

Planning Justification Report



130 Cornwall Road, Oakville

Submitted to the Town of Oakville

Prepared for Tim Welch Consulting Inc.

For Official Plan Amendment and
Zoning By-law Amendment Applications

GSP File No. 20198

December 2022



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- Appendix A** – Draft Official Plan Amendment
- Appendix B** – Draft Zoning By-law Amendment
- Appendix C** – Formal Consultation Document

1.0 INTRODUCTION

GSP Group Inc. has been retained by Tim Welch Consulting Inc. (TWC) to prepare a Planning Justification Report in support of planning applications to facilitate the redevelopment of 130 Cornwall Road in Oakville (the “subject site”).

The purpose of the proposed amendments is to facilitate the redevelopment of the subject site for a 5-storey, 37-unit apartment building with eight (8) parking spaces. The subject site will continue to utilize the driveway access on the adjacent property to the east given the existing easement (Inst. No. H828625)

An Official Plan Amendment (OPA) and a Zoning By-law Amendment (ZBA) are required to implement the proposed development. The purpose of this Planning Justification Report is to provide a planning justification for the development proposal based on the principles and objectives of provincial, regional, and municipal planning documents.

The Subject Applications and supporting materials are submitted in accordance with the Pre-Consultation Document (FC-20-146) dated December 22, 2021 and constitute a complete application as described in Sections 22(4) and 34(10) of the *Planning Act*. The Formal Consultation document is attached to this report as Appendix C.

1.1 Support House

The subject site is owned and operated by Support House. Support House was established in 1982 and provides regulated, accredited, client focused personal and residential supports for people with mental health and addiction issues.

Support House is governed by a Board of Directors, made up of highly skilled volunteers from across Halton Region. Support House is primarily funded by Halton Region, and the Ministry of Health through the Home and Community Care Support Services Mississauga Halton.

Support House currently operates a transitional housing residence on the subject site, known as Grace House. The proposed development represents an expansion of this function. Upon completion of the proposed development, Support House will operate the new apartment building for the benefit of people with mental health and addiction issues.

1.2 Project Team

A team of professionals has been assembled as follows:

Owner/Applicant:	Support House
Housing Consultant:	Tim Welch Consulting Inc.
Architect:	Invizij Architects Inc.
Planning/Urban Design:	GSP Group Inc.
Environmental Site Assessment:	Chung & Vander Doelen Engineering Ltd.
Geotechnical Engineering:	Chung & Vander Doelen Engineering Ltd.
Civil Engineering:	S. Llewellyn & Associates Ltd.
Transportation:	Paradigm Transportation Solutions Ltd.
Topographic Survey:	J. H. Gelbloom Surveying Ltd.
Arborist:	Kuntz Forestry Consulting Inc.
Noise & Vibration:	Valcoustics Canada Ltd.

2.0 SUBJECT SITE & COMMUNITY CONTEXT

2.1 Description of Subject Site

The subject site is located on the south side of Cornwall Road, just west of the intersection with Trafalgar Road. The subject site is located between Midtown Oakville to the north and Sixteen Mile Creek to the south. Midtown Oakville is centered on the Oakville GO/VIA Station and is planned to undergo a significant transformation toward greater density in the coming years. The subject site is approximately 0.1185 ha in area and has a frontage of 49.1 metres along Cornwall Road. The depth of the subject site varies from 15.58 metres to 35.9 metres.

Legally, the subject site is described as follows:

PART OF LOT 14, CONCESSION 3
SOUTH OF DUNDAS STREET AND
PART OF OLD MILL ROAD
(BY BY-LAW 1966-41, INST. No. 216285)
(CLOSED BY BY-LAW 2000-035, INST. No. H847804)
BEING PART OF LOT 14, CONCESSION 3,
SOUTH OF DUNDAS STREET
(GEOGRAPHIC TOWNSHIP OF TRAFALGAR)
TOWN OF OAKVILLE
REGIONAL MUNICIPALITY OF HALTON

The subject site is relatively flat and is currently occupied by a 2-storey residence with a walk-out basement, known as “Grace House” (see Image A). Grace House is operated by Support House and is Halton Region’s only 24/7 staffed supportive housing residence. Grace House contains 10 bedrooms in a congregate living model. The existing building is situated in the centre of the property (see Image B) and will need to be demolished to facilitate redevelopment.

Access is provided from a shared driveway on the adjacent property to the east (456 Trafalgar Road). The driveway access on the adjacent lands is subject to an easement for the purposes of pedestrian and vehicular access to and from Cornwall Road (Inst. No. H828625, identified as Part 6 of Plan 20R-13457). The proposed development will continue to utilize the shared driveway access.

The subject site location and surrounding context is shown in Figure 1.



Subject Site
Source: Google Aerial Imagery (2018)

Figure
1

2.2 Surrounding Land Uses to the North

The lands north of the subject site are centered on the Oakville GO/VIA Station (see Image C) and form part of the Midtown Oakville Urban Growth Centre. These lands include a large surface parking area, a six-storey GO parking structure, and the GO Operations Centre located at 155 Cornwall Road (see Image D).



Photograph Source: Site Visit, May 23, 2022

Image C: The Oakville GO/VIA Station is located across Cornwall Road from the subject site and forms the centre of the Midtown Oakville Urban Growth Centre.



Photograph Source: Site Visit, May 23, 2022

Image D: A large surface parking area and a 6-storey parking structure serving the Oakville GO/VIA Station is located across Cornwall Road. The GO Operations Centre at 155 Cornwall Road is adjacent to the parking structure.

2.3 Surrounding Land Uses to the East

To the east of the subject site is a 4-storey retirement home known as Sunrise of Oakville (see Image E). Further east, across Trafalgar Road, is a pocket of low-rise commercial buildings (see Image F), beyond which is a low-rise residential neighbourhood.



Photograph Source: Site Visit, May 23, 2022

Image E: A 4-storey retirement home known as Sunrise of Oakville is located immediately east of the subject site at 456 Trafalgar Road. Access to the site is provided via a shared driveway with this property.



Photograph Source: Site Visit, May 23, 2022

Image F: Several low-rise commercial buildings are located at the southeast corner of Cornwall Road and Trafalgar Road.

2.4 Surrounding Land Uses to the South

A public walking trail (see Image G) is located between the subject site and Sixteen Mile Creek (see Image H) within the former Old Mill Road right-of-way. The walking trail connects Trafalgar Road in the east with the Old Mill Parkette along Cornwall Road in the west.



Photograph Source: Site Visit, May 23, 2022

Image G: A public walking trail is located to the rear of the subject site as seen here looking east. The existing 4-storey residence can be seen in the left of the photography.



Photograph Source: Site Visit, May 23, 2022

Image H: The Sixteen Mile Creek Valley is located to the south of the subject site.

2.5 Surrounding Land Uses to the West

The Old Mill Parkette is located immediately to the west of the subject site and includes a gazebo and information kiosk (see Image I). Further to the west and across Cornwall Road are three mid-rise residential apartment buildings known as “Oakridge Heights” (see Image J).



Photograph Source: Site Visit, May 23, 2022

Image I: Old Mill Parkette is adjacent to the subject site and includes a gazebo and information kiosk. The Old Mill Parkette connects to a walking trail and leads behind the subject site.



Photograph Source: Site Visit, May 23, 2022

Image J: Oakville Heights, a cluster of three mid-rise residential buildings are located to the west of the subject site, across Cornwall Road, as seen here on the right. The subject site and Old Mill Parkette can be seen on the left.

2.6 Surrounding Community Context

The organizing principle of the surrounding land uses is the Oakville GO/VIA Station, which forms the nucleus of the Midtown Oakville Urban Growth Centre. As illustrated in Figure 2, the surrounding lands are well developed with community and commercial amenities, including the following:

Community Amenities:

- Oakville Trafalgar Community Centre.....±500m east

Parks:

- Cornwall Road Park±790m east
- Hoggs Back Park±450m west
- Forster Park±490m south

Education Facilities:

- Oakwood Public School±615m west
- MacLachlan College (Private School).....±500m east

Commercial Amenities:

- Oakville Commons±850m west
- Oakville Place Shopping Mall±900m north
- Olde Oakville Market Place±250m east

Relevance of the community context to the subject site:

As outlined above as well as illustrated in Figure 2, the proposed development is in a well-developed urban area that presently contains a variety of public facilities and amenities necessary to support the achievement of a complete community.



2.7 Transportation Context

Surrounding Road Network

The subject site is located along Cornwall Road, which is classified as a Multi-Purpose Arterial on Schedule C of the Town of Oakville Official Plan. Along the frontage of the subject site, Cornwall Road is five (5) lanes wide, two lanes for west bound traffic, two lanes for eastbound traffic, and a dedicated left-turning lane. Cornwall Road includes sidewalks on both sides of the street, and a signalized crosswalk is located directly in front of the subject site.

The surrounding road network is not anticipated to be a significant consideration in the function of the proposed apartment building as future residents are not anticipated to own or utilize personal vehicles.

Transit Context

The subject site is in an area exceptionally well-served by public transit. The Oakville GO/VIA Station is located immediately across Cornwall Road from the subject site, which offers direct access to the Lakeshore West GO Train service as well as the VIA national rail network. In addition, the Oakville GO Bus Terminal is served by numerous bus routes, including bus routes #1, #4, #5, #5A, #10, #11, #13, #14, #15, #18, #19, #20, #24, #26, #28, #120, and #190, which collectively provide transit access to key local destinations.

Relevance of Transportation Context to the subject site:

The subject site is in close proximity to excellent public transit options, including VIA Rail national train service, high frequency GO Lakeshore West train service, and a plethora of local bus routes. Given that the future occupants of the proposed development are not anticipated to own or operate personal vehicles, the abundance of local, regional, and national public transportation options will provide future residents with the means of moving around the Town of Oakville and the Greater Toronto-Hamilton Area.



3.0 PRE-SUBMISSION CONSULTATION

3.1 Pre-Consultation Meetings

An initial pre-consultation meeting was held with Town and Regional staff on September 2, 2020. The first Pre-Consultation Document expired after 6 months, necessitating a second pre-consultation meeting, which was held on October 13, 2021.

Two subsequent follow-up meetings were held with Town Planning staff on December 13, 2021 and December 22, 2021 to discuss changes to the proposed building design to address staff comments and concerns.

The key issues raised and discussed during the second pre-consultation meeting and subsequent meetings with Town, Regional, and Conservation Halton staff include:

- The challenges imposed by the significant road widening requirement;
- The required reduction to the front yard setback;
- The proposed reduction to the parking ratio and the unique requirements of the residents;
- The stability of the top-of-bank slope from Sixteen Mile Creek; and
- The waste pick-up location.

As a result of several subsequent meetings with Town, Regional, and Conservation Halton staff, the proposed development went through a number of design reiterations to address staff comments and concerns. As a direct result of collaboration with Town planning staff, the current building design has been pulled further back from Cornwall Road and extended west and east—with the eastern portion of the building proposed to be cantilevered over the parking area. The waste pick-up location at the northeast portion of the subject site was also established through extensive consultation with Town of Oakville and Region of Halton staff.

Regarding the top-of-bank slope from Sixteen Mile Creek, a site visit was coordinated with Conservation Halton staff, followed by a pre-application submission which confirmed that a permit will not be required from Conservation Halton for the proposed development.

The executed second Pre-Consultation Document is appended to this report as Appendix C.

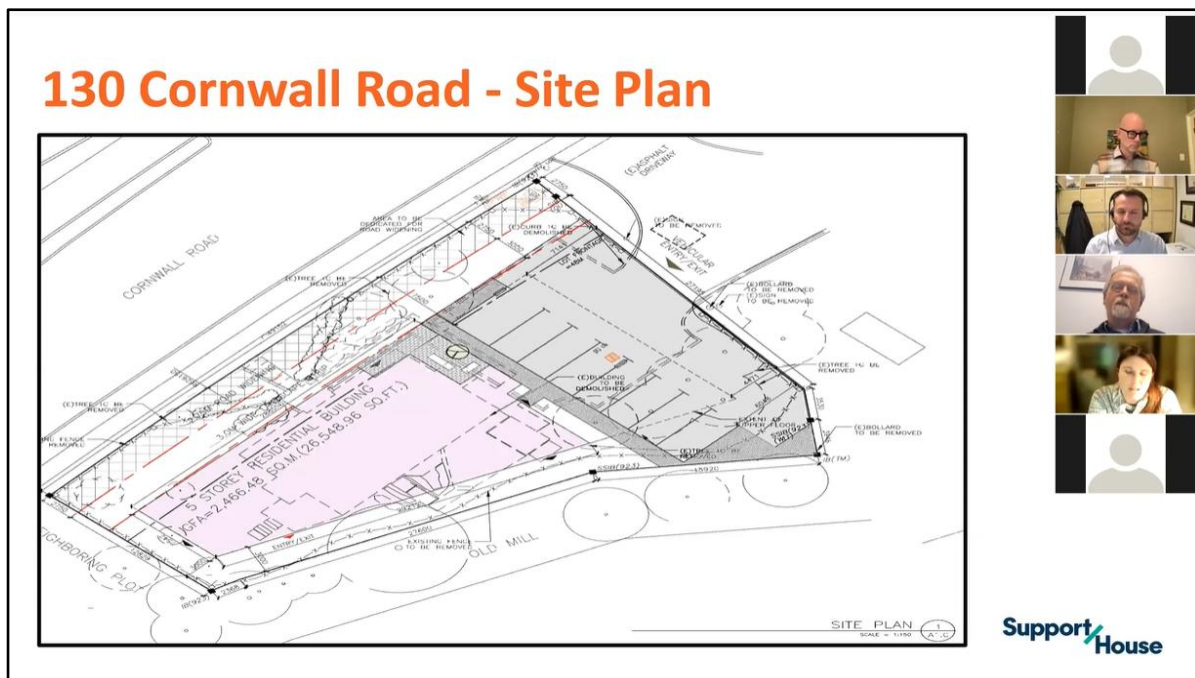
3.2 Public Information Meeting (PIM)

A Public Information Meeting (PIM) was held virtually on Wednesday, February 16th, 2022 between 7:00 - 8:00 PM in accordance with Town policies and procedures (see Image K). The scheduling of the meeting was coordinated with the Local and Regional Councilors' Offices.

The PIM concluded after 47 minutes once all attendee questions had been answered. The meeting was held virtually using a Zoom Webinar hosted by GSP Group. A public notice was mailed out to 115 addresses located within 280 metres of the subject lands (see Image L).

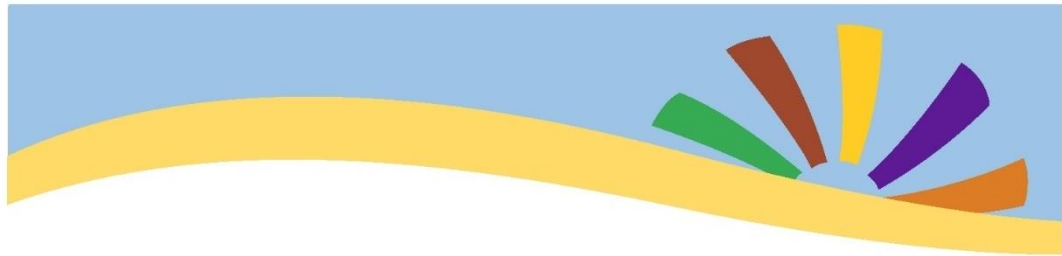
The list of mailing addresses was provided by Town staff upon payment of the required fee. The PIM included an 11-slide PowerPoint presentation introducing Support House and the key elements of the proposed development, followed by a Q&A session.

The full length video of the PIM is available on YouTube and can be accessed with the following link: https://www.youtube.com/watch?v=vjrNUXZc5mE&ab_channel=GSPGroup



Source: Public Information Meeting (Zoom Webinar held Feb. 16, 2022)

Image K: Screen capture from the presentation portion of the Public Information Meeting.



Public Information Meeting Notice

Please join us at a virtual public information meeting to learn about the proposed development at **130 Cornwall Road** in Oakville.

We are hosting this session by way of an online **WEBINAR** to provide information and receive input related to the development vision for the site. Below are the details for the Webinar.

DATE: Wednesday, February 16th, 2022; 7:00 - 8:00 PM

REGISTER: https://us02web.zoom.us/webinar/register/WN_-Q4nzxfeSFWo0aLO_wLYLw

FORMAT: The project team will present the development vision followed by online questions and answers.

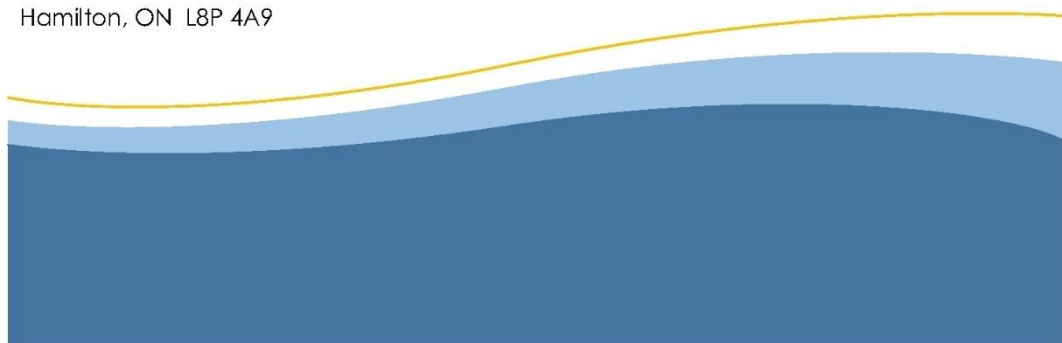
DEVELOPMENT VISION: The proposed development consists of a 5-storey residential building containing thirty-seven (37) dwelling units and approximately seven (7) surface parking spaces.

FOR MORE INFORMATION, PLEASE CONTACT:

Stuart Hastings, MCIP, RPP
Planner
GSP Group Inc.
289-778-1410
shastings@gspgroup.ca
162 Locke Street South, Suite 200
Hamilton, ON L8P 4A9



SCAN ME



Source: GSP Group Inc.

Image L: The Public Information Meeting Notice that was mailed-out to 115 addresses located within 280 metres of the subject site.

Email Responses from Public Information Meeting (PIM) Mail-out Notice

Three emails were received from local residents as a direct response to the mail-out: one email contained an administrative question, and two contained a supportive message with respect to the proposed development. All three messages have been transcribed into the following table:

#	Email Received	Email Message
1	February 10, 2022 7:24 PM	I have your invitation for next week; please send out documentation for pre-read, thanks.
2	February 11, 2022 2:55 PM	<p>Dear Mr. Hastings,</p> <p>I understand from you that Support House would like to submit an application for planning permission to redevelop the subject site and replace the existing ten-bedroom facility with a five-storey residential building containing thirty-seven dwelling units and approximately seven surface parking spots.</p> <p>So long as the intended use of the new facility is to continue to carry on the extraordinarily important work of providing housing and residential care for people with mental illnesses and/or with addictions, I would strongly support the application and encourage the municipality to grant the requested planning permission.</p>
3	February 11, 2022	<p>Thank you for your prompt response Stuart.</p> <p>I have no issue with expanding Support House in my neighbourhood.</p> <p>As a regular hiker (urban and otherwise) I frequent the path that runs behind the current building. I guess my only question is, will the path still be there in the new layout?</p>

Public Information Meeting (PIM) Question and Answer Session

Following the prepared presentation, participants were able to type questions in the chat window that were then answered live by a member of the project team. In total, twenty-three questions/comments were received, as follows:

#	Participant Question/Comment
1	Can't hear you
2	NO AUDIO
3	GOT IT NOW
4	Please repeat
5	The building that is there now matches both Sunrise and the condos across the street. This one looks more like the ugly GO train building across the street. Couldn't you make it look more like a home? It's on a beautiful site and I don't see why glass and steel should be there.
6	As far as design of the building, was the design of existing 40, 50 and 60 Old Mill Road and proposed 70 Old Mill taken into consideration?
7	How big is the footprint compared to existing building and will it take away some of the park area behind it?
8	Thank you for reaching out to the community for their feedback.
9	Are there balconies? What is the unit size?
10	Did I understand correctly there will be 37 units for 200 residents?
11	Understood - thank you for the clarification!
12	Residents can access the roof? What amenities for the residents?
13	Someone with mental health might be suicidal.....reason why I ask about roof access
14	What stage of their recovery are the residents in?
15	Are these people all working at jobs?
16	You mentioned security would be greater than at the existing house. What kind of security will there be?
17	What kind of staff do you have?
18	Sorry this is permanent residency?
19	I would ask that the look and feel of 40, 50 & 60 and proposed 70 Old Mill be taken into consideration.
20	I agree. And they match Sunrise well too
21	Is there any criteria that would disqualify someone from becoming or maintaining residency?
22	Any way we can have a different look for this building? Not in love with it sorry
23	I don't think the building needs to match the Old Mill Rd apartments.

