

REVISED AGENDA

Date: January 18, 2022
Time: 5:00 p.m.
Location: Virtual Meeting

DUE TO THE COVID-19 EMERGENCY attendance at Town Hall is restricted and public meetings are being held by videoconference only. Live streaming video is available on oakville.ca/live or at the town's YouTube channel at [youtube.com/user/townofoakvilleTV](https://www.youtube.com/user/townofoakvilleTV). Information regarding written submissions and requests to delegate can be found at <https://www.oakville.ca/townhall/delegations-presentations.html>.

Pages

1. **Regrets**
2. **Declarations of Pecuniary Interest**
3. **Committee of the Whole**
4. **Consent Items(s)**
 - 4.1. **Partial assumption of Minto Phase 1 Subdivision 20M-1185– By-Law 2022-001** 7 - 12

Recommendation:

 1. That the partial assumption of Registered Plan 20M-1185 be approved.
 2. That By-law 2022-001, a by-law to partially assume public works and streets within Plan 20M-1185, be approved.
 - 4.2. **Assumption of Petgor 1A Subdivision 20M-1173, By-law 2022-005** 13 - 18

Recommendation:

 1. That the assumption of Registered Plan 20M-1173 be approved; and
 2. That By-law 2022-005 a by-law to assume completed public works within Plan 20M-1173 be passed.

4.3. Removal of “H17” Holding Provision, Block 263, 20M-1212, Part of Lot 14, Concession 1, NDS, File No.: Z.1314.09, By-law 2022-004

19 - 25

Recommendation:

1. That the Zoning By-law Amendment application (File No.: Z.1314.09) submitted by 404072 Ontario Limited to remove the “H17” Holding Provision from Block 263, 20M-1212, Part of Lot 14, Concession 1, NDS, be approved.
2. That By-law 2022-004, a by-law to remove the Holding Provision on Block 263, 20M-1212, Part of Lot 14, Concession 1, NDS, from Zoning By-law 2009-189, as amended, be passed.

5. Confidential Consent Item(s)

There are no Confidential Consent Items for this agenda.

6. Public Hearing Item(s)

6.1. Public Meeting Report, MGM Development (2652508 Ontario Inc.), Zoning By-law Amendment, Z.1614.76

26 - 55

Recommendation:

1. That the public meeting report prepared by the Planning Services Department dated January 4, 2022, be received.
2. That comments from the public with respect to the proposed Zoning By-law Amendment submitted by MGM Development (2652508 Ontario Inc.) (File No.: Z.1614.76), be received.
3. That staff consider such comments as may be provided by Council.

7. Discussion Item(s)

7.1. Recommendation Report, Randall Oakville Developments Ltd., Church Oakville Developments Ltd., Zoning By-law Amendment Z.1614.74 – By-law 2022-006

56 - 101

Recommendation:

1. That the proposed Zoning By-law Amendment application submitted by Randall Oakville Developments Ltd., Church Oakville Developments Ltd. (File No. Z. 1614.74), be approved on the basis that the application is consistent with the Provincial Policy Statement, conforms with all applicable Provincial plans, the Region of Halton Official Plan, the Livable Oakville Plan, has regard for matters of Provincial interest, and represents good planning for the reasons outlined in the report from the Planning Services department dated January 4, 2022.
2. That By-law 2022-006, an amendment to Zoning By-law 2014-014, be passed.
3. That the notice of Council's decision reflect that Council has fully considered all of the written and oral submissions relating to these matters and that those comments have been appropriately addressed.
4. That, in accordance with Section 34(17) of the *Planning Act*, no further notice is determined to be necessary.
5. That the site plan for the proposed development be designed in accordance with the urban design requirements in Appendix 'B' to this report from the Planning Services Department dated January 4, 2022.

7.2. Recommendation Report - Town-initiated Omnibus Zoning By-law Amendment to North Oakville Zoning By-law 2009-189 (File No. 42.26.01) - All lands north of Dundas Street and south of Highway 407 - By-law 2022-007

102 - 132

Recommendation:

1. That By-law 2022-007, a by-law to make housekeeping, technical and other modifications to Zoning By-law 2009-189, as amended (Omnibus Zoning By-law Amendment, File No. 42.26.01), be passed.
2. That notice of Council's decision reflects that Council has fully considered all written and oral submissions relating to this matter and that those comments have been appropriately addressed.
3. That in accordance with Section 34(17) of the *Planning Act*, no further notice is determined to be necessary.

7.3. Update Report - Regional Official Plan Review, Integrated Growth Management Strategy, January 17, 2022

133 - 156

Recommendation:

1. That the report titled *Update Report - Regional Official Plan Review, Integrated Growth Management Strategy, January 17, 2022*, be received.
2. That the report titled *Update Report - Regional Official Plan Review, Integrated Growth Management Strategy, January 17, 2022*, be endorsed, and submitted to Halton Region as part of the Regional Official Plan Review.
3. That the report titled *Update Report - Regional Official Plan Review, Integrated Growth Management Strategy, January 17, 2022*, be forwarded for information to the City of Burlington, the Town of Halton Hills, the Town of Milton, Credit Valley Conservation, Grand River Conservation Authority and Conservation Halton.

8. Confidential Discussion Item(s)

There are no Confidential Discussion Items listed for this agenda.

9. Advisory Committee Minutes

Recommendation:

That the following recommendation pertaining to Item 4.1 of the Heritage Oakville Advisory Committee minutes from its meeting on December 14 2021, be approved and the remainder of the minutes be received:

4.1 Heritage permit application HP054/21-42.20T 349 Trafalgar Road – Alterations to rear of house and detached barn

1. That Heritage Permit Application HP054/21-42.20T for alterations to the rear of the house and the detached barn at 349 Trafalgar Road, as attached in Appendix B to the report dated December 7, 2021 from Planning Services, be approved subject to the following:
 - a. That final details on the new windows, shutters and doors be submitted to Heritage Planning staff for final approval; and
 - b. That the alternative window design presented by the Vice-Chair at the meeting also be supported.
2. That this heritage permit expire two years from the date of final approval by Council.

10. Rise and Report to Council

11. New Business

(Emergency, Congratulatory or Condolence)

12. Consideration and Reading of By-laws

That the following by-law(s) be passed:

12.1. By-law 2022-001

A by-law to partially assume Registered Plan 20M-1185 (**Re: Item 4.1**)

12.2. By-law 2022-004

A by-law to remove the Holding Provision on Block 263, 20M-1212, Part of Lot 14, Concession 1, NDS, 404072 Ontario Limited (Mattamy Petgor Phase 2) File No. Z.1314.09 (**Re: Item 4.3**)

12.3. By-law 2022-005

A by-law to assume Registered Plan 20M-1173 (**Re: Item 4.2**)

12.4. By-law 2022-006

A by-law to amend the Town of Oakville Zoning By-law 2014-014, as amended, to permit the use of lands described as 150 Randall Street, 125 Navy Street and 143 Church Street (Randall Oakville Developments Ltd., Church Oakville Developments Ltd., File No.: Z.1614.74) (**Re: Item 7.1**)

12.5. By-law 2022-007

A by-law to amend North Oakville Zoning By-law 2009-189 to make a number of housekeeping, technical and other modifications affecting all Zones. (Town-initiated Omnibus Zoning By-law Amendment, File No. 42.26.01) (**Re: Item 7.2**)

12.6. By-law 2022-008

160 - 160

A by-law to confirm the proceedings of a meeting of Council.

13. Adjournment

***14. Additional Correspondence**

161 - 306



REPORT

Planning and Development Council

Meeting Date: January 17, 2022

FROM: Transportation and Engineering Department

DATE: January 4, 2022

SUBJECT: Partial assumption of Minto Phase 1 Subdivision 20M-1185–
By-Law 2022-001

LOCATION: North of Dundas Street, East of Trafalgar Road

WARD: Ward 7

Page 1

RECOMMENDATION:

1. That the partial assumption of Registered Plan 20M-1185 be approved.
2. That By-law 2022-001, a by-law to partially assume public works and streets within Plan 20M-1185, be approved.

KEY FACTS:

The following are key points for consideration with respect to this report:

- All public works being accepted by the Town through this assumption have been inspected and deemed acceptable; and,
- The subdivision agreement has been completed save and except the stormwater management pond (Block 18), the Natural Heritage System (NHS) Trail (Block 23), and the drainage channel on the west side of Trafalgar Road.

BACKGROUND:

As a requirement of the subdivision agreement, when all of the obligations of the Owner have been fulfilled, a request may be made to the Town for assumption of the works and streets within the plan of subdivision.

Plan 20M-1185 consists of 9 townhouse blocks, two 'Dundas Urban Core' blocks, a Village Square, one Open Space block (Natural Heritage System), a park block, two condominium blocks and the Stormwater Management pond block (Block 18).

The plan was registered on December 22 2016. Appendix A identifies the location of the plan to be assumed. Appendix B shows the legal plan.

As set out in the subdivision agreement, when the obligations of the Owner have been fulfilled, the developer may request the Town to assume the public elements within the plan of subdivision. The developer has requested partial assumption which has prompted this report to Council.

COMMENT/OPTIONS:

The request for assumption was circulated to the standard commenting departments, as well as, external agencies. No concerns were expressed and all clearances have been received. The Stormwater Management Pond (Block 18) is within the monitoring phase, and will be assumed after the completion of the requisite monitoring program. The NHS block (Block 23) will also be assumed in the future once works have been completed and accepted by the Town. The channel works on the west side of Trafalgar Road will also be reviewed for acceptance with Conservation Halton at a later date.

CONSIDERATIONS:

(A) PUBLIC

Not applicable.

(B) FINANCIAL

In accordance with the terms and conditions of the subdivision agreement, the balance of subdivision securities can be released upon assumption of the public infrastructure, save and except the Stormwater Management Pond, the channel on the west side of Trafalgar Road and NHS securities.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

All affected Departments (Transportation and Engineering, Parks and Open Space, Legal Services, and Finance) have been consulted with and circulated.

(D) CORPORATE AND/OR DEPARTMENT STRATEGIC GOALS

This report addresses the corporate strategic goal to:

- Be accountable in everything we do.

(E) COMMUNITY SUSTAINABILITY

The assumption ensures that the development has been constructed in accordance with the sustainability objectives of the draft approval.

APPENDICES:

- Appendix A – Location Plan
- Appendix B - Legal Plan
- Appendix C - By-law 2022-001

Prepared by:

Steve Pozzobon, C.E.T.
Development Coordinator

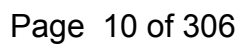
Recommended by:

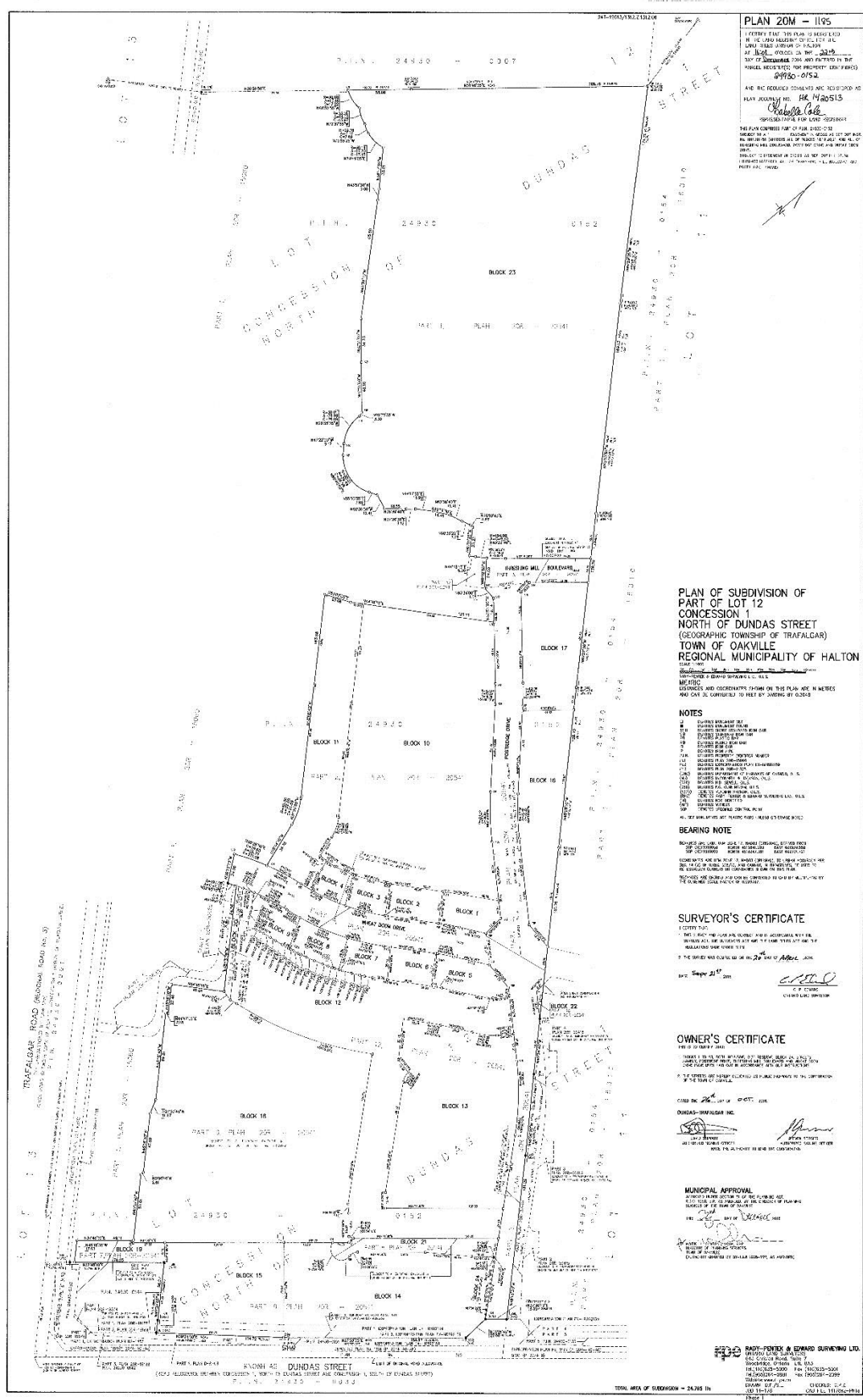
Kristina Parker, P.Eng.
Acting Manager, Development Services

Submitted by:

Jill Stephen, P.Eng.
Director, Transportation & Engineering Department

LOCATION PLAN





APPENDIX 'B' – LEGAL PLAN



APPENDIX C

THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2022-001

A by-law to partially assume Registered Plan 20M-1185

COUNCIL ENACTS AS FOLLOWS:

That the public works within 20M-1185 are hereby assumed by the Town, save and except the stormwater management pond (Block 18) and Natural Heritage System (NHS) Trail (Block 23) and the drainage channel on the west side of Trafalgar Road.

PASSED this 17th day of January 2022

MAYOR

CLERK

REPORT

Planning and Development Council

Meeting Date: January 17, 2022

FROM: Transportation and Engineering Department

DATE: January 4, 2022

SUBJECT: Assumption of Petgor 1A Subdivision 20M-1173, By-law 2022-005

LOCATION: North of Dundas Street, east of Sixth Line

WARD: Ward 7

Page 1

RECOMMENDATION:

1. That the assumption of Registered Plan 20M-1173 be approved; and
2. That By-law 2022-005 a by-law to assume completed public works within Plan 20M-1173 be passed.

KEY FACTS:

The following are key points for consideration with respect to this report:

- All public works being recommended for acceptance through this assumption have been inspected and deemed acceptable.

BACKGROUND:

As a requirement of the subdivision agreement, when the obligations of the Owner have been fulfilled, a request may be made to the Town for assumption of the works and streets within the plan of subdivision.

This development consists of 92 single detached lots, 24 townhouse blocks, a Park and a school block.

The plan was registered on March 11 2016. Appendix A identifies the location of the plan to be assumed. Appendix B shows the legal plan.

As set out in the subdivision agreement, when the obligations of the Owner have been fulfilled, the developer may request the Town to assume the public elements

within the plan of subdivision. The developer has requested this assumption which has prompted this report to Council.

COMMENT/OPTIONS:

The request for this assumption was circulated to all of the standard commenting departments, as well as to external agencies. No concerns were expressed, and all clearances have been received.

CONSIDERATIONS:

(A) PUBLIC

Not applicable.

(B) FINANCIAL

In accordance with the terms and conditions of the subdivision agreement, the balance of subdivision securities can be released upon assumption of the public infrastructure.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

All affected Departments (Transportation and Engineering, Parks and Open Space, Legal Services, and Finance) have been consulted and circulated on this report.

(D) CORPORATE STRATEGIC GOALS

This report addresses the corporate strategic goal(s) to:
Be accountable in everything that we do.

(E) CLIMATE CHANGE/ACTION

The final assumption ensures that the development has been constructed in accordance with the sustainability objectives of the draft approval.

APPENDICES:

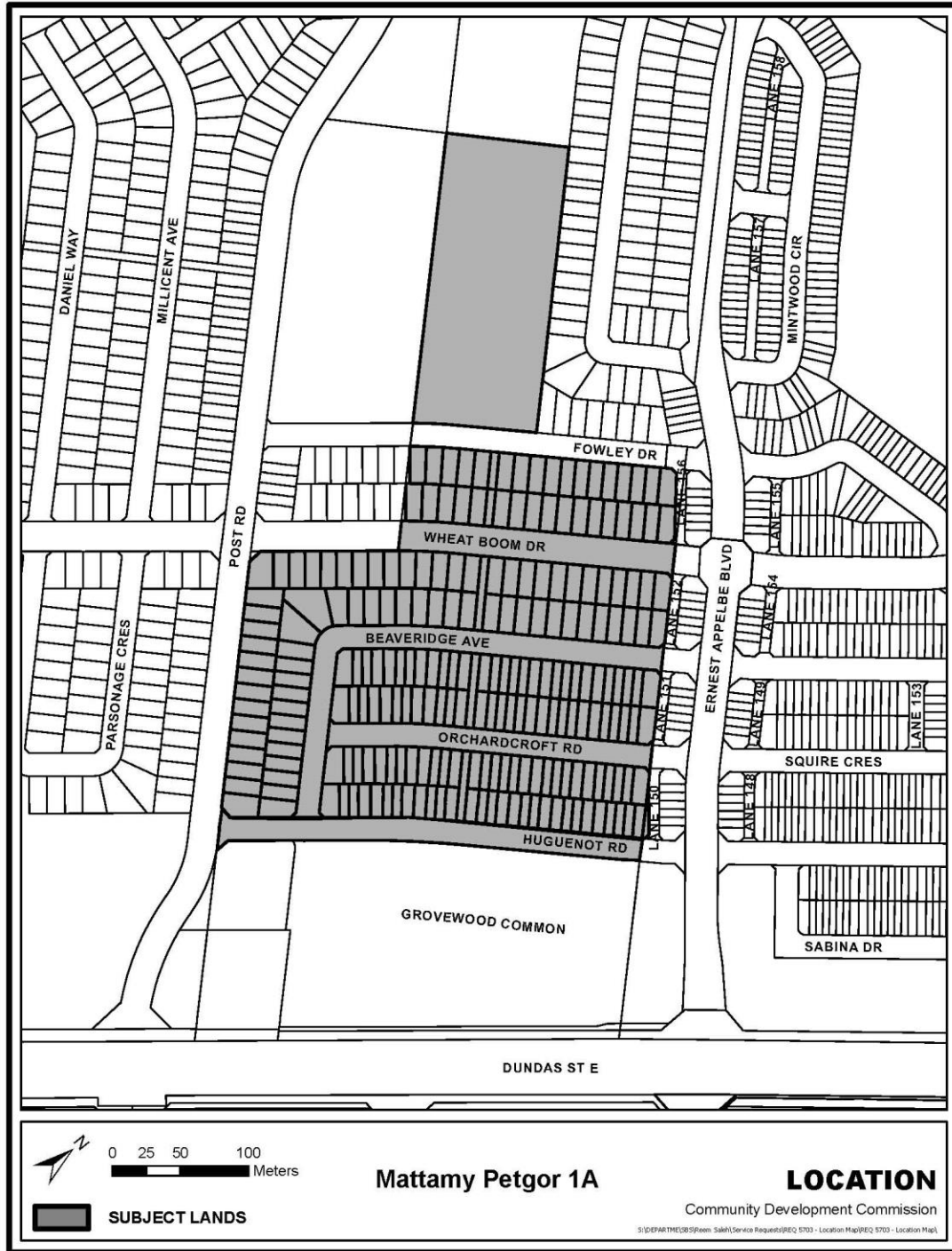
- Appendix A - Location Plan
- Appendix B - Legal Plan
- Appendix C - By-law 2022-005

Prepared by:
Steve Pozzobon, CET
Development Coordinator
Transportation and Engineering

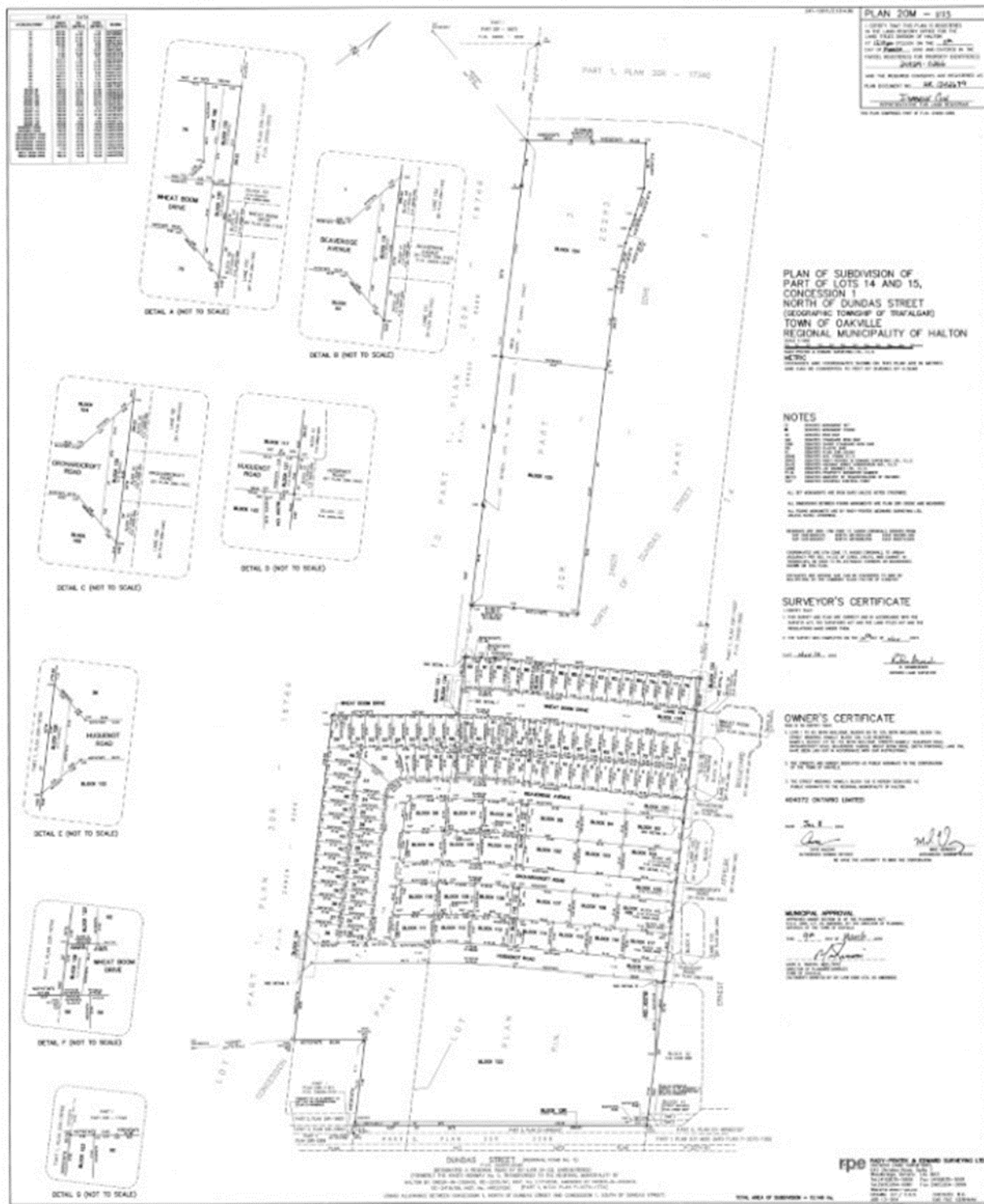
Recommended by:
Kristina Parker, P.Eng.
Acting Manager, Development Services

Submitted by:
Jill Stephen, P. Eng.
Director – Transportation and Engineering Department

APPENDIX 'A'



LOCATION PLAN



APPENDIX 'B' – LEGAL PLAN



APPENDIX C

THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2022-005

A by-law to assume Registered Plan 20M-1173

COUNCIL ENACTS AS FOLLOWS:

That the public works within 20M-1173 are hereby assumed by the Town.

PASSED this 17th day of January 2022

MAYOR

CLERK

REPORT

Planning and Development Council

Meeting Date: January 17, 2022

FROM: Planning Services Department

DATE: January 4, 2022

SUBJECT: Removal of “H17” Holding Provision, Block 263, 20M-1212, Part of Lot 14, Concession 1, NDS, File No.: Z.1314.09, By-law 2022-004

LOCATION: Block 263, 20M-1212, Part of Lot 14, Concession 1, NDS

WARD: Ward 7

Page 1

RECOMMENDATION:

1. That the Zoning By-law Amendment application (File No.: Z.1314.09) submitted by 404072 Ontario Limited to remove the “H17” Holding Provision from Block 263, 20M-1212, Part of Lot 14, Concession 1, NDS, be approved.
2. That By-law 2022-004, a by-law to remove the Holding Provision on Block 263, 20M-1212, Part of Lot 14, Concession 1, NDS, from Zoning By-law 2009-189, as amended, be passed.

KEY FACTS:

The following are key points for consideration with respect to this report:

- Applications for a Draft Plan of Subdivision (24T-12011B/1314) and Zoning By-law Amendment (Z.1314.06B) were approved on the subject lands by Town Council on November 28, 2016. The subdivision was designed and reviewed concurrently with the abutting Star Oak and EMGO developments and the “H17” Holding Provision was established on the subject lands through By-law 2016-120 at the request of the Town of Oakville.
- There were no written or oral submissions received from the public with respect to these matters.
- The “H17” was put in place in order to phase the development and prevent the construction of dwelling units while still allowing a logical sequence of mutually-supportive draft plan approvals, a sufficient amount of employment lands, pre-servicing agreements, subdivision agreements and plan registrations to provide the water, wastewater and stormwater management

servicing needed to facilitate coordinated development in Neighbourhoods 8 and 9.

- The purpose of the “H17” Holding Provision is to restrict the use of the land to specific buildings types, until such time as the timeline in condition a) of Section 9.3.15.3 of the Zoning By-law 2009-189 has passed, to the satisfaction of the Town of Oakville.
- The applicant has initiated the development process, which requires the lifting of the H17 from the subject lands. A future Draft Plan of Subdivision application will be processed on the subject lands in order to permit the development of 32 lane-based townhouses on a public lane.
- The application was received on November 29, 2021, which included the required documentation as justification that the timeline as part of the Conditions for Removal of the “H17” will pass on January 14, 2022.
- Town Staff have no objections to the application, noting that the three years since the date of registration of the underlying draft plan of subdivision will be passed prior to the meeting of the Planning and Development Council on January 17, 2022.
- Staff recommends that By-law 2022-004 be passed, which would have the effect of removing “H17” from Block 263, 20M-1212, Part of Lot 14, Concession 1, NDS.

BACKGROUND:

Applications for a Draft Plan of Subdivision (24T-12011B/1314) and Zoning By-law Amendment (Z.1314.06B) were approved on the subject lands by Town Council on November 28, 2016, which had the effect of rezoning the larger subdivision for residential uses, stormwater management, parks and natural heritage system, subject to a “H17” Holding Provision on the subject lands (Block 2 of By-law 2016-120) at the time.

The “H17” Holding Provision was incorporated onto the Neighbourhood Centre Area block at the request of the Town of Oakville. The purpose of the “H17” is to restrict the use of the land to specific buildings types, until such time that the following conditions were satisfied:

- a) A minimum of three years has passed since the date of registration of the underlying draft plan of subdivision.

The applicant will be eligible to submit a Draft Plan of Subdivision application at such time as “H17” is removed from Zoning By-law 2009-189. This would facilitate the development of 32 lane-based townhouses on a public lane that would be consistent and in keeping with the built form, housing type and character of the surrounding neighbourhood.

Proposal

The applicant is requesting to remove the "H17" Holding Provision on the subject lands in order to be developed with 32 lane-based townhouses on a public lane, through a future Draft Plan of Subdivision application.

Location & Site Description

The subject lands are approximately 0.51 hectares (1.26 acres) in size and are located on the north of Settlers Road East and bound by Vernon Powell Drive, Marigold Gardens and Eternity Way, as seen in Figure 1.



Figure 1: Location Map

TECHNICAL & PUBLIC COMMENTS:

The subject lands were the subject of extensive public consultation processes as part of the development application review. On November 28, 2016, Town Council approved By-law 2016-120, which established the “H17” Holding Provision as a supplementary component of Zoning By-law Amendment Z.1314.06B.

The Town received an application from 404072 Ontario Limited (Mattamy) to remove the “H17” Holding Provision from the Zoning By-law to allow the subject lands to be developed. Zoning By-law 2009-189, Section 9, “H17” Holding Provision indicates that the holding provision may be removed when the following condition has been satisfied:

H17	404072 Ontario Ltd.	Parent Zone: NC
Map 12(5)	(Mattamy Development Corp.) (Part of Lots 14 and 15, Concession 1, NDS)	(2016-120)
9.3.15.1 Only Permitted Building Types Prior to Removal of the “H”		
For such time as the “H” symbol is in place, these lands shall only be used for the following building types:		
a)	Mixed use building	
b)	Apartment	
c)	Parking garage, built as part of an apartment or mixed use building on the same lot	
d)	Stacked townhouse dwelling	
9.3.15.3 Conditions for Removal of the “H”		
The “H” symbol shall, upon application by the landowner, be removed by <i>Town</i> Council passing a By-law under Section 36 of the Planning Act. The following condition(s) shall first be completed to the satisfaction of the Town of Oakville:		
a)	A minimum of three years has passed since the date of registration of the underlying draft plan of subdivision which includes the entirety of the lands subject to this Holding Provision.	

CONCLUSION:

Staff are satisfied that the timeline for the removal of the “H17” Holding Provision has passed to conclude that the condition has been “completed to the satisfaction of the Town of Oakville” to allow the removal of the “H17” from the subject lands. It should be noted that a future Draft Plan of Subdivision application will be submitted in order to facilitate the development of 32 lane-based townhouses on a public lane on the subject lands. The proposed townhouses would continue the subdivision build out and be in keeping with the existing housing types in the immediate area,

noting that OPA 321 is in effect and live-work units have been obtained through a nearby activity node at Post Road and Settlers Road East.

Staff recommends that Council approve the subject application and pass By-law 2022-004 to remove the “H17” Holding Provision from Block 263, 20M-1212, Part of Lot 14, Concession 1, NDS. By-law 2022-004 is attached as Appendix “A”.

CONSIDERATIONS:

(A) PUBLIC

Notification of intention to remove the “H17” Holding Provision has been provided to the land owner and adjacent land owners of the subject lands pursuant to Section 36(4) of the *Planning Act*.

(B) FINANCIAL

None.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

Halton Region has no objections to the removal of the “H17” Holding Provision as requested.

(D) CORPORATE STRATEGIC GOALS

This report addresses the corporate strategic goal(s) to:

- Be the most livable town in Canada

(E) CLIMATE CHANGE/ACTION

The proposed development generally complies with the sustainability objectives of Livable Oakville.

APPENDICES:

Appendix A – By-law 2022-004

Prepared by:

Brandon Hassan, B. URPI, MCIP, RPP
Planner, Current Planning – East District

Recommended by:

Tricia Collingwood, MCIP, RPP
Acting Manager, Current Planning – East District

Submitted by:

Gabe Charles, MCIP, RPP
Director, Planning Services



APPENDIX A

THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2022-004

A by-law to remove the Holding Provision on Block
263, 20M-1212, Part of Lot 14, Concession 1, NDS,
404072 Ontario Limited (Mattamy Petgor Phase 2)
File No. Z.1314.09

COUNCIL ENACTS AS FOLLOWS:

1. Map 12(5) of By-law 2009-189, as amended, is further amended by removing the holding symbol from the lands depicted on Schedule "A" to this By-law.
2. Part 9, Holding Provisions, of Bylaw 2009-189, as amended is further amended by deleting Table H17 in its entirety and replacing it with the following:

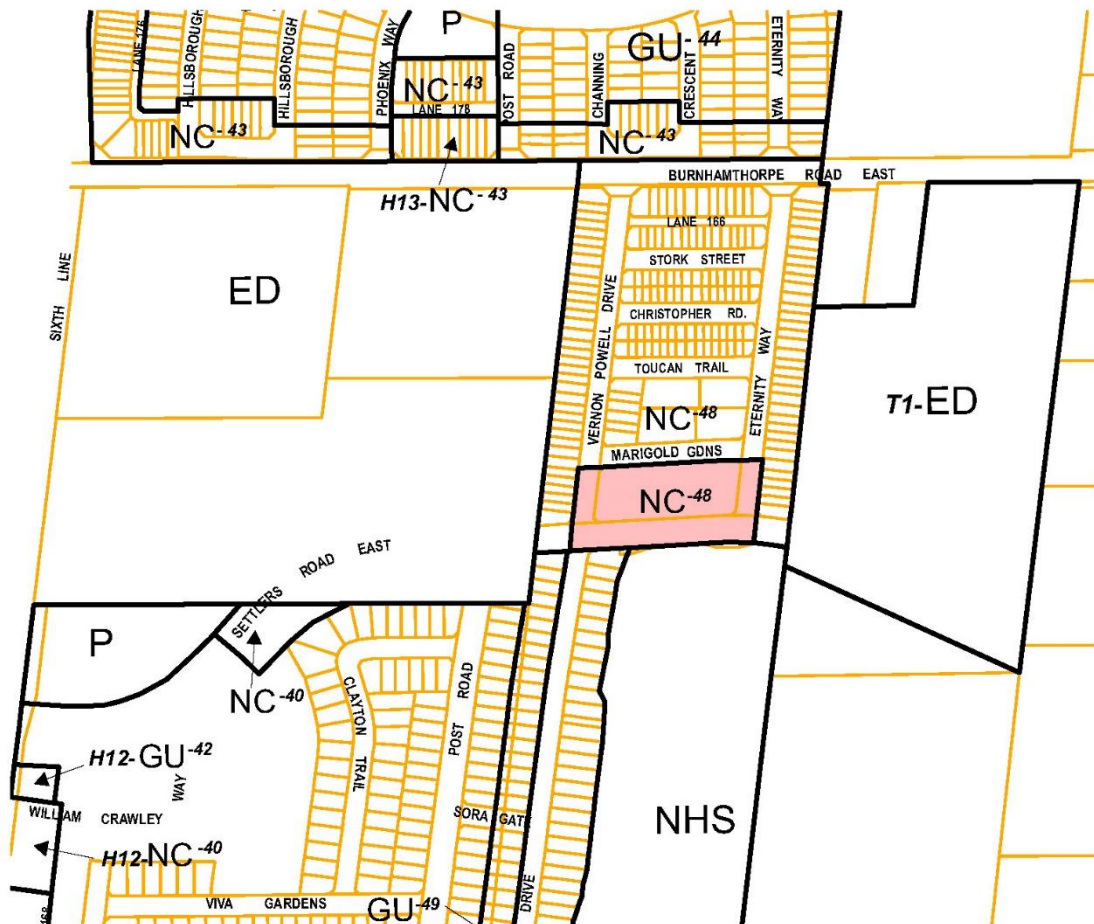
"H17 - Removed by By-law 2022-004"
3. This By-law comes into force upon the day it is passed.

