 15 Urban Structure

3.7 TOWN OF OAKVILLE OFFICIAL PLAN - NORTH OAKVILLE EAST SECONDARY PLAN

The site is located within the NOESP. The NOESP includes detailed policies establishing general development objectives to guide the future development of the area. The Plan also establishes a detailed planning framework for the future urban development of the NOESP area.

On June 11, 2018, Town Council adopted Official Plan Amendment No. 321 (OPA 321), being an amendment to bring the Town’s NOESP into conformity with new Provincial and Regional policy. It was subsequently

approved by the Region on September 21, 2018, with modifications. Certain Regional modifications to OPA 321 were appealed to LPAT and were resolved by the Tribunal through the inclusion of a site specific policy on July 2, 2019. Therefore OPA 321 is now in full force and effect and its policy changes are referenced in this report.

As per the NOESP land Use Plan (Figure 13), the subject lands are designated ‘Neighbourhood Area’ and ‘Natural Heritage System Area’. The North Oakville Master Plan (Figure 14) provides general locations for land uses with the NOESP and identifies the subject lands as ‘Neighbourhood Centre Area’, ‘General

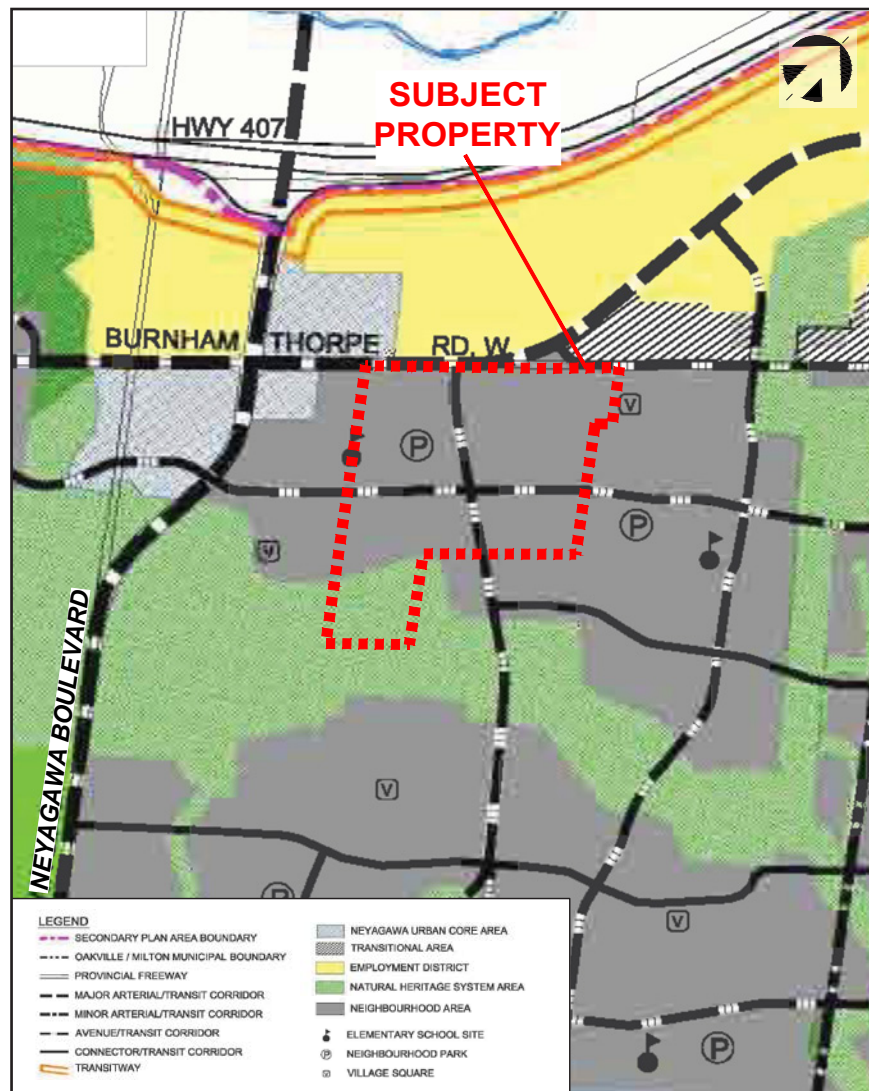


FIGURE 13 - NOESP Land Use Plan

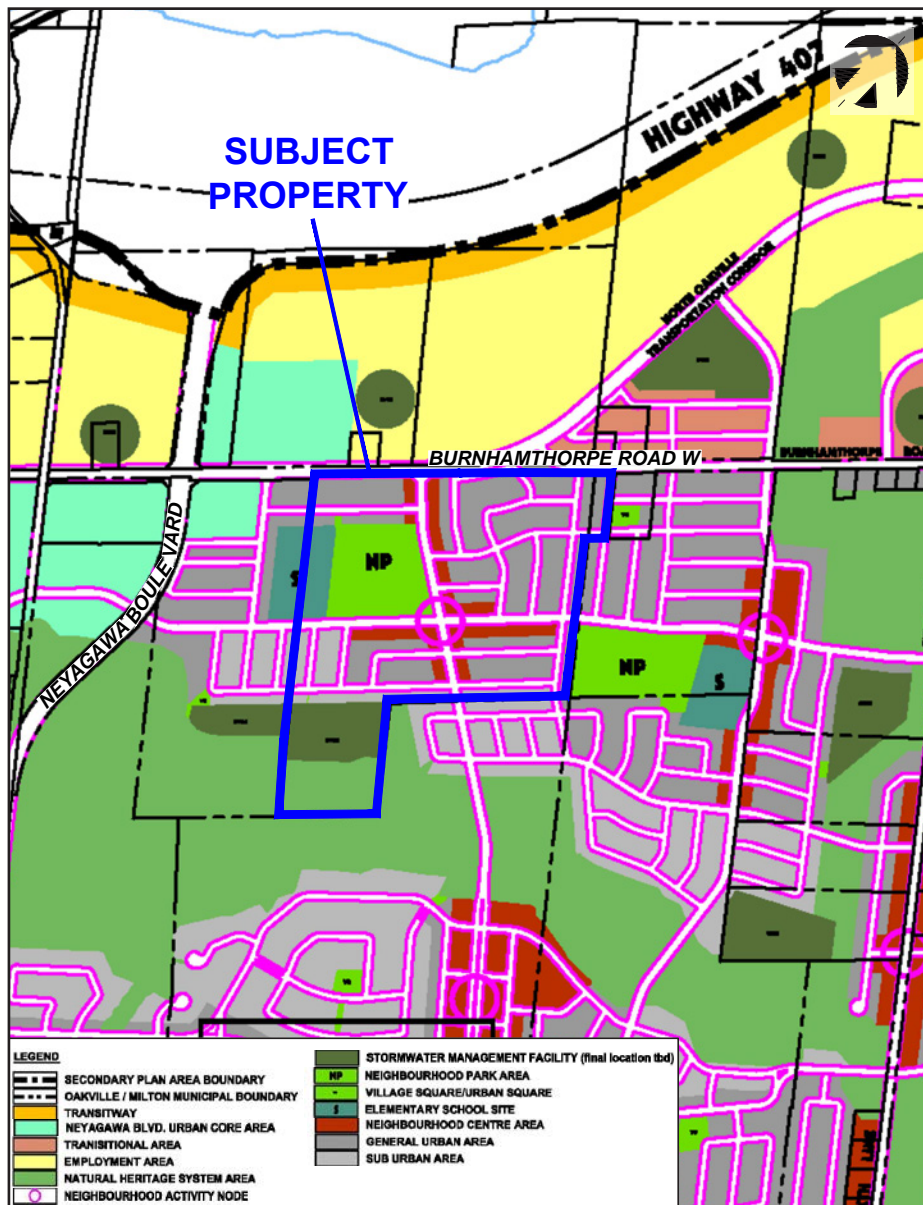


FIGURE 14 - North Oakville East Master Plan

Urban Area', 'Suburban Area', 'Natural Heritage System', 'Elementary School', 'Neighbourhood Park' and 'Neighbourhood Activity Node'. An Area Design Plan (Figure 5) has been prepared and proposes to extend the Neyagawa Urban Core to cover the two future mixed use/apartment blocks and future development block and relocate the Neighbourhood 11 activity node to Carding Mill and Street 'C'. An OPA is required redesignate these three blocks to NUC and increase their maximum height and density to 12-stories and 4.5 FSI, respectively.

General relevant policies include:

7.2.3 General Development Objectives

7.2.3.1 Environment and Open Space

- To establish as a first priority of the Town, a natural heritage and open space system, within the context of an urban setting, the majority of which is in public ownership;
- To create a sustainable natural heritage and open space system which provides a balance between

active and passive recreational needs and links to the existing open space system within the Town;

- c) To identify, protect and preserve natural heritage features within the natural heritage component of the natural heritage and open space system and ensure that their use respects their functional role as natural areas within the ecosystem; and
- d) To incorporate measures intended to achieve the goals of environmental protection and enhancement including energy conservation,

greenhouse gas reduction, and increased utilization of public transit.

As per the Environmental Impact Report (EIR) prepared by Urbantech, et.al., submitted in support of this development application, the subject lands contain a small portion of the Core Preserve Area (Figure 15 – NOESP Natural Heritage Component of Natural Heritage and Open Space System including other Hydrological Features). The Core Preserve Area will be further protected through the delineation