Outcome of the Public Information Meeting (PIM)

In response to the mail-out, the project team received one supportive email and zero non-supportive emails.

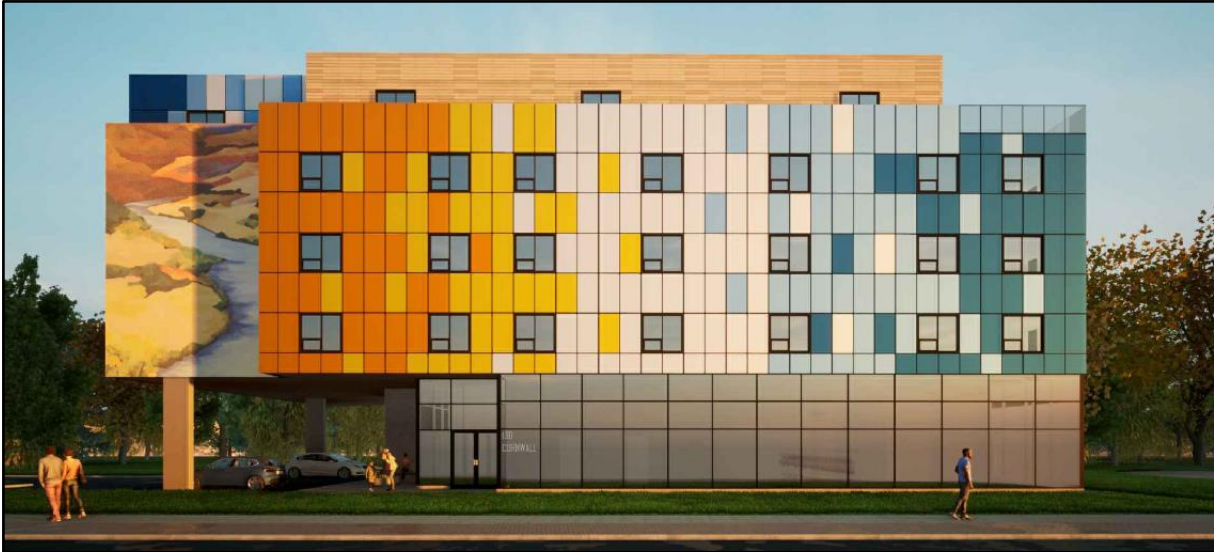
The question and answer session revealed a mix of public opinion. Overall, we did not receive any comments that were against the proposed development. While one resident believed the design of the building should reflect the architectural style of the existing mid-rise buildings located at 40, 50, & 60 Old Mill Road (Comment #19), another resident held the opposite viewpoint (Comment #23).

The greatest number of questions were related to the nature, occupation, and well-being of the future residents (Comments #13, #14, #15, #16, #18, and #21). One individual did not like the appearance of the proposed apartment building because it does not look like a single-detached dwelling as well as opposed the use of steel and glass (Comment #5).

Apart from these comments, there were no specific criticisms or concerns raised with respect to the overall building design or layout. As a result, the Public Information Meeting did not lead directly to any design changes.

4.0 PROPOSED DEVELOPMENT

The proposed development has been professionally designed by Invizij Architects Inc. to meet the operational needs of Support House and their residents. The proposed 5-storey apartment building will contain 37 units. A conceptual rendering is shown in Image M.



Source: Invizij Architects Inc.

Image M: Rendering of the front façade of the proposed development, seen here looking south toward Cornwall Road.

4.1 Proposed Building Layout

The principal pedestrian access is located at the northeast corner of the building and is sheltered by the cantilevered floors above. A sheltered seating area is situated close to the entrance in an alcove. The ground floor contains a common room, a meeting room, an administrative office, a bike storage room, a laundry room, a waste room, and washroom facilities. Access to the upper floors is provided by two stairwells and an elevator. Floors 2-4 each contain nine (9) 1-bedroom units; and the fifth floor contains ten (10) studio units as well as an outdoor amenity terrace with wide views of the Sixteen Mile Creek river valley and Midtown Oakville.

4.2 Vehicular Access and Parking

The proposed development will continue to share access with the adjacent property to the east. The proposed development will contain seven (7) parking spaces at a rate of 0.22 parking spaces per unit. The low parking rate recognizes that future residents are not anticipated to own or operate personal vehicles. Pavers are proposed to connect the parking area with the principle building entrance.

4.3 Design Evolution of the Proposed Development

The chief constraint in designing the proposed apartment building is the relatively small size of the subject site, which is 0.1 hectare. This constraint is further compounded by the Town of Oakville's requirement that a 2.75 metre wide parcel of land across the frontage of the subject site be dedicated to the Town of Oakville for the purposes of widening Cornwall Road. The total land area required to be removed from the subject site and dedicated to the Town of Oakville is approximately 135 square metres, or 11%.

At the narrowest point of the subject site, along the eastern lot line, the subject site is only 15.5 metres deep, and the required road widening land dedication of 2.75 metres represents a significant reduction of 17% to the depth of the subject site at this location.

As part of the pre-consultation process, two additional meetings were held with planning staff to present and discuss design solutions in response to the loss of 135 square metres along the frontage of the subject site. As a direct result of collaboration with Town planning staff, the current building design has been pulled further back from Cornwall Road and extended west and east—with the eastern portion of the building proposed to be cantilevered over the parking area.

In addition to providing the Town of Oakville with a 2.75 metre wide strip of land, the current concept accommodates a generous 3.0m wide landscaping strip along most of the frontage of Cornwall Road, except for the waste collection area located at the northeast corner of the subject site.

4.4 Waste Pick-up Location

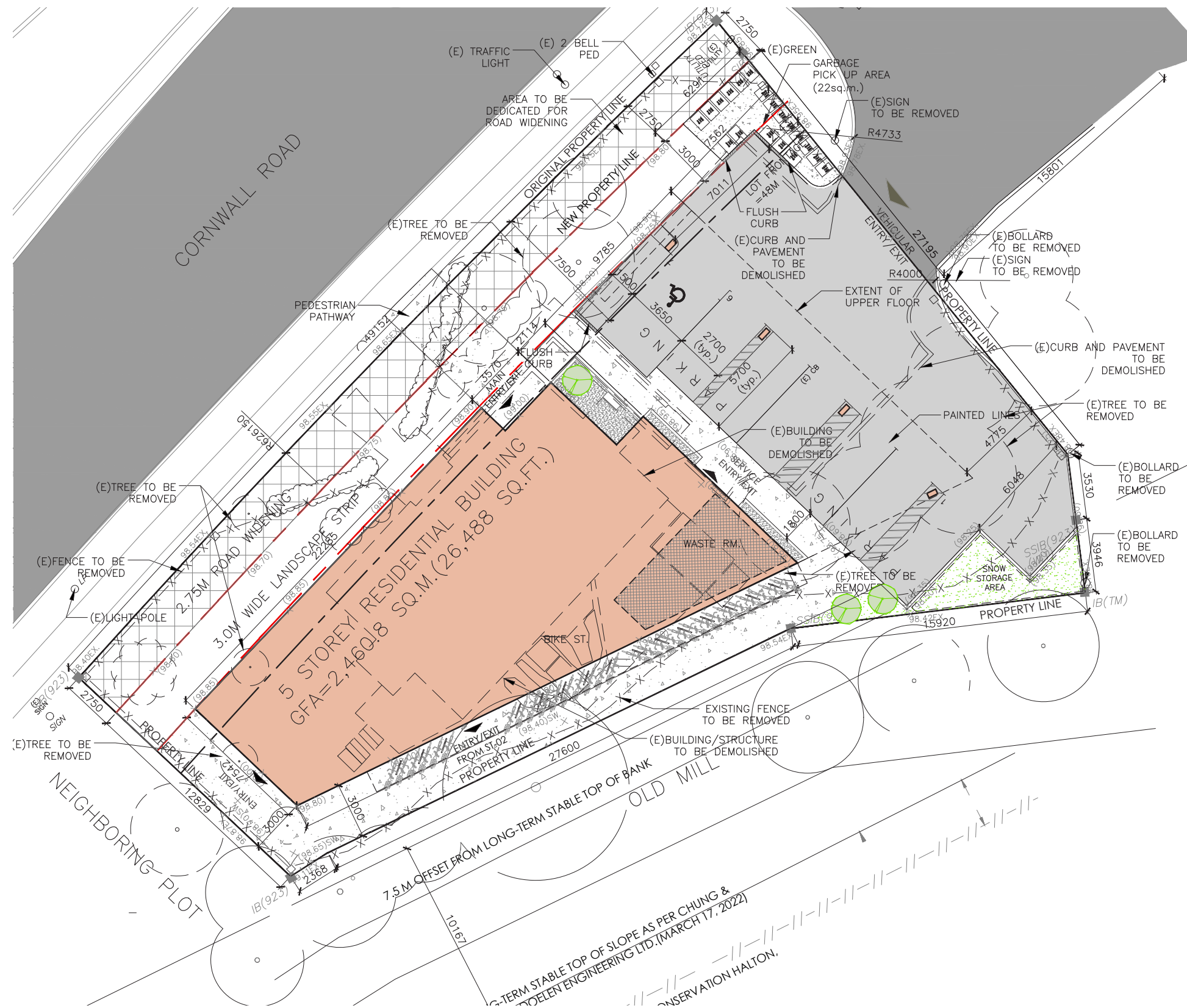
The Region of Halton permits curb-side pick-up for multiple-residential buildings with less than 50 units. The proposed development includes 37 units and is therefore eligible for curb-side pick-up. In coordination with Town planning and transportation staff, as well as waste coordination staff at the Region of Halton, a waste pick-up area is proposed at the north-east corner of the subject site. The waste truck would enter the shared driveway from Cornwall Road, stop at the side of the internal driveway where the sanitation workers would wheel the bins from the waste pick-up area to the truck. Once loaded, the waste truck would drive through the adjacent Sunrise lands and exit onto Trafalgar Road.

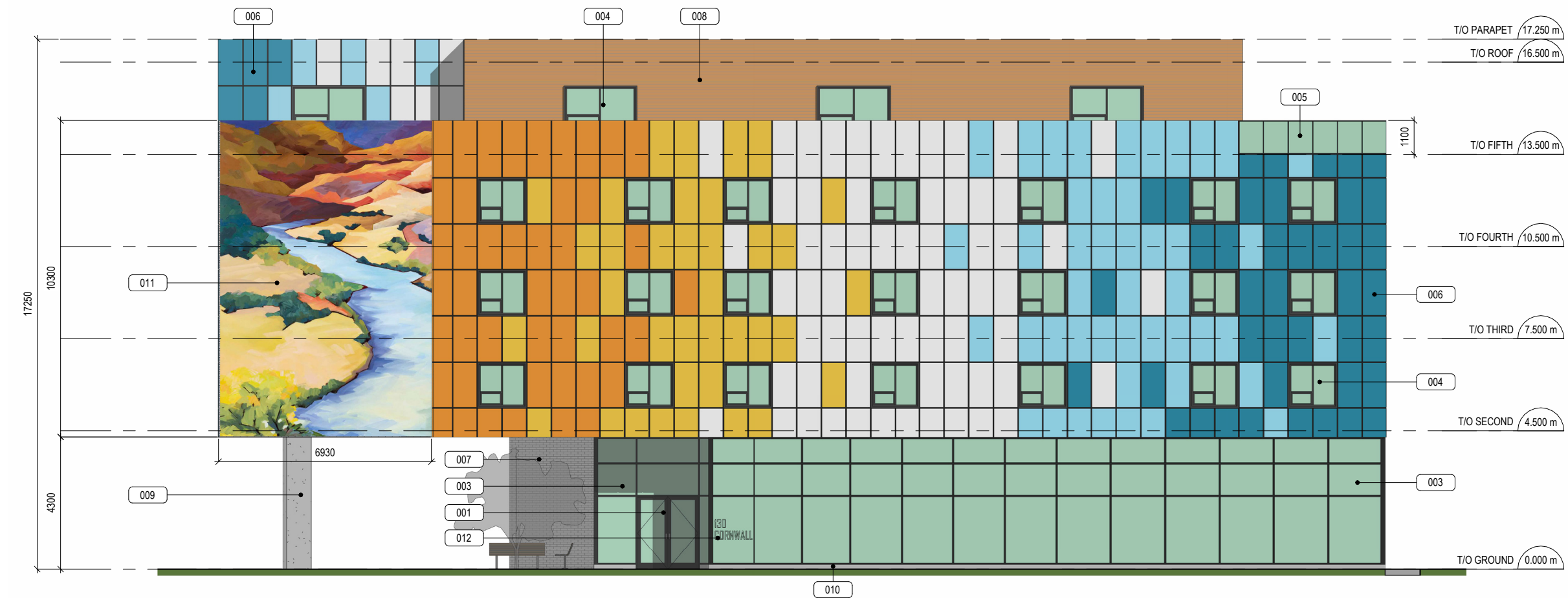
4.5 Overall Impacts of Proposed Development

Overall, the proposed development will:

- Provide thirty-seven modern residential units for individuals with addiction and mental health challenges;
- Redevelop and intensify an underutilized parcel of land located adjacent to Oakville's Midtown Urban Growth Area;
- Support the Oakville GO/VIA Train station and Oakville GO Bus Terminal with additional transit ridership;
- Enhance the modern architectural character of Cornwall Road;
- Provide the Town of Oakville with a 2.75 metre wide land dedication along Cornwall Road; and
- Optimize the use of existing infrastructure, including municipal water and wastewater services.

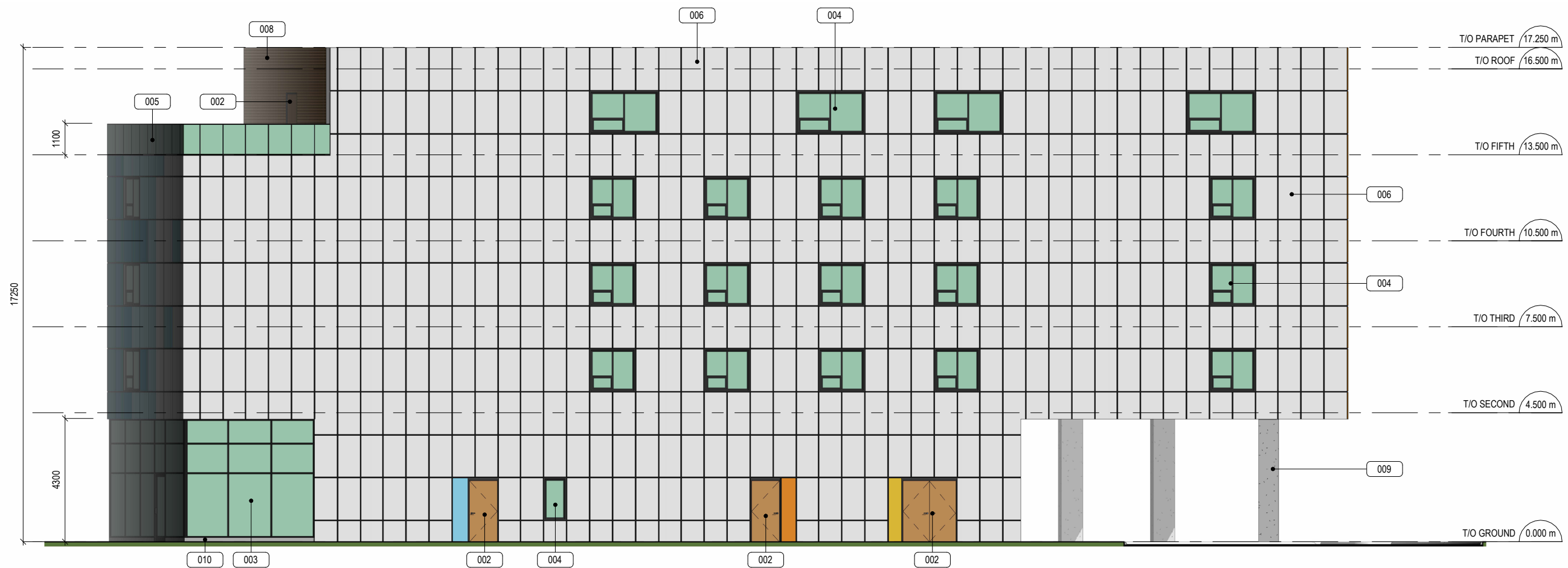
The proposed development concept has been professionally designed by Invizij Architects Inc. and is shown on the next page on Figure 4. The proposed north elevation is shown in Figure 5, the proposed south elevation in Figure 6, and the east and west elevations are provided in Figure 7.



