

Planning Addendum Report

(Addendum to the Planning Justification Report dated April 2022)

407/Trafalgar Road - Town of Oakville

Official Plan Amendment

August 2024

Prepared for:

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1. Introduction

1.1 Background and Public Information Meeting

GSP Group is the planning consultant for Infrastructure Ontario (“IO”), agent to the landowner, Ministry of Infrastructure (“MOI”), for the lands located on the east and west sides of Trafalgar Road, south of Highway 407 and north of Burnhamthorpe Road East in the Town of Oakville (the “Site”). IO proposes introducing Residential land use permissions to the portions of the Site designated Trafalgar Urban Core in the North Oakville East Secondary Plan.

The current Trafalgar Urban Core designation permits a range of commercial, institutional and employment uses. However, unlike other sections of the Trafalgar Urban Core designations to the south, the applicable designation to the Site does not permit Residential uses. The requested amendment will facilitate a comprehensive mixed-use development adjacent to the future 407 transitway, and future transit along the Trafalgar Road corridor. However, the ultimate development of the properties will be subject to future applications including Zoning By-Law Amendment, Draft Plan of Subdivision and Site Plan Approvals, etc. when details related to built form, etc., are known.

On March 30, 2022, prior to the submission of any formal applications to the Town, a virtual Public Information Meeting was held jointly with the Argo Lands to the south, who are proposing a similar application. A total of 9 attendees logged into the meeting including 2 Councilors and 7 members of the public.

In November 2020 formal pre-application consultation was held with the Town with a follow-up pre-application form issued by the Town on November 25, 2021.

In April 2022 a formal Official Plan Amendment Application was submitted to the Town for consideration. This Application was ultimately deemed complete and circulated to various departments and agencies for comment.

A virtual Public Meeting followed the formal submission before the Planning and Development Council on January 23, 2023. At the Public Meeting, the purpose of the Official Plan amendment was provided as well as an illustrative concept for discussion purposes. In addition, it was made clear that the detailed form of development, including the number of buildings and their design, would be addressed through future applications for zoning by-law amendment and site plan approval.

1.2 Subject Application

The Site is located within the North Oakville East Secondary Plan Area, which designates the Site as Trafalgar Urban Core Area 1. While this designation permits employment and commercial uses, an Official Plan Amendment is required to permit residential uses and facilitate the creation of a mixed-use community.

The Site is zoned Future Development (FD) in the Town's new Zoning By-law 2021-125. This is a placeholder zone that will need to be amended to permit any type of development, including those permitted by the Official Plan. Zoning By-law Amendment applications and their respective plans of subdivision and/or site plan applications will be required to facilitate the future development of the Site for mixed-use residential uses.

IO intends to sell these properties following approval of the Official Plan Amendment. Accordingly, future applications to facilitate the development of the Site will be made by the ultimate purchaser(s).

1.3 Purpose and Scope

This Addendum Report has been prepared in support of the Subject Application and to address Agency Comments received to date. It should be read in conjunction with the April 2022 report which provides a more detailed policy analysis that remains applicable to the Site and subject application.

The objectives of this Addendum Report are to:

- provide an overview of the updated Illustrative Concept Plans identifying potential development of the Site (subject to modification and refinement through future development applications); and,
- respond to agency comments including an updated proposed official plan amendment.

2. Revised Proposed Illustrative Concepts

2.1 Illustrative Concepts - Revised

The conceptual master plan has been revised to address comments received from the Town, Region, and circulated departments and agencies. **Figures A1 and A2** illustrate a revised block layout including employment uses and mixed use buildings comprised of commercial (retail and office) and residential uses, road pattern, stormwater management facilities, and the future site of a potential elementary school (if required) to provide for the proposed amendment.

The concept for land **West of Trafalgar Road** has been revised as follows:

- the addition of two blocks for Stormwater management facilities pursuant to the updated Functional Servicing Report prepared by WalterFedy;
- A location for a potential elementary school site has been included; and,
- the removal of mixed use development along the west side of the blocks facing the western boundary of the site. The future use of these lands would continue to be for employment uses to better reflect the future employment uses of the lands to the west within the designated Employment district of the North Oakville East of Sixteen Mile Creek Secondary Plan (NOE 2).