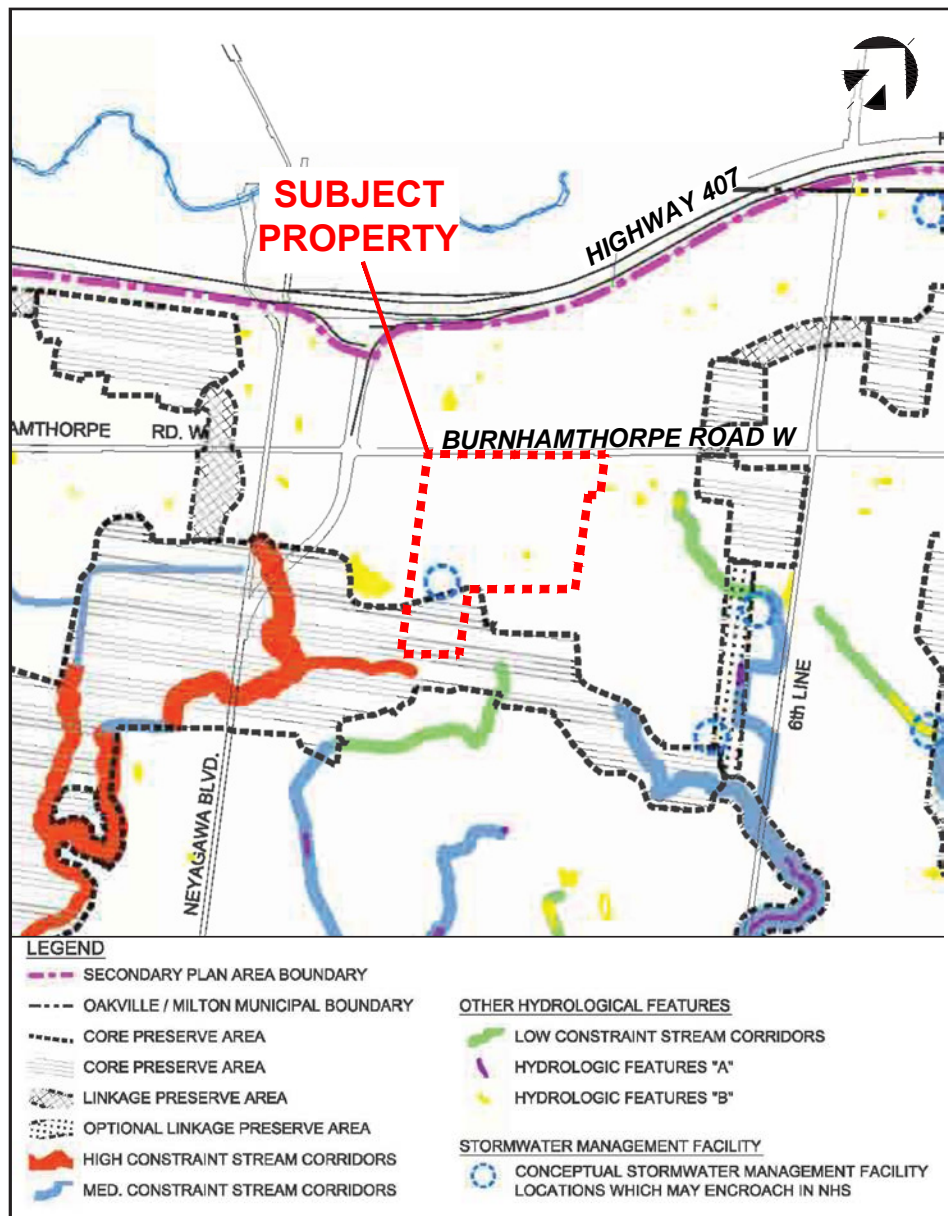


FIGURE 15 - North Oakville Natural Heritage System

of an NHS block with appropriate buffers to ensure its functional role is preserved. A SWM pond will encroach into the Core Preserve Area as permitted by Section 7.4.7.3 and justified in the EIR. The proposed NHS blocks will connect to adjacent NHS lands to provide continuous connections between key features and their ecological functions.

7.2.3.2 Residential

- a) *To create residential communities which compliment the existing built form elements that are intended to remain within the community, and incorporate the best community planning and urban design practices available while protecting, enhancing and integrating the area's natural heritage component of the natural heritage and open space system;*
- b) *To establish overall development densities that equal or exceed the density established by the Halton Urban Structure Plan and which are commensurate with the type and frequency of transit service planned for the area;*
- d) *To minimize travel time, traffic, greenhouse gases, servicing costs and energy costs through a variety of mechanisms, and particularly by providing an efficient land use arrangement and a mix of housing forms and tenures;*
- e) *To encourage a closer relationship between the workplace and home through land use planning decisions.*
- f) *To create varied and distinguishable residential neighbourhoods which provide a strong, identifiable sense of place for the residents; and*
- g) *To provide for a variety of residential densities and unit types throughout the planning area, responding to the varied needs of the future population, while directing the highest densities*

and intensity of use to the Trafalgar Road Corridor in support of a broad range of services including high frequency transit, shopping, personal services and community facilities.

The proposed development will provide a range and mix of unit types to suit families of different ages, incomes and sizes. The proposed residential mix and design will provide visual variety, thereby creating a stronger sense of place and unique community character. The ground floor commercial uses within the future mixed use/apartment blocks proposed at the relocated Neighbourhood 11 activity node, encourages closer relationships between the workplace and home. In addition, the proposed densities and modified grid network support various forms of transportation as confirmed by the Transportation Impact Study, prepared by CGH Transportation, and illustrated on the associated transit facilities fit plan (Figure 16).

7.2.3.4 Urban Design

- a) *To provide integrated community design that coordinates land use, the natural heritage and open space system, the street network, and built form to reinforce the community vision;*
- c) *To create an urban fabric characterized by a connected street system that is responsive to the natural heritage and open space system and existing land uses;*
- d) *To promote building design variety that promotes an active, safe pedestrian realm within the streetscape;*
- e) *To design street sections that promote a sense of scale and provide for pedestrian comfort;*
- g) *To encourage mixed use development along strategic corridors and at neighborhood centres;*

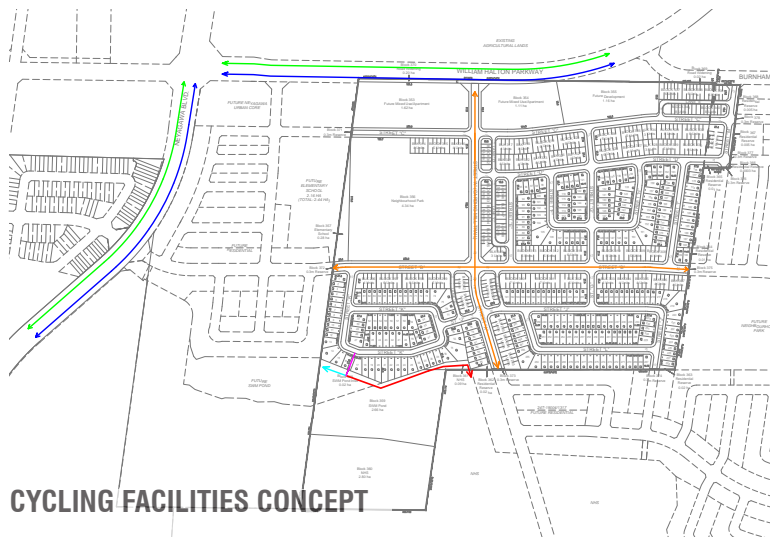
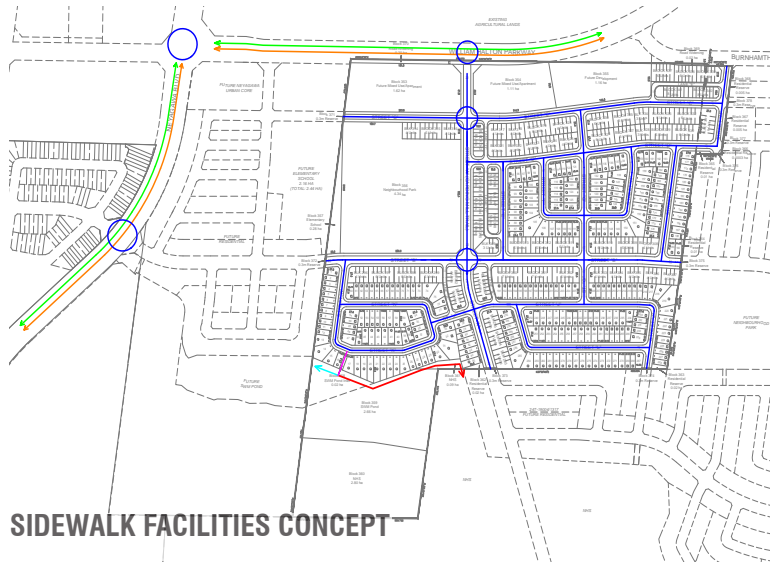
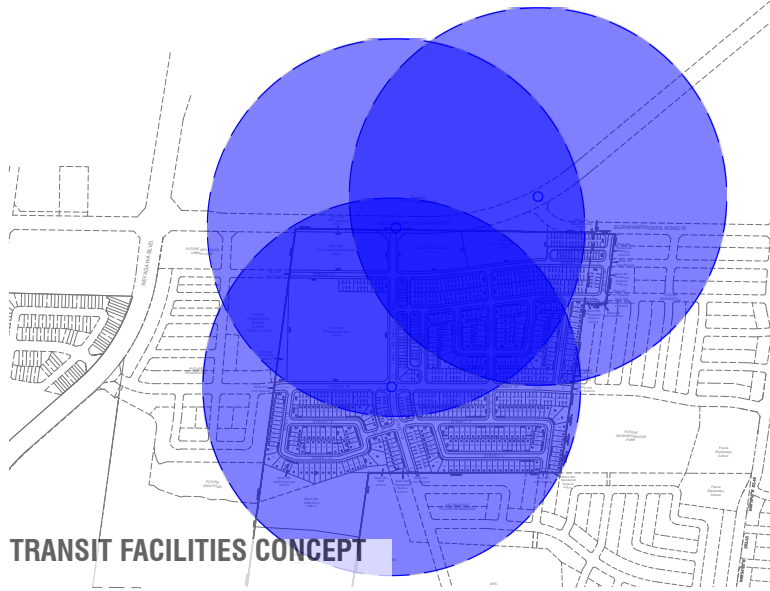


FIGURE 16 - Transit Facilities Plan

- i) To integrate community and institutional uses at landmark locations; and*
- j) To promote a variety of housing with diverse architecture.*

The design of the development creates a connected street network that responds to the NHS and other open space areas. Buildings within the proposed development will be diverse in architectural style to provide visual variety in the streetscape and follow a modified grid network to promote a safe and active pedestrian realm. The two future mixed use/apartment blocks and one future development block will be designed to provide appropriate transitions to the surrounding community through setbacks, variation in massing and architectural features. The ultimate design of these blocks will be determined through a future Site Plan Application. Please refer to the Urban Design Brief prepared by John G. Williams and submitted in support of this development application, for further details regarding the urban design vision for the proposed development.

7.2.3.5 Transportation

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

- d) To promote transit opportunities through community design, including a 'transit first' policy to ensure that development including the phasing of development, proceeds in a manner which will be supportive of the early provision of transit service;*
- f) To plan residential development and its road network so that residents are predominantly within a 400 metre walking distance of transit services;*
- g) To promote both local and higher order transit opportunities through land use arrangements, building orientation and streetscape design.*

The arrangement and layout of the proposed development is compact in form and follows an efficient road network to minimize travel time, reduce greenhouse gas emissions, and support various forms of transportation. The proposal connects to and extends the existing and planned road network to ensure development is coordinated and supports the planned land use pattern. As per the Transportation Impact Study, prepared by CGH Transportation Inc., a signed bike route is proposed along Street 'A' (Carding Mill Trail), Street 'B' and a bicycle lane is proposed along William Halton Parkway and Burnhamthorpe Road. A multi-use path is proposed along the northern border of the SWM pond and connects to the major and minor trail systems along the NHS. Two potential transit stops have been identified: one at the intersection of William Halton Parkway and Carding Mill Trail and one at the intersection of Carding Mill Trail and Street 'B'. The location of the transit stops along the major north-south road ensures that residents are predominantly within a 400 metre radius of future transit services, as per the Transportation Impact Study.

7.3.6.1 Population

The North Oakville East Planning Area capacity or ultimate population target, which may not be achieved within the 2021 planning period, is a population of between 45,000 and 55,000 at an overall density that equals or exceeds the requirements of the Halton Urban Structure Plan of 30 units per hectare on a net basis as defined in Section 7.10.13 of this Secondary Plan. The achievement of these targets on a yearly basis shall not be required, however, the Town will review the achievement of the targets every five years and will monitor on an annual basis. Further, the total population target which will be achieved in North Oakville will reflect the population target for North Oakville East in combination with the population target for North Oakville West established in the North Oakville West Secondary Plan. The total of these two targets will fulfill the population target of Official Plan Amendment No. 198.

The proposal helps to achieve the minimum density target for the overall NOESP area by providing 59.5 residents per hectare (19 units per hectare), not inclusive of the two future mixed use/apartment blocks and one future development block, as estimated using the persons per unit assumptions from the Region of Halton 2017 Development Charges Background Study.

