



Artistic rendering. Draft in progress.

340 Burnhamthorpe Road East & 3437 Trafalgar Road

WESTERKIRK CAPITAL INC.

PLANNING RATIONALE

April 6, 2026

**URBAN
STRATEGIES
INC.**



1. Artistic rendering. Draft in progress.

Image 1. Proposed Development Rendering: Intersection of Main Street and Trafalgar Road at dusk

Table of Contents

1.0	Introduction	1
1.1	Purpose of this Report	1
1.2	The Opportunity	1
1.3	Key City-Building Benefits	3
1.4	Engagement To Date	4
1.5	Requested Approvals	5
2.0	Site & Surrounding Context	6
2.1	Subject Site	7
2.2	History and Evolution of the Site	8
2.3	Surrounding Area	10
2.4	The Urban Structure	11
2.5	Transportation Network	12
2.6	Parks, Community Services & Facilities Context	13
2.7	Surrounding Development Activity	14
3.0	The Proposed Development	16
3.1	Structuring Moves & Design Principles	17
3.2	Overview of the Proposed Development	20
3.3	Streets and Blocks	22
3.4	Land Use	26
3.5	Built Form	28
3.6	Parks and Open Space	30
3.7	Amenity Space	32
3.8	Site Access / Circulation	34
3.9	Conceptual Phasing Strategy	37
4.0	The Planning Policy Framework	39
4.1	The Planning Act	40
4.2	Provincial Planning Statement, 2024	42
4.3	Regional Transportation Plan for the Greater Toronto and Hamilton Area	45
4.4	Region of Halton Official Plan, 1995	46
4.5	Town of Oakville Official Plan (Livable Oakville Plan)	50
4.6	Joint Best Planning Estimates	55
4.7	North Oakville East Secondary Plan	56
4.8	North Oakville Zoning By-law 2009-189	68
4.9	Livable by Design Manual	69
4.10	North Oakville Urban Design and Open Space Guidelines	71
4.11	The Active Transportation Plan	73
5.0	Summary of Additional Studies	74
6.0	Summary of Planning Rationale	80

1.0

Introduction

1.0 Introduction

1.1 PURPOSE OF THIS REPORT

This Planning Justification Report has been prepared by Urban Strategies Inc. on behalf of 1816986 Ontario Inc. (“Westerkirk”) in support of applications for an Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision for the lands municipally known as 340 Burnhamthorpe Road East and 3437 Trafalgar Road (“Subject Site”).

The purpose of this Planning Justification Report is to:

- Provide relevant contextual information regarding the Site and its surrounding context (Section 2);
- Provide an overview of the proposed development (Section 3);
- Outline a planning justification and policy rationale demonstrating that the proposal is consistent with and conforms to the applicable planning policy framework and has regard for relevant guidelines and standards (Sections 4 and 6); and
- Summarize the reports and studies prepared in support of the applications (Section 5).

The Subject Site is approximately 20.2 hectares (49.9 acres) in size and has frontage along Burnhamthorpe Road and Trafalgar Road. The Site is home to the Vic Hadfield Golf & Learning Centre - a mini golf and driving range along with fields, farmlands and an abandoned farmhouse.

The broader North Oakville East area has evolved significantly over the past two decades, transitioning from a predominantly agricultural landscape to a more urbanized community characterized by a mix of ground-oriented and apartment housing, non-residential uses, community service facilities, and parks and open spaces.

1.2 THE OPPORTUNITY

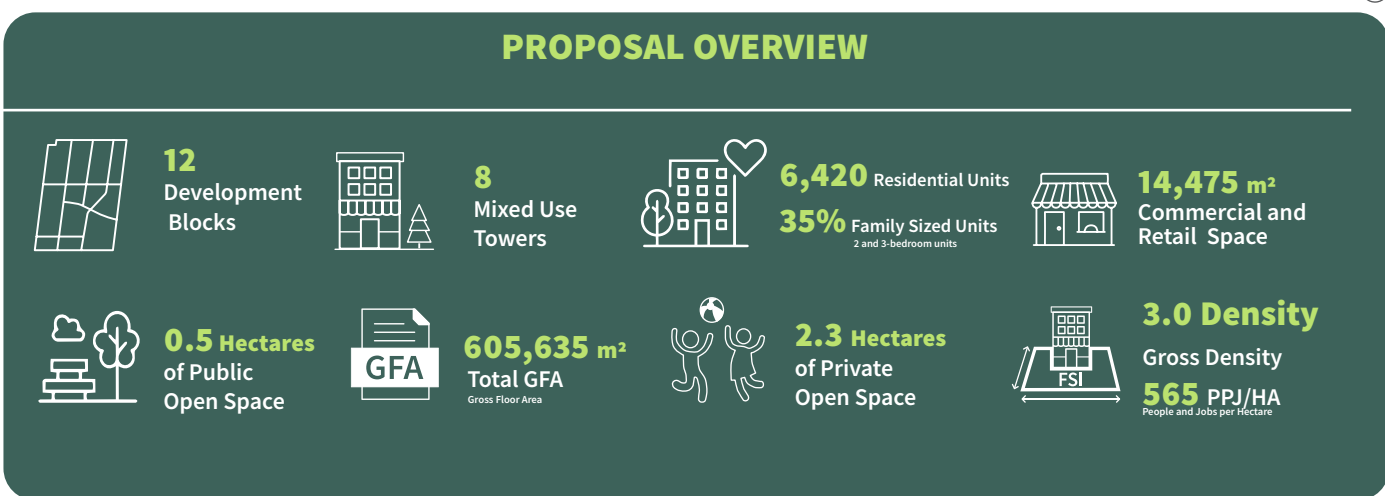
The Site is proposed to be redeveloped as a high-density, mixed-use community that will contribute to housing supply, community infrastructure, and placemaking at a key gateway into North Oakville and the Town more broadly. This proposal (hereafter referred to as the “Proposed Development” or the “Proposal”) consists of the following:

- 12 development blocks;
- 27 buildings across multiple phases of development;
- A unit mix of approximately 65% one-bedroom or one-bedroom plus den, 25% two-bedroom or two-bedroom plus den, and 10% three-bedroom;
- A range of tall building heights from 18 to 30 storeys;
- A Gross FSI of 3.0 and a Net FSI 3.9;
- A Gross Density of 317.73 ha/units and a Net Density of 413.47 ha/units;
- A People and Jobs Density of 565/ha;
- A total of 14,475 square metres of commercial/retail space and 6,420 residential units, in a variety of tenures, including rental;
- 5 new internal public streets and right-of-way widenings along Trafalgar Road and Burnhamthorpe Road;
- 0.3 hectares public Neighbourhood Park and 0.2 hectares Green Gate Parkette, along with a series of other private open spaces;
- Over 700 trees and 437 street trees; and,
- Lands set aside for a future elementary public school and connections to a future secondary school site.

The Proposal seeks to transform the largely undeveloped Site into a complete, transit-supportive, mixed-use community that aligns with the long-term planning vision for North Oakville.



Figure 3. CONCEPT PLAN (zoomed in site with blocks and property boundaries)



1.3 KEY CITY-BUILDING BENEFITS

1. Transforming a Transitional Site into a New Community in a Strategic Growth Area

The Site, currently used as a golf facility and farmland, offers an opportunity for high-density, mixed-use development in a key growth area in North Oakville. Supporting growth here aligns with the Town's strategy by focusing on planned urban areas for densification, creating new housing and commercial options and strengthening the existing downtown. The Livable Oakville Plan and North Oakville East Secondary Plan designate this Site for growth, as part of the Trafalgar Urban Core Area, and intend for a compact and dense urban mix of residents, jobs, and services in this area. The Proposed Development will introduce residential and commercial uses, parks and open space, community space, local infrastructure and public realm improvements that contribute to a complete community and advance the Town's long-term growth and resilience objectives.

2. Delivering Housing and Density within an Emerging Community

The Proposal will deliver a range and mix of housing options at varying scales to accommodate a diverse population. Commercial retail uses providing convenience goods and services are strategically located to serve both residents and the surrounding community. New parks and open spaces are integrated throughout the Site to support placemaking, enhance livability, and create destinations that draw people into the community.

3. Designing a Thoughtful Long-Term Complete Community

The Site occupies an important location within North Oakville, serving as a point of connection between planned and existing communities and infrastructure. The Proposal is designed to provide appropriate connections and transitions to surrounding and planned developments and land uses, including future mixed-use development, parks and community amenities, and planned school sites to the east and south.

The highest-density development zone is concentrated along Trafalgar Road and Burnhamthorpe Road, with building heights transitioning to a mid-rise scale toward the south and east portions of the Site. A new network of public streets and connections to the surrounding road network will support a cohesive and well-connected urban fabric and ensure that the Proposal is thoughtfully integrated into its planned context.

4. Supporting Growth Near a Planned Transit Corridor

The Livable Oakville Plan and North Oakville East Secondary Plan identify Trafalgar Road as a key corridor for growth, intensification, and high-frequency transit. The Proposed Development is strategically designed to support these objectives and will help generate ridership and demand for planned transit and infrastructure investments, including the Trafalgar Road Bus Rapid Transit corridor and the future Highway 407 Transitway station.

5. Designing a Diverse Public Realm

The public realm and open space strategy is guided by principles of diversity, greening and connectivity. A network of public streets, sidewalks, pathways, and cycling facilities connects a series of parks, community nodes and open spaces across the Site. The landscape framework supports a range of recreational and civic amenities, including two public parks (the Neighbourhood Park and Green Gate Parkette), and a privately-owned publically accessible open space square (The Square).

The Proposal also introduces new pedestrian and active transportation connections to Trafalgar Road and Burnhamthorpe Road, as well as future connections to parks and school facilities to the east and south. These connections will enhance mobility and expand the active transportation network in North Oakville.

6. Developing Sustainably

The Proposal integrates a range of sustainability measures that support environmental performance, resilience, and long-term livability. A connected network of active transportation routes, including new cycling facilities and pedestrian pathways, will encourage walking and cycling and reduce reliance on private vehicles. The proposed open space and landscape strategy will expand tree canopy coverage and incorporate native plantings to enhance biodiversity and help mitigate the urban heat island effect. Green infrastructure and low impact development measures are incorporated throughout the Site to support stormwater management by promoting infiltration, reducing runoff, and improving water quality. Sustainable building design, including the incorporation of green roofs, resilient materials, and energy-efficient systems, will further contribute to the development of a compact, environmentally responsible community aligned with the Town's broader sustainability objectives.

1.4 COMMUNITY ENGAGEMENT

1. Consultation to Date

The Proposal has benefited from early and ongoing consultation with Town and Regional staff. The project team first met with Town of Oakville staff in January 2025 to present an initial development vision and receive preliminary feedback.

A formal Pre-Consultation Meeting was held on April 2, 2025, with representatives from the project team, the Town of Oakville, and Halton Region. Following this meeting, a Pre-Consultation Checklist and Preliminary Comments were provided. The project team has since refined the Proposal to respond to staff feedback and align with Town and Regional priorities.

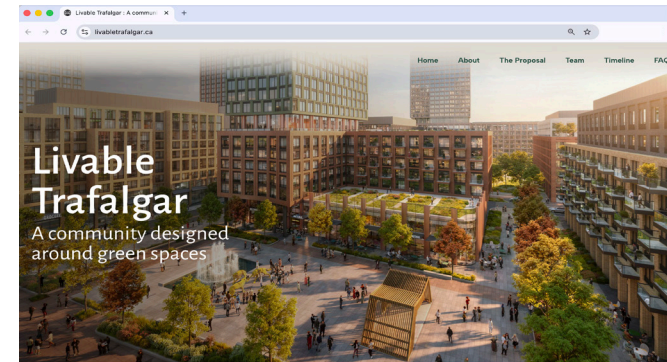
The project team has also undertaken early engagement with local stakeholders and the broader community in advance of submission. A meeting was held on February 25, 2026 with the local Councillor, Scott Xie, and Regional Councillor, Nav Nanda, to present the proposed development and obtain preliminary feedback. At that meeting, feedback was provided regarding building height, and the Proposal was subsequently revised to reduce the maximum height from 32 to 30 storeys.

Separate meetings were also held on March 26, 2026 with representatives of the Al Falah Islamic Centre and the Vic Hadfield Golf Facility to provide information on the Proposal in advance of submission.

A Public Information Meeting (PIM) was held virtually on March 31, 2026 to inform nearby residents and stakeholders of the Proposal. Notice of the meeting was circulated to properties within a 240 metre radius of the site. Members of the consultant team, including BA Group, DTAH, BDP and Trafalgar Engineering, were in attendance to respond to discipline-specific questions.

2. Project Website

A project website has also been established to provide access to application materials and to facilitate ongoing communication with the public through a dedicated inquiry function. <https://livabletrafalgar.ca/>



3. Landowner Group involvement

Westerkirk is also a member of the local Landowners' Group and has engaged with Town and Regional staff through the preparation of the Environmental Implementation Report / Functional Servicing Study (EIR/ FSS) and Transportation Impact Study (TIS) for the area. The consultant team has also met with the Region and Town on the proposed alignment and design of Trafalgar Road and Burnhamthorpe Road. The block plan presented as part of this application generally aligns with the Town and Regional plans for those roads, with deviations to be reviewed during this application review process.

1.5 REQUESTED APPROVALS

This application includes an Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision to facilitate the Proposed Development.

The Official Plan Amendment proposes to maintain the Site's Urban Core Area designation in the Livable Oakville Plan and Trafalgar Urban Core Area designation in the North Oakville East Secondary Plan, while introducing site-specific policies related to overall density, built form, and general design parameters for future phases.

The Zoning By-law Amendment proposes to amend Zoning By-law 2009-189 by rezoning the Phase 1 lands from FD (Future Development) to the Trafalgar Urban Core Zone, with site-specific standards related to height, setbacks, parking, and other development matters.

The Draft Plan of Subdivision proposes to divide the 20.2-hectare Site into 12 development blocks, 2 new public parks, and 5 new public streets with varying right-of-way widths and daylight triangles.

The Proposal also introduces new pedestrian and active transportation connections to Trafalgar Road and Burnhamthorpe Road, as well as future connections to parks and school facilities to the east and south.

2.0

Site & Surrounding Context

2.0 Site & Surrounding Context



Figure 4. Site Aerial of 340 Burnhamthorpe Road East and 3437 Trafalgar Road.

- | | | | |
|---------------------------------|----------------------------|------------------------------------|-----------------------|
| 1 Al Falah Islamic Centre | 5 Trafalgar Carpool Lot | 9 Glenorchy Conservation Area | 13 Joshua Creek Trail |
| 2 Ren's Pets | 6 Buttonbush Woods Park | 10 Oakville Executive Golf Courses | 14 Joshua Creek Park |
| 3 Onofre Garden Supplies | 7 William Rose Park | 11 West Mississauga | |
| 4 Joshua Crossing Family Church | 8 Uptown Core Retail Plaza | 12 South Milton | |

2.1 SUBJECT SITE

The Subject Site is comprised of the lands municipally known as 340 Burnhamthorpe Road East and 3437 Trafalgar Road. It is located in North Oakville, near the Town's border with Milton, at the southeast corner of Burnhamthorpe Road and Trafalgar Road.

The Subject Site is comprised of two properties with a total area of approximately 20.2 hectares (49.9 acres), including approximately 514 metres of frontage along Trafalgar Road and 343.48 metres along Burnhamthorpe Road. The Southerly boundary is shared with a development referred to as Tribaden, and the easterly boundary is shared with a future public park

The northwest of the Site is occupied by the Vic Hadfield Golf & Learning Centre, a golf facility with mini golf, a driving range, a small clubhouse building, and parking. The southwest portion of the site, municipally known as 3427 Burnhamthorpe Road, contains a two-storey abandoned farmhouse. Although the property is listed on the Oakville Heritage Property Register, it has fallen into significant disrepair. The remainder of the site consists of fields and wooded areas.

Overall, the Site's largely undeveloped condition presents a unique opportunity to establish a new mixed-use community that can contribute to the Town's ongoing urbanization of North Oakville.

2.2 HISTORY AND EVOLUTION OF THE SITE

This section contains information summarized from the Stage 1 Archaeological Assessment prepared by Archaeological Services Inc. (ASI) for the Subject Site, which has been submitted under separate cover.

Indigenous History

Southern Ontario has been occupied by human populations since the retreat of the Laurentide glacier approximately 11,000 years B.C.E. Early populations were highly mobile hunter-gatherers. Over time, as climatic conditions warmed, communities occupied less extensive territories and developed increasingly complex social and economic practices, including the use of polished stone and native copper tools and participation in extensive exchange networks throughout the Great Lakes region.

During the Woodland period (beginning circa 500 B.C.E.), exchange networks broadened, and seasonal camps focused on resource harvesting were established. By approximately 1000 C.E., the Late Woodland period saw the development of horticultural villages with seasonal dispersal patterns, later transitioning to year-round

village occupation. By the mid-sixteenth century, larger, organized communities had formed in southern Ontario.

By the early seventeenth century, Iroquoian-speaking groups, including the Neutral (Attawandaron), occupied portions of southern Ontario. Following conflict and epidemics in the 1640s, the Haudenosaunee established settlements along key inland trade routes north of Lake Ontario. Peace between the Haudenosaunee and Anishinaabe Nations was formalized in 1701 through the Dish with One Spoon agreement.

In 1805 and 1806, through Treaty 13a (Head of the Lake Purchase) and Treaty 14, the Mississaugas of the Credit ceded lands along the north shore of Lake Ontario, including the subject area, to the British Crown.

European Settlement

Trafalgar Township remained in the Mississaugas of the Credit's hands until the Mississauga Purchase of 1805. Dundas Street, surveyed in 1793 as a military road, became an important transportation corridor supporting Loyalist settlement. The concessions in Trafalgar Township were formally surveyed beginning in 1806, creating a grid of 200-acre farm lots.

Settlement in the Township commenced around 1807. By 1817, the population had reached 548 residents and continued to grow through the mid-nineteenth century, accompanied by the establishment of grist and sawmills and the expansion of cleared and cultivated farmland.

The Site is located in the north part of Lot 12. Nineteenth-century mapping identifies the property as being owned by Matthew Clement(s) and illustrates dwellings and orchards in the vicinity of present-day 3437 Trafalgar Road. The nearby hamlet of Postville (later Trafalgar), located at the intersection of Trafalgar Road and Dundas Street, developed as early as 1814 as a stage stop and local service centre.

Twentieth-century mapping and aerial photography indicate that Subject Site remained in agricultural use, with farmhouses and associated outbuildings.

Urbanization

The lands north of Dundas Street, including the Subject Site, remained predominantly rural and agricultural in character through much of the twentieth century. Aerial imagery from 1934 and 1954 illustrates cultivated fields and farm complexes on the property. By the early 2000s, the northern portion of the lands transitioned to recreational use with the development of the Vic Hadfield Golf and Learning Centre, and subsequent imagery indicates continued site alteration and the removal of former farm outbuildings.

Collectively, the historical record and policy framework demonstrate the evolution of the Site from Indigenous use to nineteenth-century agricultural settlement within Trafalgar Township, and more recently toward planned urban development within the North Oakville community.



Figure 6. Aerial of Site from 1978



Figure 5. Site Aerial

2.3 SURROUNDING AREA

The surrounding context is characterised primarily by largely undeveloped lands and open fields, reflecting the ongoing transition of North Oakville from rural to urban uses. Existing development in the area is limited and includes a small number of institutional uses, along with small-scale retail serving the local area. Residential development is evident west of the Site along Burnhamthorpe Road and south of the Site along Trafalgar Road, consisting of newer subdivisions with a mix of low-, mid-, and high-rise buildings. Beyond these areas, the broader context is anticipated to accommodate additional residential, institutional, and commercial uses as the community continues to build out in accordance with the Town's planned growth framework.

North: Immediately north of the Subject Site, on the north side of Burnhamthorpe Road, are the Al Falah Islamic Centre and the Oakville chapter of the Islamic Circle of North America (ICNA), which include a mosque and meeting place serving the Muslim community in Oakville. Small-scale retail uses, including a pet store and a garden supply facility, are located on either side of the Islamic Centre. These uses are surrounded by largely undeveloped lands, extending north toward William Halton Parkway and further toward Highway 407 at the border between the Town of Oakville and the Town of Milton.



Figure 7. North: Al Falah Islamic Centre

East: Immediately east of the Subject Site, along Burnhamthorpe Road, are generally undeveloped lands and the future Joshua Meadows Community Park. Further east is the Joshua Creek Valley and natural heritage system, which extends southeast toward Dundas Street near Ninth Line.

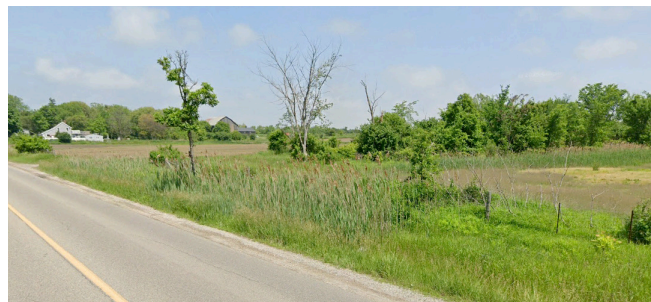


Image 2. East: Agricultural Land

lands are anticipated to redevelop in the future. Further south along Trafalgar Road, around the Trafalgar Road and Dundas Street East intersection, are mid- and high-rise residential buildings ranging in height from approximately 13 to 25 storeys. A townhouse development is located east of these buildings and has recently been constructed or is currently under construction. These residential uses extend further south.

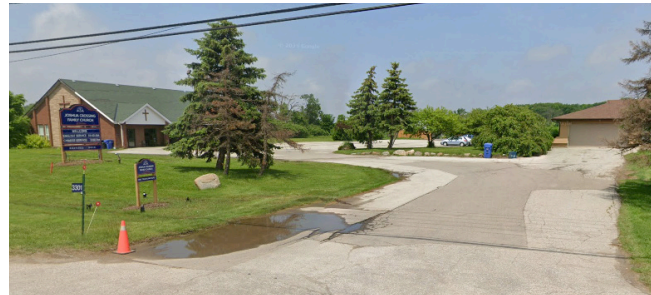


Figure 8. South: Joshua Crossing Family Church

West: Immediately west of the Site are largely undeveloped lands. Further west, toward Sixth Line, are lands currently under construction that include low-rise residential uses, parks and open space, and stormwater management facilities. Largely undeveloped lands continue west of Sixth Line toward Sixteen Mile Creek.



Figure 9. West: Agricultural Land

2.4 THE URBAN STRUCTURE

The Town of Oakville's urban structure, as depicted on Schedule A1 - Urban Structure of the Livable Oakville Official Plan, is organized around a series of Nodes and Corridors that represent the Town's strategic growth areas.

The Subject Site is situated within the Trafalgar Urban Core Area, which is planned to accommodate medium- to high-density mixed-use development. The intent of the Town's nodes and corridors framework is to focus growth in areas planned for urban services, supporting a compact built form that encourages transit use, reduces car dependency, and maximizes the efficiency of infrastructure and services.

Halton Region Official Plan Map 1H identifies the Trafalgar Urban Core as a Primary Regional Node and identifies Trafalgar Road as a Regional Intensification Corridor. These designations are intended to support increased residential and employment densities and to help sustain existing and planned transit infrastructure and services by concentrating growth along key routes.

The Trafalgar Urban Core Area is envisioned as a vibrant, pedestrian-oriented area that encourages intensification and a diverse mix of land uses, including residential, commercial, and institutional functions. Policies emphasize concentrating higher-density built form at key intersections and supporting mixed-use development. The Subject Site's location within this node positions it to contribute to the Town's planned vision for a dynamic urban area that integrates residential uses with commercial and recreational amenities.

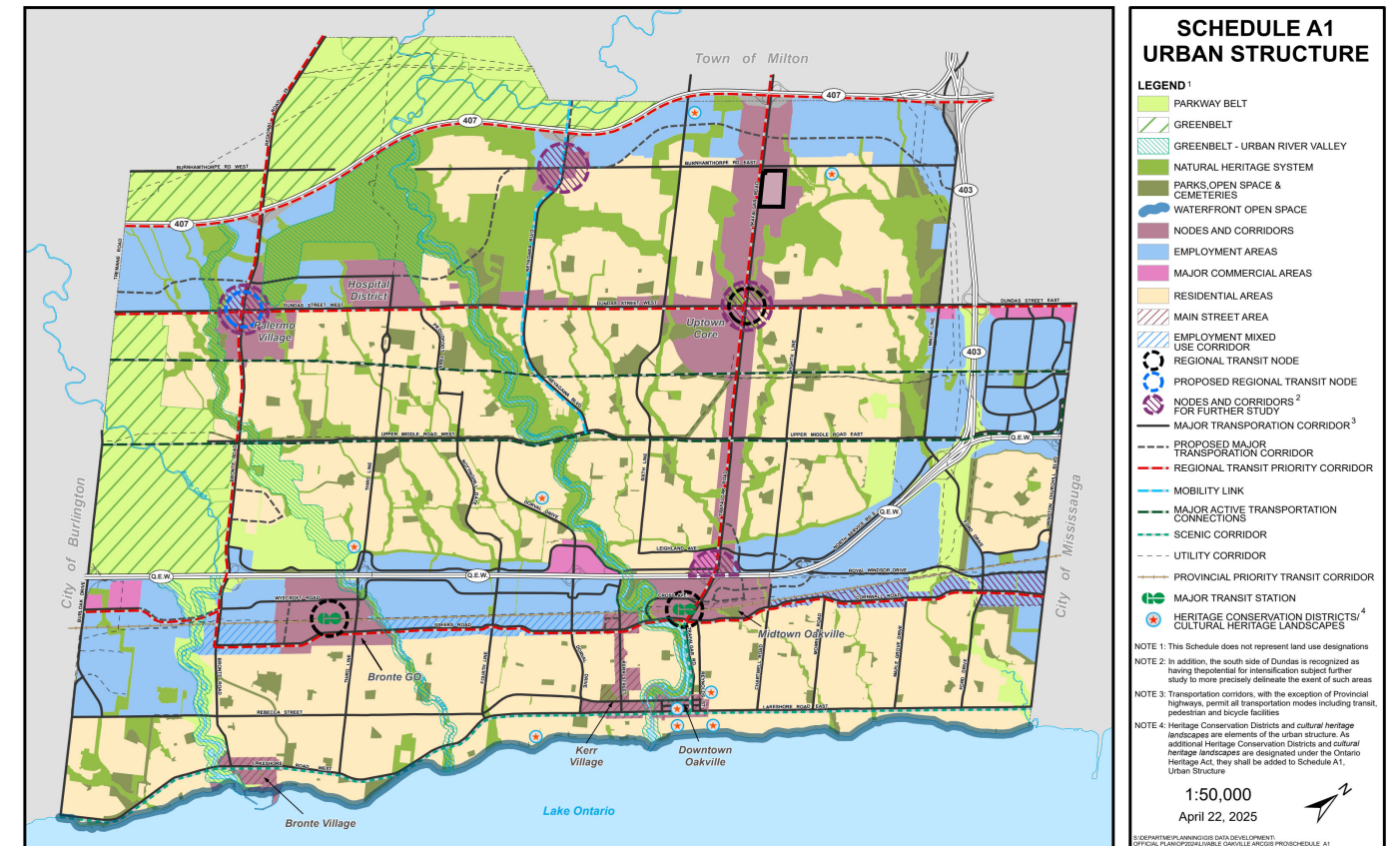


Figure 10. Urban Structure Map

Subject Site

2.5 TRANSPORTATION NETWORK

The Subject Site is currently served by one Oakville Transit route (Line 1), which operates north-south along Trafalgar Road, connecting the Oakville GO Station (south of the Queen Elizabeth Way) to the Highway 407 Park & Ride (south of Highway 407 on Trafalgar Road). Line 1 also connects to additional transit routes within Oakville and provides connections to GO Transit bus and rail services, supporting inter-regional travel east toward Toronto and west toward Hamilton and Niagara Falls.