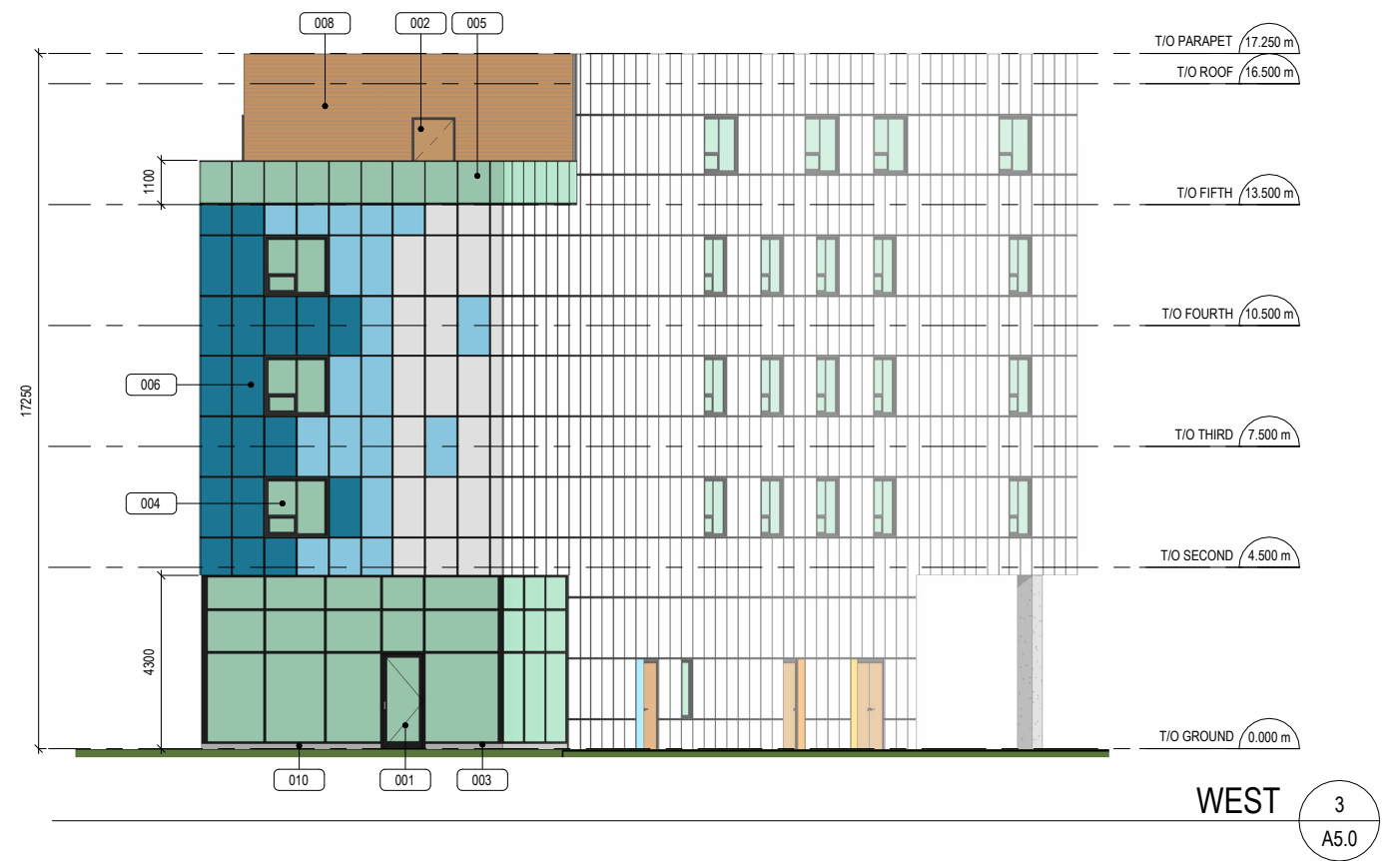
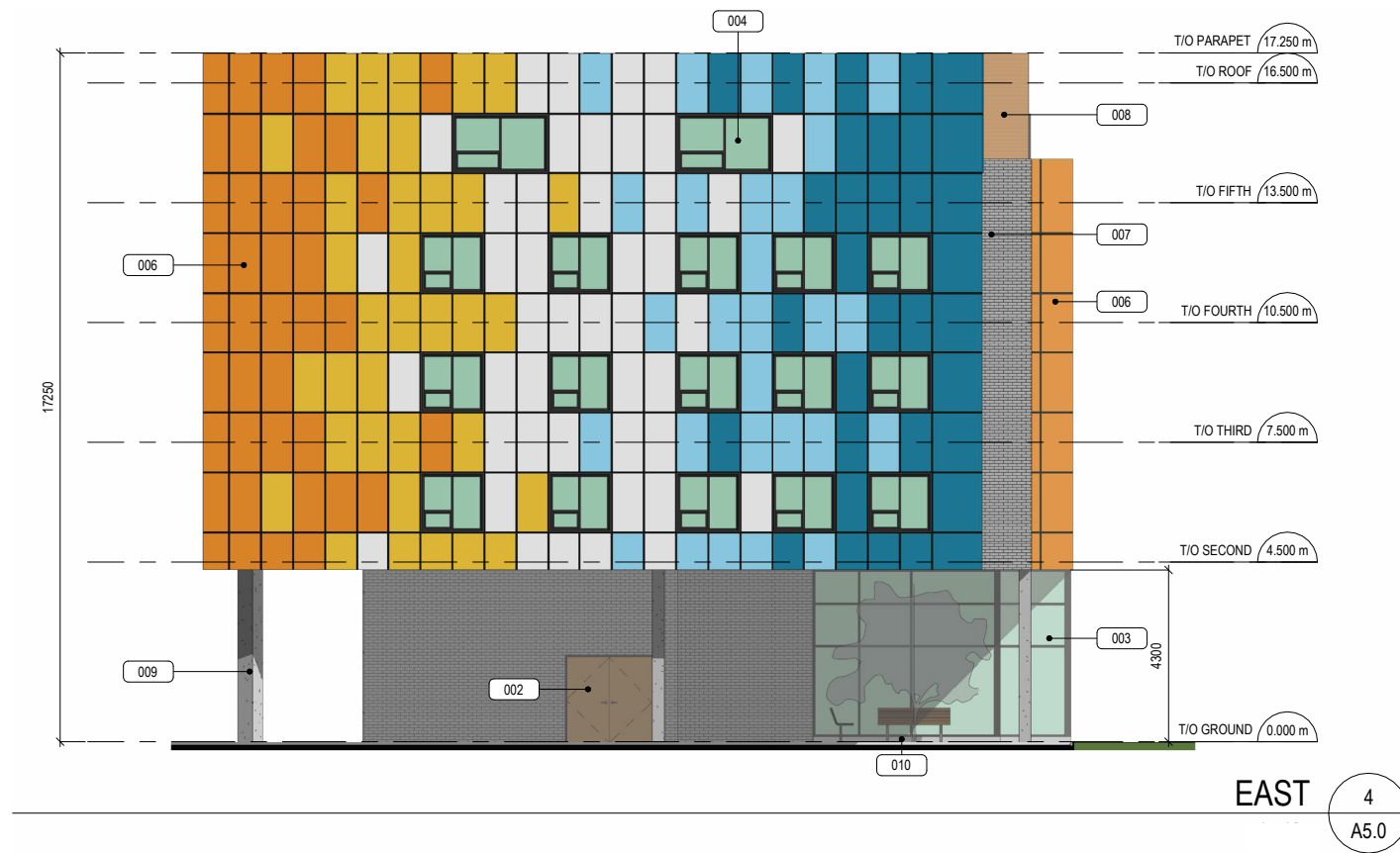


NORTH

1
A5.0



SOUTH



5.0 REQUIRED PLANNING APPLICATIONS

5.1 Required Official Plan Amendment (OPA)

An amendment is required to the Oakville Official Plan (“Livable Oakville”) to permit a density of 355 units per hectare, whereas a maximum of 185 units per hectare is permitted in the High Density Designation, as per Part D: Section 11.4.2 of the Livable Oakville Plan.

The justification for this amendment is provided in the planning analysis contained in section 8.0 of this report, and a draft amendment is appended to this report as Appendix A.

5.2 Required Zoning By-law Amendment (ZBA)

The subject site is currently zoned Residential High RH-198 in Oakville Zoning By-law 2014-014. Seven modifications are required to implement the proposed development, as follows:

1. To permit a maximum building height of 17.5m, whereas the height legally existing on the lot on the effective date of the Zoning By-law is permitted;
2. To permit a minimum lot area of 1,000m², whereas the area of the lot legally existing on the effective date of this By-law is permitted;
3. To permit a minimum front yard setback of 3.0m, whereas 6.0m is required;
4. To permit a minimum easterly yard setback of 4.7m, whereas 7.5m is required.
5. To permit a maximum floor area of 2,450m², whereas a maximum of 550m² is permitted;
6. To permit a parking ratio of 0.22 parking spaces per unit, whereas parking is required at a rate of 0.45 spaces per unit; and
7. To permit a landscape width of 0m for an interior side lot line adjacent to a surface parking area, whereas 3.0m is required.

The justification for these proposed zoning modifications is provided in the planning analysis contained in section 8.0 of this report, and a draft zoning by-law amendment is appended to this report as Appendix B.

6.0 SUPPORTING STUDIES

In addition to this Planning Justification Report, the Pre-Consultation Document (see Appendix C) identified the following report requirements for a complete application:

- Urban Design Brief
- Functional Servicing & Stormwater Management Report
- Transportation Impact Analysis (see Traffic Impact Brief & Parking Justification Study)
- Noise and Vibration Study (see Environmental Noise Feasibility Study)
- Geotechnical/Soils Report (see Slope Stability Assessment)
- Phase 1 Environmental Site Assessment

In addition to the above requirements, the Phase I ESA recommended that further investigation (Phase II ESA) based on the history of the subject site. The Phase II ESA has been completed.

The following is intended to provide a summary of the key findings and conclusions of the completed studies; however, each report should be reviewed in its entirety.

6.1 Urban Design Brief

GSP Group Inc., Dec. 2022

GSP Group has been retained by Tim Welch Consulting Inc. to prepare an Urban Design Brief. The Town of Oakville's design related policies and guidelines were referred to as the guiding document in preparation of the brief. The Urban Design Brief provides a description of the proposed building design, its relationship to the public realm and surrounding context to demonstrate its compliance with the applicable urban design guidelines.

Based on the review contained in the report, it is the opinion of the author that the proposed design respects and appropriately responds to the intent of the applicable urban design policies and guidelines contained within the Livable Oakville – Town of Oakville Official Plan and Livable by Design Manual – Urban Design Direction for Oakville.

In the opinion of the author, the proposed development represents good urban design and is appropriate as it:

- Provides residential intensification, and housing in close proximity to the Mid-Town Oakville urban growth centre;
- Creates an intimate streetscape by defining a pedestrian-scaled building base, direct pedestrian connection to public sidewalks, active ground floor uses, landscaping, and street furniture.

- Represents an appropriate built form and building aesthetic that is unique and sensitive to the scale of the surrounding neighbourhood through a thoughtful transition of building height, scale, and step-backs.
- Servicing facilities are fully enclosed within the building and located at the rear, hidden away from public view.

Based on the above, it is the opinion of the author of the Urban Design Brief that the proposed development is appropriate, desirable, and should be approved.

6.2 Functional Servicing & Stormwater Management Report

S. Llewellyn & Associates Ltd., December 2022

Invizij Architects Inc. retained S. Llewellyn & Associates Ltd. to provide consulting engineering services. The Functional Servicing & Stormwater Management Report provides detailed information on the proposed servicing and grading scheme for the development. Please refer to the preliminary site engineering plans prepared by S. Llewellyn & Associates Ltd. for additional information.

Proposed Sanitary Servicing and Capacity Analysis

The proposed site will be serviced by a 200mmØ sanitary service constructed in accordance with the Town of Oakville, Region of Halton and Ontario Building Code standards. Drainage from this service is proposed to discharge to the existing 250mmØ sanitary sewer on Cornwall Road. The minimum grade of the proposed 200mmØ sanitary sewer will be 2.0%. At this minimum grade, the proposed sanitary sewer will have an 85% capacity of 0.039 m³ /s (39 l/s). Therefore, the proposed 200mmØ sanitary sewer at a minimum of 2.0% grade is adequately sized to service the proposed site.

Proposed Watering Service

The proposed water servicing for the subject site consists of installing a 150mmØ water service from the existing 300mmØ watermain north-west of the subject site along Cornwall Road. The proposed 150mm water service will provide domestic and fire water service for the proposed designed and constructed in accordance with the Town of Oakville Standards.

Conclusions and Recommendations

SLA conclude that the proposed development can be constructed to meet the requirements of the Town of Oakville and Region of Halton. SLA recommend:

- The development be graded and serviced in accordance with the Preliminary Grading Plan and the Site Servicing Plan prepared by S. Llewellyn & Associates Limited;

- A storm water storage tank and orifice plate be installed as per the Preliminary Servicing Plan and this report to provide adequate quantity control;
- Erosion and sediment controls be installed as described in this report and shown on the Preliminary Grading & Erosion Control Plan;
- A Hydro-storm HS4 oil/grit separator and CB Shield be installed as per the Site Servicing Plan and this report to provide efficient stormwater quality control;
- The proposed sanitary and water servicing system be installed as per the Preliminary Site Servicing Plan and this report to adequately service the proposed development.

6.3 Traffic Impact Brief & Parking Justification Study Paradigm Transportation Solutions Ltd., May 2021

Support House retained Paradigm Transportation Solutions Limited to conduct a Transportation Impact Brief and Parking Justification Study for the proposed development. The study forecasts the subject site's vehicle trip and parking generation. The main findings and conclusions of the study are as follows:

Trip Generation

The subject site is estimated to generate approximately 18 AM and 14 PM peak hour trips. The addition of less than 20 new peak hour vehicle trips is not expected to result in any significant transportation impacts on the adjacent road network. 18 peak hour vehicle trips equate to an average of 1 vehicle trip every ~3.5 minutes during the peak hour. The daily variation in peak hour traffic volumes along the two adjacent arterial roadways is expected to be greater than what the subject site would generate.

Transportation Demand Management

The addition of short-term and long-term bicycle parking into the site plan can help manage the site's transportation impacts.

Parking Generation

The subject site's parking demand is estimated to be fully contained on-site. The site's parking demand is forecast to range from 7 spaces to 23 spaces, depending upon the methodology used to forecast the demand. The methodologies used to estimate the subject site's parking demand include:

- City of Mississauga Non-Profit Housing Parking Guidelines Deep Subsidy: 8 spaces
- City of Toronto Zoning By-law: 12 spaces
- ITE parking Generation Data: 10 spaces; and
- Proxy Site Survey Data (average rate): 11 spaces.

The Transportation Impact Brief and Parking Justification Study was prepared in May 2021, based on a Concept Plan that has since been revised. The 2021 Concept Plan showed a total of twelve (12) parking spaces. Based on the need to provide land for road widening purposes and recent, more stringent waste management policies, the parking area needed to be reduced in size and seven (7) parking spaces are now shown on the drawings.

Paradigm Transportation Solutions Limited has been advised of the design changes and requires additional time to prepare an addendum or revised brief. The residents of Support House do not own vehicles. The parking spaces provided are for visitors and support workers. The revised TIB and Parking Justification Study will be submitted shortly after the applications.

6.4 Environmental Noise Feasibility Study

Valcoustics Canada Ltd., August 12, 2021

Valcoustics Canada Ltd. (VCL) was retained to prepare an Environmental Noise Feasibility Study addressing the potential noise impacts from the existing environmental onto the proposed development.

The significant environmental noise sources in the vicinity are road traffic on Trafalgar Road and Cornwall Road as well as rail traffic on the CN Oakville Subdivision.

The levels on the subject site have been determined and compared with the applicable Ministry of the Environment, Conservation and Parks (MECP) noise guideline limits to determine the need for noise mitigation.

To meet the applicable transportation noise source guidelines limits:

- All dwelling units require mandatory air conditioning to allow windows to remain closed for noise control purposes.
- Exterior wall construction meeting a Sound Transmission Class (STC) rating of 54 and exterior windows with ratings up to STC 40 will be required for meeting the indoor noise guideline limits of the MECIP; and
- A 2.3 m high parapet is required at the 5th floor common outdoor amenity area.

There are no stationary sources in the vicinity with the potential for significant impact on the subject site.

6.5 Slope Stability Assessment

Chung & Vander Doelen Engineering Ltd., March 17, 2021

Chung & Vander Doelen Engineering Ltd. (CVD) was retained by Support House to carry out a slope stability assessment for the subject site.

It is understood that the subject site is located within an area regulated by Conservation Halton. The methodology presented herein will follow the Conservation Halton policy and the guidelines listed below:

- “Policies and Guidelines for the Administration of Ontario Regulation 162/06 and Land use Planning Policy Document April 27, 2006”, Conservation Halton, November 26, 2020; and
- “Technical Guide – River and Stream Systems: Erosion Hazard Limit” Ontario Ministry of Natural Resources, 2002.

The purpose of the assessment was to evaluate the stability of the existing slope and determine the setback from the crest of the slope for the proposed development.

CVD carried out a slope condition inspection on January 14, 2021.

The slope topographic information was obtained from the interactive Topographic Map available on the Town of Oakville website. The top and bottom slope elevations are approximately 98.5 and 74.5 m, hence the slope is about 24 m high. The average inclination of the slope is approximately 1.75H : 1V (29.7 degrees to the horizontal). Slight local variations of slope inclination may exist along the length of the natural slope.

Setback Considerations for Site Development

The results of the slope stability assessment are applied to determine the setback requirements. Reference is made to the “Policies and Guidelines for the Administration of Ontario Regulation 162/06 and land Use Planning Policy” by Conservation Halton, Appendix 3, Valley Erosion Hazards – Stable Toe of Slope.

The toe of the slope is stable, and active erosion was not observed at the toe of the slope on the creek bank. The Sixteen Mile Creek is approximately 60 m wide at the site location, and the creek bed is composed of shale bedrock. Reference is made to Table 3 on Page 38 of the “Technical Guide – River and Stream Systems: Erosion Hazard Limit”, published in 2002 by the Ontario Ministry of Natural Resources. Potential erosion due to the stream action (over 30 m wide channel, no apparent toe erosion in shale bedrock) is 2 m (Toe Erosion Allowance).

The stable top of slope (bank) was determined to be approximately 0.7 m from the existing top of slope based on stability analysis. Consequently, the long-term stable top of slope is 2.7 m from the present top of slope. It is understood that Conservation Halton will require a 15 m allowance for development adjacent to the stable top of slope (bank).

Given that the existing top of the slope is located approximately ± 16 m from the southern limit of the subject site and the proposed building will have a 3 m setback from the south property line, the proposed building will meet the setback requirement from Conservation Halton.

6.6 Phase One Environmental Site Assessment

Chung & Vander Doelen Engineering Ltd., July 14, 2020

Chung & Vander Doelen Engineering Ltd. (CVD) was retained by Support House to complete a Phase I Environmental Site Assessment (ESA) on the subject property.

The purpose of the Phase 1 ESA is to evaluate the environmental conditions of the subject site and adjacent properties and to identify actual or potential sources of contamination associated with the subject site and surrounding properties. The Phase I ESA is part of the due diligence requirements to support the redevelopment of the subject site. It is understood that a Record of Site Condition (RSC) is not intended for the property at this time.

According to available resources, the subject site was historically part of a larger industrial property that was occupied by the Oakville Basket Company (later known as Oakville Wood Specialties). The company manufactured wood veneer baskets and later other small wood products from the 1930s to 1980s. There were four (4) basket storage sheds partially located on the subject site at that time. The basket manufacturing facility was demolished in the 1980s and the subject site was vacant until it was redeveloped with the current Support House residence in the early 2000s.

The findings of the Phase I ESA did not identify any actual sources of contamination on the subject site. A potential source of contamination related to an on-Site potentially contaminating activity was identified. Further investigation (Phase II ESA) is recommended based on the following:

- Based on the history of the subject site, there is a potential that fill material may be present on the property in relation to historical buildings on the property and/or redevelopment activities. The potential presence of fill material of unknown quality is an environmental concern for the subject site.

6.7 Phase Two Environmental Site Assessment

Chung & Vander Doelen Engineering Ltd., March 15, 2022

Chung & Vander Doelen Engineering Ltd. (CVD) was conducted a Phase II Environmental Site Assessment (ESA). The purpose of the Phase II ESA was to investigate the soil and groundwater conditions at the subject site. Given that the land use remains residential, a Record of Site Condition (RSC) is not required for the subject site.

CVD conducted the following scope of work:

- Three boreholes (BH1 to BH3) were advanced on the subject site to characterize the underlying soil conditions;
- Monitoring wells were installed in all three (3) of the boreholes (BH1 to BH3) to assess the underlying groundwater conditions.
- Soil samples were submitted for chemical analyses which included pH, metals, polycyclic aromatic hydrocarbons (PAHs), benzene, toluene, ethylbenzene and xylenes (BTEX), and petroleum hydrocarbons fractions F1-F4 (PHCs).
- Groundwater samples were submitted for chemical analysis of metals, volatile organic compounds (VOCs), BTEX and PHCs.
- A report of findings and conclusions was prepared.

The boreholes were in the following areas with the following rationale:

- BH1 was advanced in the northeast corner of the subject site. The purpose of BH1 was to assess the soil conditions for the presence of fill material. The purpose of BH1 was also to assess the groundwater conditions for potential environmental impacts from historical industrial activities on the subject site and surrounding lands to the north and east.
- BH2 was advanced on the west side of the subject site. The purpose of the BH2 was to assess the soil conditions for the presence of fill material. The purpose of the BH2 was also to assess the groundwater conditions for potential environmental impacts from historical industrial activities on the subject site and surrounding lands to the west and north.
- BH3 was advanced near the centre of the subject site. The purpose of BH3 was to assess the soil conditions for the presence of fill material. The purpose of BH3 was

also to assess the groundwater conditions for potential environmental impacts from historical industrial activities on the subject site.

The Soil, Groundwater and Sediment Standards for Use Under Part XV.1 of the Environmental Protection Act dated April 15, 2011 established in accordance with the amended Ontario Regulation 153/04 was consulted in the assessment of the soil and groundwater on the property.

The Town of Oakville does not rely on groundwater as a source of potable water. The analytical results were therefore compared to the Ministry of Environment, Conservation and Parks (MECP) Table 3, Full Depth Generic Site Conditions Standards for Use in a Non-Potable Groundwater Condition.

The subject site is currently a residential use. The soil and groundwater results were therefore compared to the residential/parkland/institutional property use standards for a coarse textured soil (herein collectively referred to as the “application Table 3 standards”).

The overall findings of the Phase II ESA conclude the following:

- Three (3) boreholes (BH1 to BH3) were advanced on the subject site to characterize the underlying soil conditions. Monitoring wells were installed in all three (3) of the boreholes to assess the underlying groundwater conditions.
- Based on the soil analytical results, fill material impacted with PAHs and PHCs at concentrations above the applicable Table 3 standards was identified in two (2) of the three (3) borehole locations on the subject site.
- The analytical results of all groundwater samples from monitoring wells located in the areas of potential environmental concern had no chemical parameters that exceed the applicable Table 3 standards.
- Based on the groundwater elevations on February 23, 2022, the direction of shallow groundwater flow at the subject site was inconclusive but is anticipated to be in a southerly to easterly directions, towards the flow of Sixteen Mile Creek.

CVD advised that there is no requirement to clean up the contaminated fill material on the site at this time, as an RSC is not required. CVD has advised: “the contaminated fill will need to be considered during construction/redevelopment if excavation is planned in those areas. There are requirements under the excess soils regulation for managing any soil leaving the property (and there will be landfill disposal costs etc.). Some contractors also like to see a Health & Safety Plan in place when working with contaminated soils.”