7.3.6.2 Housing Mix Target

- a) The housing unit mix targets for the ultimate development of North Oakville East, which may not be achieved within the 2021 planning period, are outlined below and for each density type a target range is provided. The achievement of a housing mix which lies between the target ranges on a yearly basis shall not be required, however, the Town will review the achievement

	<u>Low</u>	<u>High</u>
Low Density	55%	45 %
Medium Density	25%	20 %
High Density	20%	35 %

of the targets every five years and will monitor on an annual basis. Any such review shall not result in a reduction of the population target contained in Section 7.3.6.1 or the population related component of the employment target. Sections 7.9.5.2 and 7.9.5.3 of this Plan set out the Monitoring Program and Monitoring Report requirements.

The proposed development provides 292 single detached dwellings (low density residential) and 309 townhouse dwellings (medium density residential) which helps contribute to the achievement of the housing mix target for the NOESP. It is important to note that this is not inclusive of the future mixed use/apartment blocks and future development block, which when developed, will better help to achieve this housing mix target.

7.4.7 Natural Heritage Component of the Natural Heritage and Open Space System

7.4.7.1 Natural Heritage Designations

[...] The Natural Heritage System Area designation is comprised of the following key areas:

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

the urban context.

7.4.7.3 Permitted Uses, Buildings and Structures

- a) *The only permitted uses in the Natural Heritage System Area designation shall be legally existing uses, buildings and structures, and fish, wildlife and conservation management. Development or land disturbances shall generally be prohibited.*
- c) *The potential permitted uses include:*
- v) *Stormwater management facilities established in accordance with the directions in the North Oakville Creeks Subwatershed Study provided that the final number, size and configuration of such facilities will be determined through any related Environmental Implementation Report or Functional Servicing Study and provided that generally such facilities shall, with respect to the designations on Figure NOE3:*
- *be limited in Core Preserve Areas to only four stormwater management facilities located as shown conceptually on Figure NOE3 ;*

In addition, the stormwater management facilities shall be designed to:

- *be naturalized and unfenced, except where the facility abuts private property it may be fenced;*
- *be as small as necessary; and,*
- *have minimum access for maintenance.*

A portion of the lands identified as Core Preserve Area will contain a naturalized SWM pond as identified on

Figure 15. The majority of the Core Preserve Area lands will remain undeveloped and protected through their identification as NHS blocks. Further details regarding the protection of these environmental features are provided in the EIR submitted in support of this development application.

7.5 Community Design Strategy

7.5.2 Master Plan

- a) *The North Oakville East Master Plan in Appendix 7.3 to the Official Plan is intended to illustrate graphically the design of the North Oakville East Planning Area and how the policies and Figures of the North Oakville East Secondary Plan are to be implemented. The spacing, function and design of intersections of Local Roads with Major Arterial/Transit Corridors (i.e. Regional arterials) shown on Appendix 7.3 have not been approved by the Region, and such intersections shown on Appendix 7.3 and on any subsequent area design plan, plan of subdivision, or other development plan, are subject to Regional approval.*
- b) *Prior to the commencement of the development of any:*
- i) *neighbourhood in accordance with the neighbourhood boundaries established on Figure NOE1 and, where applicable, the portion of the Dundas Urban Core that abuts the neighbourhood;*
 - iii) *part of the Neyagawa Urban Core Area;*

The Town shall determine, after consultation with all affected landowners in the specific area, whether proposed plans of subdivision or other development plans for the affected lands

are generally consistent with the Master Plan in Appendix 7.3. Where such plans are determined to be generally consistent with the Master Plan, development may be permitted to proceed without the preparation of an area design plan.

- c) *The Town shall require the preparation of an area design plan to the satisfaction of the Town, prior to draft plan approval or approval of other development plans in a specific area identified in subsection b), where:*
 - a. *proposed plans of subdivision or other development plans for the area are not generally consistent with the Master Plan in Appendix 7.3;*
- e) *The area design plan will be designed to demonstrate conformity with the policies and Figures of the Secondary Plan and will provide details including:*
 - i) *the size and location of schools, neighbourhood parks, village squares and urban squares;*
 - ii) *the location, size and general configuration of stormwater management ponds;*
 - iii) *the detailed road pattern;*
 - iv) *the specific boundaries of neighbourhood land use categories and other designations;*
 - v) *the density and distribution of housing types;*
 - vi) *how the proposal addresses the Town's Implementation Strategy;*
 - vii) *co-ordination with land uses and road patterns for lands outside, but adjacent to the lands which are the subject of the*

area design plan; and

The proposed development includes two future mixed use/apartment blocks and one future development block on lands identified as General Urban and Neighbourhood Centre in the Master Plan. An Area Design Plan (Figure 5) was required as the proposed development is requesting to redesignate the two future mixed/use blocks and one future development block to 'Neyagawa Urban Core Area' and proposing to relocate the Neighbourhood 11 activity node from Carding Mill and Street 'B' to Carding Mill and Street 'C'. The Area Design Plan illustrates how the proposal continues to conform to the intent of the NOESP by providing a compact, mixed use development that continues to be well coordinated with the adjacent planned developments. The proposed change further supports the Town's request that the province revisit the proposed 407 Transitway Neyagawa Station by providing transit supportive densities within a plan of subdivision with improved access to Neyagawa Boulevard and William Halton Parkway. The expansion of the NUC and relocation of the Neighbourhood 11 activity node continues to ensure that most residents are within a five minute walk of community/commercial spaces and the function of the activity node is further strengthened due to its proximity to William Halton Parkway and the NUC. As illustrated on the Area Design Plan, the proposal continues to provide the necessary sized Neighbourhood Park, SWM pond and Elementary School.

7.5.4 General Design Directions

- a) *All development, particularly in the Urban Core Areas, Neighborhood Centre and General Urban Areas, shall be designed to be compact, pedestrian and transit friendly in form. Mixed use development will be encouraged;*
- c) *Development shall be based on a modified grid*

road system with interconnected networks of roads designed to disperse and reduce the length of vehicular trips and support the early integration and sustained viability of transit service. For local roads not shown on Figure NOE4, the modified grid road system will respond to topography and the Natural Heritage System component of the Natural Heritage and Open Space System. Cul-de-sacs will generally be permitted only when warranted by natural site conditions;

- d) *The Natural Heritage component of the Natural Heritage and Open Space System forms a central feature of the Planning Area and the development form should reflect this fact. In addition, an associated comprehensive, interconnected system of trails will be developed which will generally reflect the major trail system on Figure NOE4.*
- e) *Public safety, views and accessibility, both physically and visually, to the Natural Heritage component of the Natural Heritage and Open Space System, as well as to parks, schools and other natural and civic features, will be important consideration in community design. This will be accomplished through a range of different approaches including, but not limited to, the use of single loaded roads, crescent roads, combining public open space with other public or institutional facilities (e.g. school/park campuses, easements, stormwater ponds adjacent to the Natural Heritage component of the System) and the location of high density residential and employment buildings[...];*
- f) *Parks, neighbourhood activity nodes, and other civic areas will serve as central “meeting places” for residents, particularly within*

neighbourhoods and subneighbourhoods; and

- g) *Building densities and land uses designed to support the use of transit and the level of transit service proposed for specific areas shall be located within walking distances of transit stops and lines.*

The proposed development has been designed to conform to Section 7.5.4 of the NOESP as it provides a compact built form, transit supportive densities, community gathering space (Neighbourhood Park) and visual variety in architectural design. The design of the development incorporates mixed use buildings and a neighbourhood park along Carding Mill Trail to reinforce its function as a main road within the development, with increased walkability that further activates the streetscape. The proposal continues to protect the NHS and connects to the planned minor and major trail system. As stated previously, the proposal deviates from the approved Master Plan by redesignating the two future mixed use/ apartment blocks and one future development block to NUC and relocating the Neighbourhood 11 activity node to the intersection of Carding Mill Trail and Street ‘C’. The proposed change continues to be consistent with the intent of the NOESP as it will be designed to be compact in form, transit supportive, adheres to the Town’s phasing policies and follows an efficient road network.

The location of the activity node and boundaries of the NUC were determined in 2008 and since this time provincial planning policies and commercial needs have changed. The Province did not approve the Neyagawa 407 Transitway stop as it believed the densities and road connectivity to Neyagawa Boulevard required to support this major transit facility did not exist. The Town submitted a letter to the province in February 2021 where the province was urged to reconsider the

planned function for this area.

To ensure that the NUC provides the densities, mixed uses and connectivity to support this desired future Major Transit Station Area, the Town is conducting a review of the NUC Growth Area where it will explore expanding the boundaries to Carding Mill Trail to the east and reevaluating the heights, land uses and density for this area. This proposal is in keeping with the intent of this study as it will expand the NUC to Carding Mill Trail and further expand it to capture the other side of the relocated activity node. The rationale for this expansion is to ensure both sides of Carding Mill Trail are well addressed and provide a gateway feature at Carding Mill Trail and William Halton Parkway into the Neighbourhood 11 community. The height and densities proposed for the future mixed use/ apartment and future development blocks are appropriate as they are located adjacent to William Halton Parkway, a future transit stop and a neighbourhood activity node. By proposing to increase the density in this area, the proposed development better supports future transit services, the function of the activity node and promotes a pedestrian friendly built form.

7.5.6 Building Location

- b) Buildings on corner lots at the intersections of Arterials, Avenues and Connector streets shall be sited and massed toward the intersection.*
- e) Higher-density housing shall be located close to Arterial Roads, Avenues, Connectors and transit stops, within Neighbourhood Centres and the Urban Core Areas.*

The proposal is in conformity with Section 7.5.6 of the NOESP as it locates higher density residential uses along William Halton Parkway (Arterial Road) and Carding Mill Trail (Avenue) (Figure 4). The design of

the two future mixed use/apartment blocks and one future development block and will be determined through the Site Plan Approval stage and will conform to the above noted policies.

7.5.10 Safe Community Design

- b) provides for opportunities for visual overlook and ease of public access to adjacent streets, parks and other public areas;*
- c) results in clear, unobstructed views of parks, school grounds, and open spaces from adjacent streets; and,*
- e) results in the selection and siting of landscape elements in a manner which maintains views for safety and surveillance*

The proposed development has been designed in accordance with Section 7.5.10 by following a modified grid network that is easy to navigate and sites dwellings towards main roads to provide opportunities for passive surveillance. The neighbourhood park is bound by three roads to ensure it is easily accessible to the community and views to the park remain unobstructed.