The Site is located in close proximity to Highway 403 and Highway 407 (approximately 3 km and 1 km driving distance, respectively), providing intra- and inter-regional access. Trafalgar Road and Burnhamthorpe Road provide connections south to the rest of Oakville, north to Milton, east to Mississauga, and west to northwest Oakville.

Burnhamthorpe Road currently includes a signed bike route. The Region of Halton Active Transportation Master Plan contemplates a multi-use trail along Trafalgar Road, including cycling and pedestrian facilities. The Town of Oakville Active Transportation Master Plan identifies new in-boulevard trails and signed routes on the future Settlers Road along the southern edge of the Subject Site and recommends a bike lane along Burnhamthorpe Road. Collectively, these planned facilities will expand regional and municipal walking and cycling networks.

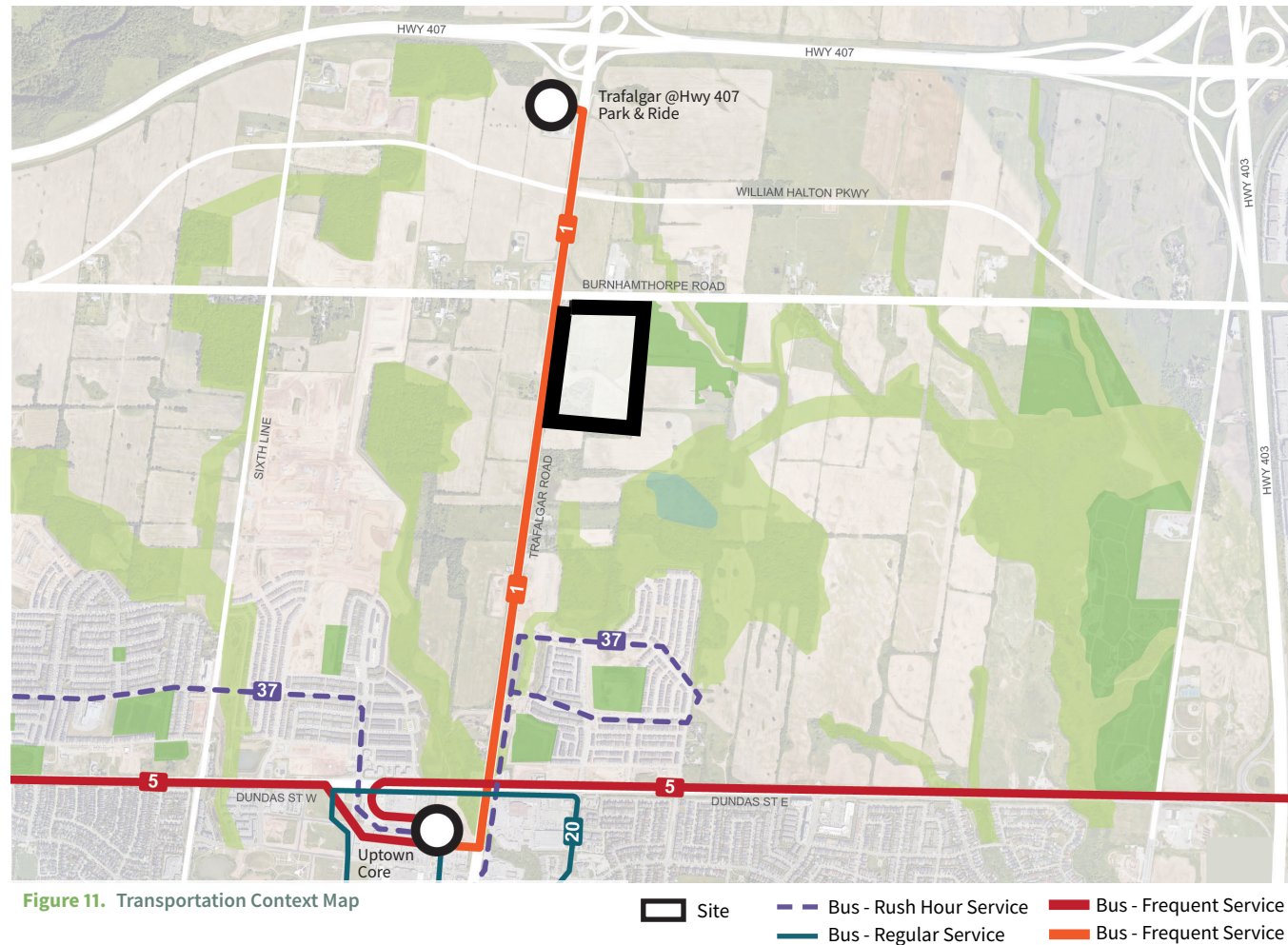


Figure 11. Transportation Context Map

Site
 Bus - Rush Hour Service
 Bus - Regular Service
 Bus - Frequent Service
 Bus - Frequent Service

2.6 PARKS, COMMUNITY SERVICES & FACILITIES CONTEXT

The Subject Site is located within an area planned to include a range of parks, open spaces, schools, and community facilities.

Parks

The planned Joshua Creek Community Park is situated immediately east of the Site; Buttonbush Woods Park is located to the south; and William Rose Park, further south, contains a baseball diamond. To the west of Trafalgar Road is Settlers Woods, and further south is Zachary Pond, which connects into the East Morrison Creek Trail. Joshua Valley Park North is located to the north, and Loyalist Woods Park is located to the northwest. Numerous marked trail connections are present in the area, particularly within Joshua Valley Park North and along the Joshua Creek Trail east of the Site, extending south toward Wheat Boom Drive, Buttonbush Woods Park, and along the Morrison Valley corridor.

Educational Facilities

Educational facilities in the surrounding area include St. Cecilia Catholic Elementary School to the south, Harvest Oak Public School in the Wheat Boom neighbourhood (opened September 2025), Dr. David R. Williams Public School west of Trafalgar Road, and Fern Hill School Oakville Campus (private) east of the Site along Ninth Line. A secondary school is planned east of the Site, and an elementary school (partially within the development site) and a public park are planned directly south of the Site.

Community and institutional uses in proximity include the Al Falah Islamic Centre north of the Site, Joshua Crossing Family Church to the south, the Ontario Zoroastrian Community Foundation and Calvary Chapel Oakville east of the Site along Burnhamthorpe Road, and an indoor pickleball facility west of the Site along Burnhamthorpe Road.

Collectively, the Subject Site is situated within an area that provides access to a variety of parks, trail connections, schools, and community facilities.

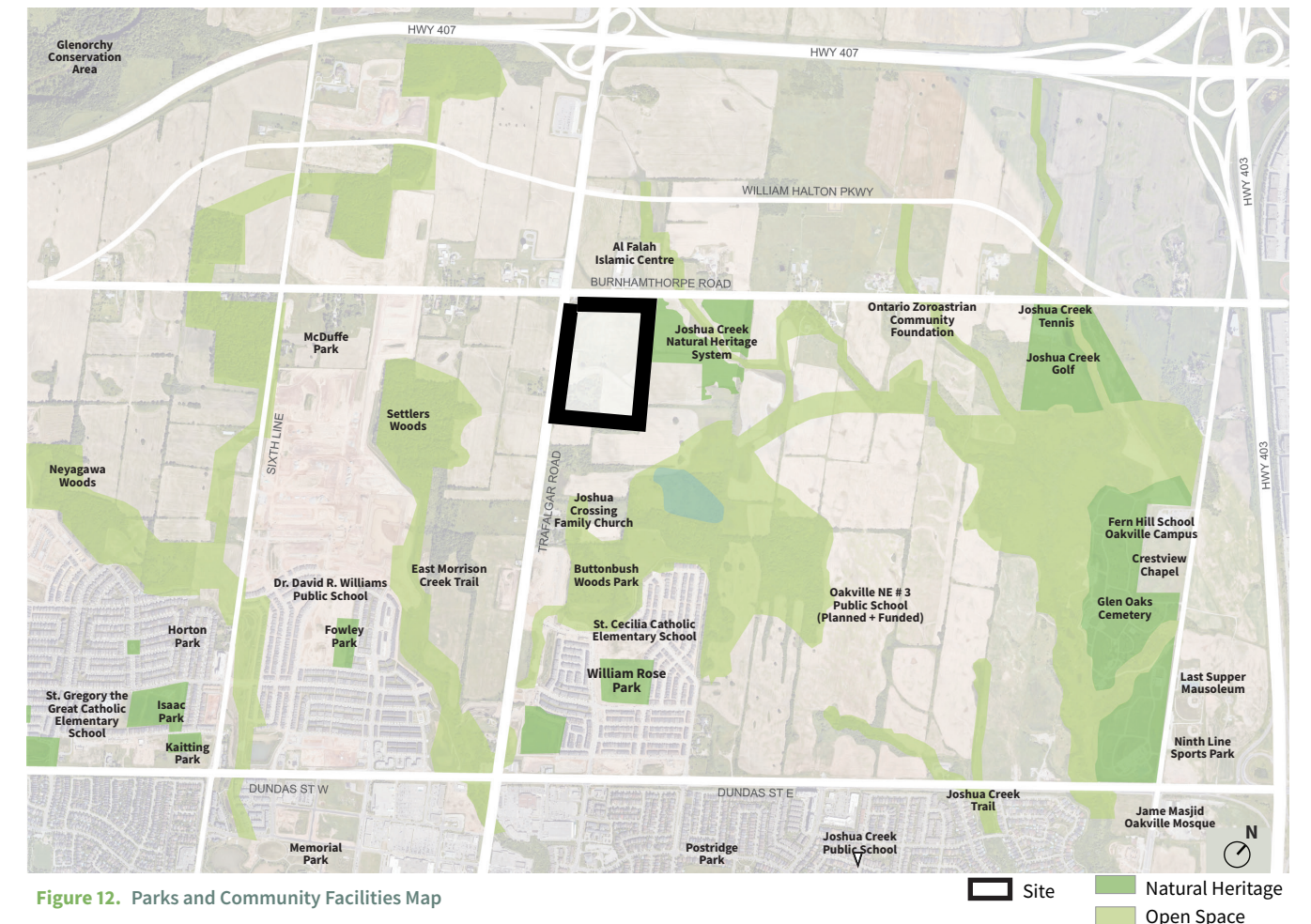


Figure 12. Parks and Community Facilities Map

Site
 Natural Heritage
 Open Space

2.7 SURROUNDING DEVELOPMENT ACTIVITY

A review of recent development applications for residential and mixed-use development in the Town of Oakville was conducted. There are a number of proposed, approved, or completed applications in North Oakville, reflecting a range of densities and building typologies. This includes low-rise residential development (such as townhouses and single-family dwellings), higher-density residential development (including apartment buildings ranging in height from approximately 8 to 25 storeys), as well as stormwater management facilities, parks and open space, and school facilities.

Development activity in the Town of Oakville is illustrated in the figure below, and summarized in the table on the following page.

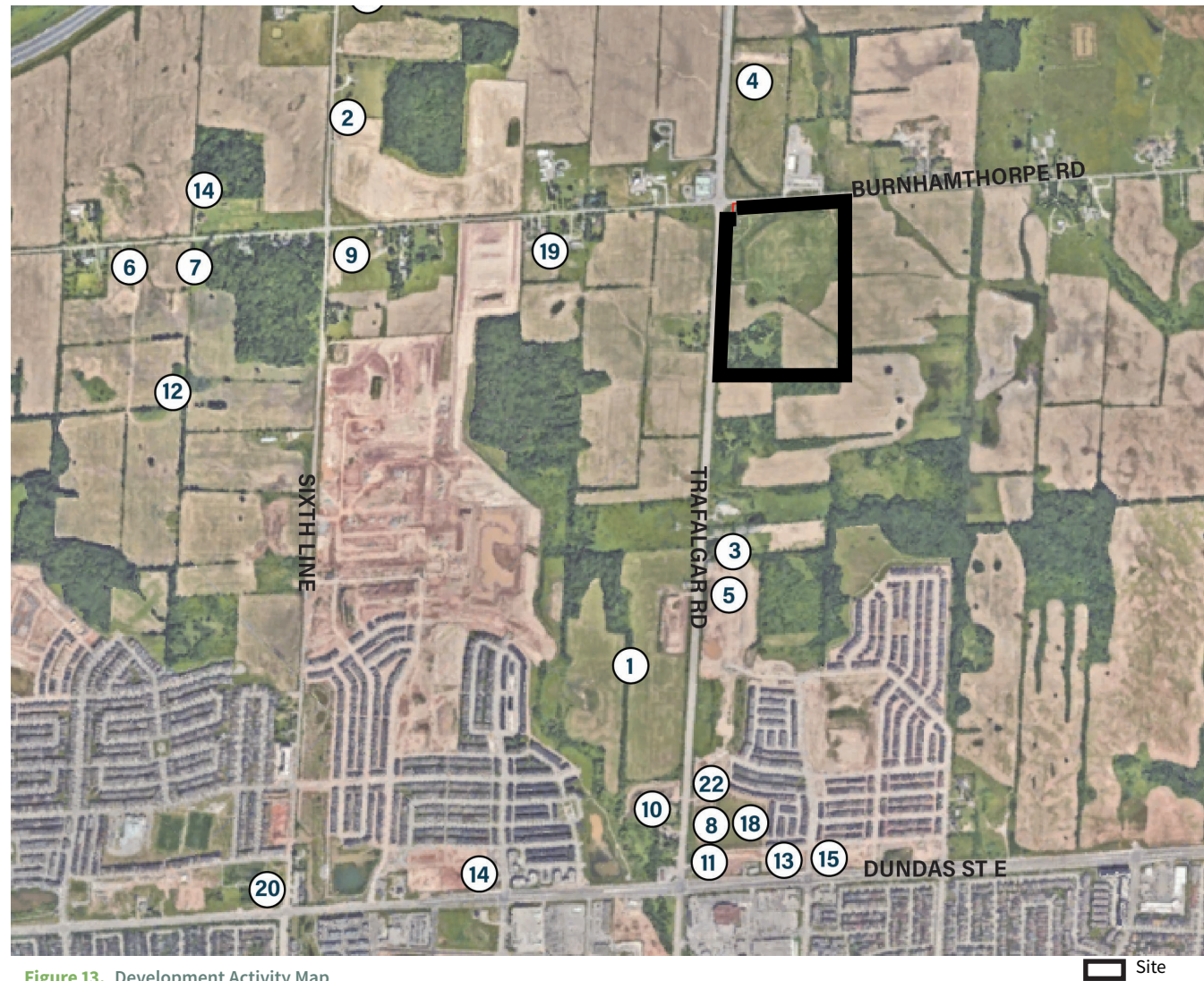


Figure 13. Development Activity Map

Address	Applicant	Type	Status	Uses	Storeys	Units
1 Part of lots 13 and 14, Concession 1, Trafalgar Rd	Green Ginger Developments Inc.	ZBA / DPOS	LPAT (PL170848)	Residential Mixed-Use		Apartment: 2,521 Townhouse: 506
2 15 Loyalist Trail	Rowhedge Construction Ltd.	ZBA / OPA	Appealed to OLT	Residential	3	40
3 3275 Trafalgar Road	3275 Trafalgar Limited Partnership	ZBA / OPA / DPOS	Approved	Residential	Up to 30	1,289
4 Part of Lot 12, Concession 2, N.D.S.	Argo Trafalgar Corporation	OPA	Approved	Residential Mixed-Use		
5 3240 William Coltson Avenue	BA Trafalgar Limited Partnership	Draft Plan of Condo	Approved	Residential (tower)	20	349
6 160 Burnhamthorpe Road West	Docasa Group Ltd.	ZBA / DPOS	Approved	Residential/	6	355
7 90 Burnhamthorpe Road West	Star Oak Developments	ZBA	Approved	Residential/ NHS	2,3	69
8 3075 Trafalgar Road	MC OakVillage	SPA	Under Review	Residential	16 and 20	378
9 3064 Trafalgar Road	3064 Trafalgar Road Inc.	SPA	Under Review	Residential	20	698
10 40, 64, and 86 Burnhamthorpe Road E	Crosstrail Estates & TWKD Developments Inc.	SPA	Under Review	Residential	2	160
11 3065 Trafalgar Road	MC OakVillage	SPA	Under Review	Residential	Up to 20	243
12 Corner of Settlers Road West and Preserve Drive	North Oakville No.5 Public School	SPA	Under Review	Institutional	3	N/A
13 377, 387 and 411 Dundas Street East	Daniels Emshish OakVillage Corporation	SPA	Under Review	Residential	Up to 17	705
14 103 Burnhamthorpe Road West	Halton District School Board	SPA	Under Review	Institutional (School)	3	N/A
15 3010 Ernest Appelbe Boulevard	Green Ginger Developments Inc.	SPA	Under Review	Residential	8	233
16 Block 6, Part of Lot 15, Concession 2	Rowhedge Construction Ltd.	SPA	Under Review	Industrial	1	N/A
17 15 William Halton Parkway	Tafia Development Corporation	SPA	Under Review	Industrial	1	N/A
18 3060 and 3068 Trafalgar Road	3064 Trafalgar Partnership	OPA / SPA	Under Review	Residential	Up to 33	782
19 210 Burnhamthorpe Road East	Argo Oakville Woods Corporation	ZBA / DPOS	Under Review	Residential, NHS		221
20 3000 Sixth Line & 21 Dundas Street West	Shoppers Realty Inc.	ZBA	Under Review	Residential, Mixed-Use	8-9, 3	Apartment: 663 Townhouse: 28
21 4233, 4040 and 4180 Trafalgar Road	Infrastructure Ontario	OPA	Under Review	Residential, Mixed Use	N/A	N/A
22 3071 Trafalgar Road	MC Oakville GP Inc.	Draft Plan of Condo	Under Review	Residential (two towers)	Up to 20	378

Table 1. Development Application Scan

3.0

The Proposed Development

3.0 The Proposed Development

3.1 STRUCTURING MOVES & DESIGN PRINCIPLES

The Proposed Development is structured around six design strategies that frame the community and guide connectivity, placemaking, housing delivery, the integration of and community amenities.

Establish a complete community that responds to and integrates with the future community context.

A mix of residential, retail/commercial, and parks and open space will support the a complete neighbourhood that:

- Supports health and wellbeing through proximity to services and amenities;
- Integrates with existing and planned transportation systems;
- Provides diverse housing options; and,
- Responds to the evolving context, including future parks, schools, surrounding mixed-use development, and planned higher-order transit along Trafalgar Road.

Foster a diverse architectural experience that provides appropriate transitions in height and density to adjacent sites.

The Proposed Development will provide a variety of building types that transition sensitively to the future neighbourhood context. Development character will ensure diversity and distinctiveness throughout several distinct neighbourhood areas. The highest densities are focused near Trafalgar Road and Burnhamthorpe Road to support transit-oriented development that accommodates a range and mix of uses, while lower densities are positioned to the east and south, to transition into the planned context which includes a community park, two future schools, and additional residential development.

Create a vibrant and walkable mixed-use hub at the centre of the community.

The mixed-use centre and retail hub of the development is positioned just east of Trafalgar along Main Street, defined by engaging, pedestrian focused street and active frontages, neighbourhood retail and services, and a central urban plaza at the heart of the Site. The mixed-use area frames the western edge of the Proposal's large Linear Commons, an open space system and mobility network that extends the length of the Site.

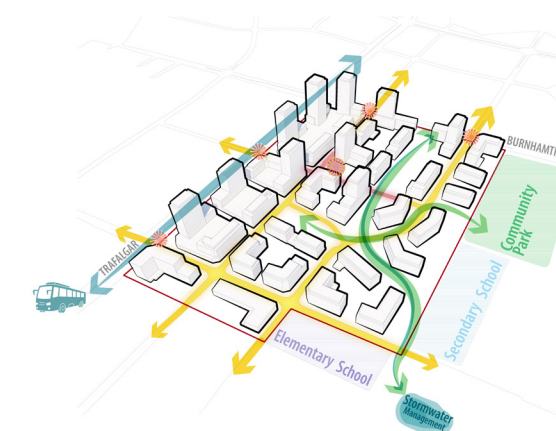


Figure 14. Complete community and context integration

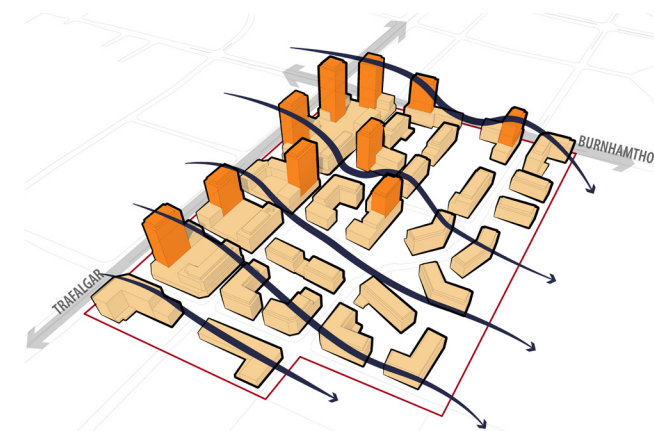


Figure 15. Architectural diversity and transition

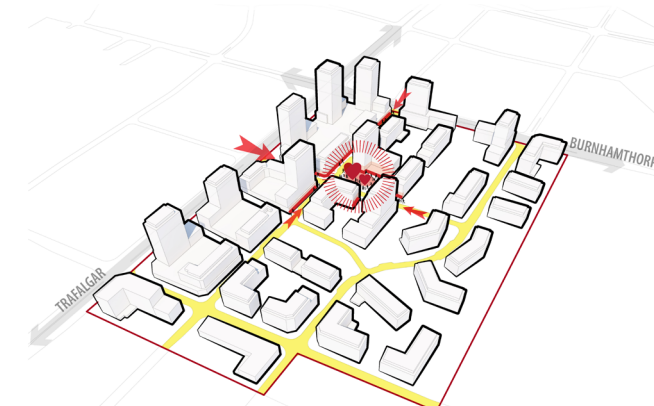


Figure 16. Active transportation, health and wellness

Promote health and wellness through new active transportation connections.

New active transportation links will connect to and expand existing and planned routes in North Oakville, encouraging the use of active modes of travel within and around the Site. The central Linear Commons, which is comprised of a variety of active and passive open spaces, will encourage recreation and outdoor enjoyment, including walking and cycling opportunities. New dedicated cycling facilities along Trafalgar Road, Street C, and Settlers Road, will further promote active mobility and provide connections to nearby destinations and neighbourhoods.

Provide a connected and vibrant public realm experience through a high-quality streetscape and a network of key open spaces.

The proposed streetscapes and open space network have been designed to be attractive, functional, sustainable and accessible, contributing to the experience of a vibrant public realm. Key open spaces throughout the Site provide a range of social gathering, passive use, active play, and space for spontaneity and special events. The proposed public realm elements will enhance access and circulation within and around the Site by incorporating streets that are accessible for people of all ages and abilities and are safe, vibrant, highly-visible and well-lit. The unique public realm experiences and places for gathering and contemplation included throughout the Proposal contribute to increased vibrancy and community identity.

Develop a dynamic, sustainable and inclusive community and built for long-term resilience.

The proposed open space network will support the expansion of Oakville’s existing and planned parks system, which will aid in limiting the urban heat island effect as North Oakville experiences urbanization. New native trees and plantings will be incorporated throughout, which will expand the Site’s tree canopy cover and biodiversity. The Proposal’s landscape and planting strategy will support stormwater management by intercepting rain, slowing runoff, promoting infiltration, reducing flood risk and filtering pollutants for cleaner water. Green infrastructure, green roofs, resilient materials, and efficient building design across the Site will further support the development of a dynamic and sustainable community that is built for long-term resilience.

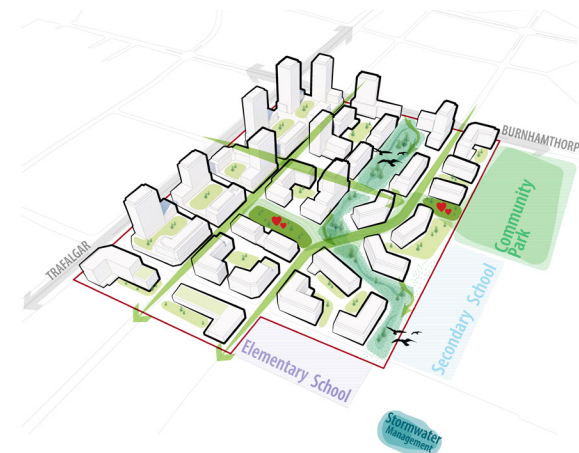


Figure 17. Vibrant and walkable mixed-use hub



Figure 18. Connected, high-quality public realm experience

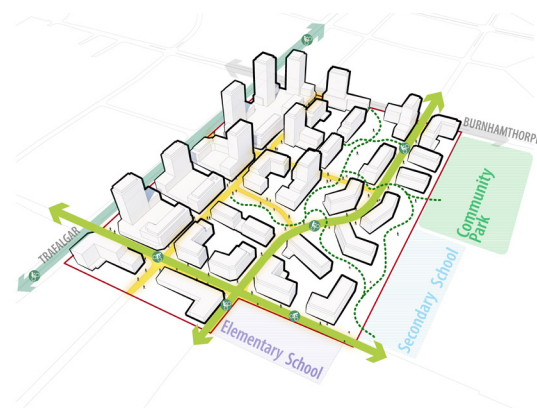


Figure 19. Sustainable and inclusive community



Figure 20. Proposed Development Rendering

3.2 OVERVIEW OF PROPOSED DEVELOPMENT

The Proposed Development will redevelop the Site into a mixed-use, transit-supportive community consistent with the structuring moves described above.