7.0 PLANNING POLICY FRAMEWORK

The following is intended to provide a review and highlight the planning policy framework applicable to the subject site. These policy documents include: the *Planning Act*, the Provincial Policy Statement (2020), A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020), the “Livable Oakville” Official Plan, and Oakville Zoning By-law 2014-014.

7.1 Ontario Planning Act, R.S.O. 1990, c. P.13

Section 2 of the *Planning Act* sets out matters of Provincial Interest when considering and carrying out responsibilities under the Act. The following table provides an analysis of the Subject Applications in response to the prescribed Provincial interest:

Table 1 Provincial Interest regarding Subject Applications

Provincial Interest	Policy Response
a) The protection of ecological systems, including natural areas, features and functions	The subject site is in Oakville’s urban area and has a long history of settlement. Redevelopment within established urban areas is encouraged to protect natural areas and ecological systems.
b) The protection of the agricultural resources of the Province	The subject site is a developed parcel of land located within Oakville’s urban area. The redevelopment of urban land assists in the protection of agricultural resources of the Province.
c) The conservation and management of natural resources and the mineral resource base	The subject site is a relatively small, developed parcel of land located within Oakville’s urban area, and its redevelopment would not be anticipated to have any impact on the Province’s natural resources and mineral resource base.
d) The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest	The subject site is not listed on the municipal heritage register nor designated under the <i>Ontario Heritage Act</i> .
e) The supply, efficient use and conservation of energy and water	The subject site will utilize existing municipal energy and water infrastructure.

Table 1 Provincial Interest regarding Subject Applications

Provincial Interest	Policy Response
f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems	The proposed development will utilize existing municipal water and wastewater infrastructure and regional waste management systems.
g) The minimization of waste	N/A
h) The orderly development of safe and healthy communities; the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies	The proposed development has been designed to ensure safe access to the subject site. One (1) barrier free parking space has been provided. Through the building permit process, the proposed development will be required to demonstrate compliance with the Ontario Building Code, which includes barrier-free design provisions.
i) The adequate provision and distribution of educational, health, social, cultural and recreational facilities	Educational, health, social, cultural and recreational facilities are available in the subject area to serve the future residents.
j) The adequate provision of a full range of housing, including affordable housing	The proposed redevelopment will provide additional affordable housing units with supports.
k) The adequate provision of employment opportunities	N/A
l) The protection of the financial and economic well-being of the Province and its municipalities	The proposed development will protect the financial and economic well-being of the Province and the Town of Oakville by optimizing the use of existing infrastructure and services within Oakville's Urban Boundary.
m) The co-ordination of planning activities of public bodies	N/A
n) The resolution of planning conflicts involving public and private interests	N/A
o) The protection of public health and safety	N/A

Table 1 Provincial Interest regarding Subject Applications

Provincial Interest	Policy Response
<p>p) The appropriate location of growth and development</p>	<p>The subject site is an appropriate location for growth and redevelopment as it is an underutilized property located in Oakville's Urban Boundary adjacent to Midtown Oakville Growth Area.</p> <p>The subject site is located on a Multi-Purpose Arterial road in close proximity to a major transit station, commercial amenities, a park, and community facilities—as outlined in Section 2.6 of this report and illustrated in Figure 2.</p> <p>In consideration of the existing municipal water and wastewater infrastructure, community facilities, education facilities, park, and existing transit infrastructure, the subject site is an appropriate location for growth and redevelopment.</p>
<p>q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians</p>	<p>As outlined in sub-section 2.7 of this report, the subject site is in close proximity to excellent public transit options, including VIA Rail national train service, high-frequency GO Lakeshore West train service, and a plethora of local bus routes.</p> <p>A pathway is proposed to connect the principal entrance to the public sidewalk system.</p> <p>For these reasons, the proposed development is designed to support public transit and is oriented toward pedestrians.</p>
<p>r) The promotion of built form that,</p> <ul style="list-style-type: none"> (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 	<p>The proposed development has been professionally-designed by Invizij Architects Inc. to provide future residents with a safe, pleasant, and attractive place to live; and in doing so will contribute to creating a sense of place for residents as well as the general public.</p>

Table 1 Provincial Interest regarding Subject Applications

Provincial Interest	Policy Response
s) The mitigation of greenhouse gas emissions and adaptation to a changing climate	The subject site is in close proximity to the Oakville GO/VIA Station as well as numerous local bus routes and in this way the redevelopment and intensification of the subject site will promote transit use and therefore assist in the mitigation of greenhouse gas emissions.

7.2 Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020 (“PPS”) provides policy direction on matters of provincial interest related to land use planning and development. The PPS is issued under the authority of Section 3(1) of the *Planning Act* and came into effect on May 1, 2020. Section 3(5) of the *Planning Act* requires that decisions affecting planning matters be consistent with the PPS. The following policies, amongst others, apply to the proposed development.

Intensification

The PPS supports intensification, redevelopment, the efficient use of land and the efficient use of existing and planned infrastructure within urban areas. The PPS defines *intensification* as “the development of a property, site or area at a higher density than currently exists through:

- a. *redevelopment*, including the reuse of *brownfield sites*;
- b. the development of vacant and/or underutilized lots within previously developed areas;
- c. infill development; and [...]

As defined in (a), (b), and (c) of the above criteria, the proposed development represents intensification.

Building Strong and Healthy Communities

The PPS provides guidelines to manage growth and promote efficient and resilient land use and development patterns, as follows:

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

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

- d) avoiding development and land use patterns that would prevent the efficient expansion of *settlement areas* in those areas which are adjacent or close to *settlement areas*;
- e) promoting the integration of land use planning, growth management, *transit-supportive* development, *intensification* and *infrastructure* planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society; [...]"

Settlement Areas

Settlement Areas include Oakville's Urban Area, where the subject site is located. Settlement Areas are to be the focus of growth and development as per the following policies:

- "1.1.3.1 *Settlement areas* shall be the focus of growth and development.
- 1.1.3.2 Land use patterns within *settlement areas* shall be based on densities and a mix of land uses which:
 - a) efficiently use land and resources;
 - b) are appropriate for, and efficiently use, the *infrastructure and public service facilities* which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
 - e) support *active* transportation;
 - f) are *transit-supportive*, where transit is planned, exists or may be developed; and [...]
- 1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for *transit-supportive development*, accommodating a significant supply and range of *housing options* through *intensification* and *redevelopment* where this can be accommodated taking into account existing building stock or areas, including *brownfield sites*, and the availability of suitable existing or planned *infrastructure and public service *facilities* required to accommodate projected needs."

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

Housing

The PPS also provides the following direction on housing policy to meet the projected needs of current and future residents:

- “1.4.3 Planning authorities shall provide for an appropriate range and mix of *housing options* and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
- [...]
- b) permitting and facilitating:
 - 2. all *housing options* required to meet the social, health, economic and well-being requirements of current and future residents, including *special needs* requirements and needs arising from demographic changes and employment opportunities; and
 - 3. all types of *residential intensification*, including additional residential units, and *redevelopment* in accordance with policy 1.1.3.3;
 - c) directing the development of new housing towards locations where appropriate levels of *infrastructure* and *public service facilities* are or will be available to support current and projected needs;
 - d) promoting densities for new housing which efficiently use land, resources, *infrastructure* and *public service facilities*, and support the use of *active transportation* and transit in areas where it exists or is to be developed;
 - e) requiring *transit-supportive* development and prioritizing *intensification*, including potential air rights development, in proximity to transit, including corridors and stations; and
 - f) establishing development standards for *residential intensification*, *redevelopment* and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.”

Sewage, Water and Stormwater

The PPS provides the following direction on the preferred method of servicing for new development:

- “1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.”

Transportation Systems

The PPS provides the following direction on making efficient use of existing transportation infrastructure:

- “1.6.7.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.
- 1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.”

Long-Term Economic Prosperity

The PPS contains policies related to securing the Province's long-term prosperity, the following of which are applicable to the proposed development:

- “1.7.1 Long-term economic prosperity should be supported by:
- [...]
- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;
 - c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;
 - d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;
 - e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define

character, including built heritage resources and cultural heritage landscapes; [...]"

Relevance of the Provincial Policy Statement (PPS) to the subject site:

The PPS supports intensification, redevelopment and the efficient use of land and existing or planned infrastructure within urban areas, which is where the subject site is located.

The proposed development would contribute to the development of a healthy, livable, and safe community as per the policies outlined in Policy 1.1.1. Specifically, the proposed development represents an efficient development and land use pattern that will sustain the financial well-being of the province and Town of Oakville over the long term and represents a cost-effective development pattern that would optimize existing transit investments.

The proposed development will add to the number and type of housing options available to Halton residents. The term 'housing options' is defined in the PPS to include affordable housing for people with special needs, and special needs includes those with mental health challenges.

With respect to housing policy, the PPS directs planning authorities to permit and facilitate all types of residential intensification and redevelopment. Furthermore, the proposed development represents a compact form that efficiently uses land, resources, and infrastructure.

The proposed development utilizes municipal water and wastewater services, which are the preferred form of servicing for settlement areas. In addition, the PPS promotes intensification and redevelopment wherever feasible to optimize the use of existing services.

Based upon the above review, the Subject Applications are consistent with the applicable policies of the PPS, 2020.

7.3 A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020

On May 16, 2019 “A Place to Grow: Growth Plan for the Greater Golden Horseshoe” came into effect, replacing the 2017 “Growth Plan for the Great Golden Horseshoe”. Amendment 1 (2020) to the Growth Plan for the Greater Golden Horseshoe 2019 was approved and came into effect on August 28, 2020 (“the Growth Plan”). The Growth Plan applies to the area designated as the Greater Golden Horseshoe Growth Plan Area which includes the entire Town of Oakville. All decisions that affect a planning matter must conform to the Growth Plan. The following is a summary of the policies applicable to the Subject Applications and how the policies of the Growth Plan have been addressed.

Guiding Principles

The Growth Plan provides a framework for implementing the Province’s vision for managing growth across the region to the year 2051. The successful realization of the Growth Plan is based on several Guiding Principles which provide the basis for guiding decisions on how land is to be developed. The Guiding Principles are outlined in Section 1.2.1 of the Growth Plan and include the following, amongst others:

- “Support the achievement of *complete communities* that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime.
- Support a range and mix of housing options, including second units and *affordable* housing, to serve all sizes, incomes, and ages of households.”

Relevance of the Guiding Principles of the Growth Plan to the subject site:

The proposed development fulfils several guiding principles of the Growth Plan. For instance, the proposed development will support the achievement of complete communities by providing additional and more diverse housing options in the Town of Oakville.

Growth Plan Context

Section 2.1 of the Growth Plan provides the following context on where and how to grow in the Greater Golden Horseshoe:

“Better use of land and *infrastructure* can be made by directing growth to *settlement areas* and prioritizing *intensification*, with a focus on *strategic growth areas*, including *urban growth centres* and *major transit station areas*, as well as *brownfield sites* and *greyfields*. Concentrating new development in these areas provides a focus for investments in transit as well as other types of *infrastructure*

and *public service facilities* to support forecasted growth, while also supporting a more diverse range and mix of housing options.”

In addition, Section 2.1 emphasizes the importance of optimizing the use of land, infrastructure, and public service facilities within the urban area as a first priority:

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

Relevance of the Growth Plan Context to the subject site:

The subject site is located within the built boundary of a settlement area, wherein intensification is a priority. Intensification makes better use of existing infrastructure and public service facilities and based on careful planning may eliminate the need to continuously expand the urban area.

Managing Growth

Policy 2.2.1.1 states that the population and employment forecasts provided in Schedule 3 of the Growth Plan will be used for planning and managing growth to the planning horizon. Schedule 3 provides that the Region of Halton is forecasted to grow to 1,100,000 by 2051.

Policy 2.2.1.2(a) states that forecasted growth to 2051 will be allocated based on the following:

- “a) the vast majority of growth will be directed to *settlement areas* that:
 - i. have a *delineated built boundary*;
 - ii. have existing or planned *municipal water and wastewater systems*; and
 - iii. can support the achievement of *complete communities*;

Furthermore, Section 2.2.1.2(c) states that within settlement areas, growth will be focused in: (i) delineated built-up areas; (ii) strategic growth areas; (iii) locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and (iv) areas with existing or planned public service facilities.

Policy 2.2.1.4 states that applying the policies of the Growth Plan will support the achievement of complete communities that:

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and *public service facilities*; [...]

- c) provide a diverse range and mix of housing options, including additional residential units and *affordable* housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes; [...];
- d) expand convenient access to:
 - i. a range of transportation options, including options for the safe, comfortable and convenient use of *active transportation*;
 - ii. *public service facilities*, co-located and integrated in community hubs;
 - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and
 - iv. healthy, local, and affordable food options, including through urban agriculture;
- e) provide for a more *compact built form* and a vibrant *public realm*, including public open spaces;"

Relevance of the Growth Plan to the subject site:

The vast majority of the Region of Halton's forecasted growth to 1,100,000 people by 2051 is to be directed to settlement areas that have a delineated built boundary; have existing municipal water and wastewater systems and can support the achievement of complete communities. Accordingly, the subject site is located within the Town of Oakville's Built Boundary in an area with existing municipal water and wastewater systems and can support the achievement of a complete community (per Policy 2.2.1.4) as follows:

- Diversify the mix of land uses by intensifying a residential use in an area in close proximity to a major transit station;
- Increase and diversify the range and mix of housing options in the surrounding community, including affordable housing;
- Support existing transportation options, and public service facilities; and
- Provide for a more compact built form and vibrant public realm.

In consideration of all the above, the subject site is an appropriate location for growth based on its locational attributes and the proposed development conforms to the objectives and policies of the Growth Plan.

7.4 Greenbelt Plan, 2017

The Greenbelt Plan was prepared and approved under the *Greenbelt Act*, 2005 and took effect on December 16, 2004. Order in Council No. 1025/2017 amended the Greenbelt Plan and came into effect on July 1, 2017.

Within the Greenbelt Plan, the subject site is adjacent to Sixteen Mile Creek, which is designated as an Urban River Valley. The Urban River Valley designation provides direction to those areas where the Greenbelt occupies river valleys in an urban context.

Policy 6.2.1 of the Greenbelt Plan states that the policies of the Urban River Valley only apply to publicly owned land, as follows:

- “1. Only publicly owned lands are subject to the policies of the Urban River Valley designation. Any privately owned lands within the boundary of the Urban River Valley area are not subject to the policies of this designation. For the purposes of this section, publicly owned lands means lands in the ownership of the Province, a municipality or a local board, including a conservation authority.”

Relevance of the Greenbelt Plan to the subject site:

The subject site is within close proximity to Sixteen Mile Creek and designated Urban River Valley. Regarding Policy 6.2.1, the subject site, which is privately owned land, is not subject to the policies of the Urban River Valley designation.

7.5 Halton Regional Official Plan (“Regional Plan”)

The Halton Regional Official Plan (Regional Plan) was approved by the Province on November 27, 1995. Following an Official Plan Review, ROPA 38 was adopted by Regional Council and approved by the Province on November 25, 2011.

The Region commenced a Municipal Comprehensive Review (MCR) in late 2016. ROPA 48, titled “An Amendment to Define a Regional Urban Structure” was adopted in July 2021. ROPA 48 addressed, among other matters, performance targets, Urban Growth Centres, Major Transit Station Areas (MTSAs), Regional Nodes and Employment Area conversions. ROPA 48 was approved by the Province on November 10, 2021 and was the first amendment approved as part of the MCR.

On June 15, 2022, Regional Council adopted ROPA 49. ROPA 49 helps define how and where Halton will grow to 2051 by implementing the Integrated Growth Management Strategy (IGMS). ROPA 49 is the second amendment adopted as part of the MCR. ROPA 49 was approved by the Province on November 4, 2022. The Province modified, added to and deleted portions of ROPA 49.

Within the Regional Plan, the subject site is designated “Urban Area” on Map 1 – Regional Structure. Among the objectives of the Urban Area contained in Section 79 (as re-numbered and modified through the approval of ROPA 48), the following apply to the proposed development:

- “(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”
- “(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.”
- “(9) To facilitate and promote *intensification* and increased densities.”

ROPA 48 re-numbered and modified former Section 78 to the Regional Plan. Section 78 is now Section 79 and is now titled Strategic Growth Areas, rather than Intensification Areas. As per Section 79.2, the Regional Urban Structure contains a hierarchy of Strategic Growth Areas as delineated or identified by symbol on Map 1H:

- (1) *Urban Growth Centre / Major Transit Station Areas on a Priority Transit Corridor;*
- (2) *Urban Growth Centre / Major Transit Station Areas on a Commuter Rail Corridor;*
- (3) *Major Transit Station Areas on a Priority Transit Corridor;*
- (4) *Major Transit Station Areas on a Commuter Rail Corridor;*
- (5) *Primary Regional Nodes;*
- (6) *Secondary Regional Nodes;* and,
- (7) *Regional Corridors.* (Terms in italics are defined in the Regional Plan)

The subject site is adjacent to the Midtown Oakville Urban Growth Centre / Major Transit Station Area on a Priority Transit Corridor.

Section 79.3 provides the following policy guidance for Strategic Growth Areas, amongst others:

- “(1) Direct *development* with higher densities and mixed uses to Strategic Growth Areas in accordance with the hierarchy identified in Section 79.2 of this Plan.”
- “(6) Require the Local Municipalities to ensure the proper integration of Strategic Growth Areas with surrounding neighbourhoods through pedestrian walkways, cycling paths and transit routes, and the protection of the physical character of these neighbourhoods through urban design.”

The Regional Structure is accompanied by a growth strategy for Halton based on the distribution of population and employment contained in Table 1, which has been updated to the planning horizon year of 2051. Table 1: Population & Employment Distribution, provides that the population of the Town of Oakville in 2021 is 222,000 and is targeted to grow to 313,460 by 2041 and 349,990 by 2051; representing an increase of 127,990 people.

Relevance of the Urban Area policies of the Regional Plan to the subject site:

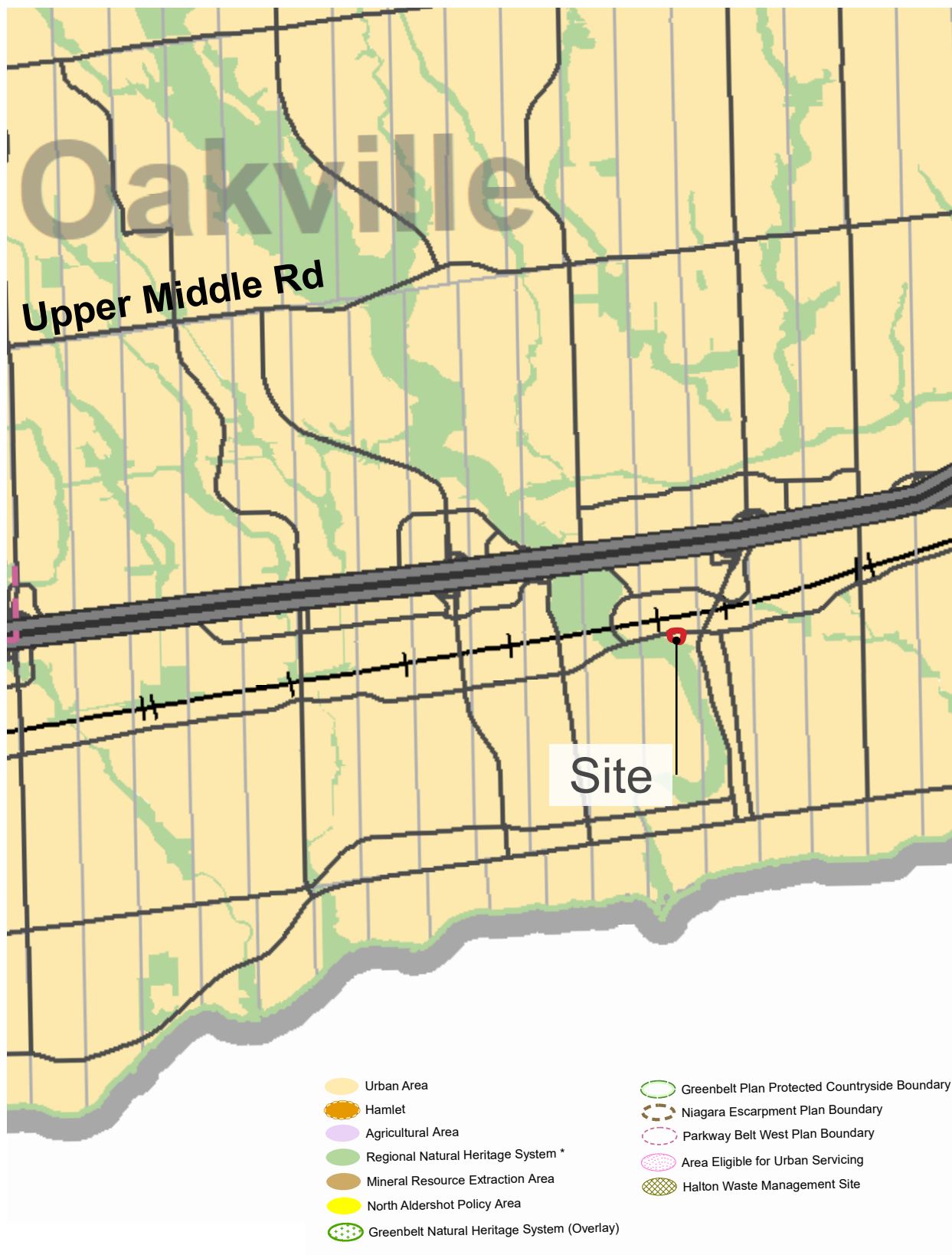
The growth strategy for the Town of Oakville provides that the Town is to grow by 127,990 people by the year 2051.

