



**BATORY**  
Planning + Management

**3275 TRAFALGAR ROAD**  
OAKVILLE, ONTARIO  
PLANNING JUSTIFICATION  
REPORT

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OCTOBER 2024 // PREPARED BY BATORY PLANNING + MANAGEMENT

## **Executive Summary**

Batory Management has been retained by New Horizon Development Group and Wyatt Developments as the planning consultant for the property located at 3275 Trafalgar Road in Oakville, Ontario. The following Planning Justification Report provides an overview of the proposed mixed use, multi-phase development on the subject lands and provides justification of the Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision applications needed to facilitate the future development of the site.

The subject site is located within Ward 7, in the municipality of Oakville, on the east side of Trafalgar Road, north of Dundas Street East. Phase 1 of the proposed development comprises the development of two 30-storey towers and a 6-storey podium, and two blocks of three-storey townhouses. Phase 1 involves the development of the west portion of the subject site along Trafalgar Road. Phase 2 of the proposed development encompasses two 14-storey buildings located at the eastern portion of the site, with access provided via future local roads. Phase 2 requires vehicle access through the adjacent lands to the north.

Applications to amend the North Oakville Secondary Plan and Zoning By-law 2009-189 are required to permit the proposed development. A Draft Plan of Subdivision application is also required and has been submitted concurrently with applications to amend the Official Plan and Zoning By-law.

The proposed development implements the objectives of the Growth Plan and Provincial Policy Statement, appropriately balances the North Oakville Secondary Plan's numerous goals and objectives for transit supportive, environmentally responsive growth that improves public space, expands the range of housing options, and appropriately limits impacts related to building mass and scale on surrounding areas. The proposed development represents good planning.



# **1.0**

## **Site and Local Context Overview**

## 1.0 Background

### 1.1 Site and Local Context Overview

The Subject Site - 3275 Trafalgar Road - is located in the municipality of Oakville, on the east side of Trafalgar Road, north of Dundas Street East. The location of the site is known and generally referred to as 'North Oakville'. The roughly rectangular site with a varied topography measures 39,539 square metres (3.95 hectares) in area.



Above: Air photo of the subject site, shown in orange. Image via Google Earth.

A residential building and two accessory structures are currently located at 3275 Trafalgar Road, along with paved and dirt parking areas. The west half of the site has notable tree cover. Except for the buildings and parking area, the site is primarily open space with a series of boundary trees located mostly to the north west and west property lines.

The site is surrounded primarily by large agricultural properties to the north, east and west and abuts a new high-rise tower and townhouse development to the south.





Left: View of subject site from Trafalgar Road; Right: View looking south of subject site.



Left: View looking east of subject site towards Greenwich Condos under construction as part of the Oakvillage development; Right: View of property located immediately west of subject site at 3301 Trafalgar Road.

Uses in the immediate vicinity of the subject site are as follows:

- North: A one-storey place of worship and associated parking lot and one storey residential building are located on 3301 Trafalgar Road. The site to the north also has a small pond and large green open space.
- South: Oakvillage master-planned community is located south of the subject site, adding 1,410 new units to the area. Phases 1 and 2 are complete, and Phase 3 and 4 are now under construction.
- East: Agricultural lands to the northeast, and a subdivision with mainly single detached dwellings to the southeast.
- West: Primarily agricultural lands, intended for high density development as part of the North Oakville East Secondary Plan.

The site is located within the growing north Oakville community, and is within a kilometre of Dr. David R. Williams Public School as well as many parks and open spaces. The new Northeast Oakville Catholic Elementary School at 420 Threshing Mill

Boulevard is currently under construction, and is just 400 metres from the subject site. The subject site benefits from nearby transportation connections, golf courses, and commercial/retail.



Context Plan prepared by Graziani + Corazza Architects

## 1.2 Oakville Demographic Overview

Based on the 2021 Census information, the population of Oakville in 2021 was 213,759, up over 10% from the previous census period, where the town's population was 193,832, and outpacing the provincial growth average of 5.8%. The town's population has been growing steadily for the past several decades, experiencing a relatively sustained pace of growth since 2001. The median age of Oakville residents in 2021 was 41.6 years, and has generally been trending up over the last several decades. The Town has a higher proportion of youth and people aged 40-55, and a lower population between the ages of 21 and 39, when compared to the province as a whole. While the Town is home to a range of different ethnicities, residents who identify as South Asian and Chinese comprise the largest cohorts of visible minorities within the town.



Oakville’s housing mix trends heavily toward detached housing, which comprises over 58% of the town’s 73,555 dwelling units. Rowhouses, at 17% of the town’s building stock, are the second most prevalent building type by number of dwellings. A range of apartment units are also located within Oakville, with a total of 4,680 units (6.4%) located in apartment buildings with fewer than 5 storeys, and 8,955 units (12.2%) located in apartment buildings with 5 or more storeys. Over ⅓ of Oakville’s overall housing stock was constructed between the years of 1981 and 2000, since that time the pace of housing construction has averaged approximately 1400 units per year. A total of 17% of Oakville’s dwelling units are condominium units with the rest being either freehold or rental. Considering the Town’s overall housing mix the majority of dwellings would be freehold.

Dwellings by Unit Type	Number (2021)	Rate (2021)
Single-detached house	43,130	58.6%
Semi-detached house	3,310	4.5%
Rowhouse	12,470	17.0%
Apartment in a flat or a duplex	950	1.3%
Apartment less than 5 storeys	4,680	6.4%
Apartment more than 5 storeys	8,955	12.2%

### 1.3 Area Transportation Network

The site fronts onto Trafalgar Road which is categorized as a Major Arterial/Transit Corridor as shown on the North Oakville Secondary Plan Land Use Plan and Schedule ‘C’ Transportation Plan of the Livable Oakville Official Plan. The Livable Oakville Plan states that the function of Major Arterial/Transit Corridors is to accommodate high volumes of traffic moving between communities travelling to activity centres and traffic en route to or from the Provincial Highways. Trafalgar Road is 4 lanes wide, and accommodates 40,000 to 60,000 vehicles per day.

The Subject Site is located on the Trafalgar 1 bus route, which runs north/south between Highway 407 and Oakville GO Station.

The 2041 Regional Transportation Plan lists Trafalgar Road as a potential BRT/LRT route between Oakville GO Station and Highway 407. Furthermore, the Town of Oakville is updating its Transportation Master Plan, with changes expected to be completed in late 2024. Part of the goal for the new Transportation Master Plan is to

plan for and support the expansion of transit services along Trafalgar Road, as stated in Urban Mobility & Transportation Strategy (November 2021).

### Active Transportation Network

Oakville's TMP, Switching Gears, looks at all modes of transportation including public transit, walking, cycling and ride-sharing along with strategic roadway improvements to ensure the safe, convenient and efficient movement of people and goods.

Launched in 2013, Switching Gears is the town's guiding document for developing practical, sustainable, long-term plans to guide the town's transportation system to meet the needs of its anticipated growth to 2031. It incorporates transportation, land use planning and financial strategy which respects the social, environmental and economic goals as defined in the Livable Oakville Plan, the Halton Region Official Plan and other provincial strategies. It also aligns with other key studies including the Town's Active Transportation Master Plan and Halton's Transportation Plan - The Road to Change.

Oakville is growing and changing. Over the next few decades, the town expects to see increased traffic due to population and employment growth. To address this challenge, staff are looking for responsible and effective ways to handle the growing demand including finding a balance for strategic road improvements, with the need to provide a greater range of transportation choices to reduce the number of vehicles on the road.

Oakville's 2017 Transportation Master Plan Review assessed the transportation network improvements focusing on future transit targets to accommodate growth to 2031, and provided input into the town's upcoming Development Charge By-Law.

The Active Transportation Master Plan (ATMP) was introduced in 2009 and updated in 2017. The plan recommends an extensive network of facilities composed of on-road and off-road paths designed to respond to the needs of a range of active transportation users, age and skill level. Since 2009, a total of 200 kilometres of bike lanes, pathways and signed bike routes have been implemented as well as 200 bike racks across the town.





Town of Oakville Transportation Master Plan - Recommended Cycling Routes Map (2017)

Several cycling routes are planned within the vicinity of the subject site. The 2017 Oakville Active Transportation Master Plan notes that Trafalgar Road is planned to have Bike Lanes (On Road) and the east west Street to be constructed immediately north of the subject site is planned as a Signed Bike Route (On Road). The Trafalgar Road bike lanes will connect to the planned multi-use trail along Dundas Street East to the south, and future bike lanes planned on Burnhamthorpe Road. The on-road bike route north of the site will also connect to a series of other planned routes to the west.

## 1.4 Area Development Applications

The following development applications are currently under review, or have been recently approved, in the immediate context.



**Oakvillage (Under Construction) -** Oakvillage is a 1,410 unit master planned community located just south of the subject site. The development features stacked townhomes and 3 residential towers, with heights ranging from 16 to 20 storeys. Phases 1 and 2 are complete, and Phase 3 and 4 are now underway.



**3064 Trafalgar Road (Proposed) -** This project is located south of the Oakvillage development on the east side of Trafalgar Road. The zoning by-law amendment application approved two 20 storey towers with potential permissions up to 30 storey towers, 698 residential units, 851 parking spaces with an underground parking garage. Total floor area is approximately 584,000 square feet and underground area is approximately 353,000 square feet.

The bonusing provisions of the Official Plan would permit the towers to go above 20 storeys to a maximum height of 30 storeys. The final height will be determined through the review of Site Plan Application.

The most recent Site Plan Application submission was submitted June 2024.





**Green Ginger (Proposed)** - This development proposes 491 freehold townhouse units and 7 Trafalgar Road Urban Core designated blocks, which will be developed with up to approximately 4,415 condominium units and approximately 2,554 square metres of at-grade retail/service commercial space. The proposed heights range from 6 to 30 storeys. The site is located southeast of the subject site, on the west side of Trafalgar Road.

A revised Zoning By-law Amendment and Plan of Subdivision was submitted in May 2024. The application is also under appeal (Case number PL170848).

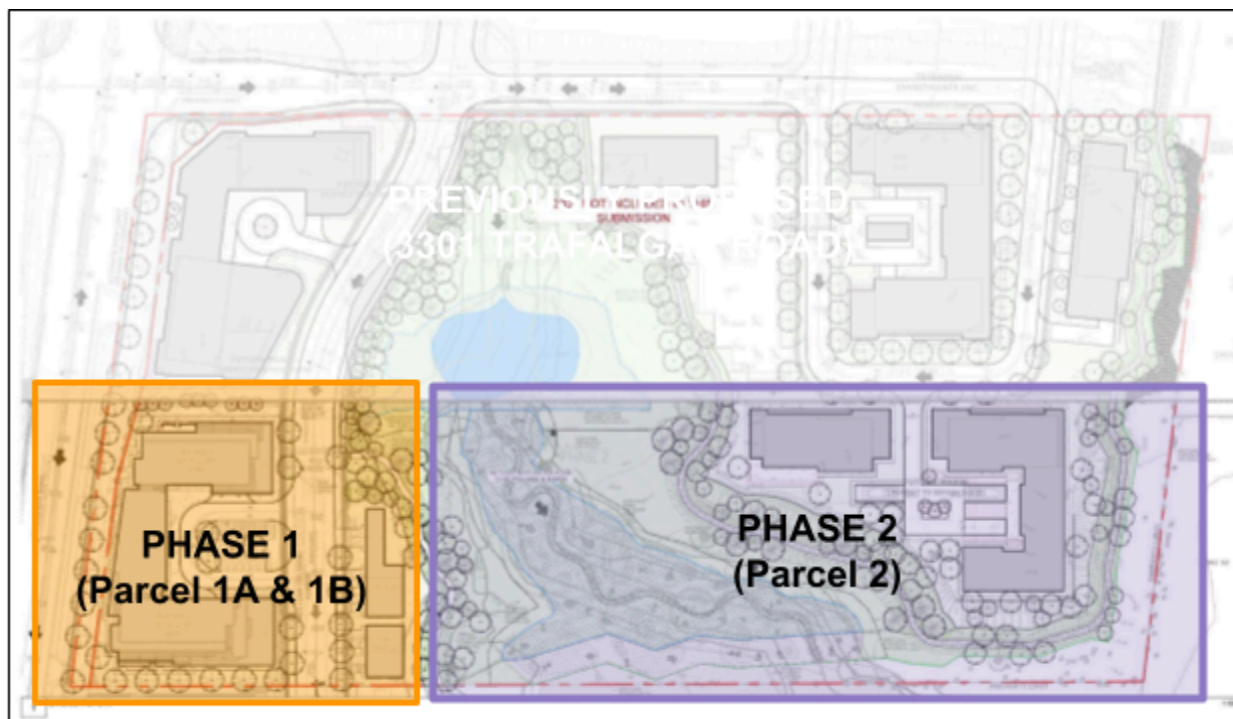
## **2.0**

# **Proposed Development and Required Applications**

## 2.0 Proposed Development

### 2.1 Phase 1 Development Summary

Phase 1 of the proposed development comprises the development of two 30-storey (93.7 metres) towers and a 6-storey podium, and two blocks of three-storey townhouses. The proposed development is the first of two development phases. Phase 1 involves the development of the west portion of the subject site along Trafalgar Road, labelled as Parcel 1A and Parcel 1B on the Landscape Plan below.

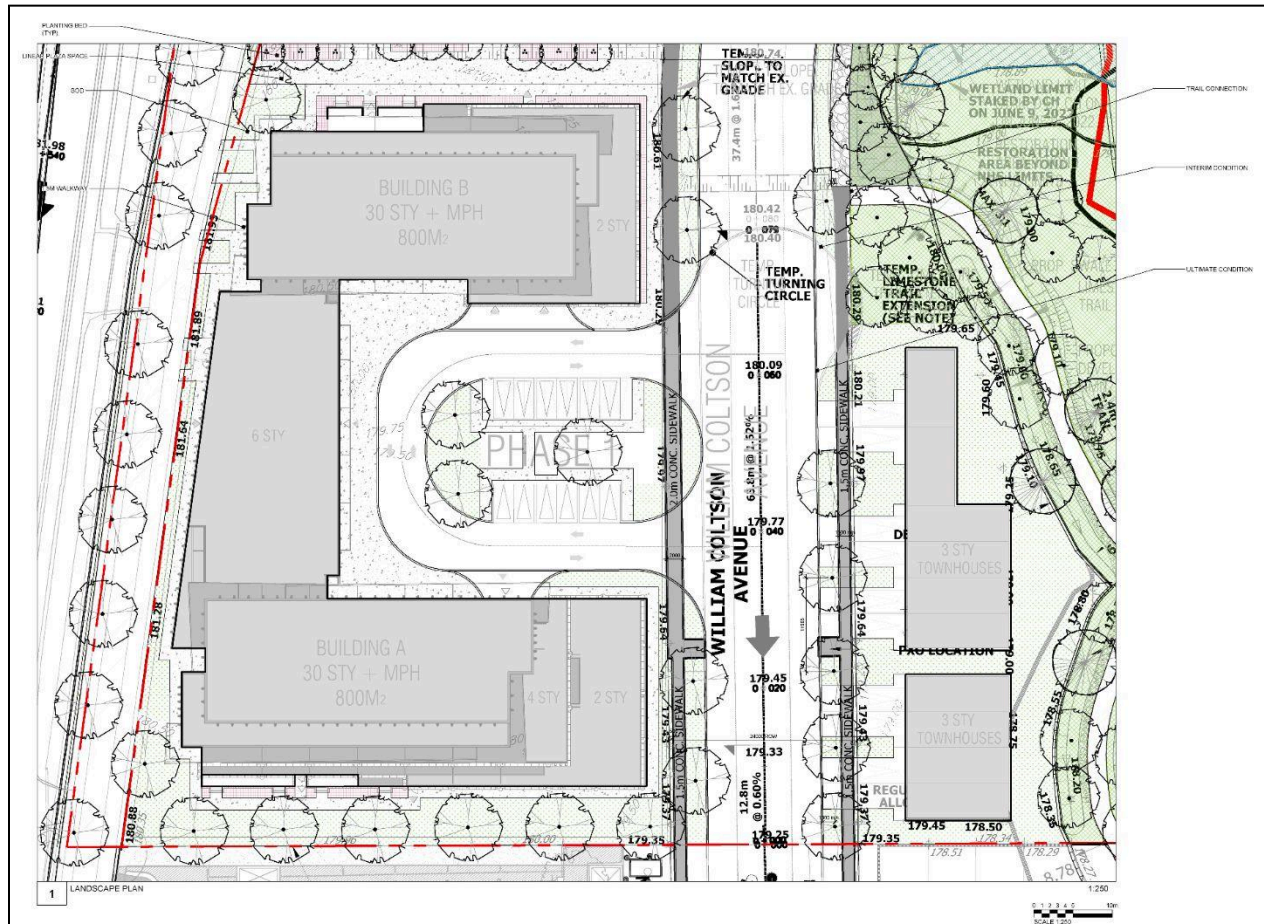


Landscape Plan prepared by Seferian Design Group showing Phase 1 and Phase 2 Delineation (Phase 1 outlined in orange)

Parcels 1A and 1B (Phase 1 site) have an overall site area of 8,090 square metres and propose a combined GFA of 54,532 square metres. Parcel 1A has a site area of 6,405 square metres and a proposed FSI of 8.22. Parcel 1B has a site area of 1,685 square metres and a proposed FSI of 1.12. The remainder of the subject site will be developed as part of Phase 2.

Phase 1 involves 826 units, a total of 2,877 square metres of amenity space, 864 parking spaces, 816 bicycle parking spaces, and more.

Residential units are proposed to be located on floors 1-6 and 7-30. The 7th floors are dedicated to amenity space, with outdoor amenity space spanning the roof of the podium, and indoor amenity space at the base of the two towers. There is also amenity space located on the ground floor of the residential towers. The 3-storey townhouses are entirely residential uses.



Phase 1 Landscape Plan by Seferian Design Group

The proposed unit mix within the Phase 1 development is as follows:

Type	Number	Percentage
Live/Work	6	1%
1 Bedroom	654	79%
2 Bedroom	108	13%
3 Bedroom	58	7%
	<b>826</b>	





Rendering of Proposed Development prepared by Graziani + Corazza Architects - Looking West, Phases 1 & 2 Massing

Five levels of underground parking, containing both bike and vehicle parking, is proposed, and would be accessed via a ramp located on the south side of the north tower. The underground parking area spans almost the entirety of Parcel 1A. A total of 864 vehicle parking spaces are proposed, including 122 spaces for visitors, and 10 barrier free spaces. 12 of the visitor parking spaces are located at the ground level in the centre of the turning circle.

Bicycle parking areas are generally located near the lobbies of the underground parking areas. A total of 816 bicycle parking spaces are proposed, 204 of which are short term bicycle parking spaces, and 7 of which are equipped to charge electric bikes. Two (2) Type “G” loading spaces are proposed on the ground floors of the north and south towers, with access via the turning circle.

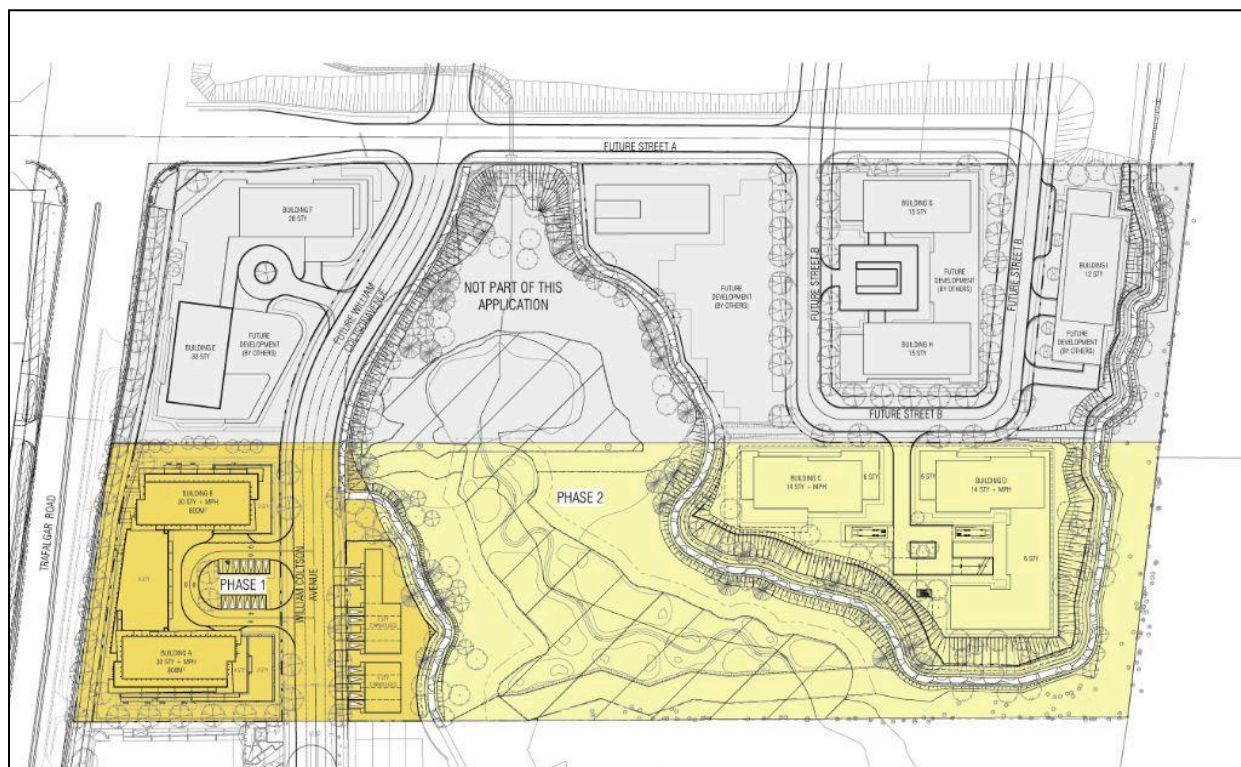
Vehicle access is provided via the north and south entrances from the proposed new turning circle from William Coltson Avenue.

## 2.2 Phase 2 Development Summary

Phase 2 of the proposed development encompasses two 14-storey (43.5 metres) buildings located at the rear of the site, with access provided via future local roads. Phase 2 requires vehicle access through 3301 Trafalgar Road. The future local roads will connect from William Coltson Avenue, then turn east to run along the northern

edge of 3301 Trafalgar Road (shown as 'Future Street A' on the Context Plan), and then turns south (shown as 'Future Street B' on the Context Plan) to access Phase 2 of the proposed development. Right-of-way access achieved through the adjacent lands to the north will be required to initiate Phase 2, and will be a requirement of the Holding Provisions that apply to the rear of 3275 Trafalgar Road.

Phase 2 of the proposed development consists of two 14-storey towers, each with a 6-storey podium. Phase 2 involves the development of the east portion of the subject site, labelled as Parcel 2 on the Landscape Plan in Section 2.1.