PASSED this 17th day of January, 2022

MAYOR

CLERK

SCHEDULE "A"
To By-law 2022-004



AMENDMENT TO BY-LAW 2009-189



H17 is removed from the subject lands

EXCERPT FROM MAP
12 (5)



SCALE: 1 : 4500

REPORT

Planning and Development Council

Meeting Date: January 17, 2022

FROM: Planning Services Department

DATE: January 4, 2022

SUBJECT: Public Meeting Report, MGM Development (2652508 Ontario Inc.),
Zoning By-law Amendment, Z.1614.76

LOCATION: South of the QEW and north of Cross Avenue

WARD: Ward 3

Page 1

RECOMMENDATION:

1. That the public meeting report prepared by the Planning Services Department dated January 4, 2022, be received.
2. That comments from the public with respect to the proposed Zoning By-law Amendment submitted by MGM Development (2652508 Ontario Inc.) (File No.: Z.1614.76), be received.
3. That staff consider such comments as may be provided by Council.

KEY FACTS:

The following are key points for consideration with respect to this report:

- MGM Development, the owners of the subject lands, has submitted a Zoning By-law Amendment application to facilitate a residential development proposal consisting of a 26 storey tower with a total of 295 residential units and underground parking.
- The subject lands are located within the Midtown Oakville Growth Area north of Lyons Lane and south of the South Service Road. Midtown Oakville is one of 25 areas identified as an *urban growth centre* in the Province's *Growth Plan for the Greater Golden Horseshoe: Places to Grow*. The area is planned to accommodate significant intensification to meet prescribed Provincial, Regional and municipal targets.
- In accordance with the Livable Oakville Plan, the subject lands are eligible for bonusing and the applicant is proposing an increase in height from 20

storeys to a maximum height of 26 storeys upon entering into a Section 37 Agreement with the Town of Oakville.

- To develop in accordance with the Livable Oakville land use policies the applicant must submit a zoning amendment application to rezone the property from Existing Development (ED) to Residential High (RH) with a special site provision.
- In the past, the key development constraints within the Midtown Growth Area included transportation and municipal servicing infrastructure limitations. An Area Servicing Plan (ASP) was undertaken by the Region of Halton for Midtown Oakville which included the subject lands. The Region has approved the ASP. Transportation limitations will be further reviewed as part of the recommendation report.
- The application will be considered under Bill 108, which provides for a 120-day timeline before an appeal can be filed for lack of decision. The application was deemed complete on October 6, 2021. The statutory timeframe for processing this application expires on February 6, 2022.
- The applicant held a Virtual Public Information Meeting on February 19, 2020. The meeting was attended by the owners of 599 Lyons Lane and their planning consultant.

BACKGROUND:

The purpose of this report is to introduce the planning application as part of the statutory public meeting. Council will hear public delegations on the application, ask questions of clarification and identify matters for consideration. The report is to be received and no recommendations on the application are being made at this time.

Proposal

The applicant has submitted a Zoning By-law Amendment application to permit the development of a 26 storey residential building on lands known municipally as 627 Lyons Lane (Figure 1). The building is proposed to accommodate 295 residential units with 295 parking spaces, inclusive of visitor parking, in an underground parking garage. The development will also include 295 bicycle parking spaces. Vehicular access is proposed from the South Service Road. The proposed site plan is included as Figure 2.

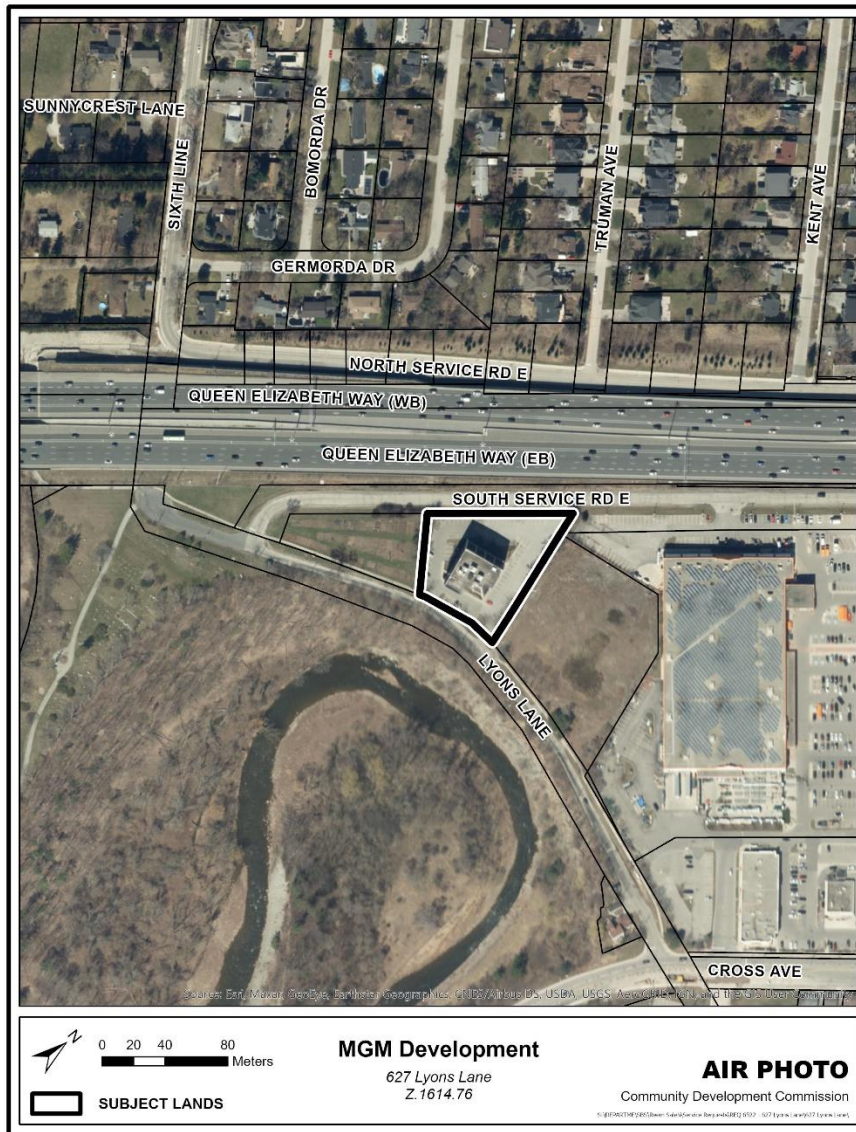


Figure 1: Air Photo

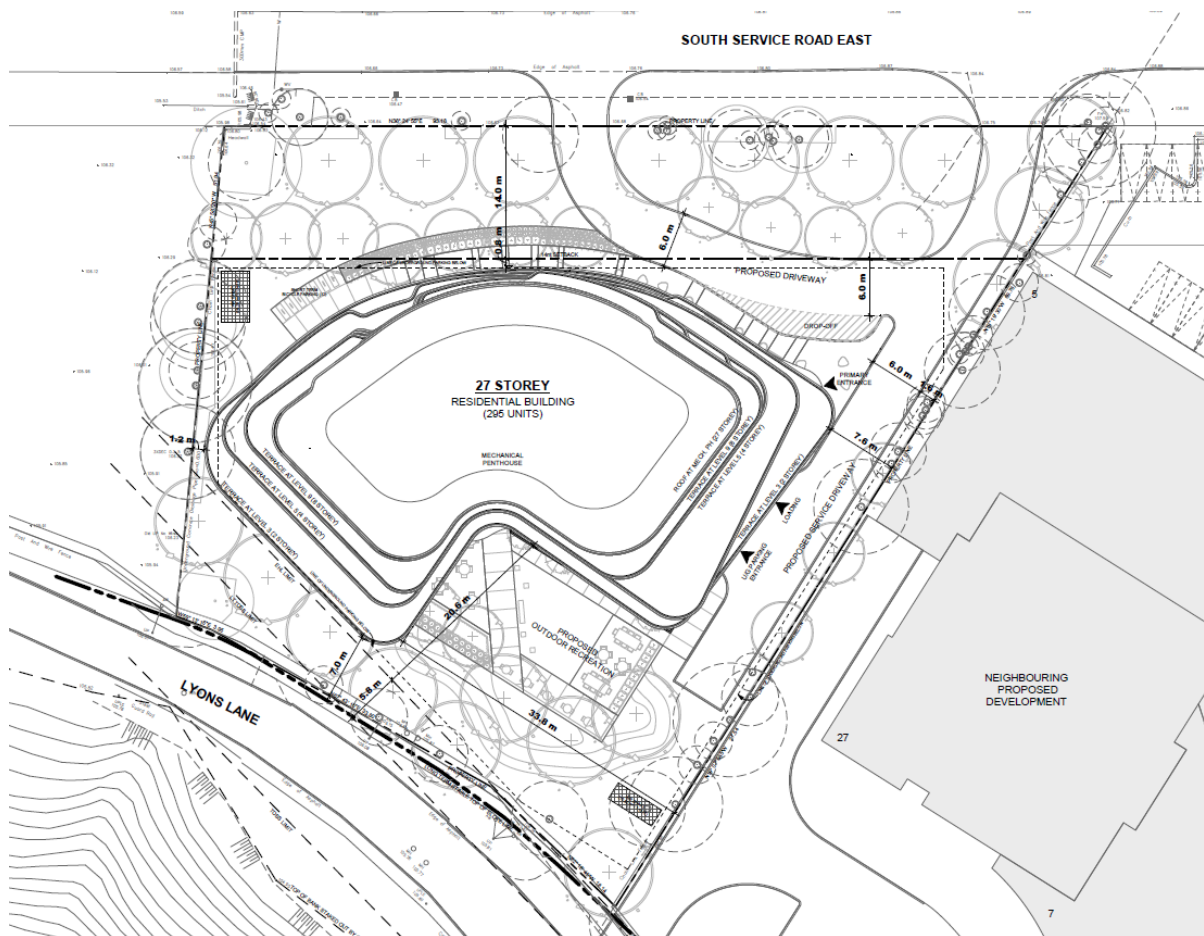


Figure 2: Site Plan

The proposed height exceeds the height range permissions of 20 storeys within the Livable Oakville Plan for the Midtown Oakville growth area. The applicant is proposing to enter into a Section 37 Agreement with the Town to permit the additional six storeys in height. In addition, the applicant proposes modifications to the existing zoning to allow for the development as proposed.

Figures 3 and 4 provides conceptual perspectives of the development from the QEW and Lyons Lane. Figure 3 includes a 'ghosted-in' conceptual concept for the 599 Lyons Lane future development as well as the treatment of the development as it faces Sixteen Mile Creek.



Figure 3: Conceptual perspective looking east, includes 599 Lyons Lane concept



Figure 4: Conceptual view looking east from the QEW

Submission materials are available at the following link on the Town's website:
<https://www.oakville.ca/business/da-39532.html>

Location & Site Description

The subject lands are located within the Midtown Oakville growth area, a designated *urban growth centre* by the Province. The property is approximately 800 metres (10 min walk) from the Oakville GO/VIA Station, which is the hub of this *major transit station area*. Midtown Oakville is considered a major transit station area within a designated settlement area

The subject property has a lot area of approximately 0.5 hectares and is located on the north side of Lyons Lane and south of the South Service Road. The property has 56 metres of frontage on Lyons Lane and 93 metres of frontage on the South Service Road. The four storey office building that is currently on the site is proposed to be demolished as part of this development.

Surrounding Land Uses

The surrounding land uses are as follows:

North: South Service Road and the QEW

East: Future high density residential development at 599 Lyons Lane and the Home Depot

South: Lyons Lane and Sixteen Mile Creek

West: Town of Oakville Community Gardens

PLANNING POLICY & ANALYSIS:

The properties are subject to the following policy and regulatory framework:

- Provincial Policy Statement (2020);
- Growth Plan for the Greater Golden Horseshoe (2019);
- Halton Region Official Plan;
- *Livable Oakville* Plan; and,
- Zoning By-law 2014-014

Policy excerpts are included as Appendix 'A'.

Provincial Policy Statement (2020)

The Provincial Policy Statement (2020) ('PPS') is intended to promote a policy led system, which recognizes that there are complex relationships among environmental, economic and social factors in land use planning. The PPS

encourages the wise management of land to achieve efficient compact development form by directing growth to settlement areas, and encourages Planning authorities to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs for a time horizon of up to 25 years.

The PPS promotes the integration of land use planning, growth management and transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments and standards to minimize land consumption and servicing costs.

The subject lands are located within a settlement area, which are to be the focus of growth and development. The land use patterns within the settlement areas are based on densities and a mix of land uses that, among other matters, efficiently use land and resources, appropriately use the infrastructure and public service facilities that are planned or available and are transit supportive.

The future recommendation report will provide a full review of the development proposal in accordance with the PPS (2020).

Growth Plan for the Greater Golden Horseshoe

The Growth Plan (2019) is a long-term plan that intends to manage growth, build complete communities, curb sprawl and protect cultural heritage resources and the natural environment.

The Growth Plan provides policies for where and how to grow, directing population and employment growth to urban areas and rural settlement areas with delineated built boundaries on full municipal services (policy 2.2.1). The policies of the Growth Plan are to be applied to support complete communities that feature a diverse mix of land uses with convenient access to local stores, services, and public service facilities, provide a diverse range and mix of housing options, and expand convenient access to transportation options.

The subject lands are located within an identified “Built-Up Area” and a “Settlement Area”, where intensification is encouraged to efficiently make use of the existing infrastructure, municipal servicing availability and convenient access to services that meet the daily needs of residents. Key principles, set out in Section 1.2.1 include prioritizing intensification and higher densities in order to make efficient use of land and infrastructure and support transit viability while at the same time consider adjacent uses, compatible built form and transitioning.

Support for the development of complete communities and transit supportive development is emphasized in Section 2.1:

“To support the achievement of complete communities that are healthier, safer, and more equitable, choices about where and how growth occurs in the GGH need to be made carefully. Better use of land and infrastructure can be made by directing growth to settlement areas and prioritizing intensification ... concentrating new development in these areas provides a focus for investment in transit as well as other types of infrastructure and public service facilities to support forecasted growth, while also supporting a more diverse range and mix of housing options. It is important that we maximize the benefits of land use planning as well as exciting and future investments in infrastructure so that our communities are well-positioned to leverage economic change.”

In addition, the Growth Plan establishes intensification targets for development within “Delineated Built-Up Areas”, stating in Section 2.1 the importance:

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

The Town of Oakville is included within these areas and anticipates that a minimum of 50 percent of all residential development occurring annually is expected to be within the delineated built-up area.

Halton Region Official Plan

The subject lands are designated “Urban Area” in 2009 Regional Official Plan (ROP). The Urban Area is “planned to accommodate the distribution of population and employment for the Region and the four Local Municipalities”. The policies of the Urban Area designation (Policy 72 of Part III) support a form of growth that is compact and supportive of transit and reduces the dependence on the private automobile, and the development of vibrant and healthy mixed-use communities which afford maximum choices for housing, work and leisure. The Urban Area is intended to facilitate and promote intensification and increased densities by attracting a significant portion of population growth, and by achieving higher densities than the surrounding areas that will, in turn, support transit and active transportation for everyday activities.

The subject lands are within the identified “Built-Up Area”. Regional Phasing policies to 2021 require the Town of Oakville to intensify within the built boundary. Policy 76 notes that the range of permitted uses is to be in accordance with Local Official Plans and Zoning By-laws. All development, however, is subject to the policies of the Regional Plan.

Halton's planning vision for a healthy community is found in Policy 31(3) stating that a healthy community is physically designed to minimize the stress of daily living and meet the life-long needs of its residents where a full range of housing, social, health and recreational opportunities are present and where mobility is provided primarily through an affordable, convenient, safe and efficient public transportation system.

The subject lands are approximately 800 metres from the Midtown GO/VIA Transit Station, which equates to a ten minute walk. Policy 80 provides that Major Transit Station Areas (including Metrolinx-designated Mobility Hubs) are areas for a higher concentration of residential and employment uses with development densities and patterns supportive of public transit and pedestrian traffic. Policy 81(1) states that it is the policy of the Region to direct development with higher densities and mix of uses to Intensification Areas and to require Local Municipalities to do the same.

Livable Oakville Plan

The Livable Oakville Plan was approved by the Ontario Municipal Board on May 10th, 2011. The subject lands are located within an identified growth area that is planned to accommodate intensification and high density growth in accordance with the policies of Livable Oakville:

Section 2.2.1 b) reinforce the Town's Urban Structure:

"b) direct the majority of growth to identified locations where higher density, transit and pedestrian oriented development can be accommodated."

Section 2.2.2

"Providing choice throughout the Town in order to:

- a) Enable the availability and accessibility of a wide range of housing, jobs, and community resources to meet the diverse needs of the community through all stages of life;*
- b) Providing choices for mobility by linking people and places with a sustainable transportation network consisting of roads, transit, walking and cycling trails; and,*
- c) Foster the Town's sense of place through excellence in building and community design."*

The *Livable Oakville Plan* is currently undergoing a 5-year Official Plan Review to ensure the policies are consistent with the Provincial and Regional policies, support the Town's strategic goals, and reflect the visions and needs of the community.

Urban Structure

Schedule A1, Urban Structure, of the *Livable Oakville Plan* provides the basic structural elements for the Town. The Town's urban structure most recently updated through Official Plan Amendment 15 provides for nodes and corridors, where higher

intensity forms of mixed use growth that would support frequent transit service are to be accommodated. Nodes include the Town's growth areas, such as Midtown Oakville. These areas will accommodate intensification through development and redevelopment.

As part of the Town's Official Plan Review the growth area reviews will examine the policies introduced through Livable Oakville in 2009. The Midtown Oakville Review is underway and will account for revised growth targets (existing population and employment, and the addition of residential units) to align with the PPS, Growth Plan and Halton Region's Integrated Growth Management Strategy.

The subject lands are identified on *Schedule A1 – Urban Structure* and within close proximity to a *Regional Transit Node* and a Provincial Priority Transit Corridor. Regional Transit Nodes are located at key locations to integrate with the town-wide transportation system and to provide a focus for transit supportive development.

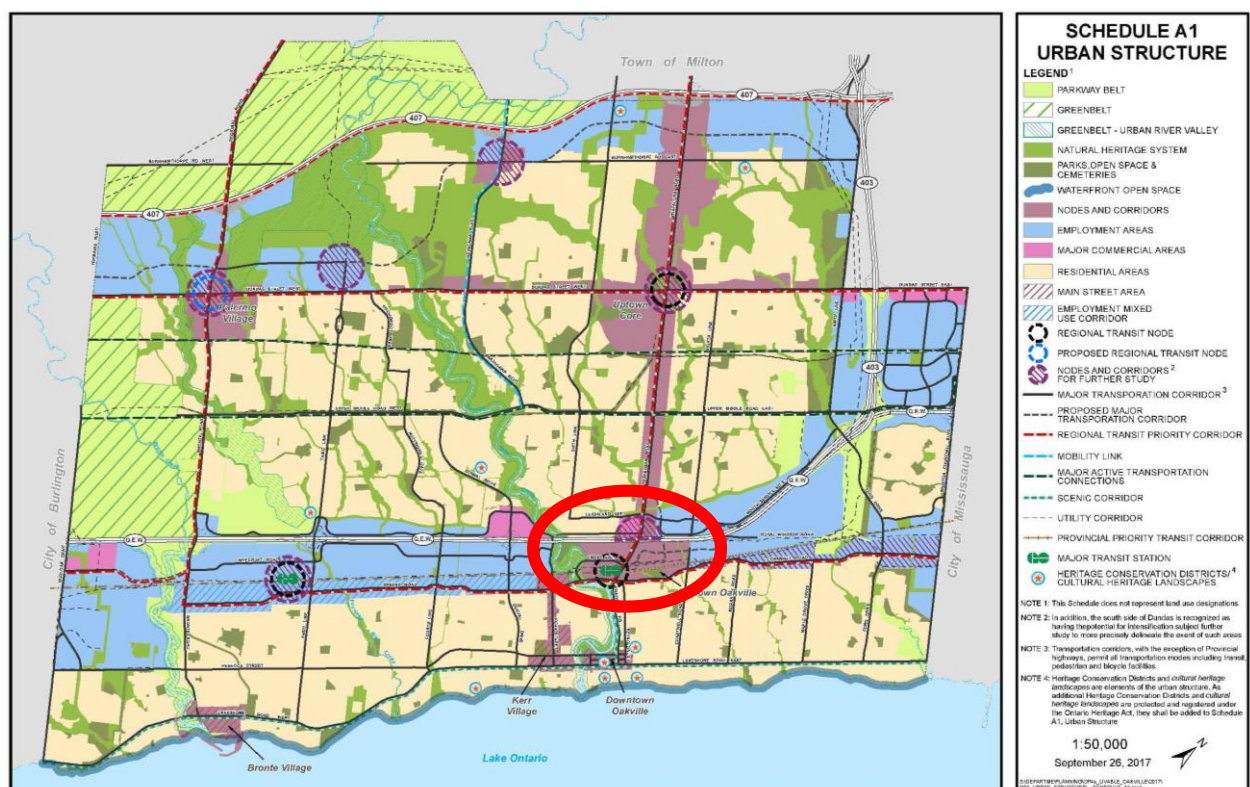


Figure 5a: Urban Structure –Schedule A1

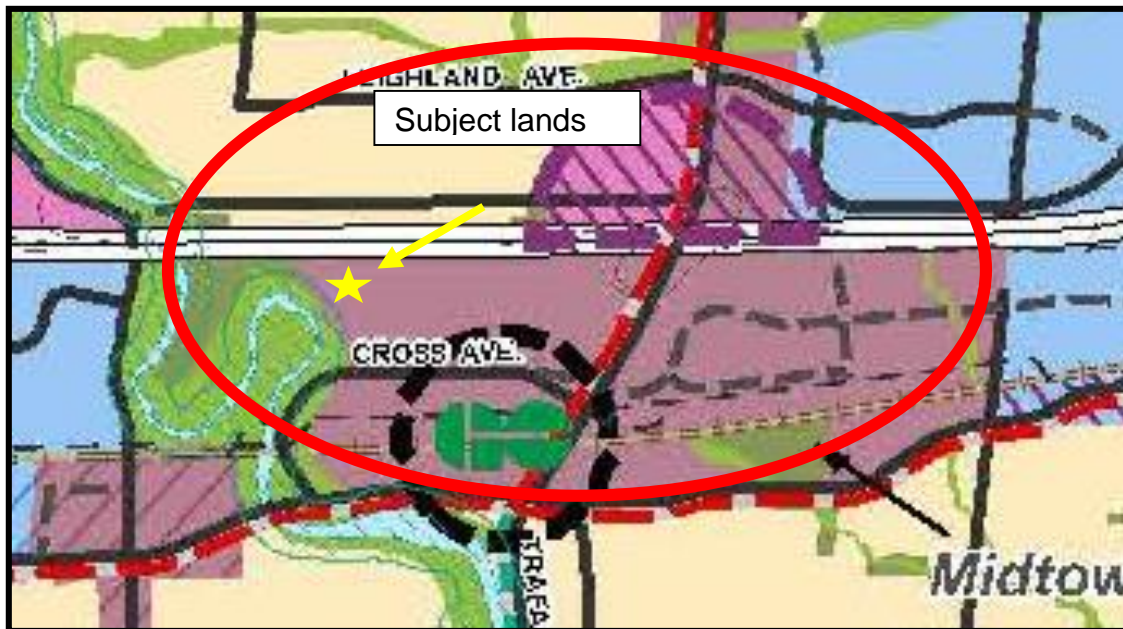


Figure 5b: Urban Structure –Schedule A1- Extract

The development proposal for the subject lands is responding to provincial and municipal land use directions to assess opportunities within designated growth areas and corridors for intensification. To efficiently utilize the site, as well as the location to a priority transit corridor, the applicant is requesting to enter into a Section 37 Agreement to allow for height increases beyond what is currently available through the in-effect land use designations in the Livable Oakville Plan.

Official Plan Objectives

The subject lands are located within the Midtown Oakville growth area. The site is designated High Density Residential on Schedule L1: Midtown Oakville Land Use Plan in the Livable Oakville Plan, shown in Figure 6. Policies within Part D of the Livable Oakville Plan state that the Residential High designations have a density range up to 185 units per site hectare.

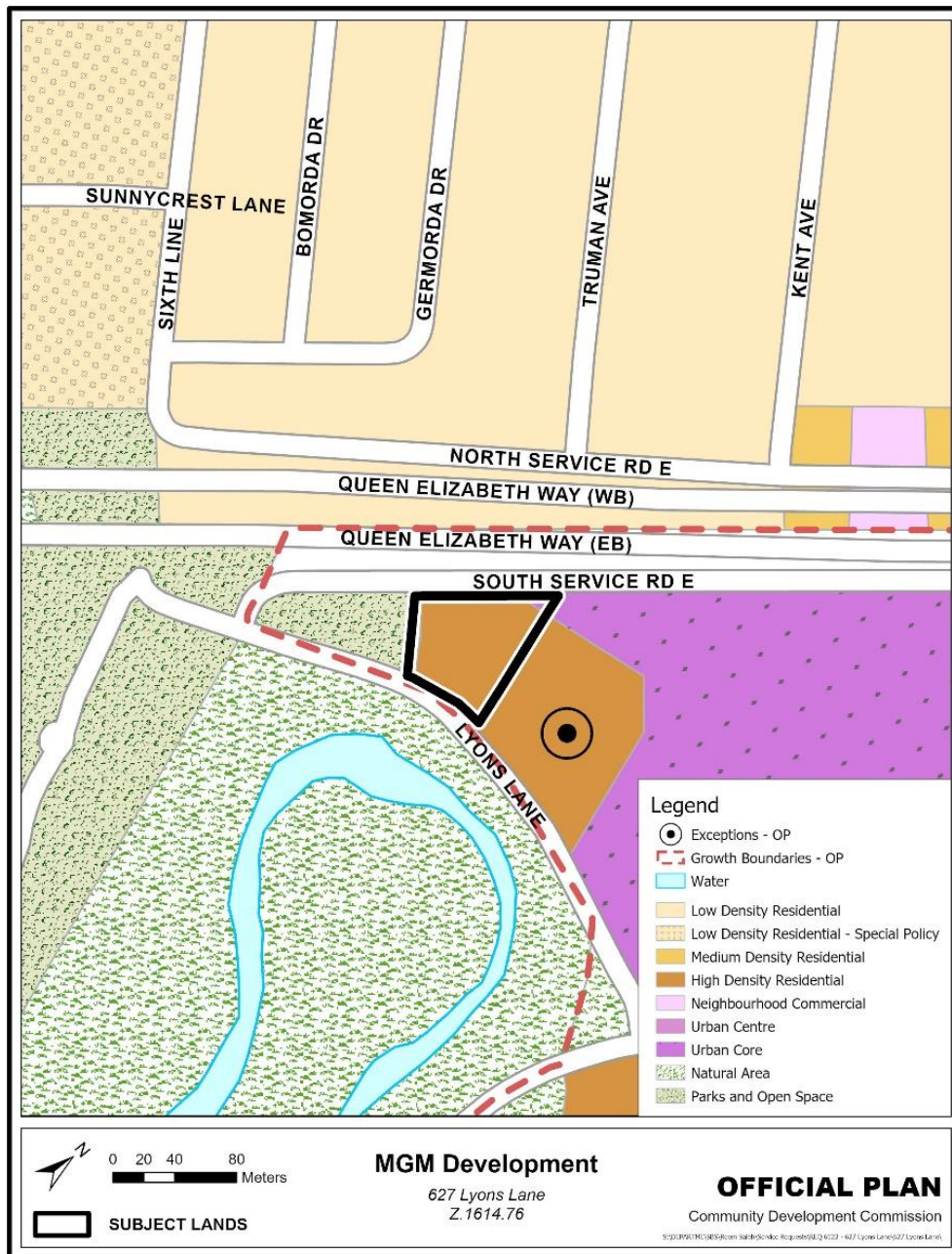


Figure 6: Official Plan Land Use Excerpt

Schedule L2: Midtown Oakville Building Heights identifies building heights for the subject lands as eight to 20 storeys, with potential bonusing opportunities.

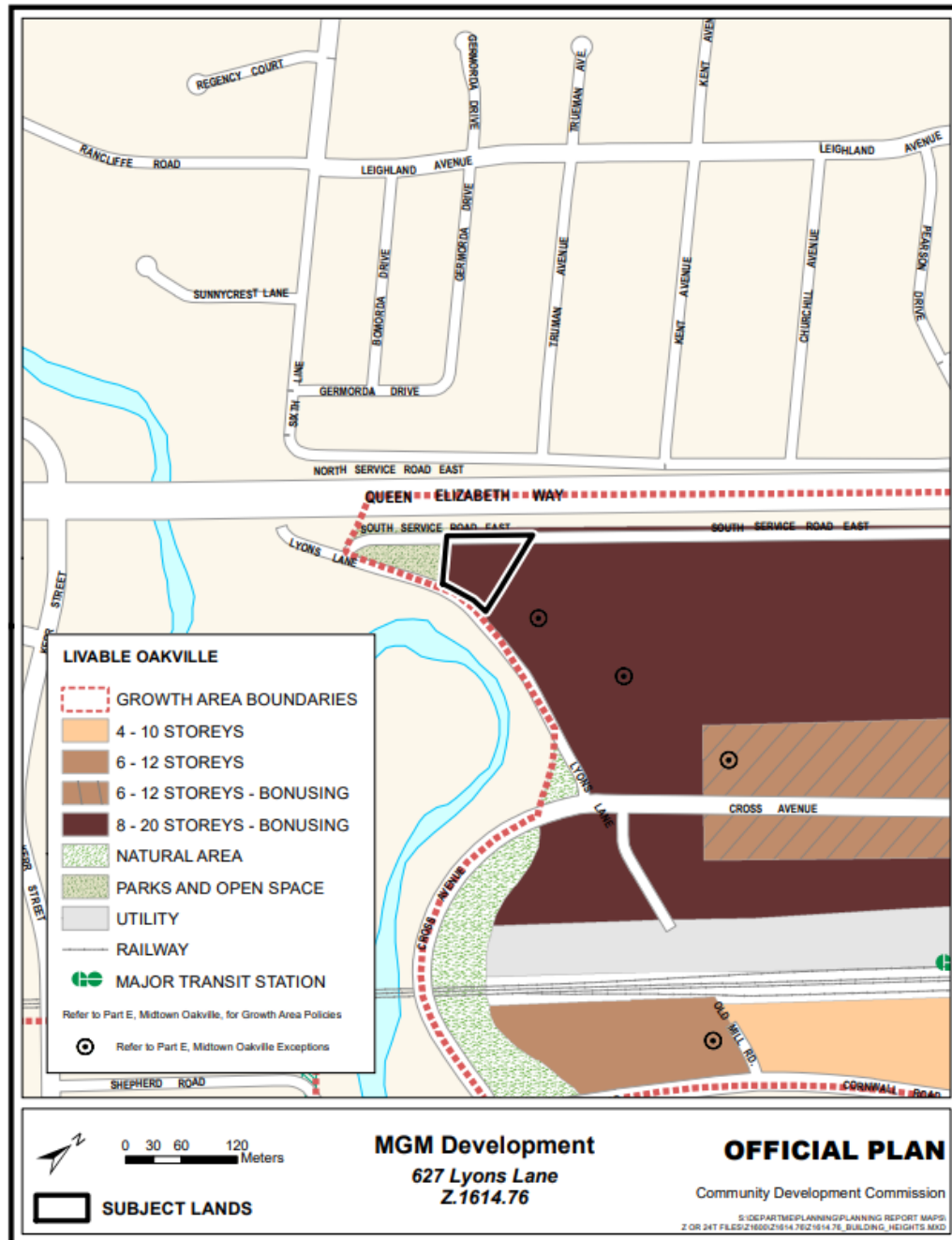


Figure 7: Official Plan Building Heights Excerpt

Section 20 of the Livable Oakville Plan states that Midtown Oakville:

“is one of 25 areas identified as an urban growth centre in the Province’s Growth Plan for the Greater Golden Horseshow: Places to Grow, 2006 (the Growth Plan). Urban growth centres are to be transit-supportive regional focal areas that accommodate a significant portion of future population and employment growth in the Greater Golden Horseshoe.”

The goal for Midtown Oakville, through development and redevelopment, will be the creation of a vibrant, transit-supportive mixed use community and Employment Area. The subject lands are located within the Lyons District which is intended to evolve into a compact mixed use neighbourhood with taller residential buildings located in the vicinity of Sixteen Mile Creek.

The Town is reviewing the future public roadway function of Lyons Lane, drawing from recommendations of the Midtown Oakville Transportation and Stormwater Class Environmental Assessment and subsequent Official Plan Amendments to update Livable Oakville as well as a recent town initiated Geotechnical review of the current conditions. Relevant policies in regard to evaluating the future road network for Midtown Oakville can be found in Section 20.4.1: Transportation that speak to:

- a) *Significant road, transit and active transportation infrastructure to the Midtown Oakville as shown on Schedules C, D and L3, is needed to accommodate the growth the Town is required to achieve in Midtown Oakville. Many existing roads shall be realigned, widened, extended or replaced.*

Urban Design Requirements

The proposal is being reviewed in context of the Livable by Design Urban Design Manual for the Town of Oakville. The Livable by Design Manual provides a comprehensive and detailed design direction for development to ensure new development is integrated with its surroundings and results in projects that are functional, support community vitality, and improve the overall livability of the area.

The location of the site within Midtown Oakville, fronting onto the QEW and Sixteen Mile Creek as well as its proximity to the GO/VIA Station will play an important role in the evaluation of the urban design principles used on this site. Relevant urban design policies can be found in Section 20.4.2 – Urban Design.

- a) *In addition to the urban design policies of this Plan, development and the public realm shall address the urban design direction provided in the Livable by Design Manual and the Designing Midtown Oakville document.*

- b) *Midtown Oakville shall be designed as a regional destination and an urban centre with a focus on creating a safe and attractive public realm that encourages walking, cycling and transit use. New development shall support this objective through its form, scale and detail.*
- c) *A network of public spaces, or varying sizes and activity, should be planned for Midtown Oakville to support residents and employees throughout.*
- d) *Development shall promote safe, convenient and attractive pedestrian access to transit stops or stations. Barriers, such as boundary fences, shall be discouraged.*
- e) *It is intended that some of the town's tallest buildings locate in Midtown Oakville. These buildings shall be designed to the highest architectural quality and detail to create landmark buildings and contribute to a distinct skyline.*

Zoning By-law (2014-014)

The subject lands are zoned Existing Development (ED), shown in Figure 8 below. The current zoning requires a development proposal to implement the goals, objectives and policies of the Livable Oakville Plan, including taller residential apartment dwellings.