The concept for land **East of Trafalgar Road** has been revised as follows:

- the addition of two blocks for Stormwater management facilities pursuant to the updated Functional Servicing Report prepared by WalterFedy; and,
- two of the north/south streets have been realigned to align with the Argo lands to the south.

The revised concept plan includes 9 reconfigured mixed blocks arranged in a modified grid pattern originating from Trafalgar Road and William Halton Parkway. Pedestrian movement will continue to be prioritized by providing openings and pathways between the buildings in each block, connecting a network of public and semi-private courtyards and green spaces.

The urban form continues to be compact and transit supportive, and the mixed-use blocks accommodate varying proportions of residential, retail, and office uses. High and medium density buildings are positioned close to the street to promote walkability and a vibrant public realm. Taller buildings are proposed along Trafalgar Road, with heights scaling down gradually towards the east and west, ensuring compatibility with employment areas.

The tallest buildings will be located within 100m of Trafalgar Road, and close to the future Trafalgar Station, where a maximum height of 20 storeys is permitted (excluding podium elements). Additional heights up to 30 storeys may be permitted here, subject to demonstrated servicing capacity. The heights of these buildings provide an efficient built form to support transit and the surrounding employment uses. The tower portions of these tall buildings are proposed for residential use, while the podium component can accommodate retail, office and additional residential units.

Development between 100m and 300m of Trafalgar Road will range in height from 6 to 12 storeys. An elementary school Site has been provided for within this area which could be accommodated within a single-purpose or mixed-use building. This development will provide height transitions from the higher density Trafalgar corridor to the employment lands to the east and west and will accommodate predominantly residential uses with the opportunity for ground floor commercial or street-accessible residential units. The ultimate mix of uses within these mid-rise and tall buildings will be determined through future Zoning By-law Amendment and Site Plan Approval applications.

Buildings solely for employment/office uses are located along the east and west boundary of the Site and may range from 3 to 9 storeys. These buildings can also be designed to provide street-level activity through the inclusion of limited ground floor retail or employment related services.

Streetscapes are proposed to be active through the inclusion of ground floor commercial uses or street-accessible residential units. In addition, courtyards are proposed in all blocks to provide space for active and passive recreation for residents and visitors. The open space network is proposed to be connected through a series of walking paths through the blocks.

The updated Development concept (July 2024 – Figure A2) is shown as a potential full, long-term build-out of the lands. It is expected that any development blocks could be developed in stages determined by market demand, servicing and other factors. The majority of parking is expected to be provided underground, as per the intent of the North Oakville East Secondary Plan. Development phasing for each block could allow for surface parking to be provided as required in parts of the lots intended for future development.

It is noted that these development concepts are conceptual and could be modified with a different mix of uses and building typologies, heights, etc. As noted above, development of the Site would be subject to future development applications to implement appropriate Zoning, Subdivision of land and Site Plan approval, all of which are anticipated to be supported with additional technical studies, as identified through future Pre-Application Consultation with the Town and review agencies.

A projected population of approximately 13,904 persons within approximately 8,164 units is proposed.

3. Response to Agency Comments

3.1 Transportation Context

As stated above, the Site is located adjacent to the 407 GO Transit Oakville Carpool Lot. From this location, GO Transit bus routes provide service to Hamilton, Mississauga, and Toronto. This carpool lot has also been designated as the preferred location for the Trafalgar Road Station as part of the 407 Transitway project.

The 407 Transitway is planned to be a future 150-kilometre long rapid transit corridor running parallel to Highway 407, with up to 50 stations from Burlington to Oshawa. It is planned to be a fully grade separated rapid transit corridor for Bus Rapid Transit or Light Rail Transit. The main objective of this project is to improve access to existing and planned urban centres and nodes while better integrating with the regional transportation network.

In addition to the main 407 Transitway corridor, this project also includes local rapid transit connections to the Urban Growth Centres along the line. In the case of Oakville, the planned Bus Rapid Transit route connects the future Trafalgar Station to Midtown Oakville and the Oakville GO Train Station. This route is planned to be a Priority Bus Corridor along Trafalgar Road with high-occupancy vehicle lanes and traffic signal priority. Future transit stops are planned at the intersection of Trafalgar Road and William Halton Parkway, which will service the future development of the Site.