The Proposed Development includes:

- 27 mixed-use and residential buildings across 12 development blocks, ranging in height from four to 30 storeys;
- A new public street network;
- Access from Trafalgar Road and Burnhamthorpe Road West;
- 0.5 hectares of parks and open space; and,
- Public realm improvements throughout the Site.

The Proposed Development will deliver a total gross floor area (GFA) of 605,635 square metres, comprising of 14,475 square metres of non-residential uses, 591,160 square metres of residential uses with a total of 6,420 residential units ranging in size from studio to 3-bedroom units, and in a variety of tenures, including rental.

The community is organized around a network of blocks, streets, parks, and open spaces designed to support pedestrian activity, active transportation, and a vibrant public realm. The sections that follow describe the street and block framework, land use distribution, built form strategy, open space network, and site access and circulation.

PROPOSAL OVERVIEW









 12 Development Blocks	 8 Mixed Use Towers		
 6,420 Residential Units	 605,635 m² Total GFA	35% Family Sized Units	 14,475 m² Commercial and Retail Space
 0.5 Hectares of Public Open Space	 2.3 Hectares of Private Open Space	 3.0 Gross Density	565 PPJ/HA



Figure 21. Proposed Master Plan

3.3 STREETS AND BLOCKS

The Proposed Development is organized into 12 development blocks structured around a new internal street network anchored by Main Street, which functions as the primary organizing street for the community.

Blocks

The block structure organizes development intensity and land uses across the Site.

Blocks 1, 2, 4, and 5 form the mixed-use retail and commercial hub of the community at the intersection of Burnhamthorpe Road and Trafalgar Road and along Main Street. These blocks accommodate the majority of the Site's retail uses and establish the primary commercial destination within the development.

Block 1 will act as the commercial focal point of the development and is planned to accommodate a grocery store. Retail uses extend along Trafalgar Road on Block 1 and east along Main Street into Block 2, providing an appropriate transition toward the core neighbourhood and a strong public realm interface along Trafalgar Road.

The remaining blocks are predominantly residential and support a transition in scale and intensity from the arterial intersection toward the interior of the Site and surrounding community uses.

Streets

The internal street network establishes a connected system of public streets that organize development blocks and support pedestrian, cycling, and vehicular movement.

Main Street provides east-west connectivity from Trafalgar Road to the Greek Gate Parkette connecting the future Joshua Creek Park at the eastern edge of the Site, and connects with Streets A and C. This multi-functional street supports the dense blocks with residential, retail, and commercial uses closer to the intersection of Burnhamthorpe Road and Trafalgar Road. Main Street adapts to the varying character of the areas it traverses, creating a diverse and engaging streetscape. Main Street meets Trafalgar Road with a planned traffic signal.

Street A is a north-south local collector road intersecting with Main Street and Settlers Road. North of Main Street and south of Burnhamthorpe Road, Street A responds to the mixed-use activity node on Blocks 1 and 4, creating a more dynamic streetscape. South of Main Street and north of Settlers Road, Street A transitions to a predominantly residential character that prioritizes pedestrian comfort and a calm, community-oriented environment.

Street C is a north-south local collector road intersecting with Main Street and Settlers Road. Similar in character to Street A south of Main Street, Street C is envisioned as predominantly residential, prioritizing pedestrian comfort, green infrastructure, and a community-oriented environment. Street C also functions as the primary green street within the Site, aligning with the Linear Commons and connecting key open spaces including the Neighbourhood Park and the Green Gate Parkette.

Street B is envisioned as a local street primarily serving residents. Fronting the Neighbourhood Park at the heart of the Site, it prioritizes pedestrian access while providing access for loading and servicing functions on Block 5.

Settlers Road is a key east-west public street that presents opportunities to integrate future schools and stormwater infrastructure and will connect to future development located west of Trafalgar Road and east of the Site.

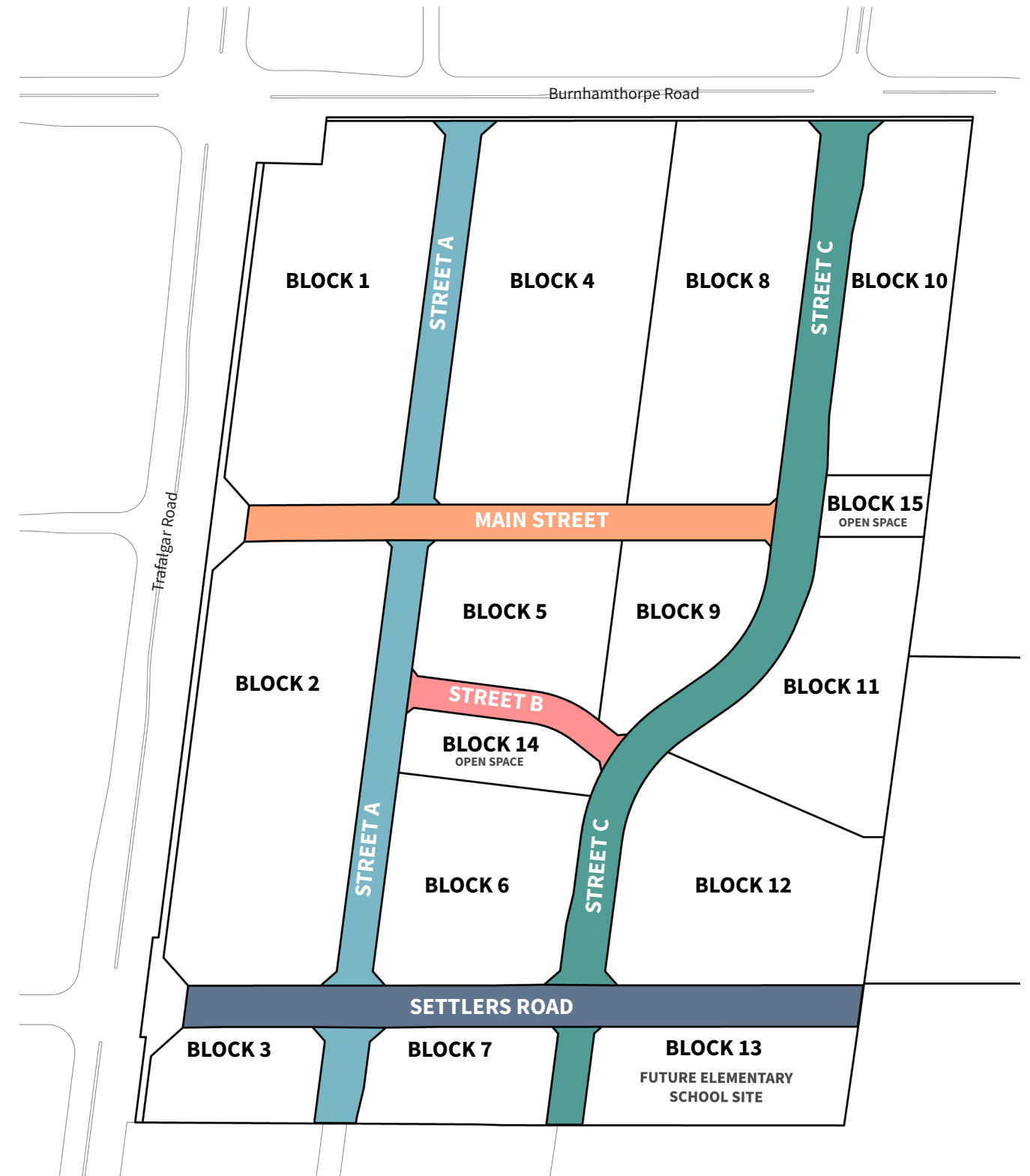


Figure 22. Block Plan

- Street A (Public - 19 m)
- Street B (Public - 17 m)
- Street C (Public - 22 m)
- Main Street (Public - 19 m)
- Settlers Road (Public - 22 m)



Figure 23. Linear Commons, looking southeast

Block	Total Gross Floor Area (GFA) sq.m	Residential GFA sq.m	Non-Residential GFA sq.m	Floor Space Index (FSI)	# of Buildings	Max. Building Heights (Storeys)	Units	Vehicular Parking Spaces	Bicycle Parking Spaces	Indoor Amenity	Outdoor Amenity
Block 1	135,212	126,531	8,681	7.36	5	30, 28, 28, 8, 8	1,281	Resi. - 1,309 Resi. Visitor - 192 Comm. Retail - 41 Comm. Grocery - 227 Total - 1,769	Short term - 34 Long term - 166 Commercial - 9 Total - 209	2,214	2,214
Block 2	139,983	138,366	1,618	6.42	5	24, 24, 20, 8, 8	1,298	Resi. - 1,402 Resi. Visitor - 195 Comm. Retail - 16 Total - 1,613	Short term - 34 Long term - 166 Commercial - 2 Total - 202	2,211	2,211
Block 3	20,650	20,650	0	4.57	1	8	248	Resi. - 240 Resi. Visitor - 37 Total - 277	Short term - 32 Long term - 117 Total - 149	420	422
Block 4	81,293	78,901	2,392	3.88	5	24, 20, 8, 8, 8	1,009	Resi. - 1,179 Resi. Visitor - 151 Comm. Retail - 24 Total - 1,354	Short term - 34 Long term - 166 Commercial - 2 Total - 202	1,715	1,715
Block 5	42,512	40,727	1,785	5.21	2	18, 8	487	Resi. - 493 Resi. Visitor - 73 Comm. Retail - 18 Total - 584	Short term - 34 Long term - 166 Commercial - 2 Total - 202	830	829
Block 6	37,593	37,593	0	3.50	4	8, 8, 6, 6	422	Resi. - 463 Resi. Visitor - 63 Total - 526	Short term - 34 Long term - 166 Total - 200	718	718
Block 7	11,089	11,089	0	2.15	1	4	118	Resi. - 110 Resi. Visitor - 18 Total - 128	Short term - 11 Long term - 60 Total - 71	220	201
Block 8	38,497	38,497	0	2.40	2	18, 8	466	Resi. - 412 Resi. Visitor - 70 Total - 482	Short term - 52 Long term - 148 Total - 200	794	790
Block 9	11,721	11,721	0	1.88	1	8	145	Resi. - 127 Resi. Visitor - 22 Total - 149	Short term - 73 Long term - 14 Total - 87	248	246
Block 10	32,546	32,546	0	3.07	3	8, 6, 6	336	Resi. - 215 Resi. Visitor - 50 Total - 265	Short term - 56 Long term - 144 Total - 200	645	570
Block 11	20,417	20,417	0	1.78	2	6, 6	232	Resi. - 231 Resi. Visitor - 35 Total - 266	Short term - 22 Long term - 108 Total - 130	395	395
Block 12	34,124	34,124	0	2.45	3	8, 6, 6	378	Resi. - 233 Resi. Visitor - 57 Total - 290	Short term - 34 Long term - 166 Total - 200	644	644
	605,635	591,160	14,475				6,420	7,703	2,052	11,054	10,955

Table 2. Development Statistics Per Block

3.4 LAND USE

In total, the Proposed Development will include 605,635 square metres of GFA, comprising 591,160 square metres of residential GFA and 14,475 square metres of retail GFA, along with 0.5 hectares of public parks and open space.

Residential

Residential uses are proposed across all development blocks. The Proposed Development will deliver 6420 residential units in a variety of tenures, including rental, and in a range of sizes within mid- and high-rise mixed-use and residential buildings.

Approximately 65% of units will be one-bedroom or one-bedroom plus den, 25% two-bedroom or two-bedroom plus den, and 10% three-bedroom units, supporting a range of household types and life stages.

Retail *Artistic rendering. Draft in progress.*

A total of 14,475 square metres of retail GFA is proposed on the ground floor of buildings within Blocks 1, 2, 4 and 5.

Block 1 will accommodate the largest concentration of retail space and is located at the northwest corner of the Site at the intersection of Trafalgar Road and Burnhamthorpe Road. Large-format retail uses will be exclusive to Block 1, reflecting its strategic location along these major arterial roads.

Retail and commercial uses throughout the Site are oriented toward Main Street, Street A, Trafalgar Road, and Burnhamthorpe Road to support active frontages and animate the public realm.



Figure 24. Ground Floor Use Plan



Figure 25. The Square, looking northwest



Figure 26. The proposed retail uses (including a food store at the corner of Main Street and Trafalgar Road) looking east on Trafalgar.

3.5 BUILT FORM

The Proposed Development comprises a range of building types and architectural expressions that contribute to visual interest while maintaining a cohesive urban character.

The built form framework locates the tallest buildings at the northwest corner of the Site at the intersection of Trafalgar Road and Burnhamthorpe Road, consistent with the planned height hierarchy of the area. Block 1 establishes the height peak at 30 storeys, with building heights transitioning downward toward the core neighbourhood to the south and east.

Other tall buildings are primarily located along the Trafalgar Road and Burnhamthorpe Road frontages, while mid-rise buildings are generally situated within the interior of the Site.

Along the eastern and southern edges of the Site, Blocks 3, 7, 10, 11, and 12 will accommodate buildings ranging from four to eight storeys, providing appropriate transitions to future schools, parks, and open spaces planned adjacent to the Site.

Mid-rise buildings frame streets and open spaces at a human scale and help transition between higher and lower intensity development.

Tall buildings are composed of three primary elements:

- A podium that establishes a human-scale interface with the public realm;
- A tower forming the primary vertical mass; and
- A building top that provides architectural termination and accommodates mechanical functions.

Across the Site, buildings feature articulated material palettes that reinforce architectural identity while promoting permeability and access throughout the Site.



Figure 27. Street C, looking north



Figure 28. Height Map

3.6 PARKS AND OPEN SPACE

The Proposed Development provides a series of parks and open spaces designed to support community life and offer opportunities for recreation, gathering, and everyday use. In total, approximately 0.5 hectares of public parks and open space, and approximately 2.0 hectares of other open spaces, such as the Linear Commons, will be delivered throughout the Site.

These spaces include two public parks (the Neighbourhood Park and Green Gate Parkette), and a privately-owned publicly accessible open spaces (the Square and the Linear Commons), which together form an interconnected system of public and privately accessible open spaces distributed across the Site.

This open space framework is further supported by pedestrian connections to Joshua Creek Park to the east. The Site is also located adjacent to future community park lands and a planned secondary school to the east and southeast, strengthening access to recreational and community amenities in the surrounding area.

Public Parks and Plazas

A series of parks and plazas provide key gathering and recreation opportunities within the Site.

Green Gate Parkette is located at the terminus of Main Street along the eastern edge of the Site between Blocks 10 and 11 and provides a neighbourhood-scale open space and visual focal point to the Main Street corridor.

The Neighbourhood Park is located south of Street B, between Street A and Street C, and functions as the primary public park within the Site.

Other Open Spaces

The Square

The Square is located at the northeast corner of the intersection of Street A and Main Street and serves as a privately-owned, publicly accessible civic gathering space within the heart of the mixed-use development.

Linear Commons: Natural Green Spine

The Linear Commons functions as a natural green spine that connects various public gathering spaces and open areas throughout the Site. The Linear Commons extends from the northern edge of the Site along the central and western side of Street C from Burnhamthorpe Road to Street B. It continues through Blocks 8 and 9 and toward Block 11, reinforcing pedestrian and cycling connectivity through the Site and linking to surrounding and existing pathways. The Linear Commons serve as a privately-owned, publicly accessible space.

Boulevards and Landscape Improvements

Boulevards, gardens, and courtyards are distributed throughout the Site to create green connections between parks, streets, and development blocks. Landscape improvements are provided along Trafalgar Road and Burnhamthorpe Road, as well as along newly proposed public streets, to enhance the public realm and strengthen interfaces with the surrounding North Oakville community.

Public Art

Opportunities for public art are envisioned throughout parks, plazas, and streetscapes, either as standalone features or integrated into landscape elements or the design of buildings. Public art can celebrate local history and culture, contribute to neighbourhood identity, and enhance the vibrancy and quality of the public realm.



Figure 29. Parks, Open Space and Landscape Plan

3.7 AMENITY SPACE

The Proposed Development provides indoor and outdoor amenity areas that support social interaction and recreational opportunities for residents.

A total of 11,054 square metres of indoor amenity space and 10,955 square metres of outdoor amenity space will be provided across the 27 buildings.

Approximately 6,561 square metres of indoor amenity space and 3,851 square metres of outdoor amenity space will be located at ground level, while 4,493 square metres of indoor amenity space and 7,104 square metres of outdoor amenity space will be located on upper levels and rooftops.

Table 3 summarizes the breakdown of amenity space provided by block.

Block	Amenity Type	Total Area	Ground Floor Area	Upper Level Area	Upper Level Location
1	Indoor Amenity	2,214	0	2,214	Level 4
	Outdoor Amenity	2,214	0	2,214	Level 4
2	Indoor Amenity	2,211	1,112	1,099	Level 4
	Outdoor Amenity	2,211	0	2,211	Level 4
3	Indoor Amenity	420	238	182	Level 7
	Outdoor Amenity	422	177	245	Level 7
4	Indoor Amenity	1,715	1,100	615	Level 2 and 9
	Outdoor Amenity	1,715	967	748	Level 2 and 9
5	Indoor Amenity	830	488	342	Level 7
	Outdoor Amenity	829	0	829	Level 7
6	Indoor Amenity	718	677	41	Level 7
	Outdoor Amenity	718	241	477	Level 6 and 7
7	Indoor Amenity	220	220	0	
	Outdoor Amenity	201	201	0	
8	Indoor Amenity	794	794	0	
	Outdoor Amenity	790	410	380	Level 7
9	Indoor Amenity	248	248	0	
	Outdoor Amenity	246	246	0	
10	Indoor Amenity	645	645	0	
	Outdoor Amenity	570	570	0	
11	Indoor Amenity	395	395	0	
	Outdoor Amenity	395	395	0	
12	Indoor Amenity	644	644	0	
	Outdoor Amenity	644	644	0	

Table 3. Amenity Space Per Block



Figure 30. Courtyard and Amenity Space, looking south

Artistic rendering. Draft in progress.

3.8 SITE ACCESS / CIRCULATION

The Proposed Development is designed as a connected and active neighbourhood that supports a range of mobility options.

Street Network

The internal street network is organized around key access points connecting to the surrounding road network, with sidewalks on both sides of every street. Higher-order streets and intersections accommodate the greatest activity, supported by residential streets and private access lanes that provide mid-block access to servicing areas.

Active Mobility

The street network is supported by pedestrian pathways and active transportation facilities, providing convenient and connected routes for pedestrians and cyclists. Proposed cycling facilities will connect to planned active transportation routes around the Site and support the expansion of the local and regional network

Signalized Intersection

In addition, a signalized intersection is proposed at the primary access point to Trafalgar Road to support safe and efficient vehicular and pedestrian movements. The introduction of a signalized crossing will enhance connectivity between the Site and surrounding areas, facilitate access to planned transit along Trafalgar Road, and improve overall safety for all users, including pedestrians and cyclists.

Loading

The Proposed Development will deliver a total of 34 loading spaces, as illustrated below (Table 4).

Block	No. Of Building(s)	Residential	Commercial
		Loading Type a GF	Loading Type a GF
1	5	2 x G	3 x A
2	5	3 x G	1 x A
3	1	1 x G	
4	5	5 x G	
5	2	1 x G & 1 x C	
6	4	3 x G	
7	1	1 x G	
8	2	2 x G	
9	1	1 x G	
10	3	2 x G	
11	2	2 x G	
12	3	2 x G & 1 x C	

Table 4. Loading Spaces Per Block

Parking & Access

The Proposed Development will deliver a total of 7,703 vehicular parking spaces and 2,052 bicycle parking spaces across all 12 development blocks. Table 5 summarizes the breakdown of vehicular and bicycle parking spaces provided by block.

For apartment buildings more than four storeys, the Zoning By-law permits a maximum of 1.25 resident parking spaces per dwelling unit and requires a minimum of 0.2 visitor parking spaces per dwelling unit. Based on a total of 6,420 residential units, a maximum of 8,025 resident spaces are permitted and a minimum of 1,284 visitor spaces are required.

The Proposed Development provides 6,414 resident parking spaces and 963 visitor parking spaces, representing a parking rate of approximately 1.00 resident parking spaces per dwelling unit and 0.15 visitor parking spaces per dwelling unit. The proposed resident parking supply complies with the Zoning By-law, as it is below the maximum permitted rate, whereas the proposed visitor parking supply is below the minimum required rate.

Bicycle parking is provided at a rate of 0.25 long-term spaces per dwelling unit and 0.07 short-term spaces per dwelling unit, consistent with the applicable Zoning By-law standards.

Parking will generally be provided below grade, with parking levels distributed across the blocks as follows:

- Blocks 1 and 2 include three levels of underground parking and three levels of wrapped above-grade structured parking serving residents, visitors, and shoppers;
- Blocks 3, 4, and 5 include three levels of underground parking;
- Blocks 6, 8, and 9 include two levels of underground parking; and,
- Blocks 7, 10, 11, and 12 include one level of underground parking.

In addition, on-street parking will be provided throughout the Site for convenient access to retail/commercial facilities and community amenities.

Across the Site, parking and loading access is generally provided from the internal street network to reduce impacts on primary streets and support a pedestrian-focused public realm.

Overall, the Proposed Development delivers substantial vehicular and bicycle parking to support access through a range of multi-modal transportation options. The parking and access strategy reinforces an urban condition by locating access points away from primary streets, consolidating parking underground or within integrated structured facilities where appropriate, and placing loading functions in suitable locations to avoid undesirable impacts on the public realm.

Block	TOTAL Vehicular Parking Spaces	Vehicular Parking by Type	TOTAL Bicycle Parking Spaces	Bicycle Parking Spaces by Type
Block A	1,770	Res: 1,307. Visitor: 195. Non-res: 268	209	Res (short-term): 34. Res (long-term): 166. Non-Res: 9
Block B	1,354	Res: 1,179. Visitor: 151. Non-res: 24	202	Res (short-term): 34. Res (long-term): 166. Non-Res: 2
Block C	483	Res: 413. Visitor: 70. Non-res: 0	200	Res (short-term): 52. Res (long-term): 148. Non-Res: 0
Block D	265	Res: 215. Visitor: 50. Non-res: 0	200	Res (short-term): 56. Res (long-term): 144. Non-Res: 0
Block E	1,613	Res: 1,401. Visitor: 196. Non-res: 16	202	Res (short-term): 34. Res (long-term): 166. Non-Res: 9
Block F	584	Res: 493. Visitor: 73. Non-res: 18	202	Res (short-term): 34. Res (long-term): 166. Non-Res: 2
Block G	526	Res: 463. Visitor: 63. Non-res: 0	200	Res (short-term): 34. Res (long-term): 166. Non-Res: 0
Block H	149	Res: 127. Visitor: 22. Non-res: 0	87	Res (short-term): 73. Res (long-term): 14. Non-Res: 0
Block J	556	Res: 462. Visitor: 94. Non-res: 0	330	Res (short-term): 56. Res (long-term): 274. Non-Res: 0
Block K	281	Res: 244. Visitor: 37. Non-res: 0	149	Res (short-term): 32. Res (long-term): 117. Non-Res: 0
Block L	128	Res: 110. Visitor: 18. Non-res: 0	71	Res (short-term): 11. Res (long-term): 60. Non-Res: 0
TOTAL	7,709	Res: 6,413. Visitor: 969. Non-res: 99	2,051	Res (short-term): 450. Res (long-term): 1,587. Non-Res: 13

Table 5. Loading Spaces Per Block



Figure 31. Circulation Plan

3.9 CONCEPTUAL PHASING STRATEGY

A conceptual phasing strategy has been developed to support the long-term build-out of the Site and the early delivery of public infrastructure and amenities. The phasing strategy identifies seven (7) key phases of development (Figure 28) with the initial phases presently considered being those fronting on Trafalgar Road and Burnhamthorpe Road. The phasing strategy will evolve through the application review process and is dependent on local infrastructure improvements.

Given the timing of this development and the early infrastructure works being undertaken by the Region and Town in the area, it is assumed that the Trafalgar Road and Burnhamthorpe Road widening and reconstruction will be completed prior to the commencement of the initial phases of development construction.



Figure 32. Phasing Plan



Figure 33. Residential building, looking northeast

4.0

The Planning Policy Framework

4.0 The Planning Policy Framework

The Proposed Development represents an important opportunity to transform a transitional property within a strategy growth area, supporting fundamental planning policy objectives.

The following section contains a detailed analysis of relevant planning legislation, policies, and guidelines, and an assessment of how the Proposed Development represents good planning, has appropriate regard for matters of Provincial interest as set out under the Planning Act, is consistent with the Provincial Planning Statement, conforms with the Halton Regional Plan, has regard for the overall intent of the North Oakville East Secondary Plan and applicable Livable Oakville Official Plan policies (with only minor amendments being required), and has appropriate regard for applicable non-statutory planning and urban design guidelines. An Official Plan and Zoning By-law Amendment will be required.

Sections 4.1 to 4.11 provide summaries of relevant provisions, policies, and guidelines, followed by supporting analysis or policy rationale, which is presented in green text.

It should be noted that as of July 1, 2024, Halton Region is considered an upper-tier municipality without planning responsibilities under the Planning Act. As a result, the Regional Official Plan is no longer an official plan for Halton Region. Instead, it is deemed an official plan for the Town of Oakville until it is revoked or amended through a Town-initiated Official Plan Amendment.

4.1 THE PLANNING ACT

The Planning Act R.S.O. 1990, c. P.13 establishes the overall regulatory framework for land use planning in Ontario. Section 2 of the Act lists matters of provincial interest that decision makers shall have regard to when carrying out land use planning responsibilities.