7.5.12 Neighbourhoods

- a) Each neighbourhood will include at its centre, approximately a five minute walk from most areas of the neighbourhood, a neighbourhood activity node which would include a transit stop and other public facilities which serve the neighbourhood such as central mail boxes or mail pickup facilities. In addition, convenience commercial facilities or similar uses will be encouraged to locate at the neighbourhood activity node;*

- b) Neighbourhoods shall be primarily residential in character, but will include mixed use development including commercial, institutional, live-work and civic facilities; and,
- c) Within neighbourhoods, a range of lot sizes, building types, architectural styles and price levels shall be provided to accommodate diverse ages and incomes;

The proposed development has been designed in accordance the Section 7.5.4, 7.5.10 and 7.5.12 as it provides a compact built form, transit supportive densities, and will add visual variety to the streetscape. Per *Figure 17- NOESP Community Structure*, the Neighbourhood 11 activity node is identified at the intersection of Carding Mill Trail and Street 'B'. Through this development application, it is proposed that the neighbourhood 11 activity node be relocated to Carding Mill Trail and Street 'C'. The intersection of Street 'C' and Carding Mill Trail is a better location for the Neighbourhood 11 activity node as it provides mixed use buildings at two of its four sides and provides opportunities for larger amounts of commercial space and flexibility to accommodate different types of tenants within mixed-use buildings. Keeping the location of the Neighbourhood 11 activity node in its identified location would be a disservice to the community as it will be limited in the non-residential uses it can accommodate due to the elements such as parking, expensive ventilation systems, adequate on-street space for pick-ups and deliveries and commercial trash collection. This is coupled with the potential for nuisance impacts due to its proximity to a predominantly low rise neighbourhood. Relocating the activity node to Carding Mill Trail and Street 'C' would be in keeping with the policies of the NOESP as it continues to ensure that most residents are within a five minute walk of community/commercial spaces (*Figure 6 – Neighbourhood Distribution of Existing and Future Commercial Areas*) and is further strengthened

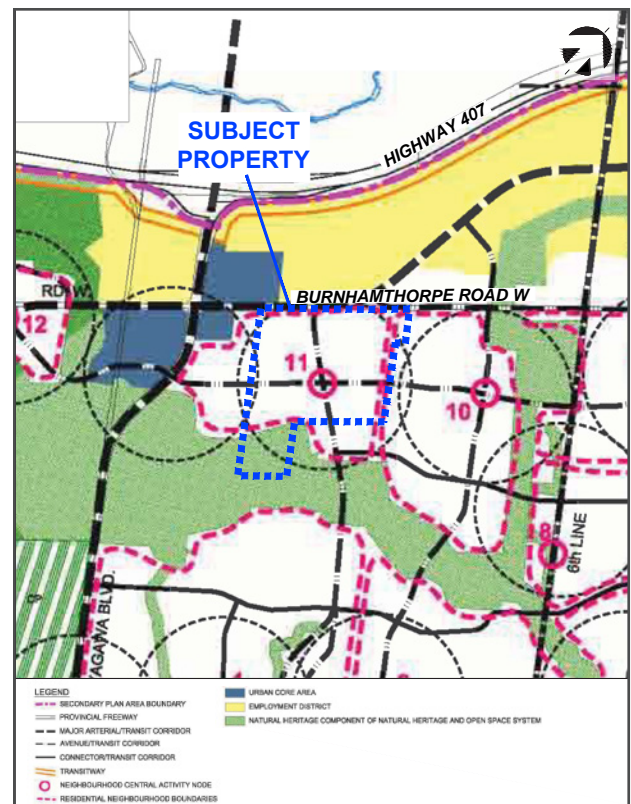


FIGURE 17 - NOESP Community Structure

due to its proximity to William Halton Parkway. Therefore, the relocated Neighbourhood 11 activity node will better meet the needs of the community. It is important to note that the gap between the three northern radii and southern radius on *Figure 6* is mostly occupied by a NHS corridor. Please see the Activity Node Market Review for further details regarding the justification for relocating the activity node.

7.5.16 Neyagawa Urban Core

The Neyagawa Urban Core is intended to provide a mixed use area to accommodate a range of commercial, residential and institutional uses as a focal point for the western portion of the Planning Area. Development will be at lower densities than those found in the Trafalgar Urban Core, however,

- a) Where retail and service commercial development is permitted it will be encouraged

to be oriented to the street creating a pleasant, pedestrian shopping environment. These retail and service commercial uses may be in stand alone stores or in the ground floors of mixed use buildings. In areas of commercial development:

- i) the principal public entrance should provide direct access onto the public sidewalk;*
- ii) the primary windows and signage should face the street;*
- iii) buildings facing the street should be encouraged to have awnings, canopies, arcades or front porches to provide weather protection;*
- iv) no parking, driveways, lanes or aisles should be permitted between the buildings and public sidewalks;*
- v) buildings should have a consistent setback and parking lots abutting the street should be limited and designed in accordance with the provisions of Section 7.5.7.1;*
- vi) the location and design of any large retail stores shall consider the design alternatives set out in Section 7.5.13 b); and,*
- vii) any commercial nodes including large retail stores should be integrated into the pattern of streets and blocks of which they are a part. The pattern of blocks and the physical design of the buildings in relation to the street should encourage pedestrian circulation to, from and within this commercial area. Streets, sidewalks and the orientation of buildings shall be designed to create comfortable, enjoyable*

pedestrian movement in a vibrant public realm.

- b) Minimum and maximum setbacks, densities and other standards will be implemented through the zoning by-law to ensure that development achieves the standards required as a basis for the creation of this core area.*

The future mixed use/apartment and future development blocks within the proposed extended NUC will be designed in accordance with Section 7.5.16 of the NOESP. The detailed design of these blocks will be determined through the site plan approval process however conceptual plans have been prepared to illustrate the proposed development vision for this site. As shown on *Figure 4- Apartment Blocks Concept Plan*, the apartment blocks will be designed to front onto the major arterial and avenue roads and direct access will be provided from Street 'C'. Surface parking areas will be located central to each development block and will not directly abut the street.

7.6 Land Use Strategy

7.6.6 Neyagawa Urban Core Area

7.6.6.1 Purpose

The Neyagawa Urban Core Area designation on Figure NOE2 is intended to allow the creation of a secondary core area at the intersection of Neyagawa and a new east-west Major Arterial/Transit Corridor. The intent of this Core Area is to permit the provision of convenience commercial, institutional and employment uses to serve adjacent neighbourhoods, as well as related residential development.

7.6.6.2 Permitted Uses, Buildings and Structures

- a) *The permitted uses shall be the full range of office, commercial including retail and service commercial, accommodation, health and medical, institutional and medium and high density residential uses.*
- b) *Permitted uses shall be primarily located in medium and high density residential, office and institutional buildings. Both mixed use and single use buildings shall be permitted and this may include single use retail and service commercial buildings in accordance with the provisions in Section 7.6.6.3 c).*
- c) *The total retail commercial development in this designation shall not exceed a total of 31,000 sq. metres of gross leaseable floor area and may include supermarkets. Other commercial development such as financial institutions, service stations, restaurants and service commercial uses shall not be subject to this floor area limit. No single user or retail store shall exceed a maximum of 7,000 sq. metres of gross leaseable floor area.*

7.6.6.3 Land Use Policies

- a) *Development will be focused at the intersection of Neyagawa Blvd. and Burnhamthorpe Road and visually connected by establishing coherent streetscapes along adjacent sections of Neyagawa Blvd. and Burnhamthorpe Road through a number of design features and mechanisms, identified in the applicable urban design guidelines, including provisions for landscaping, signage, street furniture and other features of the public right of way, and guidelines for siting and massing of adjacent buildings. Development will also be physically connected by*

road, transit, pedestrian and bicycle linkages.

- b) *A mix of uses shall be permitted at the following heights and densities:*

Minimum density - FSI of 0.5 with the exception of service station sites and as set out in Subsection c);

Maximum density - FSI of 2;

Medium Density Residential Density – Notwithstanding the foregoing, where medium density residential uses are permitted such development shall have a minimum density of 25 units per net hectare and a maximum density of 75 units per net hectare;

Minimum height - 5 metres for a commercial building and generally 3 storeys for other development; and,

Maximum height - 8 storeys.

The draft OPA proposes to redesignate the future mixed use/apartment and future development blocks from Neighbourhood Area to NUC. The proposed future mixed use/apartment and future development blocks are in keeping with the intent of the NUC by providing apartment/mixed use buildings and stacked townhouses in proximity to the intersection of Neyagawa Boulevard and William Halton Parkway to support the creation of a well designed mixed use hub. The extended NUC improves the function of the Neyagawa Urban Core Area given its proximity to the relocated Neighbourhood 11 activity node and proximity to a future elementary school and neighbourhood park. While the height and density of 12 storeys and 4.5 FSI proposed for these blocks exceeds the permissions of the NOESP, the scale continues to be less than the Trafalgar Urban Core Area, complements the planned built form and provides improved transit supportive densities to support the Town's request for a Neyagawa 407

Transitway Stop. Further, the requested OPA is in keeping with the direction of the Town’s Neyagawa Urban Core - Background and Preliminary Directions staff report (dated October 4, 2021) to re-evaluate the boundaries, height and densities of the NUC to support the Growth Area and provide justification for the Neyagawa 407 Transitway stop.

The design of each block will be refined through a future Site Plan Application to ensure an appropriate transition is provided. The OPA will permit the development of a residential community with more variety in built form and facilitates the creation of a pedestrian friendly and walkable community. The Region of Halton is currently undergoing their Official Plan Review where a number of growth scenarios are being evaluated. By 2051, provincial directives require the Region of Halton to achieve a population target of 1,100,000 people and 500,000 jobs. In Oakville, there will be no expansion of the designated greenfield area and as such growth must be accommodated through intensification in the existing urban area. The proposed OPA will provide apartment buildings and mixed use buildings (12-storeys) in proximity to a major arterial road, planned employment uses, planned community services and a planned Secondary Regional Node. Therefore, the proposed development is helping the Region to achieve its necessary growth targets through compatible and appropriate intensification.

7.6.7 Neighbourhood Area

a) Purpose

The Neighbourhood Area designation on Figure NOE2 is applicable to areas intended for the development of residential neighbourhoods. Each neighbourhood is identified on Figure NOE1. The neighbourhoods will each include a neighbourhood central activity node, a five minute walk from most residences, which will include public facilities that serve the neighbourhood. Live/work units and limited commercial uses will also be encouraged to locate in this area.

b) Land Use Policies

Each neighbourhood will be developed with a mix of development based on the following land use categories. The land use categories, Neighbourhood Centre, General Urban and Sub-urban, shall be represented in each neighbourhood, with the exception of Neighbourhood 14, generally in accordance with the percentages in Table 1 to this Secondary Plan.

The land use categories, High Density Residential, Neighbourhood Centre and General Urban, shall

**Table 1
Neighbourhood Land Use Category Requirements**

Neighbourhood	Neighbourhood Centre Area	General Urban Area	Sub-urban Area
1	26%	47%	27%
2	36%	56%	8%
3	10%	90%	0%
4	15%	57%	28%
5	15%	56%	29%
6	12%	51%	37%
7	10%	76%	14%
8	15%	63%	22%
9	12%	82%	6%
10	9%	62%	29%
11	9%	53%	38%
12	16%	84%	0%
13	2%	23%	75%
14	See Section 7.6.7.4 (minimum of 800 units and 2,000 population)		

be represented in Neighbourhood 14 such that development results in a total number of units and population equal to or greater than 800 units and a population of approximately 2,000.

Notwithstanding the foregoing, development utilizing a land use category distribution which results in densities less than those required by Table 1 will generally not be permitted, but development which utilizes a land use category distribution resulting in increased densities may be permitted subject to conformity with the policies of this Plan.

As shown on the Area Design Plan (Figure 5), while the proposal deviates from the land use categories visually illustrated on the NOESP master plan, the proposed development will help to achieve the land use category distribution for Neighbourhood 11. Further, the proposed development is coordinated with adjacent developments to ensure most residents are within walking distance to a neighbourhood activity node to meet their daily needs.

7.6.7.1 Neighbourhood Centre Area

a) Purpose

The Neighbourhood Centre Area land use category on Appendix 7.3 will generally be used for areas located central to each neighbourhood. It is intended to accommodate a range of medium density residential development including live/work units and limited commercial and civic uses focused at a central neighbourhood activity node to serve neighbourhood residents.

b) Permitted Uses, Buildings and Structures

a. The permitted uses shall be medium

density residential, mixed use and small scale convenience retail, personal service, restaurants and business activity, as well as public and institutional uses including village squares. Business activity may include a range or small scale uses including offices, medical clinic, workshops for artisans and artists studios.