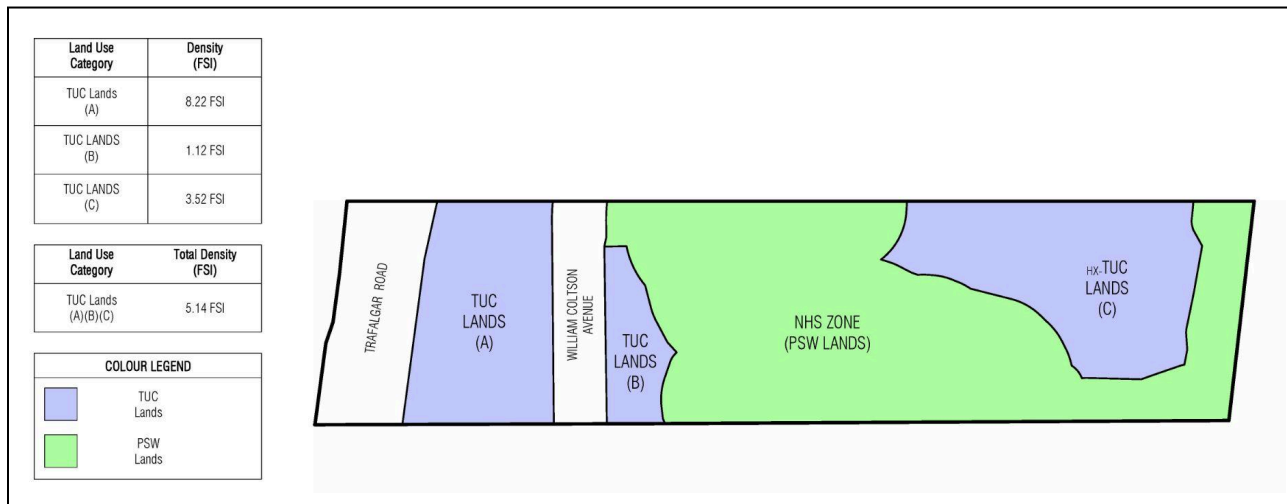


Context Plan prepared by Graziani + Corazza Architects showing Phase 1 and Phase 2 Delineation

Parcel 2 (Phase 2 site) has an overall site area of approximately 3 hectares and proposes a combined GFA of 26,860 square metres. The majority of the land area for Phase 2 includes the proposed reconstructed Provincially Significant Wetland (PSW) and woodlot buffers, in addition to the residential block proposed in this phase. Phase 2 involves 463 units, a total of 2,106 square metres of amenity space, 635 parking spaces, 464 bicycle parking spaces, and amenity space and bicycle parking for the development.

The proposed unit mix within Phases 1 & 2 development is as follows:

Type	Phase 1	Phase 2	Phases 1 & 2	Phases 1 & 2 Percentage
Live/Work	6	0	6	0%
1 Bedroom	654	398	1,052	82%
2 Bedroom	108	45	153	12%
3 Bedroom	58	20	78	6%
<b>Total</b>	<b>826</b>	<b>463</b>	<b>1,289</b>	<b>100%</b>



Density Map prepared by Graziani + Corazza Architects

PROJECT STATISTICS - PARCEL 1A + 1B  
JOB No: 1975.22  
DATE: SEPT.26.2024

STATISTICS PER: NORTH OAKVILLE ZONING BY-LAW 2009-189

01. SITE	PARCEL 1A (High-Rise)		PARCEL 1B (Towns)	
	m2	6405		1685
ha	0.64		0.17	
ft2	68943		18137	
ac	0.15		0.039	

02. G.F.A   Above Grade	Required	Proposed		Proposed	
Residential		566720.5 ft2	52650 m2	20261.4 ft2	1882.35 m2
Non-Residential		0.0 ft2	0 m2	0 ft2	0 m2
<b>Total</b>		<b>566720.5 ft2</b>	<b>52650 m2</b>	<b>20261.4 ft2</b>	<b>1882.35 m2</b>

03. FSI	Required	Proposed	Proposed
Calculated using Bylaw G.F.A.		8.22	1.12

04. UNIT BREAKDOWN	PARCEL 1A (High-Rise)			PARCEL 1B (Towns)		
	Live/Work Units	Live/Work	6	1%	Live/Work	
Residential Units	Studio	15	2%	Studio		
	1 Bed	404	50%	1 Bed		
	1 Bed + D	235	29%	1 Bed + D		
	2 Bed	108	13%	2 Bed		
	3 Bed	48	6%	3 Bed	10	100.00%
<b>Total</b>		<b>816</b>	<b>100%</b>		<b>10</b>	<b>100.00%</b>

05. B.F. UNIT BREAKDOWN	PARCEL 1A (High-Rise)			PARCEL 1B (Towns)		
	Live/Work Units	15% of Each Suite Type	Studio	2	15%	Studio
Residential Units		1 Bed	61	15%	1 Bed	
		1 Bed + D	35	15%	1 Bed + D	
		2 Bed	16	15%	2 Bed	
		3 Bed	7	15%	3 Bed	10
<b>Total</b>			<b>122</b>	<b>15%</b>		<b>100.00%</b>

06. PARKING	Residential		Ratio			Units		
	1.15 Parking / Unit	938	1.03	816	722	2.00	10	20
0.15 Parking / Unit	122	0.15		122			0	
<b>Total</b>	<b>1061</b>			<b>844</b>			<b>20</b>	

07. BIKE PARKING	Residential		Ratio			Units		
	0.75 Parking / Unit	612	0.75	816	612			
0.25 Parking / Unit	204	0.25	816	204				
<b>Total</b>	<b>816</b>			<b>816</b>				

08. AMENITY (m2)	Indoor		Ratio			Units		
	2.0m2/unit	1632	2.69	816	2192			
Outdoor	1632	0.84	816	685				
<b>Total</b>	<b>3264</b>			<b>2877</b>				

09. BUILDING HEIGHT (m)	BLDG A		BLDG B		TOWNS	
		30STY	30 STY	30 STY	3 STY	
	93.7	93.7	93.7	9.0		

10. BUILDING SETBACKS	West (Front Yard (Trafalgar Rd))		East		South		North	
		3m	3m	7.5m	7.5m	6m	6m	3m

Notes:  
\* setbacks to main building face  
\*\* actual unit count may vary depending on market demand

Project Statistics Chart (Phase 1)



## 2.3 Phase 1 Building Design and Landscaping

The proposal has been sited and massed to fit appropriately on the subject property and within the area context having regard for the use, scale, and siting of adjacent buildings and adjacent properties.

A minimum 3 metre building setback is maintained along the Trafalgar Road frontage, with some staggered building faces along the outer edges of the frontage to provide thermal protection for pedestrians, while reflecting the slant of the associated right-of-way. The planned road widening along Trafalgar Road is reflected in the proposed development.

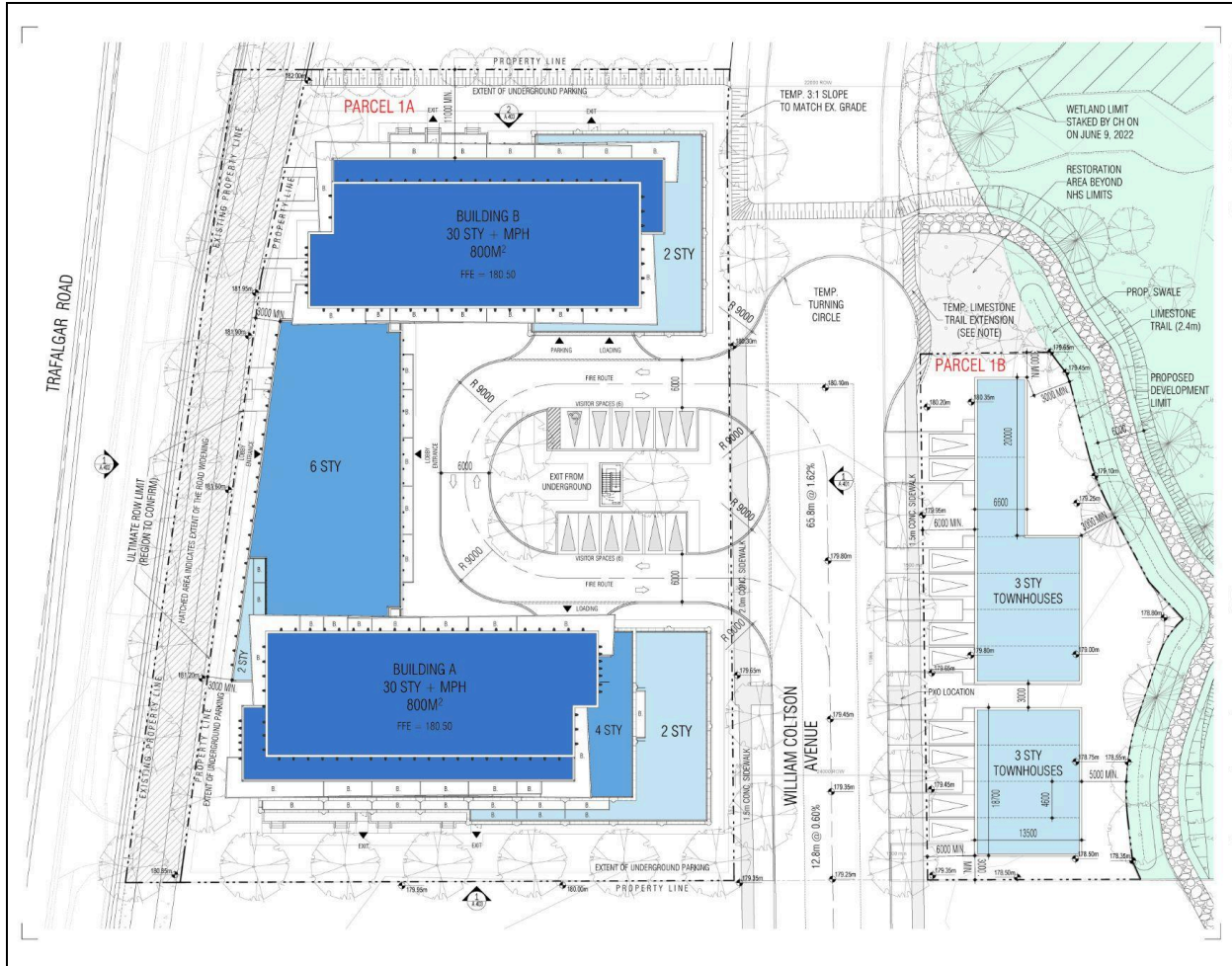
The main residential entrances are located at the centre of the shared podium. The lobby is accessed from Trafalgar Road and from the site interior. This design ensures accessibility to all ground floor areas, including the ground floor amenity spaces.

Vehicle access is proposed along the southern edge of the site, from the east side of Trafalgar Road.

The proposed buildings are designed around a courtyard, which features large walkways, landscaping, new trees, a vehicle turning circle, park and ride, visitor parking, loading and parking access, and fire access. The high-rise built forms have a C-shaped siting around the courtyard, and are positioned west of William Coltson Avenue, which runs north-south through the subject site, as shown on the site plan. The townhouses are located east of William Coltson Avenue. William Coltson Avenue runs north-south through the centre of the subject site.

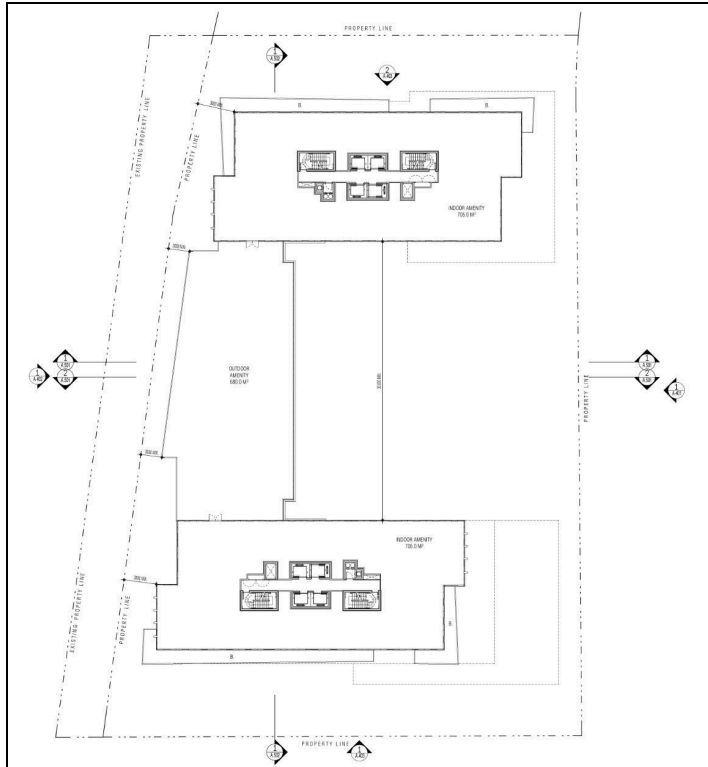
The 30-storey towers step-down to 4 and 2-storeys along William Coltson Avenue, creating a pleasant pedestrian environment internal to the site. On the east side of William Coltson Avenue is where the townhouses are proposed, providing adequate separation and transition from the high-density component of the subject site. Phase 2, located east of the wetland restoration area, proposes 463 residential units spanning over 2 buildings, both with 6 storey podiums and 14 storey tower elements. The Phase 2 buildings are sited around the curves of the natural area, as shown on the Landscape Plan.

Sidewalks and landscaping will also be present on either side of William Coltson Avenue. Detailed additional programming along the Trafalgar Street frontage and within the internal courtyard will be provided at the site plan stage of development.



Site Plan prepared by Graziani + Corazza Architects showing Phase 1 across Parcels 1A and 1B

Along the ground floor facing William Coltson Avenue, indoor amenity space is proposed along the east facade of the proposed development. The ground floor indoor amenity space features two-storey building heights. The entirety of the 7th floor is indoor and outdoor amenity space. The roof of the 6-storey podium is outdoor amenity space while the 7th floor of both towers are indoor amenity space. Detailed programming will be determined at a later planning approval stage.



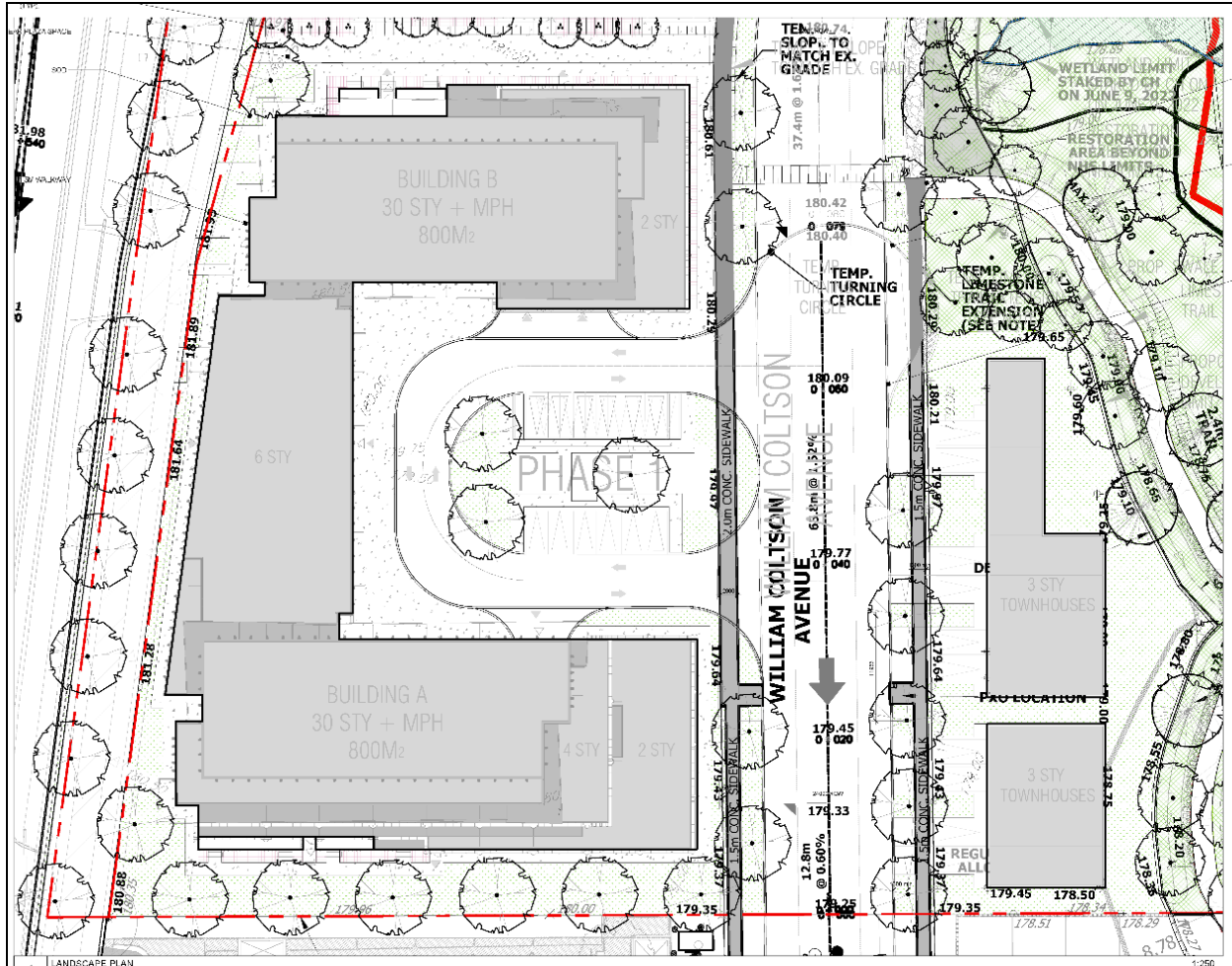
Proposed 7th Floor Amenity Plan by Graziani + Corazza Architects

The proposed glazing and inset streetwall of the residential entrance along Trafalgar Street animates the street and the lobby area. Large sidewalks and soft and hard landscaping are proposed along the Trafalgar Street frontage, creating an inviting pedestrian environment.



Proposed Rendering of West Facade along Trafalgar Road





Proposed Landscape Plan for Phase 1 by Seferian Design Group

The proposed development locates the majority of the height and density toward the west side of the site, maximizing sunlight access and separation distance to the future wetland restoration area and adjacent low-rise buildings, while providing buffering from Trafalgar Road.

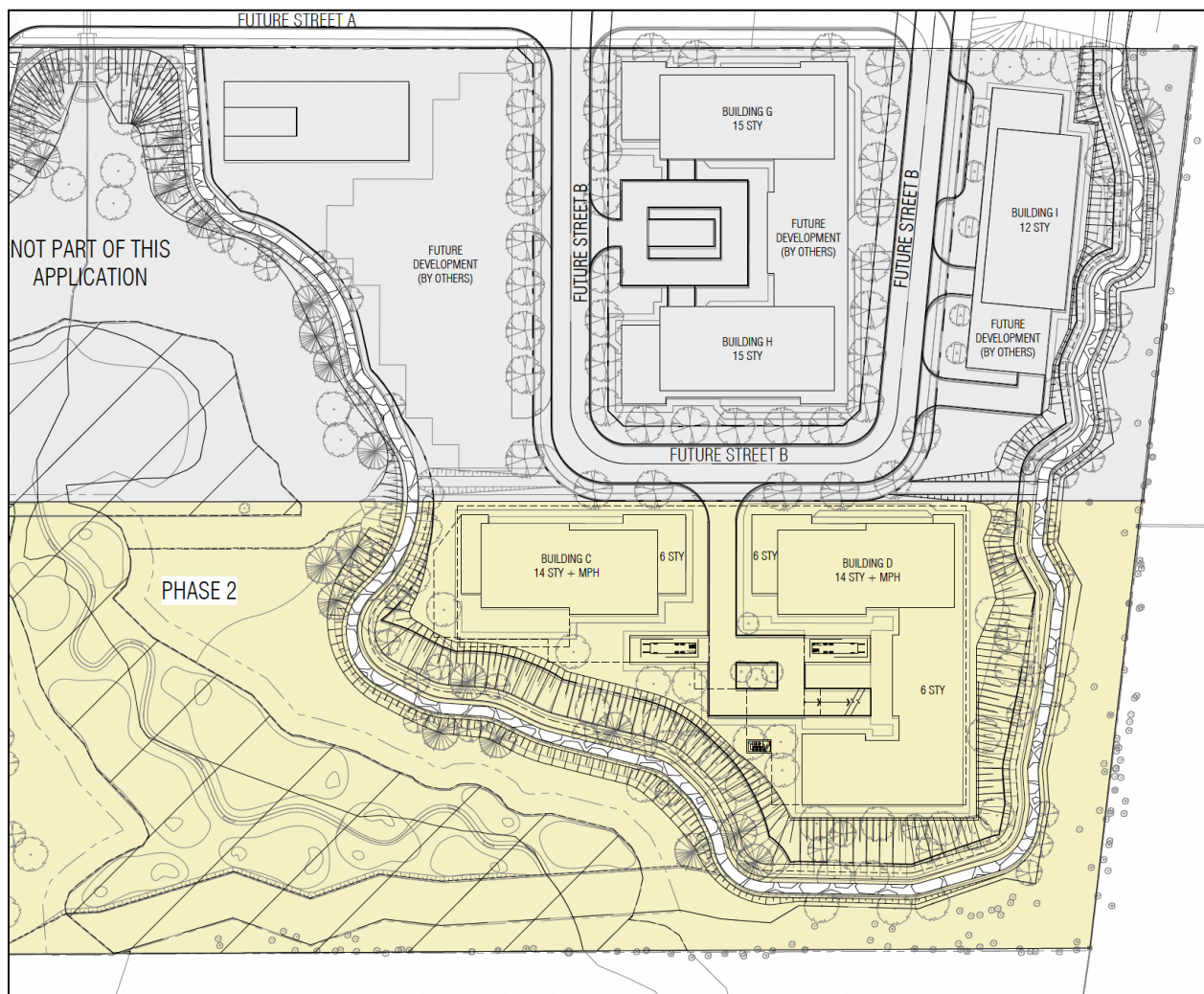
The proposed development provides landscaped buffer areas next to all adjacent lots and along all pathways. Building A (south tower) and Building B (north tower) as shown on the Landscape Plan and Site Plan are designed in a C-shape, with a 6-storey podium binding the two towers, stepping away from William Coltson Avenue to allow space for ground level landscaping and amenity space for the building occupants internal to the site.

The building transitions to the surrounding properties via an 11 metre tower setback to the north and south property lines. The transition to Trafalgar Street is characterized by 2-6 storey streetwall heights, and 3 metre setback from the property line. There is also a road widening accounted for along Trafalgar Road. To the east, the north tower steps down to 2 storeys and the south tower steps down to 4 storeys, 3 storeys and then 2

storeys. The stepping down of height towards the east coupled with the right-of-way width of William Coltson Avenue and the additional 6 metre front yard setback to the townhouses, there is more than adequate separation between the Buildings A & B and the townhouses, wetland restoration area, and Phase 2 development to the east.

## 2.4 Phase 2 Building Design and Landscaping

Phase 2 has been sited and massed to fit appropriately on the subject property and within the area context having regard for the use, scale, and siting of adjacent buildings and adjacent properties. The buildings are sited in a roughly triangular shape, generally reflecting the irregular shape of the property.



Excerpt of Context Plan prepared by Graziani + Corazza Architects showing Phase 2

The Phase 2 buildings, marked as Building C and Building D on the Context Plan, are located east of the wetland restoration area and approximately 300 metres east of Trafalgar Road. Phase 2 is generally sited to provide a consistent street wall along



‘Future Street B’. Both buildings have similar floor plates that mirror each other, with substantial tower stepbacks above the 6-storey podiums on the east and west sides of Future Road B. Building D, however, has a larger base building with a backwards C-shaped podium that surrounds a turning circle/courtyard at the centre of the development.

Vehicle access is proposed from the northern edge of the site, from Future Street B.

The courtyard features landscaping, new trees, a vehicle turning circle, park and ride, visitor parking, loading and parking access, and fire access.

Phase 2 proposes 463 residential units spanning over 2 buildings, both with 6 storey podiums and 14 storey tower elements. The Phase 2 buildings are sited around the curves of the natural area, as shown on the Landscape Plan.