3.2 Development “Bands”

Town staff identified their vision for development within the first 100-metre band along Trafalgar Road, as well as the 300 metre band. The table to follow provides a response to their comments.

Comment	Response
<p>1. Current policy: Minimum height of 8 storeys (note: Town currently recommending 12 storeys minimum). Max height of 15 storeys with the exception of lands at the intersection of major arterial/transit corridors and avenue/transit corridors where max height shall be 20. *Minimum heights and/or a height range will be established in the OPA *Additional height permissions beyond the above maximums will be discussed with the applicants.</p>	<ul style="list-style-type: none"> • Draft OPA provides for concentrated height at major intersections and along Trafalgar Road including a maximum height of 20 storeys with additional height permitted subject to demonstrated servicing capacity.
<p>2. High density/mixed use development blocks along the Trafalgar Road frontage that have the potential to create a cohesive urban street wall through the built form, in a manner that is consistent with North Oakville urban design guidelines for the corridor, and Livable by Design</p>	<ul style="list-style-type: none"> • OPA will allow for a cohesive urban street wall consistent with the applicable design guidelines through built form evaluated at the ZBA and site plan stage of development.
<p>3. Built form must be oriented towards the intersections and along Trafalgar Road.</p>	<ul style="list-style-type: none"> • Agree, built form should be oriented towards intersections. The Town’s evaluation of future development applications at the ZBA / Site plan stage will provide this opportunity.

Comment	Response
<p>4. No stand-alone commercial or office buildings. Staff are looking at the Trafalgar corridor as a whole to look at where the commercial opportunities are best suited. * A percentage of commercial space, within identified key locations, will be required to be allocated. This space will have frontage along the arterial roadways and an enhanced pedestrian focus off of town roads.</p>	<ul style="list-style-type: none"> • OPA allows for stand alone residential buildings, but not single use/ stand alone commercial or office buildings.
<p>5. Enhanced public realm: wide hardscaped areas supporting ground floor uses and providing outdoor gathering space.</p>	<ul style="list-style-type: none"> • Agree, enhanced public realm should be provided and will be addressed through future ZBA and site plan approval applications when specific built forms is known and can properly be evaluated. • The draft OPA includes the following specific policies regarding the public realm: <ul style="list-style-type: none"> A. The public realm, comprised of public streets, urban squares, promenades, and connecting links as outlined in the Town’s Parks Plan, shall be designed to create a desirable place for residents, workers, and visitors. B. The public realm shall incorporate accessible, interconnected, and predictable pedestrian-oriented spaces and routes that enhance walkability and other active transportation year-round, reinforcing the surroundings, and provide quality spaces for public life. C. The location and delivery of urban squares, promenades, connecting links, and other open spaces shall be coordinated and delivered as development progresses to ensure that these amenities are provided for residents and employees in a timely manner.

Comment	Response
	<p>D. Urban squares, promenades, connecting links, and other open spaces shall be designed, and operated as:</p> <ol style="list-style-type: none"> 1. Flexible spaces that are passive in programming and oriented to urban activities that occur throughout the day and year-round; 2. Places designed to complement the built form and public realm, and incorporate hardscapes, softscapes, tree plantings, furnishings, context sensitive lighting, and other urban amenities; and, 3. An integral part of the public realm by providing convenient active transportation routes and places to gather and facilitate public activity. <p>E. Urban squares, promenades, connecting links, and other open spaces may be provided in a variety of ownerships to be determined during the development approval process. Ownership options as outlined the town's Parks Plan include:</p> <ol style="list-style-type: none"> 1. Fee simple ownership 2. Strata ownership 3. Privately owned public spaces (POPS); and 4. Use Agreements/Easements.
<p>6. Pedestrian connections through the blocks to Trafalgar Road should be located every 100 metres.</p>	<ul style="list-style-type: none"> • Agree. These connections and implementing design elements will be evaluated and finalized through future development applications (i.e., ZBA and site plan approval applications).
<p>7. Individual vehicular access points into the development blocks will be reviewed with the goal to consolidate ingress/egress from town roads, private roads/lanes.</p>	<ul style="list-style-type: none"> • Agree. The assessment of vehicular access points will be evaluated through future development applications at the DPS, ZBA and site plan approval stages of development.
<p>8. Opportunities for private office space.</p>	<ul style="list-style-type: none"> • Opportunities for private office space are provided through the current land use permissions.