- b. Permitted uses shall be primarily located in mixed use or medium density residential buildings. Both mixed use, single use buildings shall be permitted and this may include convenience commercial buildings in accordance with the provisions in Subsection c) below.*
- c. Notwithstanding the above, a minimum of one mixed-use or non-residential building, in accordance with the provisions in Section 7.6.7.1.c) is required at the intersection of each neighbourhood activity node identified on Figure NOE 1.*

c) Land Use Policies

- a. Mixed-use development will be focused at neighbourhood activity nodes, identified on Figure NOE 1, which will include a transit stop and other public facilities which serve the neighbourhood such as central mail boxes, or mail pickup facilities. In addition, convenience commercial facilities or similar uses will be encouraged to locate in these areas.*
- b. A mix of uses shall be permitted at the following heights and densities:*
 - i) Minimum density - FSI of 0.5 for mixed use;*

- ii) *Maximum density - FSI of 2 for mixed use;*
- iii) *Minimum density - 35 units per net hectare for residential;*
- iv) *Maximum density - 150 units per net hectare for residential;*
- v) *Minimum height - 2 storeys; and*
- vi) *Maximum height - 6 storeys*

The proposed development conforms to the policies of the Neighbourhood Centre Area as it proposes 41 rear lane townhouse units, 20 live/rent units, and 104 street townhouses, all of which are permitted built forms in the Neighbourhood Centre Area. Together, the rear lane townhouse, live/rent and street townhouse units will achieve a net density of 51.1 units per hectare (uph), thereby complying with the minimum and maximum density regulations. The rear lane townhouse, live/rent and street townhouse units will not exceed a maximum height of 3-storeys.

An Area Design Plan (*Figure 5*) has been submitted in support of relocating the Neighbourhood 11 activity node from the intersection of Carding Mill Trail and Street 'B' to Carding Mill Trail and Street 'C'. Two future mixed use/apartment blocks are proposed at the northeast and northwest quadrant of the relocated activity node, thereby conforming to Section 7.6.7.1.b) that one mixed use or non-residential building is required at the intersection of each activity node. The relocated activity node provides opportunities for larger amounts of commercial space and flexibility to accommodate different types of tenants within a mixed-use building. The relocated activity node would be in keeping with the policies of the NOESP as it continues to ensure that most residents are within a five minute walk of community/commercial spaces (*Figure 6 – Neighbourhood Distribution of Existing*

and Future Commercial Areas). The gap between the three northern radii and southern radius is mostly occupied by a natural heritage system corridor. Further it is important to note that what is considered 'walkable' differs. While the NOESP considers 400-500 metres to be a reasonable walking distance, the Growth Plan suggests it would be 500-800 metres. If the latter definition of walkable was used, the entire neighbourhood would be within walking distance of commercial facilities. The function of the relocated activity node is further strengthened due to its proximity to William Halton Parkway and the NUC area.

7.6.7.2 General Urban Area

- b) *The permitted uses shall be low and medium density residential uses and home occupation and home business uses.*
- c) *Land Use Policies*
 - *A mix of housing types shall be permitted at the following heights and densities:*
 - i. *Minimum density - 25 units per net hectare;*
 - ii. *Maximum density - 75 units per net hectare; and,*
 - iii. *Maximum height - 3 storeys.*

Within the General Urban Area, 110 street townhouses, 34 lane based townhouses and 225 single detached dwellings are proposed. The street townhouses, lane based townhouses and single detached dwellings are permitted uses, will achieve a density of 36.7 uph and will not exceed a maximum height of 3-storeys. The proposed development is coordinated with adjacent developments to ensure that each neighbourhood is developed with a mix of land uses based on the land use categories of the NOESP.

7.6.7.3 Sub-urban Area

- b) *The permitted uses shall be low density residential uses and home occupation and home business uses.*
- c) *Land Use Policies Residential uses, which shall primarily consist of single, semi-detached and duplex residences, shall be permitted at the following heights and densities*
- a. *Minimum density – 15 units per net hectare;*
 - b. *Maximum density – 35 units per net hectare;*

67 single detached dwellings are proposed within the Sub-Urban Area and achieve a density of 28.0 uph and are thereby permitted under the NOESP.

7.6.12 Neighbourhood Park Area

7.6.12.2 Permitted Uses, Buildings and Structures

The main permitted uses shall be the range of active and passive recreation uses appropriate to the neighbourhood scale ranging from sports fields, splash pads, tennis courts, seating areas and nature viewing. Accessory parking areas shall also be permitted.

7.6.12.3 Land Use Policies

- b) *The size and configuration of each park shall be consistent with the policies of the Town and this Plan. Neighbourhood Parks shall generally meet the following criteria:*
- *Walk to and/or drive to facilities;*
 - *Designed and located to be well served by transit facilities;*
 - *Generally located within neighbourhood boundaries as shown on Figure NOE1;*

and,

- *Approximately 4.25 ha in size with a minimum of 2 major sports fields, but may range from 4.0 ha. to 4.5 ha.*

One 4.34 hectare neighbourhood park is proposed in the Neighbourhood Park Area and is bound by Street 'B' (avenue/transit corridor and community service corridor), Street 'C' (local road) and Carding Mill Trail (avenue/transit corridor and secondary transit corridor). These three roads will provide direct connections from the park to the surrounding neighbourhood, William Halton Parkway and Dundas Street. A potential Transit Stop is located at the intersection of Carding Mill Trail and Street 'C', in proximity to the Neighbourhood Park, thereby ensuring that future residents have convenient access to recreation uses in the community.

7.6.14 Elementary and School Sites

7.6.14.1 Purpose

The Elementary and Secondary School Site designation on Figure NOE2 is a conceptual designation intended to recognize general potential locations for publicly funded elementary and secondary schools.

7.6.14.2 Permitted Uses, Buildings and Structures

The main permitted uses shall be schools, and other public and institutional uses including day care centres, as well as community and neighbourhood parks.

7.6.14.3 Land Use Policies

- c) *Whenever possible, schools shall be located adjacent to Community or Neighbourhood Park sites*

As per the NOESP Master Plan (Figure 14), an elementary school is identified along the western border of the property. The proposed development

Table 2

Transportation Facilities

Facility Type	Function	General Design Guideliness
<p><i>Avenue/ Transit Corridor</i></p>	<ul style="list-style-type: none"> • <i>Serves mainly intermediate volumes of intra-neighbourhood/ district travel</i> • <i>Accommodates local transit</i> • <i>Connects Urban Centres Areas and serves as major internal connector for Urban Core Areas</i> • <i>Distributes traffic to and from Major and Minor Arterial/Transit Corridors</i> 	<ul style="list-style-type: none"> • <i>Direct access from abutting properties will be permitted, although there may be restrictions in specific locations related to specific forms of development or the use of alternative designs.</i> • <i>Up to 4 travel lanes,</i> • <i>Provision for on-street parking on two sides in most cases, except in Employment Areas where there is provision for parking on one side only and in the Natural Heritage System Area where no parking will be permitted.</i> • <i>Transit supportive land uses to be encouraged along ROW</i> • <i>ROW shall be kept to a minimum and shall not exceed a maximum of 24 metres and more typically will have a ROW of 22 metres, except at approaches to major intersections where medians and/or additional lanes are required.</i>
<p><i>Character Road</i></p>	<p><i>Existing Burnhamthorpe serves an Avenue/ Transit Corridor function in the Trafalgar Urban Core Area, and in the areas outside the Trafalgar Urban Core Area will serve either an Avenue/Transit Corridor function or a Connector/ Transit Corridor function to be determined through the area design plan process or required design study.</i></p>	<p><i>The existing rural cross-section will be maintained on Burnhamthorpe until the level of new development or additional traffic volumes warrants changes to the road design.</i></p> <p><i>The new road design for the areas of the entire road which are not affected by the New North Oakville Transportation Corridor and Crossing of Sixteen Mile Creek, will be developed as part of the preparation of the area design plan for the Transitional Area designation, or through a separate design study, if a design is required prior to the initiation of the area design plan.</i></p> <p><i>The design standards will respect the existing character of the road and its abutting uses, and, as a consequence, may include unique approaches to matters such as grading and the preservation of trees and other vegetation along the route. Within that context, the following will apply:</i></p> <ul style="list-style-type: none"> • <i>Direct access from abutting properties will be permitted as it applies to existing uses. Direct access for new uses will also be permitted, although there may be some restrictions in specific locations related to specific forms of development or the use of alternative designs;</i> • <i>Two travel lanes are preferred, but the exact number of lanes, including provision for on street parking in the Trafalgar Urban Core Area, will relate to the nature of the adjacent land uses and traffic volumes. The number of lanes may be variable and will be determined as part of the design study; and</i> • <i>ROW, outside the areas affected by the New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek, will be kept to the minimum and shall not exceed a maximum of 24 metres and more typically will have a ROW of 20 metres. However, the ROW dimensions may need to be variable depending on the road design, to allow a balance to be found between space for the preservation of existing features and space to add new features such as sidewalks and urban sewers and water lines.</i>

provides a 0.3 hectare elementary school block to be combined with the 2.2 hectare elementary school block to the west, to provide a complete elementary school site. The elementary school is proposed adjacent to the Neighbourhood Park and in proximity to future ground floor commercial uses and a potential transit stop.

7.7.2 Transportation

7.7.2.1 General

- a) *Classification, Function and Design Requirements* Transportation facilities, with the exception of provincial freeways, shall generally be developed and planned as multi-modal transportation corridors that are designed to safely accommodate a blend of vehicular, transit, bicycle and pedestrian movement, together with street trees, other landscaping and street furniture. Such facilities shall conform to the classification, function and design requirements outlined in Table 2 – Transportation Facilities. The Plan will also be consistent with the Halton Transportation Master Plan where appropriate.