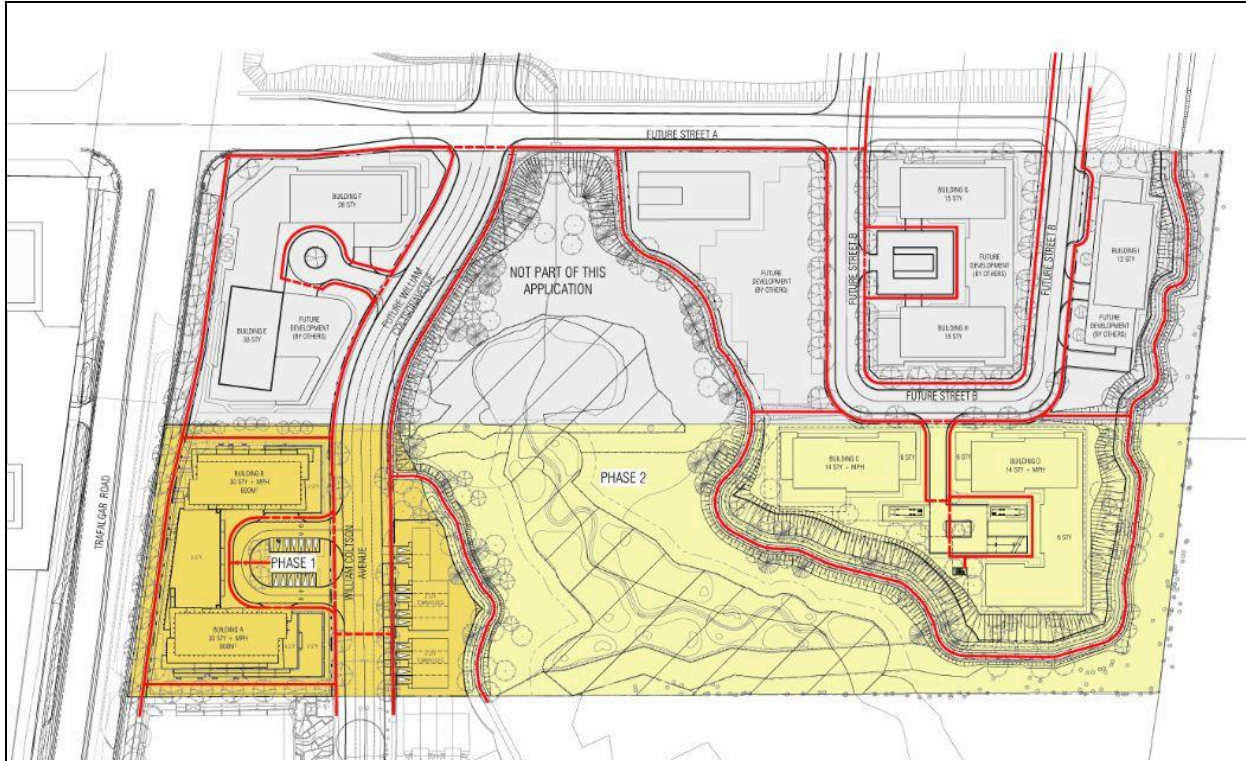
The buildings will use high quality materials in colours that complement the aesthetics of the emerging buildings in the surrounding area. Detailed additional programming for Phase 2 will be determined following Phase 1 and at the Site Plan Application stage.



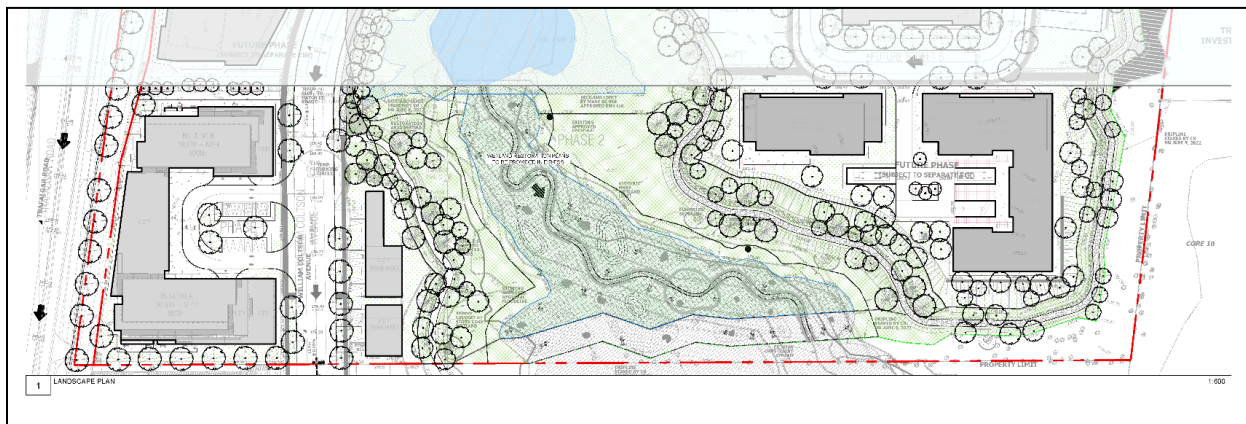
Rendering prepared by Graziani + Corazza Architects looking South towards Phase 1 and Phase 2 (Phase 2 translucent)

Trails and walkways are outlined in red in the Context Plan below, showing pedestrian connections between Phases 1 and 2, and throughout the wetland restoration area. There is also potential for pedestrian connections with the abutting properties to the north and south.





Context Plan prepared by Graziani + Corazza Architects with Pedestrian Circulation Routes indicated in Red



Landscape Plan for Phases 1 & 2 prepared by Seferian Design Group

## 2.5 Required Applications

The proposed development requires an amendment to the North Oakville East Secondary Plan and the North Oakville Zoning By-law 2009-189. These applications are required to bring the site specific amendment on the site into conformity with the Official Plan and the Growth Plan, and to be consistent with the Provincial Policy Statement, as well as to increase the permitted height and density on the site, and apply other necessary performance standards to permit the proposal. A Draft Plan of Subdivision is also required to establish the applicable development blocks and proposed road networks associated with the development.

A Site Plan Control application and Draft Plan of Condominium application will be required for the proposed development. These applications will be submitted at an appropriate time based on the progression of the Official Plan and Zoning By-law Amendment applications.

# **3.0**

## **Planning Framework Summary**

## **3.0 Planning Framework Summary**

The recommendations of this Planning Justification Report are based on the review and consideration of the following Provincial, Regional, and Local policy and non-policy documents:

- Planning Act
- Provincial Policy Statement (PPS 2020)
- A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)
- Region of Halton Official Plan
- North Oakville East Secondary Plan
- North Oakville Zoning By-law 2009-189
- North Oakville Urban Design and Open Space Guidelines

### **3.1 Planning Act**

Section 2 of the Planning Act establishes matters of provincial interest to which a Town Council shall have regard, in carrying out its responsibilities, including:

- the orderly development of safe and healthy communities;
- the adequate provision of a full range of housing, including affordable housing;
- the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- the appropriate location of growth and development;
- the adequate provision of employment opportunities;
- the protection of the financial and economic well-being of the Province and its municipalities;
- the mitigation of greenhouse gas emissions and adaptation to a changing climate; and,
- the promotion of built form that:
  - is well-designed,
  - encourages a sense of place, and,
  - provides for public spaces that are of high quality, safe, accessible, attractive, and vibrant.

In accordance with the approval process of the Planning Act, the Municipality is required to have regard to various criteria during the evaluation of a draft plan of subdivision as contained in Section 51(24) of the Planning Act, including the following applicable matters:

- the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;



- whether the proposed subdivision is premature or in the public interest;
- whether the plan conforms to the official plan and adjacent plans of subdivision, if any;
- the suitability of the land for the purposes for which it is to be subdivided;
- the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision;
- the dimensions and shapes of the proposed lots;
- the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;
- conservation of natural resources and flood control;
- the adequacy of utilities and municipal services;
- the adequacy of school sites;
- the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;
- the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and
- the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act

### Planning Act Analysis

The proposed development has been designed with regard for the matters of Provincial Interest established in Section 2 of the Planning Act.

By providing a range of unit sizes and types in a variety of apartment and townhouse sizes and layouts, the proposal contributes to the range of housing in the surrounding area. Located in a predominantly mixed-use area with good access to transit, the proposal reflects the orderly development of transit-supportive density and the efficient use of land with close proximity to the Town's investments in transit infrastructure.

The proposal includes public realm improvements to help animate the streetscape and provide local services, such as landscaped public space, street trees, street furniture, and sidewalks, greatly improving the existing pedestrian environment around the site.

The proposed density, the site's transit proximity, and the limited supply of resident parking results in a project with compact, efficient housing units that assist in the Town's ongoing adaptation to climate change. The creation of the proposed courtyard along the northwest portion of the site improves the pedestrian environment, creates additional landscaping opportunities, and improves access to the proposed

development, contributing to the sense of place at this intersection on a main street. The proposed development is also considering the use of geothermal energy sources.

Overall, the proposal reflects the orderly development of land within a transit supported context that is planned to accommodate growth and has regard for the relevant matters of Provincial Interest established in Section 2 of the Planning Act.

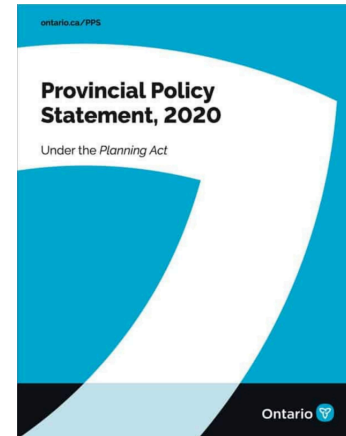
In our opinion, the proposed development meets all of the applicable criteria under Section 51(24) of the Planning Act. Specifically:

- The proposed development and Plan of Subdivision meets the objectives and policy of the Growth Plan and Provincial Policy Statement, as further outlined in subsequent sections of this report.
- The development of the subject lands represents the compatible continuation of mixed uses and patterns of development within the neighbourhood and is an appropriate built form that is contemplated in the Official Plan policies.
- The proposed development conforms to the Oakville Official Plan, as implemented through the proposed applications. The proposed draft plan of subdivision proposes a lotting design, which is compatible with the planned and existing built form and an appropriate density within the surrounding neighbourhood and achieve an appropriate transition of development in context to the adjacent lands.
- The subject site contains natural heritage features which are protected and improved upon through the proposed development; the lands are well suited for development.
- The development of the proposed plan of subdivision will have frontage along Trafalgar Road and William Coltson Avenue on the site plan, as well as a future local road on the east end of the site. The street connections will integrate appropriately throughout the site, and the traffic report demonstrates the site will function appropriately within the context of the existing road network.
- A holding provision will secure the future connectivity of these lands to the satisfaction of the municipality.
- The dimensions and shapes of the proposed lots are compatible with the neighbourhood.
- The lands are subject to the Official Plan policies and applicable engineering standards. The subject site is a subdivision of an existing underutilized lot and will be an intensification development of predominantly vacant lands. The proposed plan will be subject to conditions of draft approval.
- The subject development appropriately protects the natural heritage resources through the implementing environmental report.
- There are adequate services and utilities to service the proposed development.

- The existing schools in the area can adequately serve the proposed development.
- The proposed density represents a desirable compact built form and an efficient use of resources. The mixed use development and overall design provides a continuation of the neighbourhood characteristics with access to the public open space network and public transportation network.

### 3.2 Provincial Policy Statement (2020)

On February 28, 2020, the Minister of Municipal Affairs and Housing introduced an updated Provincial Policy Statement that came into effect on May 1, 2020. All decisions under the Planning Act, or that affect a planning matter within the Province, are required to be consistent with the new 2020 Provincial Policy Statement.



The Provincial Policy Statement (2020) (the ‘PPS’) provides direction on a wide range of matters of provincial interest relevant to land use planning and development to promote strong communities, a strong economy, and a healthy environment. The PPS includes policies regarding the efficient and wise use and management of land and infrastructure; protection of the built and natural environment; the development of sustainable and resilient complete communities that enhance health and social well-being; the growth of a variety of employment opportunities; the development of a mix of housing; open space and recreation opportunities; and transportation options intended to increase the use of active transportation and transit.

The following PPS policies are of particular relevance and importance to the redevelopment of the Site.

Policy 1.1.1 of the PPS states that healthy, liveable, and safe communities are sustained by:

- a) 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 range and mix of residential types, including affordable housing, and housing for older persons;
- c) avoiding development which may cause environmental or public health and safety concerns; and,
- 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

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

Policy 1.1.3.2 provides direction on the land use patterns within settlement areas are 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;
- f) are transit supportive, where transit is planned, exists or may be developed

Policy 1.1.3.3 states that 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 planning infrastructure and public service facilities required to accommodate projected needs.

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

Policy 1.1.3.5 directs Planning authorities to establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. This policy further states that where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.

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

Policy 1.4.1 states that municipalities will provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents by:



- a) maintaining, at all times, the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and,
- b) maintaining, at all times, where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

Policy 1.4.3 directs planning authorities to provide a range and mix of housing options and densities to meet projected requirements of current and future residents. This policy, further directs planning authorities to promote 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.

Policy 1.6.7.4 promotes land use patterns, densities, and mixes of uses that minimizes the length and number of vehicle trips and support current and future use of transit and active transportation.

Policy 1.7.1 states that 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

Policy 4.6 of the Provincial Policy Statement recognizes the Official Plan as the most important vehicle for implementation of the PPS.

### Provincial Policy Statement Analysis

The proposed development, comprising a range of new housing in the form of a mixed-use apartment buildings and townhomes, consists of a compact, urban form, and makes efficient use of land located within an area that is designated for growth, and well-served by existing and planned services, transit, and amenities. The proposal constitutes transit-supportive density, an efficient use of land, and helps meet the Town's projected housing requirements of current and future residents.

A total of 1,289 residential units are proposed for Phase 1 and 2 in a variety of sizes and layouts, including 12% two-bedroom and an additional 6% three-bedroom units. The proposal contributes to the overall variety and mix of units in the local context.

While the surrounding community, particularly the neighbourhood south of the subject site, is characterised by both high-rise towers and low-rise townhomes, there is also a considerable amount of housing in the form of apartment buildings in the immediate context, primarily located along Trafalgar Road. The proposed development will increase the provision of housing in high-rise multi-unit buildings. The proposal contributes to greater variety in the area housing mix.

The proposed development is situated within a designated intensification area – Trafalgar Urban Core - and is situated in close proximity to planned transit. The surrounding area is undergoing transition and significant growth, with several properties fronting on Trafalgar Road to the south and west of the subject site having experienced development and active development applications in the form of high-rise and mid-rise buildings in recent years. Given the density of existing and planned services, amenities, transit connections, and active transportation options, development of the site is consistent with the high-level growth objectives of the PPS.

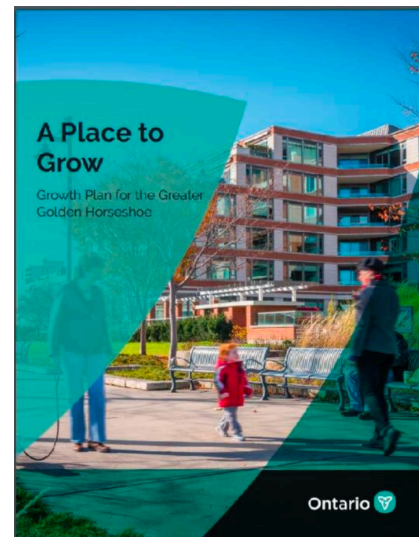
The site is within close proximity to existing bus transit which provides connectivity to the Oakville GO Transit station, and close to existing cycling routes, providing an alternative to personal automobile travel for the building occupants and visitors. The proposed development includes substantial vehicle parking spaces and bicycle parking spaces. The limited number of vehicle parking spaces proposed will encourage residents to use the local active transportation network and transit lines and eschew personal automobile use.

The proposal constitutes an efficient use of land. It is located close to existing transit, near community facilities, parks, schools, and a range of commercial uses. The proposed development has been designed and sited in a form which fits within the area context, limits its impact on adjacent uses and open spaces, and is consistent with the Town's general policy objectives contained in the Official Plan for growth in this area.

It is our opinion that the proposed development is consistent with the Provincial Policy Statement.

### 3.3 Growth Plan for the Greater Golden Horseshoe

In May 2019, the Ontario government published “A Place to Grow” (the “Growth Plan”). The document is intended to strategically manage and direct growth within the Greater Golden Horseshoe (the “GGH”). The policies within The Growth Plan provide direction on matters such as housing, infrastructure, and natural resources. As an essential part of Ontario’s planning-led decision-making hierarchy, The Growth Plan replaces the Growth Plan (2017) and helps implement the vision of the Provincial Policy Statement. Decisions involving planning matters within the Province of Ontario must be consistent with A Place to Grow. The Growth Plan provides land use direction until the year 2051.



The following sections of The Growth Plan are of particular relevance to the proposed development on the Site.

Section 1.2.1 of The Growth Plan – Guiding Principles – establishes that the policies of the Plan regarding how land is developed, resources are managed and protected, and public dollars are invested is based on the following principles:

- Supporting the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;
- Prioritizing intensification and higher densities to make efficient use of land and infrastructure and support transit viability;
- Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.
- Improving the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government; and,
- Provide for different approaches to manage growth that recognize the diversity of communities in the GGH.

Section 2.1 establishes that the purpose of the plan is to accommodate forecasted growth in complete communities that are well designed to meet people’s needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes. The section further states that complete communities support quality of life and human health by



encouraging the use of active transportation, a balance of jobs and housing in communities across the Greater Golden Horseshoe to reduce the need for long distance commuting. They also support climate change mitigation by increasing the modal share for transit and active transportation and by minimizing land consumption through compact built form.

Section 2.1 further states that in order to achieve complete communities, the Growth Plan for the Greater Golden Horseshoe establishes minimum intensification and density targets that recognize the diversity of communities across the GGH.

Section 2.1 also comments on the direction of where growth is to occur. 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 can lead to the better use of land and infrastructure. The policy goes on to state that 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 of housing options.

Section 2.1 also establishes that transit is a first priority for major transportation investments, and seeks to align transit with growth by directing growth to major transit station areas and other strategic growth areas including urban growth centres. The Province further directs municipalities to complete detailed planning for major transit station areas on these corridors to support planned service levels.

This Section also speaks to housing affordability and availability, and seeks to address the housing supply challenge by providing direction to plan for a range and mix of housing options, second units, and affordable housing, in particular, higher density housing options that can accommodate a range of household sizes in locations that can provide access to transit and other amenities.

Section 2.2.1.1 of the Growth Plan directs that the population and employment forecasts contained in Schedule 3 of the plan will be used for planning and managing growth in the GGH. Regarding these forecasts, Section 2.2.1.2 of The Growth Plan states that that forecasted growth to the horizon of this Plan will be allocated based on the following:

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

- c) Within settlement areas, growth will be focused in:
  - i. Delineated built-up areas;
  - ii. Strategic growth areas;
  - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and
  - iv. Areas with existing or planned public service facilities;
  
- d) Development will be directed to settlement areas.

Section 2.2.1.3 c) of The Growth Plan directs upper- and single-tier municipalities to undertake integrated planning to manage forecasted growth to the horizon of the plan by supporting an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form.

Section 2.2.1.4 of The Growth Plan supports the creation of complete communities that:

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- e) provide a more compact built form and a vibrant public realm, including public open spaces.

Most of the growth within the GGH is directed to delineated built-up areas, which refers to lands within the built boundaries of municipalities. To help realize the desired intensification targets for the GGH, Section 2.2.2.3 of the Growth Plan instructs municipalities to create strategies to achieve the minimum intensification targets and intensification through the delineated built-up areas which will:

- c) encourage intensification generally throughout the delineated built-up area; and,
- d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities.

Further, 2.2.4.10 states that lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range of mix of uses and activities.

Section 2.2.6 of The Growth Plan recognizes the importance of a diverse housing stock for current and future needs. Section 2.2.6.1 states that upper- and single-tier

municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:

- a) support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:
  - i. identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents; and,
  - ii. establishing targets for affordable ownership housing and rental housing;

Section 2.2.6.2 of The Growth Plan states that municipalities will support the achievement of complete communities by:

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

Section 3 of the Growth Plan speaks to Infrastructure and its role in supporting growth throughout the Province. Policy 3.2.3.1 and 3.2.3.2 speak to public transit being the first priority for transportation infrastructure planning and investment, and that decision on transit planning will be made by prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment. Policy 3.2.3.2 (d) states that transit services should be expanded to areas that achieve or have planned to achieve transit-supportive densities and provide a mix of residential, office, institutional, and commercial developments, where possible.

Section 5 speaks to the timely implementation of the Growth Plan through both upper tier and single tier municipalities. Section 5.1 states that it is in the best interest of all municipalities to complete their work to conform with the Growth Plan, including all Official Plans and Zoning By-Laws as expeditiously as possible, and that the plans should include relevant legislative and regulatory tools and other strategies to plan for a variety of heights, densities and other elements of site design within settlement areas to achieve the desired urban form and the minimum intensification and density targets. Policy 5.2.5 (1) speaks to density targets within the Growth Plan as minimum intensification standards, and that municipalities are encouraged to go beyond the targets, where appropriate.

## Growth Plan Analysis

The proposed development represents a compact form of intensification on an underutilized site situated near transit, in an area delineated by the Town's North Oakville East Secondary Plan for growth. The redevelopment of this site will assist the Town in achieving the 2051 growth targets delineated in Schedule 3 of the Growth Plan. The proposed development comprises 1,289 residential units in a variety of sizes and layouts, including 12% two-bedroom and 6% three-bedroom units to serve a variety of household sizes, compositions, incomes, and ages. The proposal will create more relatively affordable housing within the area and expand the overall variety and mix of units in the local context, making efficient use of land situated along an intensification corridor designated in the Town's Official Plan for growth.

The proposed development includes a limited supply of personal automobile parking and a significant supply of bike parking, reducing car dependence and supporting the Town's investment in existing and planned transit and active transportation by intensifying a site close to these mobility options.

The proposed development represents the type of growth contemplated by the policies of the Growth Plan. It enhances the housing mix within the area, is designed in a compact urban form that will improve the public realm along Trafalgar Road, has good access to existing and planned transit, and contributes to a complete community.

It is our opinion that the proposed development conforms to the Growth Plan for the Greater Golden Horseshoe.

### 3.4 Bill 23, The More Homes for Everyone Act, 2022

On October 25, 2022 the Ontario Government introduced Bill 23, the More Homes Built Faster Act 2022, that proposes extensive changes to the planning and land development system in Ontario. The Bill proposes to amend numerous Acts including the: City of Toronto Act, 2006 Planning Act, Conservation Authorities Act, Development Charges Act, 1997, Municipal Act, 2001, New Home Construction Licensing Act, 2017, Ontario Heritage Act, Ontario Land Tribunal Act, and the Ontario Underground Infrastructure Notification System Act, 2012.

The province's goal for the Bill is to facilitate the construction of 1.5 million new homes, of which 33,000 homes are targeted in Oakville by 2031. The proposed development will contribute to achieving Oakville's growth target as established in Bill 23.



### 3.5 Halton Region Official Plan

The Halton Region Official Plan (ROP), formally known as Sustainable Halton, is intended to provide clear direction as to how physical development should take place in Halton to meet the current and future needs of its people. The ROP is intended to reflect the Region’s collective aims and aspirations, as to the character of the landscape and the quality of life to be preserved and fostered within Halton. The ROP clarifies and assists in the delivery of Regional services and responsibilities as set out in the Planning Act, the Municipal Act, and other pertinent Provincial legislation.

Please note that as of July 1, 2024, changes to the *Planning Act* that identify Halton Region as an "upper-tier municipality without planning responsibilities" are in effect. The Halton ROP is no longer a Regional Plan, but a Local Plan of the four municipalities in Halton.