Comment	Response
9. Opportunities for community and/or flex space.	<ul style="list-style-type: none"> • Opportunities for community space are provided through the current land use permissions.
10. Opportunities for school space.	<ul style="list-style-type: none"> • Opportunities for school space are provided through the current land use permissions; however, the proposed OPA identified a future elementary school site west of Trafalgar Road.
11. Park space (urban, active, passive) to be defined, walkways.	<ul style="list-style-type: none"> • The delineation of open space / park space, whether public or private or POPs, will more appropriately be introduced through future draft plan of subdivision, ZBA and Site plan development applications.
12. No surface parking	<ul style="list-style-type: none"> • Agree. The majority of parking no surface parking should be provided

3.3 Complete Communities

The 2019 Growth Plan defines Complete Communities as *“Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts.”*

The NOESP provides a strong policy basis regarding the development of a complete community. As the OPA is to permit residential uses to the subject site and increased heights, the existing policies of the NOESP will continue to apply and provide policy direction for future development applications. The provision of high and medium-density housing will provide alternatives from the lower density, options further south. Overall, the provision of various housing forms *throughout* the NOESP area will ensure that people from diverse socio-economic backgrounds, lifestyles, and ages have an opportunity to find living accommodations. This in turn reduced social exclusion and encourage a sense of belonging and inclusiveness. Furthermore, diversity in the housing stock supports a balanced economy and provides stability for residents who may not be as financially comfortable as others.

Once again, it is important to note that the concepts prepared are illustrative, and the actual location of parks/open space – whether private or public - and the mix of uses will be determined through future development applications.

Policy 7.5.4 of the NOESP provides policy direction regarding the design directions for the NOESP. Mixed-use development is encouraged, and a hierarchy of civic, institutional, and commercial uses are to be focal points of the area. Parks, neighbourhood activity nodes, and other civic areas are to serve as central meeting places. Densities are encouraged at an appropriate scale for the transit services proposed in the area. As indicated, both the 407 Transitway and Trafalgar BRT are proposed transit projects, and residential uses and additional height are necessary to support these services.

Further, as directed by Policy 7.5.14 of the NOESP, *“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.”*

The subject lands currently only permit employment uses. Traditionally speaking, employment lands are severely underutilized given their limited functions. For example, people tend to commute to their occupation, work for ‘x’ amount of hours and commute home afterwards. Therefore, the lands are limited to their uses and functions.

Through this OPA application, the proposed inclusion of residential uses on the subject lands will help set a positive precedent for future development applications. With a greater range of permitted uses on the subject lands, developers will have the opportunity to propose mixed-use developments in an effort to achieve complete communities where people can “live, work, and play” within the surrounding area. Services and amenities to service future residential development on these lands is possible through things such as schools, religious institutions, commercial / retail spaces, etc. Overall, this OPA to permit residential uses as an additional use will act as a catalyst and help future development applications on these lands achieve complete communities.

The build-out of the Site likely will not precede the lands to the south. However; the policies of the NOESP set a basis for a complete community to avoid a potential ‘leap frog’ scenario. In addition, to address the ‘leap frog’ concerns, it should be noted that the lands to the south are progressing with development applications and coordinating through the Landowner Group EIR/FSS process.

Finally, the draft OPA contains the following policies to ensure the appropriate mix of commercial and employment uses:

Employment Needs:

The appropriate proportion of commercial and employment space to be accommodated on sites will be determined through future Zoning By-law Amendment applications, It is anticipated that this will be satisfied through a combination of podium commercial uses, office uses, and co-working amenity spaces which facilitate improved work-from-home opportunities.

3.4 Concept Plans and Transportation Corridors

Town of Oakville staff noted that the concept plans departed from NOESP and the master plan in the following areas:

- a) Introducing a residential built form was not contemplated for the subject lands
- b) The road network deviates from the approved plans. For example, additional intersections to Trafalgar Road are proposed, while road connections to William Halton Parkway and Burnhamthorpe Road are removed.
- c) The plans for stormwater ponds is inconsistent in location and quantity with NOCSS and NOESP
- d) Park and open space blocks are identified conceptually in areas not contemplated and the Town is reviewing the options for addressing the demand / need.