7.7.2.2 Transit

- a) *The Town will work with the Region of Halton and the Province of Ontario to develop a system of transit services for the Planning Area. The transit system will provide a range of options for transit service for the residents and employees. In particular:*
 - i) *The Town shall support a “transit first” policy to ensure that development will proceed in a manner which will be supportive of the early provision of transit services.*
 - ii) *There will be a transit stop at the centre of each neighbourhood. Additional stops will be located so that all residents and employees are predominantly within 400 metre walking distance of a transit stop;*

- v) *The Town will encourage the Province to proceed with the Environmental Assessment and detailed design of the 407 Transitway and the related terminals at the Regional Road 25, Neyagawa Blvd. and Trafalgar Road interchanges and in such studies explore opportunities to minimize the width of the corridor in order to maximize development lands. The terminals should be designed to provide for connections between inter-regional, regional and local transit service. In addition, they should be designed to provide for mixed use development which is integrated with surrounding existing and/or proposed uses.*
- c) *Development plans shall be designed with specific regard to the safe, convenient and efficient provision of public transit. In particular, to facilitate the development of a transit supportive urban structure the following measures shall be reflected in all development proposals:*
 - i. *Development, particularly at transit stops and stations, shall be designed at densities supportive of transit which are commensurate with the type and frequency of transit service planned for the area and/or corridor;*
 - ii. *Provision of a road pattern and related pedestrian routes that provide for direct pedestrian access to transit routes and stops;*

The northeast corner of the proposed development fronts onto Burnhamthorpe Road West which is identified as an Avenue/Transit Corridor and Character Road (*Figure 18 – North Oakville East Transportation Plan*). As per the Burnhamthorpe Road Character Study, this section of Burnhamthorpe Road is considered the ‘Transitional

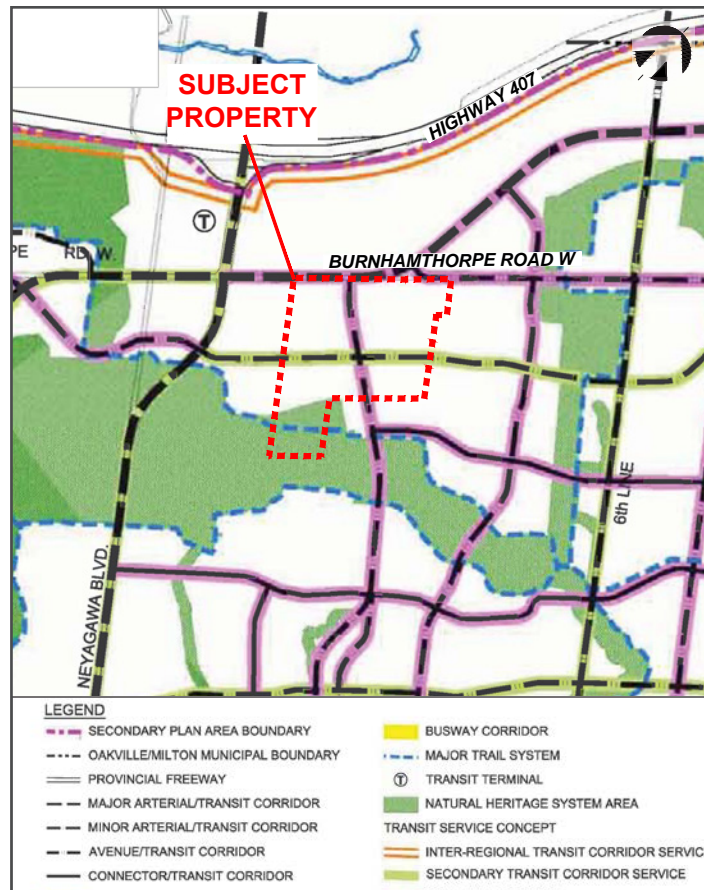


FIGURE 18 - NOESP Transportation Plan

Section' and will have a planned right-of-way of 24 metres with two vehicle travel lanes, buffered bike lanes and on-street parking. As per the North Oakville Transit Plan (2009), Burnhamthorpe Road is identified as a Community Service transit route with a 15 to 30 minute headway. The proposed development fronts rear lane townhouses onto Burnhamthorpe road to minimize the number of individual driveways fronting onto Burnhamthorpe to support its planned function, future transit services and improve road safety.

7.7.2.4 Pedestrian/Bicycle System

The Pedestrian / Bicycle System shall be developed in accordance with the provisions of Section 7.5.5 of this Secondary Plan.

- a) *Pedestrian/Cyclist Orientation* Pedestrian/cyclist comfort and safety shall be a primary

consideration of streetscape design for roads under the control of the Town of Oakville. In commercial and mixed use areas, the design will provide for an enhanced streetscape and sidewalk environment for pedestrians. The Town will also work with the Region to encourage a similar approach.

- b) *Sidewalks shall generally be provided on both sides of all streets with the exception of:*
- i. *residential streets with less than ten dwelling units or cul-de-sacs, where sidewalks shall be required on only one side of the street;*
 - ii. *lanes, where no sidewalks shall be required;*

The proposed development provides convenient

road connections to the proposed bicycle lane along Burnhamthorpe Road and William Halton Parkway and provides sidewalks on both sides of all streets to support active transportation and reduce the reliance on the automobile to meet future residents' daily needs.

7.9.2 Growth Management Strategy - Phasing

d) Residential Development Phases

Development of neighbourhoods as designated on Figure NOE1 shall proceed in three phases as follows:

- i. Phase NOE1 - Neighbourhoods 1, 2, 3, 4, 5 and 14*
- ii. Phase NOE2 - Neighbourhoods 6, 7, 8, 9, 10 and 11 with priority being given to development in Neighbourhoods 6 and 8.*
- iii. Phase NOE 3 - Neighbourhoods 12 and 13*

e) Phasing Requirements

Prior to the commencement of development of each residential phase:

- i. Any financial and other requirements of the Town and the Regional Municipality of Halton, pursuant to all applicable legislation, shall be satisfied; and,*
- ii. a minimum of 75% of the gross developable area in the previous phase shall be within registered plans of subdivision or sites which are zoned to permit the development contemplated by this plan.*

At the time of writing this report, 75 percent of the gross developable lands in the Phase NOE1 are within registered plans of subdivision. Therefore, development of the subject lands may commence

as the prescribed phasing policies of the NOESP have been satisfied.

7.10.4 Plans of Subdivision or Condominium

Only those plans of subdivision or condominium shall be approved for development which:

- a) comply with the designations and policies of this Plan;*
- b) can be supplied with adequate infrastructure, services and community facilities; and,*
- c) will not adversely affect the financial status of the Town or the Region of Halton*

The proposed development complies with the land use designations of this plan and provides an Area Design Plan to justify the deviation from the approved land use category distribution illustrated on the NOESP Master Plan. Eno Investments Limited and Ankara Realty Limited have secured 500 standard SDEs and 108 high density SDEs through the 2020 Allocation Programme to service phase 1 of the proposed Plan of Subdivision (*Figure 19-Phasing Plan*). This satisfies Section 5.7 of the Allocation Agreement which states that draft approval may be granted where an Owner cannot confirm that all land within the draft plan area will receive sufficient SDE to develop the whole draft plan, provided that at a minimum, forty percent (40%) of the lots and blocks in the draft plan have received allocation. A Holding Symbol will be placed on the subsequent phases to ensure sufficient servicing exists prior to the development of these blocks. The proposal makes efficient use of planned infrastructure and services and will not adversely affect the financial status of the Town or the Region.

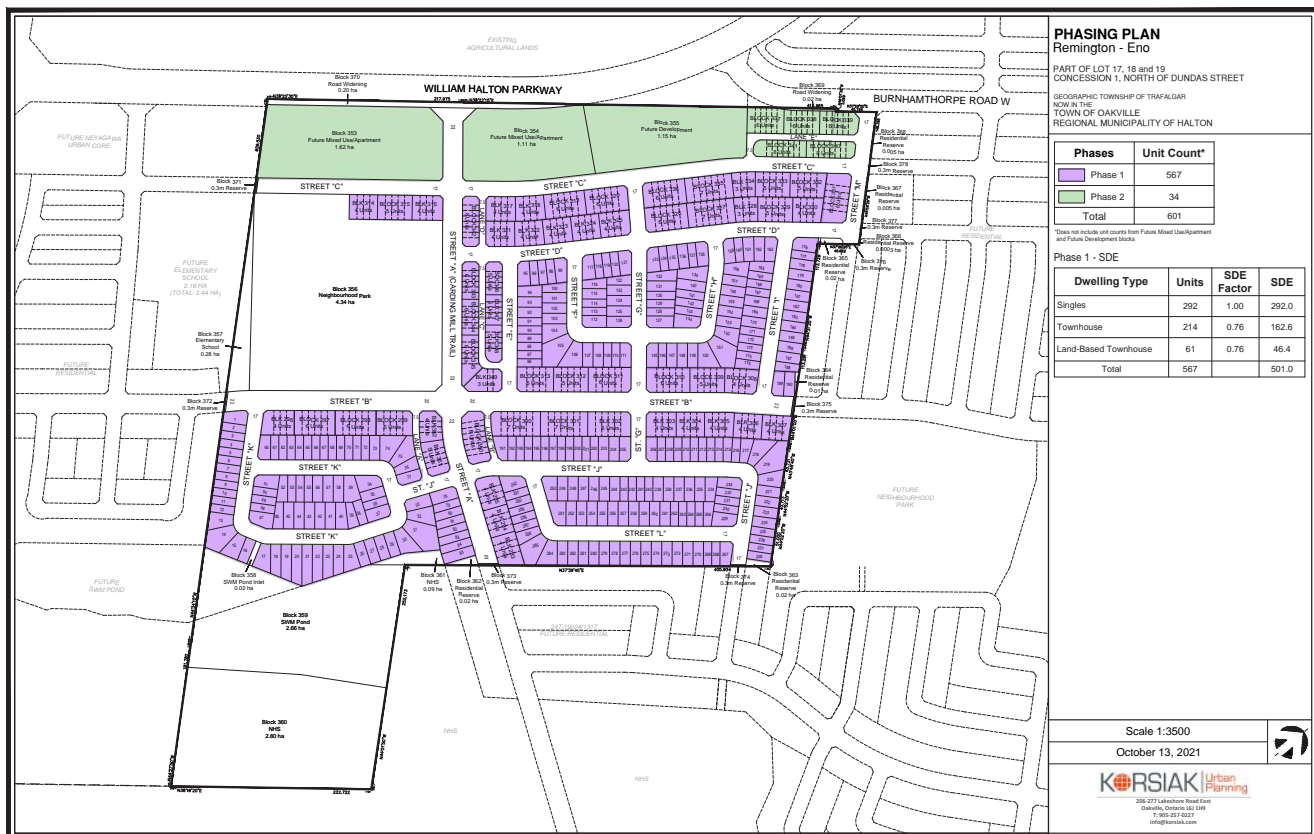



FIGURE 19 - Phasing Plan

The proposed development conforms to the aforementioned policies of the NOESP for the following reasons:

- The proposed development meets the intent of the NOESP by providing a compact, transit supportive mixed use development;
- The proposed land uses are generally consistent with the land use categories and phasing plans of the North Oakville East Master Plan, save for the boundaries Neyagawa Urban Core Area and location of the Neighbourhood 11 Activity Node;
- The proposed Official Plan Amendment to redesignate the future mixed use/apartment and future development blocks to Neyagawa Urban Core Area and increase the height and densities for these blocks is justified as it will increase transit supportive densities in proximity to an arterial road, potential 407 Transitway stop, neighbourhood activity node and Secondary Regional Node;
- The proposed OPA to increase the height and density permissions for the two future mixed use/apartment blocks and one future development block along the future William Halton Parkway meets the intent of the NOESP by directing intensification to a future arterial road, in proximity to a Strategic Growth Area and Secondary Regional Node;
- The proposed relocation of the Neighbourhood 11 activity node to the intersection of Carding Mill Trail and Street 'C' is justified as it will contain mixed use buildings at two of the four sides of the intersection and continues to ensure that most residents are within a five minute walk of community/commercial spaces;

- The function the relocated activity node is further strengthened due to its proximity to William Halton Parkway and the Neyagawa Urban Core Area and its opportunity to provide larger , more flexible commercial spaces with the ability accommodate different types of tenants;
- The proposed development contributes to the completion of Neighbourhood 11 by facilitating the construction of a neighbourhood park and elementary school;
- The proposal provides an Area Design Plan that demonstrates the extension of the Neyagawa Urban Core Area and relocated activity node satisfies the intent and design objectives of the NOESP;
- The proposed development conforms to the policies of the Elementary and School Sites designation by providing a 0.3 hectare elementary school block, that is located adjacent to a neighbourhood park;
- The proposed development conforms to the policies of the Neighbourhood Park Area by providing a 4.34 neighbourhood park, which is located adjacent to a school site;
- The proposed extended Neyagawa Urban Core Area meets the intent of the NOESP by aiding in the facilitation of a Secondary Core Area by providing compact transit supportive development in the form of mixed use, apartment and stacked townhouse buildings;
- The proposed development achieves the objectives of the Neighbourhood Centre Area by providing 41 rear lane townhouse units, 20 live/rent units, and 104 street townhouses that achieve the minimum and maximum density targets;
- The proposed development achieves the objectives of the General Urban Area by providing 110 street townhouses, 34 lane based townhouses and 225 single detached dwellings that achieve the minimum and maximum density targets;
- The proposed development achieves the objectives of the Suburban Area by providing 67 single detached dwellings on larger lot sizes which achieve the minimum and maximum density targets;
- The proposed development achieves the objectives of the Natural Heritage System designation through the creation of a naturalized SWM pond and NHS blocks with appropriate buffers.
- The proposed development supports the planned function of Burnhamthorpe Road; and
- The proposal is coordinated with adjacent developments to ensure a mix of land uses, public service facilities and amenities are provided to facilitate the creation of a complete community.