The notable matters of provincial interest relevant to the Proposed Development include:

- a)** the protection of ecological systems, including natural areas, features and functions;
- d)** the conservation of features of significant, cultural, historical, archaeological or scientific interest;
- h)** the orderly development of safe and healthy communities;
 - h.1)** the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- i)** the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- j)** the adequate provision of a full range of housing, including affordable housing;
- k)** the adequate provision of employment opportunities;
- l)** the protection of the financial and economic well-being of the Province and its municipalities;
- 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; and
- s)** the mitigation of greenhouse gas emissions and adaptation to a changing climate

The Planning Act Summary Opinion

The Proposed Development has regard for the relevant matters of Provincial interest outlined above. In particular, the Proposal is located in an appropriate area for development within Oakville and in a location that is intended to accommodate growth and intensification (p). The mixed-use development provides a more comprehensive range of housing options and integrates residential uses with commercial and retail opportunities on the Site offering a range of employment opportunities (j)(k).

This approach represents a compact, pedestrian-oriented form of development in an area planned for high density growth (p) close proximity to planned public transportation, optimizing public investment of the existing bus transit network, the proposed Frequent Rapid Transit on Trafalgar, and future potential connection to the 407 Transitway system (l)(p)(q). The proposed built form is integrated with the public realm and surrounding context, promoting connectivity and contributing to a more walkable community (h.1)(q)(r).

The Proposal provides usable and well-integrated connections to existing and planned park systems and incorporates green infrastructure throughout the Site, including rain gardens, increased tree canopy coverage, and new plantings. These elements support existing ecological systems and contribute to the mitigation of greenhouse gas emissions (a)(f). The Proposal includes 0.5 hectares of public parks and a series of open spaces, strengthening connections to surrounding existing and planned parks and open spaces while also providing immediate and convenient access for future residents and users (i).

Collectively, these elements contribute to the creation of a safe and healthy community and represent a more sustainable form of development (h)(s).

4.2 PROVINCIAL POLICY STATEMENT, 2024

On August 20, 2024, the Government of Ontario released a new integrated province-wide land use planning policy document that combines the previous Provincial Policy Statement (PPS) and the Growth Plan into one document, referred to as the Proposed Planning Statement (or “PPS 2024”). The PPS 2024 came into force on October 20, 2024. The new PPS 2024 has been prepared to support the delivery of 1.5 million homes by 2031 and has formed this land use planning framework to shape how communities will grow and prosper (Chapter 1).

2.1 Planning for People and Homes

Section 2.1 of the PPS 2024 directs municipalities to provide sufficient land be made available to accommodate an appropriate range and mix of land uses to meet projected needs (2.1.4), ensuring there are a variety of housing, transportation, employment, public service, institutional, recreational, and open space options (2.1.6.a); accessibility for all ages and abilities is considered and appropriately planned for (2.1.6.b); and social equity and overall quality of life for people of all ages, abilities, and incomes is provided (2.1.6.c).

2.2 Housing

Chapter 2.2 of the PPS 2024 directs municipalities to address current and future local housing needs by, among other approaches, requiring that they permit and facilitate all housing options and all types of intensification (2.2.1.b); promote densities that use and efficiently and support active transportation (2.2.1.c); and require transit supportive development in proximity to transit (2.2.1.d).

2.3.1 General Policies for Settlement Areas

Section 2.3.1 of the PPS 2024 directs development and growth to settlement areas and, where applicable, strategic growth areas (2.3.1.1). The policies emphasize that development within these areas should achieve appropriate densities and a mix of uses that efficiently use land and resources (2.3.1.2.a); optimize existing and planned infrastructure and public service facilities (2.3.1.2.b); support active transportation (2.3.1.2.c); be transit-supportive, as appropriate (2.3.1.2.d); and support the movement of freight (2.3.1.2.e).

Policy 2.3.1.3 directs planning authorities to support general intensification and redevelopment to achieve complete communities by planning for a range and mix of housing options and by prioritizing the planning and investment of infrastructure and public service facilities. Policy 2.3.1.4 further directs planning authorities to establish and implement minimum targets for intensification and

redevelopment within built-up areas. In addition, Policy 2.3.1.5 encourages planning authorities to establish density targets for designated growth areas, with large and fast-growing municipalities encouraged to plan for a target of 50 residents and jobs per gross hectare. Schedule 1 of the PPS identifies Oakville as a large and fast-growing municipality.

Policy 2.3.1.6 directs planning authorities to implement phasing policies to ensure that development within designated growth areas occurs in an orderly manner and is coordinated with the provision of infrastructure and public service facilities.

2.4 Strategic Growth Areas

Section 2.4 of the PPS 2024 encourages planning authorities to focus growth and development within strategic growth areas (2.4.1.1). The policies further emphasize that complete communities are to be achieved through intensification, including a range and mix of housing options and mixed-use development that support the transit network and provide for inter- and intra-regional transit connections (2.4.1.2).

The Site is located within a Strategic Growth Area as identified in the Halton Region Official Plan. The Halton Region Official Plan directs population and employment growth to Strategic Growth Areas, including Urban Growth Centres and Major Transit Station Areas, where higher-density, mixed-use, and transit-supportive development is encouraged. These areas are intended to accommodate intensification and support the development of complete communities through efficient use of land, infrastructure, and transit investments.

2.9 Energy Conservation, Air Quality and Climate Change

Section 2.9 of the PPS 2024 directs authorities to reduce greenhouse gas (GHG) emissions and to prepare for the impacts of climate change (2.9.1). The policies support the development of compact, transit-supportive, and complete communities (2.9.1.a); the incorporation of climate change considerations into development, including stormwater management systems, and public service facilities (2.9.1.b); and the promotion of energy conservation and efficiency (2.9.1.c). Section 2.9 further promotes green infrastructure, low impact development, and active transportation (2.9.1.d), as well as the consideration of alternative approaches that reduce GHG emissions and enhance community resilience to the impacts of climate change (2.9.1.e).

Section 3.1 General Policies for Infrastructure and Public Service Facilities

Section 3.1 of the PPS 2024 establishes policies related to planning, provision, and management of existing and future infrastructure and public service facilities to ensure they are provided efficiently and can accommodate projected needs (3.1.1). The policies emphasize coordination and integration between land use planning and growth management to ensure financial viability (3.1.1.a); leverage capacity of development proponents (3.1.1.b); and ensure infrastructure and public facilities are able to meet current and projected needs (3.1.1.c).

In addition, Section 3.1 directs that, prior to any development of new infrastructure and public service facilities, the use of existing infrastructure and public service facilities should be optimized (3.1.2.a).

3.3 Transportation Systems

Section 3.2 of the PPS 2024 directs that existing and planned transportation infrastructure be used efficiently, where feasible (3.2.2). The policies further emphasize that connectivity within and among transportation systems and modes should be planned for, maintained, and, where possible, improved (3.2.3).

3.6 Sewage, Water and Stormwater

Section 3.6 of the PPS 2024 addresses sewage, water, and stormwater management and directs that planning for municipal water and sewage services accommodate growth while optimizing existing system capacity, including opportunities to allocate unused capacity to meet current and projected needs for increased housing supply (3.6.1.a, 3.6.1.e). The policies further require the integration of servicing and land use planning and promote water and energy conservation and efficiency (3.6.1.c-d).

With respect to stormwater management, Section 3.6 directs that stormwater systems be integrated with sewage and water services to optimize system performance over their full life cycle (3.6.8.a). The policies aim to minimize increases in stormwater volumes and contaminant loads (3.6.8.b), mitigate risks to human health, safety, property, and the environment (3.6.8.d), maximize vegetative and pervious surfaces, promote stormwater reuse and low-impact development, and align with comprehensive municipal stormwater management planning at watershed scale (3.6.8.e-g).

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

Section 3.9 of the PPS 2024 addresses the promotion of healthy, active, and inclusive communities through the planning of public streets, spaces, and facilities that are safe, inclusive, and responsive to the needs of persons of all ages and abilities. The policies emphasize fostering social interaction, facilitating active transportation, and supporting community connectivity through well-planning public environments (3.9.1.a). In addition, Section 3.9 directs that a full range of publicly accessible built and natural recreational settings, including parks, open spaces, trails, and linkages, be planned and distributed in a manner that ensures equitable access for persons of all ages and abilities (3.9.1.b).

Section 4.3 More Homes, Built Faster and Provincial Housing Targets

Section 4.3 of the PPS 2024 addresses provincial initiatives to increase housing supply and accelerate housing delivery across Ontario. The policies reflect the Province’s More Homes, Built Faster: Ontario’s Housing Supply Action Plan 2022–2023, which established a commitment to facilitate the construction of 1.5 million homes by 2031 through measures intended to streamline approvals, reduce development-related costs, and support timely housing delivery. Section 4.3 also recognizes the Building Faster Fund, introduced in 2023, which provides financial incentives to municipalities with projected populations of 50,000 or more by 2031 that achieve or exceed assigned housing targets over a three-year period. 50,000 or more by 2031 that achieve or exceed assigned housing targets over a three-year period.

Section 4.6 Cultural Heritage and Archaeology

Section 4.6 sets out the policy framework for addressing cultural heritage and archaeological considerations in proposed developments. The Subject Site contains a farmhouse listed on Oakville’s Heritage Register. The policy states that protected heritage properties, which may include built heritage resources, shall be conserved (Policy 4.6.1).

PPS 2024 Summary Opinion

The Proposed Development is consistent with the PPS 2024. The Proposal represents a compact, mixed-use form of development within North Oakville that optimizes the efficient use of land, existing and planned infrastructure, public service facilities, and transit investments. Located within a designated strategic growth area (per the Halton Region Official Plan), the Proposal supports provincial objectives for directing growth to appropriate locations and accommodating intensification in a coordinated and efficient manner.

The Proposal facilitates the delivery of a significant supply and mix of housing options through high-density residential development, contributing to long-term housing needs in a large and fast-growing municipality. By concentrating high-density, mixed-use development on a transitional site, the Proposed Development supports an efficient urban form, reduces pressure for outward expansion, and contributes to the creation of a complete community that integrates residential uses with commercial activity, employment opportunities, community uses, parks, and open spaces.

The Site’s proximity to existing and planned transit infrastructure, including regional transit corridors and high-order transit investments, supports a transit-oriented and pedestrian-focused community. The Proposal includes a connected street and block network that supports active transportation and facilitates convenient movement within the Site and to the surrounding area, reducing reliance on private vehicles.

The Proposed Development also aligns with the PPS objectives related to environmental protection, climate resilience, sustainable infrastructure, and cultural heritage conservation. ERA Architects were retained to prepare a Heritage Impact Assessment (HIA) in support of the application. The HIA concludes that the existing farmhouse on the Site is neither a significant cultural heritage resource nor salvageable. Notwithstanding this conclusion, to retain elements of the Subject Site’s cultural heritage, the consultant team is considering incorporating river stones from the farmhouse into the Proposed Development’s landscape design, where feasible. In doing so, the Proposal demonstrates due consideration of cultural heritage resources in accordance with the PPS while enabling appropriate intensification within a strategic growth area.

The integration of parks, open spaces, green infrastructure,

and stormwater management features promotes ecological health, supports climate change mitigation and adaptation, and contributes to a high-quality public realm. These elements, together with the efficient use of servicing infrastructure and sensitive treatment of cultural heritage considerations, ensure the development is sustainable, resilient, and supportive of long-term community health and livability.

Overall, the Proposed Development advances the PPS 2024 objectives by delivering compact, transit-supportive, and mixed-use development that efficiently uses land and infrastructure, supports housing supply and complete communities, conserves cultural heritage resources in a manner consistent with provincial policy, and enhances environmental and community well-being.

4.3 REGIONAL TRANSPORTATION PLAN FOR THE GREATER TORONTO AND HAMILTON AREA

The Regional Transportation Plan (“RTP”) for the Greater Toronto and Hamilton Area (“GTHA”) provides a comprehensive strategy to develop integrated, multi-modal transportation system that responds to the needs of a growing Region. The 2041 RTP emphasizes improved connectivity, seamless travel, and the creation of sustainable and healthy communities.

Map 5, titled “2041 Frequent Rapid Transit Network,” illustrates the planned Frequent Rapid Transit routes across the GTHA, including a future Bus Rapid Transit (“BRT”) corridor along Trafalgar Road (Project # 54 and #60).

This corridor is planned to connect with an east-west Frequent Regional Express Bus service across the GTHA and with other planned rapid transit corridors in the Region. In addition, a Priority Bus route is planned along Trafalgar Road North, providing a direct connection to Milton and strengthening north-south regional transit connectivity in the vicinity of the subject site.

The RTP also identifies an east-west BRT corridor along Dundas Street, connecting Hamilton to the Kipling Mobility Hub in Toronto, as well as a Priority Bus corridor along Dundas Street West. These services are intended to operate primarily within dedicated lanes and incorporate transit priority measures, such as signal priority, to improve travel reliability and efficiency. The Dundas Street West Priority Bus corridor began operation on November 5, 2025, extending service to Burlington and further supporting regional transit connectivity.

Map 9, titled “2041 Regional Cycling Network,” identifies both Burnhamthorpe Road East and Trafalgar Road as Primary Cycling Routes (Figure 29). The RTP notes that approximately 22 percent of trips in the GTHA are short enough to be made by walking and 56 percent by cycling; however, only 11 percent of trips are currently made by these modes. As a result, the RTP emphasizes the enhancement of walking and cycling infrastructure as a key component of promoting active transportation and supporting complete communities with convenient access to daily destinations.

RTP Summary Opinion

The Proposed Development aligns with and supports the objectives outlined for the GTHA in the RTP. The mixed-use, transit-supportive development is well positioned to benefit from and contribute to the planned Frequent Rapid Transit Network, most notably the future BRT corridor along Trafalgar Road and the planned Priority Bus services providing north-south connections to regional destinations. In addition, the Site will benefit from its proximity to the east-west BRT corridor planned along Dundas Street, which further enhances regional transit accessibility, despite not being directly adjacent to the Site. The Site’s location at the intersection of two identified Primary Cycling Routes further supports active transportation and aligns with the RTP’s objective of increasing the share of trips made by walking and cycling.

Through its proximity to existing and planned regional transit infrastructure, the Proposed Development will support increased transit ridership, enhance regional connectivity, and reduce reliance on private automobile travel. Collectively, these attributes advance the RTP’s broader goals of promoting sustainable transportation choices and supporting complete, well-connected communities.

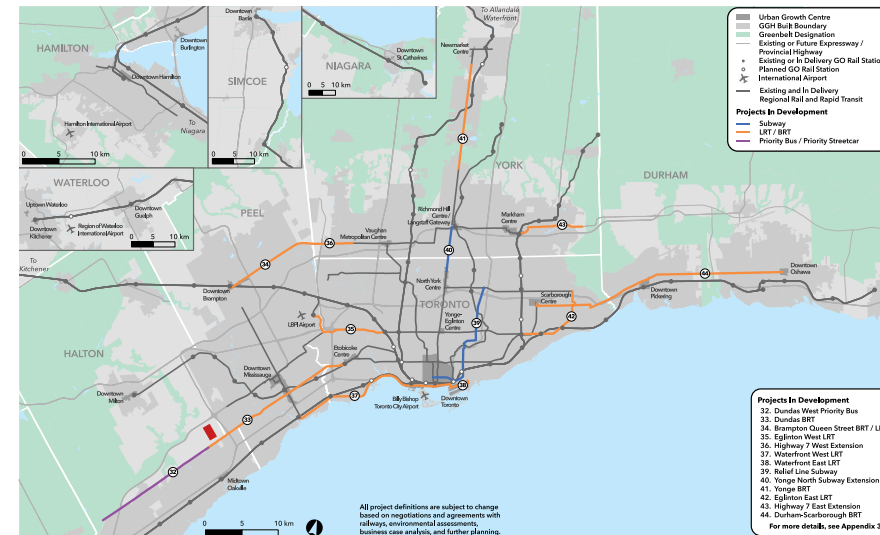


Figure 34. In Development Rapid Transit Projects (RTP, Map 4)

General Location of Subject Site

4.4 REGION OF HALTON OFFICIAL PLAN, 1995

The Region of Halton Official Plan 1995, as amended (the “ROP”) is a policy document that guides land use decisions and sets out a series of goals and objectives for new development across the Region. On June 6, 2024, Bill 185, the Cutting Red Tape to Build More Homes Act, 2024, received Royal Assent. Bill 185 is an omnibus bill that amends several existing pieces of legislation, including the Planning Act. Among the changes to the Planning Act is the identification seven “upper-tier municipalities without planning responsibilities”, which includes the Region of Halton. As a result of Bill 185, effective July 1, 2024, Halton Region will no longer have planning policy responsibilities and will no longer be the approval authority for official plan amendments (“OPAs”), zoning by-law amendments (“ZBAs”), consents or minor variances. Notwithstanding that change, the ROP will continue to exist as a deemed part of the lower tier municipalities’ official plans until they modify or remove it through a locally initiated official plan amendment.

Population and Growth

As part of its Official Plan Review, Halton Region recently enacted Regional Official Plan Amendments 48 and 49 (“ROPA 48”, “ROPA 49”). These amendments have been consolidated in the ROP and are reflected in relevant policies cited below. ROPA 48 implements components of the Regional Urban Structure to establish a hierarchy of Strategic Growth Areas. ROPA 49 implements the results of the Region’s Integrated Growth Management Strategy, which considers how to accommodate growth in Halton to 2051, and updates policies and mapping related to Settlement Area boundaries, the Regional Urban Structure, Strategic Growth Areas, and Employment Areas. ROPA 49 also updates forecasts and targets for population and employment growth, intensification, density, and regional phasing. The ROPA includes a forecast that by 2041, the population of Oakville will be 331,500 and employment will be 161,000 (Table 1). These estimates show the largest distribution of population and employment in comparison to the other lower-tier municipalities in the Region of Halton. Table 2 provides intensification and density targets for Oakville. The intensification target for Housing Units in Oakville’s Built-Up Area by 2041 is 19,400. Further, Table 2a identifies the target for units inside the Built Boundary in Oakville by phases of 5 years, which are as follows:

	2002-2026	2027-2031	2032-2036	2037-2041
Units inside built boundary	4,500	4,780	4,980	5,080

Regional Structure

The Site is designated as ‘Urban Area’ on Map 1: Regional Structure (Figure 6). The Urban Area is defined as where urban services are provided to accommodate concentrations of existing and future development (Policy 51(1)). The strategy for the Regional Structure is to accommodate population and employment growth in Halton to 2051 by directing growth to Urban Areas (Policy 55(4)).

The goal of the Urban Area and the Urban Regional Structure is to manage growth in a manner that fosters complete communities and enhances mobility, addresses climate change, and improves housing affordability, sustainability and economic prosperity (Policy 72). Other relevant objectives for the Urban Area are:

- 1) To accommodate growth in accordance with the Region’s desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently.
- 2) To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.
- 3) To provide a range of identifiable, interconnected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure.
- 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 a Regional Urban Structure that directs growth to Strategic Growth Areas and protects Regional Employment 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 for an appropriate range and balance of employment uses including industrial, office and retail and institutional uses to meet long-term needs.

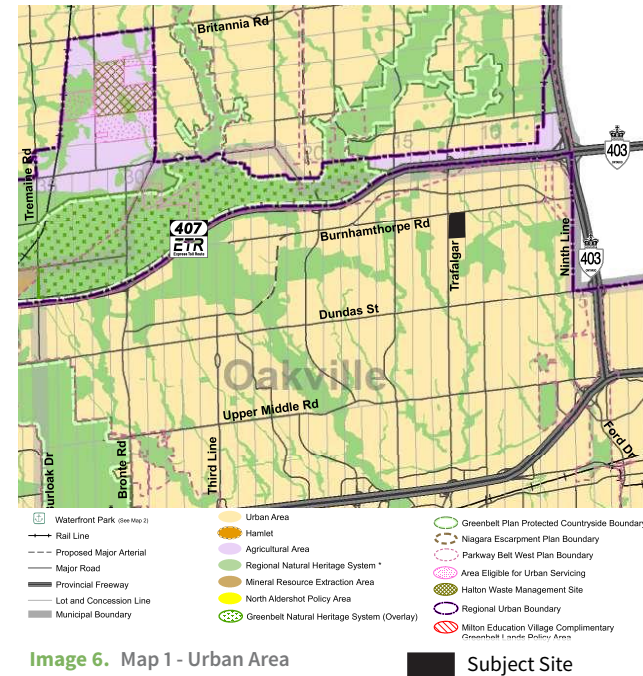


Image 6. Map 1 - Urban Area

Strategic Growth Areas

The Trafalgar Urban Core is identified as a Strategic Growth Area. Policy 79 establishes the ROP objectives of Strategic Growth Areas, which are as follows:

- 1) To provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable in order to promote the development of complete communities.
- 2) To provide opportunities for more cost-efficient and innovative urban design.
- 3) To provide a range of employment opportunities, facilities and services in centralized locations that are readily accessible by public transit.
- 4) To provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighbourhoods.
- 5) To create a vibrant, diverse and pedestrian-oriented urban environment.
- 6) To cumulatively attract a significant portion of population and employment growth.
- 7) To provide high quality public parks and open spaces with site design and urban design standards that create attractive and vibrant places to promote the development of complete communities.

- 8) To support transit and active transportation for everyday activities.
- 9) To generally achieve higher densities than the surrounding areas.
- 10) To achieve an appropriate transition of built form to adjacent areas.

It is the policy of the Region to direct development of higher densities and mixed uses to Strategic Growth Areas in accordance with the hierarchy of areas as identified in Policy 79.2 (Policy 79.3(1)). Policy 79.3(3) requires Local Municipalities to prepare detailed official plan policies or an Area-Specific plan for the development or redevelopment of Strategic Growth Areas, in accordance with ROP Section 48 and Policy 77(5). Local Municipalities are required to prepare Area-Specific Plans or policies for major growth areas - including Strategic Growth Areas - that demonstrate the goals and objectives set out in this Plan (Policy 77(5)). Any Area-Specific Plans, such as secondary plans, that are prepared shall be in conformity with the Regional and Local Official Plans.

The Subject Site is located within the North East Oakville Secondary Plan (“NOESP”), which serves as the applicable area-specific plan and is reviewed below in Section 4.7. The Proposed Development provides a People and Jobs Gross Density of 565 per hectare.

SGA Type	SGA	Min. Density Target (Residents/jobs combined per hectare)	General Target Proportion of Residents & Jobs	
			Residents	Jobs
Primary Regional Nodes	Trafalgar Urban Core	160	-85%	-15%

The ROP further provides density targets for Strategic Growth Areas in Table 2b. The 2051 targets for the Trafalgar Urban Core are as follows:

The ROP provides that these general targets can be further refined by Local Municipalities (Policy 55.3).

Strategic Growth Areas are to promote active transportation and pedestrian-oriented development while maintaining the mobility function of Major Arterial Roads, which in this instance includes Trafalgar Road (Policy 79.3(5)). The ROP requires Local Municipalities to prescribe minimum development densities within Strategic Growth Areas and to promote densities that support existing and planned transit services (Policy 79.7(b)(d)). Further, Local Municipalities are to promote development densities that will support existing and planned transit services (Policy 79.7(d)).

The ROP establishes that Regional Nodes, including Trafalgar Urban Core, are to accommodate growth and contain a concentration of public service facilities or transit-supportive high-density mixed-use growth (Policy 82.1). Local Municipalities are to delineate the boundaries of Primary Regional Nodes and to plan to achieve the minimum density target and general target proportion of residents and jobs as set out in Table 2b (Policy 82.2(2)(3)).

Policy 173(5) identifies the required right-of-way widths for Arterial Roads as shown on Map 4 (see Figure 33) and provides that, through redevelopment, the Region will secure lands as necessary to achieve those planned widths. The ROP further establishes that any required land dedication is to be taken equally from both sides of the centreline of the original road allowance.

Map 4 identifies a planned right-of-way width of 50 metres for Trafalgar Road and 24 metres for Burnhamthorpe Road. Trafalgar Road currently has a right-of-way width of 36.9 metres; however, the planned width is based on 25 metres from the surveyed centreline on each side. Accordingly, the Proposal includes a conveyance of 3.95 metres along the east side of Trafalgar Road. Combined with the required 25 metres from the centreline, this results in a total right-of-way width of 50 metres, consistent with Regional requirements.

Burnhamthorpe Road currently has a right-of-way width of 20.12 metres at its narrowest point. The Proposal includes a conveyance of 1.95 metres along the south side of Burnhamthorpe Road.

The proposed conveyances contribute toward achieving the planned right-of-way widths. Accordingly, the Proposal conforms to the intent of this policy.

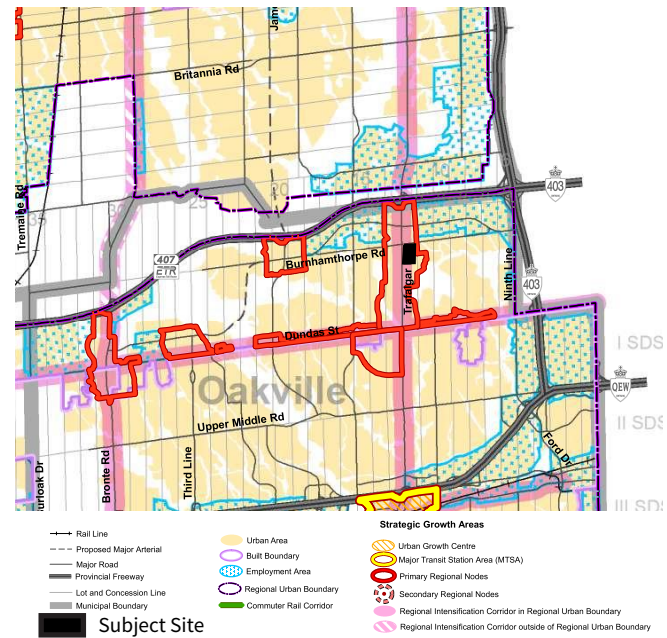


Figure 35. Map 1h - Regional Structure



Figure 36. Map 4 - Right-of-way Requirements of Arterial Roads

ROP Summary Opinion:

The Proposed Development conforms with the Halton Region Official Plan, 2020 and supports the achievement of the planned Regional Urban Structure. The Subject Site is identified as a Strategic Growth Area and Primary Regional Node on Map 1h, “Regional Urban Structure” (Figure 30). As a designated Strategic Growth Area within the Urban Area, the Site is intended to accommodate a significant proportion of population and employment growth through compact, higher-density, mixed-use development.

While the Subject Site is not located within Oakville’s Built Boundary, it is located within the Town’s Urban Area and is identified as a Strategic Growth Area in both the Livable Oakville Plan and the North Oakville East Secondary Plan. The Site is planned to accommodate increased growth and development in support of the Town’s long-term growth management and intensification objectives. The Proposed Development responds to this policy direction by delivering a range of housing types and unit sizes, including a total of 6,420 residential units in a variety of tenures, including rental and approximately 14,475 square metres of commercial space.