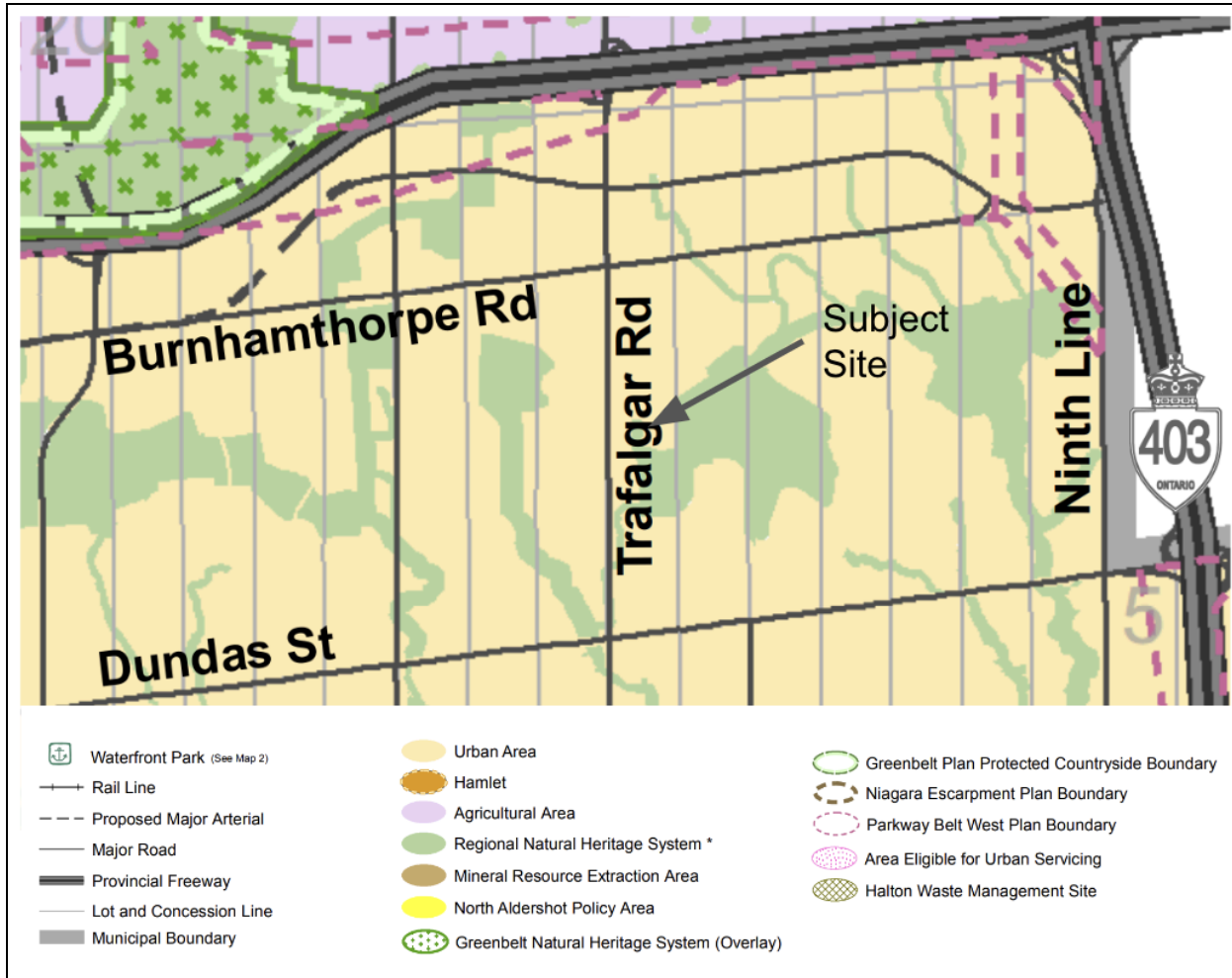
The proposed population growth target for Oakville outlined in Table 1 forecasts a population increase from 222,000 to 313,460 from 2021 to 2041. An excerpt of the proposed growth strategy for Oakville is below:

**TABLE 1 POPULATION AND EMPLOYMENT DISTRIBUTION**

Municipality	Population <sup>1</sup>			Employment		
	2021	2041	2051	2021	2041	2051
Burlington	195,000	240,050	265,160	98,340	114,330	124,390
Oakville	222,000	313,460	349,990	111,980	160,880	181,120
Milton	137,990	277,000	350,870	44,390	100,120	136,270
Halton Hills	66,010	98,890	132,050	24,510	45,900	65,460
Halton Region <sup>2</sup>	<b>620,990</b>	<b>929,400</b>	<b>1,098,070</b>	<b>279,220</b>	<b>421,230</b>	<b>507,240</b>

<sup>1</sup>Population numbers in this table are “total population” numbers including approximately 4% undercoverage from the official “Census population” numbers reported by Statistics Canada.

<sup>2</sup>Totals for the Region may not add up due to rounding.



Region of Halton Official Plan Map 1 – Regional Structure

Map 1 of the ROP - Regional Structure - identifies the Subject Site as being within the Urban Area and Regional Natural Heritage System within the Town of Oakville’s Built Boundary. The following sections of the ROP are of particular relevance to the subject lands’ Urban Area designation.

A portion of the subject site is designated Regional Natural Heritage System on Map 1, Regional Structure. The goal of the natural heritage system is to preserve and enhance the biological diversity and ecological functions within Halton Region for future generations. Policy 118 requires that Local Official Plans and Zoning By-laws recognize the Regional Natural Heritage System and include policies and maps to implement the policies of the ROP. The Regional Natural Heritage System is more specifically delineated and implemented in the NOESP.

A portion of the subject site is identified as ‘Key Features’ within the Regional Natural Heritage System on Map 1G. The purpose of the Key Features designation is to assist in the implementation of permitted use policies in the Regional Natural Heritage System

and the requirement for EIAs. It is also intended to assist local municipalities in delivering detailed implementation policies for the Key Features in accordance with the policies of the ROP (Policy 139.11).

The rest of the subject site is designated Urban Area on Map 1 of the ROP. The goal for the Urban Area is to manage growth in a manner that fosters complete communities, enhances mobility across Halton, addresses climate change, and improves housing affordability, sustainability and economic prosperity (Policy 72). The range of permitted uses in the Urban Area will be in accordance with Local Official Plans and Zoning By-laws. All development is subject to the policies of the ROP.

Policy 72 of the ROP establishes that the goal of the Urban Area and the Regional Urban Structure is to manage growth in a manner that fosters complete communities, enhances mobility across Halton, addresses climate change, and improves housing affordability, sustainability and economic prosperity.

Policy 72.1 sets out the objectives of the Urban Area which include:

1. To accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently.
2. To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.
3. To provide a range of identifiable, inter-connected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure.
4. To ensure that growth takes place commensurately both within and outside the Built Boundary.
5. To establish a rate and phasing of growth that ensures the logical and orderly progression of development, supports sustainable and cost-effective growth, encourages complete communities, and is consistent with the policies of this Plan.
6. To identify a Regional Urban Structure that directs growth to Strategic Growth Areas and protects Regional Employment Areas.
7. To plan and invest for a balance of jobs and housing in communities across the Region to reduce the need for long distance commuting and to increase the modal share for transit and active transportation.
8. To facilitate and promote intensification and increased densities.

Policy 74 states: The Urban Area consists of areas so designated within the Regional Urban Boundary as delineated on Map 1, where urban services are or will be made available to accommodate existing and future urban development and amenities.

Policy 75 further adds: The Urban Area is planned to accommodate the distribution of population and employment for the Region and the four Local Municipalities as shown in Table 1, the intensification and density targets as shown in Table 2, the Regional phasing as shown in Table 2a, and the targets for Strategic Growth Areas as shown in Table 2b. Specifically for Primary Regional Nodes and the Trafalgar Urban Core Strategic Growth Area, the minimum density target shown on Table 2b is 160 (combined residents and jobs per hectare), which further provides a general target proportion of residents and jobs of ~85% residents and ~15% jobs in the Trafalgar Urban Core.

It is the policy of the Region to direct to the Built-Up Area a minimum of 45 per cent of new residential development occurring annually within Halton in between 2022 and 2051. The Built-Up Area includes all lands within the Built Boundary as defined by the Growth Plan, which includes the subject site.

Policy 78 states: Within the Urban Area, the Regional Urban Structure, as shown on Map 1H, implements Halton's planning vision and growth management strategy to ensure efficient use of land and infrastructure while supporting transit, and the long-term protection of lands for employment uses.

The Regional Urban Structure consists of the following structural components:

1. Strategic Growth Areas;
2. Regional Employment Areas;
3. Built-Up Areas; and,
4. Designated Greenfield Areas.

The objectives of the Regional Urban Structure are outlined in Policy 78.1 of the ROP, which include:

- (1) To provide a structure and a hierarchy in which to direct population and employment growth within the Urban Area to the planning horizon of this Plan;
- (2) To focus a significant proportion of population and certain types of employment growth within Strategic Growth Areas through mixed use intensification supportive of the local role and function and reflective of its place in the hierarchy of Strategic Growth Areas identified in this Plan;



(5) To support climate change mitigation by directing growth to areas that will support achieving complete communities and the minimum intensification and density target of this Plan as well as reducing dependence on the automobile and supporting existing and planned transit and active transportation.

The policies of Strategic Growth Areas are identified in Section 79 of the ROP, and the objectives are as follows:

1. To provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable in order to promote the development of complete communities.
2. To provide opportunities for more cost-efficient and innovative urban design.
4. To provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighbourhoods.
5. To create a vibrant, diverse and pedestrian-oriented urban environment
8. To support transit and active transportation for everyday activities.
9. To generally achieve higher densities than the surrounding areas.
10. To achieve an appropriate transition of built form to adjacent areas.
  - 10.1 To conserve cultural heritage resources in order to foster a sense of place and benefit communities in Strategic Growth Areas.

Policy 79.1(3) of the ROP states: Primary and Secondary Regional Nodes as shown on Map 1H due to their contribution to the Regional Urban Structure, subject to policies in Sections 82 to 82.2, which have a concentration of residential and employment uses with development densities and patterns supportive of active transportation and public transit;

Policy 79.2 states that “The Regional Urban Structure contains a hierarchy of Strategic Growth Areas as delineated or identified by symbol on Map 1H.” The subject site is designated as a Primary Regional Note and Trafalgar Road is designated as a Regional Intensification Corridor on Map 1H.

The ROP also contains the following policies regarding Strategic Growth Areas:

*Policy 79.3(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.*

*Policy 79.3(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.

*Policy 79.3(7): Require the Local Municipalities to:*

*a) include Official Plan policies and adopt Zoning By-laws to meet intensification and mixed-use objectives for Strategic Growth Areas;*

*d) promote development densities that will support existing and planned transit services.*

*Policy 79.3(7.3): Ensure that Strategic Growth Areas are development-ready by:*

*a) making available at the earliest opportunity water, waste water and transportation service capacities to support the development densities prescribed for Strategic Growth Areas*

*Policy 79.3(8): Encourage the Local Municipalities to adopt parking standards and policies within Strategic Growth Areas to promote the use of active transportation and public transit.*

*Policy 79.3(9): Encourage the Local Municipalities to consider planning approval, financial and other incentives to promote the development of Strategic Growth Areas.*

*Policy 79.3(10.1): Require the Local Municipalities to direct major office, retail and appropriate major institutional development to Urban Growth Centres, Major Transit Station Areas, Primary Regional Nodes, areas with existing frequent transit services, or existing or planned higher order transit services.*

Regarding Regional Nodes, Section 82.1 states:

*Policy 82(1): Primary Regional Nodes are delineated on Map 1H and Map 6 and are planned to accommodate growth and contain a concentration of public service facilities or transit-supportive high-density mixed uses, or which perform a regional transit network function at a scale appropriate for their context: b) Trafalgar Urban Core, Oakville.*

*82.2(1): Direct development with higher densities and mixed uses to Regional Nodes in accordance with the hierarchy identified in Section 79.2, and based on the level of existing and planned transit service.*

*Policy 82(3): For Primary Regional Nodes, require the Local Municipalities to plan to achieve the applicable minimum density target and the general target*

*proportion of residents and jobs in accordance with Section 55.3 and Table 2b of this Plan.*

Regarding Regional Intensification Corridors, the ROP includes the following policies :

*82.3 The objectives of the Regional Intensification Corridors, identified conceptually on Map 1H, are:*

*(1) To recognize Strategic Growth Areas in the Region which are an integral component of the Regional Urban Structure, and serve an existing or planned higher order transit function, connecting other elements of the Regional Urban Structure, and accommodating higher-density mixed use development and/or a mix of employment uses appropriate to the existing local context.*

*(2) To achieve increased residential and employment densities in order to ensure the viability of existing and planned transit infrastructure and service.*

*(3) To achieve a mix of residential, office, institutional and commercial development, where appropriate.*

*(4) To accommodate local services, including recreational, cultural and entertainment uses, where appropriate.*

*(5) To reflect and reinforce Local Urban Structures.*

*Policy 82.7: It is the policy of the Region to:*

*(1) Direct development with higher densities and mixed uses to Regional Intensification Corridors in accordance with the hierarchy identified in Section 79.2 of this Plan, and based on the level of existing and planned transit service.*

*(2) Encourage the Local Municipalities to:*

*a) identify the Regional Intensification Corridors in their official plans;*

*b) develop detailed policies or Area-Specific Plans that support accommodating growth at a scale appropriate for their context and existing and planned transit service;*

*c) identify and plan for Local Nodes along the Regional Intensification Corridors, where appropriate; and*

*d) identify and plan for Local Intensification Corridors as part of the Local Urban Structure, where appropriate.*

Regarding housing, the ROP includes the following objectives and policies:

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

*Policy 85(1): To establish housing targets by type and appropriate density for the Local Municipalities and the Region as a whole.*

*Policy 85(2): To explore and implement new approaches to reduce residential land and construction costs and to effect an adequate supply of Affordable Housing.*

*Policy 85(3): To coordinate, improve upon, and expedite the development approval process so as to reduce the overall cost of housing.*

*Policy 85(4): To make more efficient use of existing developed lands, housing stock and available services to increase the supply of housing while maintaining the physical character of existing neighbourhoods.*

*Policy 85(8): To encourage the Local Municipalities and the building and development industry to develop innovative housing designs that stress flexibility in use, mix of compatible land uses, good environmental practices, universal physical access, public safety and security needs, cost-efficiency, affordability and energy and natural resource conservation while maintaining sound engineering and planning principles.*

*85(10): To participate in and deliver Provincial and/or Federal housing programs that are beneficial to housing development in Halton.*

*Policy 86(6) a): that the per cent of new housing units produced annually in Halton in the form of townhouses or multi-storey buildings be at least 65 per cent to 2031 and at least 75 per cent each year thereafter.*

*Policy 86(11): Permit intensification of land use for residential purposes such as infill, redevelopment, and conversion of existing structures provided that the physical character of existing neighbourhoods can be maintained.*

*Policy 86(21): Require Local Official Plans to provide an appropriate mix of housing by density, type and affordability in each geographic area, consistent with current and projected demands reflecting socio-economic and demographic trends.*

The ROP also includes the following objectives regarding creating healthy communities and 'Air and the Ambience':

*Policy 142(5): To support urban forms that will reduce long distance trip-making and the use of the private automobile.*



*Policy 142(6): To promote trips made by active transportation and public transit.*

*Policy 143(4): Promote walking, cycling and public transit over other modes of transportation.*

The ROP contains the following transportation related objectives:

*Policy 172(8): To achieve a level of public transit usage that averages at least 20 per cent of all daily trips made by Halton residents by year 2031.*

*Policy 172(9.1): To ensure development is designed to support active transportation and public transit.*

*Policy 172 (10): To promote land use patterns and densities that foster strong live-work relationships and can be easily and effectively served by public transit and active transportation.*

*Table 3 Minor Arterials' Function:*

- *Serve mainly local travel demands*
- *May serve an Intensification Corridor*
- *Accommodate local truck traffic*
- *Accommodate local transit services*
- *Connect Urban Areas within the same municipalities*
- *Carry moderate to high volumes of traffic*
- *Distribute traffic to and from Major and*
- *Multi-Purpose Arterials*
- *Accommodate active transportation*

## ROP Analysis

The proposed development will contribute to the Region's intensification targets for the Town of Oakville by providing new housing development within the Built-Up Area. The proposed development with below grade parking provides a compact built form. The subject site is located in close proximity to public transit which also supports the GO Transit system, and the development will contribute to decreased dependence on private vehicles within the Trafalgar Urban Core Strategic Growth Area.

The proposed development includes one, two, and three bedroom units which will help diversify the housing options in the Trafalgar Urban Core, contributing to a complete community and responding to climate change objectives. The proposed development provides an appropriate transition of built form within the Primary Regional Node, it

complements the existing developed area, utilizes land more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable as the development achieves the goal of establishing a complete community.

The proposed development provides an appropriate transition of height and separation distances within the immediate context and is designed to mitigate impacts on the low-rise neighbourhood to the southeast. The high-rise buildings are further provided with indentations and step backs which reduce privacy and overlook impact of the development, as well as landscaping and buffers which protects the physical character of the neighbourhood. Parking for the building is located below grade, and pedestrian activity is encouraged through an animated streetscape. The intensification and density on the subject site will utilize the existing transit service as well as active transportation infrastructure within close proximity of the proposed development.

The proposed development optimizes an underutilized parcel of land, and utilizes existing services to support the proposed development which is located within a Strategic Growth Area. The proposed development includes high quality open spaces which are integrated with the natural heritage system, including the reconstruction of the Provincially Significant Wetland.

Trafalgar Road north of Dundas Street is an emerging mixed-use area which supports a pedestrian oriented urban environment. The proposed high-density development within an emerging mixed-use area supports existing transit and future transit investment in alignment with Trafalgar Road's position as a major arterial road and higher order transit corridor under Map 4 of the ROP. The development supports the Primary Regional Node of Trafalgar Urban Core as a focus of growth through the proposed intensification of the site. The development utilizes existing services which increase the supply of housing and supports the Region's goal of having at least 50 percent of new housing in the form of townhouses or multi-storey buildings.

The proposed development represents intensification within the Built-Up Areas and the development represents an appropriate intensification within the existing context. The proposal optimizes the use of an under-utilized site in a Strategic Growth Area, while providing for an appropriate built form of a residential high-rise development which further assists in achieving the growth area targets of the Region. The proposal conforms to the ROP and supports the goals of achieving a complete community and utilizing existing infrastructure. It is our opinion that the proposed development is consistent with the policies of the Halton Region Official Plan.

### 3.6 North Oakville East Secondary Plan (NOESP)

The North Oakville East Secondary Plan (NOESP) and associated figures were added to the 1984 Town Oakville Official Plan, as amended. It is not part of the Livable Oakville Official Plan. The North Oakville East Secondary Plan was consolidated in March 2023. Its current iteration incorporates amendments up to September 6, 2022.

The purpose of the North Oakville East Secondary Plan is to establish a detailed planning framework for the future urban development of the North Oakville East Planning Area. It coordinates land use and infrastructure requirements to ensure that the anticipated growth can be accommodated throughout the municipality, and establishes the framework and policy context for decision making providing certainty for the planning process.

#### Location

Section 7.1.2 delineates the lands which are subject to the policies of the North Oakville East Secondary Plan. The North Oakville East Secondary Plan is bounded by the following areas:

- a) North: Highway 407 and the Town boundary;
- b) East: Ninth Line (Regional Road 13);
- c) South: Dundas Street (Regional Road 5); and,
- d) West: The centre line of Sixteen Mile Creek, and the westerly limit of Lot 25, Concession 1, N.D.S.

#### Relationship to the Livable Oakville Plan

In Section 7.1.5, the NOESP identified how it relates to the Livable Oakville Plan. It states: The planning period for the Secondary Plan is from 2006 to 2021 and it will be reviewed a minimum of every five years. However, the Plan reflects the ultimate plan for North Oakville East and complete development may not be achieved within the planning period.

- a) The provisions of Section 3, Urban Structure and Schedule A1, Urban Structure of the Livable Oakville Plan shall apply to the lands within the North Oakville East Secondary Plan.
- b) The provisions of Section 3 and Schedule A1 of the Livable Oakville Plan shall be read in conjunction with the policies of the North Oakville East Secondary Plan in a matter that gives effect to both sets of policies.
- c) In the event of a conflict between the provisions of Section 3 and Schedule A1 of the Livable Oakville Plan and the policies of the North Oakville East Secondary Plan, the policies of the North Oakville East Secondary Plan shall prevail.

## Vision of the North Oakville East Secondary Plan

Section 7.2.2 of the NOESP describes the vision for the planning area as follows: the development of North Oakville aims to balance its historical roots and small-town heritage with a forward-looking approach. The community is designed to reflect Oakville's distinct landscape, incorporating nodal development, prestigious industries, and green linkages. It seeks to be a model of smart growth and social diversity, enhancing the town's reputation for excellence and bridging the past, present, and future. The design follows the Transect system, ranging from rural to urban conditions, allowing for a variety of neighbourhoods and employment opportunities. The community will prioritize pedestrian orientation and offer a range of housing options, from executive homes to high-rise apartments.

The character of the North Oakville East area will be shaped by a planned natural heritage and open space system, ensuring environmental protection and providing a balance between active and passive recreation. This system will create distinct neighbourhoods known for their walkable streets and central nodes, which will serve as meeting places and may house essential services. The community will have a well-connected transit network, offering alternative travel options within North Oakville and connections to the wider town, region, and Greater Golden Horseshoe. Additionally, a business park along Highway 407 will provide employment opportunities, including prestigious roles and office development, fostering a live-work community in Oakville.

Overall, North Oakville's development aims to blend its historical roots and small-town charm with a forward-thinking and sustainable approach. By incorporating green spaces, pedestrian-friendly design, diverse housing options, and a robust transit network, the community seeks to create a vibrant and balanced urban environment that embraces its heritage while embracing the opportunities of the future.

### Residential Vision

Section 7.2.3.2 of the North Oakville East Secondary Plan provides the visions related to residential developments within the North Oakville East area. Relevant sections includes:

- a) To create residential communities which complement the existing built form elements that are intended to remain within the community, and incorporate the best community planning and urban design practices available while protecting, enhancing and integrating the area's natural heritage component of the natural heritage and open space system.
- b) To establish overall development densities that equal or exceed the density established by the Halton Urban Structure Plan and which are commensurate with the type and frequency of transit service planned for the area.



- c) To reflect the land use objectives as set out within the Halton Urban Structure Plan (April 1994).
- d) To minimize travel time, traffic, greenhouse gases, servicing costs and energy costs through a variety of mechanisms, and particularly by providing an efficient land use arrangement and a mix of housing forms and tenures.
- f) To create varied and distinguishable residential neighbourhoods which provide a strong, identifiable sense of place for the residents.
- g) To provide for a variety of residential densities and unit types throughout the planning area, responding to the varied needs of the future population, while directing the highest densities and intensity of use to the Trafalgar Road Corridor in support of a broad range of services including high frequency transit, shopping, personal services and community facilities.

#### Urban Design Vision

Further, Section 7.2.3.4 outlines the visions of the Secondary Plan with regards to Urban Design. It comprises of the follow:

- a) To provide integrated community design that coordinates land use, the natural heritage and open space system, the street network and built form to reinforce the community vision.
- b) To integrate important views and vistas of the natural heritage and open space system within community design.
- c) To create an urban fabric characterized by a connected street system that is responsive to the natural heritage and open space system and existing land uses.
- d) To promote building design variety that promotes an active, safe pedestrian realm within the streetscape.
- f) To promote building forms that address the street and minimize the impact of garages and service areas on the streetscape.
- g) To encourage mixed use development along strategic corridors and at neighbourhood centres.

#### Transportation Vision

Sections 7.2.3.5 discuss the vision for transportation for the North Oakville East area.

- a) To create a system of roads and transportation corridors which promotes the safe, efficient circulation of traffic including transit and non-vehicular traffic.
- b) To establish an efficient and linked, safe pedestrian movement system (cycleways and walkways) along with an appropriate distribution of land uses so that residents do not need to rely on the automobile to meet the recreational, shopping and commuter needs of daily life.
- f) To plan residential development and its road network so that residents are predominantly within a 400 metre walking distance of transit services.