The subject site is adjacent to a Major Transit Station Area (MTSA) and Midtown Oakville Urban Growth Centre, both of which are Strategic Growth Areas. The policies of the Regional Plan direct development with higher densities to Strategic Growth Areas and require local municipalities to ensure the proper integration of Strategic Growth Areas with the surrounding neighbourhood, which includes the subject site.

The proposed development will increase the residential density on the subject site, represents intensification, and will accommodate a modest amount of growth in a form that is compact and supportive of transit usage, reduces the dependence on the automobile, and makes efficient use of space and services.

Given the locational attributes of the subject site and the availability of municipal services, the proposed development represents a logical and orderly progression of development and supports sustainable and cost-effective growth.

Based on all the above, the proposed development conforms to the Regional Plan.



7.6 Town of Oakville Official Plan (“Livable Oakville Plan”)

The Town of Oakville Official Plan (“Livable Oakville Plan”) was adopted by Town Council on June 22, 2009. Livable Oakville was approved by the Regional Municipality of Halton on November 30, 2009, with modifications. The office consolidation of the Livable Oakville Plan incorporates all modifications, subsequent approvals and amendments to the Plan in effect as of August 31, 2021.

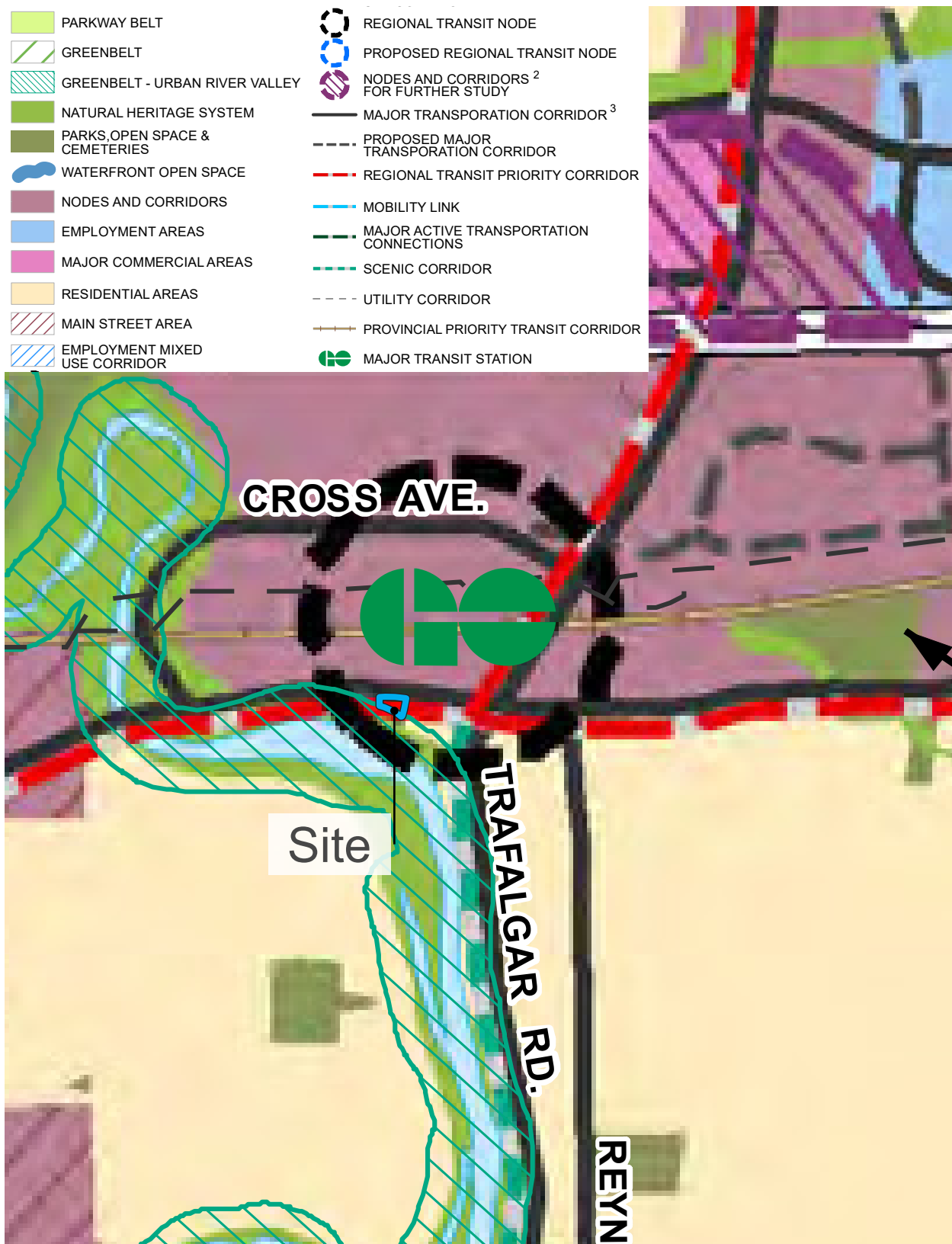
Land Use Designation

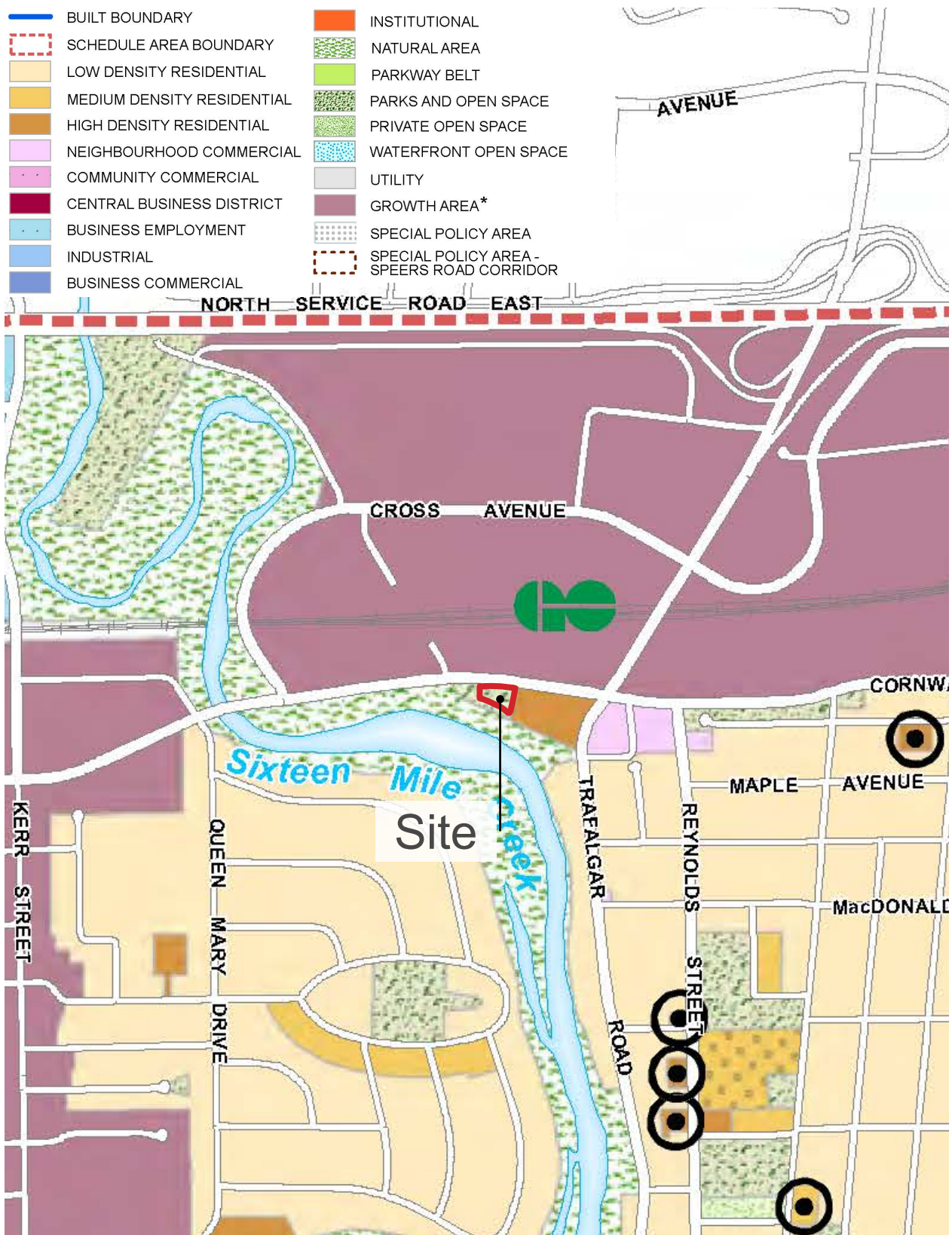
While Schedule G of the Town of Oakville Official Plan – South East Land Use (see Figure 10) illustrates the subject site to be designated “Natural Area”, it was confirmed through the pre-consultation process as well as through subsequent email communication with Town Planning staff that the current designation of the subject site is actually “High Density Residential”, and that the relevant schedules are currently inaccurate, but will be corrected as part of a future housekeeping amendment. The following objectives apply to all Residential Areas:

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

Relevance of the Residential Areas objectives to the subject site:

The proposed development will assist in meeting several objectives of the residential areas by diversifying the mix of housing types, densities, design and tenure (b); revitalize the subject site in a way that revitalizes the property in a compact urban form while increasing the variety of housing alternatives (c); and provide an innovative type of housing that is accessible, affordable, and adequate for the specific socio-economic group the Support House aims to assist (d).





Policy section 11.1 of the Livable Oakville Plan contains general policies that apply to all areas designated for residential development. The applicable general policies are provided in the following pages, followed by a summary of their relevance:

“11.1 General

- 11.1.1 The Town will continue to work directly with the Region to provide opportunities for housing for a wide array of socio-economic groups and those with differing physical needs using all available planning mechanisms and tools and to develop a housing strategy, including preparation of Municipal Housing Statements, which will establish and implement affordable housing targets.
- 11.1.2 The Town will seek a balance in housing tenure. Conversions of existing rental accommodation to condominium or other forms of ownership shall be discouraged.”
- “11.1.4 Development shall conform with the policies relating to urban design and sustainability set out in Part C.
- 11.1.5 Development on private roads shall be discouraged. Where it is demonstrated that a public road is not warranted, to the satisfaction of the Town, development through plans of condominium on private roads may be permitted provided all required services are appropriately accommodated and all applicable policies of this Plan are satisfied.
- 11.1.6 Special needs housing may be permitted through a range of housing types in all residential land use designations in accordance with section 11.1.9 and where adequate residential amenities and services are provided.”
- “11.1.8 Intensification within the stable residential communities shall be provided as follows:
 - a) Within stable residential communities, on lands designated Low Density Residential, the construction of a new dwelling on an existing vacant lot, land division, and/or the conversion of an existing building into one or more units, may be considered where it is compatible with the lot area and lot frontages of the surrounding neighbourhood and subject to the policies of section 11.1.9 and all other applicable policies of this Plan;

- b) Within the stable residential communities, on lands designated Low Density Residential, there may also be sites at the intersection of arterial and/or collector roads, or sites with existing non-residential uses, that have sufficient frontage and depth to accommodate appropriate intensification through development approvals. Intensification of these sites may occur with Low Density Residential uses in accordance with section 11.1.9 and all other applicable policies of this Plan; and,
- c) Within the stable residential communities, on lands designated Medium Density Residential and High Density Residential, there may be underutilized lands on which additional development may be appropriate. Intensification of these lands may occur within the existing density permissions for the lands and may be considered subject to the requirements of section 11.1.9 and all other applicable policies of this Plan.

11.1.9 Development within all stable residential communities shall be evaluated using the following criteria to maintain and protect the existing neighbourhood character:

- a) The built form of development, including scale, height, massing, architectural character and materials, is to be compatible with the surrounding neighbourhood.
- b) Development should be compatible with the setbacks, orientation and separation distances within the surrounding neighbourhood.
- c) Where a development represents a transition between different land use designations or housing forms, a gradation in building height shall be used to achieve a transition in height from adjacent development.
- d) Where applicable, the proposed lotting pattern of development shall be compatible with the predominant lotting pattern of the surrounding neighbourhood.
- e) Roads and/or municipal infrastructure shall be adequate to provide water and wastewater service, waste management services and fire protection.

- f) Surface parking shall be minimized on the site.
 - g) A proposal to extend the public street network should ensure appropriate connectivity, traffic circulation and extension of the street grid network designed for pedestrian and cyclist access.
 - h) Impacts on the adjacent properties shall be minimized in relation to grading, drainage, location of service areas, access and circulation, privacy, and microclimatic conditions such as shadowing.
 - i) The preservation and integration of heritage buildings, structures and uses within a Heritage Conservation District shall be achieved.
 - j) Development should maintain access to amenities including neighbourhood commercial facilities, community facilities including schools, parks and community centres, and existing and/or future public transit services.
 - k) The transportation system should adequately accommodate anticipated traffic volumes.
 - l) Utilities shall be adequate to provide an appropriate level of service for new and existing residents.
- 11.1.10 Special Policy Areas that are designated for residential uses are also described in Part E and are also subject to policies set out in Part E.
- 11.1.11 Residential uses shall comply with the land use compatibility and appropriate mitigation measures, such as setbacks and buffers, defined by the Ministry of the Environment.

Relevance of the General Residential Policies to the subject site:

Development within stable residential areas is to be assessed based upon the above criteria, which speaks to the compatibility of the proposed development with adjacent land uses and the wider surrounding area in terms of land use, setbacks, massing, architectural character, height, and building separation distances. The above policies and considerations are incorporated into the planning analysis contained in section 8.0 of this report.

The policies pertaining to the High Density Residential designation are in Policy 11.4 and include the following:

“11.4 High Density Residential

11.4.1 Permitted Uses

The High Density Residential land use designation may permit a range of high density housing types including multiple-attached dwelling units, apartments, retirement homes and long-term care homes.

11.4.2 The density range is to be between 51 to 185 units per site hectare.”

Relevance of the High Density Residential Policies to the subject site:

An apartment building is permitted in the High Density Residential designation. However, an amendment is required to the Oakville Official Plan to permit a density of 355 units per hectare, whereas Policy 11.4.2 permits a maximum of 185 units per hectare.

Urban Structure: Growth Areas and the Urban Growth Centre

Schedule A2, Built Boundary & Urban Growth Centre of the Livable Oakville Plan identifies the “Midtown Oakville” Growth Area, which is also the Town’s Urban Growth Centre, located immediately to the north of the subject site across Cornwall Road. As such, Midtown Oakville is planned to be a primary intensification area with the greatest levels of height and density in the Town.

Other Growth Areas within the Town include Downtown Oakville, the Uptown Core, Palermo Village, Kerr Village and Bronte Village. Growth Areas are intended to be developed as mixed use centres with transit-supportive development focused around Major Transit Station Areas and along corridors.

The land use plan for Midtown Oakville (see Figure 11) illustrates that the area is planned to undergo a significant transformation in the coming years, including the introduction of new roads to divide the area into city blocks befitting an urban centre. The lands located immediately to the north of the subject site across Cornwall Road are designated “Urban Core” and planned to accommodate building with a maximum height of 10 storeys (see Figure 12).

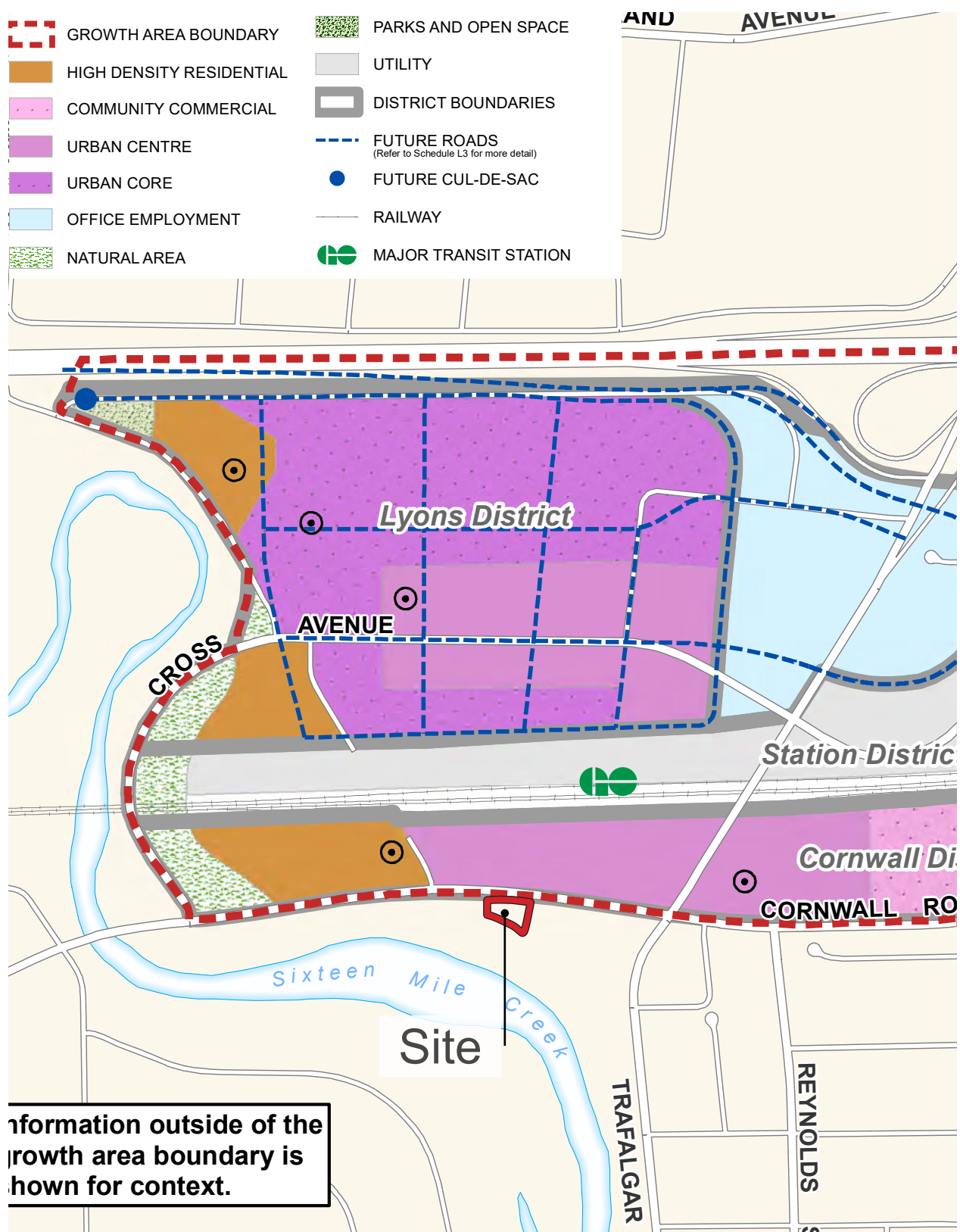
It is the policy of the Livable Oakville Plan that the Growth Areas are the key focus for development and redevelopment to accommodate intensification. Lands outside of Growth Areas are predominantly stable residential communities which consist of established neighbourhoods. While the Livable Oakville Plan encourages intensification generally throughout the Built-up Area, it also recognizes that some growth and change may occur in these areas provided the character of the areas is preserved and the overall urban structure of the Town is upheld.