By concentrating higher-density, mixed-use development at a key intersection within the Trafalgar Urban Core, the Proposal supports efficient land use and sustainable growth practices in conformity with regional planning objectives. The Proposed Development will assist the Town in meeting regional growth targets and minimum density (applied across the entire strategic growth area) objectives for lands within the Trafalgar Urban Core, in keeping with the hierarchy of Strategic Growth Areas in Oakville.

The Proposed Development supports the creation of a complete and sustainable community by integrating substantial new residential development with locally serving commercial uses, parks, open spaces, and active streetscapes. The Proposal is transit-supportive and pedestrian-oriented, providing compact urban form in proximity to existing and planned transit services, including the Trafalgar Road Bus Rapid Transit corridor and the planned Highway 407 Transitway. A connected street and block network, sidewalks, cycling facilities, and multi-use paths will support active transportation and enhance connectivity within the Site and to the surrounding community.

In accordance with the ROP policies for Strategic Growth Areas, the Proposed Development will accommodate high-density, mixed-use development while providing appropriate transitions to surrounding land uses and

built form. The highest densities are concentrated along Trafalgar Road and Burnhamthorpe Road, transitioning to a mid-rise scale toward the south and east portions of the Site, ensuring compatibility with the planned context of adjacent lands.

Overall, the Proposed Development conforms with the Halton Region Official Plan and advances its objectives by delivering compact, transit-supportive, mixed-use development that supports sustainable growth, efficient land use, and the creation of a complete, well-connected community.

4.5 TOWN OF OAKVILLE OFFICIAL PLAN (LIVABLE OAKVILLE PLAN)

The Livable Oakville Plan, 2009 (as amended) is the Town of Oakville's Official Plan for all lands within the Town except those within the North Oakville East and West Secondary Plan areas between Dundas Street and Highway 407. The Plan was adopted by Town Council in June 2009 and subsequently approved, with modifications, by the Ontario Municipal Board on May 10, 2011. The Town is currently undertaking a review of the Livable Oakville Plan, including policies applicable to its identified Growth Areas.

While the Livable Oakville Plan does not fully apply to the Subject Site, as it primarily governs lands south of Dundas Street, the 'Northeast' area within which the Subject Site is located is captured in several of the Plan's schedules, namely Schedule A1 – Urban Structure and Schedule C – Transportation Plan.

The Land Use Schedules of the Plan do not contain information for the Northeast area identified in the Plan's schedules, and land use direction for that area is instead provided through the North Oakville East Secondary Plan. As such, the Livable Oakville Plan is only lightly reviewed herein.

Part C 'Making Oakville Livable (General Policies)' (Sections 3 - 10) of the Plan also contains general objectives and policies directing growth and development decisions that apply town-wide, per policy 1.2.6 of the Plan, are therefore applicable to the Subject Site.

This section outlines relevant Livable Oakville Plan policies and demonstrates how the Proposed Development supports the Town's planned urban structure and aligns with town-wide policies related to growth and change.

Section 3 – Urban Structure

Schedule A1 – Urban Structure identifies the Town's urban structure, including Growth Areas in the form of Nodes and Corridors, as well as Transportation Corridors. While urban structure elements are not land use designations, they provide a framework for the location, scale and form of growth and development across Oakville. The Subject Site is located within a Corridor along Trafalgar Road, which is identified as a key area for mixed-use, transit-supportive development and intensification (Figure 32).

Nodes and Corridors, as identified in the Livable Oakville Plan, are further delineated in the North Oakville Secondary Plans, where they are identified as Urban Core Areas, and they include the Dundas, Trafalgar, and Neyagawa Urban Core Areas. The Subject Site is located within the Trafalgar Urban Core Area. A more detailed

analysis of the applicable policies for the Trafalgar Urban Core Area is provided in the North Oakville East Secondary Plan section below.

Section 3.7 of the Livable Oakville Plan sets out the policy objectives for Nodes and Corridors, which represent the Town's strategic growth areas, consistent with the PPS 2024 definition of strategic growth areas. Nodes and Corridors are key areas of the Town identified as the focus for mixed use development and intensification.

Schedule A1 also identifies Trafalgar Road as a Regional Transit Priority Corridor and Burnhamthorpe Road East as a Major Transportation Corridor. Section 3.13 describes these corridors as key to connecting people via transit throughout the region and to local destinations, including nodes. Regional Transit Priority Corridors provide a key focus for transit-supportive development.

Section 4 – Managing Growth and Change

Section 4 contains policies for managing growth and change throughout the Town which reflect Provincial direction to achieve a more compact urban form and to direct intensification within the built-up area.

Schedule A2 – Built Boundary & Urban Growth Centre identifies the Subject Site as being within the Urban Area (Figure 34). The Plan states that development and redevelopment to accommodate intensification are to be directed primarily to locations identified as Growth Areas.

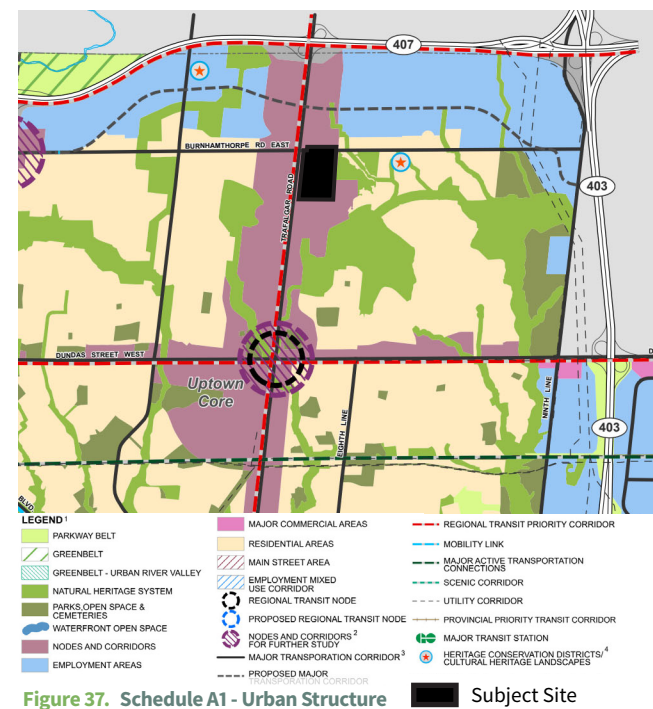


Figure 37. Schedule A1 - Urban Structure

Section 5 – Cultural Heritage

Section 5 provides the policy framework for cultural heritage resources and identifies the conservation of such resources as an integral part of the Town's planning and decision-making. Cultural heritage resources are defined as built heritage resources, cultural heritage landscapes, and archaeological resources that have been determined to have cultural heritage value or interest for the important contribution they make to the understanding of the history of a place, an event, or a people. Section 5.3 stipulates that a cultural heritage resource should be evaluated to determine its cultural heritage values and attributes (Policies 5.3.2, 5.3.6) and that the Town shall encourage the conservation of cultural heritage and their integration into new development proposals (Policy 5.3.1).

The Subject Site contains a farmhouse that is currently listed on Oakville's Heritage Inventory. ERA Architects was retained for the Proposed Development and prepared a Heritage Impact Assessment, submitted under separate cover, which concludes that the farmhouse is neither culturally significant nor salvageable. To retain elements of the Subject Site's cultural heritage, the consultant team is considering incorporating river stones from the farmhouse into the Proposed Development's landscape design, where feasible.

Section 6 – Urban Design

While more detailed urban design direction is provided through the North Oakville East Secondary Plan, Section 6 of the Livable Oakville Plan contains town-wide policies that reflect a contemporary understanding of built form, density and public realm design. As such, this Section provides relevant guidance for evaluating the Proposed Development.

Section 6.1 promotes the creation of comfortable, diverse and safe communities characterized by innovative urban form and excellence in architectural design. Development is to be compatible with its surrounding context, contribute to attractive, safe, and distinctive places, and be evaluated in accordance with the Livable by Design Manual, while allowing for alternative approaches that maintain the intent of the Plan.

Sections 6.2 through 6.5 address the public realm, complete streets, streetscapes, and street layout. Collectively, these policies promote vibrant, accessible, and connected environments through walkable streets, multi-modal transportation options, and coordinated streetscape design. Buildings should frame and animate streets, orient principal entrances and active uses toward the public realm, and contribute to cohesive, pedestrian-friendly environments.

Sections 6.6 and 6.7 provide directions for gateways (areas located at major entry points to the Town and/or prominent intersections), and urban squares, emphasizing visually prominent, well-designed, and pedestrian-scaled spaces that contribute to community identity and social interaction. Large development projects are encouraged to include a single, large urban square or a series of smaller urban squares (policy 6.7.3).

Section 6.8 provides directions for public art by encouraging public art installations in publicly accessible areas throughout the Town, such as public parks and gateways, to foster community character and identity.

Section 6.9 provides built form direction to guide massing, orientation, and architectural expression. New development is to establish a strong street presence through active and articulated façades, variation in massing and rooflines, and high-quality detailing. The policies in this section require appropriate transitions in height and form to ensure compatibility with adjacent development, including the use of setbacks and stepbacks where necessary. Additional policies address universal accessibility, mitigation of shadow and wind impacts, and the screening of rooftop mechanical equipment.

Sections 6.10 through 6.16 provide guidance related to landscaping, pedestrian and vehicular access and circulation, parking, service, loading and storage areas, signage, and lighting. Landscaping should enhance visual appeal, support the urban forest, create a comfortable microclimate, and reinforce human scale and pedestrian movement. Pedestrian movement should be facilitated through safe and direct access and circulation routes to and through sites, directly connect to sidewalks and transit, and include barrier-free access to walkways. Developments should incorporate safe and direct vehicular access and circulation routes, with consolidated driveway accesses encouraged to minimize disruptions to the public realm. Parking and service areas should be designed and screened to minimize impacts on the public realm and adjacent uses. Lighting and signage must be appropriate for the size, character, and function of buildings and sites, with appropriately scaled pedestrian lighting provided at building entrances and within the public realm.

Overall, Section 6 establishes a comprehensive and contemporary urban design framework intended to support high-quality built form, appropriate transitions, and an enhanced public realm.

The Proposed Development conforms to the urban design objectives of Section 6 of the Livable Oakville Plan by delivering a compact, mixed-use, and pedestrian-oriented community supported by a strong public realm framework. The Proposed Development incorporates active streetscapes, buildings oriented to the public realm, and articulated podium-and-tower forms with appropriate stepbacks and transitions in height to create a comfortable pedestrian scale. A connected internal street network, enhanced pedestrian permeability, and a system of publicly accessible open spaces, including approximately 0.5 hectares of parkland and a centrally located urban square, support walkability, social interaction, and community identity. Overall, the Proposed Development advances the Town’s urban design objectives by contributing high-quality built form, an animated public realm, and a well-connected environment consistent with the intent of Section 6 of the Livable Oakville Plan.

Section 7.0 Community Uses

Section 7 provides the policy framework for community uses which are intended to serve and support the health, educational, religious, recreational, and cultural needs of the Town, and include uses such as schools, libraries, day cares, community centres, and parks. In determining the location for new community uses, various criteria shall be considered, including an appropriate site size and integration and compatibility with surrounding land uses. Educational facilities are to be located adjacent to a public park, where possible and community facility uses are encouraged to be integrated in shared facilities.

The Proposed Development conforms to the intent of Section 7 of the Livable Oakville Plan by integrating a range of community-supportive uses and publicly accessible open spaces that contribute to the social, recreational, and educational needs of the future community. The Proposed Development includes two public parks (the Neighbourhood Park and Green Gate Parkette), a privately owned publically accessible open spaces (the Square and the Linear Common), creating a connected open space network that supports recreation and community interaction. Additional community-supportive uses, including a daycare, retail and commercial space, and a grocery store, will provide convenient local services for residents and the surrounding area.

The Proposed Development also connects to planned educational facilities, including a secondary school planned east of the Site and an elementary school and public park planned directly south of the Site, with ongoing coordination with the Halton District School Board and Halton Catholic District School Board as the development application advances.

The Proposed Development will be subject to the Town’s Community Benefits Charge By-law. Community Benefits Charge requirements will be addressed through the development approvals process in consultation with the Town

Section 8.0 Transportation

Section 8 provides direction for a safe, efficient, and accessible transportation system that supports mobility choice, including vehicular, transit, and active transportation use (Policy 8.1.1). The Plan promotes the integration of land use and transportation to support efficient land use patterns and transit-supportive development (Policy 8.1.2).

Per Schedule A1 – Urban Structure, Trafalgar Road is identified as a Regional Transit Priority Corridor and Major Transportation Corridor and Burnhamthorpe Road East is identified as a Major Transportation Corridor (Figure 32).

Major Transportation Corridors include arterial roads and major collector roads and are identified as the foundation of the Town’s multi-modal transportation system (Policy 3.12).

Regional Transit Priority Corridors are identified as key to connecting people via transit throughout the region as well as to local destinations including nodes, mobility hubs, major transit station areas and Employment Areas, and provide a key focus for transit-supportive development (Policy 3.13).

These corridors are intended to accommodate higher traffic volumes and higher-order transit, and to support transit-oriented development. The Plan encourages transit-supportive land uses and urban design along these corridors, including appropriate integration of transit facilities within development (Policies 8.9 and 8.12).

Per Schedule C – Transportation Plan, Trafalgar Road is identified as a Major Arterial and Busway Corridor and Burnhamthorpe Road East is identified as a Minor Collector. (Figure 33).

The Proposed Development conforms to the transportation objectives of Section 8 of the Livable Oakville Plan by supporting a safe, efficient, and multi-modal transportation system integrated with the Town’s planned urban structure. Located along Trafalgar Road, identified as a Regional Transit Priority Corridor, Major Transportation Corridor, Major Arterial, and Busway Corridor, and Burnhamthorpe Road East, identified as a Major Transportation Corridor and Minor Collector, the Proposed Development supports transit-supportive development along key transportation corridors. The compact built form, together with a connected internal street network and enhanced pedestrian and cycling connections, will support walking, cycling, and transit use while accommodating vehicular access and circulation. Overall, the Proposed Development aligns with the intent of Section 8 by promoting mobility choice and supporting transit-oriented development along major transportation corridors.

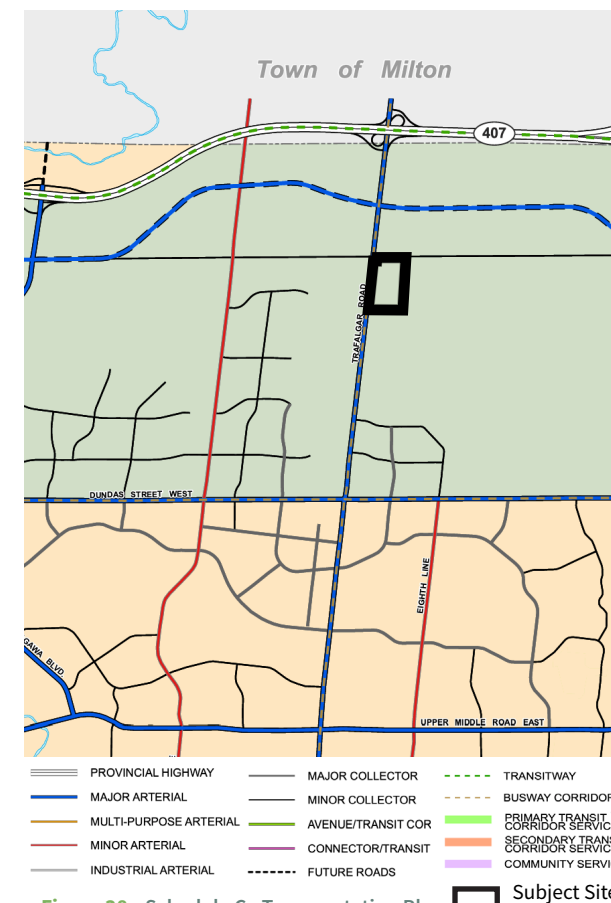


Figure 38. Schedule C - Transportation Plan Subject Site

Emerging Housing Policy Context (Town-Initiated OPA 42.24.28)

On January 19, 2026, Oakville Planning & Development considered draft housing policies for the Livable Oakville Plan. These policies are informed by the recently completed Housing Needs Assessment (HNA) prepared by SHS Consulting. The Town-initiated Official Plan Amendment (OPA) updates the 2022 Housing Information Report in response to significant Provincial and Regional policy changes since that time. While these policies have not yet been adopted and are therefore not currently in force, they provide recent and relevant policy direction and are considered in this report given their applicability to the Subject Site and the proposed development.

The HNA identifies four key housing gaps: housing unaffordability; a shortage of affordable purpose-built rental housing; a mismatch between available housing types and household sizes; and the need to prioritize disproportionate or unique housing needs. To address these gaps, the HNA concludes that the Town must facilitate new housing to meet the needs of low-, moderate-, and some high-income households in terms of affordability and suitability. Recommended measures include increasing affordable ownership housing, particularly for larger low- and moderate-income households; expanding purpose-built rental housing across all unit sizes; providing housing suitable for one- and two-person households; and delivering housing with supports for priority households.

The purpose of the OPA is to amend the text of the Livable Oakville Plan to introduce a new Section 7 - Housing within Part C - Making Oakville Livable, and to ensure consistency with Provincial and Regional policy.

The proposed policies emphasize the provision of an appropriate range and mix of housing options and densities and support residential intensification. The Town is to enhance housing choice by permitting a greater diversity of housing types, sizes, and tenures, and to increase housing supply through development. The proposed policies also direct that new housing opportunities be contextually appropriate and encourage development on vacant and/or underutilized sites, including infill opportunities.

Livable Oakville Plan Summary Opinion

Although the Livable Oakville Plan contains does not contain land use schedules for lands north of Dundas Street, the Plan establishes the Town’s planned Urban Structure and provides overarching policy direction for growth and development through town-wide policies and policy schedules.

The Subject Site is located within an identified Corridor along Trafalgar Road and within the Trafalgar Urban Core Area. As such, the Site is planned for mixed-use development and intensification in accordance with the Town’s urban structure framework and the policies of the North Oakville East Secondary Plan (discussed below).

The Proposed Development conforms to the intent of the Town’s urban structure hierarchy by directing significant growth to an identified Node and Corridor. The multi-phased development will deliver a total of 6,420 residential units in a variety of tenures, including rental, advancing the population and housing forecasts established through the Joint Best Planning Estimates for the Trafalgar Urban Core (South) policy area. In this regard, the Proposed Development implements desired and forecasted growth within a planned strategic location supported by infrastructure and transit investment.

The Proposed Development’s urban design framework reinforces this planned hierarchy. The tallest buildings and the greatest concentration of density are located at the Burnhamthorpe Road and Trafalgar Road intersection, reflecting the Subject Site’s prominence as a transit-supportive, urban node. Building heights step down along Trafalgar Road and transition toward the interior and peripheral edges of the Subject Site, where lower-scale buildings are located. The Proposed Development includes ample tower separation distances, and finer-grain blocks provide an appropriate transition to adjacent properties. Podium-and-tower forms along Trafalgar Road incorporate terracing and stepbacks, varied materiality, and articulated façades to reduce perceived mass and create a strong street presence. The design will be refined as the Proposed Development advances through more detailed design.

The Proposed Development includes a range of community-supportive uses and publicly accessible open spaces that will serve the social, recreational, and service needs of the future community and surrounding area. These include two public parks, a privately owned publicly accessible urban square, and a privately owned publicly accessible linear green common that support recreation, gathering, and community interaction. Additional uses, including a daycare, retail and commercial space, and a grocery store, will provide convenient services for residents and the surrounding community.

The Proposed Development is structured around the realigned and redesigned Trafalgar and Burnhamthorpe Roads, together with a new internal public street network that connects to them and nearby developments. The new street network creates appropriately sized blocks with enhanced permeability, establishing linkages within the Subject Site and to surrounding areas. A connected open space system anchors the community, comprising approximately 0.5 hectares of public parks and a series of open spaces, including a centrally located urban square and a linear green common towards the eastern portion of the Subject Site. Active retail uses at grade are clustered along Street A and around the urban square to animate the public realm and reinforce the development’s mixed-use character. Each development block incorporates centrally located amenity areas and ample bicycle parking to support active transport objectives.

Although OPA 42.24.28 are not yet in-force and effect, the Proposed Development nonetheless meets these emerging policies by providing different tenures, a range and mix of housing options with a variety of unit types and sizes, as well as different densities to support residential intensification while being mindful of the surrounding area and its existing and emerging context.

In summary, the Proposed Development conforms to the Town’s planned Urban Structure and advances the objectives of the Livable Oakville Plan by directing compact, transit-supportive growth to a Strategic Growth Area. While an Official Plan Amendment to the North Oakville East Secondary Plan is required to refine site-specific height and density permissions, the Proposal confirms with and implements the broader policy intent of concentrating growth within Nodes and Corridors and contributes meaningfully toward established intensification targets and JBPE forecasts.

4.6 JOINT BEST PLANNING ESTIMATES

Halton Region, in consultation with the Town, has undertaken Joint Best Planning Estimates (“JBPEs”) to forecast anticipated development patterns and support the planning of complete communities across Oakville, including the range and mix of housing supply and the distribution of jobs. The JBPEs identify population, employment and housing unit forecasts in 10-year increments from 2021- 2051. The Subject Site is located within the Trafalgar Urban Core (“TUC”) (South) policy area, and the following table and map (Figure 34; Table 7) outline the JPBEs for the TUC (South) area, as well as Town-wide and TUC (north) policy area targets, for reference.

JBPE Summary Opinion

The Proposed Development provides a People and Jobs Gross Density of 565 per hectare, a Gross Density of 317.73 hectares per unit, and a Net Density of 413.47 hectares per unit. The Proposal will contribute meaningfully toward achieving the JBPE population and housing forecasts for the Trafalgar Urban Core (South) by accommodating a significant share of forecast growth within a designated Strategic Growth Area.

Policy Area	Population (people)				Employment (jobs)			
	2021	2031	2041	2051	2021	2031	2041	2051
Oakville	220,142	296,163	378,049	442,941	110,839	147,138	183,180	212,116
TUC North	4	4	8,151	17,673	-	-	1,431	3,103
TUC South	3,642	18,178	31,390	45,089	-	177	5,518	7,927

Table 7. Halton Region JBPE Summary (2023)

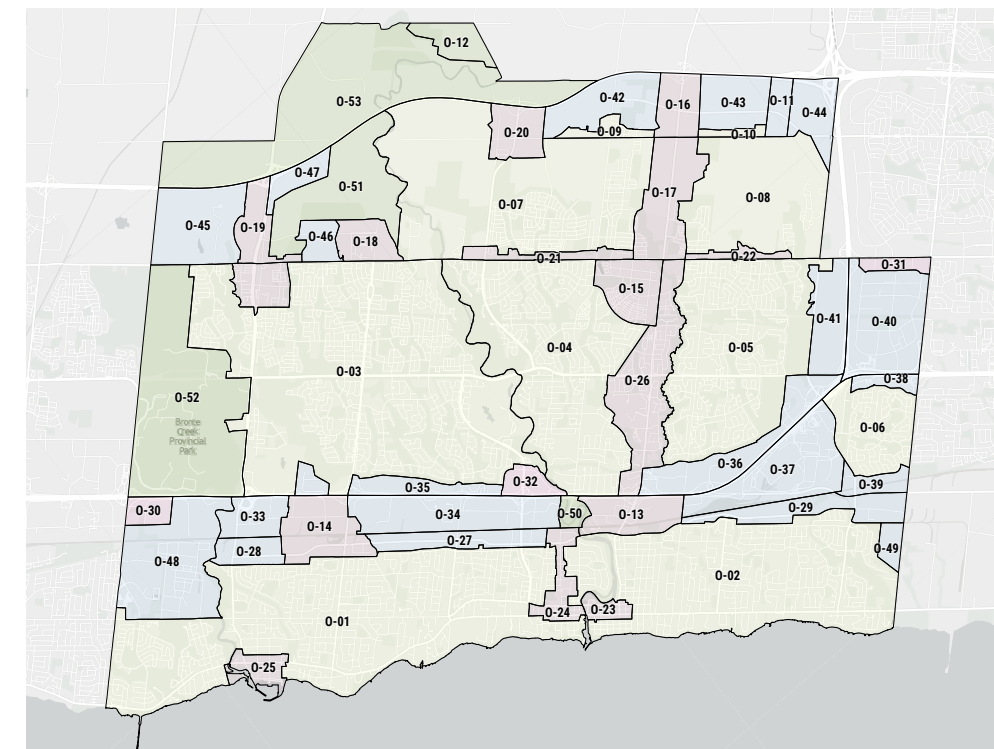


Figure 39. JBPE Policy Area Key Map

4.7 NORTH OAKVILLE EAST SECONDARY PLAN

The North Oakville East Secondary Plan (the NOESP) establishes a detailed planning framework for the future urban development of the North Oakville East (NOE) Planning Area. The NOE Planning Area is bounded by Highway 407 to the north, Ninth Line to the east, Dundas Street to the south, and Sixteen Mile Creek and Proudfoot Trail to the west.

The NOESP was introduced into the Town of Oakville's Official Plan (1984) in 2008 through Official Plan Amendment ("OPA") 272. The NOESP was subsequently appealed to and approved by the Ontario Municipal Board, with modifications, in 2010.

In May 2017, the Town of Oakville initiated a comprehensive review of the two North Oakville Secondary Plans (East and West). As part of Phase 1 of this review, the Town adopted OPA 321, which updated NOESP policies related to stormwater management facilities, the Trafalgar and Dundas Urban Core Areas, the Neighbourhood Centre Area designation, development phasing, and definitions. OPA 321 was appealed to the Local Planning Appeal Tribunal and received modified approval on July 2, 2019, and has since been consolidated into the NOESP.

The following sections provide an overview of the applicable policies of the NOESP as they relate to the Proposed Development.

Section 7.2 - Community Vision

Section 7.2.2 of the NOESP establishes a vision for North Oakville East as a compact, pedestrian-oriented urban community that offers a wide range of housing options, ranging from large-lot executive housing to high-rise apartment units. Section 7.2.3 of the NOESP identifies a series of objectives to guide future urban development within the NOE Planning Area. The objectives most relevant to the Proposed Development include the following:

7.2.3.2 – Residential

- The creation of new residential communities which complement existing built form elements, incorporate best planning and urban design practices, protect and enhance natural heritage and open spaces;
- The establishment of 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;
- Reflection of the land use objectives of the Halton Urban Structure Plan;
- The minimization of greenhouse gases, servicing costs, and energy costs through efficient land use and a mix of housing forms and tenures;
- The encouragement of a closer relationship between the workplace and home;
- The creation of varied and distinguishable residential neighbourhoods with a strong, identifiable sense of place; and
- The provision of a variety of residential densities and unit types, while directing the highest densities and intensities of use to the Trafalgar Road Corridor. In support of a broad range of services including high frequency transit, shopping, personal services and community facilities.