Response:

- a) The current NOESP policies provide direction regarding built form design, including height (up to 20 storeys), compact scale, highly visible building entrances, and mixing uses, all of which will continue to apply to mixed-use and residential built forms. The revised draft OPA includes further policy direction regarding transition in height, built form and the “bands” of development; specifically, the draft OPA includes the following proposed policies:

“Building Heights

- i. Development within 100 metres of the Trafalgar Road right-of-way shall have a maximum building height of 20-storeys, excluding podium elements which may be lower.*
- ii. Additional height up to a total of 30-storeys may be permitted within 100 metres of the Trafalgar Road right-of-way without an amendment to this Plan provided the applicant demonstrates that adequate servicing capacity is available.*
- iii. Development between 100 metres and 300 metres of the Trafalgar Road right-of-way shall have a minimum building height of 6-storeys, excluding podium elements which may be lower.*

General Design Direction

- i. Within the first 100 metres of Trafalgar Road, surface parking will be limited to commercial and visitor parking spaces and should be appropriately sited and screened to minimize its view from Trafalgar Road.*
- ii. Buildings should be orientated towards Trafalgar Road and William Halton Parkway frontages to provide interest and comfort at ground level for pedestrians.*
- iii. Publicly accessible private open spaces will be encouraged within individual development sites.*
- iv. Enhanced streetscape areas should be incorporated in the design of new development along Trafalgar Road and William Halton Parkway. These areas shall be designed and function as a unifying public realm using compatible, consistent, and complementary design treatments while contributing to a distinctive and unique streetscape.*
- v. Enhanced streetscape areas may include open space areas, varying setbacks in built form, and the creation of additional pedestrian-oriented spaces.*

Implementation

i. Land Use Compatibility

To ensure compatible development by:

- A. protecting proposed employment uses adjacent to the Strategic Growth Area by ensuring land use compatibility with adjacent new development;*
- B. balancing the needs of proposed employment uses while ensuring the area can adapt and evolve to include a greater mix of office, residential, and other sensitive land uses; and,*
- C. establishing minimum and maximum setbacks and other standards in the future implementing Zoning By-Law, to ensure that development will achieve land use compatibility with the adjacent Employment District lands in accordance with provincial guidelines. New residential uses will not be permitted within the minimum separation distance established in the Provincial D-6 Guidelines.”*

- b) The road network has been revised with the NOESP roads overlaid as illustrated in **Figure A3** and **A4**. We have confirmed that the proposed roads align with the adjacent developments to west (Star Oak) and south (Argo) of the subject lands.
- c) The stormwater management pond locations have been revised and are based on the most appropriate locations as directed in WalterFedy’s revised Functional Servicing Reports in consultation with the Town and Region, included in this resubmission package.

- d) The potential location of public/private open spaces has been indicated in **Figure A2 – Illustrative Concept**. Parks and open space locations are illustrative in nature, and not necessarily indicative of their ultimate location. Future development applications will determine these locations. No land use designations schedules are proposed to be revised through this OPA to determine their location. In addition, the following public realm policies have been added to the draft OPA:

“Public Realm

- A. *The public realm, comprised of public streets, urban squares, promenades, and connecting links as outlined in the Town’s Parks Plan, shall be designed to create a desirable place for residents, workers, and visitors.*
- B. *The public realm shall incorporate accessible, interconnected, and predictable pedestrian-oriented spaces and routes that enhance walkability and other active transportation year-round, reinforce the surroundings, and provide quality spaces for public life.*
- C. *The locations and delivery of urban squares, promenades, connecting links, and other open spaces shall be coordinated and delivered as development progresses to ensure that these amenities are provided for residents and employees in a timely manner.*
- D. *Urban squares, promenades, connecting links, and other open spaces shall be designed, maintained, and operated as:*
 - 1. *Flexible spaces that are passive in programming and oriented to urban activities that occur throughout the day and year-round;*
 - 2. *Places designed to complement the built form and public realm, and incorporate hardscapes, softscapes, tree plantings, furnishings, context-sensitive lighting, and other urban amenities; and,*
 - 3. *An integral part of the public realm by providing convenient active transportation routes and places to gather and facilitate public activity.*
- E. *Urban squares, promenades, connecting links, and other open spaces may be provided in a variety of ownerships to be determined during the development approval process. Ownership options as outlined in the Town’s Parks Plan include:*
 - 1. *Fee simple ownership;*
 - 2. *Strata ownership;*
 - 3. *Privately owned public spaces (POPS); and*
 - 4. *Use Agreements/Easements.*