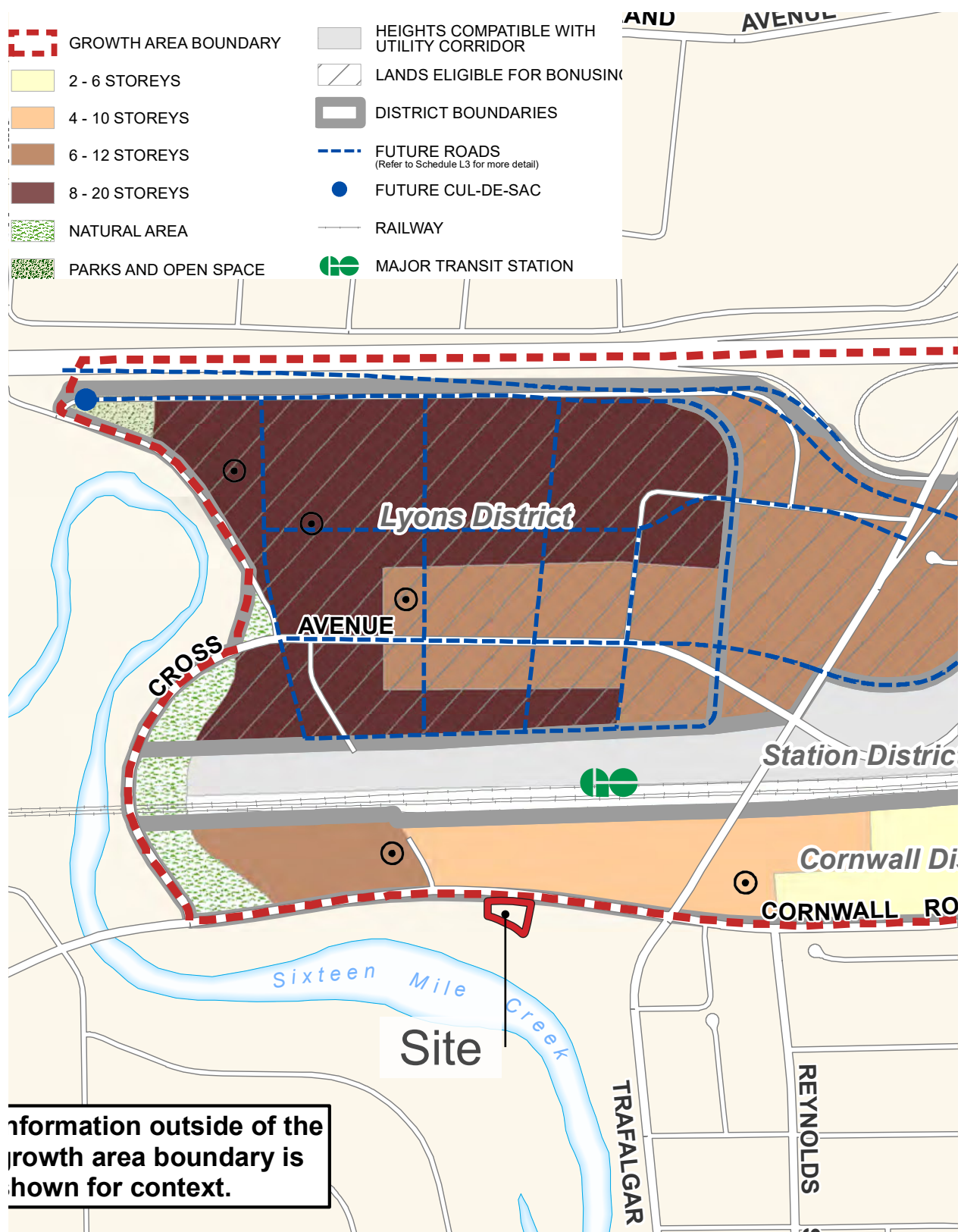
Relevance of the Growth Areas and Urban Growth Centre to the subject site:

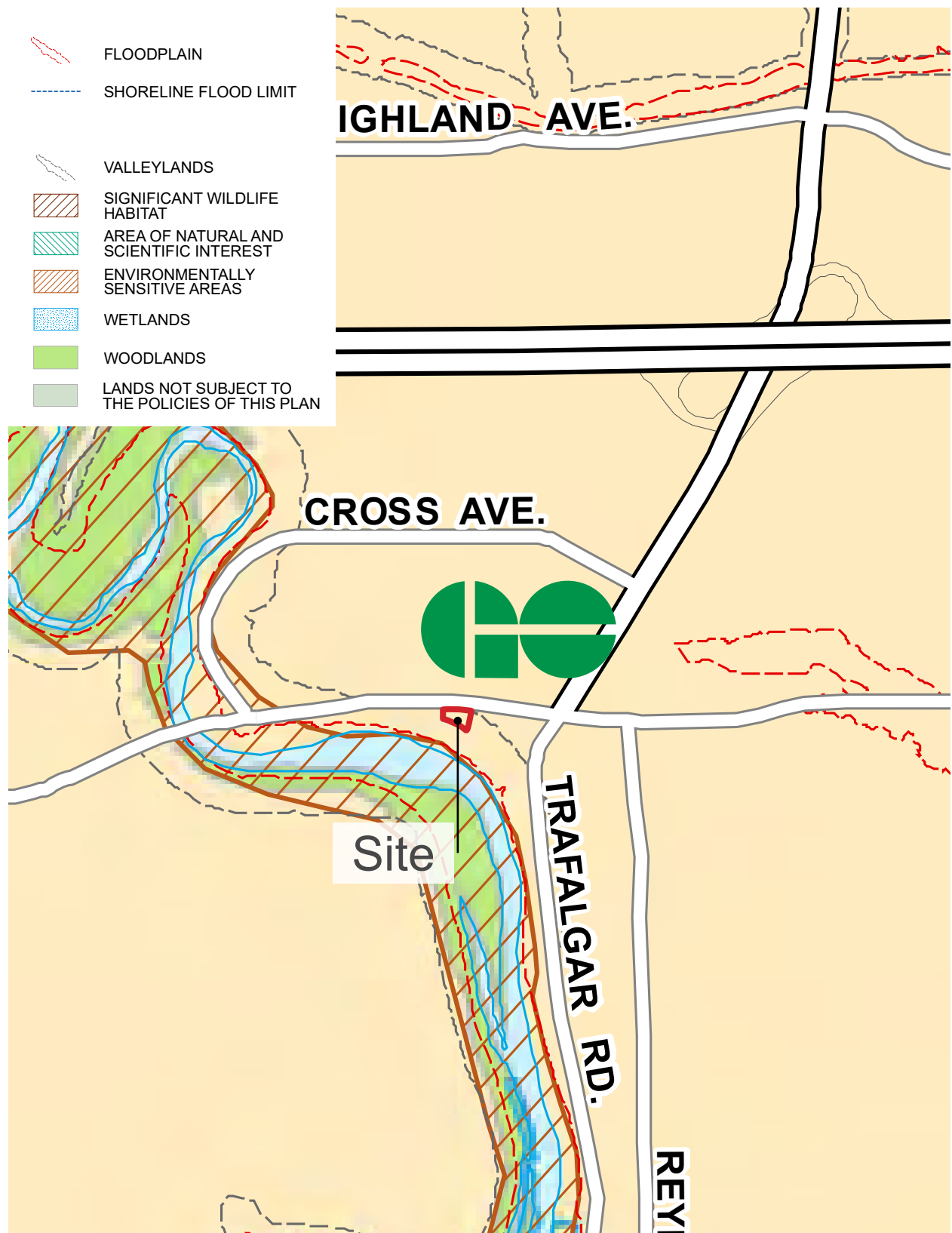
The subject site is adjacent to the Midtown Oakville Urban Growth Centre, a key focus of growth, intensification, and is to be planned for the greatest levels of height and density in the Town of Oakville. In terms of respecting the traditional character of areas outside of the Growth Areas, the subject site is not embedded within an established residential neighbourhood, but rather, is somewhat geographically isolated due to the Sixteen Mile Creek valley, adjacent parkland, and wide right-of-ways of the surrounding road network. For these reasons, the subject site is an excellent candidate for redevelopment and additional density.

Natural Features and Hazard Lands

Livable Oakville Plan Schedule B Natural Features and Hazard Lands (see Figure 13) illustrates that while the subject site is located adjacent to the valley lands of Sixteen Mile Creek, there are no natural features or hazards located on-site.







Transportation Plan

The network of the Town's existing and proposed major roads is shown on Schedule C Transportation Plan (see Figure 14), on which Cornwall Road is identified as a "Multi-Purpose Arterial". Table 4: Functional Classification of Roads, provides the following function and criteria:

Facility Type	Function	Criteria
Multi-purpose Arterials	<ul style="list-style-type: none">• serve a mix of functions of major arterials and minor arterials• act as major transit corridors• accommodates high volumes of traffic• 4 or 6 lanes• 40,000 or 60,000 vehicles per day	<ul style="list-style-type: none">• intermediate degree of access control• transit-supportive land uses to be encouraged along right-of way• 35 metres

Relevance of Cornwall Road "Multi-Purpose Arterial" to the subject site:

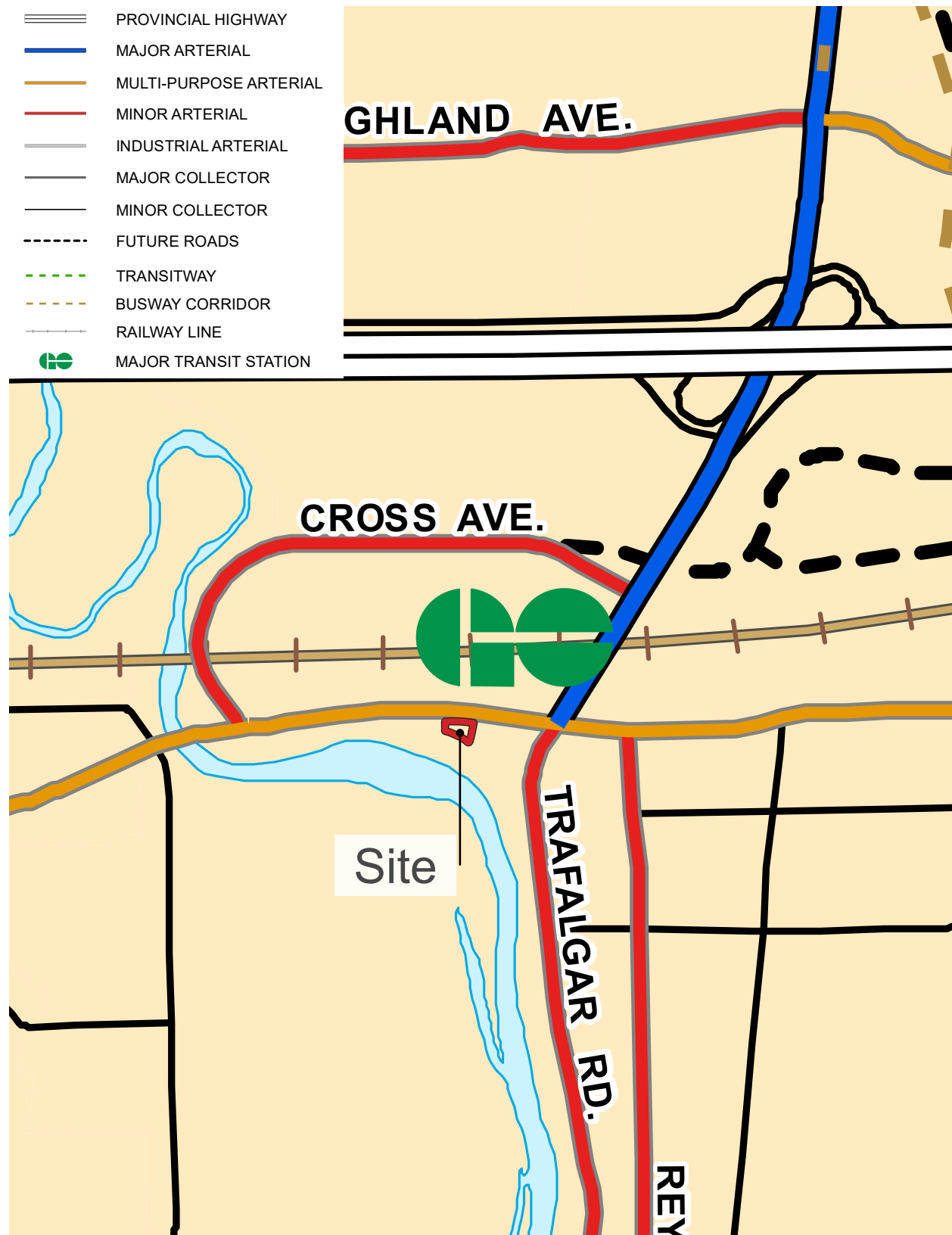
The current width of Cornwall Road varies between approximately 31.3 and 33.1 metres along the frontage of the subject site, whereas the required road width of Cornwall Road in the Livable Oakville Plan is 35 metres. Through the formal consultation process, Development Engineering identified that a road widening dedication of 2.75 metres will be required along the frontage of Cornwall Road. Accordingly, a 2.75 metre road widening is illustrated on the Site Plan.

Active Transportation Plan

As shown on Schedule D Active Transportation Plan (see Figure 15), the subject site is in an area with several active transportation options, including a "Town Trail". (see Image G and image H).

Conclusion

Upon the approval of the requested Official Plan Amendment, the proposed development will conform to the land use policies of the Livable Oakville Plan.





7.7 Conservation Halton Regulated Area (Sixteen Mile Creek Valley)

Conservation Halton (CH) provides mapping showing the Approximate Regulation Limit (ARL) for hazards associated with Sixteen Mile Creek, including the Floodplain Hazard and Stable Top of Bank (STOB) Hazard. In this location, the CH mapping shows the approximate STOB hazard close to / within the Cornwall Road right-of-way, with an additional 15 metres from the approximate STOB line (see Figure 16).

CH conducted a site visit on December 12, 2021 and determined that the top of valley slope is coincidental with the existing fence located along the public trail to the rear of the subject site. It was also determined that a slope stability analysis was required to determine the location of the Long-Term Stable Top of Slope (LTSTS).

On behalf of the Owners, a Slope Stability Assessment was prepared by Chung & Vander Doelen, dated March 17, 2021, and revised to April 29, 2022. It was concluded that the LTSTS is located 2.7 metres inland from the existing top of valley slope (existing fence).

CH Policy 2.35.1 states:

“where there is a 7.5 metre publicly owned access adjacent to the stable top of bank, neither a Permit nor a clearance letter will be required from Conservation Halton, pursuant to Ontario Regulation 162/06, for any development between 7.5 metres and 15 metres of the stable top of bank”.

In a letter dated July 13, 2022, CH advised that they are satisfied that the 7.5 metre setback from the erosion hazard is contained within the adjacent publicly owned trails. Therefore, a CH permit is not required for the proposed redevelopment.

Relevance of Conservation Halton Regulated Area to the subject site:

The proposed redevelopment will not take place within the required setback from the Long-Term Stable Top-of-Slope defined through the preparation of a detailed Slope Stability Assessment prepared on behalf of the owner and reviewed by CH staff. In accordance with CH policy a CH permit will not be required for the redevelopment of 130 Cornwall Road.



Source: Conservation Halton Regulated Online Mapping (2022)

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7.8 Oakville Zoning By-law No. 2014-014

Within Oakville Zoning By-law 2014-014, the subject site is zoned Residential High RH-198 (see Figure 17). The compliance of the proposed development against the regulations of the parent zone and the special zoning provisions are provided below in Table 2:

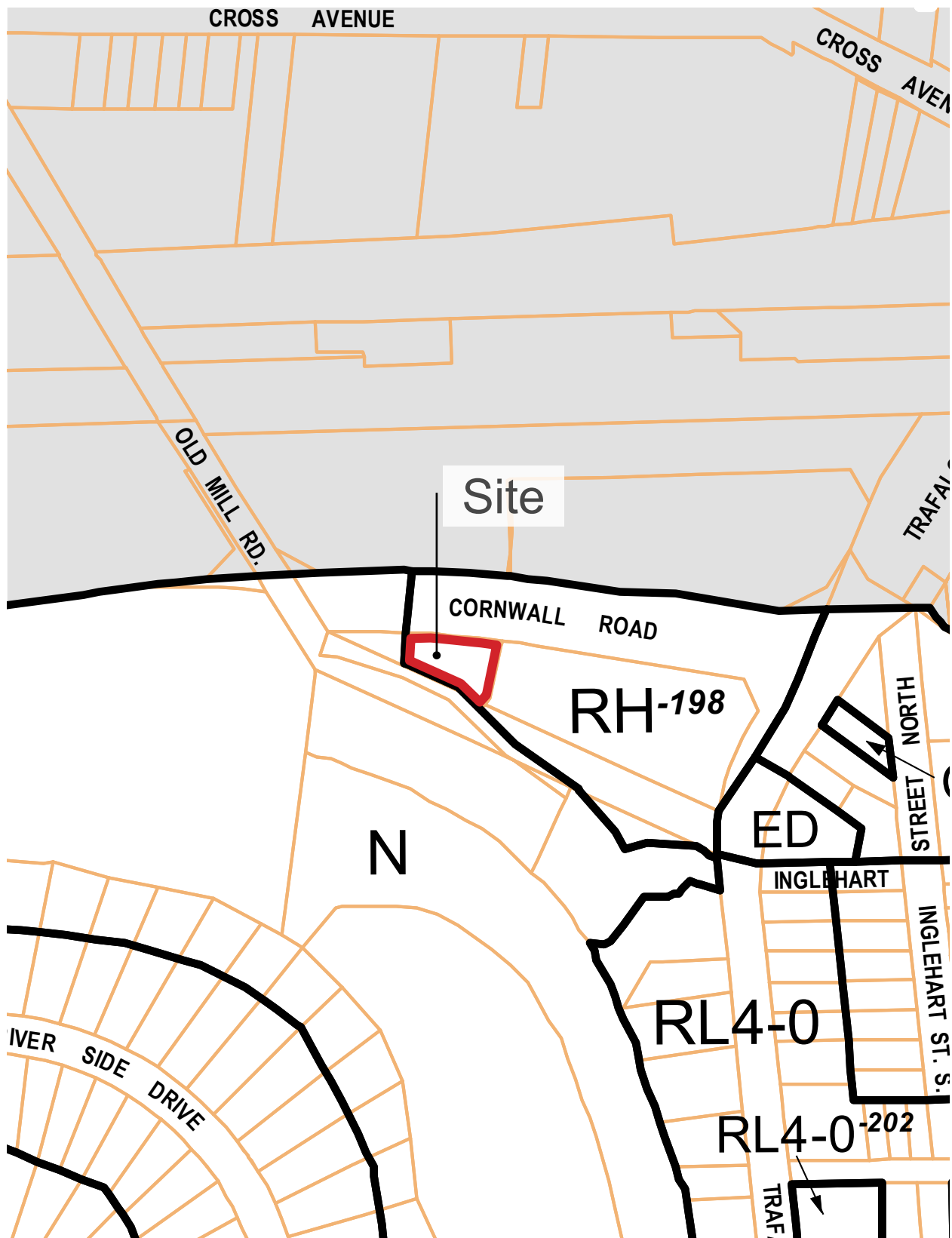
Table 2 Zoning Compliance Chart for Residential High (RH) Special Provision 198

Parent Zone: Residential High (RH) Provision		Required	Provided	(✓ / X)
Table 6.2.2	Permitted Use	Apartment Dwelling	Apartment Dwelling	✓
Table 6.3.9	Min. Lot Area	Refer to 15.198.2(a)	-	-
Table 6.3.9	Min. Lot Frontage	24.0m	49.1m	✓
Table 6.3.9	Min. Front Yard	Refer to 15.198.3(a)	-	-
Table 6.3.9	Min. Flankage Yard	3.5m	-	-
Table 6.3.9	Min. Interior Side Yard	Refer to 15.198.3(b) and 15.198.3(c)	-	-
Table 6.3.9	Min. Rear Yard	Refer to 15.198.3(d)	-	-
Table 6.3.9	Max. Height	The height legally existing on the lot on the effective date of this By-law	17.5m	X (1)
Table 6.3.9	Max. Lot Coverage	35%	Before Road Widening: 28.6% After Road Widening: 32.3%	✓
Table 6.3.9	Min. Landscaping Coverage	Refer to 15.198.3(b)	-	-
Special Provision 198		Required	Provided	(✓ / X)
15.198.2(a)	Min. Lot Area	As legally existing on the effective date of this By-law	Current Lot Area: 1,179.5 m ² Lot Area After Road Widening: 1,044.8 m ²	X (2)
15.198.2(b)	Min. Landscaping Coverage	25%	35.8% (372m ²)	✓
15.198.3(a)	Min. Front Yard	6.0 m	3.0 m	X (3)
15.198.3(b)	Min. Easterly Side Yard	7.5 m	4.7 m	X (4)
15.198.3(c)	Min. Westerly Side Yard	3.0 m	3.0 m	✓
15.198.3(d)	Min. Rear Yard	3.0 m	3.0 m	✓
15.198.3(e)	Max. Floor Area, including any area in basement	550.0m ²	2,444m ²	X (5)
15.198.5(b)	Min. Number of Parking Spaces for an Apartment Building	0.45 spaces per dwelling unit 0.45 x 37 = 16.65 (17)	7 Parking Spaces Including 1 Barrier-Free Parking Space	X (6)
Surface Parking Areas		Required	Provided	(✓ / X)
Table 4.11.2 (10)	Any surface parking area, except within an Employment Zone, Any interior side lot line or rear lot line	Landscape width: 3.0m	Landscape width: 0m	X (7)

As outlined in the above zoning compliance table, seven modifications are required to the current zoning to implement the proposed development:

1. To permit a maximum building height of 17.5m, whereas the height legally existing on the lot on the effective date of the Zoning By-law is permitted;
2. To permit a minimum lot area of 1,000m², whereas the area of the lot legally existing on the effective date of this By-law is permitted;
3. To permit a minimum front yard setback of 3.0m, whereas 6.0m is required;
4. To permit a minimum easterly yard setback of 4.7m, whereas 7.5m is required.
5. To permit a maximum floor area of 2,450m², whereas a maximum of 550m² is permitted;
6. To permit a parking ratio of 0.22 parking spaces per unit, whereas parking is required at a rate of 0.45 spaces per unit; and
7. To permit a landscape width of 0m for an interior side lot line and rear lot line adjacent to a surface parking area, whereas 3.0m is required.