7.2.3.3 – Employment

- The creation of a range of employment opportunities in residential, commercial, mixed use and employment areas.
- The encouragement of a range of employment uses to promote a live/work relationship.
- The planning and promotion of higher order employment densities at appropriate locations that maximize employment opportunities, particularly on the Trafalgar Road corridor and other areas where higher order/frequent transit service is planned.

7.2.3.4 – Urban Design

- The provision of integrated community design that coordinates land use, natural heritage and open space, street network, and built form;
- The integration of important views and vistas of natural heritage and open space system within community design;
- The creation of an urban fabric characterized by a connected street system that is responsive to the natural heritage and open space system and existing land uses;
- The promotion of building design variety that promotes an active, safe, pedestrian realm;
- The design of street sections that promote a sense of scale and provide pedestrian comfort;
- The promotion of built form that addresses the street and minimizes the impact of garages and service areas on the streetscape;
- The encouragement of mixed-use development along strategic corridors;
- The creation of retail and service commercial development with a strong relationship to streetscapes and major pedestrian ways;
- The integration of community and institutional uses at landmark locations; and
- The promotion of a variety of housing with diverse architecture.

7.2.3.5 – Transportation

- The creation of a system of roads and transportation corridors that promotes safe, efficient circulation of traffic, including transit and non-vehicular traffic;
- The establishment of an efficient and linked, safe pedestrian movement system;
- The establishment of a transportation system that complements and supports the existing and future urban structure and land use pattern;
- The promotion of transit opportunities through community design;
- The planning of residential development and its road network so that residents are predominantly within a 400-metre walking distance of transit services; and
- The promotion of local and higher order transit opportunities through land use arrangements, building orientation, and streetscape design.

7.2.3.7 – Cultural Heritage

- The encouragement, where appropriate and feasible, of the incorporation of cultural heritage resources, including their adaptive reuse.

The Proposed Development supports the NOESP's community vision by delivering a compact, pedestrian-oriented, and transit-supportive mixed-use community within the Trafalgar Urban Core. The sections that follow review the NOESP community structure, design, and land use policies in greater detail.

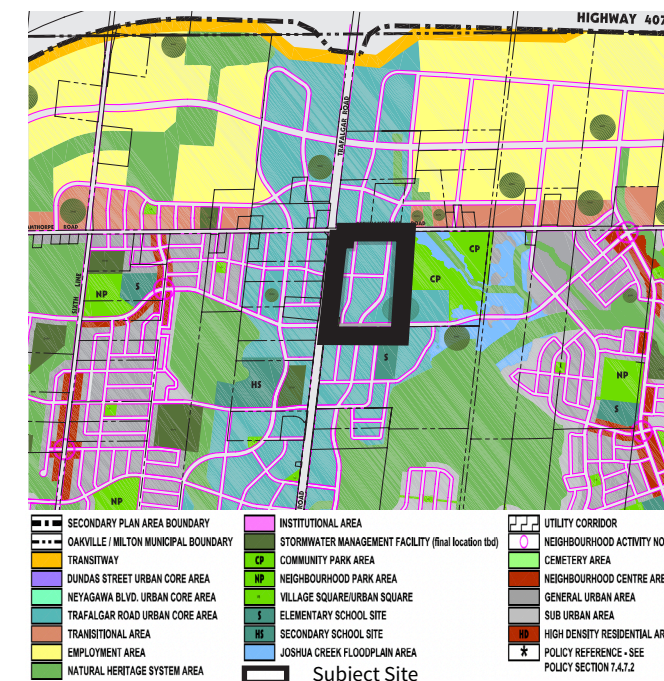


Figure 40. North Oakville Master Plan

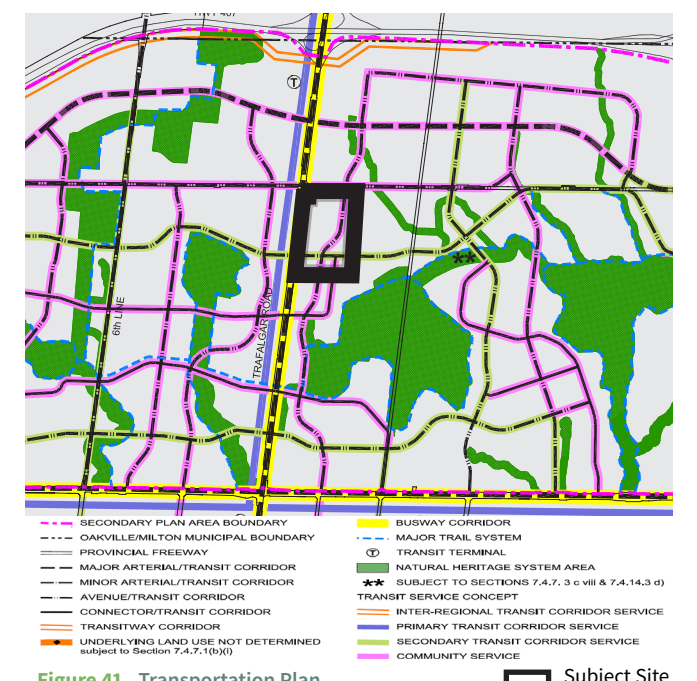


Figure 41. Transportation Plan

Section 7.3 Community Structure

The Urban Core designations of the Secondary Plan are intended to accommodate the highest density development and the highest order activities, including a full range of residential types, retail and service commercial, entertainment, cultural, business, and institutional uses (Policy 7.3.2). The Subject Site is located within the Urban Core designation of North Oakville, specifically within the Trafalgar Urban Core Area, as identified on Figure NOE1 - Community Structure (Appendix 7.3 - North Oakville Master Plan). Section 7.3.2 identifies Trafalgar Road as the primary focus for intensification.

Section 7.3.6 outlines policies related to population and housing targets. The North Oakville East Secondary Plan establishes housing mix targets that encourage between 20 and 35 percent of future residential units to be in high-density built forms (Policy 7.3.6.2.a). These targets are intended to function as guidelines rather than fixed annual requirements, and the Town will monitor and review them every five years to ensure alignment with broader population and employment objectives, without reducing overall population targets. In addition, the Secondary Plan promotes a balanced supply of rental and ownership housing, consistent with broader Official Plan policies (Policy 7.3.6.2.b).

The Subject Site is located within the Trafalgar Urban Core Area and is therefore planned to accommodate the highest density and most intense forms of development within North Oakville East. The Proposed Development fulfills this intent by concentrating high-density mixed-use development along Trafalgar Road and Burnhamthorpe Road, consistent with the planned urban hierarchy.

While the Proposed Development exceeds the current maximum height permissions of the Secondary Plan, the requested Official Plan Amendment seeks to refine site-specific height permissions in a manner that better implements the broader policy intent of directing significant growth to this primary intensification corridor.

Section 7.4 Sustainable Development Strategy

Sustainable development is a core objective of the NOESP, and Section 7.4 outlines a Sustainable Development Strategy containing policies that promote sustainability through new development, particularly as it relates to the protection and conservation of air, water and ecological features, energy resources, and heritage resources. The planned structure of the North Oakville East area maximizes the potential for sustainable development by promoting mixed-use development, a modified grid road system, and a robust natural heritage and open space system (Policy 7.4.2). Policy 7.4.3 directs that the Town will work to improve air quality and energy efficiency by encouraging mixed-use development and increased density near transit stops/stations and along transit routes, providing pedestrian and bicycle facilities, and ensuring an interconnected street network, amongst other strategies. Policy 7.4.5 speaks to water management in North Oakville East, establishing that it will be undertaken in accordance with the North Oakville Creeks Subwatershed Study (“NOCSS”). The NOESP establishes that prior to Draft Plan of Subdivision approval, Environmental Implementation Reports (“EIR”) will be required for each sub-catchment area as identified in Appendix 7.2 of the Plan. The Subject Site is located within NOCSS subcatchment area JC9. .

The Proposed Development aligns with the Sustainable Development Strategy by delivering compact, transit-oriented development supported by integrated parks, green infrastructure, and stormwater management consistent with the North Oakville Creeks Subwatershed Study. An Environmental Implementation Report / Functional Servicing Strategy has been prepared and will be submitted under separate cover, demonstrating that servicing and stormwater management are consistent with the broader JC9 sub-catchment strategy.

Section 7.5 Community Design Strategy

Section 7.5 – Community Design Strategy sets out general design policies for North Oakville East, as well as specific policies for the Trafalgar Urban Core Area designation. Policies within Section 7.5 that are relevant to the Proposed Development are outlined below.

The North Oakville East Master Plan, as indicated in Appendix 7.3, is a graphic illustration of the intended design of North Oakville East, including land use designations, road alignments, and other planned elements of the community. Section 7.5.2 outlines that prior to development in any sub-area within the Trafalgar Urban Core identified on Figure NOE 1, the Town shall determine, after consultation with all affected landowners in specified area, whether proposed plans of subdivision or other development plans 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 (Policy 7.5.2 b). An Area Design Plan is required to be prepared for proposed plans of subdivision or development plans in the area where such plans are not generally consistent with the Master Plan or where the Town determines that an Area Design Plan is required to address coordination issues between landowner plans to assist in demonstrating conformity with the policies and figures of the NOESP with such respect to such matters as land use, road pattern, density and housing type distribution, and coordination with land uses and road patterns for lands outside of the development area, among other matters.

Section 7.5.3 states that all development applications in the North Oakville East area will be evaluated in the context of the North Oakville Urban Design and Open Space Guidelines. These guidelines are reviewed in Section 4.10 of this report.

As indicated in Appendix 7.3 of the NOESP, the Site is within the Trafalgar Road Urban Core Area designation. There is an additional symbol straddling the property line of the Subject Site on the southeast corner, corresponding with a future Secondary School location. A future Community Park and the Joshua Creek Floodplain Area are located on the abutting east parcel.

This development application includes the submission of an Area Design Plan, which has been submitted under separate cover, in accordance with the policies in 7.5.2. The Area Design Plan provides an overview of the Proposed Development and well as other proposed plans of subdivision / development plans in the vicinity of the Subject Site.

Section 7.5.4 General Design Directions

- a. All development, especially in the Urban Core Areas, Neighbourhood Centres, and General Urban Areas, must be compact, pedestrian oriented, and transit-friendly in form, with a mix of uses encouraged;
- b. A hierarchy of civic, institutional and commercial uses shall be established in locations which form part of mixed use areas so that ordinary activities of daily living shall occur within walking distance of most dwellings;
- c. Development shall be based on a modified grid road system with interconnected road networks to disperse traffic, reduce travel lengths, and support the integration and viability of transit. 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;
- d. Public safety, views, and accessibility to the Natural Heritage and Open Space System, as well as to parks, schools, and other natural and civic features, are important considerations for community design;
- e. Parks, neighbourhood activity nodes and other civic areas will provide central meeting places for residents;
- 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;
- h. The incorporation of cultural heritage resources into the community, including their use and adaptive reuse, shall be encouraged; and,
- i. The location of active transportation facilities should conform with Schedule D, Active Transportation Plan, to the Livable Oakville Plan, recognizing that the alignments are diagrammatic.

The Proposed Development demonstrates conformity with the general design directions by establishing a modified grid street network, concentrating density within the Urban Core, integrating mixed-use development, and delivering pedestrian- and transit-oriented built form. Cultural heritage considerations have been addressed through the submission of a Heritage Impact Assessment and incorporation of interpretive elements within the landscape design, consistent with the encouragement to integrate heritage resources where feasible.

Section 7.5.5 Streetscape

The streetscape in North Oakville East, comprising streets and public frontages, aims to balance traffic and parking with pedestrian circulation and aesthetic appeal (Policy 7.5.5). The design direction for sidewalks, curbing, planters, and street trees are contained in policies of Section 7.7.2 of the NOESP, as discussed in greater detail in this report. The NOESP establishes that the Urban Design and Open Space Guidelines will provide further directions for public frontages.

Figure NOE4 - Transportation Plan identifies Trafalgar Road as a Major Arterial/Transit Corridor, Primary Transit Corridor, and Busway Corridor, whereas Burnhamthorpe Road East is identified as an Avenue/Transit Corridor and Community Service Corridor.

Policy 7.5.5.1 establishes that Arterial/Transit Corridors in North Oakville East are high-capacity roads serving as major gateways, balancing transportation functions with access to adjacent land uses and acting as vibrant public spaces. These corridors will feature high-quality design elements like wide sidewalks, special tree plantings, distinctive paving, lighting, and signage.

Avenue/Transit Corridors are designated on Figure NOE4 of the NOESP and are intended to connect neighbourhoods to one another and to Urban Core Areas and other focal points. Policy 7.5.5.3 establishes that these roads will have a higher level of design than Local Streets, with extensive use of tree and feature planting, paving, lighting and signage design, and will complement the planned abutting land uses.

Local Streets are intended to play a dual role as neighbourhood socialization space as well as supporting transportation needs (Policy 7.5.5.4).

Streetscape design will prioritize pedestrian and cyclist comfort and safety, especially in commercial and mixed-use areas, by enhancing the sidewalk environment (Policy 7.5.5.6). The NOESP directs for sidewalks to be provided on both sides of the street, except for certain exceptions (Policy 7.5.5.9); and street designs will also accommodate cyclists with provisions for either on-road or separated paths, possibly including designated lanes. Bicycle parking standards, except for freehold ground-related housing, will be established through the Zoning By-law (Policy 7.5.5.10). Further, short, regular block lengths will be promoted to enhance walkability and offer route variation. Where short blocks are not feasible, wide public mid-block pathways will be provided to reduce walking distances (Policy 7.5.5.14).

The Proposed Development implements the Streetscape policies by providing widened rights-of-way, wide sidewalks, enhanced boulevards, street tree planting, mid-block pedestrian connections, and integrated cycling facilities. The internal street hierarchy balances transportation function with placemaking and supports the long-term role of Trafalgar Road and Burnhamthorpe Road as high-capacity transit corridors.

Section 7.5.6 Building Location

Policy 7.5.6 - Building Location provides relevant policies pertaining to building location including directions that:

- a. Buildings, structures and landscaping shall be designed to provide visual interest to pedestrians as well as a “sense of enclosure” to the street; generally, the heights of buildings shall be related to road widths to create a comfortable pedestrian environment;
- b. Corner lot buildings shall be sited and massed toward the intersection;
- c. Rear and side elevations of all buildings on corner lots shall be designed to take advantage of their extra visibility; and
- d. Higher-density housing shall be located close to Arterial Roads, Avenues, Connectors and transit stops within the Urban Core Areas.

Buildings are strategically sited to create a strong street edge, appropriate enclosure ratios, and visual prominence at key intersections. The tallest buildings are located along Trafalgar Road and at the Trafalgar Street Burnhamthorpe Road intersection, consistent with the direction to locate higher-density housing close to arterial roads and transit corridors.

Section 7.5.7 Parking Areas

Section 7.5.7 provides policy direction related to the design of parking areas. Off-street parking areas in North Oakville East must minimize their visual impact through screening with low fences, walls, and landscaping, particularly along streets and near residential areas (Policy 7.5.7.1. a). In commercial or mixed-use developments, parking should be placed to the side or rear of the main building, with limited front parking (Policy 7.5.7.1. b). Pedestrian walkways should be provided adjacent to stores, between building clusters, and to connect transit stops, public sidewalks, and other developments (Policy 7.5.7.1. e).

Parking strategies include encouraging on-street parking to enhance street activity, reduce vehicle speeds, and serve as a buffer between pedestrians and moving vehicles (Policy 7.5.7.2.a). Engineering standards for roadways will support such strategies, with reduced off-street parking requirements in transit-oriented and Urban Core areas (Policy 7.5.7.2.a). Municipal parking at strategic nodes in mixed use areas will be developed in collaboration with landowners (Policy 7.5.7.2.b).

Parking is predominantly located underground, with limited structured parking integrated into buildings, minimizing visual impacts and reinforcing a pedestrian-oriented streetscape. On-street parking is provided strategically to support retail activity and pedestrian buffering, consistent with Secondary Plan direction.

Section 7.5.9 Landscape Design

Section 7.5.9 establishes specific landscaping requirements as guided by Part C, Section 10.3 of the Official Plan, including:

- a. the creation of a human scale within new development;
- b. the enhancement of pedestrian comfort;
- c. the provision of features which contribute to the definition of public open space, framing of views and focal points, direction of pedestrian movement and demarcation of areas with different functions; and,
- d. landscape design that promotes the use of native species and enhancement of ecological stability and integrity.

The Proposed Development supports landscape objectives by enhancing pedestrian comfort through framing public spaces, expanding tree canopy, and incorporating native species to support ecological stability and long-term resilience.

Section 7.5.10 Safe Community Design

This section directs that the Town of Oakville promotes safety, security, and accessibility in public spaces through urban design and the siting of buildings and structures that:

- a. encourages continuous occupancy of public spaces by ensuring the proximity of spaces, activities and institutions which provide public presence at various times and by the sharing of facilities;
- 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;

- d. ensures appropriate lighting, visibility and opportunities for informal surveillance are provided for walkways, parking lots, parking garages and open space areas;
- e. results in the selection and siting of landscape elements in a manner which maintains views for safety and surveillance;
- f. encourages the provision of views into, out of and through publicly accessible interior spaces;
- g. precludes entrapment or the perception of entrapment through properly identified exits and signage; and,
- h. results in accessibility for the disabled and elderly.

The Proposed Development promotes natural surveillance, clear sightlines, active frontages, and accessible pedestrian connections, contributing to a safe and secure public realm consistent with NOESP direction.

Section 7.5.11 Community Linkages

Section 7.5.11 directs that North Oakville East will be connected to other parts of the Town whenever possible through road, transit, and pedestrian and bicycle links to ensure that the community functions in an integrated manner. The policy states that Trafalgar Road provides a major physical north/south link through the Town from a transportation perspective, and design of the road itself and the Trafalgar Core Area development should strengthen this link and ensure a strong relationship to the Uptown Core, as well as the Midtown Core, and Downtown areas (Policy 7.5.11.d).

The Proposed Development strengthens the north-south function of Trafalgar Road as a major urban link and provides a connected internal street network that integrates with planned schools, parks, transit infrastructure, and the broader community.

Section 7.5.13 Urban Core Areas – Interim Uses & Phased Development

Urban Core Areas, particularly the Trafalgar Urban Core Area, are intended to ultimately provide for a primarily mixed-use development which is the densest in North Oakville. The NOESP identifies the following planning and design principles that relate to the phasing of development:

- a. Buildings shall be planned on the basis that intensification will occur, either by future phases of development around them, by intensification or redevelopment of the buildings themselves, or both, and ensuring future phases of intensification are not inhibited;

- b.** Development shall be designed to be pedestrian and transit friendly from the outset, including by orienting development to the street, promoting a vital and safe street life, and supporting the early provision of transit;
- c.** The highest density development should be concentrated on Trafalgar Road in the Trafalgar Urban Core Area;
- d.** Design guidelines shall be developed to ensure appropriate relationships between different forms of development recognizing that development in the Urban Core Areas will include a variety of built forms and will change and evolve over time;
- e.** A street and open space network that fosters connections within the Urban Core Areas and between the Urban Core Areas and the wider community will be created; and,
- f.** Design excellence shall be promoted and shall convey aspects of the Town’s local character throughout the Urban Core Area.

The seven-phase development strategy of the Proposed Development ensures orderly intensification, early activation of the Trafalgar Road corridor, and incremental build-out of internal streets and open spaces in a manner consistent with the long-term evolution envisioned by the NOESP for the Urban Core.

Section 7.5.14 Trafalgar Urban Core Area

The Trafalgar Urban Core Area, as designated on Figures NOE1 and NOE2, is intended as the focal point for development in North Oakville East. The Trafalgar Urban Core Area is planned to accommodate a mix of uses, including residential, employment and community uses. The area is envisioned as a pedestrian oriented and mixed-use area, accommodating the highest densities in the NOESP planning area. The Trafalgar Urban Core is a major physical link to the Uptown, Midtown Core, and Downtown areas. Section 7.5.14 of the NOESP provides the following direction for key design elements of this area:

- a.** Mixed use development shall be permitted and strongly encouraged throughout the Core Area;
- b.** Trafalgar Road shall have a strong street-related built edge, wide sidewalks, enhanced tree plantings and other design features to reflect its significance as the community “main street”;
- c.** Development in the vicinity of the Trafalgar/ Burnhamthorpe intersection is envisioned as mixed use node with a commercial focus that serves to anchor the Trafalgar Urban Core Area;

- d.** Minimum and maximum setbacks, densities and other standards will be implemented in the zoning by-law to ensure that development achieves the standards required as a basis for the creation of this core area;
- e.** Urban squares will be established at key focal points within the Trafalgar Urban Core Area. Urban squares will generally consist of passive open space areas; and,
- f.** Retail and service commercial development will be encouraged in a “main street” format, whether in a standalone format or integrated into mixed use buildings, where retail and service commercial uses are oriented to the street to create a pleasant pedestrian shopping environment. Although the entirety of Trafalgar Road shall have a strong street-related built edge, it is anticipated that the areas of retail and service commercial development will be clustered into a few areas.

The Proposed Development implements the intent of the Trafalgar Urban Core Area by delivering the highest-density mixed-use development at the Trafalgar/ Burnhamthorpe intersection, incorporating a main street retail format, strong street-related built edges, and a centrally located civic plaza functioning as an urban square.

Section 7.6.4 Trafalgar Urban Core Area

Section 7.6.4 outlines land use policies for the Trafalgar Urban Core Area, which is designed to provide for the creation of a major Node – a dense, mixed-use development concentration that is pedestrian and transit-oriented. This area will link to and complement the Uptown Core, located south of Dundas Street (Policy 7.6.4.1).

The Core Area is composed of four different development sub-areas per Figure NOE1. Policy 7.6.4.3 directs that each sub-area will have a different development focus, however all uses will be oriented to and designed to define the street.

Policy 7.6.4.2 establishes the permitted uses, buildings, and structures in the Trafalgar Urban Core Area as a whole, which are as follows:

- i.** Permitted uses shall include the full range of employment, commercial, including retail commercial, accommodation, institutional, cultural, health and medical, and entertainment uses, medium and high-density residential uses, and related public uses such as urban squares and parking

- ii.** 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, including supermarkets and department stores particularly in Trafalgar Urban Core Area 2.
- iii.** Institutional uses are considered key components of the development of the Trafalgar Urban Core Area, particularly major regional uses. They will be encouraged to locate throughout the Urban Core Area, particularly on sites fronting on Trafalgar Road
- iv.** The total commercial development in the Trafalgar Urban Core Area designation shall not exceed a total of 93,000 square metres of gross leasable floor area. The retail commercial development shall be focused primarily in the Trafalgar Urban Core Area 2 (in which the Subject Site is located) and Area 4, as designated on Figure NOE1, with a minimum of 55,000 square metres of gross leaseable floor area located in Urban Core Area 2. Additional retail commercial development may be permitted in excess of 93,000 square metres of gross leasable floor area without amendment to this Plan, if such additional development is justified by a market study acceptable to the Town. (Policy 7.6.4.2.iv).
- v.** Drive-through uses, such as restaurants and financial institutions, will be prohibited in the Trafalgar Urban Core.
- vi.** Service stations, including gas bars and other similar vehicle service uses, will not be permitted at the intersection of Trafalgar Road and Major Arterials or Avenue/Transit Corridors.

Policy 7.6.4.5 provides land use policies for Trafalgar Urban Core Area 2, where the Subject Site is located. Urban Core Area 2 is directed to accommodate a range of commercial uses, including retail commercial uses, in the blocks adjacent to Trafalgar Road, with residential uses at the east and west edges of the Urban Core Area. The general configuration of these uses would be:

- a.** Mixed Use, in a “main street” format, along the south side of Burnhamthorpe Road, as well as potentially in the vicinity of Trafalgar Road and the east-west Avenue south of existing Burnhamthorpe Road;
- b.** Street Related Commercial Development, as well as some Large and Small Format Commercial Development, may occupy the blocks on either side of Trafalgar Road. Office, institutional and high density residential, as well as mixed use development, shall also be permitted;

- c.** High Density Residential development will be permitted and encouraged to locate along Trafalgar Road and the Avenue/Transit Corridor roads. In addition, locations adjacent to the Community Park, including on existing Burnhamthorpe Road East will be encouraged; and,
- d.** Medium Density Residential development will be permitted throughout this area and encouraged to locate west and east of the north-south Avenue/Transit Corridors to provide a transition to the adjacent residential neighbourhoods and Community Park.

Policy 7.6.4.8 provides the following land use policies for all Core Areas within the Trafalgar Urban Core designation:

- a.** All Core Areas will be visually connected by a coherent streetscape along Trafalgar Road, including provision for landscaping, signage, street furniture and other features in the public right-of-way, and will be physically connected by road, transit, and bicycle linkages. In addition, urban squares will be established through the Core Area at key focal points.
- b.** The highest development densities will be focused along Trafalgar Road, with building heights and densities generally scaling down east and west of Trafalgar Road. Development at the edge of the Urban Core will be designed as a transition to abutting residential neighbourhoods. A mix of uses shall be permitted in the Trafalgar Urban Core Area with a range of heights and densities to support transit, with development being encouraged to exceed the minimum density to better support transit use wherever possible.
- c.** A minimum planned density for the Trafalgar Urban Core will be established through the Regional Municipal Comprehensive Review, in conformity with the Growth Plan and, until that time, development applications will ensure they meet transit-supportive densities as established in Provincial Guidelines;
- d.** In terms of building heights, the following directions are provided
 - i.** Minimum height of 8 storeys for development within 100 metres of Trafalgar Road;
 - ii.** Minimum height of 6 storeys for development between 100 metres and 300 metres from Trafalgar Road, excluding podium elements, which may be lower;
 - iii.** Minimum height of 3 storeys for development beyond 300 metres from Trafalgar Road;
 - iv.** A commercial building as part of a comprehensive development shall be a minimum height of 5 metres;

- v. A minimum height of 2 storeys may be permitted along the western and eastern boundaries which directly abut residential neighbourhoods, as identified in Figure NOE1;
- vi. A maximum height of 15 storeys, with the exception of lands at the intersection of Major Arterial/ Transit Corridors and Avenue/Transit Corridors with Trafalgar Road where the maximum height shall be 20 storeys;
- vii. Increases of up to 4 storeys beyond the maximum permitted building height, exclusive of bonusing, may be considered where adjacent to stormwater management ponds; and,
- viii. Increases beyond the maximum permitted building height may be considered through bonusing, subject to Section 7.10.2 - note that as a result of recent amendments to Section 37 of the Planning Act, density bonusing is no longer an applicable planning tool.