Town staff requested that the noted transportation figures be updated to include the planned 407 Transitway and the Trafalgar Station. **Figure A3** Future Transportation Improvements has been updated to include the requested information while **Figure A4**- Road Network Overlay demonstrates how the proposed concepts differ from the NOESP road network overlay. Overall, the proposed road overlay modifications are considered to be reasonable and will continue to provide for an appropriate transportation system that will support the future transit system.

3.5 School Accommodations

An elementary school is proposed within the southwest quadrant of the subject lands (southwest of the Trafalgar Rd and William Halton Parkway intersection). The following Elementary and Secondary School Use policies have been included in the draft OPA and a figure has been prepared indicating the potential school site location on the Site. While a mixed-use model is the recommended approach, we understand at this time that the school board is not supportive of this model. Accordingly, the draft policies provide for both scenarios.

Elementary and Secondary School Uses – Stand alone or Mixed Use Model

- A. *Combined residential or commercial space with large scale public amenities including schools and childcare facilities shall be encouraged to be integrated into a private development.*
- B. *The School Area designation denotes general potential locations for publicly funded elementary and secondary schools within stand alone or mixed use developments.*
- C. *The mixed use approach supports the co-location and meaningful partnership which is key to getting the most out of infrastructure investment and fostering more sustainable, and equitable development.*
- D. *Elementary and Secondary Schools shall be permitted and integrated within stand alone or mixed use buildings subject to zoning and appropriate collaborative agreements where required.*
- E. *School sites shall be in visible and accessible locations with strong pedestrian, cycling and transit connections.*
- F. *Mixed use buildings shall be designed to provide for flexible multi-purpose uses which can adapt over time to meet the varied needs of different user groups.”*

In order to project student yields, projections have been provided at a high level and will be subject to further refinement through the draft plan of subdivision and rezoning stages of future development applications.

As per the previous meeting with the HDSB earlier in 2024, it was requested by the school board that school sites be provided on the lands to the east of Trafalgar Road and to the west of Trafalgar Road. IO proposes a school site on the west side of Trafalgar which has been included / illustrated in the draft OPA. We understand that the lands owned by Argo Development Corporation have provided for the second school site on the east side of Trafalgar.

4. Updated Technical Report Summaries

4.1 Transportation Impact Study - (PTSL August 2024 Update)

Paradigm Transportation Solutions Limited (PTSL) has prepared a Transportation Impact Study (TIS), to assess the Illustrative Development Concept provided in Figure A2 and based on updated (July 2024) population/unit projections. The Executive Summary of the Report notes:

The subject site (Trafalgar Lands) is located on both sides of Trafalgar Road south of Highway 407 and north of Burnhamthorpe. The Trafalgar Lands are approximately 53 hectares (131 acres). The east parcel (east of Trafalgar Road) is approximately 33 hectares (81.5 acres), and the west parcel (west of Trafalgar Road) is approximately 20 hectares (49.5 acres).

The ultimate development mix and intensity will be subject to future development applications and supported by Traffic Impact Studies specific to the proposed development subject to those applications.

The Environmental Study Report for Trafalgar Road (Regional Road 3) Improvements Class Environmental Assessment Study from Cornwall Road to Highway 407, Town of Oakville (April 2015), contemplates future dedicated bus lines along the Trafalgar Road, with future transit stops at the William Halton Parkway intersection.