An aerial photograph of a rural landscape. In the upper right, a multi-lane highway runs diagonally. Below it, there are large, flat, light-brown fields, likely agricultural. To the left, a complex highway interchange is visible. The background features a dense forest of green trees. A large, semi-transparent orange circle is overlaid in the center of the image, containing the text.

4.0

Public Information Meeting

4.0 PUBLIC INFORMATION MEETING

A virtual Public Information Meeting for the subject lands was held on July 27 from 6:30 pm to 7:30 pm. The Public Information Meeting was attended by seven members of the public and the Ward 7 Regional Councillor Pavan Parmar. Comments and questions raised by attendees regarding the proposed development included:

1) **What is the height proposed for the Future Mixed Use/Apartment and Future Development Blocks?**

A: The Future Mixed Use/Apartment and Future Development blocks are currently contemplated to have a maximum height of 8-storeys.

2) **What is the proposed tenure was for the future apartment and mixed use buildings?**

A: At this time, it is contemplated they will be condominium in tenure.

3) **Where is the closest school to this development?**

A: At this time the closest proposed elementary school would be in the planned development at the western quadrant of the development. This would be followed by the future elementary to the south that is approximately 300 metres away. The closest high school would be King's Christian Collegiate (private) at the corner of Burnhamthorpe Road and Neyagawa Boulevard.

4) **Are there any condominium roads in this plan?**

A: There will be private roads within the Future Mixed Use/Apartment and Future Development Blocks.

5) **What will the NHS look like?**

A: The NHS will be protected in delineated blocks to be dedicated to the Town of Oakville. These NHS areas will be heavily treed and will benefit from a planned major trail system.

6) **Who will be the builders here?**

A: The Remington Group.

Additional questions were asked regarding the Mattamy Preserve development to the south and waste collections services. We directed these attendees to reach out to staff regarding their questions.



5.0

Official Plan Amendment

5.0 OFFICIAL PLAN AMENDMENT

In order to permit the proposed development, it is requested that the North Oakville East Secondary Plan be amended as follows:


Map Changes:

- Amending Figure NOE 2 Land Use Plan to change the land use designation on blocks 353-355 (24T-XXXX) from 'Neighbourhood Area' to 'Neyagawa Urban Core Area'.

Text Changes:

- 7.6.18.XXX. Notwithstanding section 7.6.6.3 Land Use Policies, apartment buildings, mixed-use buildings and/or stacked townhouses to a maximum height of 12-storeys and density of 4.5 FSI are permitted on block 353-355 (24T-XXXX), Part of Lots 17, 18 and 19, Concession 1, NDS. Notwithstanding the above, the units per hectare density requirement does not apply to Block 353-355, (24T-XXXX), Part of Lots 17, 18 and 19, Concession 1, NDS.

The draft OPA is appended to this as *Appendix III*.

An aerial photograph of a rural landscape featuring a mix of green fields, brown agricultural plots, and a network of roads. A large, semi-transparent orange circle is centered over the image, containing the text '6.0 Zoning'.

6.0 Zoning

6.0 ZONING

Existing Zoning

The subject lands are currently zoned Existing Development. As per Section 7.13 of Zoning By-law 2009-189, only uses that legally existed on the date of this By-law came into effect are permitted. The development of new buildings and structures are not permitted. As such, a Zoning By-law amendment is required to permit the proposed development.

Proposed Zoning

The proposal seeks to rezone the subject lands to new site-specific Neyagawa Urban Core (NUC sp:*), Neighbourhood Centre (NC sp:**), site-specific General Urban (GU sp:***), site-specific Suburban Area (S sp:**** zones), Institutional (I*103), Park (P), Stormwater Management Facility (SMF) and Natural Heritage System Zones (NHS). Holding symbols would be placed on the NUC sp:* and a portion of NC sp:** zones to ensure development cannot proceed without allocation.

The draft Amending Zoning By-law is appended to this as *Appendix IV*.

An aerial photograph of a landscape featuring a multi-lane highway interchange on the left, a large forested area at the top, and a patchwork of agricultural fields in the lower half. A large, semi-transparent orange circle is overlaid in the center, containing the text '7.0 Planning Opinion' in a light orange, sans-serif font.

7.0 Planning Opinion

7.0 PLANNING OPINION

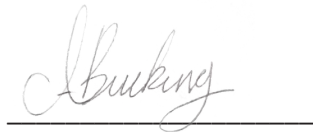
The proposed OPA, ZBA and Plan of Subdivision are justified and represent good planning for the following reasons:

1. The proposal is consistent with the Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe, Region of Halton Official Plan and Livable Oakville Plan;
2. The proposal conforms to all policies of the NOESP, save for Section 7.6.7 Neighbourhood Area, as it exceeds the maximum height and density permissions in the Neighbourhood Centre Area and General Urban Area on the two future mixed use/apartment blocks and one future development block;
3. The proposed amendment to the NOESP to redesignate the two future mixed use/apartment blocks and one future development block from 'Neighbourhood Area' to 'Neyagawa Urban Core Area' and increase the height and density to 12-storeys and 4.5 FSI, is consistent with Provincial directives to make efficient use of land, existing and planned infrastructure and public services;
4. The proposed amendment to the NOESP is appropriate as it will direct higher densities toward William Halton Parkway and the planned Neyagawa Secondary Regional Node and continues to allow the proposal to develop cohesively with adjacent landowners;
5. The proposed amendment is consistent with staff's direction to revisit the boundaries, land uses, heights and densities of the Neyagawa Urban Core Area in the Neyagawa Urban Core Area Review to facilitate the development of a mixed use hub and provide justification for the Neyagawa 407 Transitway stop;
6. The proposal introduces a mix of residential building types including apartment, townhouse and single detached dwellings and tenure including rental opportunities;
7. The proposal will contribute to minimum density numbers identified by the Province, Region, and Town;
8. The proposal provides an Area Design Plan which justifies the deviation from the land use categories of the North Oakville East Master Plan by providing increased densities in proximity to an Arterial Road and planned Secondary Regional Node;
9. The proposed relocated neighbourhood activity node is justified through the Area Design Plan as it continues to be within walking distance of most residents and its mixed use function is further strengthened due to its proximity to William Halton Parkway and the Neyagawa Urban Core;
10. The proposed development conforms to the phasing policies set out in the NOESP;
11. The proposed development provides a density and road fabric that is supportive of transit use and active transportation;
12. The proposed development adds to the mix and range of unit types and sizes in North Oakville to support households of different sizes, ages and incomes
13. The Natural Heritage System is protected through the inclusion of buffers and setbacks and a naturalized SWM pond;
14. The proposed development will facilitate the construction of a neighbourhood park, SWM pond and dedicate land for the elementary school, contributing to the completion of Neighbourhood 11;

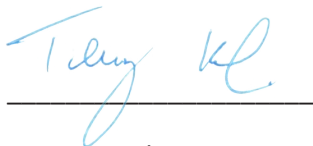
15. The proposed development is coordinated within adjacent developments to ensure a mix of uses, public services and amenities will be provided to support the creation of a complete communities; and,
16. The proposed development provides mixed use buildings at the northeast and northwest corner of the intersection of the relocated Neighbourhood 11 activity node, thereby providing the community with services and amenities to help meet the daily needs of future residents; and,
17. The proposed development connects to and extends existing and planned roads, thereby helping to complete the planned road network.

Respectfully submitted,

KORSIAK URBAN PLANNING



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APPENDICES

APPENDIX I: PROVINCIAL POLICIES APPLICABLE TO THE PROPOSAL

PROVINCIAL POLICY STATEMENT (PPS)

The following sections and policies of the PPS are applicable to this proposal:

Section 1.1.1 states:

1.1.1 Healthy, liveable and safe communities are sustained by:

b) accommodating an appropriate range and mix of residential types (including second units, 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;

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;

The proposed development conforms to Section 1.1.1 of the PPS by providing a mix of residential, commercial, institutional, and open space uses that is coordinated with planned developments to the east, south and west to promote cost effective and efficient development patterns to facilitate the creation of a complete community.

Policies in the 'Settlement Areas' section state:

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

1.1.3.2 Land use patterns 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;

e) support active transportation;

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

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

The proposed development conforms to the 'Settlement Areas' policies as the development is within a defined Settlement Area that follows the phasing policies set out by the Town of Oakville and in conjunction with the Mattamy Preserve and Trinison Sherbourne Lodge residential subdivisions, is a logical continuation of the existing Built-Up Area to the south. Furthermore, the proposed development establishes a mix of uses, is compact in form, and introduces institutional and park uses within walking distance of future residents. The proposed Plan of Subdivision has been designed to connect to and promote the use of existing and proposed active transportation routes and transit services.

Policies in the 'Housing' Section state:

1.4.3 Planning authorities shall provide for an

appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:

b) *permitting and facilitating:*

1. *all forms of housing 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;*
- 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;*

The proposed development adds to the range and mix of housing types, including rental housing opportunities, to help meet the social, economic, health and well being requirements of current and future residents. The proposal provides commercial uses, a neighbourhood park and portion of the land required to facilitate the development of the elementary school to meet the long term needs of the community. The proposal directs higher densities along the future William Halton Parkway, a major arterial road/transit service corridor and is proximity to a planned Secondary Regional Node. In addition, the development has been designed to connect to proposed active transportation routes and support the planned transit routes for the community. The proposed Plan of Subdivision is coordinated with adjacent landowners to ensure the necessary

infrastructure, services and amenities are planned to meet the needs of the community.

Policies in the 'Public Spaces, Recreation, Parks, Trails and Open Space' section state:

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;*
- b) *planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*
- d) *recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas*

The proposed development conforms to the policies of the 'Public Spaces, Recreation, Parks, Trails and Open Space' section as it provides one neighbourhood park for future residents to enjoy and recognizes and protects the NHS through the creation of NHS blocks with appropriate buffers and neighbouring land uses such as trails and a SWM pond.

Policies in the 'Long-Term Economic Prosperity' section state:

1.7.1 *Long term economic prosperity should be supported by:*

- b) *encouraging residential uses to respond to dynamic market-based needs and provide*

- necessary housing supply and range of housing options for a diverse workforce;*
- c) *Optimizing the long-term availability and use of land, resource, infrastructure and public service facilities;*
- e) *encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscape*
- Section 1.8.1 as it proposes a compact built form with a variety of land uses including residential, commercial, open space (park, SWM pond, NHS) and institutional. Furthermore, the proposed development provides transit supportive densities and will facilitate the development of the planned road network that supports active transportation and the use of transit. The proposed development will provide sidewalks along both sides of all streets and will provide convenient connections to the planned bike lane along William Halton Parkway and Burnhamthorpe Road.