The applicant proposes to rezone the property to a Residential High special provision with the following modifications:

- Minimum and maximum yard flexibility
- Maximum height provisions for the podium and towers, including bonusing
- Maximum height of rooftop mechanical equipment
- Regulating the number of dwelling units
- Minimum number of parking spaces for all uses and visitors

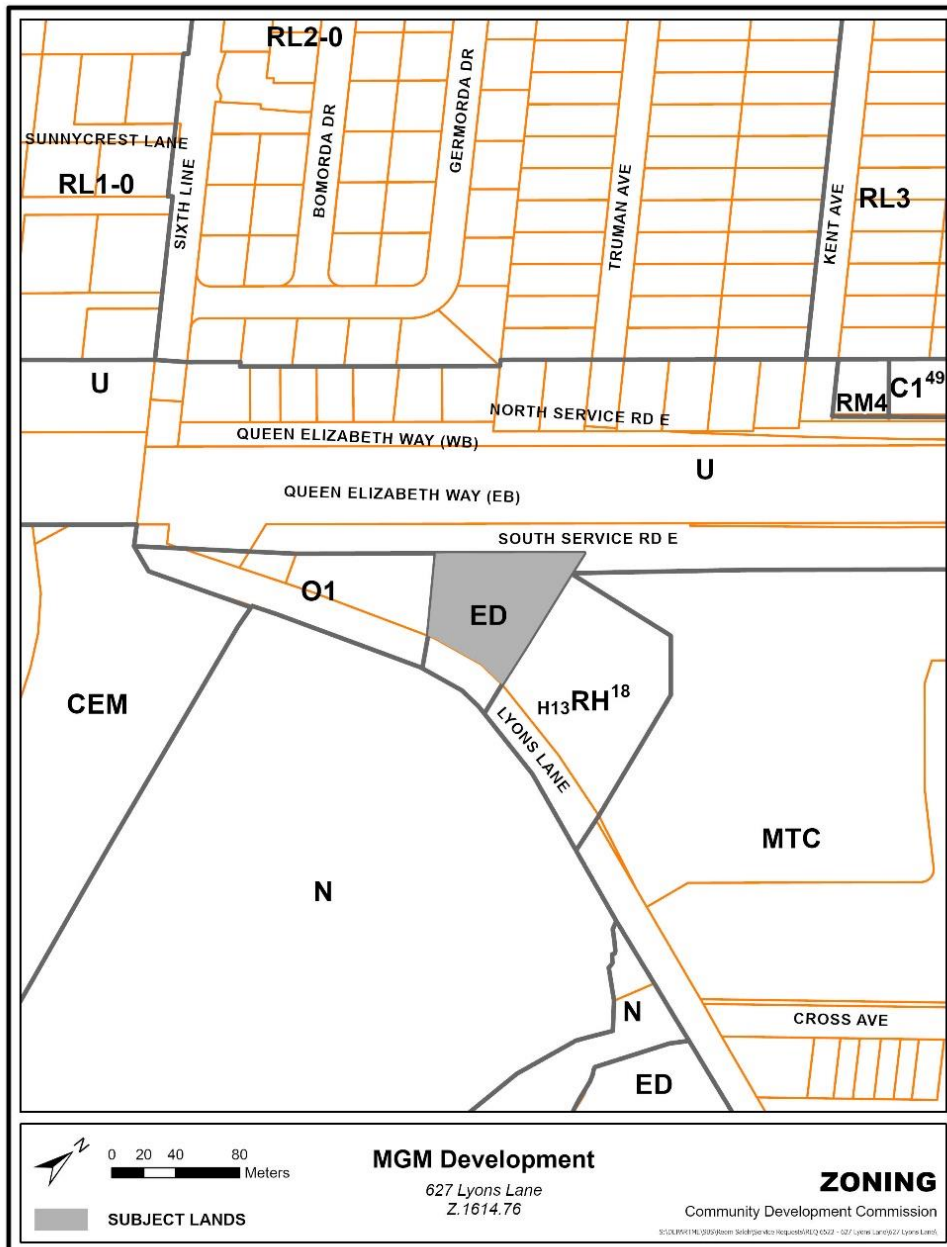


Figure 8: Zoning Excerpt

TECHNICAL & PUBLIC COMMENTS

The proponent has provided technical studies in support of the application which have been circulated to various public agencies and internal town departments, and which are under review. The following studies and supporting documentation are also accessible on the town's website:

- Planning Justification Report
- Site Plan
- Building Elevations and Coloured Renderings
- Functional Servicing and Stormwater Management Report
- Urban Design Brief
- Transportation Impact Assessment
- Shadow Impact Analysis
- Landscape Plan
- Species at Risk Study
- Air Quality Study
- Noise Study
- Phase 1 and 2 Environmental Site Assessments
- 3-D model

Issues Under Review / Matters to be Considered

The following reflects issues and matters that have been identified for further review and consideration. Not all circulation comments have been received to date but will be considered in the future recommendation report.

- Consistency with the Provincial Policy Statement, 2020 and conformity to the 2019 Growth Plan for the Greater Golden Horseshoe.
- Conformity to the Region of Halton Official Plan policies regarding density, intensification, transit-supportive and to ensure there is adequate water and wastewater capacity available in accordance with regional regulations and policies.
- Does the proposal contribute to the healthy communities objectives identified by the Region for meeting the life-long needs of its residents by offering additional housing units, daily services, recreational opportunities and access to convenient and efficient public transportation.
- Does the proposal support Metrolinx's RTP 2041 planned delivery of the future rail improvements for the Midtown Oakville Mobility Hub along the Lakeshore Line.
- Conformity with Livable Oakville policies including whether the development proposal is appropriate for its context.
- Does the proposal meet the intent of the intensification objectives of the Midtown Oakville growth area by appropriately addressing building height, density, massing and form while meeting intensification targets.

- Does the proposal meet the locational criteria for a transit-supportive development that will adhere to the Town's Transportation Master Plan goals of encouraging transit use and modal shifts from single occupant vehicles.
- Compliance with the Livable by Design Guidelines Parts A and C, including scale, massing, maximum floorplate standards for tall buildings and shadow impacts.
- Will the proposal be contextually appropriate and not limit the development potential on the adjacent 599 Lyons Lane property.
- Through the application review have the impacts of the future development of 599 Lyons Lane and the redevelopment of the Home Depot site been taken into consideration.
- The 2014 Environmental Assessment, and resulting Official Plan Amendment for Midtown, considered a refined local road network. Implementing that road network needs to be considered through this development proposal, along with the long term role the Lyons Lane right-of-way will play in the overall Midtown transportation network.
- Will the proposal contribute to the transit supportive environment as well as the envisioned public realm of the *major transit station area*.
- Justification for the proposed modifications to the parent zoning by-law ensuring the proposed zoning by-law amendment appropriately implements the vision of the Livable Oakville Plan.
- Establishment of an appropriate parking standard for residential parking including visitor parking.
- Assessment of the transportation impacts on the existing local road network.
- Travel Demand Management (TDM) measures proposed for consideration that will support a resident's choice to use transit or other means of alternative transportation.
- Alignment with the Climate Emergency declared by Council in June 2019 for the purposes of strengthening the Oakville community commitment in reducing carbon footprints.

Public Comments

There have been no comments from the public received to date for this application. Comments received at this public meeting will be considered and included in a forthcoming recommendation report.

CONSIDERATIONS:

(A) PUBLIC

Notice for the public meeting has been distributed in accordance with the *Planning Act*. In recognition of the scale of the proposal the limits of the public notification were expanded to include surrounding neighbourhoods that were outside of the 120 metre legislative requirements. As of the date of this report there have been no submissions of public comments received.

A Virtual Public Information Meeting was held by the applicant on February 19, 2020. The meeting was attended by the owners of 599 Lyons Lane and their planning consultant.

(B) FINANCIAL

Development charges and parkland dedication would be applicable to this development.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

The application is currently in circulation to internal departments and public agencies for comment.

(D) CORPORATE STRATEGIC GOALS

This report addresses the corporate strategic goal(s) to:

- be the most livable town in Canada

(E) CLIMATE CHANGE/ACTION

The proposed development will be reviewed to ensure compliance with the Town's sustainability objectives of the Livable Plan. The proposal will also be reviewed in the context of Council declaring a Climate Change Emergency on June 24, 2019, and where there are opportunities to reduce the development footprint of the proposal and the future residents.

CONCLUSION:

Planning staff will continue to review the proposed application, including departmental, agency and public feedback and report back to Council with a recommendation. No further notice is required, however, written notice of any future public meetings will be provided to those who have made written submissions.

APPENDICES:

Appendix A: Provincial Policy Excerpts

Prepared and Recommended by:
Tricia Collingwood, MCIP, RPP
Acting Manager

Submitted by:
Gabriel A.R. Charles, MCIP, RPP
Director, Planning Services

APPENDIX A– Provincial Policy and Growth Plan Excerpts

Provincial Policy Statement

The Provincial Policy Statement (2020) ('PPS') is intended to promote a policy led system, which recognizes that there are complex relationships among environmental, economic and social factors in land use planning. The PPS encourages the wise management of land to achieve efficient development and land use patterns by directing growth to settlement areas and by promoting a compact development form.

The subject lands are located within a settlement area, which are to be the focus of growth and development (policy 1.1.3.1). The land use patterns within the settlement area based on densities and a mix of land uses that, among other matters, efficiently use land and resources, appropriately use the infrastructure and public service facilities that are planned or available and are transit supportive.

Part V: Policies

1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 – Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d) avoiding development and land use patterns that would prevent the efficient expansion of *settlement areas* in those areas which are adjacent or close to *settlement areas*;
- e) promoting the integration of land use planning, growth management, *transit-supportive* development, *intensification* and *infrastructure* planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;

- g) ensuring that necessary *infrastructure* and *public service facilities* are or will be available to meet current and projected needs;
- h) promoting development and land use patterns that conserve biodiversity; and
- i) preparing for the regional and local impacts of a changing climate.

1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a *provincial plan*, that time frame may be used for municipalities within the area.

Within *settlement areas*, sufficient land shall be made available through *intensification* and *redevelopment* and, if necessary, *designated growth areas*.

Nothing in policy 1.1.2 limits the planning for *infrastructure*, *public service facilities* and *employment areas* beyond a 25-year time horizon.

1.1.3 Settlement Areas

Settlement areas are urban areas and rural settlement areas, and include cities, towns, villages and hamlets. Ontario's settlement areas vary significantly in terms of size, density, population, economic activity, diversity and intensity of land uses, service levels, and types of infrastructure available.

The vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities. Development pressures and land use change will vary across Ontario. It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures.

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

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for unjustified and/or uneconomical expansion;
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) prepare for the *impacts of a changing climate*;
- e) support active transportation;
- f) are transit-supportive, where transit is planned, exists or may be developed; and
- g) are freight-supportive.

Land use patterns within *settlement areas* shall also be based on a range of uses and opportunities for *intensification* and *redevelopment* in accordance with the criteria in policy 1.1.3.3, where this can be accommodated

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for *transit-supportive* development, accommodating a significant supply and range of *housing options* through *intensification* and *redevelopment* where this can be accommodated taking into account existing building stock or areas, including *brownfield sites*, and the availability of suitable existing or planned *infrastructure* and *public service facilities* required to accommodate projected needs.

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

1.1.3.5 Planning authorities shall establish and implement minimum targets for *intensification* and *redevelopment* within built-up areas, based on local conditions. However, where provincial targets are established through *provincial plans*, the provincial target shall represent the minimum target for affected areas.

1.1.3.6 New development taking place 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*.

1.2 Coordination

- 1.2.1 A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies and boards including:
- a) managing and/or promoting growth and development that is integrated with *infrastructure* planning;
 - b) economic development strategies;
 - c) managing natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources;
 - d) *infrastructure*, *multimodal transportation systems*, *public service facilities* and *waste management systems*;
 - e) ecosystem, shoreline, watershed, and Great Lakes related issues;
 - f) natural and human-made hazards;
 - g) population, housing and employment projections, based on *regional market areas*; and

- h) addressing housing needs in accordance with provincial policy statements such as the Policy Statement: Service Manager Housing and Homelessness Plans.

1.4 Housing

1.4.1 To provide for an appropriate range and mix of *housing options* and densities required to meet projected requirements of current and future residents of the *regional market area*, planning authorities shall:

- a) maintain 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) maintain 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.

Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through lands suitably zoned to facilitate *residential intensification* and *redevelopment*, and land in draft approved and registered plans.

1.4.2 Where planning is conducted by an upper-tier municipality:

- a) the land and unit supply maintained by the lower-tier municipality identified in policy 1.4.1 shall be based on and reflect the allocation of population and units by the upper-tier municipality; and
- b) the allocation of population and units by the upper-tier municipality shall be based on and reflect *provincial plans* where these exist.

1.4.3 Planning authorities shall provide for an appropriate range and mix of *housing options* and densities to meet projected market-based and affordable housing needs of current and future residents of the *regional market area* by:

- a) establishing and implementing minimum targets for the provision of housing which is *affordable* to *low and moderate income households* and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;
- b) permitting and facilitating:

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

1.6 Infrastructure and Public Service Facilities

- 1.6.1 *Infrastructure and public service facilities* shall be provided in an efficient manner that prepares for the *impacts of a changing climate* while accommodating projected needs.

Planning for *infrastructure* and *public service facilities* shall be coordinated and integrated with land use planning and growth management so that they are:

- a) financially viable over their life cycle, which may be demonstrated through asset management planning; and
- b) available to meet current and projected needs.

- 1.6.3 Before consideration is given to developing new *infrastructure* and *public service facilities*:

- a) the use of existing *infrastructure* and *public service facilities* should be optimized; and
- b) opportunities for adaptive re-use should be considered, wherever feasible.

- 1.6.4 *Infrastructure* and *public service facilities* should be strategically located to support the effective and efficient delivery of emergency management services, and to ensure the protection of public health and safety in accordance with the policies in Section 3.0: Protecting Public Health and Safety.
- 1.6.5 *Public service facilities* should be co-located in community hubs, where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and *active transportation*.

1.6.7 Transportation Systems

- 1.6.7.1 *Transportation systems* should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.
- 1.6.7.2 Efficient use shall be made of existing and planned *infrastructure*, including through the use of *transportation demand management* strategies, where feasible.
- 1.6.7.3 As part of a *multimodal transportation system*, connectivity with and among *transportation systems* and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.
- 1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future uses of transit and *active transportation*.

1.6.8 Transportation and Infrastructure Corridors

- 1.6.8.1 Planning authorities shall plan for and protect corridors and rights-of-way for *infrastructure*, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.
- 1.6.8.3 Planning authorities shall not permit *development* in *planned corridors* that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.

New *development* proposed on *adjacent lands* to existing or *planned corridors* and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

Growth Plan (2019)

The Growth Plan is a long-term plan that intends to manage growth, build complete communities, curb sprawl and protect cultural heritage resources and the natural environment.

The Growth Plan provides policies for where and how to grow, directing population and employment growth to urban areas and rural settlement areas with delineated built boundaries on full municipal services (policy 2.2.1). The subject lands are located within a “Built-Up Area.”

Section 2.2 – Policies for Where and How to Grow

2.2.1 – Managing Growth

2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on the following:

- a. the vast majority of growth will be directed to settlement areas that:
 - 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*;

2.2.1.4 Applying the policies of this plan will support the achievement of *complete communities* that:

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and *public service facilities*;
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- c) provide a diverse range and mix of housing options, including second units and *affordable* housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes
- d) expand convenient access to:
 - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
 - ii. public service facilities, co-located and integrated in community hubs;
 - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and

- iv. healthy, local, and affordable food options, including through urban agriculture;
- e) ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards;
- f) mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities; and
- g) integrate green infrastructure and low impact development.

2.2.2.3 – Delineated Built-up Areas

All municipalities will develop a strategy to achieve the minimum intensification target and *intensification* throughout *delineated built-up areas*, which will:

- a) encourage *intensification* generally to achieve the desired urban structure;
- b) identify the appropriate type and scale of development and transition of built form to adjacent areas;
- c) identify *strategic growth areas* to support achievement of the intensification target and recognize them as a key focus for development;
- d) ensure lands are zoned and development is designed in a manner that supports the achievement of *complete communities*;
- e) prioritize planning and investment in *infrastructure* and *public service facilities* that will support *intensification*; and
- f) be implemented through official plan policies and designations, updated zoning and other supporting documents.

2.2.3 – Urban Growth Centres

1. *Urban Growth Centres* will be planned:

- a) as focal areas for investment in regional *public service facilities*, as well as commercial, recreational, cultural and entertainment uses;
- b) to accommodate and support the transit network at the regional scale and provide connection points for inter-and intra-regional transit;
- c) to serve as high density major employment centres that will attract provincially, nationally or internationally significant employment uses; and
- d) to accommodate significant population and employment growth.

2. *Urban growth centres* will be planned to achieve, by 2031 or earlier, a minimum density target of 200 residents and jobs combined per hectare.

2.2.4 – Transit Corridors and Station Areas

1. The *priority transit corridors* shown in Schedule 5 will be identified in official plans. Planning will be prioritized for *major transit station areas* on *priority transit corridors*, including zoning in a manner that implements the policies of this Plan.

9. Within all *major transit station areas*, development will be supported, where appropriate, by:
 - a. planning for a diverse mix of uses, including second units and *affordable* housing, to support existing and planned transit service levels;
 - b. fostering collaboration between public and private sectors, such as *joint development* projects;
 - c. providing alternative development standards, such as reduced parking standards; and
 - d. prohibiting land uses and built form that would adversely affect the achievement of *transit-supportive* densities.
10. 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 and mix of uses and activities.
11. In planning lands adjacent to or near *higher order transit* corridors and facilities, municipalities will identify and protect lands that may be needed for future enhancement or expansion of transit *infrastructure*, in consultation with Metrolinx, as appropriate.

2.2.6.3 – Housing

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

Section 3 – Policies for Infrastructure to Support Growth

3.2.1 – Integrated Planning

1. *Infrastructure* planning, land use planning and *infrastructure* investment will be co-ordinated to implement this Plan.
2. Planning for new or expanded *infrastructure* will occur in an integrated manner, including evaluations of long-range scenario-based land use planning, environmental and financial planning, and will be supported by relevant studies and should involve:
 - a) leveraging *infrastructure* investment to direct growth and development in accordance with the policies and schedules of this Plan, including the achievement of the minimum intensification and density targets in this Plan;
 - b) providing sufficient *infrastructure* capacity in *strategic growth areas*;
 - c) identifying the full life cycle of *infrastructure* and developing options to pay for these costs over the long-term; and
 - d) considering the impacts of a changing climate.
3. *Infrastructure* investment and other implementation tools and mechanisms will be used to facilitate *intensification* and higher density development in *strategic*

growth areas. Priority will be given to *infrastructure* investments made by the Province that support the policies and schedules of this Plan.

4. Municipalities will assess *infrastructure* risks and vulnerabilities, including those caused by the impacts of a changing climate, and identify actions and investments to address these challenges, which could be identified as part of municipal asset management planning.
5. The Province will work with public sector partners, including Metrolinx, to identify strategic infrastructure needs to support the implementation of this Plan through multi-year infrastructure planning for the transportation system and public service facilities.

3.2.2 – Transportation General

1. *Transportation system* planning, land use planning, and transportation investment will be co-ordinated to implement this Plan.
2. The *transportation system* within the GGH will be planned and managed to:
 - a. provide connectivity among transportation modes for moving people and for moving goods;
 - b. offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and *active transportation*;
 - c. be sustainable and reduce greenhouse gas emissions by encouraging the most financially and environmentally appropriate mode for trip-making and supporting the use of zero- and low-emission vehicles;
 - d. offer *multimodal* access to jobs, housing, schools, cultural, and recreational opportunities, and goods and services;
 - e. accommodate agricultural vehicles and equipment, as appropriate; and
 - f. provide for the safety of system users.
4. Municipalities will develop and implement *transportation demand management* policies in official plans or other planning documents or programs to:
 - a. reduce trip distance and time;
 - b. increase the *modal share* of alternatives to the automobile, which may include setting *modal share* targets;
 - c. prioritize *active transportation*, transit, and goods movement over single-occupant automobiles;
 - d. expand *infrastructure* to support *active transportation*; and
 - e. consider the needs of *major trip generators*.

REPORT

Planning and Development Council

Meeting Date: January 17, 2022

FROM: Planning Services Department

DATE: January 4, 2022

SUBJECT: Recommendation Report, Randall Oakville Developments Ltd.,
Church Oakville Developments Ltd., Zoning By-law
Amendment Z.1614.74 – By-law 2022-006

LOCATION: 150 Randall Street, 125 Navy Street and 143 Church Street

WARD: Ward 3

Page 1

RECOMMENDATION:

1. That the proposed Zoning By-law Amendment application submitted by Randall Oakville Developments Ltd., Church Oakville Developments Ltd. (File No. Z. 1614.74), be approved on the basis that the application is consistent with the Provincial Policy Statement, conforms with all applicable Provincial plans, the Region of Halton Official Plan, the Livable Oakville Plan, has regard for matters of Provincial interest, and represents good planning for the reasons outlined in the report from the Planning Services department dated January 4, 2022.
2. That By-law 2022-006, an amendment to Zoning By-law 2014-014, be passed.
3. That the notice of Council's decision reflect that Council has fully considered all of the written and oral submissions relating to these matters and that those comments have been appropriately addressed.
4. That, in accordance with Section 34(17) of the *Planning Act*, no further notice is determined to be necessary.
5. That the site plan for the proposed development be designed in accordance with the urban design requirements in Appendix 'B' to this report from the Planning Services Department dated January 4, 2022.

KEY FACTS:

The following are key points for consideration with respect to this report:

- This report recommends approval of a zoning by-law amendment that would have the effect of rezoning the subject lands from Central Business District (CBD) to Mixed Use 4 (MU4) to permit the development of a twelve storey mixed use building with 144 residential units, office and commercial uses and a total of 281 parking spaces within an underground garage.
- As part of the Town's on-going Official Plan review, in December 2017, Council passed By-law 2017-120 to adopt OPA 20 (Downtown Oakville) the subject lands were designated Urban Core and planned to accommodate intensification and high density growth.
- The statutory public meeting was held on October 26, 2020, comments raised at that meeting have been addressed in this report.
- The application was considered under Bill 108, which provides for a 90-day timeline before an appeal can be filed for lack of decision. The application was deemed complete on July 8, 2020. The statutory timeframe for processing this application expired on October 8, 2020.
- Staff recommend approval of the zoning by-law amendment application as the proposed development is consistent with the Provincial Policy Statement, conforms and does not conflict with the Growth Plan, conforms to the Region of Halton Official Plan and the general intent and purpose of the Livable Oakville Plan. The application conforms to the Town's Urban Structure as the proposed development aids in the achievement of complete communities.

BACKGROUND:

Proposal

The purpose of the zoning by-law amendment is to rezone the lands, shown in Figure 1, from Central Business District (CBD) to site specific Mixed Use 4 (MU4). The effect of the amendment would permit the development of a twelve storey mixed use building with 144 residential units, office and commercial uses and a total of 281 parking spaces within an underground garage.



Figure 1: Air Photo

The proposed zoning By-law 2022-006, introduces a site specific provision for the subject lands to reflect the proposed development as well as provides for Holding (“H”) provisions that must be satisfied prior to building permit issuance. The ‘H’ provision would require the owner to confirm that a Phase 1 Environmental Site Assessment has determined whether a Record of Site Condition is required for 125 Navy Street and 143 Church Street. In addition, the Owner shall update the Functional Services Report to the satisfaction of Halton Region.

The site is adjacent to the Downtown Oakville Heritage Conservation District as shown on Schedules Q1 and Q2 in the Livable Oakville Plan, therefore a Heritage Impact Assessment was required to determine the compatibility of the proposed development with the adjacent heritage resources. The site is also within the study area of the Downtown Transportation and Streetscape Study (2015) and subject to the streetscaping recommendations for Randall Street, Navy Street and Church Street.

The conceptual site plan and 3D rendering, Figure 2 and Figure 3 below, illustrate the proposed development concept for the subject lands and a proposed street perspective along Navy Street is included as Figure 4.

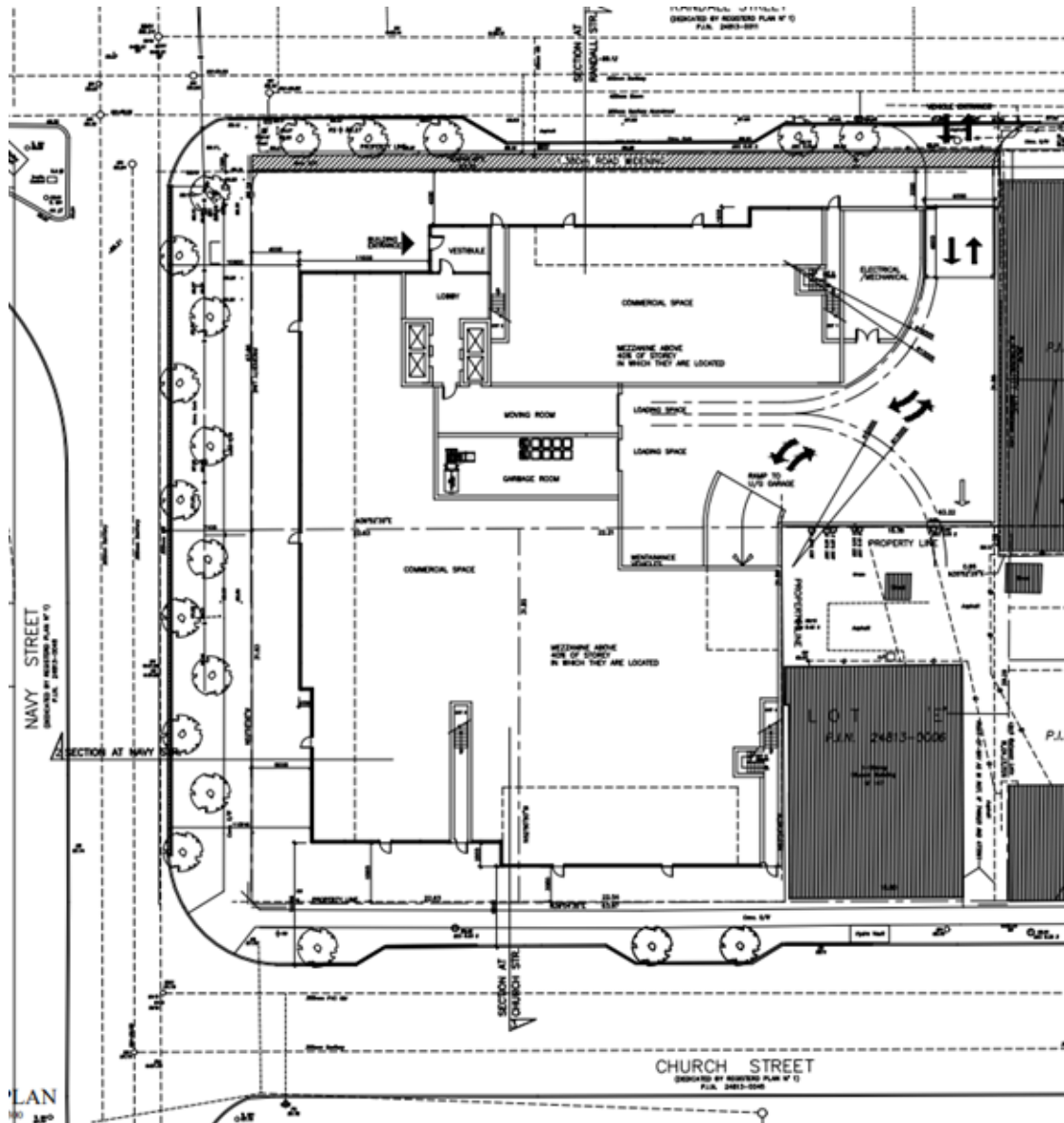


Figure 2: Conceptual Site Plan



Figure 3: Proposed Rendering from the intersection of Navy Street and Randall Street



Figure 4: Street Perspective looking south along Navy Street

Location and Site Description

The development consists of three individual properties (150 Randall Street, 125 Navy Street and 143 Church Street). The subject properties have a combined lot area of approximately 0.34 hectares and are located at the southeast corner of Randall Street and Navy Street, bounded on the south by Church Street in Downtown Oakville. The properties have frontage on Randall Street, Navy Street and Church Street. The site is serviced by two local Oakville Transit routes that run along Lakeshore Road between the Appleby GO Station and the Oakville Go Station with stops located on Randall Street and Church Street. Currently the transit routes operate on 30-minute headways during the week.

The property located at 150 Randall Street is occupied by a vacant two storey mixed use building with surface parking and vehicle access onto Randall Street. The property located at 125 Navy Street is occupied by a two storey office building with surface parking and vehicle access from Navy Street and Church Street. The property located at 143 Church Street is occupied by a two-storey house that was converted into a restaurant with surface parking and vehicle access from Church Street. All existing structures are to be demolished with vehicular access proposed from Randall Street. The existing shared laneway from Church Street is intended to be retained as a secondary emergency access.

Surrounding Land Uses

The surrounding land uses are as follows:

- | | |
|--------|---|
| North: | Randall Street and 12 storey residential building |
| East: | Under construction four-storey residential building along Randall Street, mix of one and three storey buildings on Thomas Street. |
| South: | Church Street, Community Living Building, and commercial uses on the south side of Church Street. |
| West: | Navy Street and the Oakville Performing Arts Centre, Centennial Pool, Oakville Galleries and the Oakville Central Library. |

PLANNING POLICY & ANALYSIS

The properties are subject to the following policy and regulatory framework:

- Provincial Policy Statement (2020);
- Growth Plan for the Greater Golden Horseshoe (2019);
- Halton Region Official Plan;
- *Livable Oakville* Plan; and,
- Zoning By-law 2014-014

Provincial Policy Statement

The Provincial Policy Statement (2020) ('PPS') is intended to promote a policy led system, which recognizes that there are complex relationships among environmental, economic and social factors in land use planning. The PPS encourages the wise management of land to achieve efficient compact development form by directing growth to settlement areas, and encourages Planning authorities to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs for a time horizon of up to 25 years.

The PPS promotes the integration of land use planning, growth management and transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments and standards to minimize land consumption and servicing costs.

The subject lands are located within a "Settlement Area", which are to be the focus of growth and development. The land use patterns within the settlement areas are based on densities and a mix of land uses that, among other matters, efficiently use land and resources, appropriately use the infrastructure and public service facilities that are planned or available and are transit supportive. On this basis, the proposed rezoning is consistent with the PPS (2020).

Excerpts of relevant PPS policies to the application are attached as Appendix 'A'.

Growth Plan for the Greater Golden Horseshoe

The Growth Plan (2019) is a long-term plan that intends to manage growth, build complete communities, curb sprawl and protect cultural heritage resources and the natural environment.

The Growth Plan provides policies for where and how to grow, directing population and employment growth to urban areas and rural settlement areas with delineated built boundaries on full municipal services (policy 2.2.1). The policies of the Growth Plan are to be applied to support complete communities that feature a diverse mix of land uses with convenient access to local stores, services, and public service facilities, provide a diverse range and mix of housing options, and expand convenient access to transportation options.

The subject lands are located within an identified "Built-Up Area" and a "Settlement Area", where intensification is encouraged to efficiently make use of the existing infrastructure, municipal servicing availability and convenient access to services that

meet the daily needs of residents. Intensification must give consideration to adjacent uses and compatible built form and transitioning.

The Growth Plan establishes intensification targets for development within “Delineated Built-Up Areas”. In addition, the Growth Plan establishes intensification targets for development within “Delineated Built-Up Areas”, stating in Section 2.1 the importance:

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

The Town of Oakville is included within these areas and anticipates that a minimum of 50 percent of all residential development occurring annually is expected to be within the delineated built-up area.

The importance of the Growth Plan policies is the support for complete communities that improves social equity by encouraging a diverse mix of land uses and housing options (including affordable housing), located on higher order transit corridors, with convenient access to local stores, services, and public service facilities. The Growth Plan acknowledges the significance of high quality compact urban form, an attractive and vibrant public realm and access to public open spaces through site design and urban design standards. On this basis, the proposed rezoning is consistent with the Growth Plan and contributes to the achievement of complete communities.

Excerpts of relevant Growth Plan policies to the application are attached as Appendix ‘A’.

Halton Region Official Plan

The subject lands are designated “Urban Area” in 2009 Regional Official Plan (ROP). The Urban Area is “planned to accommodate the distribution of population and employment for the Region and the four Local Municipalities”. The policies of the Urban Area designation support a form of growth that is compact and supportive of transit, the development of vibrant and healthy mixed use communities which afford maximum choices for residence, work and leisure.

The subject lands are within the identified “Built-Up Area”. Regional Phasing policies to 2021 require the Town of Oakville to intensify within the built boundary. Policy 76 notes that the range of permitted uses is to be in accordance with Local Official Plans and Zoning By-laws. All development, however, is subject to the policies of the Regional Plan.

One of the objectives of the Urban Area (Policy 72(1)) is 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”.

Halton’s planning vision for a healthy community is found in Policy 31(3) stating that a healthy community is physically designed to minimize the stress of daily living and meet the life-long needs of its residents where a full range of housing, social, health and recreational opportunities are present and where mobility is provided primarily through an affordable, convenient, safe and efficient public transportation system.

Halton Region in a letter dated October 14, 2021, advised Town staff that they have no objection to the proposal, subject to two Holding conditions.

Livable Oakville Plan

The *Livable Oakville* Plan is currently undergoing a 5-year Official Plan Review to ensure the policies are consistent with the Provincial and Regional policies, support the Town’s strategic goals, and reflect the visions and needs of the community.

The subject lands are located within an identified growth area that is planned to accommodate intensification and high density growth in accordance with the policies of Livable Oakville:

Section 2.2.1 b) reinforce the Town’s Urban Structure:

“b) direct the majority of growth to identified locations where higher density, transit and pedestrian oriented development can be accommodated.”

Section 2.2.2

“Providing choice throughout the Town in order to:

- a) Enable the availability and accessibility of a wide range of housing, jobs, and community resources to meet the diverse needs of the community through all stages of life;*
- b) Providing choices for mobility by linking people and places with a sustainable transportation network consisting of roads, transit, walking and cycling trails; and,*
- c) Foster the Town’s sense of place through excellence in building and community design.”*

Urban Structure

The Town’s urban structure most recently updated through Official Plan Amendment 15 provides for nodes and corridors, where higher intensity forms of mixed use

growth that would support frequent transit service are to be accommodated. Nodes include the Town's growth areas, such as Downtown Oakville. These areas will accommodate intensification through development and redevelopment.

As part of the Town's Official Plan Review the growth area reviews will examine the policies introduced through Livable Oakville in 2009. The Downtown Oakville Review was completed in 2017, but the policies are expected to be updated through the Official Plan Review program with revised growth targets (existing population and employment, and the addition of residential units) to align with Halton Region's Integrated Growth Management Strategy.