The planning justification for these zoning modifications is provided in section 8.0 of this report.



8.0 PLANNING ANALYSIS

This section provides justification as to how the proposed development represents good land use planning.

8.1 Suitability of the Subject Site

The subject site is in an excellent location to accommodate an intensification of the existing residential land use. Specifically, the subject site is located across the street from a Major Station Transit Area (MTSA) in the form of the Oakville GO/VIA Station, which provides national and regional train travel, and offers connections to numerous local bus routes. The proximity of the subject site to numerous transit options will be beneficial to the new residents, for whom car ownership is generally not attainable.

The subject site is also adjacent to the Midtown Urban Growth Centre, which is planned to accommodate significant population and employment growth in the future. The subject site is designated and zoned for a high density residential use and in this way is planned to accommodate an intensification of the current residential use.

The subject site is located within Oakville's built boundary providing municipal water and wastewater infrastructure, community facilities, commercial amenities, education facilities, and parks.

Based on the foregoing assessment, the subject site is an acceptable, viable location to accommodate the proposed intensification.

8.2 Provincial Policy and Plans

Provincial Policy Statement

Consistent with the PPS, the proposed development represents intensification and redevelopment in a compact form, an efficient use of land, and the optimization of existing infrastructure, public service facilities, and significant nearby transit facilities. The proposed development would contribute to the development of a healthy, livable, and safe community and will sustain the financial well-being of the Province and Town of Oakville over the long term. The proposed development utilizes municipal water and wastewater services, which the PPS states are the preferred form of servicing for settlement areas. The proposed development will increase and diversify the available housing options within Oakville's Urban Area and represents a cost-effective development pattern. For these reasons, the proposed development is consistent with the Provincial Policy Statement (2020).

A Place to Grow: Growth Plan for the Greater Golden Horseshoe

The Growth Plan emphasizes optimizing the use of the existing urban land supply. This strategy represents an intensification-first approach to development and city-building by focusing on making better use of existing infrastructure and public service facilities and less on continuously expanding the urban area.

The vast majority of the Region of Halton's forecasted growth to 1,100,000 people by 2051 is to be directed to settlement areas that have a delineated built boundary; have existing municipal water and wastewater systems and can support the achievement of complete communities. Based on these criteria, the subject site is an excellent location for growth for the following reasons:

- The subject site is located within the Town of Oakville's Built Boundary in an area with existing municipal water and wastewater systems;
- The proposed development will intensify a residential use in an area in close proximity to a major transit station area in the form of the Oakville GO/VIA station.
- The proposed development will increase and diversify the range and mix of housing options in the surrounding community, including affordable housing;
- The residents of the proposed development will support existing transportation options, and public service facilities; and
- The proposed development will provide for a more compact built form and vibrant public realm.

In consideration of all the above, the subject site is an appropriate location for growth based on its locational attributes and the proposed development conforms to the objectives and policies of the Growth Plan.

8.3 OPA Planning Rationale to increase density from 185 uph to 355 uph

Policy 11.4.2 of the Livable Oakville Plan permits a maximum density of 185 units per hectare (uph), whereas the proposed development provides a density of 355 uph.

It is important to recognize that without the road widening dedication along Cornwall Road, the area of the subject site would remain 1,179.5m², which works out to a density of 314uph. Following the road widening, the subject site will be reduced to 1,044.8m², which works out to a density of 355uph. Therefore, the road widening accounts for nearly a quarter (24.1%) of the proposed increase in density due to the reduction of the lot area. With that context in mind, the proposed increase in density is considered appropriate for the following reasons:

1. The subject site is adjacent to the Midtown Oakville Urban Growth Centre, which is planned to accommodate significant population and employment growth in the future.
2. The subject site is located within Oakville's Urban Area in an area with existing water and wastewater infrastructure, public service facilities, commercial amenities, and parks. Provincial policy strongly supports redevelopment and residential intensification in such areas that can achieve the creation of complete communities.
3. There are no adjacent nor nearby land-uses, such as single-detached dwellings, which may be sensitive to an increase in the density permitted at this location (i.e., no privacy or overlook concerns).
4. The subject site is adjacent to a Major Transit Station Area (MTSA) in the form of the Oakville GO/VIA train station, as well as numerous connecting bus routes. It is efficient, logical, and desirable to locate higher density developments in close proximity to MTSA's to promote alternatives to automobile use as well as to maximize the return on investment from transit infrastructure and facilities.
5. The size of the proposed units is on average 46 square metres (500 square feet). This allows for 37 dwelling units, 9 units on the 2nd, 3rd and 4th floors, and 10 units on the 5th floor. A 'typical' apartment unit size would likely be on average, double the size of the units proposed. This would result in 18 or 19 apartment units, and the density permitted in the Official Plan would be met.
6. Meeting the limit for high density in the Official Plan means the loss of approximately 18 dwelling units. This would be unfortunate as there is a real need for modern, safe and affordable housing for those with mental health and addiction challenges.
7. The subject site is designated and zoned for a high density residential use.

For all the foregoing reasons, the requested Official Plan Amendment to increase the permitted maximum density from 185 uph to 355 uph is considered necessary, contextually appropriate, and desirable.

8.4 Requested Zoning Modifications

The subject site is currently zoned Residential High RH-198 in Oakville Zoning By-law 2014-014. As identified in Table 2 of this report, seven (7) modifications are required to the current zoning to implement the proposed development. Each of these modifications is outlined below, followed by a planning justification:

1. Modification to Maximum Height

Special zoning provision 198 establishes the maximum permitted height as that legally existing on the lot on the effective date of the zoning by-law. The current residential building on the lot is 2 storeys, whereas the proposed development is 5-storeys with a height of 17.5 metres.

The subject site is relatively isolated from other buildings, none of which would be expected to be sensitive or impacted from privacy or overlook concerns. (see Image N).

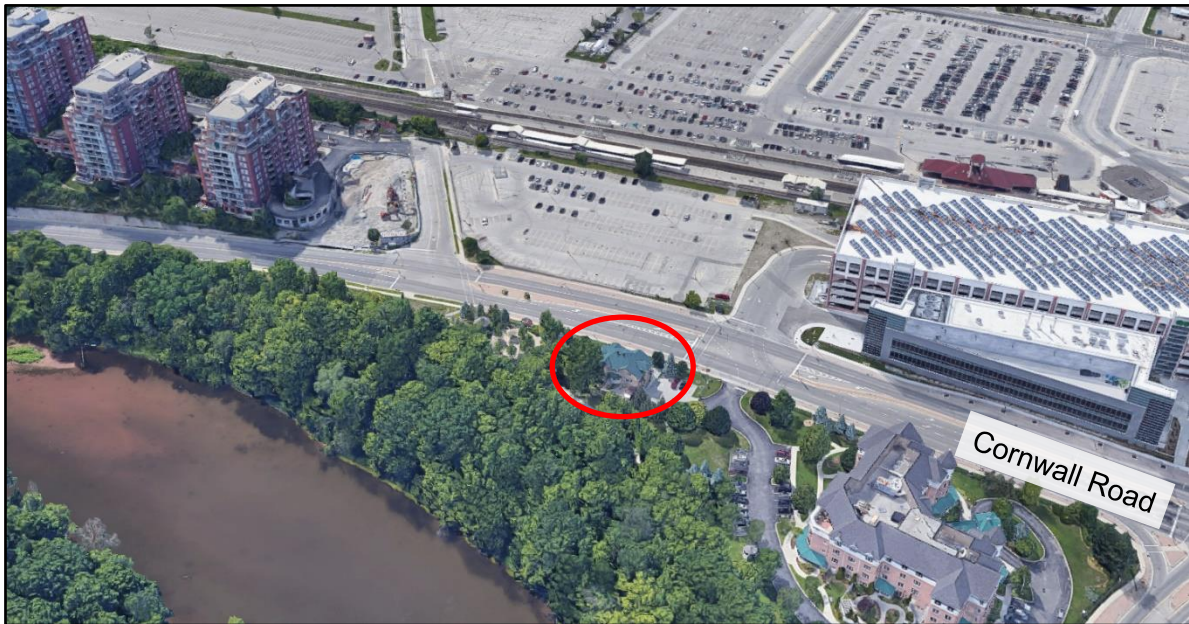


Image Source: Google Earth; Dec. 2022

Image N: The subject site is relatively isolated. A 5-storey building at this location would not be expected to generate privacy or overlook concerns given the surroundings. The area to the north of the subject site currently contains several tall-buildings and is planned to accommodate significant future growth.

Specifically, the Sunrise retirement residence to the east of the subject site is of a similar height, 4-storeys, and is located approximately 55m from the shared lot line, providing a

comfortable separation distance to mitigate against any potential privacy concerns. The 5-storey GO Operations Centre and 6-storey parking structure located across Cornwall Road would not be expected to be sensitive to overlook or privacy concerns. There are no buildings to the south of the subject site. To the west, the Old Mill Parkette would benefit from an enhanced sense of safety given “eyes on the street”.

In addition, there are several high-rise buildings located to the northwest of the subject site and the Midtown Oakville Urban Growth Area is planned to accommodate a significant amount of growth and development in the future (refer to Figure 11) with heights up to a maximum of 10 storeys (refer to Figure 12).

In consideration of the relative isolation of the subject site, surrounding built context, as well as the significant planned growth across Cornwall Road, with buildings up to 10-storeys tall, the proposed height of 5-storeys is considered appropriate for this location and represents an efficient use of a compact site adjacent to the Midtown Urban Growth Centre Area and Major Transit Station Area.

2. Modification to Minimum Lot Area

Special zoning provision 198 establishes that the minimum lot area is that which legally existed on the effective date of the zoning by-law. However, the Development Engineering department has identified that a road widening dedication of 2.75m is required along the frontage of Cornwall Road, which will significantly reduce the area of the lot from 1,179.5m² to 1,044.8m², representing a reduction of 134.7m², or 11% of the subject site.

The reduction in the lot area has had implications regarding the positioning of the proposed building. Inquiries were made with Development Engineering staff regarding the possibility of waiving the road widening requirement; however, the project team was informed that there is no Town process established to review a waiver request. Therefore, the requested modification is necessary to meet the road widening dedication requirements imposed upon the subject site.

3. Reduction to Front Yard Setback

Special zoning provision 198 requires a minimum front yard setback of 6.0m, whereas 3.0m is provided. The reduced front yard setback is largely required due to Development Engineering’s requirement to dedicate 2.75m of the subject site’s front yard to the Town for the purposes of widening the Cornwall Road right-of-way. Mathematically, 92% of the requested reduction is to facilitate the required road widening, whereas only 8% of the requested reduction is to facilitate the position of the proposed building (2.75m for the road widening vs. 0.25m for the proposed building location).

Prior to the taking of the road widening dedication, the proposed building would be setback 5.75m from the current front yard line, which represents a reduction of only 0.25m, or in other words, fulfills 96% of the required front yard setback from the current lot line. With this context in mind, the requested reduction is considered minor in nature and largely fulfils the intent of the front yard setback.

The subject site is relatively isolated from other buildings, and Cornwall Road does not feature an established street wall (see Image O). One of the main purposes for establishing a uniform minimum front yard setback is to create a uniform urban street wall by aligning buildings across adjacent parcels. However, given that there is no streetwall along Cornwall Road, the need for a uniform front yard setback is greatly diminished.



Photograph Source: Site Visit, May 23, 2022

Image O: The above photograph illustrates that the subject site is relatively isolated, and Cornwall Road does not feature an established street wall, which diminishes the need for a uniform front yard setback.

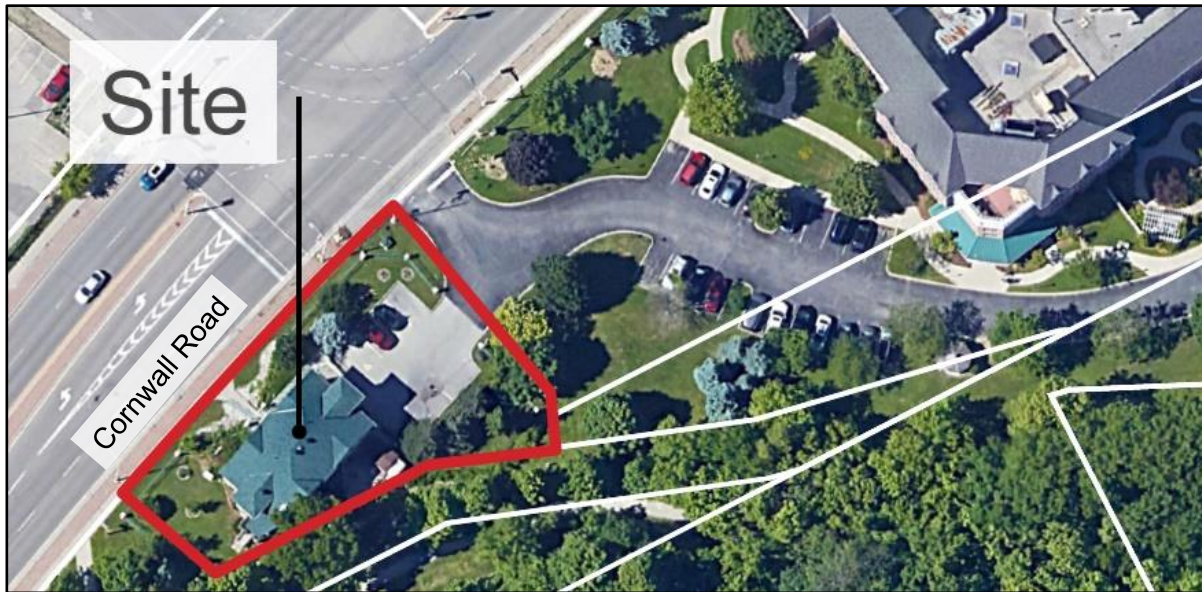
Based on the above rationale, the requested modification to provide a front yard setback of 3.0m is considered appropriate and desirable.

4. Reduction to Easterly Yard Setback

A minimum easterly yard setback of 7.5m is required, whereas the proposed development is setback 4.7m from the easterly lot line. A reduced setback is required to accommodate the proposed development given the space constraints created by the relatively small lot size and irregular lot shape.

A mitigating factor in favour of the reduced setback is the fact that the building exceeds the setback requirement at grade level, and only the portion of the building that is cantilevered over the parking area penetrates the setback.

When considering the impacts of a reduced setback it is necessary to consider the adjacent lands. The lands immediately to the east of the subject site contain the Sunrise retirement home, which is located approximately 55m from the shared lot line. If you consider the requested setback of 4.7m together with the 55m separation distance, the buildings will be located approximately 60 metres apart, which is a considerable separation distance. In addition, the area between the proposed development and the Sunrise retirement home is occupied by grassed lands as well as a parking area (refer to Image P), and therefore would not be expected to be negatively impacted by a reduced setback at this location.



Photograph Source: Google Aerial Imagery (2018)

Image P: The area between the proposed development and the Sunrise retirement home would not be expected to be negatively impacted by a reduced minimum easterly yard setback given that it is occupied by grassed land, a drive aisle, and parking.

For the foregoing reasons, the requested reduction to the minimum easterly yard setback from 7.5m to 4.7m is considered minor in nature, contextually appropriate, and desirable.

5. Increase to Maximum Floor Area

Special zoning provision 198 establishes a maximum permitted floor area of 550m², whereas the gross floor area of the proposed development is 2,444m². The current maximum permitted floor area does not comply with the intent of the Residential High zone, nor does it conform to the intent of the “High Density Residential” designation. To facilitate the proposed development and fulfil the planned high density residential function of the subject site, it is necessary to increase the maximum permitted floor area.

6. Reduction to Parking Ratio

The parking regulations require that parking be provided at a ratio of 0.45 spaces per dwelling unit, which works out to 17 required parking spaces ($0.45 \text{ parking ratio} \times 37 \text{ units} = 16.65$). However, the proposed development incorporates seven parking spaces, including one barrier-free parking space, provided at a ratio of 0.19 spaces per dwelling unit.

It is important to acknowledge that the proposed residential apartment building will be operated by Support House for the benefit of residents with mental health and addiction issues. Of the 200 residents currently accommodated in buildings operated by Support House, only 2 residents, or 1%, currently operate a vehicle. By extension, the parking requirements for the residents of the proposed building are expected to be minimal. The seven provided parking spaces are anticipated to accommodate support works and visitors.

The subject site is located directly across the street from the Oakville GO/VIA train station and numerous connecting bus routes. There is also a plethora of commercial amenities located at the Olde Oakville Market Place within a 5-minute walk from the subject site (refer to Figure 2).

In consideration of the subject site's proximity to daily commercial amenities, excellent transit connectivity, and the extremely low vehicle utilization rate of the residents (1%), a reduced parking ratio of 0.19 parking spaces per unit is considered appropriate and desirable for the proposed development.

7. Reduction to Landscape Width adjacent to Surface Parking

A landscape width of 3.0m is required for any interior side lot line or rear lot line adjacent to a surface parking area, whereas 0m is provided. Given the size and irregular shape of the lot, there is insufficient space to accommodate a 3.0m wide landscape strip along the eastern interior lot line or rear lot line.

On the adjacent lands to the east, there is a grassed and treed area stretching at least 15m to the parking area on the adjacent lands. This 15m landscaped area will mitigate against the loss of the 3.0m landscaping strip along the eastern lot line. Similarly, to the south, a mitigating factor is the presence of a public walking trail (see Image G) located between the subject site and Sixteen Mile Creek (see Image H) within the former Old Mill Road right-of-way. Furthermore, the area beside the parking area along the rear lot line is irregular due to the shape of the subject site and is proposed to be used for snow storage (refer to Figure 4).

For these reasons, the reduction to the required landscape width adjacent to the parking area is considered contextually appropriate and necessary to facilitate the proposed development.

8.5 Conclusion

Based on the above review and justification, the proposed amendment to the Livable Oakville Plan and the proposed modifications to Oakville Zoning By-law 2014-014 are appropriate and desirable and will facilitate a form of residential development at a density and height that is compact, efficient, and compatible with the adjacent land uses as well as harmonious with the natural environment and the local community context.