The proposed development supports planning authorities' achievement of these objectives as it is designed to make efficient use of land, thereby optimizing the long-term availability of land, resources and infrastructure. The character of the community will be further defined through good quality urban design, a mix of housing options, and the conservation and enhancement of the NHS features.

Policies in Section 1.8, 'Energy Conservation, Air Quality and Climate Change' state:

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;*

The proposed Plan of Subdivision is consistent with

Policies in the 'Natural Heritage' section state:

2.1.1 Natural features and areas shall be protected for the long term;

2.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

The proposed development is consistent with the 'Natural Heritage' policies as it protects the NHS lands within the development and maintains the diversity and connectivity of natural features in the area

The proposed development is consistent with the Provincial mandate as set out in the Provincial Policy Statement for the following reasons:

- The proposed development provides a mix and range of uses and densities within the North Oakville community;
- The proposal completes cost effective

development that minimizes land consumption and servicing costs;

- The proposal provides new development and growth within a Settlement Area;
- The proposed development provides a neighbourhood park, mixed use buildings with ground floor commercial space, a SWM pond and land required to develop an elementary school, to support the achievement of healthy and active communities;
- The proposal provides mixed use buildings to help meet the economic and long term needs of the community;
- The proposed development adds to the range of housing options in the community, including rental opportunities in the live/rent units;
- The proposed development is coordinated with planned subdivisions to the north, east and south to ensure the delivery of adequate services and amenities to support the achievement of healthy and active communities;
- The proposal makes use of land that is located in a transit supportive location and will promote active transportation; and
- The proposed development recognizes and protects the NHS.

A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2019)

The subject lands are located within the 'Settlement Area' and are within the 'Designated Greenfield Area' as shown on Schedule 2-A Place to Grow Concept (Figure 7). Within the Growth Plan the following sections and policies are applicable to this proposal:

1.2.1 Guiding Principles

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;*
- *Prioritize intensification and higher densities to make efficient use of land and infrastructure and support transit viability;*
- *Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.*
- *Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.*
- *Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions.*

The proposed development achieves the Guiding Principles of the Growth Plan as it is designed to support and accommodate both active transportation and transit services by providing transit supportive densities that follow an efficient road network to facilitate easy access to planned services and amenities. The proposal provides apartment and mixed use buildings along the future William Halton Parkway (Arterial Road/Transit Connector) which is intended to act as a major gateway into the community with wide sidewalks and a planned transit function. Further, the proposal adds to the mix of housing options in the area to serve various sizes, incomes, and ages of households. The proposal integrates public services by facilitating the construction of one neighbourhood park, one stormwater management pond and land required to develop an elementary school. The proposed Docasa Group Ltd. Plan of Subdivision and Mattamy Preserve Phase 4 subdivisions to the south and west will facilitate the

development of an additional neighbourhood park and elementary school block.

2.2.1 Managing Growth

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:*
 - ii. *have existing or planned municipal water and wastewater systems; and*
 - iii. *can support the achievement of complete communities.*

a) *within settlement areas, growth will be focused in:*

- 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.*

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 mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*

d) *expand convenient access to:*

- i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
- ii. *public service facilities, co-located and integrated in community hubs;*
- iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities;*

e) *provide for a more compact built form and a vibrant public realm, including public open spaces;*

The proposed development directs growth to a Settlement Area with planned public services facilities, and municipal water and wastewater systems. The overall design of the development will provide a mix and range of uses and expands convenient access to services, facilities, and transit to support the achievement of a complete community.

2.2.6 Housing

3. *To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*

The proposed development includes future mixed use/apartment blocks (planned to accommodate apartment dwelling types), one future development block (planned to be accommodate apartment and/or stacked townhouse dwelling types), townhouse dwellings and various sizes of single detached lots to provide a mix of unit sizes and types that can accommodate a range of household ages, sizes, and

incomes.

2.2.7 Designated Greenfield Areas

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

The compact design of the proposed development ensures that services and amenities are easily accessible via active transportation options and transit. The proposed development helps to achieve the minimum density target by providing 59.5 residents per hectare, not inclusive of the two future mixed use/apartment blocks and one future development block, as estimated using the persons per unit assumptions from the Region of Halton 2017 Development Charges Background Study.

The proposal conforms to the aforementioned policies of the Growth Plan for the Greater Golden Horseshoe for the following reasons:

- The subject property is located within a Settlement

Area and Designated Greenfield Area;

- The proposal provides growth in an area with planned future transit service and public service facilities;
- The proposed development helps to achieve the minimum density target within the Region of Halton;
- The proposal provides a range of unit types and sizes for different household sizes, ages, and incomes; and
- The proposal is supportive of active transportation and the use of transit services.

APPENDIX II: REGIONAL POLICIES APPLICABLE TO THE PROPOSAL

REGION OF HALTON OFFICIAL PLAN

The subject lands are designated ‘Urban Area’ and ‘Regional Natural Heritage System’ on Map 1 – Regional Structure (Figure 10). The following Regional Official Plan policies are applicable to this proposal:

Halton’s Regional Structure

- 51. *The Regional Structure consists of the following mutually exclusive land use designations;*
 - 1. *Urban Area, where urban services are provided to accommodate concentrations of existing and future development;*
 - a) *Regional Natural Heritage System, a system of connected natural areas and open space to preserve and enhance the biological diversity and ecological functions within Halton,*

55.1 *The Regional Structure also sets out targets for intensifying development within the Built-Up Area, and development density in the Designated Greenfield Areas as contained in Table 2.*

The proposed development provides growth within an Urban Area where urban services are planned to accommodate future development, while protecting and preserving the NHS features throughout the site, as required. Further, the proposal helps to achieve the Region’s minimum density target for greenfield area by providing 59.5 residents per hectare, not inclusive of the two future mixed use/apartment blocks and one future development block, as estimated using the persons per unit assumptions from the Region of Halton 2017 Development Charges Background Study.

Urban Area

- 72. *The objectives of the Urban Area are:*
 - 1. *To accommodate growth in accordance with the Region’s desire to improve and*

TABLE 2 INTENSIFICATION AND DENSITY TARGETS

Municipality	Minimum Number of New Housing Units to Be Added To the Built-Up Area Between 2015 and 2031	Minimum Overall Development Density in Designated Greenfield Area (Residents and Jobs Combined Per Gross Hectare) ¹
Burlington	6,300	45
Oakville	13,500	46
Milton	5,300	50
Halton Hills	5,100	39
Halton Region ²	32,200 ²	50

¹ In the measurement of these densities, the area of the Regional Natural Heritage System is excluded.
² This number represents 40 per cent of the new housing units occurring within Halton Region between 2015 and 2031.

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.*
- 4. To ensure that growth takes place commensurately both within and outside the Built Boundary.*
- 5. To establish a rate and phasing of growth that ensures the logical and orderly progression of development, supports sustainable and cost effective growth, encourages complete communities, and is consistent with the policies of this Plan.*
- 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.*
- 9. To facilitate and promote intensification and increased densities.*
- 10. To provide an appropriate range and balance*

of employment uses including industrial, office and retail and institutional uses to meet long term needs.

- 74. The Urban Area consists of areas so designated on Map 1 where urban services are or will be made available to accommodate existing and future urban development and amenities. Within the Urban Area, Employment Areas and Urban Growth Centres are identified on Map 1 as overlays on top of the Urban Area, for which specific policies apply.*
- 77. It is the policy of the Region to:*
 - 2.4. Require development occurring in Designated Greenfield Areas to:*
 - a) contribute towards achieving the development density target of Table 2 and the Regional phasing of Table 2a;*
 - b) contribute to creating healthy communities;*
 - c) create street configurations, densities, and an urban form that support walking, cycling and the early integration and sustained viability of transit services;*
 - d) provide a diverse mix of land uses, including residential and employment uses to support vibrant neighbourhoods; and*
 - e) create high quality parks and open spaces with site design standards and urban design guidelines that support opportunities for transit and active transportation.*

The proposed development contributes to the creation of a healthy community as it is compact in form and makes efficient use of land and services. The proposal provides residential, commercial, open space and institutional uses needed to support the creation of a vibrant community. The proposed road

system is supportive of transit and facilitates easy and convenient modes of active transportation.

Housing

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

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.*

The proposed development will provide approximately 214 townhouse units, two future mixed use/apartment blocks and one future development block (to be developed with apartment and/or stacked townhouse dwelling types) which will aid in achieving the Regional Housing target. Further, it provides a mix of single detached and townhouse dwelling types and sizes to provide options for differing social, economic and physical needs.

Natural Heritage System

114. *The goal of the Natural Heritage System is to increase the certainty that the biological diversity and ecological functions within Halton will be preserved and enhanced for future generations.*

114.1 *The objectives of the Natural Heritage System are:*

1. *To maintain the most natural Escarpment features, stream valleys, wetlands and related significant natural areas and associated Cultural Heritage Resources;*

9. *To contribute to a continuous natural open space system to provide visual separation of communities and to provide continuous corridors and inter-connections between the Key features and their ecological functions;*

10. *To protect significant scenic and heritage resources; and*

17. *To preserve the aesthetic character of natural features.*

116.2 *Notwithstanding Section 116.1, within the North Oakville East Secondary Plan Area, the Regional Natural Heritage System will be delineated and implemented in accordance with Town of Oakville Official Plan Amendment No. 272.*

The NHS features within the proposed development will be preserved and protected, as required, to ensure their enjoyment by current and future generations. An EIR has been prepared in support of the proposed development and demonstrates how the development continues to provide continuous connections between key features and their ecological functions on adjacent lands.

Environmental Quality

140. *The goal for environmental quality is to achieve a high-quality environment, for this and future generations, that will sustain life, maintain health and improve the quality of living.*

The proposed development conforms to the 'Environmental Quality' policies of the Region of Halton Official Plan by enhancing the NHS features found on and adjacent to the subject lands. The proposed development has been designed to ensure that only lower impact uses abut the NHS areas.

Transportation

172. *The objectives of the Region are:*

2. *To develop a balanced transportation system that:*

a) *reduces dependency on automobile use;*

b) *includes a safe, convenient, accessible, affordable and efficient public transit system that is competitive with the private automobile; and*

c) *promotes active transportation.*

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

9.2 *To integrate transportation planning, land use planning and investment in infrastructure.*

10. *To promote land use patterns and densities that foster strong live-work relationships and can be easily and effectively served by public transit and active transportation*

The proposed development will be designed to accommodate various forms of transportation. All streets will provide sidewalks on one or both sides of the street, thereby encouraging active transportation and pedestrian activity. A neighbourhood park, mixed use buildings with ground floor commercial uses and an elementary school (partial block) are proposed for the development and can be accessed via all forms of transportation. Further, future residents will benefit from convenient access to the planned bike lane along William Halton Parkway and Burnhamthorpe Road.

The proposed development conforms to the aforementioned policies of the Region of Halton Official Plan for the following reasons:

- The proposed development is within the Urban Area where urban services are planned to accommodate future development;
- The proposed development provides land for an elementary school, neighbourhood park and stormwater management pond, which contribute to the creation of healthy communities;
- The proposed development is supportive of future transit services;
- The proposed development recognizes and protects the NHS;
- The proposed development complements planned developments on adjacent lands; and
- The proposed development contributes to the achievement of the Regional density target and housing target by providing two future mixed use/apartment blocks and one future development block and a range of townhouse and single detached dwelling types and sizes.