The subject lands are identified on Schedule A1 – Urban Structure as forming part of the Growth Area for Downtown Oakville, and in near proximity to local and GO transit services along Lakeshore Road with service to Midtown Oakville. The development proposal for the subject lands is responding to provincial and municipal land use directions to assess opportunities within designated growth areas and corridors for intensification.



Figure 5: Urban Structure –Schedule A1

Land Use Policies

Downtown Oakville is identified as a Growth Area in the Livable Oakville Plan and the key focus for development and redevelopment to accommodate intensification is within defined Growth Areas. The objective of the Downtown Oakville growth area

review is to ensure that the goals of the overall growth management framework and policies continue to be realized. OPA 20 was approved in 2018 which had the effect of redesignating properties from Central Business District to a range of Mixed Use designations (such as “Urban Core”) that recognized location, development potential and contribution to the intensification targets set by the province and region.

Policies within Part C of the Livable Oakville Plan state that the Mixed Use designations are to be:

“primarily focused within the Growth Areas and in specified locations reflective of an area’s planned function. The six Growth Areas provide for a concentration of mixed use, higher density development: Midtown Oakville (urban growth centre), Uptown Core, Palermo Village, Downtown Oakville, Bronte Village and Kerr Village.”

The subject lands are designated Urban Core on Schedule Q1: Downtown Oakville Land Use Plan in the Livable Oakville Plan, shown in Figure 6. Schedule Q2: Downtown Oakville Urban Design, in accordance with the recommendations set out in the Downtown Transportation and Streetscaping Study (DTS), identifies Randall Street, Navy Street and Church Street as a “Secondary Street” intended for enhanced streetscape treatments and pedestrian-oriented amenities with wider sidewalks, additional street furniture and landscaping. The DTS envisioned that the implementation of the Streetscape Master Plan would in a large part be achieved through development applications within the Downtown. The DTS includes public street cross sections identifying the location and dimensions of the tree and furnishing zones, as well as the sidewalks, to ensure the consistent incorporation of public realm improvements. Navy Street has an existing designated bike lane and Randall Street and Church Street are planned for future bicycle facilities.

The properties are adjacent to the Downtown Oakville Heritage Conservation District. The conservation of the Town’s cultural heritage resources is a priority within the town’s decision making and the application has been reviewed against the heritage conservation policies and urban design guidelines to recognize its importance and protect and enhance the District’s resources.

Relevant policies with regards to built form, pedestrian experience and relationship with the adjacent cultural heritage resources include:

Part C: Section 6.9: Built Form

6.9.1:

“Buildings should be designed to create a sense of identity through massing, form, placement, orientation, scale, architectural features, landscaping and signage.”

6.9.2:

“Building design and placement should be compatible with the existing and planned surrounding context and undertaken in a creative and innovative manner.”

6.9.3:

“To achieve compatibility between different land uses, development shall be designed to accommodate an appropriate transition through landscape buffering, spatial separation, and compatible built form.”

6.9.4:

“In Growth Areas and along intensification corridors, buildings should incorporate distinctive architecture, contribute to a sense of identity and be positioned and oriented towards the street frontage(s) to provide interest and comfort at ground level for pedestrians.”

6.9.8:

“Buildings located on corner lots shall provide a distinct architectural appearance with a high level of detailing and articulated faces that continue around the corner to address both streets.”

Part E: Downtown Oakville

Section 25.2.2: Achieve a high quality level of urban design by:

(b) “Ensuring new development is designed to maintain and enhance the Downtown’s image as an enjoyable, safe, and pedestrian-oriented place, and complement the historical attributes of the area.”

25.2.3: To protect and enhance the historic importance of the Downtown by:

(b) “Requiring development to be compatible and complementary with adjacent residential neighbourhoods, cultural heritage resources and cultural heritage landscapes.”

25.4: Functional Policies

25.4.2:

“Urban Design – All development within Downtown Oakville shall be of a high quality design that considers the integration of new and existing buildings, as well as building façade treatment.”

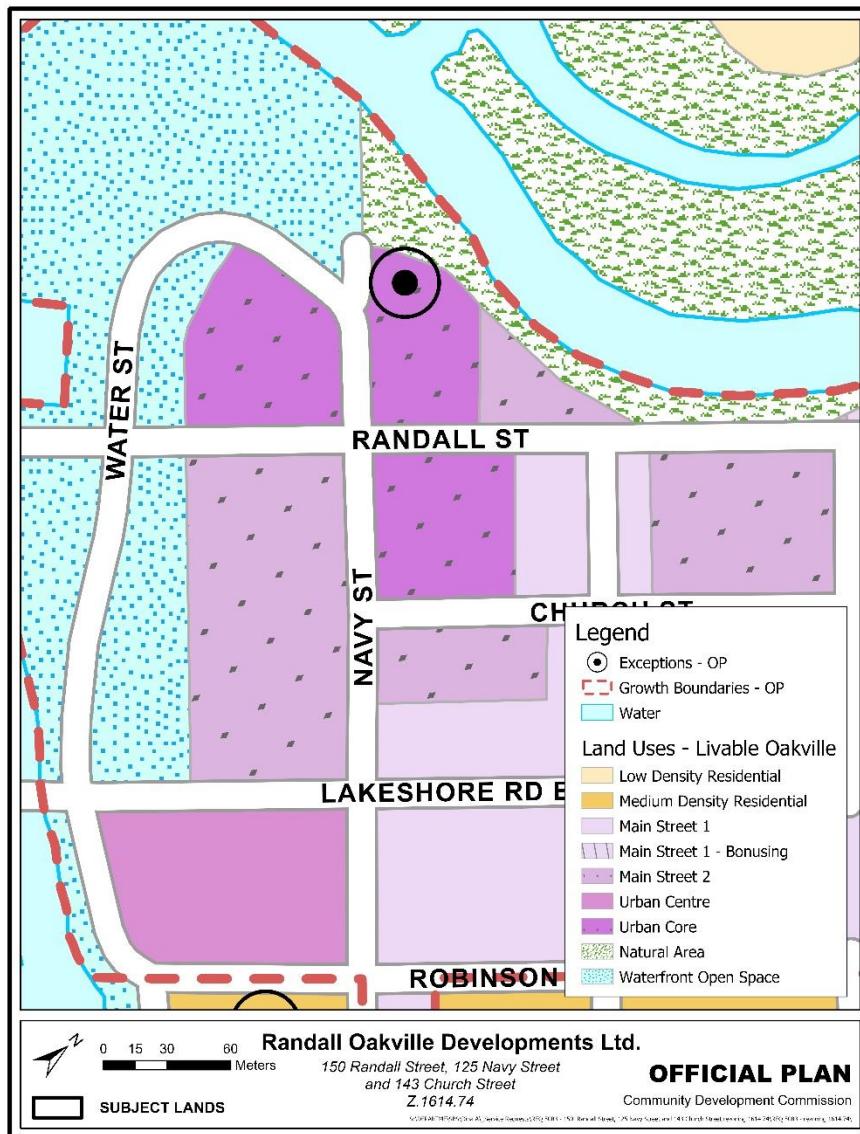


Figure 6: Official Plan Excerpt

A future road widening will be required along Randall Street of 1.38 metres and has been recognized on the plans to comply with the Livable Oakville Plan widening policies. The conveyance will take place at the site plan approval stage.

The proposed development is located in an area that consists of a mix of uses ranging from two-storey commercial and office buildings, the Oakville Performing Arts Centre and a mid-rise apartment building. The proposed massing is primarily situated at the corner of the Randall Street/Navy Street intersection to reduce negative impacts from shadowing.

It is staff's opinion that the development of the site to permit a twelve storey mixed use building implements the *Livable Oakville* Plan policies. Approval of this application will allow for transit-supportive intensification within the Downtown Oakville growth area.

Livable by Design Manual

The Livable by Design Manual provides a comprehensive and detailed design direction for development to ensure designed and built elements are integrated with their surroundings and result in projects that not only function, but are aesthetically pleasing, support community vitality, and improve the overall livability.

Section 3.1 Tall and mid-rise buildings state *“Successful tall and mid-rise buildings are architecturally interesting and create a cohesive design composition through their proportion, scale, massing, building materials, and architectural character. These building forms typically feature a defined base that can emphasize human scale and create a pedestrianized environment, a middle section that reduces the potential appearance of bulk, and a top section that can create an interesting Skyline.”*

“Most mid-rise and tall buildings will typically be located within the Town’s Growth Centres and along Intensification Corridors.”

Urban Design staff have reviewed the proposal and have no objection to the rezoning application subject to the implementation of the Livable by Design Manual and additional Urban Design Requirements (Appendix ‘B’). Although the site plan application has not yet been submitted, it is appropriate to include the Urban Design Requirements should the applicant not proceed with the proposal at the current time.

The subject lands are adjacent to the Downtown Cultural Hub (DCH) initiative which was received by Council in 2018. The DCH study explored options to revitalize Centennial Square and surrounding lands to support a vibrant, animated and prosperous downtown. The proximity of the site to the Oakville Performing Arts Centre and other cultural resources has the potential to play an important role in revitalizing and contributing to the uniqueness of the area, hence any building on this site shall be of high quality architectural and urban design.

Heritage Conservation District

The Downtown Oakville Heritage Conservation District has an approved District Plan under Part V of the *Ontario Heritage Act*. The District is within an area bounded by Navy Street, Dunn Street, Robinson Street to just north of Randall Street. The District Plan identifies that the area around Randall Street, Thomas Street and

George Street contains a concentration of heritage resources that consist of “a grouping of modest vernacular frame and brick structures”.

The proposed development is directly adjacent to the District and is a neighbouring property to 156 Randall Street which has a designated historic home on the site. It is noteworthy that the redevelopment of that site is near completion and includes the proposed relocation of the historical home to the corner of Randall Street and Thomas Street, incorporating the structure into a new development. The redevelopment of 150 Randall Street must demonstrate an understanding of the heritage character, as well as the planned character, of Downtown Oakville and respond by protecting and enhancing the historic importance of the District.

The subject lands are a gateway site to both the Downtown and the Downtown Oakville Heritage Conservation District. This proximity provides the opportunity for the subject site to complement the heritage district.

Zoning By-law (2014-014)

The subject lands are zoned CBD – Central Business District as shown on Figure 7 below. The CBD zone permits a wide range of uses including stand-alone residential uses with a maximum height of fifteen metres, typically equivalent to four storeys. The subject application is consistent with the CBD zone in terms of use but not height. OPA 20 increased the maximum allowable building height to twelve storeys and redesignated the site to the Urban Core land use designation.

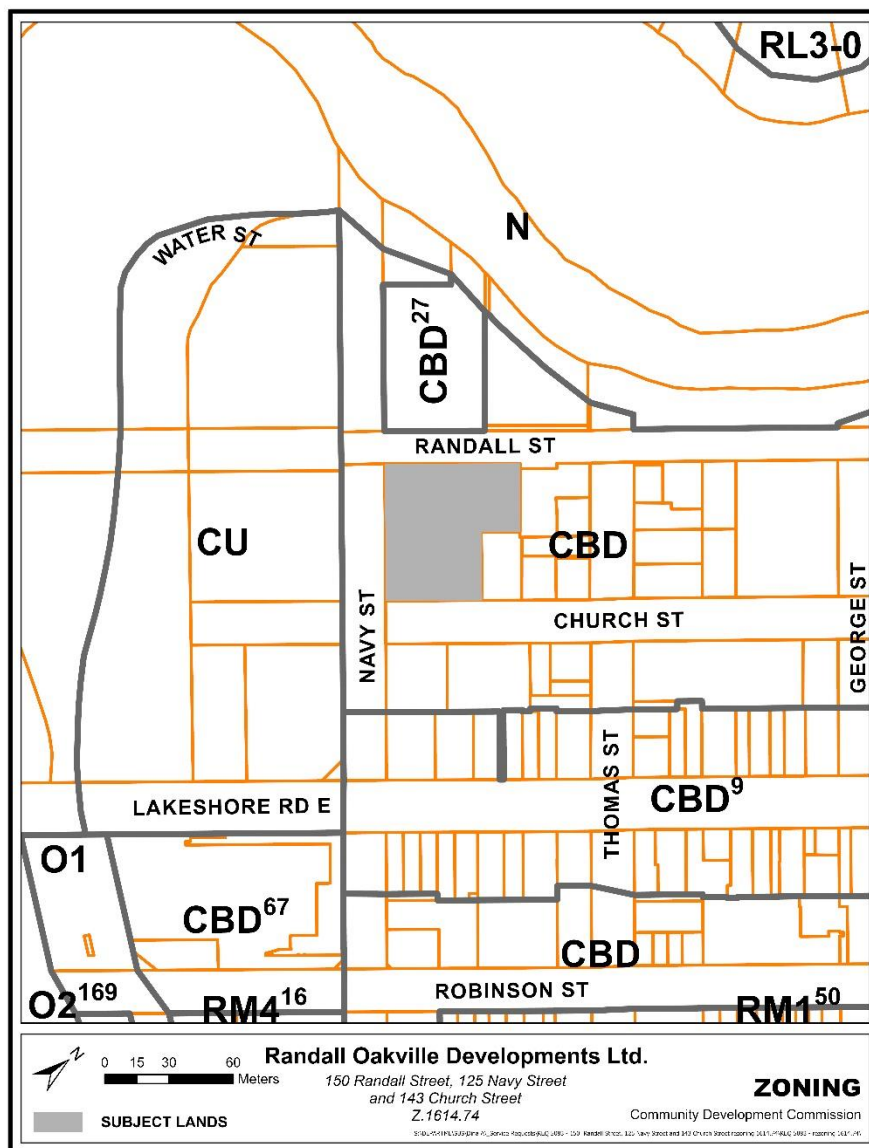


Figure 7: Zoning Excerpt

Proposed Zoning By-law Amendment

The applicant proposes to amend the CBD zoning in By-law 2014-014 to add a Mixed Use (MU4) Special Provision for the subject lands in order to implement the Urban Core land use designation policies in the Livable Oakville Plan. The proposed amendment would permit a twelve storey building on the site that is capped at a maximum height of 43 metres under 2014-014.

The following is an overview of the principles of the proposed zoning by-law:

- modifications to the yard setbacks to permit the construction of the building as proposed with wide setbacks to allow for an enhance public realm along Randall Street, Navy Street and Church Street;
- provisions for the location of office space on the ground floor;
- provisions for balconies to project into a yard;
- provisions for a maximum allowable projection for awnings and canopies for patios accessory to a restaurant;
- establish a shared parking rate between residential visitor parking and non-residential uses; and,
- prohibit surface parking.

In order to address Halton Region’s outstanding matters as indicated earlier in this report the following “H” Provisions shall be included in By-law 2022-006:

1. A Phase I ESA, prepared to O Reg. 153 /O4 standards, with accompanying letters of reliance is required for the other two properties (125 Navy Street and 143 Church Street) to determine whether an additional RSC will be required. If it is required, prior to draft or any approval or by-law, or any servicing or grading of the site and to the satisfaction of Halton Region, the owner is required to submit a Ministry of the Environment Conservation and Parks (MECP) acknowledged Record of Site Condition (RSC) to Halton Region. The RSC is to be certified by a qualified person as defined in Ontario Regulation 153/04 and indicates that the environmental condition of the site is suitable for its proposed land use.
2. The Owner shall provide a revised Functional Services Report (FSR) to the satisfaction of Halton Region.

TECHNICAL & PUBLIC COMMENTS:

Planning staff circulated the development application to internal departments and external agencies for a full assessment of the proposal to ensure technical matters have been satisfactorily addressed. The PPS, Growth Plan, Halton Region Official Plan, Livable Oakville and other relevant policies and supporting guidelines were reviewed in their entirety, with relevant policies applied. Issues that are to be resolved have been reflected in the H provision of the proposed Zoning By-law. There were no objections to the development proposal subject to the provision of Holding Provisions included in By-law 2022-006 and discussed below.

The following studies and supporting documentation are also accessible on the town’s website (<https://www.oakville.ca/business/da-36028.html>):

The Statutory Public Meeting hosted by Oakville Council was held on October 26, 2020, and one member of the public participated virtually supporting the redevelopment of the site and inquiring into the details of the timing of the traffic counts taken for the transportation impact assessment, impact on the road network due to the increase in trips generated, and the proposal to only have one vehicle entrance to the site. Written correspondence received since the public meeting is included as Appendix 'C'.

The following is an overview of the matters identified by Staff at the Public Meeting.

Consistency with the Provincial Policy Statement, 2020 and conformity to the 2019 Growth Plan for the Greater Golden Horseshoe, Regional Official Plan and the Livable Oakville Plan

- The site is located within a Settlement Area and a Built-Up Area, providing growth in a Growth Area. The Urban Core designations reflect the highest densities and height of the mixed use designations within Livable Oakville.
- This particular site is a key location for achieving an urban fabric that integrates intensification adjacent to the Performing Arts Centre, heritage district, open space system, and provides a strong, sense of identity for residents.
- The proposed development accommodates a mix of retail and residential uses, and contributes to provincial and municipal complete community objectives for the number of units in the built-up areas.

Compliance with the Livable by Design Guidelines Parts A and C, including scale, massing, appropriate existing and proposed separation distances and shadow impacts

- An assessment of the proposed density and height was undertaken by staff and concluded that the built form and density proposed by the rezoning application is considered compatible with the surrounding context and aligns with the policies and growth objectives of OPA 20 and the Livable Oakville Plan.
- The massing of the building is primarily situated along the Randall and Navy elevations. Terracing and stepbacks have been incorporated along Church Street and along the eastern property line to provide separation between the twelve-storey portion of the building and the adjacent properties along Thomas Street.
- The applicant's sun / shadow study illustrates that the Town's standards for adequate sunlight on adjacent properties, future redevelopments, and the public realm are met.

Evaluation of the redevelopment potential of the surrounding properties in context of the proposal.

- Review of the proposed interior side yard and rear yard (Church Street) was assessed to measure the separation distances between the main wall of the proposed development and the surrounding context.
- Appropriate setbacks from the main wall of the building will be required during the site plan stage to ensure that redevelopment of the adjacent properties is not precluded by the approval of this application.
- Appendix 'B' provides the standards that the future site plan will be subjected, to achieve a high quality development.

Will the building contribute to the public realm along Randall, Navy and Church Street.

- The DTS identifies the expectations for an enhanced public realm within the Downtown that will be implemented, in a large part, through development applications. Appendix B: Urban Design Requirements to this report includes reference to the DTS recommendations that will be incorporated into the approval of the future site plan application.
- The design approach has been to set the building back from the property line to increase the public realm along Randall, Navy and Church Streets to provide for patios, retail entrances, canopies and landscaping.
- Vehicular access to the site will be provided via Randall Street into an underground garage. Surface parking will not be permitted.
- The development proposal includes commercial and/or office along the ground floor with their entrances oriented toward Randall Street, Navy Street and Church Street to enhance the building's street presence; and

Establishment of an appropriate parking standard for residential parking including visitor parking.

- All required parking for the mix of uses within the building is to be located within an underground garage and staff note that the parent by-law parking rates for mixed use zones will be the standard for the parking ratios on-site.
- Visitor parking is regulated within the parent by-law under mixed use zones. Visitor parking may be designated as shared parking spaces with the commercial/retail uses in order to provide public parking in the underground garage in addition to the nearby public parking lots and availability of on-street parking.
- Staff are of the opinion that the parking rates provided in the parent by-law for mixed use zones are appropriate and reflect the locational context and proximity to the Oakville GO Station, access to local transit service, commercial services, pedestrian and cycling infrastructure.

Assessment of the transportation Impacts to the existing road network.

- The study area intersections are operating within acceptable levels of service during the weekday AM and PM peak hours.
- The forecasted trips generated by development, and evaluated in the Transportation Impact Assessment, will not negatively impact the study area road network or intersections. Operations are forecasted to continue operating as they are today under existing conditions.
- The site's loading area is proposed in the rear courtyard area and not impacting the public realm.

Alignment with the Climate Emergency declared by Council

- Compact urban form with its increased densities is inherently more transit supportive as the market tends to attract residents that will utilize alternative modes of transport, thereby lessening the carbon footprint.
- Through the future site plan application, Staff will continue discussions with the applicant to encourage more sustainable construction and building practices to reduce the carbon footprint of not only the construction process but the operation of the buildings as well.
- The requirement to provide electric vehicle equipment is included within the by-law (see Proposed Zoning section for details).
- Transportation Demand Management (TDM) initiatives such as real-time transit information in the lobby, car and cycling share programs on-site, and unbundling parking opportunities are options to explore during the review of a future site plan application.
- Intensification within an established growth area, consistent with the urban structure, maximizing the efficiency of the land, existing road infrastructure and the proximity to existing transit services.

Heritage Oakville Advisory Committee

On October 19, 2021, Staff brought the application to the Heritage Oakville Advisory Committee to introduce the built form and design of the rezoning application development proposal and receive input from the Committee. The following list of issues and comments were brought forward for Staff consideration:

- There are concerns about the shadowing impacts on the heritage district.
Staff response: the sun/shadow study has been reviewed by Urban Design Staff and the current redevelopment proposal meets the terms of reference for that study. Negative shadowing impacts have been reduced to meet Town standards and will be reassessed through a future site plan application.
- Stepbacks in the proposed building down to the heritage buildings is helpful.
Staff response: Urban Design staff, in conjunction with Heritage Staff prepared a set of design standards for the site to be approved along with the site specific by-law for the subject lands and will require that a future site plan

application be designed in accordance with the standards included In Appendix 'B' to this report.

- Neutral palette and simple horizontal lines allow the heritage district to remain the focal point of the area; the colour palette of the building has been modified to better align with the existing buildings.
- There are concerns about the first and second floor – exterior treatments need to ensure that the streetscape is not closed off, should be a good/friendly/comfortable pedestrian experience.
Staff response: The design standards included in Appendix 'B' speak to the exterior treatment along all public streets.
- There are concerns with massing impacts that create a looming feeling over the streetscape.
Staff response: the massing of the building, where it fronts onto a public street, has been regulated within the site specific by-law to ensure the implementation of the DTS requirements for streetscaping. The design standards to address massing are included in Appendix 'B'.
- Introduction of glazing on first storey is an improvement but more could be done.
Staff response: Glazing is regulated within the site specific by-law and will be reassessed during the review of a future site plan application.
- Need to ensure that the building is not right up to the sidewalk in order to ensure the pedestrian realm is not overwhelmed;
Staff response: The by-law regulates the yard setbacks from the property lines.

Resolution of Issues Raised at the Public Meeting

In addition to comments raised by Staff, at the Statutory Public Meeting, members of Planning & Development Council approved a resolution that identified the following matters:

How many more residents or units can be accommodated in the Downtown based on OPA 20?

- An assessment of the number of residential units was completed in 2016 and approximated that 1,468 new units could be accommodated in the Downtown. Through the upcoming Official Plan Review of Downtown Oakville the number of units approved during the last five years will be incorporated into revised population projections.

Report back on the height of the proposed building.

- The building is proposed to be twelve storeys along the Navy Street frontage and steps down to between five and seven storeys along the Church Street frontage and the interior side yard adjacent to the existing properties along Thomas Street.

Consider an appropriate parking standard for the non-residential uses and residential uses.

- The Special Provision for the lands will rely on the parking rates set out in By-law 2014-014 for residential and non-residential uses. Currently the applicant is proposing a parking rate of 1.5 parking spaces per unit, inclusive of visitor parking which is above the typical parking rate for a growth area.

Report back on the proposed sidewalk widths and adequacy of the sidewalk in this location.

- Through the future site plan application review the applicant will be required to implement the recommendations of the DTS with regards to sidewalk dimensions as well as the tree and furnishing zone.
- The applicant has proposed to push the building back from the property line along Randall Street, Navy Street, and Church Street a minimum of three metres to allow for an extensive public realm along all three frontages. The by-law will regulate the yard setbacks and through the future site plan application the streetscape treatment, sidewalks, entrances to the ground floor uses will be determined.

Report back on whether or not a zero metre setback has been approved elsewhere in the downtown.

- While a zero metre setback to a property line is permitted within the mixed use designations, staff have recognized that providing a buffer to a public right of way and the pedestrian environment needs to be assessed on a case-by-case basis. For the subject lands, Staff have regulated the yard setbacks for Randall Street, Navy Street and Church Street to provide an appropriate public realm space for this location.

What will the cost be to the town with respect to road improvements as a result of this proposal?

- The Transportation Impact Assessment prepared by Paradigm concluded that the existing road network and study area intersections will continue to operate at an acceptable level of service. The development is forecasted to generate 81 new trips in the AM peak hour and 92 new trips in the PM peak hour. The new vehicle trips, when

added to the existing area traffic, will not require additional infrastructure to support this application.

Report back on precedent issues that are represented by this proposal.

- Each development application is as unique as the site that it proposes to develop and therefore it is difficult to measure or define what constitutes a precedent setting issue and/or proposal. Each application is reviewed on a case-by-case basis, in the context of the in-effect policy framework, and against good planning principles.

Will electric vehicle charging stations be part of this development?

- Electric vehicle charging stations requirements have been included as part of By-law 2022-006. Through a future site plan application the location of those spaces in the underground garage will be identified.

CONSIDERATIONS

(A) PUBLIC

A Public Meeting was held on October 26, 2020. Written correspondence received since the public meeting is included as Appendix 'C'.

Notice for the meeting regarding this development application was provided through a mailing of all properties within 120 metres of the subject lands. Resident Associations were notified along with property owners in accordance with the *Planning Act* regulations and Town practices.

(B) FINANCIAL

Development charges and parkland dedication are applicable to this development, net of any demolition credits, and would be payable at building permit.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

The rezoning application was circulated to internal and external departments and agencies for comment.

The application will be considered under Bill 108, which provides for a 90-day timeline before an appeal can be filed for lack of decision. The application was deemed complete on July 8, 2020. The statutory timeframe for processing this application expired on October 8, 2020.

(D) CORPORATE STRATEGIC GOALS

This report addresses the corporate strategic goal(s) to:

- To be the most livable town in Canada

(E) CLIMATE CHANGE/ACTION

The proposed development generally complies with the Town's sustainability objectives of the Livable Oakville Plan. The proposal will also be reviewed in the context of Council declaring a Climate Change Emergency on June 24, 2019, to provide opportunities to reduce the development footprint of the proposal. The developer is encouraged to explore options to reduce the development footprint of the proposal. This will be reviewed in greater detail through a future site plan approval process.

CONCLUSION

Staff recommends approval of the zoning by-law amendment which would permit the development of a twelve storey mixed use building with 144 residential units, office and commercial uses and a total of 281 parking spaces within an underground garage at 150 Randall Street, 125 Navy Street and 143 Church Street.

The Urban Design requirements (Appendix 'B') will ensure that the proposed building will maintain a distinctive and enhanced architectural design to create a landmark building. The Urban Design Requirements will also ensure that the tree and furnishing zone, sidewalk dimensions and public realm considerations within the proposed concept plan are in accordance with the DTS and implemented through the site plan application.

Staff is satisfied that the proposed development is consistent with the Provincial Policy Statement (2020) and conforms to the Growth Plan (2019) and the Halton Region Official Plan, has regard for matters of Provincial interest and represents good planning. Further, the application is consistent with the Town's approved Urban Structure and the principles and overall policy direction of the Livable Oakville Plan. Staff recommend that By-law 2022-006 be passed as the following requirements have been satisfied:

- A full circulation has been undertaken and there are no outstanding planning issues to be resolved.
- The proposal implements the vision, development objectives, community design strategy and land use strategy of the Livable Oakville Plan.
- Comments from Council have been appropriately addressed.

By-law 2022-006 is attached as Appendix 'D'.

APPENDICES:

Appendix “A” – PPS (2020), Growth Plan and Livable Oakville policy excerpts

Appendix “B” – Urban Design Requirements

Appendix “C” – Public Comments

Appendix “D” – By-law 2022-006

Prepared and Recommended by:
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East District

Submitted by:
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Director, Planning Services

Appendix “A”– Provincial Policy, Growth Plan and Livable Oakville Excerpts

Provincial Policy Statement - 2020

The Provincial Policy Statement (2020) ('PPS') is intended to promote a policy led system, which recognizes that there are complex relationships among environmental, economic and social factors in land use planning. The PPS encourages the wise management of land to achieve efficient development and land use patterns by directing growth to settlement areas and by promoting a compact development form.

The subject lands are located within a settlement area, which are to be the focus of growth and development (policy 1.1.3.1). The land use patterns within the settlement area based on densities and a mix of land uses that, among other matters, efficiently use land and resources, appropriately use the infrastructure and public service facilities that are planned or available and are transit supportive.

Part V: Policies

1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 – Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d) avoiding development and land use patterns that would prevent the efficient expansion of *settlement areas* in those areas which are adjacent or close to *settlement areas*;
- e) promoting the integration of land use planning, growth management, *transit-supportive* development, *intensification* and *infrastructure* planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;
- g) ensuring that necessary *infrastructure* and *public service facilities* are or will be available to meet current and projected needs;
- h) promoting development and land use patterns that conserve biodiversity; and
- i) preparing for the regional and local impacts of a changing climate.

1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for

specific areas of the Province as a result of a provincial planning exercise or a *provincial plan*, that time frame may be used for municipalities within the area.

Within *settlement areas*, sufficient land shall be made available through *intensification* and *redevelopment* and, if necessary, *designated growth areas*.

Nothing in policy 1.1.2 limits the planning for *infrastructure*, *public service facilities* and *employment areas* beyond a 25-year time horizon.

1.1.3 Settlement Areas

Settlement areas are urban areas and rural settlement areas, and include cities, towns, villages and hamlets. Ontario's settlement areas vary significantly in terms of size, density, population, economic activity, diversity and intensity of land uses, service levels, and types of infrastructure available.

The vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities. Development pressures and land use change will vary across Ontario. It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures.

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

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for unjustified and/or uneconomical expansion;
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) prepare for the *impacts of a changing climate*;
- e) support active transportation;
- f) are transit-supportive, where transit is planned, exists or may be developed; and
- g) are freight-supportive.

Land use patterns within *settlement areas* shall also be based on a range of uses and opportunities for *intensification* and *redevelopment* in accordance with the criteria in policy 1.1.3.3, where this can be accommodated

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for *transit-supportive* development, accommodating a significant supply and range of *housing options* through *intensification* and *redevelopment* where this can be accommodated taking into account existing building stock or areas, including *brownfield sites*, and the availability of suitable existing or planned *infrastructure* and *public service facilities* required to accommodate projected needs.

- 1.1.3.4 Appropriate development standards should be promoted which facilitate *intensification*, *redevelopment* and compact form, while avoiding or mitigating risks to public health and safety.
- 1.1.3.5 Planning authorities shall establish and implement minimum targets for *intensification* and *redevelopment* within built-up areas, based on local conditions. However, where provincial targets are established through *provincial plans*, the provincial target shall represent the minimum target for affected areas.
- 1.1.3.6 New development taking place 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*.

1.2 Coordination

- 1.2.1 A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies and boards including:
- a) managing and/or promoting growth and development that is integrated with *infrastructure* planning;
 - b) economic development strategies;
 - c) managing natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources;
 - d) *infrastructure, multimodal transportation systems, public service facilities and waste management systems*;
 - e) ecosystem, shoreline, watershed, and Great Lakes related issues;
 - f) natural and human-made hazards;
 - g) population, housing and employment projections, based on *regional market areas*; and
 - h) addressing housing needs in accordance with provincial policy statements such as the Policy Statement: Service Manager Housing and Homelessness Plans.

1.4 Housing

- 1.4.1 To provide for an appropriate range and mix of *housing options* and densities required to meet projected requirements of current and future residents of the *regional market area*, planning authorities shall:
- a) maintain 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) maintain 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.

Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through lands suitably zoned to facilitate *residential intensification* and

redevelopment, and land in draft approved and registered plans.

1.4.3 Planning authorities shall provide for an appropriate range and mix of *housing options* and densities to meet projected market-based and affordable housing needs of current and future residents of the *regional market area* by:

- a) establishing and implementing minimum targets for the provision of housing which is *affordable* to *low and moderate income households* and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;
- b) permitting and facilitating:
 - 1. all *housing options* required to meet the social, health, economic and well-being requirements of current and future residents, including *special needs* requirements and needs arising from demographic changes and employment opportunities; and
 - 2. all types of *residential intensification*, including additional residential units, and *redevelopment* in accordance with policy 1.1.3.3;
- c) directing the development of new housing towards locations where appropriate levels of *infrastructure* and *public service facilities* are or will be available to support current and projected needs;
- d) promoting densities for new housing which efficiently use land, resources, *infrastructure* and *public service facilities*, and support the use of *active transportation* and transit in areas where it exists or is to be developed;
- e) requiring *transit-supportive* development and prioritizing *intensification*, including potential air rights development, in proximity to transit, including corridors and stations; and
- f) establishing development standards for *residential intensification*, *redevelopment* and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

1.6 Infrastructure and Public Service Facilities

1.6.1 *Infrastructure and public service facilities* shall be provided in an efficient manner that prepares for the *impacts of a changing climate* while accommodating projected needs.

1.6.7 Transportation Systems

1.6.7.1 *Transportation systems* should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.

1.6.7.2 Efficient use shall be made of existing and planned *infrastructure*, including through the use of *transportation demand management* strategies, where feasible.

- 1.6.7.3 As part of a *multimodal transportation system*, connectivity with and among *transportation systems* and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.
- 1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future uses of transit and *active transportation*.

Growth Plan (2019)

The Growth Plan is a long-term plan that intends to manage growth, build complete communities, curb sprawl and protect cultural heritage resources and the natural environment.

The Growth Plan provides policies for where and how to grow, directing population and employment growth to urban areas and rural settlement areas with delineated built boundaries on full municipal services (policy 2.2.1). The policies of the Growth Plan are to be applied to support complete communities that feature a diverse mix of land uses with convenient access to local stores, services, and public service facilities, provide a diverse range and mix of housing options, expand convenient access to transportation options.

Section 1.2.1 – Guiding Principles

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime.*
- *Prioritize intensification and higher densities to make efficient use of land and infrastructure and support transit viability.*
- *Provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors.*
- *Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.*
- *Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.*
- *Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate – and moving towards environmentally sustainable communities by incorporating approaches to reduce greenhouse gas emissions.*

Section 2.2 – Policies for Where and How to Grow

2.2.1 – Managing Growth

2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on the following:

- a. the vast majority of growth will be directed to settlement areas that:
 - 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*;

2.2.1.4 Applying the policies of this plan will support the achievement of *complete communities* that:

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and *public service facilities*;
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- c) provide a diverse range and mix of housing options, including second units and *affordable* housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes
- d) expand convenient access to:
 - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
 - ii. public service facilities, co-located and integrated in community hubs;
 - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and
 - iv. healthy, local, and affordable food options, including through urban agriculture;
- e) ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards;
- f) mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities; and
- g) integrate green infrastructure and low impact development.