Based on the investigations carried out, PTSL concluded that:

- **Existing Traffic Operations:** Capacity issues are identified along the Trafalgar Road corridor. Trafalgar Road has over 30,000 vehicles per day near the Highway 407 Ramp terminal which reflects the higher end of the capacity of an arterial road.
- **Estimated Site Generated Traffic:** Based on the illustrative concept plan, the subject site, following 2031 build-out, is estimated to generate approximately 1,154 vehicle trips during the AM peak hour and 1,438 vehicle trips during the PM peak hour. Following 2041 build-out, it is estimated to generate a total of 3,190 vehicle

trips during the AM peak hour and 4,069 vehicle trips during the PM peak hour.

- **Background Traffic Operations:** As the traffic volumes increase at the study area intersections, capacity issues continue along Trafalgar Road. Under the 2031 and 2041 background horizon years, Trafalgar Road, near the Highway 407 ramp terminal, is forecast to have more than 38,000 and 47,000 vehicles per day.
- **Total Traffic Operations:** The capacity deficiencies identified under background conditions will continue to occur with the addition of site generated traffic. With the addition of the site generated traffic for the 2031 and 2041 total horizon years, Trafalgar Road, near the Highway 407 ramp terminal, is forecast to have more than 47,000 and 64,000 vehicles per day, respectively.
- The level of development proposed results in poor operations throughout the network. The transportation network cannot support the level of development without major infrastructure improvements to increase capacity, or significant shift towards alternative mode support.

Based on the findings of the TIS, PTSL recommends that:

- When each parcel is pursuing Zoning Bylaw Amendment or Site Plan Application, that detailed Transportation Impact Study and Transit Facilities Plan be prepared as part of submission.
- That Halton Region and the Town of Oakville monitor the future traffic volumes along the Trafalgar Road corridor and optimize the signal timings accordingly. The need for improvements at the study area intersections are noted to occur with or without the development of the subject site.
- That Halton Region and the Town of Oakville prioritize public transit and active transportation modes along the Trafalgar Road corridor to reduce the need for single-occupant vehicles.

4.2 Compatibility and Mitigation Study – (SLR August 29, 2024 Update)

SLR Consulting updated their Compatibility and Mitigation Studies for the lands east and west of Trafalgar Road to assess the air quality, dust, odour, noise, and vibration from industrial facilities and surrounding future land uses in the area.

The assessment considered:

- Industrial air quality, odour, and dust emissions;
- Transportation-related air pollution;
- Industrial/ commercial noise and vibration; and
- Transportation-related noise and vibration.

The assessment included a review of air quality, noise and vibration emissions from industrial facilities and surrounding future land uses in the area. A review was completed for the vacant lands and transportation sources in the immediate area, including the future land uses within the development itself as illustrated in Figure A2 – Illustrative Concept, including a maximum height of 20 storeys along Trafalgar Road.

The Study identifies mitigation measures (summarized in Appendix F of their report). In addition, upgraded glazing is anticipated to be required for various buildings within the development to mitigate transportation noise. These measures can be secured as part of conditions as part of required future planning approvals, such as Zoning By-law Amendments and Site Plan Approval.

For air quality, the general area has historically elevated levels of fine particulate, mitigation options such as filtration systems specific for fine particulate for buildings including residences can be considered in planning and design. With these physical mitigation measures and warning clauses in place, adverse impacts from air quality contaminants, dust or odour, or noise are not anticipated.

Based on the Halton Region Land Use Compatibility Guidelines (LUCG), the development proposed is anticipated to be compatible with the surrounding land uses from an air quality and noise perspective. The Project site is not anticipated to limit surrounding existing or future industries and their ability to obtain/maintain their required Ministry of the Environment, Conservation & Parks (MECP) permits, or approvals.

Overall, from a compatibility perspective, the proposed development is considered to be feasible. Air quality and noise emissions that may be emitted from future land uses will be addressed with appropriate mitigation measures as determined by further studies at the time of future development applications.

4.3 Functional Servicing Report – (WalterFedy August 16, 2024 Update)

Based on a review of the background information and coordination with the Argo Trafalgar background study, WalterFedy concluded that the IO lands on Trafalgar Road can be serviced as follows:

- Sanitary servicing for the lands East of Trafalgar road will be provided via two sanitary sewer systems. Sanitary servicing west of Trafalgar Road will be provided via a sanitary sewer system and connection to the future sanitary trunk sewer at the intersection of Burnhamthorpe and Trafalgar Road that will convey effluent south along Trafalgar Road. The western half of the Site (approximately 11 ha) will drain

towards the 750-mm-diameter Trafalgar Road sanitary trunk sewer. The remainder of the Site will drain east along William Halton Parkway, then flow southeast towards the 600-mm-diameter sanitary trunk sewer on William Cutmore Boulevard.