The Proposed Development's built form aligns with the intent of accommodating high-density mixed-use development within a pedestrian- and transit-oriented node; however, the proposed heights exceed the current maximum height permissions. The requested Official Plan Amendment seeks to permit a maximum height of 30 storeys at the primary intersection, reflecting the Site's strategic location and role within the Urban Core hierarchy.

Additional height is concentrated at the most prominent corner, with buildings stepping down across the Site to provide appropriate transitions, tower separation, and mitigation of potential impacts. The proposed commercial floor area remains within the overall caps established for the Trafalgar Urban Core.

Section 7.7 Community Services Strategy

Section 7.7 outlines policies related to the Community Services Strategy, which is designed to provide direction on the provision of physical support, recreation, and other services to the North Oakville East Planning Area.

Transit

Section 7.7.2 provides directions related to transportation and stipulates that a condition of approval of any subdivision is to provide a transit facilities plan that addresses transit facilities and how such facilities will integrate into the transit network in the Town of Oakville (Policy 7.7.2.2.b). Further, policy directs that transit supportive development shall be designed at densities supportive of existing and planned transit type and frequency of the area (Policy 7.7.2.2.c). 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;
- iii. Documentation of walking distances to ensure that all areas within the Planning Area are adequately served by transit;
- iv. Provision for transit stops and bus bays on Arterial, Avenue and Connector roads; and where appropriate incorporation of these features into road design requirements;
- v. The relevant provisions of Section 7.5; and,
- vi. The policies and objectives of the Halton Transportation Master Plan.

Pedestrian/Bicycle System

The Pedestrian/Bicycle System is designed to prioritize pedestrian and cyclist safety and comfort through enhanced streetscapes and sidewalks in commercial and mixed-use areas (Policy 7.7.2.4 a). Sidewalks shall generally be provided on both sides of streets, with exception of certain low-density and character roads, and roads adjacent to the Natural Heritage and Open Space System. Streets should accommodate cyclists either on the roadway or on separate bicycle paths, with standards for bicycle parking to be developed through zoning (Policy 7.7.2.4 c). An extensive trail system will be established, related to natural and open spaces and along specific roads, subject to further study and refinement (Policy 7.7.2.4 d).

Roads

Road planning will be coordinated with provincial and regional authorities and adjacent municipalities to integrate the local and broader network (Policy 7.7.2.5 a). The Town aims to create a safe, pedestrian-friendly environment even if it means accepting suboptimal vehicular traffic levels. Techniques to achieve this may include reduced lane widths, landscaped medians, on-street parking, transit priority measures, regular intersections to allow the creation of a modified grid system, and pedestrian-friendly crossings (Policy 7.7.2.5.b). Developers must provide sufficient land for road rights-of-way and may be required to allocate additional space for bike lanes, medians, and parking (Policy 7.7.2.5 c, d).

Parking

The Town mandates adequate parking and loading facilities for commercial, employment, institutional, and multi-unit residential developments, including bicycle parking (Policy 7.7.2.7 a). Alternatives to at-grade parking such as on-street and municipal parking are encouraged to enhance street animation and reduce vehicle speeds (Policy 7.7.2.7 b). On-street parking should serve as a buffer for pedestrians, and maximum parking standards may be established in the zoning by-law (Policy 7.7.2.7 b).

The Proposed Development supports transit-supportive densities, contributes to the planned hierarchy of parks and urban squares, and strengthens pedestrian and cycling connectivity consistent with the Community Services Strategy.

Waste and wastewater services

Section 7.7.3.1 provides direction regarding the provision of waste and wastewater services to support development within the North Oakville East Planning Area. The policies require that all new urban development be connected to the municipal wastewater and water systems, with the exception of limited interim situations such as expansions to existing uses or limited new uses approved through amendments to the Zoning By-law in accordance with Town and Regional policies (Policy 7.7.3.1 a).

Prior to the approval of new urban development, a Water and Wastewater Master Plan for the North Oakville East Planning Area is required to be prepared to the satisfaction of the Region of Halton (Policy 7.7.3.1 c). The Water and Wastewater Master Plan must conform with the Region of Halton Design Criteria, Contract Specifications, and Standard Drawings, and identify the technical requirements necessary to support urban development, including wastewater collection and water supply infrastructure. The Master Plan must also include an evaluation of the existing water and wastewater systems and provide details regarding the proposed water and wastewater servicing systems (Policy 7.7.3.1 c i-ii).

The proposed development will be connected to the municipal wastewater system in accordance with Policy 7.7.3.1 a). A 750 mm diameter wastewater main is planned as part of the Trafalgar Road reconstruction and will service the subject lands, which are within its service area.

The proposed servicing conforms to the Region's Area Servicing Plan, EIR/FSS, and applicable design criteria. The sanitary sewer system has been designed to convey expected peak flows and demonstrates sufficient capacity. All services will be subject to detailed engineering approval and implemented in accordance with Regional standards.

The proposed approach is consistent with the broader servicing framework for the North Oakville East Planning Area, in accordance with Policy 7.7.3.1 c).

Utilities

Section 7.7.3.2 provides direction regarding the provision and placement of utilities within the North Oakville East Planning Area. The policies state that where new services are introduced, they are to be located underground and are encouraged to be placed within a common trench to promote coordinated infrastructure installation (Policy 7.7.3.2 b).

While trunk hydro services may be located above ground, they are encouraged to be located underground where feasible in order to support efficient infrastructure planning and minimize visual impacts (Policy 7.7.3.2 b).

The proposed development will be serviced by municipal infrastructure within the municipal road right-of-way, consistent with standard municipal servicing practices. The Functional Servicing Report confirms that water, wastewater, and stormwater services will be provided within the road network, supporting coordinated infrastructure installation.

The detailed design and placement of utilities, including underground installation and opportunities for coordinated servicing within the right-of-way, will be addressed through subsequent engineering submissions in accordance with applicable municipal and Regional standards. Where feasible, utility placement will be coordinated to support efficient infrastructure planning.

Section 7.7.4 Parkland Hierarchy

With respect to parkland provision, the NOESP establishes a hierarchy of parkland that applies north of Dundas Street and consists of facilities designed to provide the full range of active and passive recreation facilities, including:

- a. Community Parks;
- b. Neighbourhood Parks;
- c. Village Squares; and,
- d. Urban Squares within the Trafalgar Urban Core Area (Policy 7.7.4.1)

The locational criteria and general design parameters for Urban Squares within the Trafalgar Urban Core will be determined through the Parks Facilities Distribution Plan. However, generally Urban Squares shall consist of passive open space; be generally smaller in size than Village Squares; and may be in public or private ownership (Policy 7.7.4.1)

Section 7.7.4.2 directs the Town to maintain a Parks Facilities Distribution Plan to guide the provision of parkland. The North Oakville East Master Parkland Agreement establishes landowner obligations related to parkland conveyance across the NOESP area.

Policy 7.7.7 states that the Town will work with the local school boards to reserve an adequate number and distribution of school sites throughout the NOESP area in accordance with the general locations identified on Figure NOE2 (Policy 7.7.7 a).

While the Subject Site is not identified for the delivery of a future Community Park due to its proximity to the planned Community Park located northeast of the Site, the Proposed Development includes two public parks (the Neighbourhood Park and Green Gate Parkette), and a privately-owned publically accessible open space square (The Square). These spaces will contribute to the overall parks and open space network and provide direct connections to the future Community Park, Joshua Creek Park, and the surrounding Natural Heritage System.

Appendix 7.3 of the North Oakville Master Plan identifies lands adjacent to the Subject Site for future elementary and secondary school facilities. The Proposed Development has been designed to support the planned schools by providing pedestrian and active transportation connections, appropriate transitions in the built form, and a public realm that enhances accessibility and safety in the surrounding area. A future elementary school is planned to the southeast of the Site along Settlers Road, while a future secondary school and associated outdoor facilities are planned east of the Site. Ongoing coordination with the Halton District School Board and Halton Catholic District School Board will occur as the development application advances.

Section 7.10 – Implementation and Interpretation

Section 7.10.2 addresses the implementation of the NOESP. The policies direct that the NOESP will be implemented through amendments to the Town's Zoning By-law in accordance with the NOESP policies and Part F, Section 1.3 of the Official Plan, in conjunction with draft plans of subdivision or other development applications (Policy 7.10.1).

The section also references the bonusing provisions of the Official Plan as they apply within the Trafalgar Urban Core. Notwithstanding the potential for additional height through bonusing, the policy establishes that the maximum height of any building within the Trafalgar Urban Core Area, inclusive of any bonus for height, shall be 30 storeys (Policy 7.10.2).

Implementation of the Proposed Development will occur through the requested Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision, consistent with the NOESP's implementation framework.

North East Secondary Plan Summary Opinion

The Proposed Development aligns with the community vision and objectives of the North Oakville East Secondary Plan and maintains the overall intent of the Residential, Urban Design, Transportation, and Urban Core policies applicable to the Trafalgar Urban Core. The Proposal is designed to complement the emerging built form and planned context of the Trafalgar Urban Core by accommodating high-density mixed-use development in tall and mid-rise buildings, thereby increasing the diversity of housing choice and built form within this primary growth area.

At full build-out, the Proposed Development will deliver 6,420 residential units, contributing meaningfully to forecast population growth and supporting the achievement of Regional and local growth targets. The proposed density exceeds the minimum target of 160 people and jobs per hectare established for the Trafalgar Urban Core under the Halton Region Urban Structure, optimizing the Site's strategic location along a designated intensification corridor planned for higher-order transit. The concentration of the highest densities along Trafalgar Road reinforces the planned urban structure for North Oakville East and supports the role of the Trafalgar Urban Core as a focal point for growth within the Town's hierarchy of Nodes and Corridors.

The Proposed Development supports sustainability objectives through compact built form, efficient land use, and reduced per-unit resource consumption and greenhouse gas emissions. The integration of residential, commercial, and retail uses supports convenient access to daily needs and services, and contributes to the creation of a complete, walkable community structured around a connected street and open space network.

From an urban design perspective, the Proposed Development represents a comprehensive mixed-use precinct supported by a range of parks, plazas, and at-grade retail uses that animate the public realm. The tallest buildings are located toward the intersection of Trafalgar Road and Burnhamthorpe Road, with building heights transitioning downward toward the south and east to provide appropriate relationships to adjacent lands and planned community facilities. This height and massing strategy reinforces the hierarchy of streets and open spaces while ensuring that intensification is concentrated at the most transit-supportive location.

The Proposed Development supports the transportation objectives of the NOESP by establishing a connected, pedestrian-oriented street network that promotes safe and efficient movement for vehicles, transit users, cyclists, and pedestrians. Wide sidewalks, enhanced streetscapes, and public street dedications improve permeability and shorten travel distances. High-density residential development is located within walking distance of existing and planned transit infrastructure, including the future Trafalgar Road BRT corridor and the Highway 407 Transitway, while also supporting active transportation through connections to planned cycling facilities and multi-use trails.

The Proposed Development will be connected to the municipal wastewater system and serviced by planned infrastructure, including the 750 mm wastewater main on Trafalgar Road, in accordance with the Region's Area Servicing Plan and EIR/FSS. The Functional Servicing Report confirms that water, wastewater, and stormwater services can be accommodated within the municipal road network and demonstrates sufficient capacity to support the development. Utility placement and coordination, including underground installation, will be addressed through detailed engineering design in accordance with applicable municipal and Regional standards.

While the requested Official Plan Amendment seeks to permit building heights that exceed the prescriptive limits currently identified in the NOESP, the proposed height and density maintain and advance the broader intent of the Trafalgar Urban Core Area policies by directing the highest intensity development to this strategically located intersection. In this context, the Proposal represents an appropriate and logical evolution of the NOESP framework, implementing its vision for a compact, transit-supportive urban core while responding to updated growth management direction and housing supply objectives.

4.8 NORTH OAKVILLE ZONING BY-LAW 2009-189

The North Oakville Zoning By-law 2009-189 (as amended) is the applicable Zoning By-law (ZBL) for the Subject Site. Currently, the Site is zoned 'FD' (Future Development), as indicated on Map 12(5) of the ZBL. The FD zone permits legally existing buildings and structures and expansions thereto, as well as infrastructure.

Section 4 of the ZBL contains various general regulations pertaining to a variety of matters, including, but not limited to, permitted uses in all zones, legal non-conforming buildings, determination of frontage, calculation of yards and permitted encroachments in yards, landscape area regulations, streetscape, rooftop mechanical equipment and solar panels, among others.

Section 5 of the ZBL contains parking and loading regulations, including a requirement for parking spaces to be calculated in accordance with the standards set out in Tables 5.1A, 5.1B, and 5.2. For apartment buildings higher than 4 storeys, the ZBL permits a maximum of 1.25 parking spaces per dwelling unit, plus 0.2 parking spaces per dwelling unit for visitors. There is no minimum residential parking requirement. Parking requirements for various non-residential uses are listed in Table 5.1B. Section 5.2 outlines requirements for accessible parking spaces and dimensions. Sizes for standard parking spaces and drive aisles are also prescribed in Section 5.4. Bicycle parking requirements are listed in Section 5.7.

The TUC zone in the ZBL generally applies to lands designated Trafalgar Urban Core in the North Oakville East Secondary Plan area, with some exceptions (as is the case for the Subject Site). Permitted uses in the TUC zone include apartment buildings, mixed-use buildings, office buildings, hotels, institutional buildings, parking garages, and commercial/residential buildings.

Section 7.1 of the ZBL contains the TUC zone regulations. The minimum building height is 3 storeys, and the maximum building height is 15 storeys. The minimum permitted FSI is 1.0 for lots abutting Trafalgar Road and 0.75 for other lots and the maximum permitted FSI is 5.0. The ZBL setback requirements for the TUC zone include:

- Minimum front yard and flankage: 0.0 metres
- Maximum front yard and flankage: 6.0 metres
- Minimum interior side yard setback: 0.0 metres; and,
- Minimum rear yard setback: 1.0 metres with rear land access, unless there is a residential use at grade where the setback shall be 0.75 metres; 6.0 metres without rear lane access, except abutting lands in the NHS, CE, or P Zones where the setback shall be a minimum of 3.0 metres.

Section 7.1.7 also contains 10 TUC "Performance Zone" categories, each containing additional standards that are intended to apply to a range of possible development scenarios.

North Oakville Zoning By-law Summary Opinion

The Proposed Development seeks to rezone the Subject Site to TUC (Trafalgar Urban Core) with site-specific exceptions to enable relief from various provisions of the ZBL. The TUC zone is appropriate as it will implement the Site's Trafalgar Urban Core land use designation under the NOESP and will enable the proposed high-density mixed-use development. Appropriate site-specific development standards are proposed to facilitate the orderly development of the Site in a way that implements the overall intent of the NOESP and will not cause undue adverse impacts.

The draft Zoning By-law Amendment (ZBA) contains provisions applicable to all of the proposed development blocks on the Subject Site. Additionally, the draft ZBA proposes to impose a holding (H) provision to restrict development from proceeding until the associated servicing capacity has been obtained through the Halton Region Allocation Program.

4.9 LIVABLE BY DESIGN MANUAL

The Livable by Design Manual ("LBDM"), endorsed by Council in 2014 and updated in 2019, provides town-wide urban design guidance consistent with Section 6 of the Livable Oakville Plan. The review below considers the relevant town-wide guidelines applicable to the Proposed Development.

Section 2: Design Direction for the Public Realm

Section 2 of the LBDM establishes direction for the design of complete streets, streetscapes, gateways, public views, urban squares, public art, and wayfinding (Guidelines 2.1–2.7). The Manual emphasizes context-sensitive street design that prioritizes pedestrians and cyclists, incorporates universal accessibility, supports ecological sustainability, and contributes to a cohesive and memorable public realm (Guideline 2.1).

The design of streetscapes is organized into coordinated zones — including the building interface, pedestrian path, and planting and furnishing areas — to ensure active frontages, barrier-free pedestrian movement, and integrated tree planting and furnishings (Guideline 2.2). The Manual also promotes the creation of identifiable gateways and focal points at key intersections (Guideline 2.3), the protection and enhancement of public views and vistas (Guideline 2.4), the integration of pedestrian-oriented urban squares and plazas (Guideline 2.5), and the incorporation of public art and wayfinding elements to reinforce local identity and orientation (Guidelines 2.6 and 2.7).

Section 3: Design Direction for Built Form

Section 3 of the LBDM outlines expectations for built form design, including tall and mid-rise buildings (Guideline 3.1). This section directs that buildings incorporate a clearly articulated base, middle, and top to establish a human-scaled street interface and contribute to a varied skyline. It further emphasizes appropriate transitions in height and massing, mitigation of shadow and wind impacts, high-quality architectural detailing, and well-designed façades that animate the public realm (Guideline 3.1).

The provision of private and shared amenity areas, including balconies and rooftop spaces, is also encouraged to support livability in higher-density residential buildings (Guideline 3.1).

Section 3 also provides direction regarding building massing, separation, and tower design to ensure appropriate transitions, privacy, and access to sunlight and sky views. The Manual directs that long building façades incorporate breaks in massing to reduce perceived building length and create vertical articulation along the street (Guideline 16).

Guidance is also provided regarding separation distances between buildings to ensure adequate privacy, light, and sky views for residential units. Where mid-rise buildings have primary windows facing one another, increased setbacks are required to achieve an appropriate separation distance, while reduced setbacks may be permitted where secondary windows face one another (Guidelines 19 and 20).

Additional guidance addresses side yard setbacks for mid-rise buildings to ensure appropriate spatial relationships between buildings and adjacent properties (Guideline 21). For tall buildings, the Manual directs that the tower portion be stepped back from the podium to reinforce a human-scaled streetwall and to distinguish the base, middle, and top components of the building (Guideline 23).

Further guidance encourages slender tower design through limitations on tower floorplate size and minimum separation distances between towers to reduce shadowing, maintain sky views, and support residential privacy (Guidelines 25 and 27).

Section 4: Design Direction for Site Organization Elements

Section 4 of the LBDM provides direction for site organization, landscape design, pedestrian circulation, parking, servicing, lighting, and signage (Guidelines 4.1–4.6). This section promotes landscape strategies that enhance human scale, increase tree canopy coverage, and integrate site-appropriate planting (Guideline 4.1). Pedestrian networks are to be safe, accessible, and clearly distinguished from vehicular areas, with strong connections to public sidewalks and transit stops (Guideline 4.2).

In growth and intensification areas, structured and underground parking is preferred, with above-grade facilities integrated into building design and screened from public view (Guideline 4.3). Lighting should enhance safety and architectural features while minimizing glare and light pollution (Guideline 4.4). Signage should be coordinated and complementary to building design (Guideline 4.5), and service and loading areas should be consolidated and located to minimize impacts on the public realm (Guideline 4.6).

Livable by Design Summary Opinion

The Proposed Development has been designed with appropriate regard for Oakville's Livable by Design Manual and aligns with the Manual's key design directions for creating high-quality, pedestrian-oriented communities. The Proposed Development establishes a vibrant public realm through a coordinated mix of building heights, diverse open spaces, and integrated streetscapes that support walkability and social interaction.

A fine-grained circulation network is introduced through smaller, pedestrian-scaled blocks and a hierarchy of complete streets, including Streets A, B, C, Main Street, and Settlers Road. These streets accommodate vehicular movement and cycling while prioritizing pedestrians through continuous sidewalks, street trees, and active building frontages. Mid-block connections, pathways, and gateways further enhance permeability and improve access across the Site, reinforcing a comfortable and engaging pedestrian experience.

The built form includes a mix of tall and mid-rise buildings ranging from 4 to 30 storeys, contributing to a varied skyline while maintaining a pedestrian-scaled street edge through podiums, step-backs, and articulated massing. Building heights peak at the northwest corner of the Site at the intersection of Trafalgar Road and Burnhamthorpe Road, with transitions in scale to the south and east to minimize potential shadow and interface impacts on future parkland and school sites.

The site layout establishes a clear hierarchy of public and private spaces, supported by a comprehensive landscape strategy that softens the urban environment and promotes human-scale design. Landscaping and tree planting are integrated throughout streets, open spaces, and mid-block connections, supporting the Town's long-term tree canopy objectives.

Parking and servicing are accommodated primarily within underground and integrated structured facilities, minimizing their visual presence and impacts on the public realm. Servicing areas are consolidated and located away from primary pedestrian routes where feasible, ensuring efficient site operations while maintaining a high-quality urban environment.

Overall, the Proposed Development demonstrates consistency with the Livable by Design Manual by delivering a walkable, connected, and visually engaging community that balances density, built form, and public realm quality in a manner appropriate for this Urban Core location.

4.10 NORTH OAKVILLE URBAN DESIGN AND OPEN SPACE GUIDELINES

The North Oakville Urban Design and Open Space Guidelines (2009) establish detailed urban design direction to guide the implementation of the North Oakville East Secondary Plan. The Guidelines provide illustrated principles and standards relating to street-based design, built form, open space integration, sustainability, mobility, and the development of the Urban Core Areas.

The sections most relevant to the Proposed Development are summarized below.

Section Two: The Vision & Guiding Principles for North Oakville

Section Two establishes the vision for North Oakville and outlines eight overarching Urban Design Principles intended to guide the development of a compact, sustainable, and transit-supportive community. These principles include:

- 1) Establishing a sustainable natural heritage and open space system;
- 2) Ensuring visibility and accessibility to open spaces;
- 3) Developing a grid-based and interconnected street network;
- 4) Promoting compact, walkable, mixed-use development;
- 5) Providing diverse housing options;
- 6) Preserving cultural heritage;
- 7) Embracing sustainable development; and
- 8) Supporting employment and higher-order activities in appropriate locations.

Chapter 2.2 - Street Based Design establishes five street classifications and emphasizes the importance of a modified grid system that balances transportation function with pedestrian comfort (Guidelines 2.2.1 and 2.2.3). The Guidelines highlight the importance of wide sidewalks, coordinated landscaping, and active building frontages in creating cohesive streetscapes. Guideline 2.2.6 addresses the relationship between the private and public realm, encouraging transitional building interfaces and active at-grade uses within mixed-use areas to reinforce a continuous street wall and pedestrian-oriented environment.

Section Three: General Urban Design Guidelines: Built Form & Open Space

Section Three provides detailed guidance relating to sustainable development, street and block pattern, land use and site design, building typologies, natural heritage integration, stormwater management, pedestrian and bicycle circulation, landscaping, and parking.

Chapter 3.1 promotes efficient land use, transit-oriented development, energy-conscious building design, and responsible water management. Compact mixed-use development is encouraged to support long-term environmental resilience and reduced reliance on private automobiles.

Chapter 3.2 establishes a framework for a modified grid street network with shorter block lengths to enhance connectivity and walkability. Streets are to support multiple transportation modes, including pedestrians and cyclists, and incorporate traffic-calming elements, on-street parking where appropriate, and coordinated landscaping to enhance pedestrian safety and comfort.

Chapters 3.3 and 3.4 provide direction regarding building placement, articulation, and integration with the public realm. Buildings are expected to frame streets and open spaces, reinforce pedestrian-scaled environments, and incorporate articulated bases and tower elements in higher-density forms. High-density and mid- and high-rise buildings are to consider shadow impacts, sunlight access, tower separation, and appropriate transitions to adjacent uses while supporting intensification objectives.

Chapters 3.6 and 3.7 emphasize the integration of open spaces with the broader Natural Heritage System. Parks and urban open spaces are to be aligned with streets and building frontages to promote visibility, safety, and connectivity. Stormwater management facilities are to be designed as integrated components of the open space framework, contributing to environmental performance and community amenity.

Chapter 3.8 promotes barrier-free pedestrian environments, continuous sidewalks, safe crossings, and connectivity to transit and community facilities. The Guidelines emphasize universal accessibility and the integration of cycling infrastructure to support active transportation.

Chapters 3.10 through 3.14 provide direction regarding resilient landscaping strategies, expansion of tree canopy, screening of parking areas, integration of bicycle facilities, and the minimization of visible surface parking in Urban Core Areas. Bird-friendly glazing treatments and lighting strategies are encouraged to reduce environmental impacts.

Section Four: Urban Cores

Section Four identifies Urban Core Areas as the most urbanized and highest-density areas within North Oakville. The Guidelines state that these areas are intended to accommodate mixed-use development, including residential towers, retail and service commercial uses, and higher-order activities (Guideline 2.1.2.2).

Within the Urban Core Areas, the highest densities are to be concentrated at intersections of Avenue/Transit and Connector/Transit Corridors, including within the Trafalgar Urban Core (Guideline 4.c). The Guidelines further recognize that shadow impacts associated with taller buildings must be considered and balanced against intensification goals (Guideline 4.f). Guideline 4.1.2 outlines the vision for the Trafalgar Urban Core as a high-density, mixed-use focal point within North Oakville East.

Urban Design & Open Space Guidelines Summary Opinion

The Proposed Development has been designed with appropriate regard for the North Oakville Urban Design and Open Space Guidelines and reflects the vision for compact, mixed-use, and transit-supportive development within the Trafalgar Urban Core. The Proposal establishes a vibrant and cohesive public realm through a coordinated mix of building heights, diverse open spaces, and integrated streetscapes that prioritize walkability, safety, and social interaction.

Consistent with the Street Based Design principles in Section Two and the Street and Block Pattern direction in Chapter 3.2, the development is organized around a modified grid street network that enhances connectivity and permeability. A fine-grained circulation framework is introduced through pedestrian-scaled blocks and a hierarchy of complete streets, including Streets A, B, C, Main Street, and Settlers Road. Block lengths generally range between approximately [insert range] metres, with an average block length of approximately [insert average] metres, reinforcing walkability and providing multiple route options for pedestrians and cyclists. Mid-block connections and public pathways further shorten travel distances and improve access across the Site, consistent with the Guidelines’ emphasis on shorter blocks and integrated pedestrian circulation.