2.2.2.3 – Delineated Built-up Areas

All municipalities will develop a strategy to achieve the minimum intensification target and *intensification* throughout *delineated built-up areas*, which will:

- a) encourage *intensification* generally to achieve the desired urban structure;
- b) identify the appropriate type and scale of development and transition of built form to adjacent areas;
- c) identify *strategic growth areas* to support achievement of the intensification target and recognize them as a key focus for development;
- d) ensure lands are zoned and development is designed in a manner that supports the achievement of *complete communities*;
- e) prioritize planning and investment in *infrastructure* and *public service facilities* that will support *intensification*; and
- f) be implemented through official plan policies and designations, updated zoning and other supporting documents.

2.2.6.3 – Housing

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

Section 3 – Policies for Infrastructure to Support Growth

3.2.1 – Integrated Planning

1. *Infrastructure* planning, land use planning and *infrastructure* investment will be co-ordinated to implement this Plan.
2. Planning for new or expanded *infrastructure* will occur in an integrated manner, including evaluations of long-range scenario-based land use planning, environmental and financial planning, and will be supported by relevant studies and should involve:
 - a) leveraging *infrastructure* investment to direct growth and development in accordance with the policies and schedules of this Plan, including the achievement of the minimum intensification and density targets in this Plan;
 - b) providing sufficient *infrastructure* capacity in *strategic growth areas*;
 - c) identifying the full life cycle of *infrastructure* and developing options to pay for these costs over the long-term; and
 - d) considering the impacts of a changing climate.
3. *Infrastructure* investment and other implementation tools and mechanisms will be used to facilitate *intensification* and higher density development in *strategic growth areas*. Priority will be given to *infrastructure* investments made by the Province that support the policies and schedules of this Plan.
4. Municipalities will assess *infrastructure* risks and vulnerabilities, including those caused by the impacts of a changing climate, and identify actions and investments to address these challenges, which could be identified as part of municipal asset management planning.
5. The Province will work with public sector partners, including Metrolinx, to identify strategic infrastructure needs to support the implementation of this Plan through multi-year infrastructure planning for the transportation system and public service facilities.

3.2.2 – Transportation General

1. *Transportation system* planning, land use planning, and transportation investment will be co-ordinated to implement this Plan.
2. The *transportation system* within the *GGH* will be planned and managed to:
 - a. provide connectivity among transportation modes for moving people and for moving goods;
 - b. offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and *active transportation*;
 - c. be sustainable and reduce greenhouse gas emissions by encouraging the most financially and environmentally appropriate mode for trip-making and supporting the use of zero- and low-emission vehicles;

- d. offer *multimodal* access to jobs, housing, schools, cultural, and recreational opportunities, and goods and services;
 - e. accommodate agricultural vehicles and equipment, as appropriate; and
 - f. provide for the safety of system users.
4. Municipalities will develop and implement *transportation demand management* policies in official plans or other planning documents or programs to:
- a. reduce trip distance and time;
 - b. increase the *modal share* of alternatives to the automobile, which may include setting *modal share* targets;
 - c. prioritize *active transportation*, transit, and goods movement over single-occupant automobiles;
 - d. expand *infrastructure* to support *active transportation*; and
 - e. consider the needs of *major trip generators*.

Livable Oakville Plan

The following are Livable Oakville policies that are relevant to the subject application.

The guiding principles, set out in Section 2 of the Livable Oakville Plan, are designed to preserve and create a livable community. Specifically, Part 2, Section 2.2.1 b) reinforce the Town's Urban Structure:

"b) direct the majority of growth to identified locations where higher density, transit and pedestrian oriented development can be accommodated."

Part C, Section 3: Urban Structure

3.2 states that *"the Mixed-Use designations are to be primarily focused within the Growth Areas and in specified locations reflective of an area's planned function. The six Growth Areas provide for a concentration of missed use, higher density development: Midtown Oakville (urban growth centre), Uptown Core, Palermo Village, Downtown Oakville, Bronte Village and Kerr Village."*

Section 4.1: Growth Areas

The majority of intensification in the Town is to occur within the Growth Areas as defined in Part E.

"Bronte Village, Kerr Village and Downtown Oakville are also Growth Areas. These areas are intended to develop as mixed use centres with viable main streets. ... Downtown Oakville will continue to provide intensification opportunities within its defined planning framework."

These areas, as stated in the Livable Oakville Plan, have been the "subject of detailed comprehensive land use studies or secondary planning exercises which have resulted in objectives and policies to provide for intensification opportunities."

Part C: Section 5: Cultural Heritage

5.3 Heritage Conservation

“5.3.6 The Town may impose, as a condition of any development approvals, the implementation of appropriate measures to ensure the conservation of any affected cultural heritage resources, and where appropriate, their integration into new development.”

Part C: Section 6: Urban Design

6.4 Streetscapes

“6.4.2 New development should contribute to the creation of a cohesive streetscape by:

- a) Placing the principle building entrances towards the street and where applicable, towards corner intersections.*
- b) Framing the street and creating a sense of enclosure.*
- c) Connecting active uses to the public realm to enhance the liveliness and vibrancy of the street, where applicable.”*

6.9 Built Form

“6.9.1 Buildings should be designed to create a sense of identity through massing, form, placement, orientation, scale, architectural features, landscaping and signage.

6.9.2 Building design and placement should be compatible with the existing and planned surrounding context and undertaken in a creative and innovative manner.

6.9.3 To achieve compatibility between different land uses, development shall be designed to accommodate an appropriate transition through landscape buffering, spatial separation, and compatible built form.

6.9.4 In Growth Areas and along intensification corridors, buildings should incorporate distinctive architecture, contribute to a sense of identity and be positioned on and oriented towards the street frontage(s) to provide interest and comfort at ground level for pedestrians.

6.9.7 Development should be designed with variation in building mass, façade treatment and articulation to avoid sameness.”

6.9.9 New development shall ensure that proposed building heights and form are compatible with adjacent existing development by employing an appropriate transition of height and form from new to existing development, which may include setbacks, façade step backs, or terracing in order to reduce adverse impacts on adjacent properties and/or the public realm.

6.11 Pedestrian Access and Circulation

“6.11.2 Developments should incorporate safe and direct access and circulation routes to and through the site that connect pedestrians to:

- a) principal entrances of building(s), amenity areas and parking areas;*
- b) the public sidewalk and transit facilities.*

6.11.5 Walkways should provide continuous routes across driveway entrances and drive aisles and through parking areas to promote safety and signify priority over driving surfaces.”

Section 8: Transportation

8.9 Transit

“8.9.5 The Town will encourage the increased use of public transit by requiring transit supportive urban design, ...”

8.12 Integrating Land Use and Transportation

“8.12.2 Development plans shall be designed with specific regard to the safe, convenient and efficient provision of public transit as well as pedestrian and cycling facilities. In particular, to facilitate the development of a transit-supportive urban structure, the following measures will be reflected in all development proposals;

- a) densities supportive of transit, which are commensurate with the type of frequency of transit service planned for the area and/or corridor particularly near transit stops and stations;*
- b) a road pattern and related pedestrian and cycling facilities network that provide for direct pedestrian and cycling access to transit routes and stops.”*

Part D: Land Use Designations and Policies - Section 12.5 speaks to the Urban Core designation:

“The Urban Core designation is envisioned to have a strong urban focus and incorporate retail and service commercial, office and residential uses. Development should be oriented to the street and shall contribute to a high quality pedestrian – oriented and transit-supportive environment. Midtown Oakville and Uptown Core are the primary locations for this designation.

12.5.2 Building Heights

- a) “Buildings within the Urban Core designation shall be a minimum of eight storeys in height and a maximum of twelve storeys in height.*

Section 25: Downtown Oakville

25.2.2 c) *“creating an attractive public realm and ensuring new development is planned to support street-related, pedestrian-oriented environments.”*

25.3 Development Concept

“Downtown Oakville is comprised of the land use designations as shown on Schedule Q1. This area is intended to accommodate new commercial, office, residential, community and cultural uses through intensification.”

25.5.3 Streetscapes

- b) “Buildings along secondary streets, as identified on Schedule Q2, should:*
 - i) Incorporate a high degree of transparency on the ground floor;*
 - ii) Provide building openings and principle entrances facing the street; and,*
 - iii) Contain commercial, community, cultural or limited offices uses adjacent to the street which support the main street district, and may also contain residential uses on the ground floor.”*

25.5.6 Built Form

- a) *“the consolidation of properties to allow for comprehensive site design and development is encouraged.*
- c) *Buildings greater than four storey in height should be stepped back above the fourth storey where they front Church Street and/or Randall Street.”*

Appendix B: Urban Design Requirements

In addition to the implementation of the Livable by Design Manual, the following Urban Design Requirements are established to further direct the architectural design and site plan details for the subject lands (150 Randall Street, 125 Navy Street and 143 Church Street) through the future Site Plan process:

- The site is within the study area of the Downtown Transportation and Streetscape Study (2015) and subject to the streetscaping recommendations for Randall Street, Navy Street and Church Street. The recommendations for streetscaping within the tree and furnishing zone and the dimensions of sidewalks to ensure an enhanced and consistent public realm will be implemented through a future site plan application.
- Provide creative and innovative building design with varied yet cohesive architectural expression. Incorporate variation in building mass, façade treatment and articulation to avoid sameness.
- Articulate the massing of the façade to divide the architectural detailing into smaller elements, incorporating layered elements, modulations, projections and recesses, pronounced vertical elements, corner and parapet features, and distinct rooflines.
- Above the building podium (generally starting at the sixth or seventh storey), the building face for each storey should be terraced/stepped back from the main wall of the podium to provide an appropriate sense of enclosure to the abutting street, to achieve a human-scale relationship to the public realm, and to further sculpt the building massing.
- At the corner of Navy and Randall Streets, incorporate a taller built form, to a maximum of 12-storeys, to break down the massing, create a landmark structure and anchor the gateway location.
- Design the building at a maximum length of 55.0m along the façade zone before incorporating a significant break in massing, with a minimum depth of 6.0m and minimum length of 9.0m.
- At the corner of Navy and Randall Streets, the tallest portion of the building should extend down to ground level without a distinct building base (podium) to create a prominent vertical element and emphasize active uses at the ground level.

- At the corner of Navy and Randall Streets, incorporate sufficient setbacks to establish an urban plaza with planters, seating and public art, which shall become a focal point of the site and create an enjoyable and welcoming entry to the development and the downtown district.
- Design building façades that are well articulated and incorporate a rhythm of transparent glass and solid materials. Large areas of blank or poorly articulated walls shall be avoided.
- Maximize the amount of glazing of the first storey building wall along public streets to achieve an animated streetscape and public realm.
- Ensure a minimum separation distance of 20.0m between primary windows of residential units, 20.0m between primary windows and secondary windows of residential units, and 15.0m between secondary windows of residential units.
- Integrate the access to the underground parking into the façade design to lessen its visual impact on the public streetscape.
- The mechanical penthouse should be utilized as an integral part of the building's design to complement and enhance the building top.
- Incorporate private outdoor amenity space in a form of a common roof terrace and/or as a balcony for each unit.

PLEASE NOTE: The petition was signed by 34 members of the public. The names have been removed however if you would like to view the petition you can do so at ServiceOakville.

To the Town Clerk, Oakville Town Hall

November 13 2020

Please provide receipt of confirmation for the following signatures submitted regarding the Randall Church Developments proposal to the following, including sending confirmation to P.O. Box 52028, Oakville, Ontario, L6J 7N5. Others have sent or emailed in their signatures separately.

Please note that this letter and a complete list of resident names/addresses was submitted on October 26 2020 for the associated meeting, and that these signatures follow the Town Clerk's request for individual signatures. More signatures are pending. This process of getting signatures has been made much slower due to the pandemic and the fact that many residents do not use email and do not have scanners. Please take into consideration the challenges of the current pandemic when recording dates of signature submissions given the original October 26 2020 submission-date.

Thank-you.

RECEIVED
NOV 16 2020
CLERK'S DEPT

Phyllis Patai
J Barry
M Simceni

October 26 2020

From: *Concerned Oakville Residents and Friends of Oakville*

To: **Mayor Rob Burton, Senior Town Planner Tricia Collingwood, and Town Council**

Re: Online Public Townhall Meeting: Monday Oct.26 2020 @6:30pm

Subject: **PROPOSED 12+ STOREY DEVELOPMENT in DOWNTOWN OAKVILLE**

Re: Proposal to change current by-law (2014-014) to allow re-zoning in order to permit 12-storey building

To The Honourable Mayor Rob Burton, Ms. Tricia Collingwood, and Oakville Town Council,

We are listing our names here to document our opposition to the most recent high density development proposed in downtown Oakville, specifically the 150 Randall/125 Navy/143 Church Street high-rise development, proposed by Randall Oakville Developments Ltd. and Church Oakville Developments Ltd., and to protest a zoning-change of this downtown development area from "Central Business District" to "Mixed Use" (MU4) as part of the "Urban Core" land use designation policies in the "Livable Oakville Plan." We therefore counter the 12+-storey proposed development, as well as the associated "Bonusing."

The 8-storey high-rise development at 109 Reynolds Street, site of the old Ward Funeral Home, was approved on the eve of the pandemic. The high-rise developments now proposed for the historic old Town area, as part of the province's mandate to intensify, move towards the current high-density development in downtown Bronte and the 25-storey high-rise developments in downtown Burlington, and they set a dangerous height and scale-precedent for all future downtown developments. As long-time tax payers and friends of Oakville, we ask that the maximum-height of new developments return to the 4-storey maximum in order to fit with the surrounding heritage buildings that set apart Oakville's downtown from any other suburban downtown. Despite the provincial growth mandate, the exponential development proposed for the downtown is short-sighted for a historic area which has always sold itself as a destination town.

Resident concerns include the following:

1. Oppose the 12-storey height plus the associated "Bonusing," and request to return to the 4-storey maximum, in keeping within the context of the historic downtown area. Oppose the amendment of by-law 2014-14 in this context.
2. As part of the provincial mandate for growth, request for low-level 4-storey development with architectural sensitivity and planning that is sensitive to the heritage of the downtown Oakville area as a whole and to current residents.
3. Request for further planning and studies, and to actively seek out more public consult with existing residents, including those who may be elderly, and with those struggling during the pandemic and unable to attend the meeting online. Residents are already exhausted with the continuing demands of covid-19: notification of public meetings must be increased and more respect given to existing residents confronting these development proposals.
4. Request for more appropriate 4-storey lower-density development due to current untenable traffic volume on Randall Street towards Rebecca Street, and area. (See current real estate advert,

listing the property at 235 Randall Street at Dunn as “one of the busiest intersections in downtown Oakville”: <https://www.realtor.ca/real-estate/22423220/235-randall-street-oakville>) To add high-density to the current traffic density is overdevelopment and bad planning. Current residents already live the reality of the traffic, irrespective of the traffic studies.

5. Request to advertise and detail to current site signage the policy of “Bonusing” and to indicate clearly the actual desired height so that the actual scope and height of the proposal are easily visible and understandable to the public.
6. Request to freeze this newer policy of “Bonusing” in this and future development proposals due to loss of public trust in a Town Planning process that appears to favour big-profit developers over long-term benefit (ie: heritage, ie: tourism, ie: economic growth) for the Town. Residents want consideration for greenspace and preservation of the downtown heritage context, not ‘bonusing’ cheques.
7. Request for increased advocacy for Oakville heritage in all Heritage Planning, including advocacy for lower height-maximums by the Town of Oakville in dealings with the province and with developers, for all downtown area development proposals during this process of provincial intensification.
8. Request for important consideration of green space given that the public need for park space will only increase with this exponential growth. The pandemic highlights the movement of many to greenspace areas---(think Navy Street Park on a weekend, to start)---away from urban core density, and away from condominiums; more progressive planning must be given to these big development proposals and the changed future in which they will live.
9. Request for architectural expertise with specific priority for environmental and heritage context, including the 4-storey maximum, in this and future development proposals.
10. Argument has been made for the high-rise development as increased business for the downtown. It is rather the astronomical rents themselves and the absent property owners, along with the removal of the trademarks of a living-community---ie: the removal of local schools, vital stores---that drain the life of any downtown. New residents will continue to buy elsewhere unless the rents are controlled to allow relevant businesses to survive in the first place.
11. Residents are aware of the mandate by the provincial government for intensification; many residents work in building themselves and understand the need for growth. A lack of public trust however has been created in prioritizing big development of this magnitude over current residents, and above protecting the heritage context of the larger downtown area; this Randall/Navy/Church development proposal does indeed set a very visible height and density precedent for all “site-specific” new high-rises to follow.
12. With the provincial mandate there is the potential for Oakville development to set an environmental and design precedent and to represent a higher standard of sensitive, artistic, heritage-respecting, future and pandemic-thinking green design: the solution is not the easy blocks of high-rise overdevelopment. **Intensification doesn’t have to mean the high-rise destruction of the heritage context and surrounding streetscape area that has---up until now--set Oakville apart as a destination town.**

Sincerely,

Concerned Oakville Residents and Friends of Oakville

APPENDIX D

THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2022-006

A by-law to amend the Town of Oakville Zoning By-law 2014-014, as amended, to permit the use of lands described as 150 Randall Street, 125 Navy Street and 143 Church Street
(Randall Oakville Developments Ltd., Church Oakville Developments Ltd., File No.: Z.1614.74)

COUNCIL ENACTS AS FOLLOWS:

1. Map 19(8a) of By-law 2014-014, as amended, is further amended by rezoning the lands as depicted on Schedule 'A' to this By-law.
2. Part 15, Special Provisions, of By-law 2014-014, as amended, is further amended by adding a new Section 15.410 as follows:

410	150 Randall Street, 125 Navy Street and 143 Church Street	Parent Zone: MU4	
Map 19(8a)		(2022-006)	
15.410.1 Prohibited Uses			
The following <i>uses</i> are prohibited:			
a)	Commercial Parking Area		
b)	Motor Vehicle Rental Facility		
c)	Dwelling units in an <i>apartment dwelling building</i> on the <i>first storey</i> .		
d)	Business offices in the first 9.0 m of depth in an <i>apartment dwelling building</i> , measured in from the <i>main wall</i> oriented toward the <i>front lot line</i> , <i>flankage lot line</i> or <i>rear lot line</i> on the <i>first storey</i> .		
15.410.2 Zone Provisions			
The following regulations apply:			
a)	The <i>lot line</i> abutting Randall Street shall be deemed the <i>front lot line</i> .		
b)	Minimum front yard	3.0 m	
c)	Minimum flankage yard	4.0 m	
d)	Minimum rear yard	3.0 m	

e)	<i>Minimum front yard</i> for the 3 rd to 6 th storey	1.0 m
f)	<i>Minimum flankage yard</i> for the 3 rd to 6 th storey	0.0 m
g)	<i>Minimum rear yard</i> for the 3 rd to 6 th storey	0.0 m
h)	<i>Minimum yard</i> for any portion of a <i>building</i> or <i>structure</i> that is completely underground	0.5 m
i)	<i>Balconies</i> are permitted in any <i>yard</i> and the maximum total projection beyond the <i>main wall</i> is 2.0 m	
15.410.3 Parking Provisions		
The following parking regulations apply:		
a)	Maximum number of <i>parking spaces</i> for residential uses	1.5 per dwelling, inclusive of visitor parking
b)	Visitor <i>parking spaces</i> for residential <i>uses</i> may be counted toward the minimum number of <i>parking spaces</i> for non-residential <i>uses</i> to a maximum of 0.15 per <i>dwelling unit</i> .	
c)	A <i>surface parking area</i> shall not be permitted.	
d)	Stairs associated with a <i>parking structure</i> are not permitted in the <i>front yard</i> , <i>flankage yard</i> or <i>rear yard</i> .	
e)	Air vents associated with a <i>parking structure</i> are not permitted in the <i>front yard</i> , <i>flankage yard</i> or <i>rear yard</i> , except on a <i>building wall</i> above the first 4.5 metres of vertical distance measured from the finished floor level of the <i>first storey</i> .	
f)	A minimum of 20% of the <i>parking spaces</i> in a <i>building</i> shall include the provision for the installation of electric motor vehicle supply equipment.	
15.410.4 Special Site Provisions		
The following additional provisions apply:		
a)	All lands identified as subject to this Special Provision shall be considered as one <i>lot</i> for the purposes of this By-law.	
b)	<i>Height</i> shall be measured from the finished floor elevation of the <i>first storey</i> .	
c)	Each non-residential unit located on the <i>first storey</i> shall have a minimum of one main entrance oriented towards a <i>public road</i> or an <i>urban square</i> .	

d)	Minimum percentage of glazing of the <i>first storey building</i> wall for non-residential uses oriented toward a <i>public road</i> .	75%
e)	Vehicular access crossing the <i>flankage lot line</i> is prohibited	

3. Part 16, Holding Provisions, of By-law 2014-014, as amended, is further amended by adding a new Section 16.3.47 as follows:

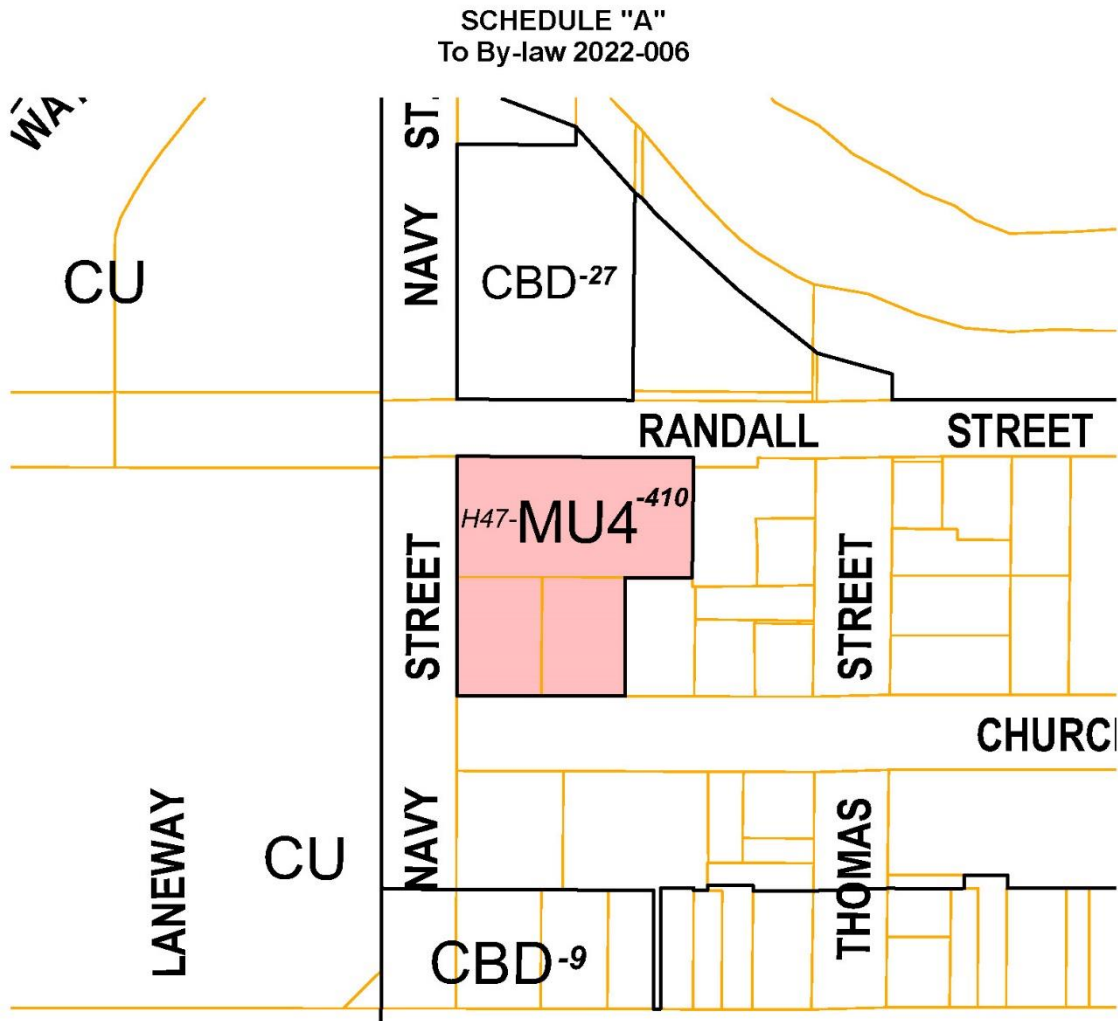
H47	150 Randall Street, 125 Navy Street and 143 Church Street	Parent Zone: MU4
Map 19(8a)		(2022-006)
16.3.47.1 Only Permitted Uses Prior to Removal of the “H”		
For such time as the “H” symbol is in place, these lands shall only be <i>used</i> for the following:		
a)	Legal <i>uses, buildings and structures</i> existing on the <i>lot</i> .	
16.3.47.2 Conditions for Removal of the “H”		
The “H” symbol shall, upon application by the landowner, be removed by <i>Town Council</i> passing a By-law under Section 36 of the <u>Planning Act</u> . The following condition(s) shall first be completed to the satisfaction of the <i>Town of Oakville</i> :		
a)	The Owner has submitted, to the satisfaction of the Region of Halton, a Phase 2 Environmental Site Assessment (ESA) prepared in accordance with O.Reg. 153/04 standards, with accompanying letter of reliance for the other two parcels (being 143 Church Street and 125 Navy Street respectively). The submission shall also include a Ministry of Environment, Conservation Parks (MECP) acknowledged Record of Site Condition (RSC). The RSC shall be certified by a qualified professional, and indicate that the environmental condition of the subject lands (143 Church Street and 125 Navy Street) is suitable for the proposed land use.	
b)	The Owner has submitted, to the satisfaction of the Region of Halton, a revised Functional Servicing Report (FSR) confirming completion of fire flow testing in the area, and that the design requirements for domestic water supply and fire protection are adequate for the proposed development. The revised FSR shall also demonstrate through an analysis that the existing water system in the area can support this development.	

4. This By-law comes into force in accordance with Section 34 and Section 36 of the *Planning Act*, R.S.O. 1990, c. P.13, as amended.


PASSED this 17th day of January, 2022

MAYOR

CLERK



AMENDMENT TO BY-LAW 2014-014

 Rezoned from Central Business District (CBD) to Mixed Use 4 (H47-MU4 sp: 410)

EXCERPT FROM MAP
19 (8a)


SCALE 1 : 1500

REPORT

Planning and Development Council

Meeting Date: January 17, 2022

FROM: Planning Services Department

DATE: January 4, 2022

SUBJECT: Recommendation Report - Town-initiated Omnibus Zoning By-law Amendment to North Oakville Zoning By-law 2009-189 (File No. 42.26.01) - All lands north of Dundas Street and south of Highway 407 - By-law 2022-007

LOCATION: All lands north of Dundas Street and south of Highway 407

WARD: Town-wide

Page 1

RECOMMENDATION

1. That By-law 2022-007, a by-law to make housekeeping, technical and other modifications to Zoning By-law 2009-189, as amended (Omnibus Zoning By-law Amendment, File No. 42.26.01), be passed.
2. That notice of Council's decision reflects that Council has fully considered all written and oral submissions relating to this matter and that those comments have been appropriately addressed.
3. That in accordance with Section 34(17) of the *Planning Act*, no further notice is determined to be necessary.

KEY FACTS

The following are key points for consideration with respect to this report:

- Town-initiated amendments to Zoning By-law 2009-189 are part of an ongoing initiative to improve the document. The proposed amendment was prepared to address several issues identified by Staff through the ongoing use of Zoning By-law 2009-189.
- The matters addressed are wide-ranging from correcting and clarifying existing wording, updating definitions, introducing accessible parking standards consistent with the *Accessibility Ontario Disabilities Act* to adding

provisions and renaming the “Existing Development” (ED) zone to the “Future Development” (FD) zone to reflect the intention for future development. Not all zones would be impacted by the proposed amendment.

- A statutory public meeting was held on November 1, 2021 and Council deferred making a decision to allow for further consultation with land owners.
- The Public Meeting and Recommendation Report presented at the November 1, 2021 Planning and Development Council Meeting is attached as Appendix A and contains all relevant background information, purpose and effect of the proposed housekeeping amendment.
- The proposed housekeeping By-law is referred to as By-law 2021-125 in the attached report (Appendix A) but it has been renamed to By-law 2022-007 since it will be considered in the year 2022. The contents of the draft by-law are the same save and except for the updates outlined below. The sections in yellow highlighting represent what has been added and removed from the draft by-law since it was before Council on November 1, 2021.

UPDATES SINCE NOVEMBER 1, 2021 PLANNING AND DEVELOPMENT COUNCIL MEETING

Public Meeting and Recommendation Report regarding Town-initiated Omnibus Zoning By-law Amendment to North Oakville Zoning By-law 2009-189 (File No. 42.26.01) - All lands north of Dundas Street and south of Highway 407 - By-law 2021-125, was considered by Council on November 1, 2021 (attached as Appendix A). As a result of public input from representatives of the North Oakville Community Builders Inc. (NOCBI), Council passed the following motion:

That By-law 2021-125, a by-law to make housekeeping, technical and other modifications to Zoning By-law 2009-189, as amended (Omnibus Zoning By-law Amendment, File No. 42.26.01), be deferred to a future Planning and Development Council meeting for additional consultation with the landowners.

Staff met with representatives of NOCBI on November 30, 2021 and discussed solutions to their concerns with draft By-law 2021-125. As a result of these discussions, Staff are bringing back the draft by-law, renamed to By-law 2022-007, with the following update which clarifies how the height of a one storey addition, permitted through footnotes in Sections 7.6.2 and 7.7.2 of the Zoning By-law, as amended, is measured. This clarification will continue to meet the intent of the Zoning By-law. Note that words that are highlighted and crossed out have been removed from the draft by-law and words that are highlighted and underlined have been added.

Proposed update to Draft By-law 2021-125, renamed to By-law 2022-007:

7. Within Section 7, Zoning Regulations, of Zoning By-law ~~2014-014~~ 2009-189:
 - a. Section 7.6.2, Building Types Permitted and Related Standards, is amended by deleting Footnote 1 in its entirety and replacing it with the following:

“ 1 The minimum *rear yard setback* may be reduced to 3.0 m for a one *storey* addition for a maximum of 45% of the *dwelling* width measured at the rear of the *main building*. The one *storey* addition shall have a maximum vertical distance of ~~6.0~~ 4.0 m measured between ~~grade~~ the finished floor level of the first storey and the highest point of the roof of the *building*.”
 - b. Section 7.7.2, Building Types Permitted and Related Standards, is amended by deleting Footnote 1 in its entirety and replacing it with the following:

“ 1 The minimum *rear yard setback* may be reduced to 3.0 m for a one *storey* addition for a maximum of 45% of the *dwelling* width measured at the rear of the *main building*. The one *storey* addition shall have a maximum vertical distance of ~~6.0~~ 4.0 m measured between ~~grade~~ the finished floor level of the first storey and the highest point of the roof of the *building*.”

Draft By-law 2022-007, as amended, continues to be consistent with the Provincial Policy Statements, conforms to the Growth Plan, Halton Region's Official Plan and the Town's Official Plan.

The proposed updates are still within the notice provided to the public in advance of the November 1, 2021 Planning and Development Council Meeting and therefore additional notice is not required. The representatives of NOCBI did not have any other concerns with the proposed by-law.

Staff are scheduled to meet with representatives of NOCBI on January 17, 2022 to hear any additional feedback on their use of Zoning By-law 2009-189, as amended, which was outside of the scope of the Town-initiated housekeeping By-law 2022-007. Staff will have the opportunity to review their feedback and consider whether aspects could be incorporated into a future housekeeping By-law or whether a

concern is outside of the scope of a housekeeping By-law and would be better suited to further study. When considering this feedback, it will need to meet the intent of the Official Plan and be consistent with the Town's goals for development in North Oakville.

CONSIDERATIONS

(A) PUBLIC

A public information meeting was not held as the proposed Zoning By-law amendment is intended to improve implementation and interpretation issues and is primarily technical in nature. Notice was published in the Oakville Beaver on October 7, 2021. Since that date, the proposed Zoning By-law amendment has been available for review digitally through the Planning Services Department. Copies of the proposed by-law have also been shared by email to parties that made a formal request. A Public Meeting was held on November 1, 2021. Written correspondence and oral submissions have been addressed through minor updates to Draft By-law 2022-007.

(B) FINANCIAL

There are no financial impacts arising from this report.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

The proposed Zoning By-law amendment was written in collaboration with the Building Services (Zoning) and Legal Services departments. It was circulated to internal departments and external agencies for review and comment, and no concerns were raised prior to the writing of this report.

(D) CORPORATE STRATEGIC GOALS

This report addresses the corporate strategic goal(s) to:

- Continuously improve our programs and services
- Be the most livable town in Canada

(E) CLIMATE CHANGE/ACTION

A Climate Emergency was declared by Council in June 2019 for the purposes of strengthening the Oakville community's commitment in reducing carbon footprints. The amendment of By-law 2009-189 does not impact the Town's climate initiatives.

CONCLUSION

By-law 2022-007, an amendment to the Zoning By-law 2009-189, has been prepared to address housekeeping, technical and other matters described in this report.

APPENDICES

Appendix A – November 1, 2021 Planning and Development Council, Public Meeting and Recommendation Report – Town – initiated Omnibus Zoning By-law 2009-189 (File No. 42.26.01) – All lands North of Dundas Street and south of Highway 402 – By-law 2021-125, dated October 19, 2021

Appendix B – By-law 2022-007

Prepared and Submitted by:

Catherine Buckerfield, MCIP, RPP
Planner

Recommended by:

Gabe Charles, MCIP, RPP
Director – Planning Services

REPORT

Planning and Development Council

Meeting Date: November 1, 2021

FROM: Planning Services Department

DATE: October 19, 2021

SUBJECT: Public Meeting and Recommendation Report - Town-initiated Omnibus Zoning By-law Amendment to North Oakville Zoning By-law 2009-189 (File No. 42.26.01) - All lands north of Dundas Street and south of Highway 407 - By-law 2021-125

LOCATION: All lands north of Dundas Street and south of Highway 407

WARD: Town-wide Page 1

RECOMMENDATION:

1. That By-law 2021-125, a by-law to make housekeeping, technical and other modifications to Zoning By-law 2009-189, as amended (Omnibus Zoning By-law Amendment, File No. 42.26.01), be passed; and
2. That notice of Council's decision reflect that no comments were received from the public or, if comments are received, that they have been appropriately addressed.
3. That in accordance with Section 34(17) of the *Planning Act*, no further notice be required.

KEY FACTS:

The following are key points for consideration with respect to this report:

- Town-initiated amendments to Zoning By-law 2009-189 are part of an ongoing initiative to improve the document. The proposed amendment was prepared to address several issues identified through the ongoing use of Zoning By-law 2009-189.
- The matters addressed are wide-ranging from correcting and clarifying existing wording, updating definitions, introducing accessible parking standards consistent with the *Accessibility Ontario Disabilities Act* to adding provisions and renaming the "Existing Development" (ED) zone to the "Future

Development” (FD) zone to reflect the intention for future development. Not all zones would be impacted by the proposed amendment.

- The typical timeline for the processing and consideration of a Zoning By-law amendment has been compressed to promptly address implementation and interpretation issues that are primarily technical in nature.