- A future water distribution system will need to be extended from the watermain on Trafalgar Road and looped through the subject lands to provide domestic and fire water supply for the future developments.
- The NOCSS will require that future developments drain to SWM facilities that will provide the requisite controls.
 - For the lands East of Trafalgar, a storm sewer system will service the subject lands, conveying flows from the eastern and western sides of Trafalgar Road, north of William Halton Parkway towards the proposed SWM Pond B. A temporary SWM pond will be required to service the eastern half of the subject lands if development proceeds before the implementation of downstream SWM works.
 - For the lands West of Trafalgar, A storm sewer system will service the site, conveying flows from the area south of William Halton Parkway towards the proposed SWM Pond A.
- It is anticipated that future development applications will require detailed servicing studies/plans to identify existing and necessary infrastructure to support future development of the subject lands. These would be subject to review and approval by the Town of Oakville, Region of Halton, and other circulated review agencies.
- The ultimate servicing design for the subject lands will need to be coordinated with the Water, Wastewater, and Transportation Integrated Master Plan that is currently being undertaken by the Region of Halton

As noted in the Draft OPA, the future build out of the Site will require and consider detailed functional servicing and stormwater management studies.

5. Summary and Conclusion

The purpose of the Subject Application is to amend the NOESP to permit residential uses and provide for educational uses (if required) on the lands within the Trafalgar Urban Core Area 1 designation.

The NOESP establishes a maximum units per hectare (uph) density for Medium Density Residential of 75 uph. The residential uses proposed would be considered High Density – as the buildings come in the form mid to high rise developments, and the medium density residential density maximum would not apply. There is no noted maximum for high density residential uses.

Although the easternmost portion of the Site is under the Halton Region Employment Overlay, no residential uses or educational uses are proposed for this section of the Site and are not included in the Subject Application.

In July 2024, an update to the February 2024 projections was made. The purpose of the update was to reflect a planning policy scenario of 20 storeys. In the draft Official Plan Amendment, 20 storeys is planned to be the permissible maximum height for parcels within 100m of Trafalgar Road, or simply fronting this road. However, additional height up to 30 metre height *may* be permitted subject to servicing capacity. As such, the effects of a 20 storey maximum height was considered for the population and unit projections previously provided to assist in the preparation of the transportation and servicing requirements of the subject lands.

This Planning Addendum Report supports the Official Plan Amendment application for the lands to the east and west of Trafalgar Road, south of Highway 407 and north of Burnhamthorpe Road East and addresses the comments provided by both Regional and Town staff.

The Site is in the northeastern area of Oakville, an area planned to develop with high density, mixed uses. Additionally, the Site is adjacent to the GO Transit Carpool lot, which is designated as the preferred location for the Trafalgar Road Station as part of the 407 Transitway project.

An Official Plan Amendment is required to introduce residential uses and provide for potential educational uses on portions of the Site that are currently designated Trafalgar Urban Core. This Official Plan Amendment will be implemented by future Zoning By-law Amendment, Draft Plan of Subdivision and Site Plan Approval applications.

Based on the original Planning Justification report and this Addendum Report, the Subject Application is justified for the following reasons:

1. It is consistent with the 2020 Provincial Policy Statement.
2. It conforms to the Growth Plan for the Greater Golden Horseshoe.
3. It conforms to the Halton Region Official Plan
4. It conforms to the intent of the North Oakville East Secondary Plan.
5. It aligns with the current trends in employment lands and supports the development of complete communities;
6. It provides for future educational uses should they be required;
7. It provides opportunities for private open space throughout the development and does not conflict with the Parkland Agreement; and.
8. It is necessary to develop the lands in a transit-supportive manner; and
9. It provides policies that will ensure the appropriate servicing and transportation upgrades are in place, prior to development through the rezoning, draft plan of subdivision and site plan approval processes.

It is our opinion that the proposed amendment is in the public interest, represents good planning and should be approved.

Respectfully submitted,
GSP Group Inc.



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