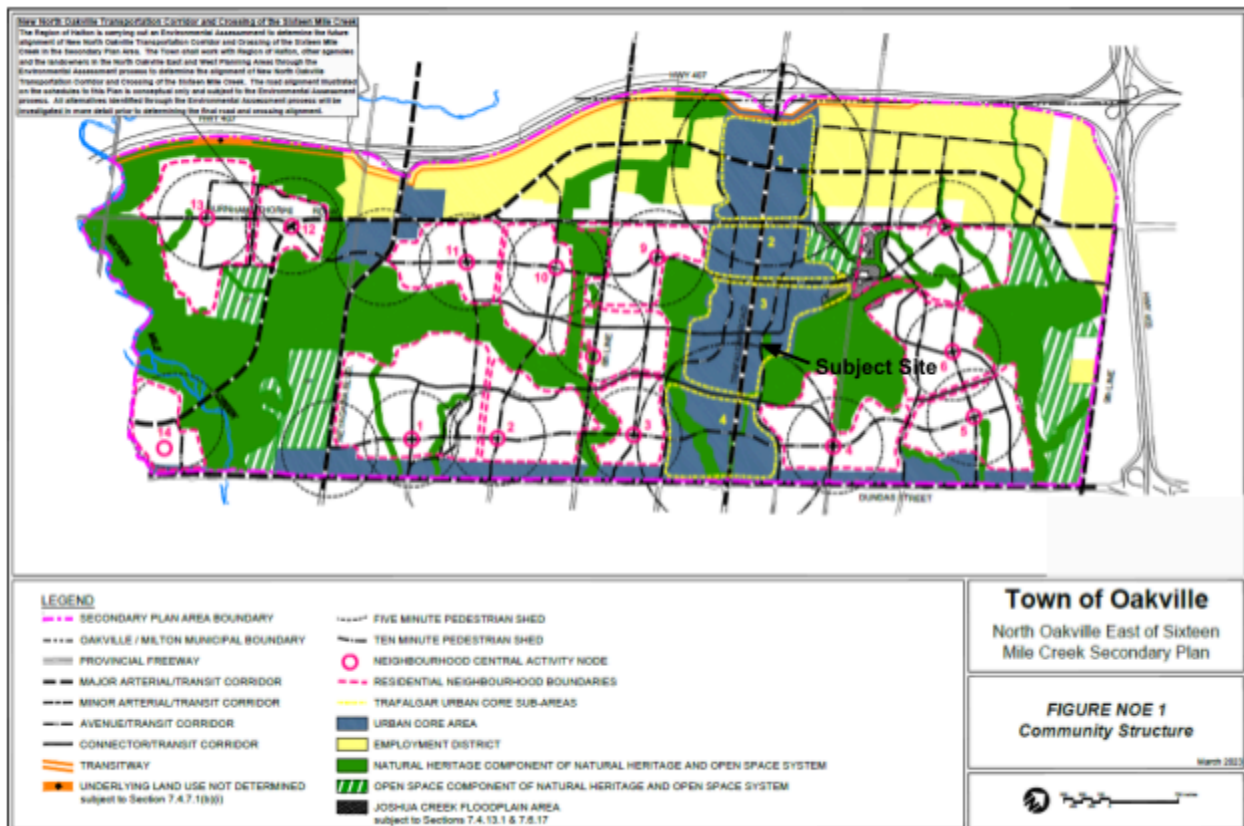
## Community Structure

Section 7.3.1 of the NOESP establishes a range of components which define the general arrangement of land use and activity for the Planning Area.

It further adds that each component of the Community Structure Plan has its own function which is described in the following sections, together with the ultimate population, housing and employment targets.

The land on which the Development is situated is partly designated as the Urban Core designation in Figure NOE1 of the NOESP. The Natural Heritage Component designation also applies to the subject site.

The site is designated as 'Trafalgar Road Urban Core Area' and 'Natural Heritage System Area' by Appendix 7.3 of the NOESP. The Urban Core designations reflect the most urban part of the NOESP Area. These areas are intended to permit the densest development and the highest order activities including a full range of residential, retail and service commercial, entertainment, cultural, business and institutional uses. Mixed use development is encouraged in this designation. The primary focus of the Urban Core area is Trafalgar Road, with the north side of Dundas Street and the intersection of Neyagawa Boulevard and Burnhamthorpe Road having an important, but more secondary role.



The Natural Heritage and Open Space System is part of a larger system which is intended to extend through all of North Oakville. It forms a central feature of the North Oakville East Planning Area. It is comprised of two components, a Natural Heritage component and an Open Space component.

#### Urban Core Designation

A significant portion of the subject development site is situated on lands designated as Urban Core. Under Section 7.3.2 of the NOESP, the Urban Core designations reflect the most urban part of the North Oakville East Plan Area. These areas provide for the densest development and the highest order activities including a full range of residential, retail and service commercial, entertainment, cultural, business and institutional uses. Mixed use development is encouraged. Ultimately it is intended that Urban Core lands will become true mixed use urban areas. The primary focus of this development is along Trafalgar Road, with the north side of Dundas St. and the intersection of Neyagawa Boulevard and Burnhamthorpe Road having an important, but more secondary role.

#### Population/Housing Targets

Section 7.3.6.1 in the North Oakville East Secondary Plan provides directives for population growth within the secondary plan area. It states: The North Oakville East Planning Area capacity or ultimate population target is a population of between 45,000 and 55,000 at an overall density that equals or exceeds the requirements of the Halton Urban Structure Plan of 30 units per hectare on a net basis as defined in Section 7.10.13 of this Secondary Plan. The achievement of these targets on a yearly basis shall not be required, however, the Town will review the achievement of the targets every five years and will monitor on an annual basis. Further, the total population target which will be achieved in North Oakville will reflect the population target for North Oakville East in combination with the population target for North Oakville West established in the North Oakville West Secondary Plan. The total of these two targets will fulfil the population target of Official Plan Amendment No. 198.

Section 7.3.6.2 further outlines the housing unit mix targets for North Oakville East. These targets may not be achieved by 2021, but the Town will review progress every five years and monitor annually. The population target and employment target will not be reduced during these reviews. The Monitoring Program and Monitoring Report requirements are specified in Sections 7.9.5.2 and 7.9.5.3 of the Plan.

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

## Sustainable Development Strategy

Section 7.4.1 and Section 7.4.2 touches on the purpose and development form encouraged within the NOESP area. In summary, the Town of Oakville is committed to sustainable development in North Oakville East. The Sustainable Development Strategy focuses on preserving and enhancing air, water, ecological features, energy, resources, and heritage resources. The Secondary Plan maximizes sustainable development through mixed-use development, a modified road system for better transit, and a Natural Heritage and Open Space System. The Town actively encourages sustainable development, including its own facilities, and collaborates with other public agencies to promote these principles. Sustainable development aims to reduce resource consumption, minimize waste, create livable environments, and decrease greenhouse gas emissions.

Section 7.4.3 describes the Town recognizes that air quality in North Oakville East will be significantly influenced by air pollutant emissions from outside the area. However, the Town will work to improve air quality and energy efficiency in North Oakville East:

- a) by directing through the Secondary Plan policies, and their implementation, through the evaluation of development applications, and through the initiation of municipal programs and works, consideration of the following land use and transportation strategies to minimize the amount of vehicular travel and emissions:
  - iii. encourage increased density near transit stops/stations and along transit routes commensurate with the type and frequency of transit service planned for that area and/or corridor;
  - iv. provide pedestrian and bicycle facilities.

Section 7.4.4 Application Review provides direction for the Town's review process.

- a) Development which incorporates initiatives to reflect the principle of sustainable development, including three or more matters set out in Section 7.4.4 b)i) and b)ii) or other initiatives, may proceed as soon as servicing can be made available, regardless of the development phase in which it is located, subject to approval by the Town and the Region of Halton.
- b) Such development must comply with the other policies of this Plan and shall also:
  - i. implement efficient and effective methods of providing energy through
    - 1. the incorporation of alternative energy systems including the use of renewable energy resources and/or district energy facilities; and/or,
    - 2. minimizing energy needs and flat-lining the energy profile of the design of the neighbourhood or development.



- ii. increase energy efficiency and minimize environmental impacts in building design through approaches including or similar to some or all of the following:
  1. utilizing the standard for residential construction at a minimum of R-2000 and for commercial buildings, similar commercial construction standards such as LEED or other published standards;
  2. incorporating opportunities for efficiencies through orientation and the use of passive solar energy and landscaping options;
  3. incorporating the potential for future alternative uses and life stages in building design;
  4. maximizing opportunities for waste reduction, reuse and recycling in the construction process, building design and community design;
  5. maximizing opportunities for stormwater and grey water reuse including the use of permeable materials for the surfaces of parking lots and internal driveways/roads;
  6. maximizing opportunities for application of stormwater management at the site level;
  7. incorporating water conservation measures in all buildings and landscaping; and,
  8. incorporating measures to reduce the “urban heat island effect” including installation of reflective (or high albedo) roofs, installation of green roofs, increasing the reflective nature of pavement and planting of shade trees.

### Community Design Strategy

Section 7.5 of the NOESP provides the policies related to the general design policies for the North Oakville East, including the Trafalgar Road Urban Core Area.

Section 7.5.2 a) The North Oakville East Master Plan in Appendix 7.3 to the Official Plan is intended to illustrate graphically the design of the North Oakville East Planning Area and how the policies and Figures of the North Oakville East Secondary Plan are to be implemented.

Section 7.5.2 b) Prior to the commencement of the development of any:

- ii) sub-area within the Trafalgar Urban Core Area identified on Figure NOE1, except that lands in any sub-area on one side of Trafalgar Road may proceed independently of the lands in that sub-area on the other side of Trafalgar Road;

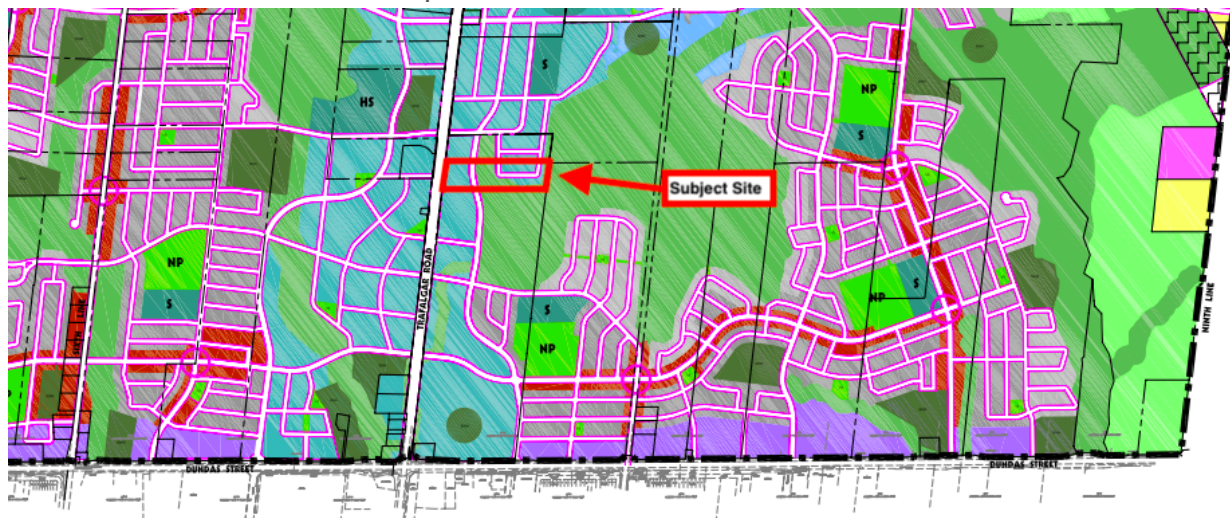
The Town shall determine, after consultation with all affected landowners in the specific area, whether proposed plans of subdivision or other development plans for the

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

Section 7.5.3 specifies that Urban Design and Open Space Guidelines, which will include guidelines with respect to matters set out in Section 7.5 as well as heritage resources, will be prepared by the Town as part of the North Oakville East Implementation Strategy prior to the approval of any development applications. All development applications will be evaluated by the Town to ensure that they are consistent with the Urban Design and Open Space Guidelines.

Relevant General Design Directions in the NOESP in Section 7.5.4 include:

- a) All development, particularly in the Urban Core Areas, Neighbourhood Centre and General Urban Areas, shall be designed to be compact, pedestrian and transit friendly in form. Mixed use development will be encouraged.
- g) Building densities and land uses designed to support the use of transit and the level of transit service proposed for specific areas shall be located within walking distances of transit stops and lines.



LEGEND			
	SECONDARY PLAN AREA BOUNDARY		INSTITUTIONAL AREA
	OAKVILLE / MILTON MUNICIPAL BOUNDARY		STORMWATER MANAGEMENT FACILITY (final location tbd)
	TRANSITWAY		CP COMMUNITY PARK AREA
	DUNDAS STREET URBAN CORE AREA		NP NEIGHBOURHOOD PARK AREA
	NEYAGAWA BLVD. URBAN CORE AREA		VILLAGE SQUARE/URBAN SQUARE
	TRAFALGAR ROAD URBAN CORE AREA		S ELEMENTARY SCHOOL SITE
	TRANSITIONAL AREA		HS SECONDARY SCHOOL SITE
	EMPLOYMENT AREA		JOSHUA CREEK FLOODPLAIN AREA
	NATURAL HERITAGE SYSTEM AREA		UTILITY CORRIDOR
			NEIGHBOURHOOD ACTIVITY NODE
			CEMETERY AREA
			NEIGHBOURHOOD CENTRE AREA
			GENERAL URBAN AREA
			SUB URBAN AREA
			HIGH DENSITY RESIDENTIAL AREA
			POLICY REFERENCE - SEE POLICY SECTION 7.4.7.2

North Oakville Master Plan, Appendix 7.3 of NOESP

Section 7.5.6 a) adds: Buildings, structures and landscaping shall be designed to provide visual interest to pedestrians, as well as a “sense of enclosure” to the street.

Generally, heights of buildings shall also be related to road widths to create a more comfortable pedestrian environment, so that the wider the road width, the higher the building height.

Section 7.5.6 e) Higher-density housing shall be located close to Arterial Roads, Avenues, Connectors and transit stops, within Neighbourhood Centres and the Urban Core Areas.

Section 7.5.9 a) describes the need for the creation of a human scaled environment within new development, while Section 7.5.9 b) stresses the importance of the enhancement of pedestrian comfort. Last Section 7.5.9 d) touches on landscape design that promotes the use of native species and enhancement of ecological stability and integrity.

#### Trafalgar Urban Core Area (Policy 7.5.14)

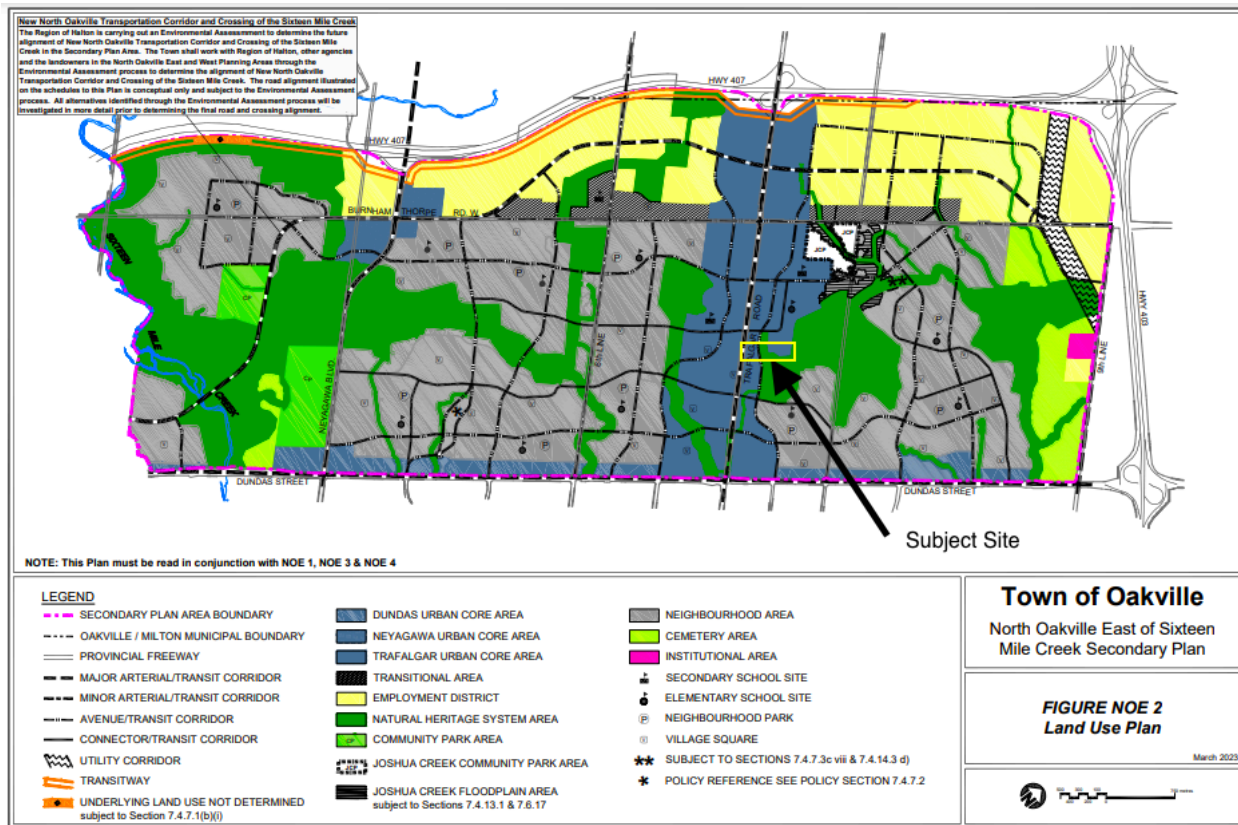
The Trafalgar Urban Core Area as designated on Figures NOE1 and NOE2 is intended as the focal point for development in North Oakville East. The Trafalgar Urban Core Area is of particular significance because of the magnitude and mix of uses which it is planned to accommodate and the important roles it is designed to play as a service, employment, residential and community activity focus. It will ultimately be a pedestrian oriented mixed use area with a full range of uses at the highest densities in the Planning Area. Trafalgar Road was an important historical route and continues to serve as a significant entrance to Oakville. It provides a major physical link from a transportation perspective and the Core Area development should ensure a strong relationship to the Uptown Core, as well as the Midtown Core and Downtown areas. Key design elements of this area include:

- a) Mixed use development shall be permitted and strongly encouraged throughout the Core Area;
- b) Trafalgar Road shall have a strong street-related built edge, wide sidewalks, enhanced tree plantings and other design features to reflect its significance as the community “main street”;
- c) The development in the area of the Trafalgar/Dundas and the Trafalgar/Burnhamthorpe intersections is envisioned as mixed use nodes with a commercial focus that serve to anchor the Trafalgar Urban Core Area; and in the case of the Trafalgar/Dundas intersection ensures a strong relationship with the Uptown Core to the south;

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

e) Urban squares will be established at key focal points within the Trafalgar Urban Core Area. Urban squares will generally consist of passive open space areas.

f) Retail and service commercial development will be encouraged in a “main street” format where retail and service commercial uses are oriented to the street creating a pleasant pedestrian shopping environment. These retail and commercial uses may be in stand alone stores or in the ground floors of mixed use buildings. Although the entirety of Trafalgar Road shall have a strong street related built edge, it is anticipated that the areas of retail and service commercial development will be clustered into a few areas. Additional commercial areas may occur throughout the Trafalgar Urban Core Area.





## Land Use Strategy

Section 7.6 provides guidance for the North Oakview East area. The land use designations on Figure NOE2 establish the general pattern of development for the existing and future use of the North Oakville East Planning Area during the planning period.

The Development site has two applicable designations; Trafalgar Urban Core Area and Natural Heritage System Area.

### Natural Heritage System Area

Section 7.6.3.a) states: The Natural Heritage System Area designation on Figure NOE2 reflects the Natural Heritage component of the Natural Heritage and Open Space System. The primary purpose of the Natural Heritage component of the System is to protect, preserve and, where appropriate, enhance the natural environment. The focus of the Natural Heritage component is on the protection of the key ecological features and functions of North Oakville. It will also contribute to the enhancement of air and water resources, and provide for limited, passive recreational needs.

#### b) Permitted Uses, Buildings and Structures

The uses, buildings and structures permitted in the Natural Heritage System Area shall be in accordance with the policies of Section 7.4.7.3.

#### c) Land Use Policies

The policies for the lands in the Natural Heritage System Area designation shall be in accordance with the policies of Section 7.4.7.

### 7.4.7.3 Permitted Uses, Buildings and Structures

a) The only permitted uses in the Natural Heritage System Area designation shall be legally existing uses, buildings and structures, and fish, wildlife and conservation management. Development or land disturbances shall generally be prohibited.

b) The only exceptions to the provisions of Section 7.4.7.3 a) shall be the uses in Subsection c), subject to the satisfaction of the Town, in consultation with the Region of Halton and Conservation Halton, provided that, prior to approving the location/construction of such uses a study shall be undertaken, except where an Environmental Assessment is required:

- i) identifying potential negative impacts on the functions and features of the applicable designation during the construction and post-construction phases; and,
- ii) demonstrating that alternative methods and measures for minimizing impacts have been considered and appropriate methods and measures will be applied.

c) The potential permitted uses include:

i) Development or land disturbance in accordance with the directions of the North Oakville Creeks Subwatershed Study and any related Environmental Implementation Report, and Federal, Provincial and Conservation Authority regulations:

- for required flood and stream bank erosion control;
- for fish, wildlife and conservation management;
- to accommodate a stormwater outfall; or
- in Medium Constraint Stream Corridor Areas, to relocate or deepen channels in accordance with Section 7.4.7.1 d); provided that any required reconstruction of a watercourse is completed in a way that utilizes bio-engineering principles and practices, and maintains, and where possible, improves the form, characteristics and functions of the watercourse.

ii) Roads and related utilities which shall:

- use non-standard cross sections designed to minimize any impacts on the natural environment;
- only be permitted to cross the designation in the general area of the road designations shown on Figures NOE2 and NOE4 or as defined through an Environmental Assessment; and,
- be designed to minimize grading in accordance with the directions established in the North Oakville Creeks Subwatershed Study. Provided that such corridors shall:
  - be required as transit routes or utility corridors;
  - be located outside natural features to the maximum extent possible, and where the applicable designation is narrowest and along the edges of applicable designations, wherever possible;
  - provide for the safe movement of species in accordance with the directions established in the North Oakville Creeks Subwatershed Study in the design and construction of any road or utility;
  - be kept to the minimum width possible; and,
  - be designed to keep any related structures or parts of structures outside the High Constraint Stream Corridor Area designated on Figure NOE3 to the maximum extent possible or as defined through an Environmental Assessment.

iv) Trails, interpretative displays or signage or other similar passive recreation uses consistent with the purpose of the applicable designation and provided that:

- for lands in the Linkage Preserve Area designation on Figure NOE3, such uses shall generally be located in the Linkage Preserve Area, but adjacent to the boundary of the linkage;
- trails shall be permitted within the setback from the edge of the Sixteen Mile Creek Valley, and may be permitted within the Valley subject to the review of their impact on any environmentally sensitive features;
- trails in stream corridors other than the Sixteen Mile Creek shall be permitted adjacent to the valley in the buffer; and,
- trails in the Natural Heritage System Area designation be designed and located to minimize any impact on the natural environment.

### Trafalgar Urban Core Area

The criteria for development within the Trafalgar Urban Core Area, established in Section 7.6.4, includes the following: The Trafalgar Urban Core Area designation on Figure NOE2 is designed to ultimately provide for the creation of a major Node - a dense, mixed use development concentration that is pedestrian and transit oriented. This area will link to and complement the Uptown Core to the south of Dundas Street.

Section 7.6.4.2 describes the permitted uses, buildings and structures, including:

- i) The permitted uses shall be the full range of employment, commercial, including retail commercial, accommodation, institutional, cultural, health and medical, and entertainment uses, medium and high density residential uses, and related public uses such as urban squares and parking.
- ii) Permitted uses shall be primarily located in medium and high density residential, office and institutional buildings. Both mixed use and single use buildings shall be permitted and this may include single use retail and service commercial buildings, including supermarkets and department stores particularly in Trafalgar Urban Core Area 2. In addition, industrial buildings with an office component shall be permitted in Urban Core Area 1 as designated on Figure NOE1.
- iii) Institutional uses are considered key components of the development of the Trafalgar Urban Core Area, particularly major regional uses. They will be encouraged to locate throughout the Urban Core Area, particularly on sites fronting on Trafalgar Road.
- iv) The total retail commercial development in this designation shall not exceed a maximum of 93,000 square metres of gross leaseable floor area. The retail commercial development shall be focused primarily in the Trafalgar Urban Core Areas 2 and 4 as designated on Figure NOE1, with a minimum of 55,000 square metres of gross leaseable floor area located in Urban Core Area 2. Additional retail commercial development may be permitted in excess of 93,000 square metres of gross leaseable floor area without amendment to this Plan, if such additional development is justified by a market study acceptable to the Town.