BACKGROUND:

Zoning By-law 2009-189, as amended, (the “**Zoning By-law**”) applies to all the lands in the Town of Oakville bounded by Highway 407, Ninth Line, Dundas Street and Tremaine Road. It was passed by Council on November 23, 2009, and partially deemed in force by the Ontario Land Tribunal (OLT), formally known as the Ontario Municipal Board (OMB), on April 15, 2010, and was later approved in parts by the OLT on July 14, 2010, and October 25, 2010.

Proposal

Through the ongoing use and interpretation of the Zoning By-law, staff from the Building Services and Planning Services departments have identified several issues. In response, a draft amendment to the Zoning By-law was prepared and circulated to various town departments and public agencies for review.

The matters addressed by the proposed amendment are wide-ranging from correcting and clarifying existing wording, updating definitions, introducing accessible parking standards consistent with the *Accessibility Ontario Disabilities Act* to adding provisions and renaming the “Existing Development” (ED) zone to the “Future Development” (FD) zone to reflect the intention for future development, as detailed below. Not all zones would be impacted by the proposed amendment. If the amendment is approved, the table of contents and various side notes throughout the document will be updated administratively since, these notes do not form part of the by-law.

Location

By-law 2021-125 applies to all lands subject to Zoning By-law 2009-189, as amended, which is indicated in Figure 1 below. A further site-specific mapping amendment is proposed for lands municipally known as 3064 Trafalgar Road which is identified in Figure 2 below. As outlined below, By-law 2021-125 proposes to amend Map 12(5) by rezoning lands municipally known as 3064 Trafalgar Road from Trafalgar Urban Core (TUC sp:49) to Trafalgar Urban Core (H49 TUC sp:95) to reflect the intention of By-law 2021-032 which was passed by Council on April 12, 2021.

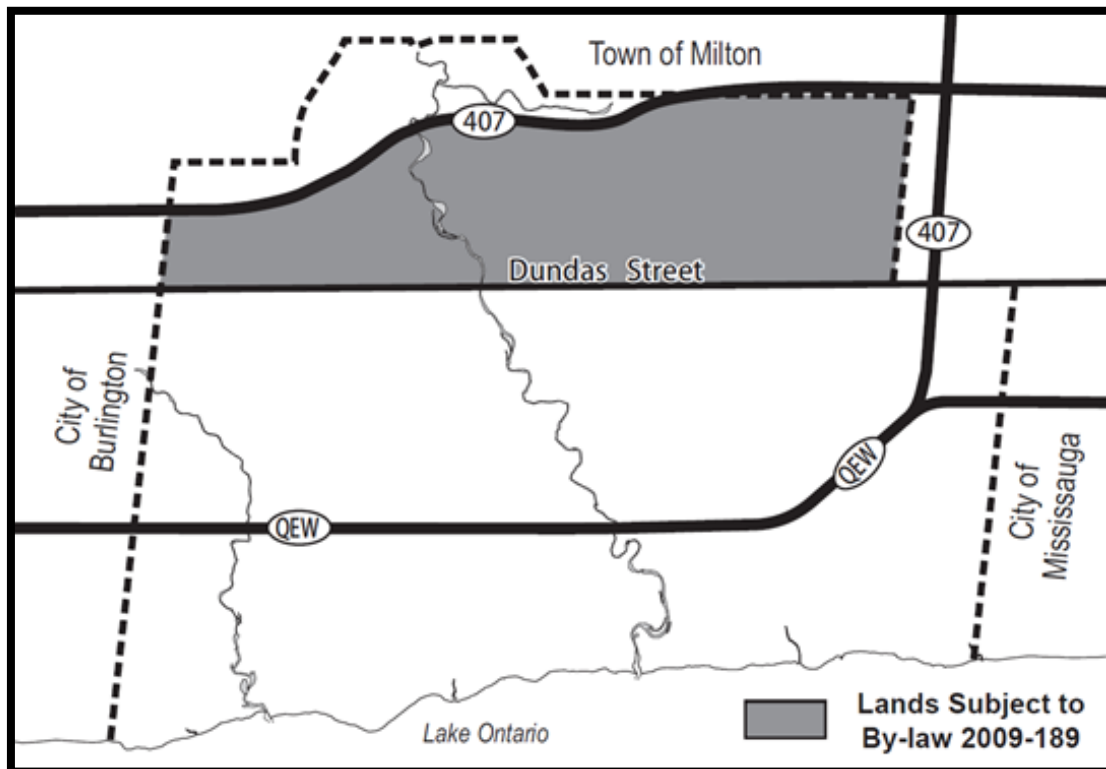


Figure 1: Lands Subject to Zoning By-law 2009-189

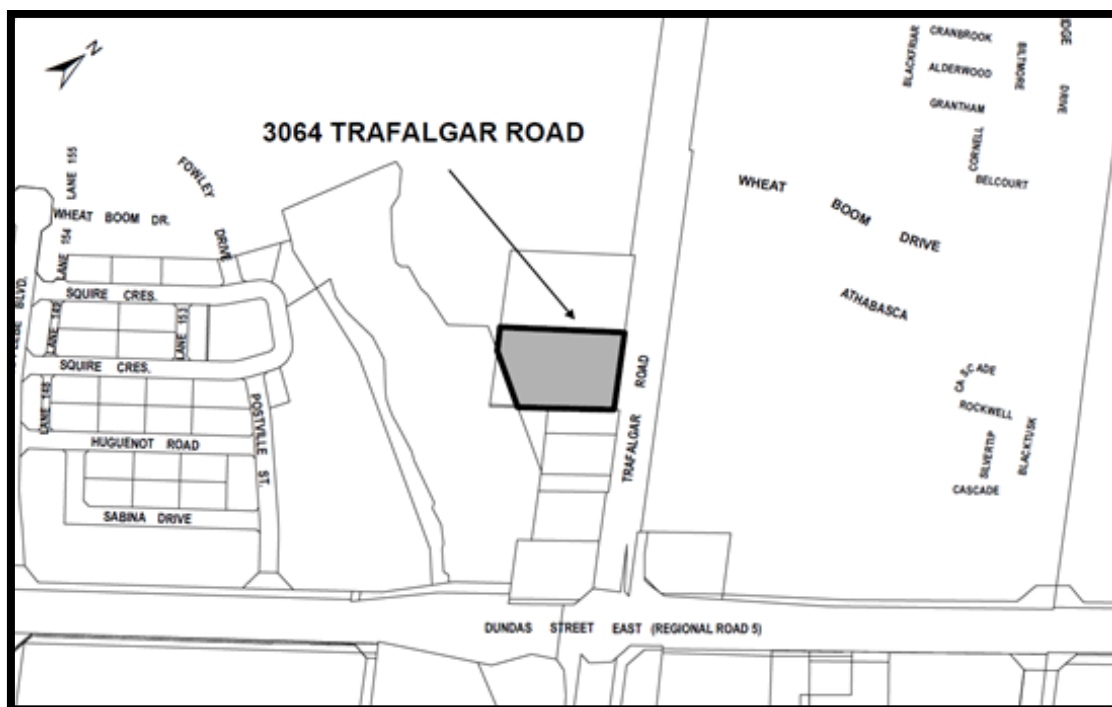


Figure 2: Lands to be Rezoned at 3064 Trafalgar Road

PLANNING POLICY & ANALYSIS:

The lands subject to By-law 2021-125 are subject to the following policy and regulatory framework:

- Provincial Policy Statement (2020)
- Growth Plan for the Greater Golden Horseshoe (2020)
- Halton Region Official Plan
- Oakville Official Plan
- North Oakville East and West Secondary Plans
- Zoning By-law 2009-089

Provincial Policy Statement

The Provincial Policy Statement (2020) (PPS), which came into effect on May 1, 2020, is intended to promote a policy led system, which recognizes that there are complex relationships among environmental, economic and social factors in land use planning. The PPS encourages the wise management of land to achieve efficient development and land use patterns by directing growth to settlement areas and by promoting a compact development form.

Municipal official plans are considered the most important vehicle for implementation of the PPS and for achieving comprehensive, integrated and long-term planning. Official plans identify provincial interests and set out appropriate land use designations and policies. Zoning by-laws are also important for implementation of the PPS. Planning authorities are directed to keep their zoning by-laws up-to-date with their official plans and the PPS. This housekeeping amendment implements this mandate to keep the zoning by-law up to date and consistent with the PPS and in conformity with the Official Plan.

Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan (2020) is a long-term plan that intends to manage growth, build complete communities, curb sprawl and protect cultural heritage resources and the natural environment.

The Growth Plan provides policies for where and how to grow, directing population and employment growth to urban areas and rural settlement areas with delineated built boundaries on full municipal services (policy 2.2.1). The policies of the Growth Plan are to be applied to support complete communities that feature a diverse mix of land uses with convenient access to local stores, services and public service facilities, and provide a diverse range and mix of housing options.

The policies of the Growth Plan are implemented through the Official Plan and Zoning By-law. This housekeeping amendment conforms with the Growth Plan as it provides clarity to the Zoning By-law which is a tool to implement the Growth Plan.

Halton Region Official Plan

The lands subject to the Zoning By-law are within the 2009 Regional Official Plan (ROP) and must conform with the policies of the ROP. The housekeeping amendments continue to comply with the policies of the ROP.

North Oakville Secondary Plans

The lands subject to Zoning By-law 2009-189 are subject to the North Oakville Secondary Plans which are part of the Town of Oakville 1984 Official Plan, consolidated to 2006. In accordance with Section 7.10.2 of the North Oakville East Secondary Plan (NOESP) and Section 8.10.1 of the North Oakville West Secondary Plan (NOWSP), the Secondary Plans will be implemented by appropriate amendments to the Town's zoning by-law. Zoning By-law 2009-189 is a key tool in implementing the North Oakville Secondary Plans. Regular updates and modifications to the Zoning By-law such as this housekeeping amendment, maintain the integrity of the documents and enable them to be implemented with improvements being made continually.

PURPOSE:

The purpose of the proposed omnibus amendment to Town of Oakville Zoning By-law 2009-189, as amended, is to make a number of housekeeping, technical and other modifications affecting all zones, which would assist in the use and interpretation of the Zoning By-law and the implementation of the Official Plan. The proposed amendments generally add clarity to the Zoning By-law and many increase consistency with the South Oakville Zoning By-law 2014-014. A key update which results in many of the amendments outlined below is the renaming of the "Existing Development" (ED) zone to "Future Development" (FD). This change is proposed to emphasize that the intention for lands in this zone are for future development in accordance with the Town's Official Plan, Secondary Plans, Regional Official Plan and Provincial policies beyond what is currently existing on a property, in the fullness of time. None of the zone provisions will change, but the intention of the zone would be clearer to the users of the Zoning By-law.

EFFECT:

The effect of the omnibus amendment to Zoning By-law 2009-189, as amended, would be as follows:

Proposed Change	Rationale
Section 1, <u>Administration</u> , would be amended by:	
1. modifying Section 1.6 ii) by inserting " <i>single detached dwelling with 3 or less lodgers</i> " after " <i>short-term accommodation</i> ".	- to assist with the issuance of Certificates of Occupancy

2. adding a Section 1.11 Interpretation of Words	- to assist with the interpretation and implementation of Zoning By-law 2009-189
3. adding a Section 1.12 Construction Tolerance	- to assist with minor construction errors or slight measurement discrepancies
Section 2, <u>Establishment of Zones</u> , would be amended by:	
4. modifying Table 2.1.1 to rename “Existing Development” zone and replace it with “Future Development” zone	- to reflect the intention of the zone for future development
5. modifying Section 2.3.2 Split Zoning to provide additional clarity	- to assist with interpretation and implementation of the by-law
Section 3, <u>Definitions</u> , would be amended by:	
6. modifying the wording of “Day Care” to reference the Child and Early Years Act, as may be amended or replaced from time to time	- to be consistent with current legislation
7. modifying the wording of “Established Grade” as it relates to irregular lots	- to clarify how established grade is determined for a property with two front lot lines
8. modifying the wording of “Floor Area, Leasable” by clarifying additional exclusions from the calculation	- to clarify what is meant by “common areas” within the current definition
9. modifying the wording of “Lot Coverage” as a percentage of the entire lot area	- to clarify the coverage is represented as a percentage
10. modifying the wording of “Service Commercial” by adding subsection iv) to allow for grooming, training or daily care of dogs and cats and other domesticated animals, excluding livestock, but shall exclude overnight boarding and outside facilities	- to permit a use consistent with the South Oakville Zoning By-law 2014-014
11. modifying the wording of “Service Station” by deleting an “automotive service use” and replacing it with a “gas bar”	- to delete a term that is not defined within the North Zoning By-law 2009-189 and replacing it with a term that is defined and characterizes the intent of the definition
12. modifying the wording of “Private-home Day Care”	- to clarify and align the by-law with the South Oakville Zoning By-law 2014-014
13. modifying the wording of “Stacking Lane” by clarifying that the intent is for a continuous line of cars, not split between multiple lines	- to clarify and align the by-law with the South Oakville Zoning By-law 2014-014
14. modifying the wording of “Structure” to add “but does not include fences, retaining walls, light standards or signs	- to assist with the interpretation and implementation of Zoning By-law 2009-189
Section 4, <u>General Provisions</u> , would be amended by:	

15. modifying Section 4.2, by renaming “Existing Development (ED)” zone and replacing it with “Future Development (FD)” zone	- to reflect the intention of the zone for future development
16. modifying Section 4.3.2, by replacing deleting “ED” from the heading and replacing it with “FD” and “Existing Development (ED)” and replacing it with “Future Development (FD)”	- to reflect the intention of the zone for future development
17. modifying Section 4.28.2 by deleting it in its entirety	<ul style="list-style-type: none"> - to clarify and align the by-law with the South Oakville Zoning By-law 2014-014 - Section 4.33 is proposed to be added to address provisions related to rooftop mechanical equipment screening
18. modifying Section 4.29 by inserting “For the purpose of this section, floor area shall include all area within the basement.”	- to assist with the interpretation and implementation of Zoning By-law 2009-189
19. adding a Section 4.33, Rooftop Mechanical Equipment	- adding a Section 4.33, Rooftop Mechanical Equipment to clarify the location of all outside rooftop mechanical equipment and to align the by-law with the South Oakville Zoning By-law 2014-014
20. adding a Section 4.34, Restoration or Repair of Unsafe Buildings	- to allow for the restoration or repair of unsafe buildings or structures and to clarify and align the by-law with the South Oakville Zoning By-law 2014-014
21. adding a Section 4.35, Reconstruction of an Existing Building or Structure	- to allow for the reconstruction of an existing building or structure and to clarify and align the by-law with the South Oakville Zoning By-law 2014-014
Section 5, <u>Parking and Loading Regulations</u>, would be amended by:	
22. adding a new subsection 5.1.7 Hardscape Surface Treatment	- to add performance standards for adequate materials to be used and to align the by-law with the South Oakville Zoning By-law 2014-014
23. modifying Section 5.2, Accessible Parking by inserting “5.2.1 Number of Accessible Parking Spaces Required” before “Accessible parking spaces are required for non-residential uses in accordance with the following table:”	- to assist with the organization of the Section to allow for updated accessible parking standards and to assist with the interpretation and implementation of Zoning By-law 2009-189
24. adding a new subsection 5.2.2 Dimensions and Paths of Travel	- to bring accessible parking dimensions and standards in line with <i>Accessibility Ontario Disabilities Act</i> (AODA) standards and to

	align the by-law with the South Oakville Zoning By-law 2014-014
25. modifying subsection 5.4.1.3, size of required parking spaces in a parking garage or parking lot and minimum aisle widths by deleting the previous accessible parking space standards	- to bring accessible parking dimensions and standards in line with <i>Accessibility Ontario Disabilities Act</i> (AODA) standards and to align the by-law with the South Oakville Zoning By-law 2014-014
Section 6, <u>Permitted Uses</u> , would be amended by:	
26. modifying Table 6.1, Permitted Use Table by deleting the use "Single detached dwelling with 3 or less lodgers" and replacing it with "3 or less lodgers in a single detached dwelling where that building type is permitted"	- to assist with the interpretation and implementation of Zoning By-law 2009-189
Section 7, <u>Zoning Regulations</u> , would be amended by:	
27. modifying Section 7.6.2, Building Types Permitted and Related Standards, by clarifying the footnote regarding the height of one-storey additions that can reduce the rear yard setback	- to assist with the interpretation and implementation of Zoning By-law 2009-189 and to ensure that the addition takes on a single storey built form
28. modifying Section 7.7.2, Building Types Permitted and Related Standards, by clarifying the footnote regarding the height of one-storey additions that can reduce the rear yard setback	- to assist with the interpretation and implementation of Zoning By-law 2009-189 and to ensure that the addition takes on a single storey built form
29. modifying Section 7.12.2, Building Standards, by deleting the minimum and maximum floor space index (FSI) rows in its entirety	- to allow flexibility for institutional buildings such as schools, community centres and public parks
30. Modifying Section 7.13, Existing Development (ED) Zone Regulations by deleting "Existing Development (ED)" from the heading and replacing it with "Future Development (FD)"	- to reflect the intention of the zone for future development
Section 8, <u>Special Provisions</u> , would be amended by:	
31. Replacing all references to "ED" with "FD"	- to reflect the intention of the zone for future development
32. Replacing all references to "Existing Development" with "Future Development"	- to reflect the intention of the zone for future development
33. modifying Subsection 8.30.7 a), Parking Regulations by deleting "net" and replacing it with "leasable"	- to clarify the correct parking calculation
34. modifying Subsection 8.31.4 a), Parking Regulations by deleting "net" and replacing it with "leasable"	- to clarify the correct parking calculation

35. modifying Subsection 8.51.3 d), Zone Regulations for Mixed Use Buildings on Block 1 Lands, by deleting “public road” and replacing it with “public street”	- to assist with the interpretation and implementation of Zoning By-law 2009-189
36. modifying Subsection 8.53.5 e) and f), Zone Regulations for Mixed Use Buildings on Block 1 Lands, by deleting “setback” and replacing it with “set back”	- to assist with the interpretation and implementation of Zoning By-law 2009-189
37. modifying Subsection 8.84.2 h) Martillac Estates Inc., is amended by deleting “be”	- to assist with the interpretation and implementation of Zoning By-law 2009-189
Section 9, <u>Holding Provisions</u>, would be amended by:	
38. modifying Section 9.3.2 by re-introducing the holding provision which was incorrectly removed from the by-law	- to assist with the interpretation and implementation of Zoning By-law 2009-189
39. replacing all references to “ED” with “FD”	- to reflect the intention of the zone for future development
40. replacing all references to “Existing Development” with “Future Development”	- to reflect the intention of the zone for future development
Section 11, <u>Temporary Use Permissions</u>, would be amended by:	
41. replacing all references to “ED” with “FD”	- reflect the intention of the zone for future development
42. replacing all references to “Existing Development” with “Future Development”	- reflect the intention of the zone for future development
Section 12, <u>Zoning Maps</u>, would be amended by:	
43. replacing all references to “ED” parent zones within maps 12(1) to 12(6) with references to “FD” parent zones as depicted on Schedule ‘A’ to this By-law	- reflect the intention of the zone for future development
44. further amending Map 12(5) by rezoning the lands municipally known as 3064 Trafalgar Road from Trafalgar Urban Core (TUC sp:49) to Trafalgar Urban Core (H49 TUC sp:95)	- to reflect the intention of By-law 2021-032

CONSIDERATIONS:

(A) PUBLIC

A public information meeting was not held as the proposed Zoning By-law amendment is intended to improve implementation and interpretation issues and is primarily technical in nature. Notice was published in the Oakville Beaver on October 7, 2021. Since that date, the proposed Zoning By-law amendment has been available for review digitally through the Planning Services

Department. Copies of the proposed by-law have also been shared by email to parties that made a formal request.

(B) FINANCIAL

There are no financial impacts arising from this report.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

The proposed Zoning By-law amendment was written in collaboration with the Building Services (Zoning) and Legal Services departments. It was circulated to internal departments and external agencies for review and comment, and no concerns were raised prior to the writing of this report.

(D) CORPORATE STRATEGIC GOALS

This report addresses the corporate strategic goal(s) to:

- Continuously improve our programs and services
- Be the most livable town in Canada

(E) CLIMATE CHANGE/ACTION

A Climate Emergency was declared by Council in June 2019 for the purposes of strengthening the Oakville community's commitment in reducing carbon footprints. The amendment of By-law 2009-189 does not impact the Town's climate initiatives.

CONCLUSION:

By-law 2021-125, an amendment to the Zoning By-law 2009-189, has been prepared to address housekeeping, technical and other matters described in this report.

If there are any comments received through the technical review, or from members of the public that cannot be addressed appropriately at the public hearing on November 1, 2021, the passage of By-law 2021-125 should be deferred to a future Planning and Development Council meeting.

APPENDICES:

Appendix A – By-law 2021-125

Prepared by:

Catherine Buckerfield, MCIP, RPP
Planner

Recommended by:

Gabe Charles, MCIP, RPP
Director – Planning Services



THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2022-007

A by-law to amend North Oakville Zoning By-law 2009-189 to make a number of housekeeping, technical and other modifications affecting all Zones.
(Town-initiated Omnibus Zoning By-law Amendment,
File No. 42.26.01)

COUNCIL ENACTS AS FOLLOWS:

1. Within **Section 1, Administration**, of Zoning By-law 2009-189:
 - a. Section 1.6 ii), Certificates of Occupancy, is amended by inserting “*single detached dwelling with 3 or less lodgers*” after “*short-term accommodation*,”.
 - b. A new Section 1.11, Interpretation of Words, is added as follows:

“1.11 Interpretation of Words

Words used in the present tense include the future; words in the singular include the plural; words in the plural include the singular and the word "used" includes "intended to be used"; the word "shall" is mandatory, not permissive; and words used in the male gender shall include all genders.”

- c. A new Section 1.12 Construction Tolerance, is added as follows:

“1.12 Construction Tolerance

Where a building permit has been lawfully issued and has not been revoked for the construction of a *building* or *structure* and where the *height* or *yard* requirement for said as-built *building* or *structure* is found to be in contravention with the maximum *height* or *minimum yard* by no more than 0.03 metres, the non-compliant *height* or *yard* shall be deemed to comply with the *height* or *yard* requirement of this By-law.”

2. Within **Section 2, Establishment of Zones**, of Zoning By-law 2009-189:

- a. Table 2.1.1, Zones in the North Oakville Zoning By-law, is amended by:
 - i. Deleting “Existing Development” in the “Zone” column and replacing it with “Future Development”; and
 - ii. Deleting the “ED” symbol and replacing it with “FD”.
- b. Subsection 2.3.2, Split Zoning, is amended by:
 - i. Deleting subsection a) and replacing it as follows:

“Where a *lot* falls into two or more *zones*, each portion of the *lot* shall be subject to the applicable *use* permissions for the applicable *zone* applying to that portion of the *lot*. ”; and
 - ii. Adding a new subsection c) as follows:

“*Building* and *structures* shall be subject to the applicable regulations for the *zone* in which it is located. In cases where a *building* or *structure* is located on two or more *zones*, the more restrictive regulations shall apply.”

3. Within **Section 3, Definitions**, of Zoning By-law 2009-189:

- a. The definition of “day care” is amended by deleting and replacing it with the following:

“means:

 - a) a premises, including outdoor areas, where children are provided with temporary care and/or guidance for a continuous period not exceeding 24 hours and are licensed in accordance with the Child Care and Early Years Act as may be amended or replaced from time to time; or,
 - b) an indoor and outdoor premises in which care is offered or supplied on a regular schedule to adults for a portion of a day but does not provide overnight accommodation.”
- b. The definition of “established grade” is amended by deleting “and *through lots*.” after “*corner lots*” and replacing it with “, *through lots* and *interior lots* having more than one separate *front lot line*.”
- c. The definition of “floor area” is amended by inserting “unless otherwise specified by this By-law” after “*enclosed or roofed walkways or loading dock*”.

- d. The definition of “floor area, leasable” is amended by deleting “and common areas such as mechanical rooms” and replacing it with “*parking garage*, rooms for garbage containment, rooms for bicycle parking and mechanical rooms.”
- e. The definition of “lot coverage” is amended by deleting “total horizontal area of that part of the *lot area* covered by all ” and replacing it with “percentage of the *lot area* covered by all roofed *structures and*”.
- f. The definition of “service commercial” is amended by adding a new subsection as follows:

“iv) a non *retail* establishment for the grooming, training or daily care of dogs and cats and other domesticated animals, excluding livestock, but shall exclude overnight boarding and outdoor facilities.”
- g. The definition of “service station” is amended by deleting “*an automotive service use, vehicle dealership, or a vehicle repair facility.*” and replacing it with “*a gas bar, vehicle dealership or vehicle repair facility.*”
- h. The definition of “private-home day care” is amended by deleting and replacing it with the following:

“means the temporary care for reward or compensate of six children or fewer where such care is provided in a private residence, other than the home of a parent or guardian of any such child, for a continuous period not exceeding 24 hours.”
- i. The definition of “stacking lane” is amended by:
 - i. Inserting “single” after “means a continuous on-site”; and
 - ii. Deleting “*lane*” and replacing it with “line”.
- j. The definition of “structure” is amended by inserting “but does not include fences, retaining walls, light standards or signs.” after “joined together”.

4. Within **Section 4, General Provisions**, of Zoning By-law 2009-189:

- a. Section 4.2, Application, is amended by deleting “Existing Development (ED)” and replacing it with “Future Development (FD)”.
- b. Subsection 4.3.2, All Zones Except NHS and ED, is amended by:
 - i. Deleting “ED” from the heading and replacing it with “FD”; and
 - ii. Deleting “Existing Development (ED)” and replacing it with “Future Development (FD)”.

- c. Subsection 4.28.2, Rooftop Mechanical Equipment Screening, is amended by deleting the subsection in its entirety.
- d. Section 4.29, Second Suites, is amended by inserting “For the purpose of this section, *floor area* shall include all area within the *basement*.” after “a maximum of 30% of the *floor area* of the *dwelling*.”
- e. A new Section 4.33, Rooftop Mechanical Equipment, is added as follows:

“4.33 Rooftop Mechanical Equipment

Outside rooftop mechanical equipment shall be set back a minimum of 5.0 metres from all edges of a roof if it is not fully enclosed within a mechanical penthouse.”

- f. A new Section 4.34, Restoration or Repair of Unsafe Buildings, is added as follows:

“4.34 Restoration or Repair of Unsafe Buildings

Nothing in this By-law shall prevent the restoration or repair to a safe condition of any *building* or *structure* or part of any *building* or *structure* that has been deemed to be unsafe by the *Town*’s Chief Building Official, provided the reconstruction will not increase in *height*, size or volume, or change the *use* of the *building* or *structure* and provided that the *use* has not been abandoned.”

- g. A new Section 4.35, Reconstruction of an Existing Building or Structure, is added as follows:

“4.35 Reconstruction of an Existing Building or Structure

Nothing in this By-law shall prevent the reconstruction of a *building* or *structure* severely damaged or destroyed by natural causes or by fire, provided the reconstruction will not increase in *height*, size or volume, or change the *use* of the *building* or *structure* and provided that the *use* has not been abandoned.”

- 5. Within **Section 5, Parking and Loading Regulations**, of Zoning By-law 2009-189:

- a. Section 5.1, Parking Standards, is amended by adding a new subsection 5.1.7 as follows:

“5.1.7 Hardscape Surface Treatment

All *parking spaces, tandem parking spaces, parking pad, loading dock, aisles and driveways* in any Zone other than a Natural Heritage Zone shall be surface treated with asphalt, concrete, interlocking brick, similar hardscaped surface, or other material sufficient to provide stability, prevent erosion, be usable in all seasons, and allow infiltration of surface water.”

- b. Section 5.2, Accessible Parking, is amended by inserting “**5.2.1 Number of Accessible Parking Spaces Required**” before “Accessible *parking spaces* are required for non-residential *uses* in accordance with the following table:”
- c. Section 5.2, Accessible Parking, is amended by adding a new subsection 5.2.2 as follows:

“5.2.2 Dimensions and Paths of Travel

- a. The minimum dimensions for an accessible *parking space* shall be in accordance with the dimensions of Table 5.2.2, below:

Table 5.2.2: Dimensions of Accessible Parking Spaces		
Type	Width	Length
Type A	3.65 m	5.2 m
Type B	2.7 m	5.2 m

- b. Where the minimum number of accessible *parking spaces* required is even, an equal number of Type A and Type B accessible *parking spaces* shall be required.
 - c. Where the minimum number of accessible *parking spaces* required is odd, the additional accessible parking space remaining shall be a Type B accessible *parking space*.
 - d. An accessible path of travel 1.5 metres in width is required abutting the entire length of the longest side of an accessible *parking space*. A path of travel can be shared by two accessible *parking spaces*.”
- d. Subsection 5.4.1.3, Size of required parking spaces in a parking garage or parking lot and minimum aisle widths, is amended by:
 - i. Deleting “, with the exception of an accessible *parking space*, which shall have a width of not less than 3.65 metres and a length of not less than 5.2 metres”; and,
 - ii. Deleting “the minimum aisle width shall be 5.5m” and replacing it with “and providing one-way travel access, the minimum aisle width may be reduced to 5.5m”.

6. Within **Section 6, Permitted Uses**, of Zoning By-law 2009-189:

- a. Table 6.1, Permitted Use Table, is amended by deleting the use “*Single detached dwelling with 3 or less lodgers*” and replacing it with “3 or less lodgers in a *single detached dwelling* where that building type is permitted”.

7. Within **Section 7, Zoning Regulations**, of Zoning By-law 2009-189:

- a. Section 7.6.2, Building Types Permitted and Related Standards, is amended by deleting Footnote 1 in its entirety and replacing it with the following:

“¹ The minimum *rear yard setback* may be reduced to 3.0 m for a one *storey* addition for a maximum of 45% of the dwelling width measured at the rear of the *main building*. The one *storey* addition shall have a maximum vertical distance of 4.0 m measured between the finished floor level of the *first storey* and the highest point of the roof of the one *storey* addition.

- b. Section 7.7.2, Building Types Permitted and Related Standards, is amended by deleting Footnote 1 in its entirety and replacing it with the following:

“¹ The minimum *rear yard setback* may be reduced to 3.0 m for a one *storey* addition for a maximum of 45% of the dwelling width measured at the rear of the *main building*. The one *storey* addition shall have a maximum vertical distance of 4.0 m measured between the finished floor level of the *first storey* and the highest point of the roof of the one *storey* addition.

- c. Section 7.12.2, Building Standards, is amended by deleting the minimum and maximum floor space index (FSI) rows in their entirety as follows:

For all buildings	I	P	SMF
Minimum Floor Space Index (FSI)	0.30	0.30	n/a
Maximum Floor Space Index (FSI)	2.0	1.0	n/a

- d. Section 7.13, Existing Development (ED) Zone Regulations, is amended by deleting “Existing Development (ED)” from the heading and replacing it with “Future Development (FD)”.

8. Within **Section 8, Special Provisions**, of Zoning By-law 2009-189:
- a. Section 8.11, 3175 & 3185 Dundas Street West, is amended by deleting the “ED” referenced parent zone within the header and replacing it with “FD”.
 - b. Section 8.12, Service Station, N/W Dundas & Trafalgar, 305 Dundas Street East, is amended by deleting the “ED” referenced parent zone within the header and replacing it with “FD”.
 - c. Section 8.13, Service Station N/E Dundas & Trafalgar, 325 Dundas Street East, is amended by deleting the “ED” referenced parent zone within the header and replacing it with “FD”.
 - d. Section 8.15, GE Water & Process Technologies, 3239 Dundas Street West, is amended by deleting the “ED” referenced parent zone within the header and replacing it with “FD”.
 - e. Subsection 8.15.1 b), Regulations, is amended by deleting “Existing Development” and replacing it with “Future Development”.
 - f. Section 8.16, Joshua Creek Heritage Art Center, 1086 Burnhamthorpe Road East, is amended by deleting the “ED” referenced parent zone within the header and replacing it with “FD”.
 - g. Subsection 8.30.7 a), Parking Regulations, is amended by deleting “net” and replacing it with “*leasable*”.
 - h. Subsection 8.31.4 a), Parking Regulations, is amended by deleting “net” and replacing it with “*leasable*”.
 - i. Subsection 8.51.3 d), Zone Regulations for Mixed Use Buildings on Block 1 Lands, is amended by deleting “public road” and replacing it with “*public street*”.
 - j. Subsections 8.53.5 e) and f), Special Site Provisions for All Buildings, is amended by deleting “setback” and replacing it with “set back”.
 - k. Section 8.64, 1187 Burnhamthorpe Road East, is amended by:
 - i. Deleting the “ED” referenced parent zone within the header and replacing it with “FD”; and
 - ii. Deleting the “ED” within the title of subsection 8.64.2 and replacing it with “FD”.

- I. Subsection 8.84.2 h), Martillac Estates Inc., is amended by deleting “be”.
9. Within **Section 9, Holding Provisions**, of Zoning By-law 2009-189:
- a. Section 9.3.2, London Hills Ltd., Dundas Street West and Neyagawa Boulevard, is amended by deleting the header in its entirety and replacing it with the following:

9.3.2 Davis Minardi Home Corporation and Denbridge Developments Inc. – Dundas Street West and Neyagawa Boulevard (2018-102) (2022-007)

Holding Provision	Condition for Removal	Date Enacted	Zoning Map	Uses and Regulations Pending Removal of Holding Provision
H2	<p>The holding symbol “H2” shall only apply to residential <i>uses</i> and will only be removed when the following conditions have been satisfied:</p> <p>i) Halton Region water and wastewater servicing allocation has been granted to these blocks; and,</p> <p>ii) Halton Region advises that item i) above has been satisfied.</p>	March 12, 2010	12(4)	<p><u>Permitted Uses:</u> For such time as the “H2” symbol is in place, these lands shall only be used for permitted non-residential <i>uses</i> as well as existing permitted <i>uses</i>, <i>buildings</i> and <i>structures</i>.</p> <p><u>Regulations:</u> For such time as the “H2” symbol is in place, these lands shall be subject to the relevant zone (DUC-7 or DUC-8) that apply.</p>

- b. Subsection 9.3.4, Fern Hill School – 3300 Ninth Line, is amended by deleting all referenced “ED *zone*” within the “Use and Regulations Pending Removal of Hold Provision” column and replacing it with “FD *zone*”.