9.0 RECOMMENDATIONS

It is my opinion that the proposed development and associated Official Plan and Zoning By-law Amendments represent good land use planning and should be approved for the following reasons:

- a) The proposed development is consistent with the policies of the 2020 Provincial Policy Statement;
- b) The proposed development is in conformity with A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020;
- c) The proposed development conforms to the land use policies of the Region of Halton Official Plan (“Regional Plan”) and the Town of Oakville Official Plan (“Livable Oakville Plan”);
- d) The proposed development provides an opportunity for land use intensification at an appropriate height and scale;
- e) The proposed development represents the intensification of an underutilized parcel of land located adjacent to Oakville’s Midtown Urban Growth Area;
- f) The proposed development will support the Oakville GO/VIA Train station and Oakville GO Bus Terminal with additional transit ridership;
- g) The proposed development provides for the efficient use of land and infrastructure; and

- h) Support House will operate the new apartment building for the benefit of people with mental health and addiction challenges.

Respectfully,

A handwritten signature in black ink, appearing to read 'Stuart Hastings', with a long horizontal stroke extending to the right.

Stuart Hastings, MCIP, RPP
Planner

A handwritten signature in black ink, appearing to read 'Nancy Frieday', in a cursive style.

Nancy Frieday, MCIP, RPP
Senior Planner

APPENIDIX A

Draft Official Plan Amendment

Official Plan Amendment Number
To the Town of Oakville's Livable Oakville Plan

Constitutional Statement

The details of the Amendment, as contained in Part 2 of this text, constitute Amendment Number to the Livable Oakville Plan.

Part 1 – Preamble

A. Purpose

The purpose of this amendment is to modify the text and schedules of the Livable Oakville Plan to implement a residential apartment building at 130 Cornwall Road.

The effect of the proposed amendment will be to introduce a site specific exception that will:

- Permit a density of 355 units per hectare

The proposed amendment will result in changes to the following parts of the Livable Oakville Plan:

- Section 27.2 South East Exceptions
- Schedule G – South East Land Use

B. Location

The subject site is municipally known as 130 Cornwall Road and legally described as Part of Lot 14, Concession 3, South of Dundas Street and Part of Old Mill Road (By By-Law 1966-41, Inst. No. 216285) (Closed By By-Law 2000-035, Inst. No. H847804) Being Part of Lot 14, Concession 3, South of Dundas Street, (Geographic Township of Trafalgar), Town of Oakville, Regional Municipality of Halton

C. Background

- 130 Cornwall Road is owned and operated by Support House, which was established in 1982 and provides regulated, accredited, client focused personal and residential supports for people with mental health and addiction issues.
- Support House currently operates a transitional housing residence at 130 Cornwall Road, known as Grace House. The proposed development represents an expansion of this function. Upon completion of the proposed development, Support House will operate the new apartment building for the benefit of people with mental health and addiction issues.
- The proposed development consists of a 5-storey apartment building containing 37 units.
- An initial pre-consultation meeting was held with Town and Regional staff on September 2, 2020. The first Pre-Consultation Document expired after 6 months, necessitating a second pre-consultation meeting, which was held on October 13, 2021.
- A Public Information Meeting (PIM) was held virtually on Wednesday, February 16th, 2022 between 7:00 - 8:00 PM in accordance with Town policies and procedures.

D. Basis

The official plan amendment is based on the following:

- A public information meeting was held on _____, 2023 to solicit public input on the master plan and proposed official plan amendment.
- The statutory public meeting on the proposed official plan amendment was held on _____, 2023 at Planning and Development Council.
- Notice of the statutory public meeting regarding the proposed official plan amendment was mailed to property owners within 120m of the subject site on or before _____, 2023 and circulated to the agencies and public bodies prescribed by the Planning Act.

- Notice of the recommendation meeting was mailed to property owners within 120m of the subject site on or before _____, 2023, mailed to persons who requested to be notified, and circulated to the required agencies and public bodies prescribed by the Planning Act.
- The recommended official plan amendment was available for public review at the Planning Services Department, Town Hall, 1225 Trafalgar Road and on the town's website (www.oakville.ca), as of _____, 2023, being at least 20 days before the recommendation meeting.

Part 1 – Preamble

A. Text Changes

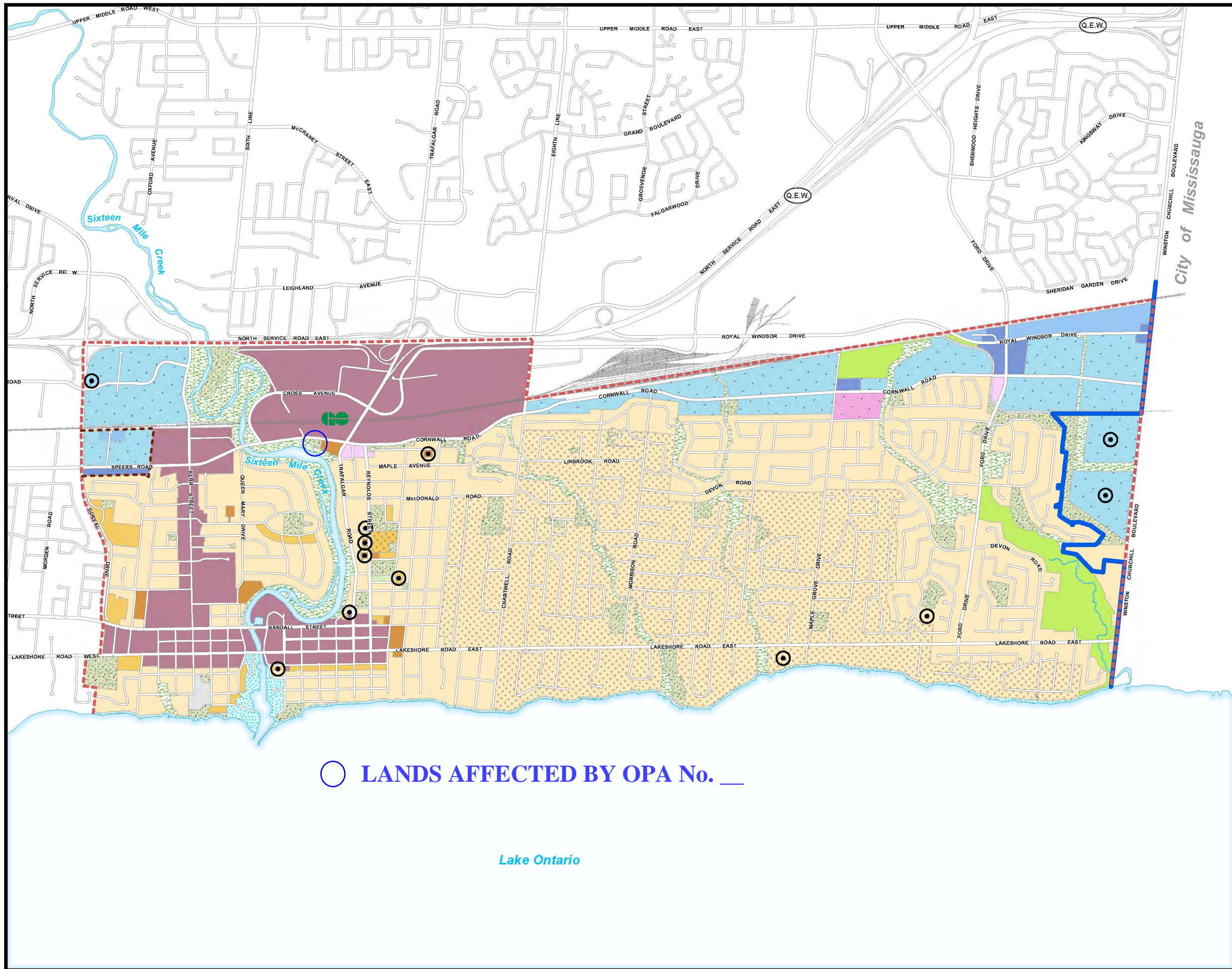
The amendment includes the changes to the text and schedules of the Livable Oakville Plan listed in the following table. Text that is **bolded and underlined** is new text to be inserted into the Livable Oakville Plan.

Item No.	Section	Description of Changes
1.	NEW 27.2.____ South East Exceptions – Schedule G	Insert a new exception policy as follows: <u>130 Cornwall Road</u> <u>On the lands designated High Density Residential known as 130 Cornwall Road, the density shall not exceed 355 units per hectare.</u>

B. Schedule Changes

The amendment includes changes to the schedules to the Livable Oakville Plan listed in the following table and shown in Appendix 1.

Item No.	Section	Description of Changes
2.	Schedule G South East Land Use	Amend Schedule G by adding an exception bullet to the subject site



SCHEDULE G SOUTH EAST LAND USE

- BUILT BOUNDARY
- SCHEDULE AREA BOUNDARY
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- NEIGHBOURHOOD COMMERCIAL
- COMMUNITY COMMERCIAL
- CENTRAL BUSINESS DISTRICT
- BUSINESS EMPLOYMENT
- INDUSTRIAL
- BUSINESS COMMERCIAL
- INSTITUTIONAL
- NATURAL AREA
- PARKWAY BELT
- PARKS AND OPEN SPACE
- PRIVATE OPEN SPACE
- WATERFRONT OPEN SPACE
- UTILITY
- GROWTH AREA *
- SPECIAL POLICY AREA
- SPECIAL POLICY AREA - SPEERS ROAD CORRIDOR
- RAILWAY

* Refer to Part E, Growth Area Policies
⊙ Refer to Part E, Exceptions

1:25,000
August 31, 2021

S:\DEPARTMENT\PLANNING\GIS DATA DEVELOPMENT\OFFICIAL PLAN\OP2008\LVABLE OAKVILLE MXD...SCHEDULE G.mxd

APPENIDIX B

Draft Zoning By-law Amendment

THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2023-_____

A by-law to amend the Oakville Zoning By-law
2014-014, as amended, for an amendment to
facilitate the development of an apartment building

COUNCIL ENACTS AS FOLLOWS:

1. Section 8, Special Provisions, of By-law 2014-014, as amended, is further amended by deleting Section 15.198.3 and replacing it as follows:

15.198.3 Zone Provisions for Block 1		
The following regulations apply for lands identified as Block 1 on Figure 15.198.1:		
a)	<i>Minimum front yard</i>	3.0 m
b)	<i>Minimum easterly side yard</i>	4.5 m
c)	<i>Minimum westerly side yard</i>	3.0 m
d)	<i>Minimum rear yard</i>	3.0 m
e)	<i>Maximum floor area, including any area in a basement</i>	2,450 sq. m.
f)	<i>Minimum lot area</i>	1,000 sq. m.
g)	<i>Maximum building height</i>	17.25 m
h)	<i>Width of landscaping along any surface parking area, for any interior side lot line or rear lot line</i>	0.0 m

2. Section 8, Special Provisions, of By-law 2014-014, as amended, is further amended by adding section 15.198.6 as follows:

15.198.6 Parking Provisions for Block 1		
The following regulations apply for lands identified as Block 1 on Figure 15.198.1:		
a)	<i>Minimum number of parking spaces for an apartment dwelling</i>	0.22 spaces per dwelling unit

3. This By-law shall come into force and effect in accordance with the provisions of the Planning Act, R.S.O. 1990, C.P.13.

PASSED this _____ day of _____, 2023

MAYOR

CLERK

APPENIDIX C

Formal Consultation Document

Pre-consultation Form

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

Applicant: _____
 Site Location: _____
 Proposal: _____

Official Plan Amendment <input type="checkbox"/>	Plan of Subdivision <input type="checkbox"/>	Site Plan <input type="checkbox"/>
Zoning By-law Amendment <input type="checkbox"/>	Plan of Condominium <input type="checkbox"/>	

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

SUBMISSION REQUIREMENTS				
Materials to be Provided:	OPA/ZBA/SUB/ CONDO/SITE PLAN (Paper copies plus 2 usbs)		NOTES:	Digital File Name
	Required	Paper Copies		
Plans				
Aerial Photograph(s)	<input type="checkbox"/>	2		XX_Aerial_v1_yyyy-mm-dd
Survey/Legal Plan	<input type="checkbox"/>	2		XX_Survey_v1_yyyy-mm-dd
Concept Plan	<input type="checkbox"/>	2		XX_Concept_v1_yyyy-mm-dd
Draft Plan of Subdivision and/or Draft Plan of Condominium (individual lots and/or units to be shown on draft Plan)	<input type="checkbox"/>	2		XX_DraftSub_v1_yyyy-mm-dd XX_DraftCondo_v1_yyyy-mm-dd
Site Plan & Site Plan Details	<input type="checkbox"/>	2		XX_SitePlan_v1_yyyy-mm-dd XX_SitePlanDetail_v1_yyyy-mm-dd
Park/Open Space Concept Plan	<input type="checkbox"/>	2		XX_ParkConcept_v1_yyyy-mm-dd
Building Elevations & Renderings	<input type="checkbox"/>	2		XX_Elevations_v1_yyyy-mm-dd XX_Renderings_v1_yyyy-mm-dd
Building Floor Plans (including roof Plan)	<input type="checkbox"/>	2		XX_FloorPlans_v1_yyyy-mm-dd XX_RoofPlan_v1_yyyy-mm-dd
Landscape Plan & Details	<input type="checkbox"/>	2		XX_Landscape_v1_yyyy-mm-dd XX_LandsDetails_v1_yyyy-mm-dd
Pedestrian Circulation Plan	<input type="checkbox"/>	2		XX_PedCircPlan_v1_yyyy-mm-dd
Streetscape Plan	<input type="checkbox"/>	2		XX_Streetscape_v1_yyyy-mm-dd
Site Servicing Plan	<input type="checkbox"/>	2		XX_Servicing_v1_yyyy-mm-dd
Grading & Drainage Plan (including topographic information)	<input type="checkbox"/>	2		XX_Grading_v1_yyyy-mm-dd XX_Drainage_v1_yyyy-mm-dd
Erosion and Sediment Control Plan	<input type="checkbox"/>	2		XX_ErosionSed_v1_yyyy-mm-dd
Lighting Plan &/or Photometric Plan	<input type="checkbox"/>	2		XX_Photometric_v1_yyyy-mm-dd
Truck Turning Plan	<input type="checkbox"/>	2		XX_TruckTurning_v1_yyyy-mm-dd
Pavement Markings/Signage Plan	<input type="checkbox"/>	2		XX_MarkingsSign_v1_yyyy-mm-dd
Construction Storage/Staging Plan	<input type="checkbox"/>	2		XX_ConstructSS_v1_yyyy-mm-dd

Materials to be Provided:	OPA/ZBA/SUB/CONDO/ SITE PLAN (Paper copies plus 2 usbs)		NOTES:	Digital File Name
	Required	Paper Copies		
Demarcation of limits of natural features (i.e. top-of-bank and/or natural hazards)	<input type="checkbox"/>	2		XX_NaturalLimit_v1_yyyy-mm-dd
Tree Canopy Cover Plan & calculation	<input type="checkbox"/>	2		XX_CanopyCover_v1_yyyy-mm-dd
Waste Management Plan	<input type="checkbox"/>	2		XX_WasteManage_v1_yyyy-mm-dd
Reports and Studies				
Completed Application Form/Fees	<input type="checkbox"/>	2		XX_AppForm_v1_yyyy-mm-dd
Planning Justification Report/Letter	<input type="checkbox"/>	2		XX_PJR_v1_yyyy-mm-dd
Character Impact Analysis	<input type="checkbox"/>	2		XX_CharacterImp_v1_yyyy-mm-dd
Draft Zoning By-law Amendment	<input type="checkbox"/>	2		XX_DraftZBLA_v1_yyyy-mm-dd
Draft Official Plan Amendment	<input type="checkbox"/>	2		XX_DraftOPA_v1_yyyy-mm-dd
Urban Design Brief	<input type="checkbox"/>	2		XX_DesignBrief_v1_yyyy-mm-dd
Tree Vegetation Study/Arborist Report and Tree Protection Plan	<input type="checkbox"/>	2		XX_ArbReport_v1_yyyy-mm-dd XX_TPP_v1_yyyy-mm-dd
Functional Servicing Study/Report	<input type="checkbox"/>	2		XX_FSR_v1_yyyy-mm-dd
Stormwater Management Study/Report	<input type="checkbox"/>	2		XX_SWM_v1_yyyy-mm-dd
Environmental Impact Study/Report	<input type="checkbox"/>	2		XX_EIR_v1_yyyy-mm-dd
Transportation Impact Analysis	<input type="checkbox"/>	2		XX_TIS_v1_yyyy-mm-dd
Heritage Impact Assessment	<input type="checkbox"/>	2		XX_HIA_v1_yyyy-mm-dd
Archaeological Assessment	<input type="checkbox"/>	2		XX_Arch_v1_yyyy-mm-dd
Market Impact Study	<input type="checkbox"/>	2		XX_MarketImpact_v1_yyyy-mm-dd
Capital Impact Study	<input type="checkbox"/>	2		XX_CapitalImpact_v1_yyyy-mm-dd
Noise & Vibration Study	<input type="checkbox"/>	2		XX_NoiseVibration_v1_yyyy-mm-dd
Geotechnical/Soils Report	<input type="checkbox"/>	2		XX_Geotech_v1_yyyy-mm-dd
Environmental Site Assessment (i.e. Phase 1)	<input type="checkbox"/>	2		XX_ESS1_v1_yyyy-mm-dd
ESSQ	<input type="checkbox"/>	2		XX_ESSQ_yyyy-mm-dd
Shadow Impact Analysis	<input type="checkbox"/>	2		XX_Shadow_v1_yyyy-mm-dd
Wind Study/Micro-Climate	<input type="checkbox"/>	2		XX_WindStudy_v1_yyyy-mm-dd
Sample Materials Board/Photos	<input type="checkbox"/>	2		XX_Materials_v1_yyyy-mm-dd
3-D Computer Model (i.e. SketchUp)	<input type="checkbox"/>	1		XX_3DModel_v1_yyyy-mm-dd
Minutes and attendance list of Applicant-initiated "Public Information Meeting" (see Note g)	<input checked="" type="checkbox"/>	2	*not required for site plan	XX_PIMMinutes_yyyy-mm-dd XX_Attendlst_yyyy-mm-dd
North Oakville				
Environmental Implementation Report/Functional Servicing Study	<input type="checkbox"/>	See table below		XX_EIRFSS_v1_yyyy-mm-dd
Map and Accompanying Tables Showing Densities and Designations	<input type="checkbox"/>	2		XX_DensityMap_v1_yyyy-mm-dd XX_DensityTable_v1_yyyy-mm-dd
NOUFSMP/Tree Canopy Cover Plan & Calculation	<input type="checkbox"/>	2		XX_NOUFSMP-TCCP_v1_yyyy-mm-dd
Planning Statistics Spreadsheet	<input type="checkbox"/>	2		XX_PlanningStats_v1_yyyy-mm-dd
Sustainability Checklist	<input type="checkbox"/>	2		XX_SustainCheck_v1_yyyy-mm-dd
Transit Facilities Plan	<input type="checkbox"/>	2		XX_TransitFac_v1_yyyy-mm-dd

Area Design Plan	<input type="checkbox"/>	2	XX_AreaDesign_v1_YYYY-mm-dd
Executed Adhesion Agreement	<input type="checkbox"/>	2	XX_AdhesionAgmt_v1_YYYY-mm-dd
Other			
	<input type="checkbox"/>	2	XX_XXXXX_v1_YYYY-mm-dd
	<input type="checkbox"/>	2	XX_XXXXX_v1_YYYY-mm-dd

EIR/FSS Submission Requirements:

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

1. Conformity with the Regional Official plan land use designation: Yes ☐ No ☐

If "NO", an application has been made to amend the Regional Official Plan: Yes ☐ No ☐

2. Existing Official Plan Designation: _____

Conformity with the Town's Official Plan land use designation: Yes ☐ No ☐

More Information Required ☐

If "No", the nature of the amendment needed: _____

3. Existing Zoning: _____

Conformity with the Town's Zoning By-law:

Yes ☐

No ☐

More Information Required ☐

If "No", the Proposed zoning is: _____

4. Related File No.: _____

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

6. Additional Agencies/Departments to be contacted: _____

7. Related notes pertinent to the application: _____

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

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

Notes:

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

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

- h) Acknowledgement of Public Information:

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

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

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

Staff Signatures:

_____ Town Planning Staff	_____ Planning Staff (Signature)	_____ Date
_____ Regional Planning Staff	_____ Regional Staff (Signature)	_____ Date
_____ Conservation Authority Staff	_____ Conservation Authority Staff (Signature)	_____ Date

Proponent Signatures:

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

_____ Agent (Print) (I have the authority to bind the Owner)	_____ Agent (Signature)	_____ Date
_____ Owner (Print)	_____ Owner (Signature)	_____ Date