- v) Drive through uses such as restaurants and financial institutions will be prohibited in the Trafalgar Urban Core Area either singly or in conjunction with otherwise permitted uses.
- vi) Service stations, which would include gas bars and other similar vehicle service uses, will not be permitted at the intersection of Trafalgar Road and Major Arterial or Avenue/Transit Corridors. They will be permitted at the intersection of Trafalgar Road and local roads or Connector/Transit Corridors, but the location of such uses will be limited so that only one will be permitted at any intersection.

Section 7.6.4.3 Core Areas – Figure NOE 1 The Core Area shall be composed of four different development areas as designated on Figure NOE1. Each sub-area will have a different development focus, however all uses will be oriented to and designed to define the street. The subject site is located within Cora Area 3.

#### Land Use Policies for Core Area 3

Urban Core Area 3 will include primarily residential buildings, as well as office development and institutional uses such as secondary schools, and places of worship. The general configuration of these uses will be:

a) High Density Residential uses will be encouraged to locate along Trafalgar Road and the Avenue/Transit Corridor roads;

b) Medium Density Residential development will be permitted throughout this area and will be encouraged to locate west of the west north/south Avenue/Transit Corridor and east of the east north/south Avenue/Transit Corridor. It will also be permitted in locations which complement adjacent high density residential uses. Consideration may also be given to the development of some low density residential uses west of the west north/south Avenue/Transit Corridor and east of the east north/south Avenue/Transit Corridors.

c) Mixed Use development including office, commercial and residential uses will be permitted throughout this area and will be encouraged on Trafalgar Road, as well as on Connector/Transit Corridor and Avenue/Transit Corridor roads. d) Institutional uses will be encouraged to locate in this area particularly on sites fronting on Trafalgar Road.

#### Land Use Policies for All Core Areas 1-4

a) Urban Core Areas 1-4 will be visually connected by establishing a coherent streetscape along Trafalgar Road through a number of design features and mechanisms identified in the applicable urban design guidelines, including provisions for landscaping, signage, street furniture and other features in the public right of way, and guidelines for the siting and massing of adjacent buildings. These areas will also be physically connected by road, transit, pedestrian and bicycle linkages. In addition, urban squares will be established through the Core Area at key focal points.



b) The highest development densities will be focused along Trafalgar Road, with building heights and densities generally scaling down east and west of Trafalgar Road. Development at the edge of the Urban Core will be designed as a transition to abutting residential neighbourhoods. A mix of uses shall be permitted in the Trafalgar Urban Core Area at the following heights and densities, with development being encouraged to exceed the minimum density to better support transit use wherever possible:

c) Minimum Density

- i) A minimum planned density for the Trafalgar Urban Core shall be established through the Regional Municipal Comprehensive Review, in conformity with the Growth Plan;
- ii) Until that time, development applications in this Area shall ensure that they meet transit supportive densities as established in Provincial guidelines.

d) Building Heights

- i) Development within 100m from the Trafalgar Road right-of-way shall be a minimum height of 8 storeys, excluding podium elements which may be lower.
- ii) Development between 100m and 300m from the Trafalgar Road right-of-way shall be a minimum height of 6 storeys, excluding podium elements which may be lower and as provided for in policy 7.6.4.8.e).
- iii) Development beyond 300m from the Trafalgar Road right-of-way shall be a minimum height of 3 storeys.
- iv) A commercial or industrial building permitted as part of a comprehensive development, including implementing zoning, shall be a minimum height of 5 metres.
- v) Notwithstanding Section 7.6.4.8.d.iii) a minimum height of 2 storeys maybe permitted along the western and eastern boundaries which directly abut residential neighbourhoods, as identified in Figure NOE1.
- vi) Notwithstanding the above, school sites as identified on Figure NOE2, may be a minimum height of 2 storeys.
- vii) A maximum height of 15 storeys shall be permitted, with the exception of lands at the intersection of Major Arterial/Transit Corridors and Avenue/Transit Corridors with Trafalgar Road or Dundas Street where the maximum height shall be 20 storeys.
- viii) In accordance with Section 7.6.2.2.a.v), increases of up to 4 storeys beyond the maximum permitted building height, exclusive of bonusing, may be considered where adjacent to stormwater management ponds.
- ix) Increases beyond the maximum permitted building height may be considered through bonusing, subject to Section 7.10.2.

e) Medium and High Density Residential Development

Notwithstanding Section 7.6.4.8.d)ii), stand-alone townhouses with a minimum height of 3 storeys may be permitted in the area between 100m to 300m of the Trafalgar Road right-of-way, provided that:

- i) they are part of a comprehensive development, including implementing zoning;
- ii) they do not exceed 15 percent of the total number of units within the total area of the comprehensive development plan between 100m and 300m of the Trafalgar Road right-of-way;
- iii) the achievement of a complete community is supported;
- iv) a diverse mix of land uses is provided; and,
- v) a diverse range and mix of housing options is provided.

f) The zoning by-law shall establish minimum and maximum setbacks, densities and other standards to ensure that development achieves the minimum standards required as a basis for the creation of this Core Area.

g) In particular, on-street parking will be permitted and may be utilized to meet parking standards for commercial and other non-residential development, and in such circumstances live/work buildings may require no additional parking for the “work” component.

h) The Zoning By-law shall also establish the maximum amount of Trafalgar Road frontage for each lot which may be used for surface parking. This provision shall provide differing standards for various land uses with the most restrictive standard required for mixed use and ‘main street’ type development.

The Town will encourage the development of parking structures or underground parking, including the consideration of additional density through the zoning bylaw for sites where at least 40 percent of the required parking is provided in decked structures or underground.

j) The Town will take a leadership role in encouraging the high density and mixed use development which will form significant components of the ultimate development of the Trafalgar Urban Core Area. The Town, through the Implementation Strategy, will establish the mechanisms to achieve the early development of high density and mixed use development. In particular, the Town will investigate a range of mechanisms to encourage the early development of high density and mixed use development including bonus zoning, parkland dedication approaches, provision of municipal parking facilities, and tax and development charge structure modifications.

Section 7.10.2 stated the implementing Zoning By-law Policies, which includes: This Secondary Plan will be implemented by appropriate amendments to the Town’s zoning by-law in accordance with the policies of this Secondary Plan and Part F, Section 1.3 of the Official Plan, in conjunction with draft plans of subdivision or other specific development applications. With respect to the bonus provisions of Section 1.3 b), in

addition to the matters listed, bonusing for development in the Trafalgar Urban Core may be considered for the provision of urban squares where the provision of such facilities would exceed the 5% parkland dedication requirements, municipal parking structures, underground parking, structured parking, and enhanced streetscape facilities. However, the maximum height of any building in Trafalgar Urban Core Area, including any bonus for height, shall be 30 storeys.

### Community Services Strategy

The plan states that the transportation system in Oakville is a key element in shaping the form and character of growth in the Town. It is influenced by and influences land use. The subject site is located on Trafalgar Road and is a Major Arterial as shown on Figure NOE-4 - Transportation Plan in the North Oakville East Secondary Plan, with a planned maximum Right-of-Way width of 50 metres as identified in NOESP Table 2 – Transportation Facilities. William Colton Boulevard is a designated Avenue / Transit Corridor with a Right-of-Way width of 22 to 24 metres. Further, Section 7.7.2.5 c) states that the Town will require as a condition of approval of any new development or redevelopment that sufficient lands be conveyed to the Town or the Region, as applicable, to provide the road right-of-way width established in Table 2.

In regard to parking, Section 7.7.2.7 a) reads, the Town shall require as a condition of development or redevelopment that adequate parking and loading facilities be provided in commercial, employment, institutional and multi-unit residential developments, including parking for bicycles. Such parking may include on-street parking or the use of municipal parking facilities.

Section 7.7.3.1 a) states that, all new urban development in the North Oakville East Planning Area shall be connected to the municipal wastewater and water systems, with the exception, on an interim basis, of expansions to existing uses and limited new uses approved by the Town and Region through amendments to the Zoning By-law, which shall only be in accordance with Town and Regional policies.

### Development Review

Section 7.8.1 provides that all development applications in the North Oakville East Planning Area shall be subject to review in accordance with the policies of this section and the other applicable policies of this Secondary Plan. In addition, the Town may require development to be subject to the site plan control provisions of the Planning Act as set out in Section 7.10.6.

Section 7.8.2 states that the policies of this section establish the background information requirements and the criteria which must be satisfied for approval of applications for official plan amendments, zoning by-law amendments, plans of

subdivision, plans of condominium, variances and consents and site plans with the exception that:

- a) where the magnitude of an application for an official plan amendment application warrants it, the Town may establish specific additional requirements;
- b) where an application is for a technical or minor change, including applications for variances or consents, the Town may modify or eliminate a requirement or requirements; and,
- c) where certain information is not applicable to the application, the Town may modify or eliminate a requirement or requirements.

Section 7.8.3 outlines the information and studies which shall be submitted as a basis for the evaluation of development applications for new urban development and area design plans where required by Section 7.5.2:

- a) Environmental Implementation Reports (EIR)
  - i. An Environmental Implementation Report shall be prepared for each subcatchment area, in accordance with the directions established in the North Oakville Creeks Subwatershed Study Implementation Report for each subcatchment area identified in Appendix 7.2;
  - ii. The Environmental Implementation Report must demonstrate how the submissions address the overall North Oakville Creeks Subwatershed Management Report.
  - iii. The Environmental Implementation Report shall be prepared in accordance with Terms of Reference approved by the Town, the Region and the applicant(s), in consultation with Conservation Halton, by a consultant acceptable to the Town and the applicant(s) and retained by and at the cost of the applicant(s). The Study shall be prepared to the satisfaction of the Town, the Region, Conservation Halton, and other agencies. The Environmental Implementation Report, in concert with the North Oakville Creeks Subwatershed Study fulfils the EIA requirements of the Region of Halton Official Plan.
  - iv. All subsequent applications, within a subcatchment area shall conform with the initial EIR prepared for that subcatchment area or a revised EIR shall be prepared in accordance with the provisions of this section.
- b) Functional Servicing Studies: A Functional Servicing Study (FSS) shall be prepared for each plan of subdivision, or other major development application. The FSS will include a preferred servicing plan based on an analysis of servicing requirements, in accordance with any approved Class Environmental



Assessment Studies, Halton Transportation Master Plan and the Master Servicing Plan for the North Oakville East Planning Area and including:

- i. servicing design requirements;
  - ii. preliminary sizing of water and wastewater infrastructure;
  - iii. layout for roads and other transportation systems including transit and trails; and,
  - iv. preliminary sizing and location of stormwater management facilities and integration with environmental features and development areas.
- c) Transportation Studies: A transportation study is required where an FSS is not required, but concerns with transportation are identified by the Town or Region, a transportation study may be required. The Transportation Study shall be prepared in accordance with terms of reference approved by the Town and the applicant(s), or where appropriate approved by the Region, by a consultant approved by the Town and the applicant, at the cost of the applicant. The Study shall be prepared to the satisfaction of the Town, and the Region where applicable.
- d) Noise Studies: Proponents of new residential or residential mixed use development within the following noise sensitive areas may be required to engage an acoustical consultant to undertake an analysis of noise levels which may affect such development and to make recommendations, recognizing the direction proposed by the policies of the Secondary Plan and Provincial requirements, and subject to the approval of the Town and other appropriate agencies, as to the measures to be incorporated into the development to reduce the received noise level:

<u>Road Type</u>	<u>Noise Sensitive Area - Distance from Centre Line</u>
Provincial Freeway	300m
Major Arterial/Transit Corridor	50m
Minor Arterial/Transit Corridor	15m
Employment Area	300m

- e) Vibration Studies: Where new industrial development which is a potential major source of vibration, such as a metal forming industry including punch presses or drop forges, is proposed within 75 metres of existing or designated residential development, a vibration study shall be carried out to the satisfaction of the Town.
- f) Heritage Resources: Heritage resources shall be subject to the policies of Section 7.4.14 of this Secondary Plan.
- g) Archaeological Resources: Archaeological Resources shall be subject to the policies of Section 7.4.15 of this Secondary Plan.

- h) Soil Contamination: The policies of Part C, Section 10.2 of the Official Plan shall apply with respect to required studies and other action with respect to contaminated soils.

Section 7.8.4 covers the Development Evaluation Criteria:

- a) Design: The appropriateness of the design of the proposed development shall be evaluated in accordance with the policies of Section 7.5 of this Secondary Plan.
- b) Heritage Resources: Heritage resources shall be evaluated in accordance with the policies of Section 7.4.14 of this Plan.
- c) Archaeological Resources: Archaeological resources shall be evaluated in accordance with the policies of Section 7.4.15 of this Plan.
- d) Natural Heritage component of the Natural Heritage and Open Space System: Development shall only be permitted on lands in or adjacent to areas which form part of the Natural Heritage component of the Natural Heritage and Open Space System on Figures NOE1, 2, 3 and 4 in accordance with the policies of this Plan and the results of the Environmental Implementation Report.
- e) Water Management: The management of water resources shall be carried out in accordance with the policies of this Plan, the directions established in the North Oakville Creeks Subwatershed Study and the relevant environmental implementation report.
- f) Services: New development shall be serviced in accordance with the recommendations of the Town's and the Region's Master Servicing Study and the relevant Functional Servicing Study.
- g) Transportation facilities shall be provided in accordance with the Town's, and where appropriate the Halton Transportation Master Plan, any relevant Environmental Assessment and the relevant Functional Servicing Study and/or any required transportation study.
- h) Financial Impacts: Only development which can be accommodated within the financial capabilities of the Town and the Region will be permitted.
- i) Soil Capability: The policies of Part C, Section 10.2 of the Official Plan shall apply with respect to required studies and other action with respect to contaminated soils.
- j) Noise and Vibration Measures: Where the lands are adjacent to a major noise or vibration source, the Town shall be satisfied that appropriate measures to mitigate adverse impacts, having regard for any Ministry of Environment policies and guidelines, can and will be implemented.

## Growth Management Strategy

The Growth Management Strategy for new urban development is outlined in Section 7.9. It is designed to ensure that growth occurs in an orderly, well-planned manner.

Section 7.9.2 b) states that it is the intent of this Plan to ensure that rate of growth is controlled to ensure that:

- i. progression of development is contingent on the availability and efficient utilization of public infrastructure and services;
- ii. progression of development will follow a logical sequence generally south to north;
- iii. residential development shall proceed in a manner to ensure that adequate schools and health care facilities are provided in timely fashion; and,
- iv. development will proceed in a manner which will be supportive of the early provision of transit services.

Section 7.9.2 c) further states that Unphased Development: Development in Employment, Transitional and Urban Core Area designations, as well as development specifically based on the principle of sustainable development in conformity with Section 7.4.4 of this Plan, and the development of parkland, shall be permitted without reference to any phasing policies subject to the availability of suitable urban infrastructure such as water, wastewater collection and treatment facilities, fire and ambulance protection and transportation.

Section 7.9.3 discusses the fundamental policy of this Plan that the impacts on existing taxpayers of the cost of new development within the Secondary Plan shall be minimized. In order to ensure the implementation of this policy, development shall only be permitted to proceed when:

- a) The Town has adopted a Development Charges By-law enacted under the Development Charges Act, 1997 or any successor legislation identifying and imposing charges applicable to the lands in the Planning Area;
- b) The Town has adopted a Financial Impact Assessment of the Secondary Plan;
- c) Landowners within the Planning Area have entered into an agreement or agreements or have made other satisfactory arrangements with the Town for the provision of funds or the provision of services or both in accordance with the Financial Impact Assessment and this Secondary Plan; and,
- d) A financial and implementation plan has been approved by the Council of the Region of Halton prior to any development which may require updates to the Region's Development Charges By- laws.

Section 7.9.4 describes the Landowners Agreement (s): To ensure fair and orderly development of the Secondary Plan area, and equitable distribution of development costs among landowners, development within the area will only be allowed when a substantial number of landowners have reached a cost-sharing agreement. Individual developments will typically require the landowner's participation in the cost-sharing agreement.

Section 7.9.5 provides the directions for the monitoring of developments within the NOESP. It is summarized as follows: A monitoring program shall be established to oversee development in the Planning Area. This program, in consultation with the Region of Halton and Conservation Halton, will ensure that development aligns with the goals and objectives of the Plan. It will assess various factors such as population and employment growth, housing mix targets, functioning of stormwater management facilities, stream alterations, erosion control, wastewater treatment, and development application status. An annual report will be prepared for the Council, analyzing the monitoring results and recommending actions to address any issues. This report will be shared with the Region of Halton, Conservation Halton, and stakeholders.

### Implementation and Interpretation

Section 7.10.1 states the implementation and interpretation of this Secondary Plan shall generally be in accordance with the provisions of Part F of the Official Plan and the following policies. In addition, in implementing the Plan the Town will have regard to the Secondary Plan Implementation Strategy, which includes zoning provisions, urban design guidelines, and other implementation mechanisms such as site alteration by-laws. The Town will also have regard to studies and plans as listed in Section 7.10.1 a) to j) of the North Oakville East Secondary Plan.

Prior to approval of development in North Oakville East, the Town shall have undertaken and completed, in consultation with the landowners, within one year from approval of the Plan, the Secondary Plan Implementation Strategy which includes a range of implementation guidelines and approaches in particular:

- i. North Oakville Zoning By-law (general regulations and zone categories);
- ii. Urban Design and Open Space Guidelines as per Section 7.5.3;
- iii. Parks Facilities Distribution Plan as per Section 7.7.4.2;
- iv. North Oakville Transit Plan as per Section 7.7.2.2;
- v. Typical road and trail cross sections;
- vi. Trails plan as per Section 7.5.5.11; and,
- vii. North Oakville Creeks Subwatershed Study Implementation Report.

In regard to Zoning By-law, Section 7.10.2 dictates that this Secondary Plan will be implemented by appropriate amendments to the Town's zoning by-law in accordance with the policies of this Secondary Plan and Part F, Section 1.3 of the Official Plan, in conjunction with draft plans of subdivision or other specific development applications.

Section 7.10.4 states that only subdivision or condominium plans that adhere to the designated policies of the Plan, can be adequately supported by infrastructure, services, and community facilities, and do not have a negative impact on the financial standing of the Town or the Region of Halton will be approved for development.



Section 7.10.6 directs that All lands in the Planning Area shall be designated as a site plan control area. The provisions of the Planning Act with respect to site plan control may be used for all uses. The site plan control by-law shall establish circumstances where development is to be exempt including low density development and freehold townhouses which are subject to the subdivision approval process or site alteration permit process. Site plans will be reviewed in relation to the Urban Design and Open Space Guidelines which will be developed as part of the Secondary Plan Implementation Strategy.

For required studies, Section 7.10.9 provides that: Where this Plan requires the submission of technical studies by the applicant in support of a development application, the Town may, in special circumstances and acting reasonably, retain a peer review consultant at the expense of the applicant to review such studies, or where there is an issue of significance, at its discretion and after consultation with the applicant, require that such studies be carried out by a consultant retained by the Town at the cost of the applicant. Where the Town retains the consultant to carry out the study at the cost of the applicant, the applicant shall have input to the establishment of terms of reference, a specific cost limit and schedule for the completion of the study, which shall be established prior to the commencement of the study.

### North Oakville East Secondary Plan Analysis

The proposed development represents a form, scale, and approach to intensification that is contemplated by the policies of NOESP. The site is located within an important intensification area –Urban Core– within the NOESP. The site is designated as the Trafalgar Urban Core Area, and specifically within Core Area 3 of the NOESP. The site is located on the Trafalgar Road Busway Corridor and in close proximity to the Busway Corridor on Dundas Street under Schedule A1 of the Livable Oakville Official Plan.

The proposed development represents a compact urban form that transitions appropriately with neighbouring properties and within the existing and planned context, aligning with the policies of the North Oakville East Secondary Plan. It contributes to the availability of family-sized housing options within the local context and optimizes the utilization of infrastructure and services. Consideration has been given to the design, scale, and location of the proposed development to maintain the area's overall planned context and character and uphold the overall urban structure of the Town and the NOESP. These efforts align with the Secondary Plan's objectives of creating diverse and recognizable residential neighbourhoods and offering a range of residential densities and unit types throughout the planning area.

The proposed development aligns with the sustainable development goals of the North Oakville area, which prioritizes higher-density, pedestrian-friendly design, resource conservation, waste reduction, livability, and reduced greenhouse gas emissions. By

directing growth to this area, the proposal supports the creation of a sustainable community. It ensures the availability and easy access to a variety of housing options to accommodate the diverse needs of the residents. The compact form of development within the Urban Core area contributes to sustainability by minimizing the ecological footprint of the Town.

The development supports intensification as intended by the Growth Plan and Region of Halton Official Plan, complementing the intent of the Trafalgar Urban Core, Core Area 3, as well as the Regional Intensification Corridor. The site is located within the Trafalgar Urban Core, a Growth Area defined by the Region of Halton Official Plan, where growth is to occur and supports optimization and use of existing infrastructure and public services.

Regarding the urban design policies, a high standard of urban design and architectural quality is provided through the proposed development, which promotes a sustainable, dynamic and livable environment. The urban design section later in this report provides a further analysis of the urban design policies and guidelines of the Town of Oakville.

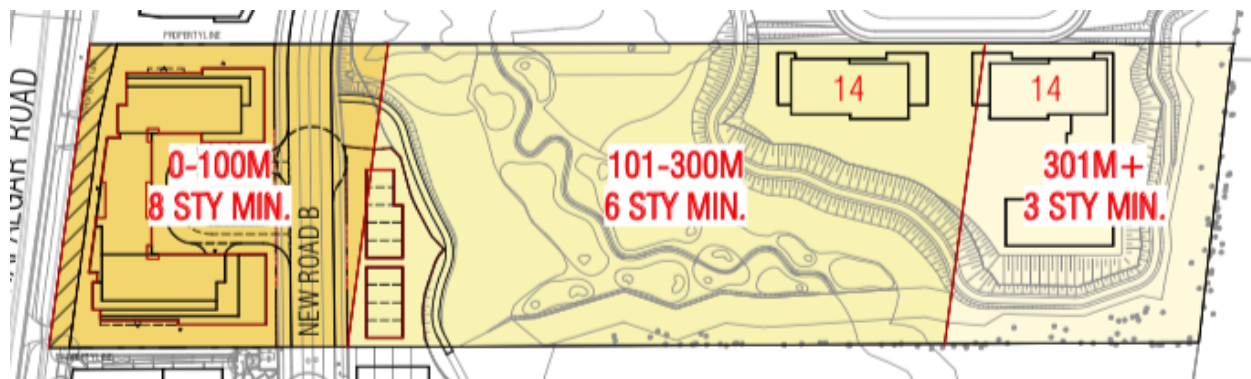
The proposed development provides for vehicle access to the western portion of the site via an extension of William Coltson Avenue, as well as a future looped local road on the eastern portion of the site, which provides for a safe and direct vehicle access route, maximizing landscaping opportunities of the site, and minimizing disruptions of the public sidewalk and pavement on the site. The looped road configuration is slightly modified from the secondary plan road layout, which reflects the applicable environmental constraints on the subject property and further balances the housing goals of the Town and the Secondary Plan while maintaining public access to the natural heritage features. Surface parking is also minimized on site as below-grade parking is proposed for the development. The service and loading areas are screened from the public realm and separated from the adjacent uses. Further, the proposed development is supported within the Growth Area to encourage transit use.