The built form strategy aligns with the direction of Chapters 3.3 and 3.4, incorporating a mix of tall and mid-rise buildings ranging from 4 to 30 storeys. Buildings are articulated with defined podiums, step-backs, and varied massing to maintain a pedestrian-scaled street edge while contributing to a varied skyline appropriate for an Urban Core context. Height is concentrated at

the northwest corner of the Site at the intersection of Trafalgar Road and Burnhamthorpe Road, consistent with the Guidelines’ direction to focus the highest densities at key transit-supportive intersections. Building heights transition south and east to respond to adjacent planned parkland, school sites, and future development, minimizing potential shadow and interface impacts while maintaining intensification objectives.

The site layout establishes a clear hierarchy of public and private spaces, supported by a comprehensive landscape strategy consistent with Chapters 3.6 and 3.10. A coordinated network of parks, open spaces, and landscaped streetscapes integrates with the broader community structure and promotes visibility, accessibility, and community identity. Landscaping and tree planting are distributed throughout streets, open spaces, and mid-block connections, supporting pedestrian comfort and contributing toward the Town’s long-term canopy objectives.

Parking and servicing are accommodated primarily within underground and integrated structured facilities in accordance with Chapters 3.12 and 3.13, minimizing their visual presence and reducing conflicts with pedestrian areas. Bicycle parking is incorporated throughout the development to support active transportation, and servicing areas are consolidated and located away from primary public frontages where feasible.

Overall, the Proposed Development maintains the intent of the North Oakville Urban Design and Open Space Guidelines by delivering a compact, walkable, and transit-supportive mixed-use community within the Trafalgar Urban Core. While the proposed building heights exceed the numerical limits identified in the Secondary Plan, the overall urban structure, built form organization, block pattern, and public realm framework reflect the Guidelines’ vision for a high-density Urban Core focal point that balances intensification with pedestrian comfort, connectivity, and high-quality design.

4.11 THE ACTIVE TRANSPORTATION MASTERPLAN

The Active Transportation Master Plan (“ATMP”) Update (2017) for the Town of Oakville is designed to advance the Town’s goal of becoming Canada’s most livable community by enhancing a comprehensive network of bicycle routes, sidewalks, and multi-use trails over the next 20 years that encourages active lifestyles and reduces reliance on cars. The ATMP outlines a comprehensive strategy for improving active transportation conditions and integrating new programs and initiatives.

The ATMP identifies existing and future active transportation infrastructure projects for the Town of Oakville, which are illustrated on a series of maps. Map 7 (Figure 37) indicates existing in-boulevard cycling trails along Neyagawa Boulevard and Dundas Street West. This

type of cycling route is characterized as a “multi use trail” that is intended to be shared by pedestrians, cyclists, and in-line skaters, and are typically two-way facilities.

Map 7 also identifies planned future off-road trails along the extension of Sixteen Mile Drive into Lions Valley Park, ultimately connecting northwest to the future intersection of William Halton Parkway and Burnhamthorpe Road West.

The ATMP identifies a proposed multi-use trail along Trafalgar Road that will accommodate both cycling and pedestrian facilities. Burnhamthorpe Road East currently includes a signed bicycle route, with a dedicated bike lane also recommended along the corridor. Oakville’s ATMP further identifies future In-Boulevard Trails and Signed Routes along Settlers Road, which runs east–west along the southern edge of the Subject Site. Collectively, these planned facilities will expand and strengthen the municipal and regional active transportation network.

ATMP Summary Opinion

The Proposed Development demonstrates appropriate regard for the Town’s ATMP by supporting and enhancing existing and planned cycling and pedestrian infrastructure within the Trafalgar Urban Core. The Proposal facilitates the delivery of future active transportation facilities along Trafalgar Road through the conveyance of required lands and integrates additional cycling and pedestrian connections along Settlers Road and Street C, consistent with the ATMP’s identified in-boulevard trails and signed routes.

These improvements strengthen connections between the Site and the broader municipal and regional active transportation network, including planned facilities along Burnhamthorpe Road and within North Oakville. Active frontages, generous boulevards, and landscaped streetscapes along these corridors enhance comfort, safety, and visibility for pedestrians and cyclists. Collectively, the Proposal advances a pedestrian- and cyclist-oriented development framework that encourages active travel as a viable alternative to private automobile use and supports a more connected, sustainable, and accessible Trafalgar Urban Core.

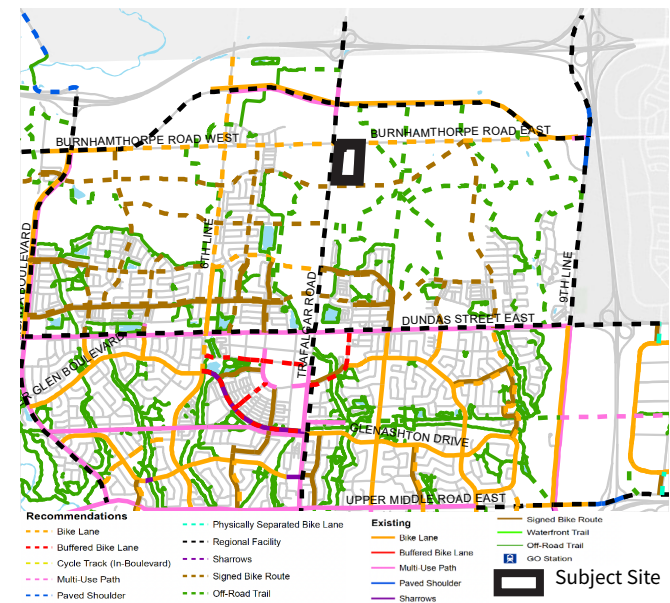


Figure 42. Map 7 – Recommended Cycling & Active Transportation Map

5.0

Summary of Additional Studies

5.0 Summary of Additional Studies

Stage 1 Archaeological Assessment

A Stage 1 Archaeological Assessment was prepared by Archaeological Services Inc. to evaluate the proposal in relation to archaeological resources and to identify areas of archaeological potential.

The Stage 1 background research entailed consideration of the proximity of previously registered archaeological sites and the original environmental setting of the study area, along with nineteenth- and twentieth-century settlement trends. The guidance of The Master Plan of Archaeological Resources for the Regional Municipality of Halton (Archaeological Services Inc., 1998, 2009) was also considered. This research suggested that there is potential for the presence of both Indigenous and Euro-Canadian archaeological sites within portions the study area.

The field review confirmed that the extensive land-moving activities from the development of the Vic Hadfield Golf and Learning Centre in the twentieth and twenty-first centuries has resulted in some areas of the study area being disturbed, while other portions were unaffected by its development.

In light of these results, it is recommended that a Stage 2 Archaeological Assessment of all areas retaining archaeological potential within the study area be required, in accordance with the Ministry of Citizenship and Multiculturalism's 2011 Standards and Guidelines for Consultant Archaeologists.

Heritage Impact Assessment

A Heritage Impact Assessment was prepared by ERA Architects Inc. to evaluate the proposal in relation to cultural heritage resources and to identify appropriate mitigation measures. A Cultural Heritage Evaluation Report (CHER) was completed in accordance with Ontario Regulation 9/06 to determine cultural heritage value or interest.

Both properties comprising the Site are listed on the Town of Oakville Heritage Register but are not designated under Part IV, Section 29 of the Ontario Heritage Act ("OHA"). ERA has prepared a Cultural Heritage Evaluation Report ("CHER") for the Site, submitted under separate cover, which evaluates the Site using the criteria set out in Ontario Regulation 9/06 ("O.Reg 9/06") Criteria for Determining Cultural Heritage Value or Interest under the OHA.

The CHER concludes that the Site at 3437 Trafalgar Road meets one O.Reg 9/06 criterion for historical/associative value. The Site has direct associations with two significant individuals: Matthew Clements, an active municipal leader and Sheriff of Halton County, who built the extant farmhouse circa the 1870s, and Sybil Rampen (née Calverley), founder of the Joshua Creek Gallery and advocate for arts and heritage in Oakville, who grew up in the house. The CHER also concludes that the Site at 340 Burnhamthorpe Road does not meet any of the nine O.Reg 9/06 criteria and is not a candidate for designation. The Site is not considered adjacent to any municipally recognized heritage resources.

The CHER concluded that neither of the properties on the Site are candidates for designation. ERA nevertheless recommends interpretation to acknowledge the nominal intangible cultural heritage value of the Site and support storytelling around the rapidly changing post-agricultural context.

The Proposal for the redevelopment of the Site will replace the existing buildings. The extant farmhouse at 3437 Trafalgar Road meets one O.Reg. 9/06 criterion for historical/associative value. While its removal will have a negative impact on the nominal cultural heritage value of the Site, the proposed development is consistent with planning objectives for North Oakville.

To mitigate this impact, ERA recommends a interpretation program incorporating a series of on-site strategies to interpret the Site's agricultural and rural heritage and to recognize the contributions to Matthew Clements and Sybil Rampen to the local community.

Pedestrian Wind Assessment

RWDI was retained to provide an assessment of the potential pedestrian level wind impact of the Proposed Development. Our assessment was based on a computational modeling and simulation of wind flows in combination with information on the local wind climate, the current design of the proposed development and the existing surroundings.

Existing wind conditions at the site, which is currently open and undeveloped, are characterized by relatively high wind speeds, with conditions generally comfortable for walking in the summer but uncomfortable in the winter. The introduction of the proposed development is expected to improve these conditions by disrupting wind flow across the site, resulting in more comfortable pedestrian conditions within and along surrounding streets. Built form elements such as stepped massing, articulated corners, and low podiums are anticipated to further reduce wind impacts at grade.

Some localized areas, particularly around building corners and between buildings along Burnhamthorpe Road and Trafalgar Road, are expected to experience higher wind activity due to exposure to prevailing winds. Wind conditions within proposed parks, plazas, and other ground-level amenity spaces are generally expected to be suitable for seasonal use, with the exception of the garden area between Blocks 4 and 8, where higher wind speeds are anticipated.

The proposed landscaping strategy, including trees and planting beds, is expected to assist in mitigating wind conditions by providing wind buffering and encouraging pedestrian activity closer to building façades. Additional wind control measures are recommended for certain areas, including podium-level amenity spaces and identified windy zones, to support comfortable use for seating and leisure activities. Wind tunnel testing is recommended at the Site Plan Approval stage to confirm predicted conditions and refine mitigation strategies.

Noise and Vibration Impact Study

Rowan Williams Davies & Irwin Inc. (RWDI) was retained to prepare a Noise and Vibration Impact Study (NVIS) of the Proposed Development.

The study recommends several noise control measures for the proposed development, including the installation of central air conditioning to allow windows to remain closed, the inclusion of noise warning clauses for certain building façades and outdoor amenity areas, and enhanced sound isolation performance (up to STC-33) for bedroom window glazing on select façades. In addition, perimeter noise barriers are recommended for some outdoor living areas, along with the applicable warning clauses.

At this stage of the design, the mechanical and electrical equipment has not yet been finalized. As a result, it is not possible to quantitatively assess the noise levels generated by the development or its impact on the surrounding environment. Provided that best practices for the acoustical design of the building and guidelines from NPC-216 (MOE, 1993) are followed, noise from the

development mechanical units is expected to comply with the applicable sound level criteria. We recommend that the design is evaluated prior to building permit to ensure that the acoustical design is adequately implemented in order to meet the applicable criteria.

A vibration assessment is not considered necessary, as the closest railway is located over 1000 m from the proposed development lands. In addition, no significant industrial vibration (e.g. automotive heavy metal stamping) was identified to be within the area.

Based on the results of the analysis, including implementation of the recommendations presented in this report, the proposed development is feasible with respect to noise and vibration.

Hydrogeological Assessment Report

Grounded Engineering Inc. (Grounded) was retained to conduct a Hydrogeological Assessment for the proposed development. Grounded's assessment provided the following conclusions and recommendations.

At this stage, it is assumed that excavations will be made for the underground parking level(s) prior to grade raises at this site. The site grade is to be raised in some areas by up to 4± m to achieve the desired site grading.

The Site is characterized by surficial deposits of topsoil cover underlain by fill material/reworked native consisting of sandy silt to clayey silt, and then native material comprising the Halton Till and/or sands and silts, overlying bedrock. The earth fill and the native sands and silts are highly permeable and provide fast recharge capability and groundwater movement. The Halton Till is moderate to low permeability and provides for low recharge capability and groundwater movement.

Groundwater was observed within a depth of about 0.6 - 2.5 m (Elev. 182.5 to 178.8 m) from existing ground surface in all monitoring wells. The design groundwater table within the native soils was observed to slope from approximately Elev. 182.5 m in the west to Elev. 178.8± m in the east. Seasonal fluctuations of groundwater are expected at the site.

Based on the low to moderate permeability of the soils at the surface, groundwater transmission is expected to be slow to moderate. No area of groundwater discharge such as seepages and springs were noted at the Site during the site inspection. LID measures are feasible given the expected increase in site grades and potential for importing material with higher permeability. MECP well records for wells completed in the vicinity of the Site show that over 50% of wells were installed within 60 mbgs (up to 200 ft.). Bedrock was encountered at the location of one (1) well, which extended to a maximum depth of 84 m (276 ft.) below grade.

The total short-term discharge volume (storm water and groundwater combined) for the Site ranges from 341,000 L/day for Block 7 to 2,064,000 L/day for Block 2. All blocks will require an EASR application. The total long-term discharge volume (storm water and groundwater combined) for the Site ranges from 248,000 L/day for Block 14 to 1,526,000 L/day for Block 2. A long term PTTW will be required for Blocks 1, 2, 3, 5, 6, 8 and 12.

Additional boreholes and monitoring wells are required for general site coverage and for a more refined dewatering analysis once design details, including final FFEs, have been established. The dewatering volumes are considered preliminary, based on limited design information and assumed soil and groundwater conditions in areas where boreholes and monitoring wells are not currently present. Site grading may also have an impact on the groundwater elevation once site works have been completed.

Geotechnical Report

Grounded Engineering Inc. (Grounded) was retained to provide preliminary geotechnical engineering design advice for the proposed development. The level of study presented in their report is consistent with the requirements for a Zoning Bylaw Amendment and Plan of Subdivision.

Grounded's subsurface investigation of the Site to date includes twelve (12) boreholes (Boreholes 101 to 112) drilled to depths ranging from 4.6 to 11.9 m below existing grades, which were advanced from June 2nd to 9th, 2025. Bedrock was not cored as part of this investigation; however, the top of the weathered bedrock was inferred at six (6) of the borehole locations. Additional boreholes, in-situ testing, and a detailed geotechnical engineering report will be required for detailed design and building permit purposes.

A total of seven (7) monitoring wells were installed at six (6) of the borehole locations, including a nested well at Borehole 108. The wells extend to depths below existing grade, ranging from 4.6 to 9.2 m. The groundwater elevations were measured in the wells monthly from June 12th to October 3rd, 2025.

The report notes that site grading, including cutting and/or filling, will be necessary to achieve the desired site grades prior to construction. Given the variability in building sizes and depths proposed at the Site, and the preliminary nature of this investigation and geotechnical engineering assessment, a variety of preliminary foundation options are provided in this report.

Consideration is given for conventional spread footings bearing on native soils, weathered bedrock, and on engineered fill, as well as consideration for end-bearing caissons in bedrock, and helical piles. At the detailed design stage for any particular or number of buildings and/or blocks of development, a more detailed subsurface investigation including additional boreholes, monitoring wells, in-situ testing and/or sampling accompanied by an updated geotechnical engineering report will be required. This report is intended to provide a preliminary, high-level geotechnical engineering assessment with respect to the size and complexity of the overall development.

Phase One ESA Report

Grounded Engineering Inc. (Grounded) was retained to complete a Phase One Environmental Site Assessment for the Site in support of a Record of Site Condition as the Site would be changing to a more sensitive land use (Residential).

Based on the records review, the Site was first developed for residential land use prior to 1934, and included historical uses as agricultural lands, a driving range/golf centre, and residential dwellings. At the time of the site reconnaissance, the Site was in use as Agricultural, Commercial, and Residential lands. The Site is rectangular in shape with an area of approximately 20.2 ha. The Site is currently developed with a golf centre, agricultural fields, and abandoned residential houses. The Phase One Site is presented in Figure 2. The Site is currently in Agricultural, Commercial, and Residential use, as defined by O. Reg. 153/04.

The Phase One ESA has identified the following Potentially Contaminating Activities (PCAs) contributing to Area(s) of Potential Environmental Concern (APEC) on the Property:

On-Site:

- Possible importation of fill material of unknown quality on the Site for the berms/tee-off areas.
- Historical use of pesticides on agricultural fields and driving range on the Property.
- Use of de-icing substances (salt) on the Site and on the adjacent roadways.
- One (1) AST for heating oil associated with the house at the northwest corner of 340 Burnhamthorpe Road East.

Off-site:

- Metal treatment from The Welding Institute of Canada, which operated north of the Site from 1985 to 1998.

Based on the results of the Phase One ESA, a Phase Two ESA is recommended to investigate the APECs identified. Therefore, a Phase Two ESA is required prior to the filing of an RSC.

Transportation Study

BA Group was retained to complete a Transportation Impact Study (TIS). The TIS evaluates the transportation impacts of the proposed development within the context of the EM4 JC7 JC9 Landowners Group lands. Building on the joint TIS prepared by CGH Transportation, the study focuses on the internal road network and its connections to the arterial system. The analysis includes a review of transportation conditions, site access and circulation, parking, loading, TDM measures, and traffic operations under existing and future conditions.

Traffic operations were assessed for 2031, 2036, and 2041 horizon years, including phased build-out. The analysis concludes that the proposed development can be accommodated within the planned transportation network, with intersections generally operating at acceptable levels of service under 2031 and 2036 conditions. While some constraints are identified under future conditions, including 2041, these are not attributable to site traffic. The study confirms that the proposed transportation network and supporting measures are appropriate and can be implemented through subsequent design and approvals.

Function Servicing & Stormwater Management Report

The Functional Servicing Report (FSR) evaluates existing and proposed municipal servicing infrastructure for water, wastewater, and stormwater, and demonstrates how the proposed development can be serviced in accordance with the Region's Area Servicing Plan (ASP) and the EIR/FSS. The report reviews existing conditions, including available trunk infrastructure and the absence of local

servicing, and outlines the proposed servicing strategy based on planned Regional infrastructure and internal servicing networks.

The proposed water, wastewater, and stormwater systems are designed in accordance with the ASP, EIR/FSS, and applicable municipal and Regional design criteria. The report confirms that proposed infrastructure, including watermains, sanitary sewers, and stormwater management facilities, has been sized to accommodate anticipated flows and population densities, and integrates with planned Regional systems such as the Trafalgar Road sub-trunk sewer and Stormwater Management Pond 38.

The FSR concludes that adequate municipal services can be provided to support the proposed development. The servicing and grading strategies align with the EIR/FSS and establish a framework for implementation through detailed engineering design and approvals.

Sun Shadow Study

Urban Strategies Inc. was retained to prepare a Sun/Shadow Study and Analysis Memo on the Proposed Development.

The Shadow Impact Analysis concludes that while the proposed development will introduce new shadowing, these impacts are appropriately limited and consistent with the planned intensification of the area. The building design, including slender tower floorplates and generous spacing, helps minimize shadow effects by allowing shadows to move quickly across the site. Open spaces are distributed to maintain usability and provide a balance of sun and shade throughout the day.

With respect to the Town's criteria, the development provides adequate sunlight access to residential amenity areas, with a mix of sun and shade available across the site at different times. Public spaces, including the future park, school sites, and surrounding sidewalks, are expected to receive at least five hours of continuous sunlight during key periods, meeting the intent of the guidelines. While some shadowing will occur on surrounding buildings and rooftops, including during winter conditions, sufficient sunlight remains available for potential solar energy use.

Overall, the analysis finds that the proposed development will not result in undue adverse shadow impacts on the site or surrounding lands, and that the level of shadowing is appropriate within the context of the applicable planning framework.

Tree Inventory & Preservation Plan Report

Kuntz Forestry Consulting Inc. was retained to complete a Tree Inventory & Preservation Plan for the Site. A tree inventory was conducted and reviewed in relation to the proposed site plan.

The findings of the study indicate a total of 713 trees and one tree polygon on and within six metres of the subject properties. The removal of 692 trees and one tree polygon is required to accommodate the proposed development. The remaining 21 trees can be preserved with the use of appropriate tree protection measures.

The following recommendations are suggested to minimize impacts to trees identified for preservation:

- Tree protection barriers and fencing should be erected at locations as prescribed within the report on Figure 1. All tree protection measures should follow the guidelines as set out in the tree preservation plan notes and the tree preservation fencing detail.
- No construction activity, including surface treatments, excavations of any kind, storage of materials or vehicles, unless specifically outlined above, is permitted within the area identified on Figure 1 as a tree protection zone (TPZ) at any time during or after construction.
- Branches and roots that extend beyond prescribed tree protection zones that require pruning must be pruned by a qualified Arborist or other tree professional. All pruning of tree roots and branches must be in accordance with Good Arboricultural Standards.
- Site visits pre, during, and post construction are recommended by either a certified consulting arborist (I.S.A.) or registered professional forester (R.P.F.) to ensure proper utilization of tree protection barriers. Trees should also be inspected for damage incurred during construction to ensure appropriate pruning or other measures are implemented.

6.0

Summary of Planning Rationale

6.0 Summary of Planning Rationale

This Planning Rationale has been prepared in support of applications for Official Plan and Zoning By-law Amendments to facilitate the redevelopment of a transitional site within the Trafalgar Urban Core Area in North Oakville. The Proposed Development will transform the Subject Site into a compact, high-density, mixed-use and livable community supported by a high-quality public realm, an expanded active transportation network, and access to existing and planned transit infrastructure. Overall, the Proposal represents transit-supportive intensification in a location which the Town of Oakville has long planned for growth and constitutes good planning.

The Subject Site is located within the Trafalgar Urban Core Area, which is identified in the Livable Oakville Plan and the North Oakville East Secondary Plan as a primary focus for growth and intensification in North Oakville. By directing significant residential and mixed-use growth to this planned Urban Core location, the Proposal supports the Town's broader growth management strategy of accommodating new housing and population growth within designated intensification areas in North Oakville, while reinforcing and protecting the stability and character of Downtown Oakville and established neighbourhoods elsewhere in the Town. The Site's size, location along a Regional Transit Priority Corridor, and limited existing development create a unique opportunity to deliver a significant supply of new housing, commercial uses, parks, and public spaces in a strategic and highly accessible location. The Proposed Development includes 34 mixed-use and residential buildings across 12 development blocks, new public streets, parks and open spaces, and a comprehensive network of streets, sidewalks, and cycling facilities that support a complete, connected, and livable community.

At full build-out, the Proposed Development will deliver 6,420 residential units, in a variety of tenures, including rental, and approximately 14,475 square metres of commercial and retail space, contributing to the achievement of regional and local growth objectives and the minimum density target of 160 people and jobs per hectare for the Trafalgar Urban Core. The scale, form, and massing of the Proposal are consistent with the planned role of the Trafalgar Urban Core as North Oakville's primary intensification area. Height and density are strategically concentrated at the intersection of Trafalgar Road and

Burnhamthorpe Road, with density also focused toward the mixed-use retail core at the heart of the Site. Building heights transition downward toward the eastern and southern peripheries, where increased tower and building separation distances and smaller, pedestrian-scaled blocks are introduced to ensure appropriate relationships with surrounding planned development, including future schools and parkland. This approach ensures appropriate built form separation and transition, reduces potential impacts related to privacy and sunlight, and reinforces a well-proportioned and context-sensitive built form framework.

The Proposed Development includes two public parks (the Neighbourhood Park and Green Gate Parkette), and a privately-owned publically accessible open space square (The Square), and linear commons, which together form a connected public realm that supports both active and passive recreation. These spaces link to the broader parks and open space system, including future community parks and Joshua Creek Park, and provide opportunities for community gathering, placemaking, and long-term environmental resilience. Extensive landscaping, tree planting, and green infrastructure will expand tree canopy cover, mitigate urban heat island effects, and support stormwater management.

A fine-grained street and block network organizes the Site into walkable, pedestrian-scaled blocks supported by complete streets, mid-block connections, and active ground-floor uses. This network enhances permeability, shortens travel distances, and prioritizes pedestrian and cyclist comfort and safety, while also supporting efficient vehicular and transit movement. The internal circulation system provides convenient and intuitive access throughout the community and strong connections to the surrounding area. The Proposed Development builds upon existing and planned transportation infrastructure, locating high-density residential and commercial uses within walking distance of existing and planned transit services, including the future Trafalgar Road BRT and the planned 407 Transitway. Additional east-west transit connectivity is provided in close proximity to the Site, along Dundas Street.

Development of the Site is planned to occur over seven phases, beginning along the Trafalgar Road frontage and extending northward to the Trafalgar Road and

Burnhamthorpe Road intersection before progressing inward through the Site. This phasing strategy concentrates early density and activity along the primary transit corridor and ensures that each phase functions as a complete, connected, and livable component of the overall community. The Proposal is designed to anticipate future intensification through the orderly extension of streets, open spaces, servicing, and transit-supportive infrastructure, allowing the community to evolve cohesively over time.

Overall, the Proposed Development maintains the general intent of the North Oakville East Secondary Plan and implements its vision for the Trafalgar Urban Core Area as a dense, mixed-use, pedestrian-oriented urban centre. It delivers a compact and livable community in a location specifically planned to accommodate growth, while supporting the Town's broader objective of directing intensification to strategic areas with existing and planned infrastructure. By concentrating significant height and density within North Oakville's designated Urban Core, the Proposal reinforces the Town's growth management framework, which seeks to accommodate forecast population growth in planned Nodes and Corridors while maintaining the established character and function of Downtown Oakville and other stable residential areas. The Proposal represents good planning and an appropriate

development outcome for the Subject Site.

The Proposed Development and its implementing Official Plan and Zoning By-law Amendments:

- Have appropriate regard for matters of Provincial Interest as set out in Section 2 of the Planning Act;
- Are consistent with the Provincial Policy Statement, 2024, which emphasizes increasing housing supply through compact, efficient development in strategic growth areas with existing and planned infrastructure;
- Support Regional and local transit planning objectives by concentrating high-density, mixed-use development along Trafalgar Road, a planned higher-order transit corridor, and within close proximity to existing and planned transit services;
- Conform with the Halton Region Official Plan, including its vision for intensification within Nodes and Corridors, and maintain the general intent of the North Oakville East Secondary Plan, particularly with respect to the planned role of the Trafalgar Urban Core Area as the primary focus for growth in North Oakville; and
- Appropriately implement the objectives of relevant urban design guidelines and non-statutory policy documents, including the North Oakville Urban Design & Open Space Guidelines, the Livable by Design Manual, and the Active Transportation Master Plan.