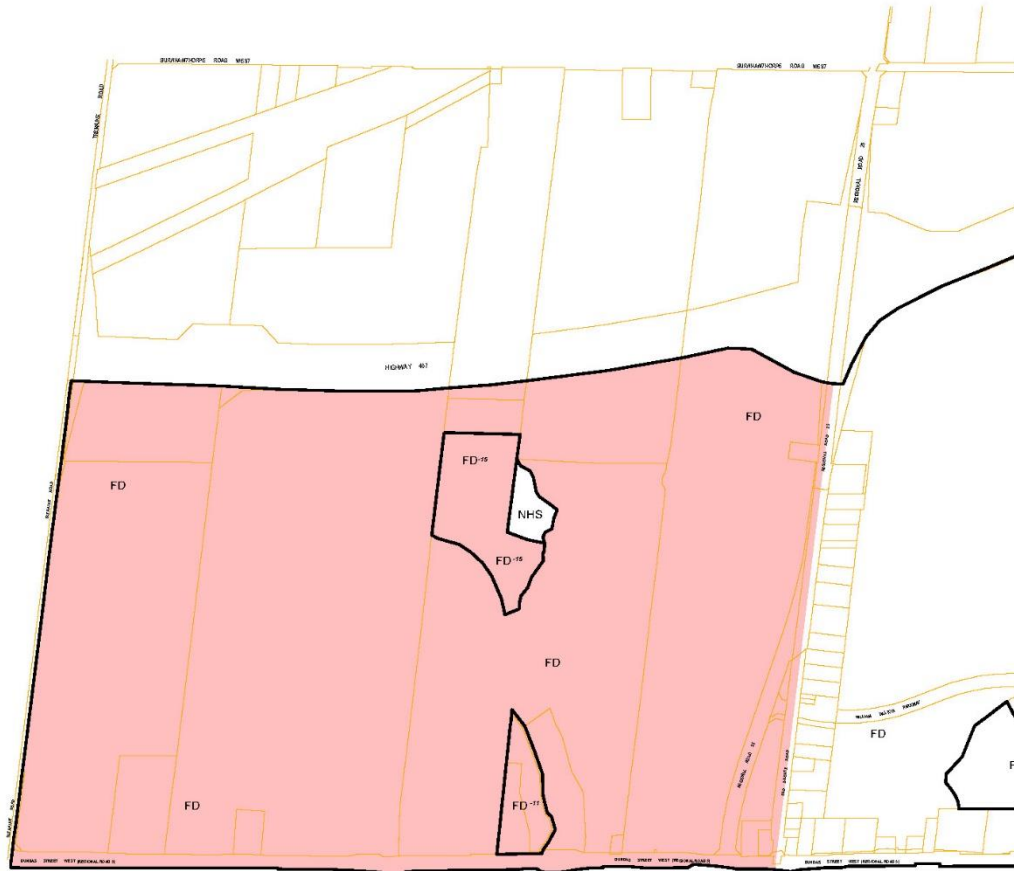
- c. Subsection 9.3.37.2, Zoning Regulations Prior to Removal of the “H”, is amended by deleting “ED, Existing Development” and replacing it with “FD, Future Development”.
- 10. Within **Section 11, Temporary Use Permissions**, of Zoning By-law 2009-189:
 - a. Section 11.1, Medeiros Boat Works, 210 Burnhamthorpe Road East, is amended by deleting the “ED” referenced parent zone within the header and replacing it with “FD”.
 - b. Section 11.2, Vic Hadfield Golf and Learning Centre, 340 Burhamthorpe Road East, is amended by deleting the “ED” referenced parent zone within the header and replacing it with “FD”.
 - c. Section 11.3, 87 Dundas Street East, is amended by deleting the “ED” referenced parent zone within the header and replacing it with “FD”.
 - d. Section 11.5, 1359 Dundas Street West, is amended by deleting the “ED” referenced parent zone within the header and replacing it with “FD”.
- 11. Within **Section 12, Zoning Maps**, of Zoning By-law 2009-189:
 - a. Section 12, Zoning Maps, is amended by replacing all references to “ED” parent zones within maps 12(1) to 12(6) with references to “FD” parent zones as depicted on Schedule ‘A’ to this By-law.
 - b. Map 12(5) is further amended by rezoning the lands depicted on Schedule ‘B’ to this By-law.
- 12. This By-law comes into force in accordance with Section 34 of the *Planning Act*, R.S.O. 1990, c. P.13, as amended.

PASSED this 17th day of January, 2022

MAYOR

CLERK

SCHEDULE "A"
To By-law 2022 - 007



AMENDMENT TO BY-LAW 2009-189

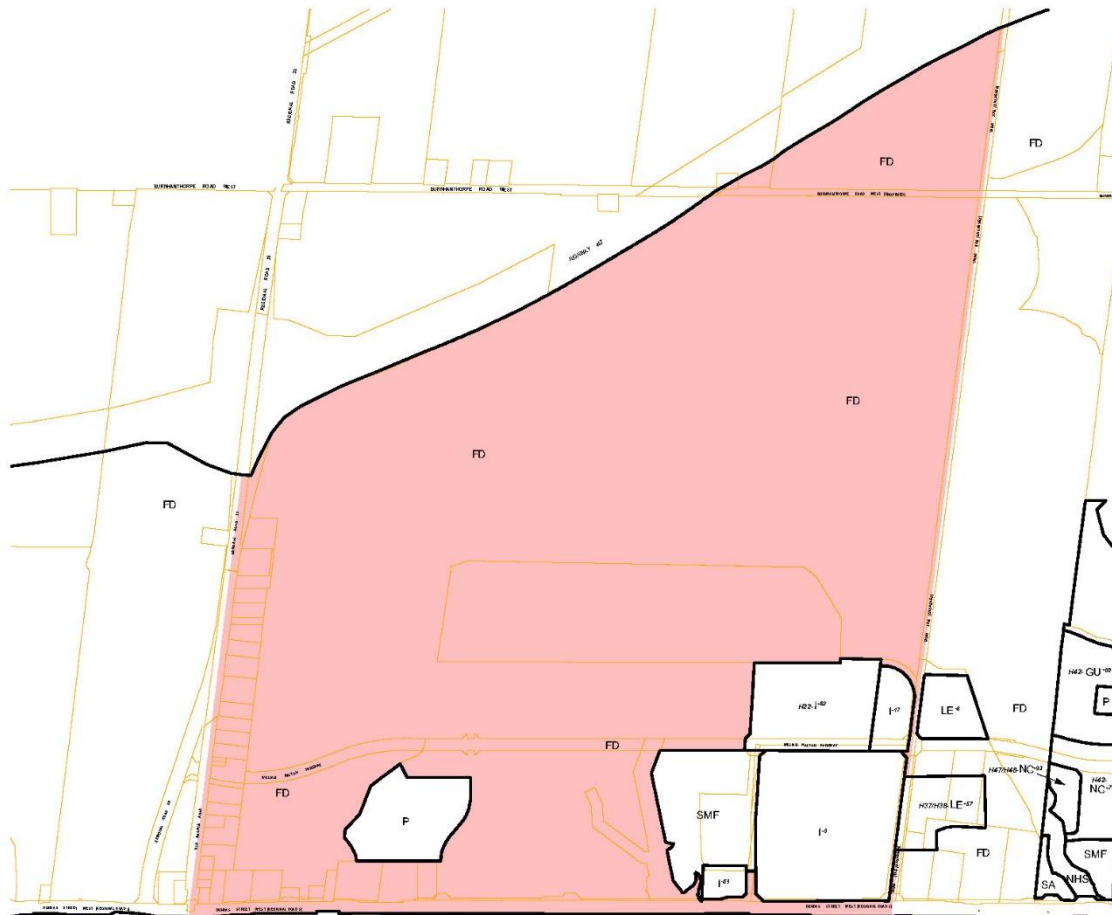
 Renamed from Existing Development (ED)
to Future Development (FD)

**EXCERPT FROM MAP
12 (1)**



SCALE 1 : 15000

SCHEDULE "A"
To By-law 2022 - 007



AMENDMENT TO BY-LAW 2009-189



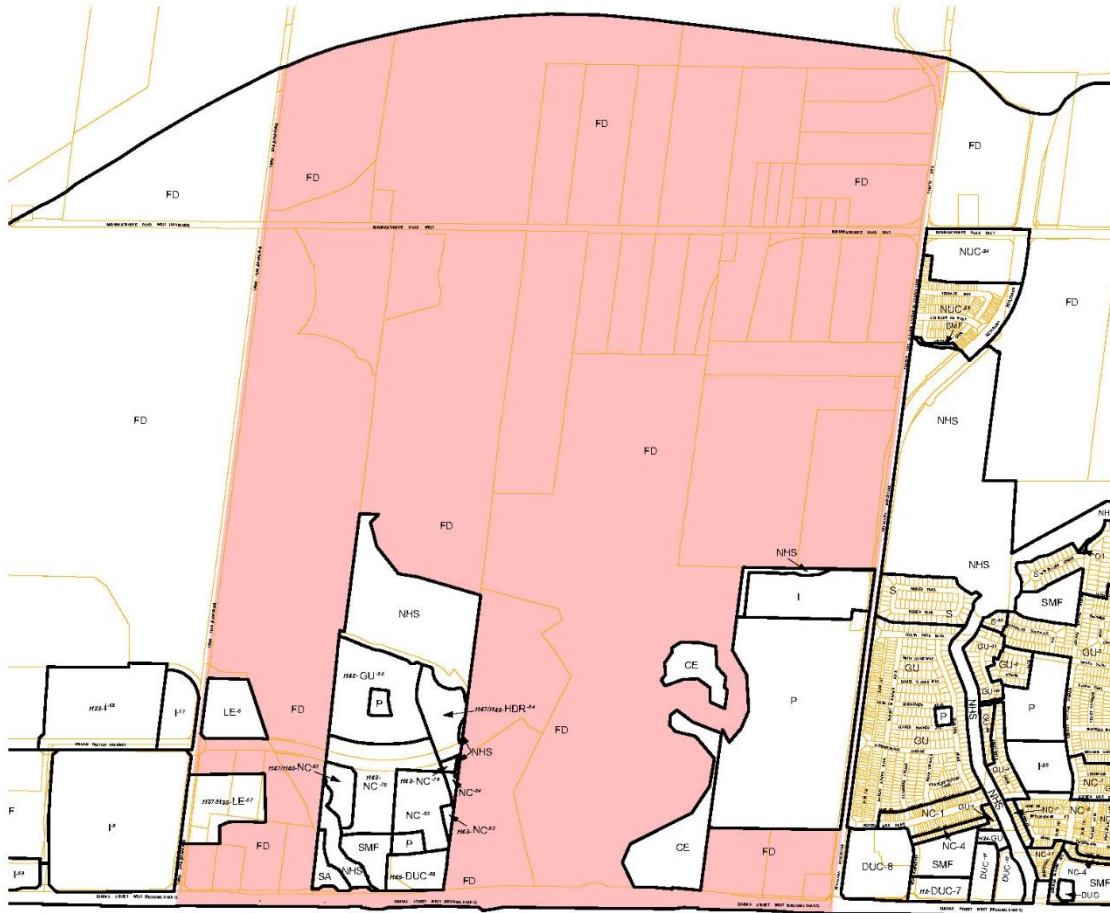
Renamed from Existing Development (ED)
to Future Development (FD)

**EXCERPT FROM MAP
12 (2)**



SCALE 1 : 16500

SCHEDULE "A"
To By-law 2022 - 007



AMENDMENT TO BY-LAW 2009-189

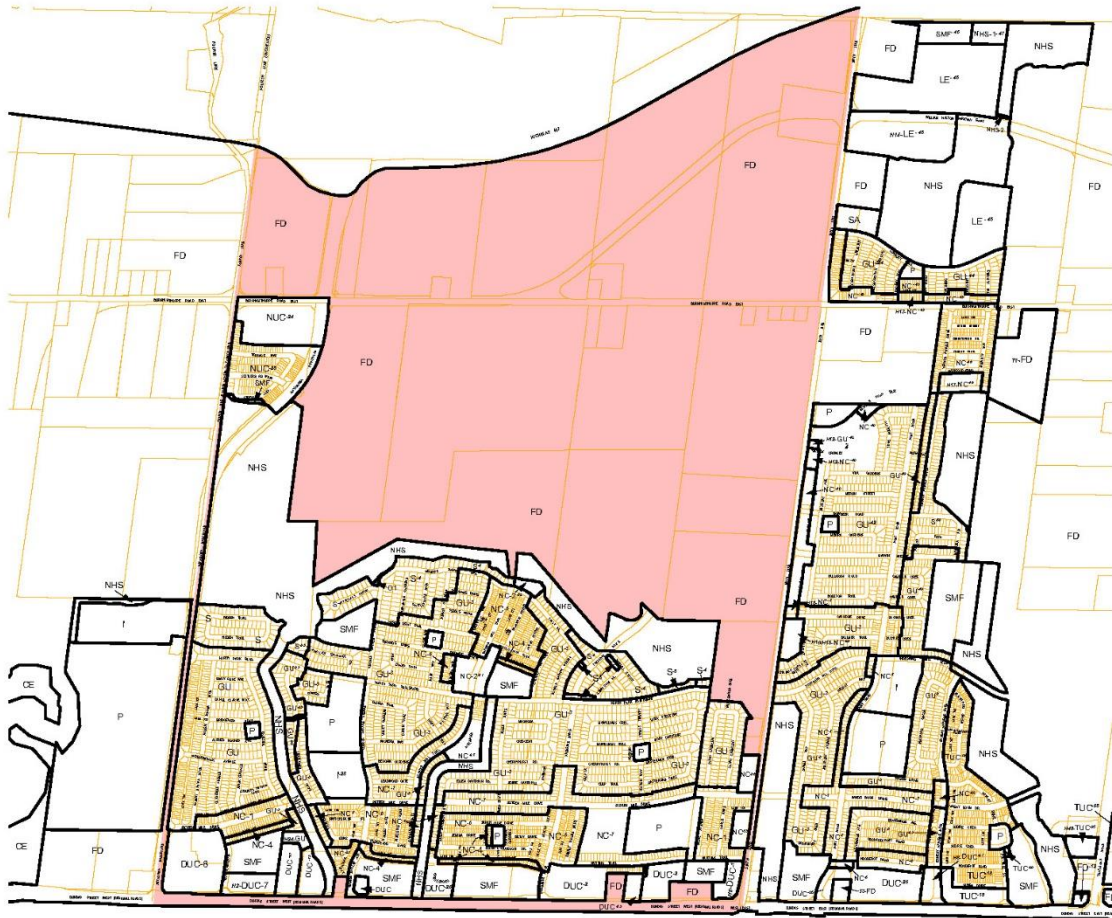
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to Future Development (FD)

**EXCERPT FROM MAP
12 (3)**



SCALE 1 : 17500

SCHEDULE "A"
To By-law 2022 - 007



AMENDMENT TO BY-LAW 2009-189



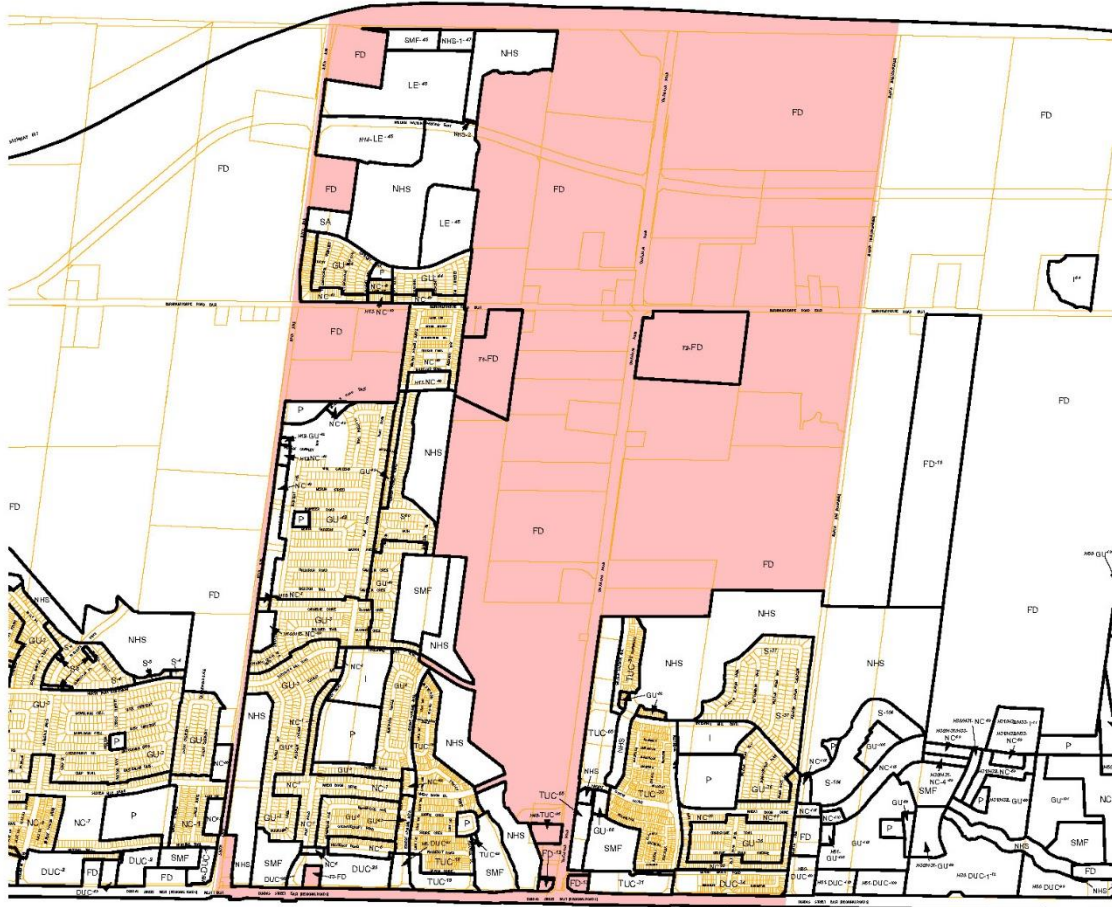
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to Future Development (FD)

**EXCERPT FROM MAP
12 (4)**



SCALE 1 : 19500

SCHEDULE "A"
To By-law 2022 - 007



AMENDMENT TO BY-LAW 2009-189



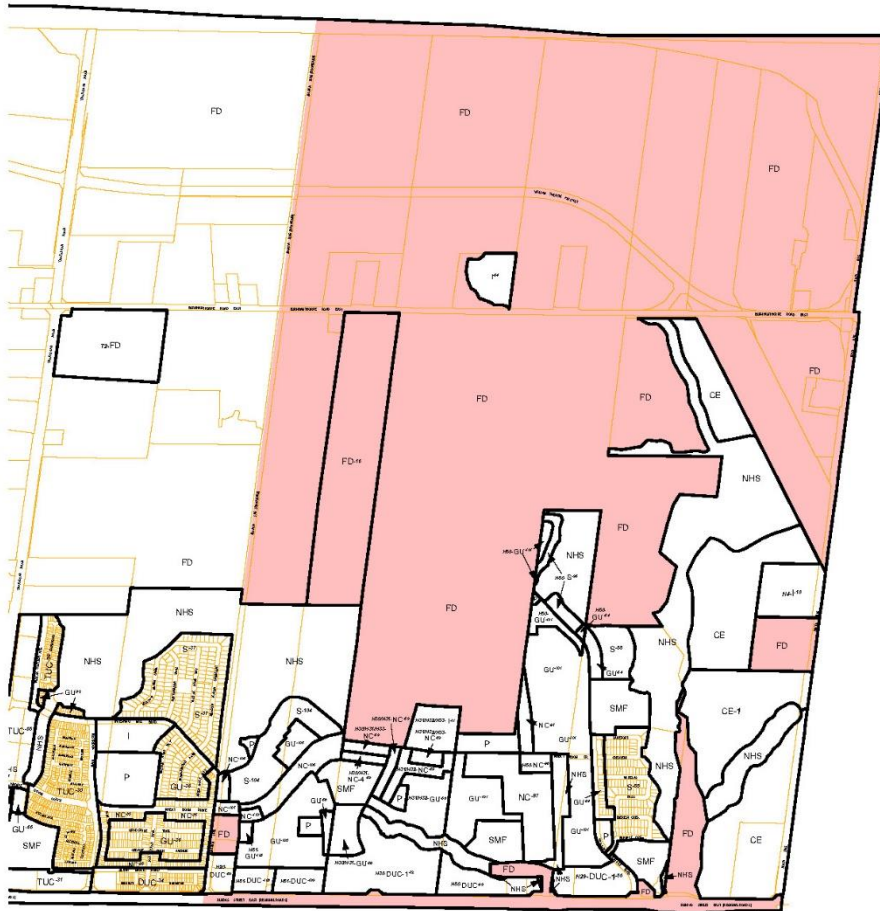
Renamed from Existing Development (ED)
to Future Development (FD)

**EXCERPT FROM MAP
12 (5)**



SCALE 1 : 20000

SCHEDULE "A"
To By-law 2022 - 007



AMENDMENT TO BY-LAW 2009-189



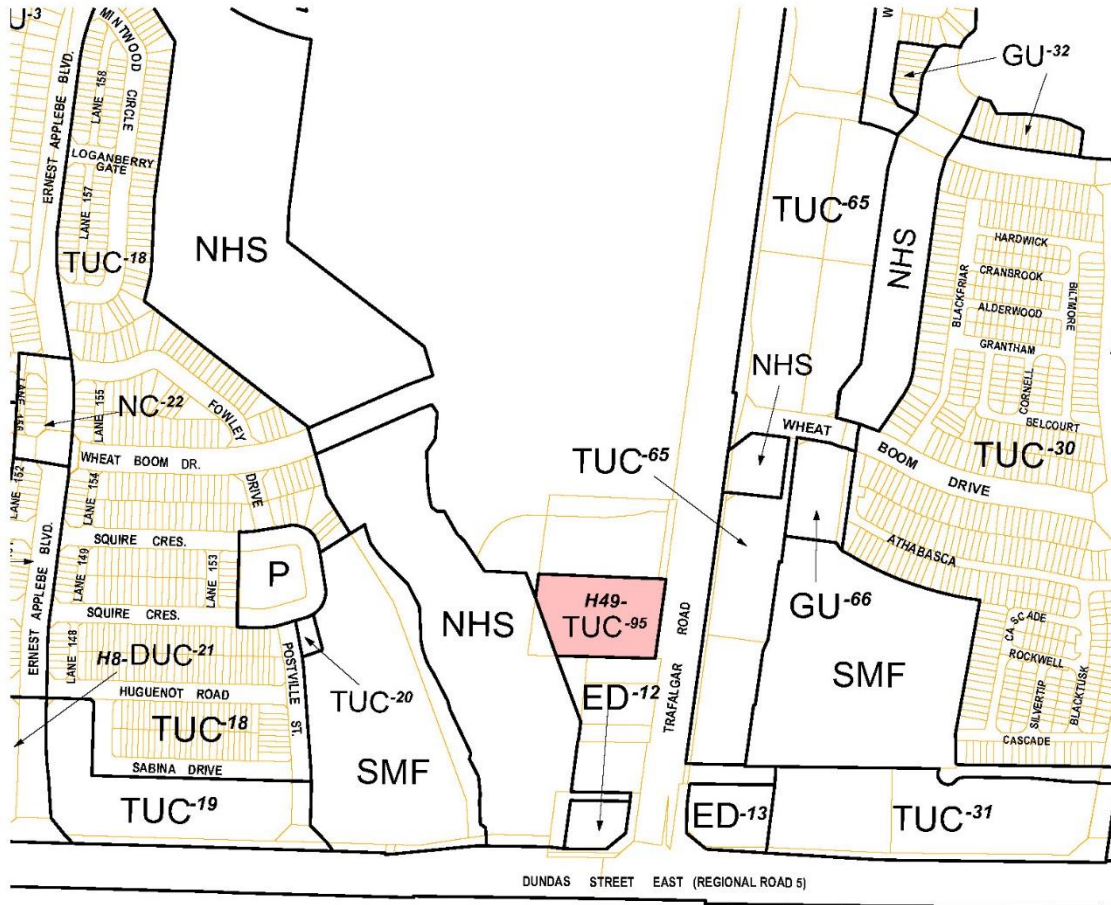
Renamed from Existing Development (ED)
to Future Development (FD)

**EXCERPT FROM MAP
12 (6)**



SCALE 1 : 20000

SCHEDULE "B"
To By-law 2022 - 007



AMENDMENT TO BY-LAW 2009-189



Rezoned from Trafalgar Urban Core (TUC sp:49)
to Trafalgar Urban Core (H49 TUC sp:95)

EXCERPT FROM MAP
12 (5)

Note: References to ED reflect zoning on the date
of passing of this by-law and do not effect the
proposed changes to rename ED to FD



SCALE 1 : 5000

REPORT

Planning and Development Council

Meeting Date: January 17, 2022

FROM: Planning Services Department

DATE: January 4, 2022

SUBJECT: Update Report - Regional Official Plan Review, Integrated Growth Management Strategy, January 17, 2022

LOCATION: Town of Oakville

WARD: Town-wide

Page 1

RECOMMENDATION:

1. That the report titled *Update Report - Regional Official Plan Review, Integrated Growth Management Strategy, January 17, 2022*, be received.
2. That the report titled *Update Report - Regional Official Plan Review, Integrated Growth Management Strategy, January 17, 2022*, be endorsed, and submitted to Halton Region as part of the Regional Official Plan Review.
3. That the report titled *Update Report - Regional Official Plan Review, Integrated Growth Management Strategy, January 17, 2022*, be forwarded for information to the City of Burlington, the Town of Halton Hills, the Town of Milton, Credit Valley Conservation, Grand River Conservation Authority and Conservation Halton.

KEY FACTS:

The following are key points for consideration with respect to this report:

- This report presents an overview of Halton Region's Draft Preferred Growth Concept (Draft PGC) to the year 2051, as well as perspectives from town planning staff about how it might affect local community planning in Oakville.
- Throughout the Regional Official Plan Review (ROPR) and Integrated Growth Management Strategy (IGMS) process, town staff have consistently expressed support for a Growth Concept for Halton Region that minimizes settlement area boundary expansions, directs growth to strategic growth areas, encourages transit-supportive, compact mixed use development, and addresses the climate emergency.

- The Draft PGC proposes to implement the Regional Urban Structure of strategic growth areas and higher order transit corridors. By extension, this would implement Oakville's town-wide urban structure. Most population, housing and employment growth from 2031 to 2051 would be accommodated within the Region's existing approved settlement areas. However, the Draft PGC also proposes settlement area boundary expansions.
- The proposed settlement area boundary expansions comprise a total of 2,120 hectares (ha) of agricultural land in Milton and Halton Hills to accommodate new greenfield growth: 1,050 ha for population and housing, and 1,070 ha for employment growth. The Draft PGC suggests that this is growth that cannot be fully accommodated within the region's existing Designated Greenfield Areas (DGA) and Delineated Built-Up Area (DBUA), within the constructs of provincial policy targets and land needs assessment expectations.
- *A Place to Grow: The Growth Plan for the Greater Golden Horseshoe, 2019* (Growth Plan, 2019) provides growth forecasts of population and employment – people and jobs – to be accommodated across the Plan area to the horizon year of 2051. The forecast for Halton Region is for 1,100,000 people and 500,000 jobs to the year 2051.
- Halton Region, including the Town of Oakville, is already planned to the year 2031 for a total of 768,000 people and 350,000 jobs. The current ROPR is about planning to accommodate an additional 332,000 people and 150,000 jobs for the period from 2031 to 2051. Today, Halton Region has approximately 600,000 people and just under 300,000 jobs.
- The Draft PGC allocates population and employment growth from 2031 to 2051. This is required by the Growth Plan and represents the planned minimum amount of growth to be accommodated. These figures do not represent a cap but rather should be viewed as a starting point with the understanding that additional growth could be achieved.
- For Oakville, the Draft PGC proposes a 2051 population of 375,000 people and a 2051 employment total of 180,000 jobs within the town's existing settlement area south of Highway 407.
- Town staff remain of the opinion that settlement area boundary expansions should be viewed as a last option to be used when opportunities to accommodate growth within the existing settlement areas are exhausted. While town staff question whether the expansions proposed in the Draft PGC will be needed by the end of the planning horizon, certain strategic expansions could be supported where warranted for the purposes of providing community infrastructure and developing complete communities.
- The Draft PGC is also proposing a region-wide minimum intensification target for new residential growth of 45%. This is below the minimum 50% required by the provincial Growth Plan. The remainder of new residential growth (55%)

would be allocated to the existing DGA and to new DGA. Town staff offer qualified support for the reduced minimum intensification target since the Draft PGC continues to support Oakville's town-wide urban structure by concentrating growth in strategic growth areas in the existing DGA.

BACKGROUND:

The Regional Official Plan (ROP) for Halton Region is undergoing a five-year review as required by the provincial *Planning Act*. It will update policies in conformity with *A Place to Grow: The Growth Plan for the Greater Golden Horseshoe, 2019* (Growth Plan, 2019), and other provincial plans and policies, in respect of the protection of lands and resources, development and the management of population and employment growth for the period 2031 to 2051.

Halton Region is already planned to the year 2031 as a result of the previous ROPR process from 2009 called *Sustainable Halton*. Likewise, the majority of the Town of Oakville is planned to the year 2031 as a result of the original Livable Oakville Plan process in 2009.

Halton Region is undertaking the current ROPR in partnership with its local municipalities of the Town of Oakville, the City of Burlington, the Town of Halton Hills and the Town of Milton. A wide range of residents, businesses, stakeholder groups, governmental agencies and Indigenous Communities are also engaged in this planning process.

A key component of the ROPR is the Integrated Growth Management Strategy (IGMS) to address the Growth Plan, 2019 requirement to accommodate an additional 482,000 people and 222,000 jobs in Halton Region over the period 2031 to 2051 for a total of 1,100,000 people and 500,000 jobs by 2051. Over the past year, the IGMS included the following milestones:

- February 2021 – The Growth Concepts Discussion Paper is released through Report No. LPS18-21. These four Growth Concepts were designed to test where and how the region could manage future population and employment growth.
- April 2021 – Regional Council directed staff to develop an additional Growth Concept that provided no new settlement area boundary expansion as well as a comparative analysis of greenhouse gas emissions from the Growth Concepts.
- July 2021 – The ROPR work plan and schedule were updated and a summary of public input is released through Report No. LPS51-21. The report also outlined a set of Key Principles for the development of the Draft PGC.
- On November 17, 2021, Regional Council participated in an interactive [Workshop Meeting](#). At that meeting, regional staff presented a background information document titled *Regional Official Plan Review: Preferred Growth Concept and Draft Land Needs Assessment*.

Town staff have participated in the ROPR since it was initiated in 2014 and has provided regular updates to Oakville Council. At the March 22, 2021 [Special Meeting of Planning and Development Council](#), Oakville Council received the following:

- Item 3. Regional Official Plan Review - Growth Concepts Discussion Paper - Integrated Growth Management Strategy, March 11, 2021
- Item 4. Regional Official Plan Review - Draft Regional Plan Amendment 48 - An Amendment to Define a Regional Structure, March 11, 2021

The most recent update was at the May 10, 2021 [Planning and Development Council](#) meeting where Oakville Council received the staff report titled *Regional Official Plan Review – Integrated Growth Management Strategy and Draft Regional Official Plan Amendment 48 – May 10, 2021*. That staff report conveyed the following key messages:

- The Livable Oakville Official Plan is the town's growth management strategy and the ongoing official plan review is focused on implementing a town-wide urban structure.
- Oakville's town-wide urban structure is intended to:
 - protect natural heritage, open space and cultural heritage;
 - maintain the character of residential areas; and,
 - direct growth to an identified system of nodes & corridors.
- For Oakville to maximize the benefits of accommodating population and employment growth as required by the province, the PGC resulting from the IGMS must:
 - support existing local urban structure;
 - minimize settlement area boundary expansions onto the agriculture land base; and,
 - support the creation of complete communities in a compact urban form with sustainable transportation choices.

The May 10, 2021 report also presented an overview and highlights from town staff regarding then Draft Regional Official Plan Amendment 48 (ROPA 48), the first amendment to be considered by Regional Council as part of the Regional Official Plan Review.

ROPA 48, which implements components of the Regional Urban Structure to establish a hierarchy of strategic growth areas in the Regional Official Plan, was adopted by Regional Council in July 2021. It was subsequently modified and approved by the Minister of Municipal Affairs and Housing on November 10, 2021.

The modifications are reasonable and relate to Protected Major Transit Station Areas, Regional Nodes, and Urban Growth Centres. As the Minister's decision is

final and not subject to appeal, ROPA 48 as modified and approved came into effect November 10, 2021.

On November 24, 2021, Regional staff reported on the provincial decision to approve ROPA 48 through Report No. LPS91-21 to [Halton Region Council](#).

Oakville's town-wide urban structure is embedded in the approved ROPA 48 with particular emphasis on an identified system of Nodes and Corridors (Appendix A). These areas comprise the town's strategic growth areas as defined in the Growth Plan, and are intended to accommodate a significant portion of Oakville and Halton's required intensification.

Sustainable, transit-supportive, growth and intensification within a system of strategic growth areas provides greater certainty for the long-term protection of important landscape features such as the agricultural land base and helps to maintain the character of residential areas.

Throughout the ROPR and IGMS process, town staff have consistently expressed support for a Growth Concept for Halton Region that minimizes settlement area boundary expansions, directs growth to strategic growth areas, encourages transit-supportive, compact mixed use development, and addresses the climate emergency.

COMMENT/OPTIONS:

This report presents an overview of the region's Draft Preferred Growth Concept (PGC) in the context of the province's Growth Plan, 2019, as well as perspectives from town planning staff about how it might affect local community planning in Oakville.

Overview of the Draft Preferred Growth Concept

The Draft PGC (Figure 1) proposes a strategy to accommodate population and employment growth in Halton Region from 2031 to 2051 as required by the Growth Plan, 2019.

The Draft PGC proposes to implement the Regional Urban Structure of strategic growth areas and higher order transit corridors. By extension, this would implement Oakville's town-wide urban structure.

The Draft PGC proposes to accommodate most new population, housing and employment growth within the existing approved settlement areas of the region for the period from 2031 to 2051. However, the Draft PGC also proposes settlement area boundary expansions.

Figure 1: Halton's Draft Preferred Growth Concept



The Draft PGC is also proposing a region-wide minimum intensification target for new residential growth of 45%. This is below the minimum 50% required by the

provincial Growth Plan. The remainder of new residential growth (55%) would be allocated to the existing DGA and to new DGA.

The proposed settlement area boundary expansions within the Draft PGC comprise a total of 2,120 hectares (ha) to accommodate new greenfield population and employment growth. Based on the assumptions and analysis undertaken by the region, the Draft PGC suggests that this is growth that cannot be fully accommodated within the existing Designated Greenfield Areas (DGA) and Delineated Built-Up Area (DBUA) of the Region within the constructs of provincial policy targets and land needs assessment expectations.

- The Draft PGC proposes an expansion of 1,050 ha of New Community Area (Figure 1) in order to accommodate a market-based supply of ground-oriented housing demand, as determined through the Region's land needs assessment. The expansion area also includes other elements of complete communities such as parks, institutional and commercial uses.
- In terms of employment, an expansion of 1,070 ha of New Employment Area is proposed (Figure 1) to accommodate forecasted market demand for manufacturing, warehousing, logistics and other similar uses needing access to 400 series highways.

The proposed settlement area boundary expansions are concentrated on the agricultural land base within the towns of Milton and Halton Hills. Approximately two thirds of the total expansion area would be in Milton, and one third in Halton Hills (Figure 1).

Population and Employment Growth by Local Municipality

The Draft PGC allocates population and employment growth from 2031 to 2051. This is required by the Growth Plan, 2019 and represents the planned minimum amount of growth to be accommodated. These numbers do not represent a cap but rather should be viewed as a starting point with the understanding that additional growth could be achieved.

The Draft PGC allocates population growth from 2031 to 2051 by local municipality according to Table 1. This population growth is proposed to be distributed across the region within the Regional Urban Structure as well as the existing DGA and the new DGA coming from settlement area boundary expansions.