The development, which sits on the existing Trafalgar Urban Core area, is intended to be transit supportive, the proposed development will provide for an appropriate level of density that supports the existing and planned future transit service along the Trafalgar Road transit corridor for the Town and minimizes the need for motor vehicle trips. The transit corridor is located adjacent to the subject site, and the development provides a transit supportive built form with parking below grade. The proposed development on the subject site will support the reduction of energy consumption through an increase in active transportation of residents. Further, a landscape plan and canopy coverage plan are provided which exceed the Town's canopy coverage targets of 20%.

The proposed development is strategically positioned to accommodate growth that

fosters the development of complete communities. With a focus on pedestrian-oriented design, the development aligns with the vision of the NOESP, and further aligns with the intent of the NOESP’s policies to create a distinct and vibrant residential neighbourhood, offering a strong sense of place for the residents. The proposed development will cater to a wide range of needs by providing various residential unit types. By doing so, it aims to effectively respond to the evolving needs of the future population and contribute to the overall livability of the area.

The site is divided into two distinct existing land use designations. The eastern and western portions of the site are designated as Trafalgar Urban Core Area, while the central portion is designated as the Natural Heritage System Area in the North Oakville East Secondary Plan. The primary objective of the Secondary Plan within the Trafalgar Urban Core Area is to encourage high-density residential and mixed-uses. The Trafalgar Urban Core designation requires a minimum building height of 8 storeys within 100 metres of Trafalgar, Road, a minimum height of 6 storeys within a 100 metre to 300 metre range of Trafalgar Road, and a minimum height of 3 storeys for lands in excess of 300 metres of Trafalgar Road. Further, the maximum height within this land use designation is 30 storeys, as per the policies of Section 7.10.2 of the Plan.



Area Design Plan prepared by Graziani + Corazza Architects

In line with this vision, the development plans to establish a high density streetscape along Trafalgar Road. This will be achieved by incorporating various design features outlined in the applicable urban design guidelines as discussed in the later sections of this report. These guidelines encompass provisions for landscaping, signage, street furniture, and other features within the public right of way. They also include guidelines for the siting and massing of adjacent buildings, ensuring a cohesive streetscape.

The proposed building heights at 30 storeys adjacent to Trafalgar Road are appropriate in context with the adjacent existing and planned built forms along the Trafalgar Road frontage. Although bonusing provisions are no longer considered under the Planning Act, the proposed density and tower heights are provided on the site whereby underground parking, additional natural heritage limits, and enhanced streetscape

facilities are provided in the development, meeting the intent of the policies of the Official Plan.

The three storey townhomes located on the east side of William Coltson Avenue provide a continuation of the existing townhouse built form that exists to the south of the subject site, and albeit less than the Official Plan requirement of 6 storeys in this specific location, the proposed density allocation provided in the development plan is more appropriate given the existing built form context and specifically the abutting townhomes to the south.

The wetland natural heritage area system located at the centre of the site is intended to be reconstructed from its current state, and developed with a stream system, appropriate planting, trail systems, and naturalized as per the associated Environmental Report submitted in support of the development. It is noted that the extent of the natural heritage system area provided in the development is in excess of what was stipulated in the Secondary Plan, and thereby represents a lost opportunity for housing. As such, density on the site has been appropriately re-allocated where contextually appropriate to mitigate impacts on adjacent lands and uses.

The eastern portion of the site is developed with two 14-storey towers with frontage on a planned future local road. These heights are in excess of the minimum heights stipulated by the Official Plan, and are separated from any adjacent housing built forms by the adjacent natural heritage systems to the south and east. Further, the proposed towers are provided with appropriate separation distances from the lands to the north.

The design elements incorporated in the proposed building aligns with the prescribed criteria outlined in Section 7.2.3.4, which serves as a guiding framework for the Secondary Plan. These elements include integrating captivating natural views and vistas into the community design, establishing a well-connected street system that takes into account the existing land uses and natural heritage, fostering diverse building designs to promote a vibrant and safe pedestrian environment, prioritizing building forms that interact with the street while minimizing the visual impact of garages and service areas, and encouraging the development of mixed-use spaces along key corridors and neighbourhood centres.

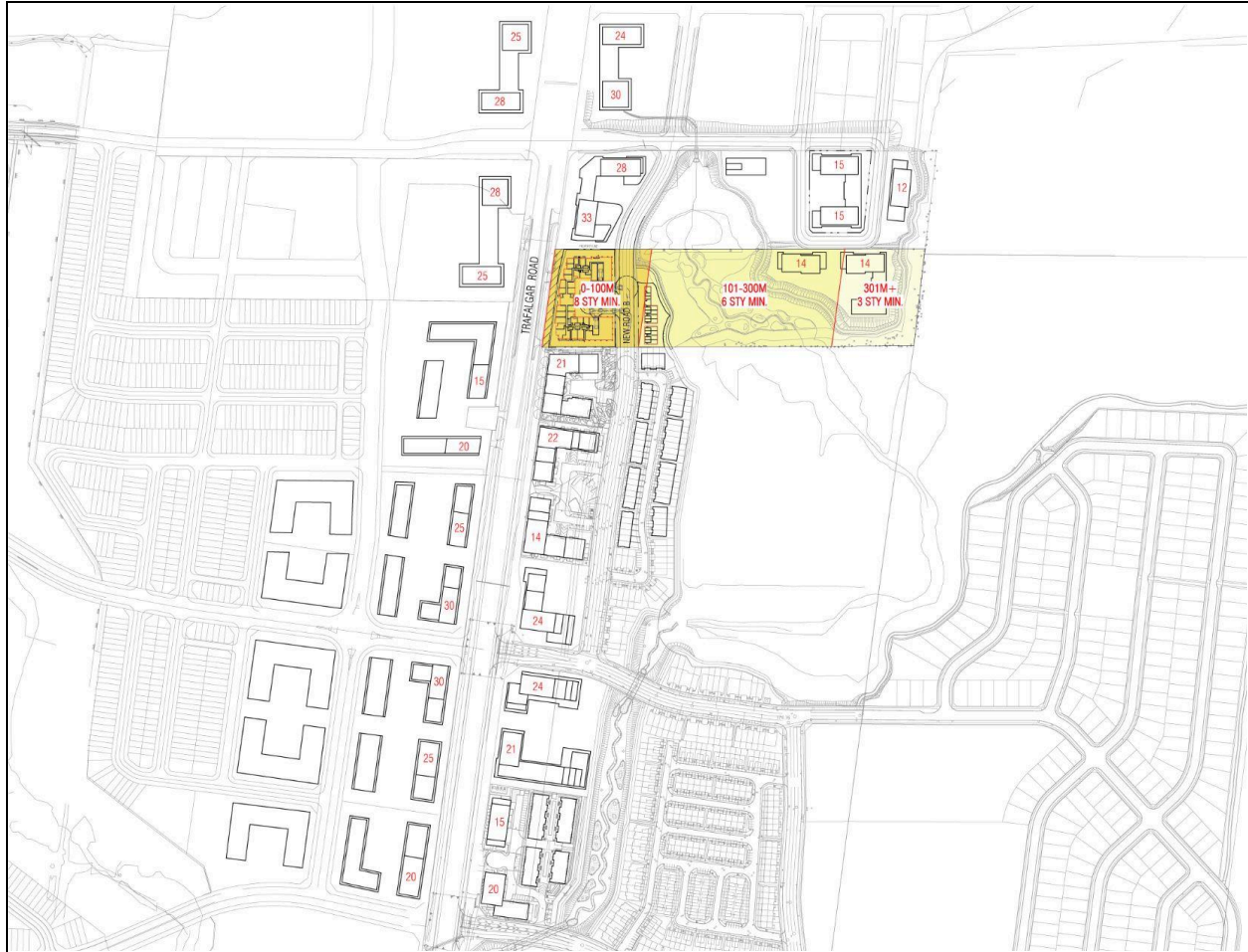
The proposed development of the site is situated east and west of the natural heritage system which bisects the subject site, and provides an ideal setting for future residents of the development. The proposed development features an animated streetscape along Trafalgar Road. Additionally, the positioning of the garage and service area at the rear of the building within the proposed courtyard minimizes impacts on the streetscape and adjacent land uses. These design considerations collectively enhance

the livability, connectivity, and aesthetic appeal of the proposed development while remaining in accordance with the envisioned goals of the NOESP.

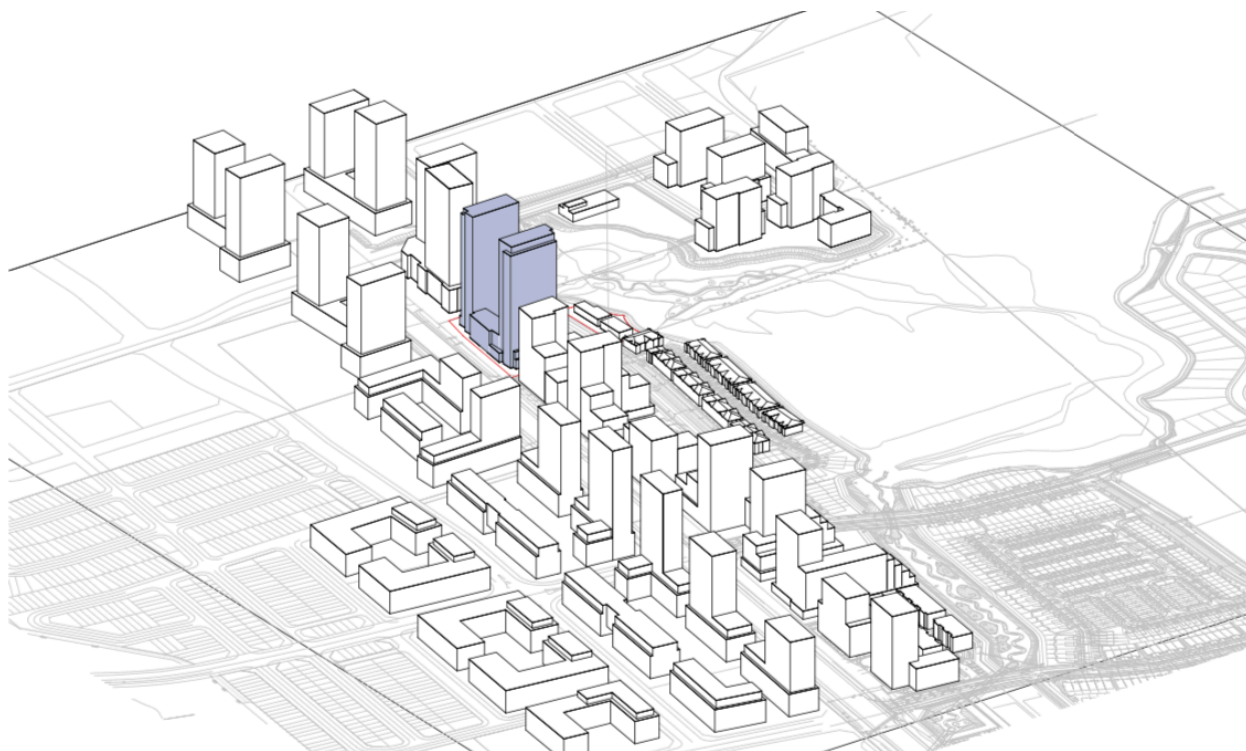
The proposed development also appropriately considers the adjacent land use context. The planned context of the Trafalgar Urban Core is maintained with a transition in height up to a 30 storey height limit, and the building also incorporates design elements such as façade step backs and a 6-storey podium. These design features aim to minimize any adverse impacts on adjacent properties and the public realm. Furthermore, the site benefits from natural heritage system which bisects the property, and further, a considerable setback of the eastern portion of development lands and the 14 storey towers to nearby residential uses.

The immediate context along Trafalgar Road includes a range of existing and planned mixed-use building heights and densities. The site is located within close proximity to several buildings with comparable heights; a series of taller buildings including 30 storey buildings are proposed to the southwest of the subject site, and the development abuts a 21 storey building immediately to the south. The proposed development is located within an area with a planned context of heights ranging from 15 storeys to buildings anticipated to be in excess of 30 storeys, similar to the proposed development. Further, care has been taken in the design of the proposed building to transition appropriately to surrounding low-rise areas to appropriately limit impacts. In our view the proposed height of the building and its relation to adjacent areas reflects that of the characteristics of the surrounding area.





Area Design Plan by Graziani + Corazza Architects



Potential Context Plan

A rooftop amenity area is located on portions of the roof of the building at the top of the podiums, which is setback from adjacent lands to mitigate overlook and privacy impacts. The building features both inset and projecting balconies, which provide for architectural articulation of the building.

The floorplates are compact for a midrise building, and the proposed development has been designed with careful consideration of the context in which it is proposed. The proposed development is designed with façade treatments and articulations to create transition to, and limit impacts on, adjacent properties.

The proposed variation in massing and distinct architecture of the proposed building is consistent with the objectives of Section 7.2.3.4 of the Secondary Plan, as the building provides variation in the building design, articulation, massing, balcony treatment, and building materiality. These design elements aim to enhance the overall urban fabric and to promote a vibrant, pedestrian-friendly community. A fulsome urban design analysis is included within this report.

This development project and its accompanying studies and reports comply with the approval requirements outlined in Section 7.8 of the North Oakville East Secondary Plan. Section 7.8.3 specifically defines the information and studies that must be submitted to evaluate applications for new urban development. In accordance with these requirements, the necessary studies have been conducted for this development,

including Transportation, Noise, Vibration, Heritage, Archaeological, and Soil Contamination. The details and findings of these studies can be found in Section 4 of the report.

Evaluation of the Proposed Development Evaluation Criteria Section 7.8.4 of the North Oakville East Secondary Plan

a) Design: The appropriateness of the design of the proposed development shall be evaluated in accordance with the policies of Section 7.5 of this Secondary Plan. The proposed development has been designed to be compatible with the adjacent neighbourhood surrounding the subject site. The built form adjacent to Trafalgar Road features a high-density mixed-use development that proposes a gradation in building heights from the south to the planned context to the north. The towers are provided with appropriate separation distances to adjacent land uses, properties, and other tall buildings. The townhomes are designed appropriately in context to their adjacent land uses, and the eastern portion of the site with two towers provide for increased density in a location which is buffered by natural heritage features. The proposed development provides for a façade treatment which breaks up the massing of the development. Additionally, the building designs and separation distances from adjacent buildings and planned context provides for appropriate scaling to the surrounding properties. The site is designed with the intent of the Trafalgar Urban Core policies, which seeks to increase density with a compact, pedestrian and transit friendly form.

b) Heritage Resources: Heritage resources shall be evaluated in accordance with the policies of Section 7.4.14 of this Plan. The proposed site does not contain any heritage buildings nor is it adjacent to any heritage resources.

c) Archaeological Resources: Archaeological resources shall be evaluated in accordance with the policies of Section 7.4.15 of this Plan. Technical Archaeological reports detailing the findings in the site location have been provided as part of the development application package.

<p>d) Natural Heritage component of the Natural Heritage and Open Space System: Development shall only be permitted on lands in or adjacent to areas which form part of the Natural Heritage component of the Natural Heritage and Open Space System on Figures NOE1, 2, 3 and 4 in accordance with the policies of this Plan and the results of the Environmental Implementation Report.</p>	<p>The proposed development is solely located on the lands designated for intensification, with the exception of the reconstructed natural heritage system lands. As outlined in the environmental report, the proposed development appropriately addressed the Natural Heritage policies of the Official Plan.</p>
<p>e) Water Management: The management of water resources shall be carried out in accordance with the policies of this Plan, the directions established in the North Oakville Creeks Subwatershed Study and the relevant environmental implementation report.</p>	<p>Technical Hydrogeological reports detailing the findings in the site location have been provided as part of the development application package.</p>
<p>f) Services: New development shall be serviced in accordance with the recommendations of the Town's and the Region's Master Servicing Study and the relevant Functional Servicing Study.</p>	<p>Allocation for the western portion of the development has been provided by the Region of Halton.</p>
<p>g) Transportation: Transportation facilities shall be provided in accordance with the Town's, and where appropriate the Halton Transportation Master Plan, any relevant Environmental Assessment and the relevant Functional Servicing Study and/or any required transportation study.</p>	<p>Technical reports outlining the adequacy of the services and transportation facilities in the area have been provided as part of the development application package.</p>
<p>h) Financial Impacts: Only development which can be accommodated within the financial capabilities of the Town and the Region will be permitted.</p>	<p>The proposed development will be appropriately considered through the allocation process by the Region and Town, and further the financial implications of the development will be provided through the development review process.</p>

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<p>i) <b>Soil Capability:</b> The policies of Part C, Section 10.2 of the Official Plan shall apply with respect to required studies and other action with respect to contaminated soils.</p>	<p>Technical reports outlining the adequacy of the services in the area have been provided as part of the development application package.</p>
<p>j) <b>Noise and Vibration Measures:</b> Where the lands are adjacent to a major noise or vibration source, the Town shall be satisfied that appropriate measures to mitigate adverse impacts, having regard for any Ministry of Environment policies and guidelines, can and will be implemented.</p>	<p>The proposed development will not negatively impact noise and vibration on adjacent areas, and a noise study has been provided as part of the subject application.</p>

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The proposed development is a compact and urban form of intensification that promotes accessibility through multiple transportation modes and efficient use of underutilized lands and local infrastructure. Phase 1 includes 816 bicycle parking spaces to support cycling infrastructure in the vicinity. The proposed Dundas Bus Rapid Transit will serve the significant population growth that is anticipated for the planned areas of the Trafalgar and Dundas Corridor, an area which is currently underdeveloped.

Regarding the composition of units, 19% of them have 2 or more bedrooms, catering to families and providing additional housing options in the surrounding area. Further, these units are predominantly in an apartment format, which is not commonly found in the immediate community. This composition follows the directive of the Secondary Plan to increase density, promote population growth, and offer diverse housing options for different stages of life. Diverse apartment units, like the ones proposed, are crucial in newer and younger communities as they enable younger generations to attain homeownership.

The proposal has been carefully designed, considering the character of the area and upholding the urban structure of the North Oakville Area, as outlined in the Secondary Plan. It aligns with the objectives of the plan by transitioning development appropriately within its surrounding context and contributing to a diverse range of housing options for the community.

The design of the proposed development adheres to the intent of the secondary plan in terms of form, scale, and transition in relation to its immediate surroundings. It supports the intended transitional density between primarily low-rise areas adjacent to the proposed townhouse block. In my opinion, the proposed development for the

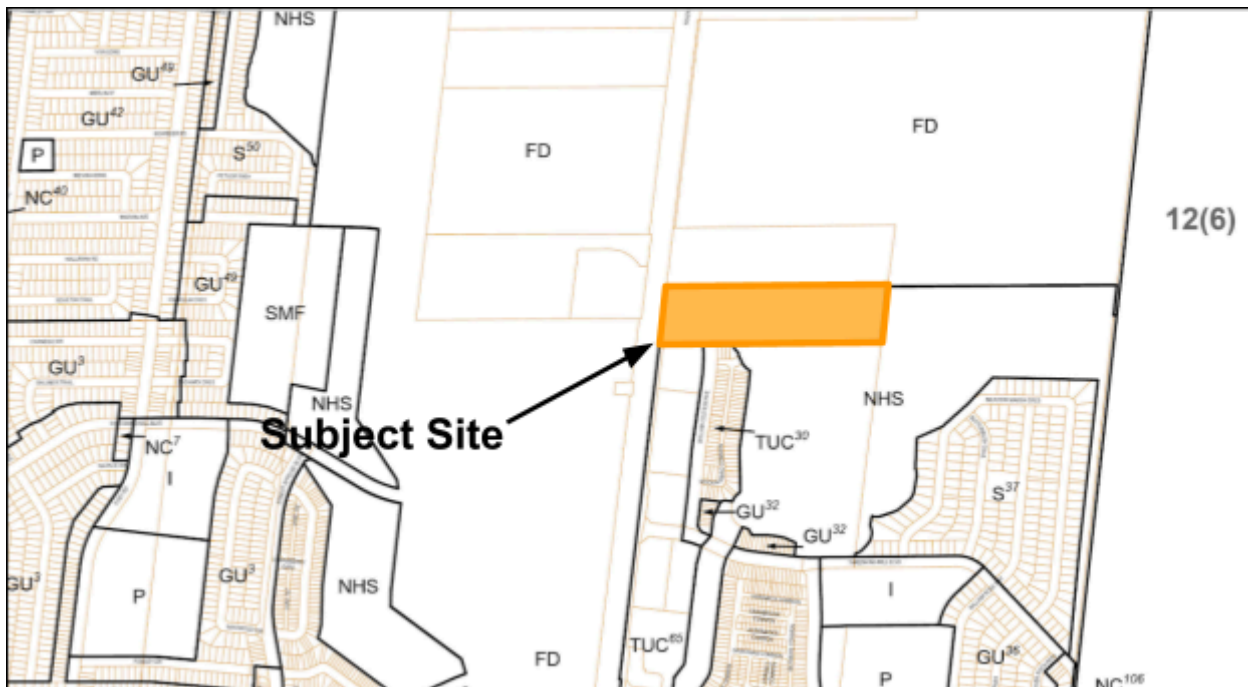


subject site is an appropriate transition for the physical context and conforms to the Growth Plan and ROP (Regional Official Plan), as well as the overall intent of the NOESP.

### 3.5 North Oakville Zoning By-law 2009-189

North Oakville Zoning By-law 2009-189 is the comprehensive zoning by-law applying to all properties north of Dundas Street and south of Highway 407. The Zoning By-law controls how land and buildings are used, the location of buildings on a lot, building heights, and other provisions necessary to ensure proper development. It was created as part of the planning process for North Oakville to implement the North Oakville Secondary Plans. Remaining lands in Oakville are covered by Zoning By-law 2009-189.

The subject site is zoned Future Development (FD) by the North Oakville Zoning By-law 2009-189, as illustrated on the excerpt to the right. The Future Development (FD) zone only allows uses that legally existed on the date of the parent by-law coming into effect. Any redevelopment of the subject property will require an amendment to the Zoning By-law.



North Oakville By-law 2009-189, Zoning Map 12(5)

## Zoning By-law Analysis

The policies in the North Oakville East Secondary Plan discussed above encourage significant intensification on the Subject Site, which is located in the Trafalgar Urban Core designation.

It is our opinion that the uses and scale of development permitted by the current zoning is inadequate in responding to the Town's policy direction and that new development and the applicable by-law standards need to appropriately consider the policy and built form context.

We are therefore recommending that the Zoning By-law 2009-189 be amended to permit the proposed development with applicable performance standards to secure the form and scale, required parking, among other matters.

# 4.0

## Urban Design Analysis

## 4.0 Urban Design Analysis

### 4.1 Urban Design Analysis

The following Urban Design Analysis outlines the rationale for various design elements of the proposed development. The following illustrates how the proposed development will fit within the context of the neighbourhood using relevant policies and guidelines from the North Oakville East Secondary Plan and the North Oakville Urban Design and Open Space Guidelines. The North Oakville Urban Design and Open Space Guidelines establish the physical design concepts that are intended to lead to the development of a high quality, sustainable and integrated residential community. The Design Guidelines are intended to be used in conjunction with other North Oakville plans, strategies, and studies.



Rendering of Proposed Development - Looking East, Trafalgar Road Frontage

### Alignment with the Vision for North Oakville

The North Oakville Urban Design and Open Space Guidelines are intended to implement the policies of the North Oakville Secondary Plans, and area-specific zoning, plans and policies. The proposed development is guided by a number of urban design principles outlined in Section 2 of the Guidelines, including: access to open space, walkability and mixed use spaces, housing variation, and sustainable development.



**Access to Open Space:** Consistent with Section 2.0.1 and 2.0.2, the proposed development creates a sustainable natural heritage/open space system and provides access and visibility to open spaces. The next development phase involves a large wetland restoration area located at the centre of the site and interconnected by a system of trails, serving as a central meeting place for residents. The wetland restoration area involves expansive tree cover, planting beds, a stormwater pond, and trails throughout. The naturalised area is at the heart of the development, and can be viewed throughout the subject site. Both development phases feature buildings in crescent-forms, maximising views of the natural areas from the residences.

**Walkability and Mixed-Use Spaces:** Section 2.0.4 intends for compact, walkable mixed-use development in North Oakville. The proposed development achieves this by creating internal streets that support efficient vehicular and pedestrian access, while contributing to a block system within the neighbourhood. The trails throughout the site provide access exclusive to pedestrian and active transportation modes. Furthermore, Oakvillage, an approved master-planned community located south of the subject site will bring substantial commercial spaces to the area, and the Green Ginger development west of the subject site is proposing approximately 2,500 square metres of at-grade retail/service commercial space, all of which are within a 10 minute walk of the subject site.



Rendering of Proposed Development - Looking West, William Colton Avenue Frontage



Housing Variation: In alignment with Section 2.0.5, the proposed development provides a variety of housing types, styles, densities and unit types with mid- and high-rise condominium units and low-rise townhouse units. The proposed development will respond to the varied needs of the future population allowing people to stay in the same neighbourhoods at all life-cycle stages.

Sustainable Development: In alignment with Section 2.0.7, the proposal exemplifies sustainable development through features such as mixed-use development and an internal road system that will connect with new developments on the east side of Trafalgar Road, providing a secondary north-south connection running parallel to Trafalgar Road. The proposed development proposal justifies transit improvements by providing the density to support the investment. The wetland restoration area proposed as part of Phase 2 provides opportunities for the areas north and south of the site to expand the trail system around the Natural Heritage System. The stormwater management pond and wetland restoration area also supports sustainable development objectives by providing a number of ecological, economic and social benefits. The developer has experience with geothermal heating/cooler and constructing solar-supported residential units. Geothermal heating is being considered for the project which will contribute to a lasting sustainable approach for the development.

### Open Space Design

Section 2.2 sets out to establish the street-based design standards for the different types of streets in North Oakville. Trafalgar Road is considered an Avenue and Connector/Transit Corridor and is subject to Section 2.2.2, which imposes a high level of design along Trafalgar Road. The proposed development introduces sidewalks along the segment of the site abutting Trafalgar Road and achieves a high level of design through the use of tree planting, paving, and lighting. William Coltson Avenue is considered a Local Street under Section 2.2.3, and while the policy does not hold Local Streets to the same high standards of design as Avenues/Transit Corridors, the proposed development nevertheless provides sidewalks, tree plantings, and lighting along William Coltson Avenue.



Rendering of Proposed Development - Looking Southeast, William Coltson Avenue Frontage

As recommended in Section 3.3.1 of the guidelines, the buildings have been organized to define the public realm by framing abutting streets, internal drive aisles, and amenity spaces. Consistent with the street-based design principles in Section 2.2.6, the proposed development maintains a continuous street wall along Trafalgar Road, orienting its primary building façade and entrance toward the public street, provides opportunities for patios and outdoor amenity within the proposed courtyard, and incorporates roof overhangs on the building façade to provide protection from inclement weather. Further, the larger blocks are being subdivided into smaller areas through the use of internal roadways, drive aisles, and interconnected walkways/landscaping.

The courtyard features are consistent with Section 3.3 of the guidelines, creating a sense of enclosure with its relationship to the proposed building, streetscape and natural heritage system. The courtyards will maximise user comfort and enjoyment through design, landscaping, and programming and will be designed as a barrier free environment for all users. And the C-shaped building layouts provide views of the open space network, allowing for passive surveillance and enhancing safety in accordance with Section 3.3.1.1.

In terms of connecting the proposed development with commercial uses, the design will complement the planned abutting land uses, accounting for a mixed-use and commercial interface. For example, William Coltson Avenue connects the proposed development to the Oakvillage development to the south and provides access to a

north/south spine road running through the emerging neighbourhood with street-related retail and mixed-use development.



Rendering of Proposed Development - Looking Southeast, Phases 1 & 2 Massing

The proposed development includes public realm improvements as recommended in Section 3.3.1.2, including providing a continuous, unobstructed, and barrier-free sidewalk in traditional materials. The proposed planting and furnishing zones are located between the curb edge and the building face along Trafalgar Road. In this area the proposed development includes new street trees with adequate soil volume. Planting beds are proposed along the north property line. The programming for the courtyard is yet to be determined, but will likely include a landscaped amenity area, adding energy and vitality to the space.





Rendering of Proposed Development - Looking Southeast

## Building & Site Design

Section 3.3 provides guidance on building articulation and detailing.

The proposed development uses a variety of building materials to articulate all facades to create a distinct and attractive building with a rhythm of masonry and opacities, which results in a composition of a grouping of smaller base building elements above which the geometrically complex glazed upper levels in alignment with Section 3.3.2.

The proposed development is clad in a range of high quality and durable materials including substantial areas of masonry and clear glazing, the specifics of which will be implemented at the site plan stage. Residential dwelling facades located at-grade feature large windows to promote a balance of visibility and privacy, in line with the recommended measures for window treatments. Window treatment and materials will be determined at the site plan stage and will promote the principles outlined in Section 3.3.2.

Canopies and recessions are provided at public building entrances, providing weather protection to pedestrians in alignment with Section 3.3.2. A variety of projections and recesses, change of architectural materials, window displays, and architectural materials are used on the building facades to create architectural interest. The frontage

of the townhouse units on the internal roadway allows for natural surveillance opportunities and strengthens the relationship between the low-rise buildings and the street. The location of the balconies and porches on the townhouses will be determined at the site plan stage, but will be designed to enhance the relationship between the building and the street, while also including views and passive surveillance opportunities of the trails and open spaces at the building rear.

Various balconies and terracing deliver private outdoor amenity space for each unit in the high-rise development. Balconies in the base building are framed within or between multiple masonry elements. A number of terraced private outdoor spaces are created on the roofs of the stepped components of the proposed building. These terraces are enclosed by extensions of the masonry facades below and/or glazed railings.

To create greater interest in the skyline, the tower elements feature horizontal articulation patterns, in contrast to the vertical fenestration on the podiums. The two tower podiums step down to the base building in two distinct ways, creating individuality through differing roof forms in alignment with Section 3.3.2. The roof terraces also add architectural interest while providing usable private and communal outdoor space.

The proposed development includes service areas coordinated for delivery, loading and garbage pick-up to reduce the number of curb cuts along the semi-circle driveway area, and to be screened from public view in accordance with Section 3.3.3.1. The vehicular entrance to the underground parking is located on the south wall of the north tower and the north wall of the south tower.

Section 3.4 of the guidelines provides the design direction for built form, and references townhouses and high-rise buildings and towers. Section 3.4.3 deals with Townhouse design. The townhouses provide transition between the open space and future development to the east and the proposed high-density development to the west. The townhouses provide a strong street edge along William Coltson Avenue, without block views of the naturalised areas from the towers. The townhouse siting achieves the site design standards intended for low-rise buildings as set out in Section 3.4.3 by providing a minimum front yard setback of 6.0 metres and exterior yard setback of 3.0 metres. The particulars of the house design will be detailed at the site plan stage, but will align with Section 3.4.3, and will overall provide a high quality of design.

Section 3.4.5 deals with high-rise buildings and tower design, which includes buildings 10-storeys and higher. At a height of 6 and 30 storeys, and 6 and 14 storeys, the proposed development is designed with high-rise buildings, with two tower elements sharing a 6-storey podium for both development phases. The design guidelines state



that the design of high-rise buildings should consider the base, middle, and top elements.

Section 3.4.5.1 deals with best practices for building base design. The base building resembles tall floor-to-ceiling heights at-grade through the use of elongated vertical fenestration at grade, and the common areas of the ground floor feature 7 metres or the equivalent of two-storeys, contributing to a pedestrian oriented streetscape. The units located at grade feature a height of 4 metres, whereas the floors above feature 3 metre ceiling heights.

The consistent streetwall along Trafalgar Road is broken up by varied setbacks to provide protection from the elements, reduce shadow impacts and the appearance of massing, provide architectural interest, and queue pedestrians to the main entrances of the building. 3 metre setbacks are generally provided at grade, leaving ample space for street furniture, plantings, wide sidewalks, and more. The Trafalgar Road frontage also features a road widening which will also allow for an expansive pedestrian realm in coordination with the Transportation authority.



Rendering of Proposed Development - Looking East, Trafalgar Road Frontage

The exploration of various means of massing on the rear podiums achieve a variety of very-scaled contemporary built form, while also providing different types of usable spaces. Further, the articulated building design that mitigates the mass and shadow impacts of the building, provides a contextual difference between the two towers, and creates visual interest by drawing attention to height as an asset. The vehicle entrances are consolidated to minimise disruption to walkways where possible while still meeting the minimum loading requirements.

Section 3.4.5.2 deals with best practices for high-rise tower articulation. The base building ties the two towers together, while providing a separation distance of over 40 metres. The 40 metre tower separation distance and placement of towers in the northwest and northeast allows light to seep through the centre of the development over the 6 storey shared podium, and reach all facades of the towers and base buildings. This building design also improves views, reduces shadow and wind impacts and contributes to a dynamic urban skyline. The towers feature various articulation techniques and achieve a significant tower separation distance of 30 metres, helping to reduce the appearances of the 800 square metre tower floor plates. The 30 metre tower separation distance is approximately the width of the towers, and far exceeds the general rule of a minimum tower separation distance of 25 metres, as referenced in Section 3.4.5.2.

Section 3.4.5.3 deals with best practices for building setbacks and setbacks for high rise buildings. Stepbacks are provided above the 2nd storey on the north tower, and above the 2nd and 4th storey on the south tower. This allows for increased sun penetration, differentiates the two towers, and creates transition to the townhouses to the east. The building facades facing west are generally sited parallel to Trafalgar Road, and the building facades facing east are generally oriented towards the future park and open space via a publicly accessible building plazas/courtyard. The corners of the base building transition to the corners of the site via staggered setbacks. Overall, the base building uses stepbacks to distinguish itself from the tower elements, while the tower elements emphasise verticality to create a slender tower appearance and mitigate the mass of the building.

### Natural Heritage and Open Space System

The proposed development capitalises on the opportunity to develop high density buildings adjacent to the future Natural Heritage and Open Space System with exceptional views and connections to the recreational trail system. The wetland restoration plans protect, preserve and enhance the natural environment. It will also contribute to the enhancement of air and water resources, stormwater management, and provide for limited, passive recreational needs, all of which aligns with Sections 3.6 and 3.7.

The Landscape Plan provided by Seferian Design Group shows street boulevards will separate the sidewalks from Trafalgar Road, and will be lined by a regular patterns of street trees, acting as a buffer between pedestrians and vehicular traffic while providing safe and convenient access for pedestrians, in alignment with Section 3.8.1. The natural heritage and open space system will also include 2.4 metre wide multi-use trails to link the community together in alignment with Section 3.8.2.

Street furniture such as benches, bicycle racks, waste receptacles, poles and bollards will be incorporated into the design at the site plan stage in coordination with Section 3.9.

The subject property is located within the Trafalgar Urban Core, which is intended to be the focal point of development in North Oakville, with dedicated rapid transit along Trafalgar Road, supporting transit, walking and cycling with appropriate densities and mixed use uses, as well as public access and views to the future wetland restoration open space and trails. The portion of Trafalgar Road that abuts the subject site is Trafalgar Road (RR3) north of Dundas Street (RR5), which will be required to have frontage on to public streets and directly front on to Trafalgar Road (RR3), where feasible. The first phase of development is being designed to permit future subdivision of blocks, and coordinated location of buildings and site circulation, respecting the plans for the Trafalgar Urban Core Area and nearby natural heritage features, as shown in Figure 4.13 of the Design Guidelines. The subject property is an appropriate location for high-rise development.

## 4.2 Shadow Analysis

As per Section 3.4.5.5. of the Urban Design Guidelines, a comprehensive Shadow Impact Analysis was conducted for the development, testing specific dates from sunrise to sunset. The analysis data was based on the following dates: April 21, June 21, September 21, and December 21. The general criteria are as follows:

- a) *Mid and high-rise buildings should be oriented to minimize shadows cast on adjacent open spaces, buildings and streets as much as possible. A shadow study may be required to examine shadow impacts on adjacent properties.*

The shadow analysis revealed that the impact on the adjacent open spaces, streets, and buildings were negligible.

All existing buildings experience at least 5 hours of sunlight on April 21, June 21, September 21 and December 21.

The C-shaped Phase 1 building design allows for sunlight access from the west between the two towers, over the shared podium. This design reduces shadows on the courtyard, internal site pathways and roadways, and the wetland restoration area. The Phase 2 buildings are located at the rear of the site and are further buffered by the PSW and the woodlot features adjacent to the site, to mitigate any potential negative shadow impacts on adjacent properties.

Trafalgar Road experiences at least 5 hours of sunlight access per day on April 21, June 21, September 21 and December 21. William Coltson Avenue experiences 4 hours of full sunlight on April 21, 5 hours of full sunlight access on June 21, 3 hours of full sunlight on September 21, and partial sunlight access on December 21.

*b) The interior courtyards of buildings should be designed to maximize sun exposure through the massing and location of tall building elements.*

The 30 metre separation distance between the two narrow towers allows for the internal courtyard to experience at least partial sunlight for 5 hours of the day on April 21, June 21 and September 21.

*c) During summer months, when shade is preferred, include the use of awnings, canopies and tree planting to modulate direct sun exposure.*

The Canopy Cover Analysis demonstrates there will be ample tree canopies lining pedestrian pathways, marquees, and inset entrances to building lobbies.

Similarly, the comprehensive Shadow Impact Analysis shows that the neighbouring properties and surrounding lands will experience no detrimental effects, as they will continue to receive ample access to sunlight throughout the year. Notably, the longest shadow cast during any given day occurs at sunset. However, it is important to highlight that this shadow's impact on the future green space, and the existing place of worship to the north is minimal and confined to a brief period of the day. This ensures that the overall enjoyment and functionality of these areas remain largely unaffected by the temporary shadowing.

The shadow analysis illustrates that all 3 criteria will generally be met by the proposed development. In all three periods the increases in shadow are minor. They are fast moving and, in our opinion, the incremental shadows cast by the proposed development ensure that adequate sunlight is available which meet the intent of the criteria noted within the guidelines.

### 4.3 Urban Design Summary

The proposed residential development represents an appropriate, transit supportive addition to the area, given its location within the Trafalgar Urban Core. The development appropriately responds to the context of the site and offers additional housing opportunities in a high-rise built form which mitigates impacts on adjacent properties. The proposal enhances the streetscape along Trafalgar Road, and improves connections to natural open spaces and new developments nearby, providing appropriate intensification for a growth corridor. The proposed development appropriately responds to the North Oakville Urban Design and Open Space Guidelines and generally satisfies the intent of the relevant design directions and policies in the North Oakville East Secondary Plan.

As such, the proposed development is appropriate from an urban design perspective and is in the public interest.



## **5.0**

# **Supporting Plans & Studies**

## **5.0 Supporting Plans & Studies**

### **Public Engagement Strategy**

As part of the Zoning By-law Amendment application, a Public Information Meeting was held and summarized by Batory Management. The summary outlines how various stakeholders were informed and involved and consulted on May 13, 2024. A record of the public information meeting is also included in the application submission package. The strategy outlines how requirements for public engagement noted in the Planning Act of Ontario will be satisfied. In addition, the strategy illustrates how further initiatives will be put into action to ensure an effective public consultation is conducted.

### **Site Plan / Elevations / Shadow Study**

A Site Plan, Building Elevations, and Sun/Shadow Study has been prepared by Graziani + Corazza Architects, which identifies the siting and configuration of the proposed apartment building. The proposed high-rise apartment will also include pedestrian and amenity features, as well as visitor parking. The Building Elevations demonstrate the proposed massing and architectural features which are compatible with the existing built forms and massing within the immediate neighbourhood. The sun / shadow study prepared by Graziani + Corazza Architects demonstrates the impacts of the proposed development on neighbouring properties as well as the public realm.

### **Environmental Implementation Report and Functional Servicing Study**

An Environmental Implementation Report (EIR) and Functional Servicing Study (FSS) was prepared by Jennifer Lawrence and Associates Inc., Urbantech Consulting, and GEI Consultants, and includes a number of civil details and environmental details associated with the proposed development.

The EM4 Addendum builds upon the information provided in the EIR/FSS reports and identifies and characterizes the natural heritage features and functions within the Study Area and recommends measures to mitigate any potential impacts of the proposed development and associated servicing requirements on the NHS within the EIR Subcatchment Area. It also identifies servicing requirements related to roads, water supply, storm drainage, SWM, sanitary sewage and site grading. The EM4 addendum summarizes main report findings and recommendations.

### **EM4 Environmental Implementation Report Addendum**

The EM4 Environmental Implementation Report Addendum prepared by GEO Morphix Ltd. dated August 15, 2024 provides a fluvial geomorphology assessment and conceptual restoration design in support of the Environmental Implementation Report and Functional Servicing Study for the subject site. The Addendum studies a portion of

the North-Oakville Mill East Wetland Complex, which is designated a provincially significant wetland, that is located on the subject site.

The Addendum found that due to significant disturbance caused by previous landowners, the southern portion is to be restored as part of the proposed development. A conceptual restoration design for the wetland has been developed to restore historically impacted features. The proposed design includes the removal of an existing culvert and reinstatement of a sinuous low-flow channel sized to convey the two-year flow event. A more complex corridor system is proposed with elements that have a wide range of hydroperiods and aquatic and terrestrial habitats. Additional features proposed in the floodplain include basking logs, brush piles, raptor poles, turtle nesting sites, rock piles and terrestrial mounds.

Please see the Addendum for more detailed recommendations related to site restoration, design, implementation, and monitoring.

### Concept Landscape Plan

A Landscape Plan has been completed by Seferian Design Group. The plan identifies the location of and opportunities for trees, shrubs and landscape features to be incorporated within the development. The Landscape Plan also includes the planting plans, the wetland restoration plan, watercourse, limestone trail, sidewalks and other details incorporated within the development.

### Geotechnical & Hydrogeological Assessment

A Preliminary Geotechnical Investigation and Hydrogeological Investigation Report of the site was completed by Landtech Limited, which determined that the site can accommodate the proposed development. The water table levels and subsurface conditions are noted in the reports, as well as the required quality control and appropriate construction methods of the development. Low impact development measures are proposed to be included in the design of the development to address the infiltration deficits.

### Tree Preservation Plan & Arborist Report

A Tree Preservation Plan and Arborist Report was completed by Kuntz Forestry Consulting Inc. The Report surveyed trees greater than 10cm DBH, within 6 metres of the disturbance limit on the subject site, as well as trees of any size on municipal property. The Report indicates the subject site has a total of 192 trees and four (4) polygons on and within 6m of the disturbance limit. The removal of 171 trees, the complete removal of two (2) polygons, and the partial removal of one (1) polygon will be required to accommodate the proposed design. Preservation of the remaining trees will

be possible through the implementation of preservation measures as described in the Tree Inventory and Preservation Plan Report.

### Transportation Impact Analysis

A Transportation Impact Assessment (TIA) has been prepared by Paradigm Transportation Solutions Limited. The TIA assessed current traffic and traffic generated by the proposed development. The TIA found that adequate parking spaces are provided. The internal road network to the site is expected to have appropriate traffic volumes, and can be utilized as a framework to provide pedestrian and cycling routes.

In summary, the TIA identified the following recommendations:

- The Town should provide exclusive left-turn phases at the intersections specified in the TIA
- The Town/Region should continue monitoring signalization intersections and adjusting signal timings as needed
- The Town should focus on shifting commuter travel to public transit and other sustainable modes of transportation to improve intersection traffic
- The Town should permit additional bicycle parking above the 200 space maximum
- On-site pedestrian sidewalks should be well-lit, and should conform to the Town's design standards and the Accessibility for Ontarians with Disabilities Design standards
- Applicant should implement unbundled residential parking where parking spaces are provided as a separate cost to residents
- Applicant should provide a comprehensive Transportation Demand Management plan to take advantage of alternative mobility opportunities

### Stage 1 & 2 Archaeological Assessment

A Stage 1 & 2 Archaeological Assessment has been prepared by Irvin Heritage Inc. The Stage 1 Archaeological Assessment indicated that areas near the subject site retained archaeological potential and one portion contained low archaeological potential having been subject to extensive soil disturbances in the 21 century. Given the findings from Stage 1, a Stage 2 Archaeological Assessment was conducted. The Stage 2 Archaeological Assessment identified no archaeological resources within the Study Area.

### Noise & Vibration Study

An Environmental Noise Feasibility Study was prepared by SLR Consulting (Canada) Ltd assessing the potential for noise impacts on and from the proposed development. The Study concluded the following:

- Impacts of the environment on the proposed development can be adequately controlled through the feasible mitigation measures, façade designs, and warning clauses detailed in Part 1 of this report.
- Impacts of the proposed development on the surrounding area are anticipated to be negligible and can be adequately controlled by following the design guidance outlined in Part 2 of this report.
- Impacts of the proposed development on itself are anticipated to be negligible and can be adequately controlled by following the design guidance outlined in Part 3 of the Study. As the mechanical systems for the proposed development have not been designed at the time of this assessment, the acoustical requirements above should be confirmed by an Acoustical Consultant as part of the final building design.

An addendum to the Environmental Noise Feasibility Study was completed to account for updated architectural drawings, which include changes such as increased tower and townhouses heights and change in pedestrian entrance location. The letter concluded that “Based on a review of the updated Architectural drawings provided, changes to the building are considered minor and would not significantly affect the noise modelling results in the August 2023 Noise Study.”

### Phase 1 & 2 Environmental Site Assessment

A Phase 1 & 2 Environmental Site Assessment (ESA) was prepared by Landtek Limited in accordance with the requirements described in CSA Standard Z768-01. The Phase 1 ESA found a number of issues of potential environmental concern for the subject site.

Based on the environmental concerns identified for the subject site, it was recommended that a Phase 2 ESA be completed to verify the quality of the soils on the entire site to confirm the suitability for the proposed redevelopment. It was also recommended that the private drinking water well should be decommissioned if it is not going to be used as part of the proposed development.

Based on the results of the Phase 2 ESA, a recommendation for an appropriate remediation strategy will need to be considered for the lands.

### Wind Study/Micro-Climate

A Pedestrian Wind Comfort Assessment was prepared by Rowan Williams Davies & Irwin Inc. providing an evaluation of the potential wind impact of the proposed development. The assessment was based on computational modelling, simulation, and analysis of wind conditions for the proposed development design, in conjunction with the local wind climate data and the wind criteria for pedestrian comfort and safety. The



Assessment concluded that wind control strategies have been provided. Wind tunnel testing is recommended to be conducted at later design stages to quantify the anticipated wind comfort and safety conditions, and to refine any proposed mitigation strategies.

# 6.0 Planning Conclusion

## **6.0 Planning Conclusion**

Based on our analysis of relevant provincial, regional, and local policy documents, it is our opinion that the proposed development represents an appropriate form of intensification on an underutilized site in an area designated for intensification as identified in both the Halton Region Official Plan and the North Oakville East Secondary Plan.

The subject site is located within an important transition area with numerous residential, commercial, and institutional developments of varying levels of intensification being constructed nearby. The proposed development will connect to and expand on an emerging network of trails and roadways that the immediate community will benefit from. Residents of the proposed development will utilize transit, community services and facilities, and support nearby businesses. The proposed development is designed in a compact urban form that transitions appropriately to the provincially significant wetland, adjacent uses and properties and is consistent with the policies for development within the Trafalgar Urban Core context. The proposal contributes to increasing the variety of family-sized housing units in an apartment format and townhouse format within the local context and makes efficient use of area infrastructure. The proposal has been designed, massed, and sited to ensure the character of the area is respected and the overall urban structure of the Town is upheld, consistent with the NOESP objectives for the Trafalgar Urban Core. The proposed development will contribute to achieving both the overall growth targets, and the targeted form of growth, established in the relevant policy frameworks.

It is our opinion that the proposed development is consistent with the Provincial Policy statement (2020), does not conflict with the Growth Plan (2019), has been designed in accordance with the policies of the Halton Region Official Plan and the intent of the North Oakville East Secondary Plan, and represents good planning.

Respectfully submitted by,



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