Table 1: Population Growth by Local Municipality, Draft PGC

	Population		
Municipality	2021	2031	2051
Burlington	195,000	218,000	265,000
Oakville	222,000	280,000	375,000
Milton	138,000	187,000	335,000
Halton Hills	66,000	83,000	125,000
Halton Region	621,000	768,000	1,100,000

Likewise, the Draft PGC allocates employment from 2031 to 2051 by local municipality according to Table 2. This employment growth is proposed to be distributed across the region within the Regional Urban Structure as well as the existing DGA and the new DGA coming from settlement area boundary expansions along the Hwy 407 and 401 corridors.

Table 2: Employment Growth by Local Municipality, Draft PGC

	Employment		
Municipality	2021	2031	2051
Burlington	98,000	106,000	125,000
Oakville	111,000	140,000	180,000
Milton	44,500	68,000	130,000
Halton Hills	24,500	36,000	65,000
Halton Region	278,000	350,000	500,000

Provincial Growth Plan - Growth Management Essentials

In an effort to ensure a consistent understanding of the terms used in discussions about Halton's Draft PGC, a high-level review of the Growth Plan and the related Land Needs Assessment Methodology is provided below.

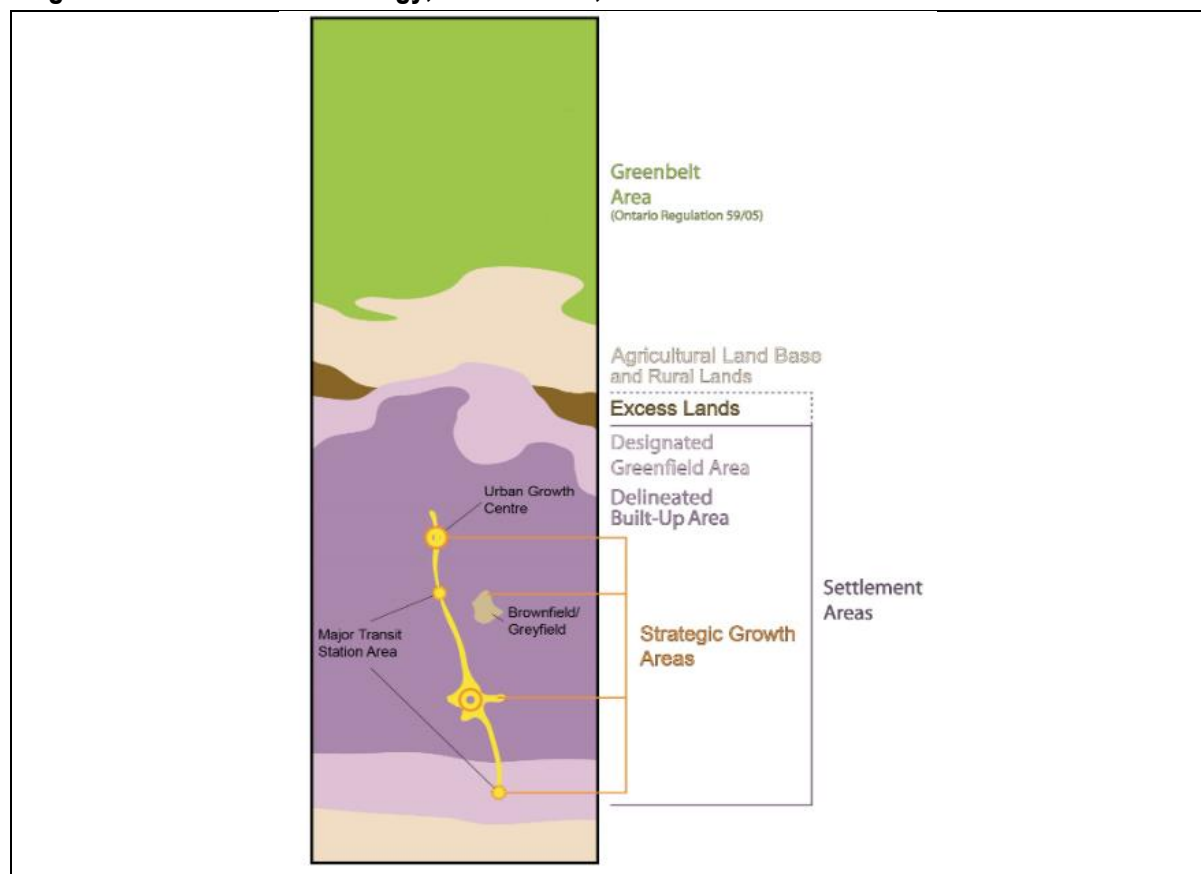
Growth Plan, 2019

The core principle of the Growth Plan is to mitigate negative environmental, economic and human health impacts associated with sprawling, un-coordinated growth in this region of the province.

The Growth Plan identifies density and intensification targets, strategic growth areas, employment areas, and settlement area restrictions as the tools to help guide the development of efficient, compact and complete communities and to act as the basis to guide decisions on how land is developed, resources are managed and public dollars are invested.

Figure 2 breaks down the land use terms that are used in respect of growth management and intensification in the Growth Plan. The region's IGMS is focused on accommodating required growth by finding a balance between intensification within existing Settlement Areas and growth into newly expanded Settlement Areas. The latter would constitute the addition of New Designated Greenfield Area at the expense of the Agricultural Land Base and Rural Lands.

Figure 2: Land Use Terminology, Growth Plan, 2019



For settlement area boundary expansions to be considered, policy 2.2.8.2 of the Growth Plan indicates that opportunities to accommodate forecasted growth through intensification and in the existing DGA must have been exhausted.

In Halton Region, there are not any Excess Lands, as shown in Figure 2. Excess Lands would be previously designated DGA lands that a municipality has determined are no longer needed to accommodate forecasted growth.

Policy 2.2.2.1 of the Growth Plan requires that a minimum of 50% of all residential development occurring annually in Halton Region be within the DBUA. Only this residential growth is considered “intensification” in a Growth Plan context, and 50% is the region’s minimum intensification target.

The balance of new residential growth – growth not accommodated through intensification – may occur in the DGA at a density of 65 people and jobs per hectare. In Oakville, the line between the DBUA and the DGA is generally Dundas Street.

Policy 2.2.2.4 of the Growth Plan also provides that the region may request that an appropriate alternative target be established (by the Minister of Municipal Affairs and Housing) if it is demonstrated that the minimum intensification target of 50% cannot be achieved.

It is recognized that the term “intensification” is more broadly understood to mean the development of a property, site or area at a higher density than currently exists, as it is defined in the Provincial Policy Statement, 2020. This is an important distinction because, for the purposes of the Growth Plan new development inside the DBUA counts as intensification irrespective of unit type, density or prior existing uses. At the same time, any unit built outside of the DBUA line is considered to be greenfield development and does not count towards meeting the Growth Plan intensification target — again, irrespective of unit type or density.

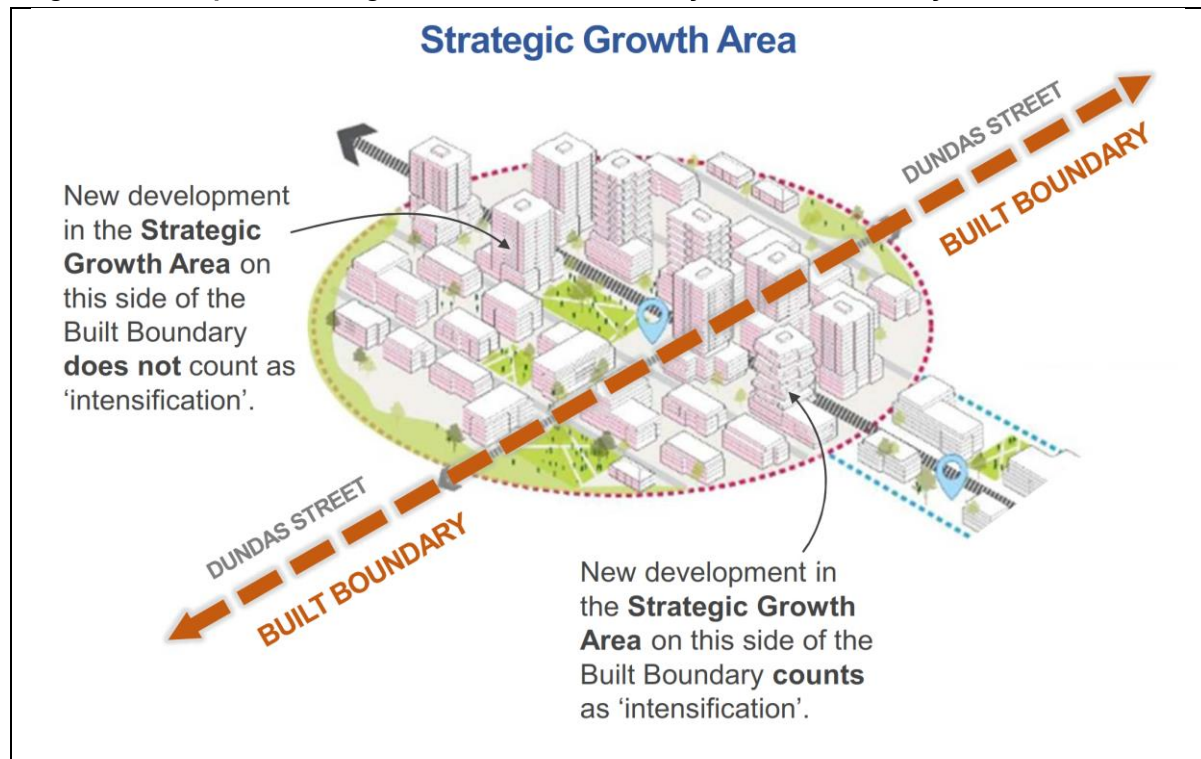
For Oakville, this means that an apartment building built on the south side of Dundas Street would count towards meeting the minimum intensification target, but an identical building directly across the street on the north side of Dundas Street would not count towards meeting the minimum intensification target (Figure 3).

It also means that high density, compact, transit-supportive nodes in the DGA do not count as intensification, even though they may mirror the built form and support the intent of intensification policy. This matter is addressed later as it relates to key elements of the Draft PGC.

Policy directions for intensification targets and density targets required by the Growth Plan, 2019 provide minimum parameters for assessing land needs and justifying settlement area boundary expansions, if needed. Expansions beyond the

current settlement area boundaries are only to be considered once intensification options on existing settlement area lands have been exhausted.

Figure 3: Example of Strategic Growth Area divided by the Built Boundary



Schedule 3 of the Growth Plan, 2019

Schedule 3 of the Growth Plan provides growth forecasts of population and employment – people and jobs – to be accommodated across the Plan area to the horizon year of 2051. The forecast for the Halton Region is for 1,100,000 people and 500,000 jobs to the year 2051.

Halton Region, including the Town of Oakville, is already planned to the year 2031 for a total of 768,000 people and 350,000 jobs. The current ROPR is about planning to accommodate an additional 332,000 people and 150,000 jobs for the period from 2031 to 2051. Today, Halton Region has approximately 600,000 people and just under 300,000 jobs.

Land Needs Assessment Methodology

The Growth Plan 2019 prescribes a Land Needs Assessment (LNA) methodology to determine the total quantity of land needed to accommodate forecasted population and employment growth to the year 2051. This LNA is a key consideration for the region's IGMS and the development of the PGC.

The LNA builds on Schedule 3 – Forecast, of the Growth Plan, with a forecast of housing demand, including an assessment of current and future market-based needs, in order to determine land needs region-wide to 2051. Housing demand is further broken down by housing type (i.e., singles, townhouses and apartment units) through the LNA.

For the housing needed to accommodate forecasted population, the LNA evaluates existing housing supply against forecasted housing demand as influenced by demographic groups, dwelling types and density targets.

The LNA applies a similar approach to accommodating the employment forecast by evaluating supply and demand for jobs by three different types of employment: employment lands employment, population-related employment, and major office.

If the demand for housing and jobs exceeds the planned supply, the LNA converts this demand (need) into an amount of new settlement area required to accommodate forecasted population and employment growth to 2051. This type of result from the LNA is what triggers the consideration of settlement area boundary expansions.

The forecasted housing demand, in particular, is influenced by many factors including an assessment of current and future market-based needs. One of the directions of the LNA is that the market assessment informs the development of the market forecast based on housing type, for example.

It is important to note that “market” is but one of many important considerations when developing a Preferred Growth Concept for Halton through the ROPR.

Testing Growth Management in the Region’s Five Growth Concepts

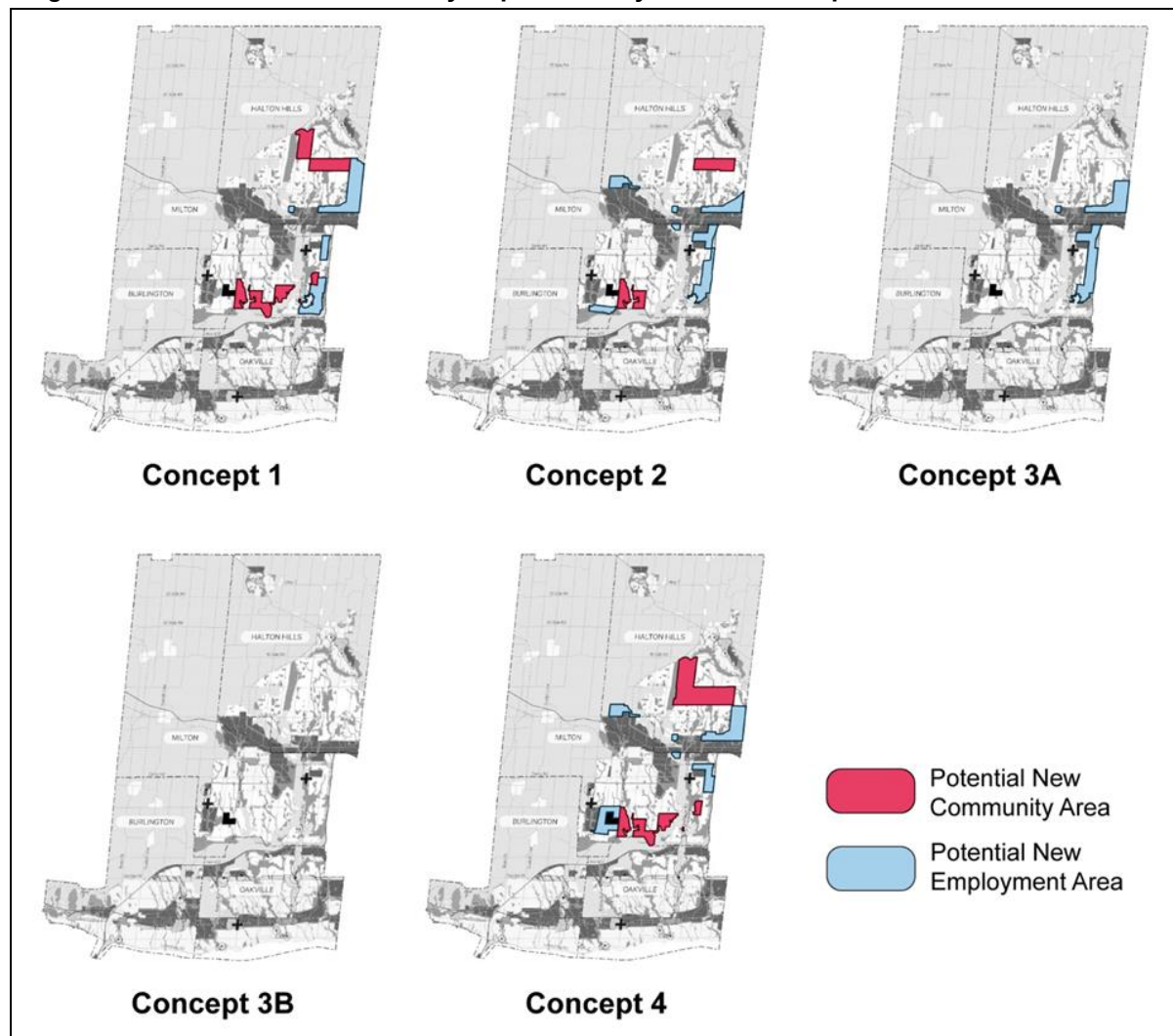
The purpose of the IGMS is to establish where and how provincially required population and employment growth will be accommodated within Halton Region in a manner that:

- Meets provincial and regional growth management policies and targets
- Supports local municipal plans and priorities
- Takes a stewardship approach from environmental, economic and social perspectives
- Extends the Regional Official Plan planning horizon from 2031 to 2051.

A series of Growth Concepts to test how and where the region could grow to 2051 were thus developed (Figure 4). The Growth Concepts vary based on:

- Different outlooks for growth and types of development such as transit-supportive densities focused on strategic growth areas
- Rates of growth
- Targets for densification and intensification
- Type and location of new housing units needed
- Amount of Community and Employment Area required to accommodate growth
- Total amount of settlement area boundary expansion lands

Figure 4: Settlement Area Boundary Expansions by Growth Concept



The region's Growth Concepts represent different outlooks for managing growth including intensification rates, type and location of new housing units needed and

varied amounts of settlement area boundary expansion. The amount of settlement area boundary expansions, which is the increase in supply of lands to be designated urban, appears to be the main distinguishing aspect between the Growth Concepts.

Figure 4 illustrates potential settlement area expansions by Growth Concept with Growth Concept 4 showing the most and Growth Concept 3B showing the least.

Ultimately, the region's recommended Preferred Growth Concept will have to find a balance between conforming to the planning policies of the Growth Plan and satisfying the market driven land supply considerations from the LNA.

Key Principles for the Development of a Preferred Growth Concept

The IGMS contains a set of key principles established by the region that are intended to guide development of a PGC:

- Confirming and supporting a Regional Urban Structure
- Setting an Ambitious and Achievable Intensification Target
- Meeting the Challenge of Climate Change
- Establishing a Broad Range and Mix of Housing
- Providing Complete Spectrum of Employment Opportunities
- Advancing Strategic Employment Land Conversions
- Setting Bold yet Achievable Community Area & Employment Area Density Targets
- Maintaining Strong Development Phasing Policies
- Ensuring Growth Proceeds without negative Fiscal Impacts
- Maximizing Agricultural Land Protection
- Further Enhancing the Natural Heritage System

In addition to the principles noted above, public consultation and an evaluation of the five Growth Concepts, combined with some elements of one or more of the Growth Concepts, have guided regional staff in the development of a Draft PGC that accommodates required growth in Halton to 2051. As discussed, a Draft PGC has been released and is currently under consideration.

Comparing the Draft PGC to the Growth Concepts

Table 3 below and the preceding Figure 4 provide a comparison between the Draft PGC and the original Growth Concepts. The Draft PGC is proposing a total

settlement area boundary expansion of 2,120 ha for population and employment growth combined. This most closely resembles Growth Concept 2 with respect to the amount of settlement area boundary expansion being contemplated.

Table 3: Settlement Area Expansions by Growth Concept and Draft PGC

	Growth Concept					
	1	2	3A	3B	4	DRAFT PGC
Potential New Community Area (ha)	1,460	730	0	0	2,080	1,050
Potential New Employment Area (ha)	1,170	1,100	980	0	1,220	1,070
Total Settlement Area Boundary Expansion (ha)	2,630	1,830	980	0	3,300	2,120

The five Growth Concepts met the required minimum intensification target of 50% of new residential growth to be allocated to the region's DBUA (Table 4). The Draft PGC does not meet this minimum intensification target and is proposing that only 45% of new residential growth be allocated to the DBUA. The remainder of new residential growth (55%) would be allocated to the existing DGA and to new DGA.

Table 4: Minimum Intensification Target by Growth Concept and Draft PGC

	Growth Concept				
	1	2	3A/3B	4	DRAFT PGC
Built-Up Area Intensification	51%	54%	56%	50%	45%

One of the main reasons for the difference between the minimum intensification target of Draft PGC and the Growth Concepts is from a recent town staff review of active development applications for apartment units in Oakville.

Compared to what was being forecast in the LNA, the review demonstrated a stronger market for apartment units in Oakville's existing DGA, particularly the Trafalgar Urban Core and Dundas Urban Core areas north of Dundas Street.

The review suggested that the actual market demand for apartments in the existing DGA of Oakville had already surpassed the levels being tested in Growth Concepts

1 and 4. On the face of it, it appears the LNA was under-estimating the market for apartments in Oakville's existing DGA.

As shown earlier in Figure 3, the Built Boundary in Oakville, the line that defines the difference between intensification and greenfield development, runs down the middle of a growth corridor (Dundas Urban Core) and splits the Uptown Core and Palermo Village growth nodes.

This means that only a portion of apartment units being built in these nodes and corridors (strategic growth areas) can be counted towards intensification while all of them will contribute to the creation of complete communities and walkable, transit-oriented neighbourhoods.

This unique condition combined with the strong market for apartment units in North Oakville indicated that perhaps the Growth Concepts were underestimating the number of apartment units that will be built in the existing DGA.

The Draft PGC has attempted to account for this discrepancy by transferring apartment units from Oakville's DBUA, also known as intensification growth, into Oakville's existing DGA. This had the effect of lowering the region-wide intensification rate to 45%, which is below the 50% policy requirement of the Growth Plan, 2019.

Town of Oakville Perspectives

Town staff have engaged with regional staff in a productive dialogue throughout the IGMS in order to address growth management across Halton Region and to support the implementation of Oakville's town-wide urban structure.

Town staff appreciate the complexities involved in managing provincially required population and employment growth at a regional scale while at the same time enabling local municipal plans and priorities. This is especially challenging when the local municipalities are at different stages of development and urban evolution.

Town staff are generally supportive of the Draft PGC as a compromise since it addresses a number of the key principles for the development of a PGC that have been previously reported. The following sections present some remaining concerns from town staff.

Settlement Area Boundary Expansions

Town staff remain of the opinion that settlement area boundary expansions should be viewed as a last option to be used when opportunities to accommodate growth within the existing settlement areas are exhausted.

There are lands currently designated for urban development throughout the region that could accommodate additional population and employment growth beyond what the region has allocated through the IGMS. Minimizing new settlement area boundary expansions is also important since any expansion areas would be taken from the agricultural land base.

Decisions to expand settlement areas will permanently alter future land uses in Halton Region. Furthermore, the Region's climate change analysis has demonstrated that expanding communities into new greenfield areas will not help mitigate the climate change emergency, compared to intensifying growth within compact communities, and established built-up areas. Once lands are designated for urban development through a settlement area boundary expansion, that decision is unlikely to be reversed, even if it is later determined that those lands are not required to accommodate growth.

Under the current exercise, the settlement area boundary expansions being proposed in the Draft PGC may not be needed until the end of the planning horizon, if at all.

That said, town staff reiterate support for certain strategic settlement area boundary expansions that may be warranted for the purposes of providing community infrastructure and developing complete communities.

Reducing the Minimum Intensification Target

The Draft PGC proposes a region-wide minimum intensification target of 45% instead of the 50% currently required by the Growth Plan, 2019. To town staff, a lower minimum intensification target (designed to accommodate required population growth) appears incongruous with a settlement area boundary expansion (also designed to accommodate required population growth).

The explanation from Halton Region staff, and its consultant, is that the market driven LNA and the future demand for ground-oriented housing is a contributing factor in lowering the intensification target. Town staff urge caution in this approach, since a forecasted demand may not match actual demand.

As was previously discussed, town staff demonstrated that the LNA under-estimated market demand for apartment housing in Oakville. Could it also be possible that the LNA is over-estimating demand for ground-oriented housing in other parts of the region?

From there, what are the implications for settlement area boundary expansions to accommodate this housing? Town staff remain concerned that the region's IGMS and the development of the PGC may be based on an over-emphasis of market demand at the expense of required policy and principles of good planning.

This would not be the first time a growth forecast fell short of expectations. The region's own analysis through the IGMS showed that settlement areas designated for urban development under the previous two Regional Official Plan Reviews did not develop according to forecasted growth.

Town staff suggest that one way to reduce the amount of potentially unnecessary settlement area boundary expansions as proposed in the Draft PGC would be to revisit the LNA to reduce the supply of new DGA ground-oriented housing.

In the event that the LNA has potentially under-estimated demand for apartment housing and thereby over-estimated demand for ground-oriented housing, as suggested previously in this report, the supply of new DGA ground-oriented housing could be reduced by converting it to apartment housing and transferring it to planned strategic growth areas in the existing DGA and the DBUA.

This would have the effect of improving the region-wide minimum intensification target to meet the provincially mandated minimum, while at the same time strengthening the Regional Urban Structure and reducing pressure for settlement area boundary expansions.

Town staff are of the opinion that this could create a more preferable balance between the policy requirements of the Growth Plan and the market considerations of the LNA. As previously stated, the principles of good planning in the public interest should prevail over market considerations.

Despite these concerns, town staff offers qualified support for reducing the minimum intensification target since the Draft PGC continues to support Oakville's town-wide urban structure by concentrating growth in strategic growth areas in the existing DGA. From this, it is important to note that support for the town's urban structure helps to implement the Regional Urban Structure.

Next Steps in the Regional Official Plan Review

The next steps in the ROPR include bringing a report on a Preferred Growth Concept to Regional Council at its meeting in February 2022 (Appendix B).

The region anticipates that the Preferred Growth Concept and supporting Regional Official Plan Amendment (ROPA) will continue to a Public Open House and Statutory Meeting in March 2022 followed by a recommendation meeting to adopt a ROPA in May 2022. This ROPA is intended to address final matters related to conformity with the Growth Plan.

At that same Regional Council meeting in February, 2022, regional staff will table a Policy Directions Report that will cover many aspects of the Regional Official Plan including agriculture, the Natural Heritage System and climate change. The region anticipates those Policy Directions and the supporting ROPA will continue to a

Public Open House and Statutory Meeting in January 2023 followed by a recommendation meeting to adopt a ROPA March 2023.

Town staff acknowledge that Halton Region is required to demonstrate conformity to the Growth Plan by July 2022, which is influencing the timing of various studies, including the delivery of a Preferred Growth Concept for the IGMS. That said, there remains a significant concern with the sequence of the ROPR work plan and the priority in which matters are being addressed. It appears out of order to be dealing with fundamental policies on agriculture, the Natural Heritage System and climate change after growth management matters, including settlement area boundary expansions have been decided at Regional Council.

The approach taken in Oakville, as shown through the town-wide urban structure, is to protect first, maintain second and provide for development third.

Intensification and Supporting Oakville's Town-Wide Urban Structure

Throughout the IGMS, town staff have consistently expressed support for a Preferred Growth Concept that does not open up new lands for development and that achieves a high rate of intensification within a defined urban structure.

Fundamentally for Oakville, this means strategically directing higher density growth and intensification to the town-wide system of growth nodes and corridors located along high order transit routes. This will help to protect valuable resources, leverage existing infrastructure, and maintain the character of residential neighbourhoods and established areas.

For Oakville, a Preferred Growth Concept that meets these criteria will enable the following:

- Development of compact and complete communities supported by transit to reduce carbon emissions in order to combat the climate change crisis.
- Environmental protection and stewardship of natural heritage as well as protection of prime agricultural lands that support food production networks.
- Better use of transportation infrastructure to alleviate existing traffic congestion and avoid future traffic congestion.
- Development of a built environment that facilitates affordable, healthy and active lifestyles and embraces an aging population.

A Preferred Growth Concept that directs growth to the right place at the right time is a critical input to future planning exercises that include the Best Planning Estimates, Development Charges and various Master Plans. These are the types of more

detailed planning exercises that ensure infrastructure and community facilities are built in order to support future residential and employment growth.

In this report, town staff have expressed concerns with the IGMS process and methods that produced a Draft PGC that proposes to open up new lands for development through settlement area boundary expansions and that also proposes a reduced minimum intensification rate.

When settlement area boundary expansions and a reduced minimum intensification target are considered in the context of the region's key principles for the development of a PGC, perhaps the recommended PGC should direct more growth to existing strategic growth areas to further support the implementation of the Regional Urban Structure and by extension Oakville's town-wide urban structure.

As stated, the region's key principles for the development of a PGC include: meeting the challenge of climate change, maximizing agricultural land protection, setting an ambitious and achievable intensification target, and setting bold yet achievable community area and employment area density targets.

The risks to Oakville of not meeting minimum intensification targets and continuing to grow out include: undermining the town's urban structure, under allocation of financial resources, falling short on building resilient and complete communities, unnecessary and irreversible losses to the agricultural land base and exacerbating the climate emergency.

Conclusion and Next Steps

The Draft PGC plans to accommodate future residential and employment growth by implementing the Regional Urban Structure of strategic growth areas and higher order transit corridors. By extension, this helps to support and implement Oakville's town-wide urban structure. Most population, housing and employment growth from 2031 to 2051 will be accommodated within the Region's existing approved settlement areas.

Town staff appreciate the challenge the region faces in developing a PGC that satisfies various aspects of the market while at the same time conforms to the "build up rather than build out" policy requirements of the Growth Plan, 2019.

However, the Draft PGC also proposes a total settlement area boundary expansion of 2,120 hectares onto agricultural land in Milton and Halton Hills. Town staff remain of the opinion that settlement area boundary expansions should be viewed as a last option to be used when opportunities to accommodate growth within the existing settlement areas are exhausted.

This in turn will help Halton Region and the town develop resilient, affordable, transit-supportive and complete communities while protecting rural and agricultural lands, reducing greenhouse gas emissions and meeting climate challenges.

While town staff question whether the expansions proposed in the Draft PGC will be needed by the end of the planning horizon, certain strategic expansions could be supported where warranted for the purposes of providing community infrastructure and developing complete communities.

The Draft PGC is also proposing a region-wide minimum intensification target for new residential growth of 45%. This is below the minimum 50% required by the provincial Growth Plan. Town staff offer qualified support since the Draft PGC continues to support Oakville's town-wide urban structure by concentrating growth in strategic growth areas in the existing DGA.

It should be acknowledged though that this represents the planned minimum amount of growth to be accommodated. The level of intensification does not represent a limit to growth, but rather should be viewed as a baseline with the understanding that additional growth is being planned for, and could be achieved.

In the face of uncertain future markets, town staff continue to support a cautious, policy led planning approach to growth management as required by the Growth Plan. This includes avoiding or minimizing settlement area boundary expansions as well as maximizing intensification within the existing urban areas of the town and the region.

Town staff will continue to report to Town Council as necessary on the ROPR and related matters into 2022 and through to the conclusion of the process.

CONSIDERATIONS:

(A) PUBLIC

There are no public considerations and no notice requirements for this report.

(B) FINANCIAL

There are no financial considerations for this report.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

Multiple town departments are engaged in the town's responses to Halton's Regional Official Plan Review.

(D) CORPORATE STRATEGIC GOALS

This report addresses the corporate strategic goal to be the most livable town in Canada.

(E) CLIMATE CHANGE/ACTION

Managing and directing required population and employment growth to a defined urban structure is an action to mitigate Climate Change.

APPENDICES:

Appendix A – Livable Oakville Plan, Schedule A1, Urban Structure

Appendix B – Regional Official Plan Review, Work Plan Timeline

Prepared by:

Kirk Biggar, MCIP, RPP

Senior Planner, Policy Planning and Heritage

Geoff Abma, MCIP, RPP

Senior Planner, Policy Planning and Heritage

Lara Nelson, MCIP, RPP

Planner, Policy Planning and Heritage

Recommended by:

Lesley E. Gill Woods, MCIP, RPP

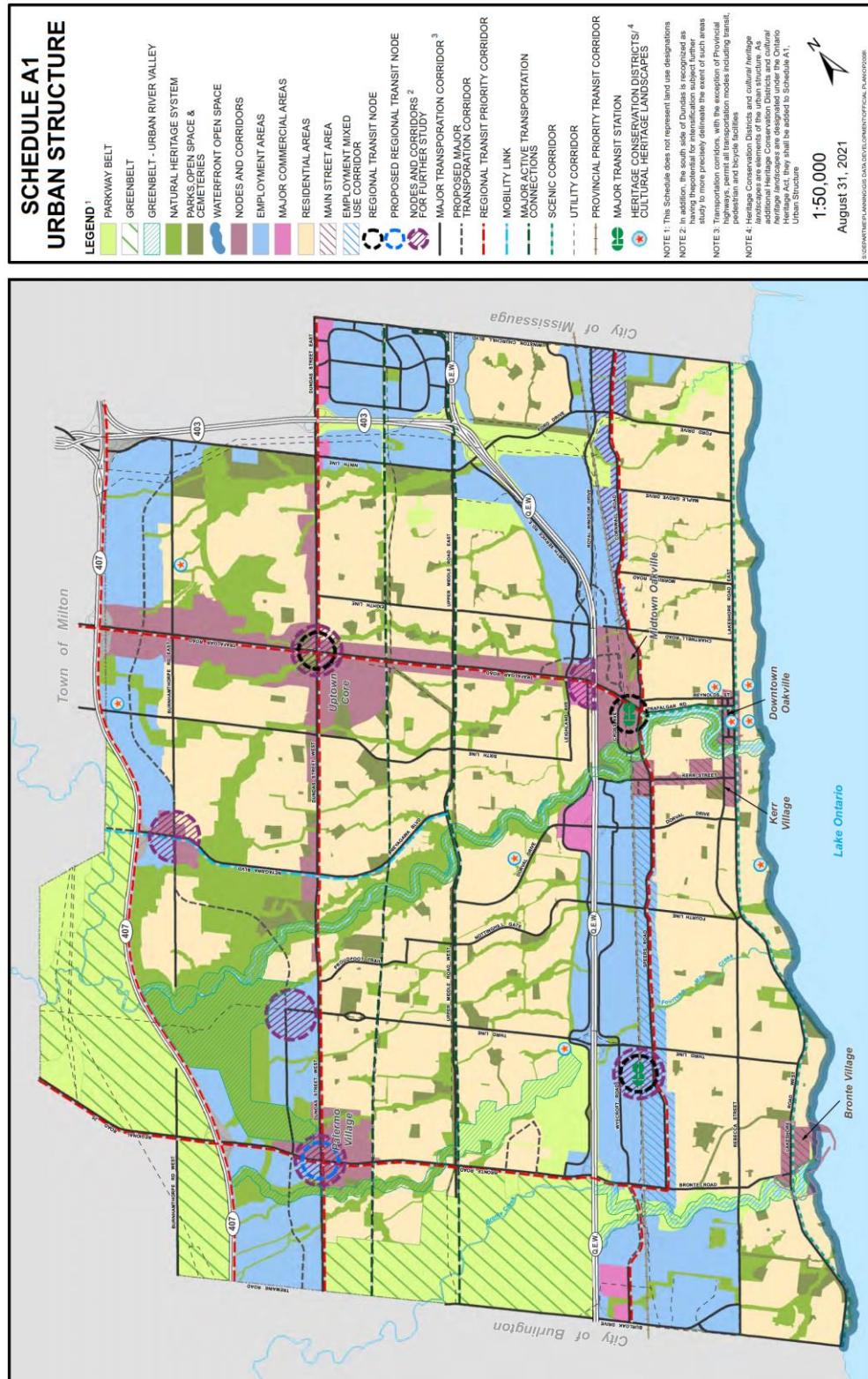
Acting Manager, Policy Planning and Heritage

Submitted by:

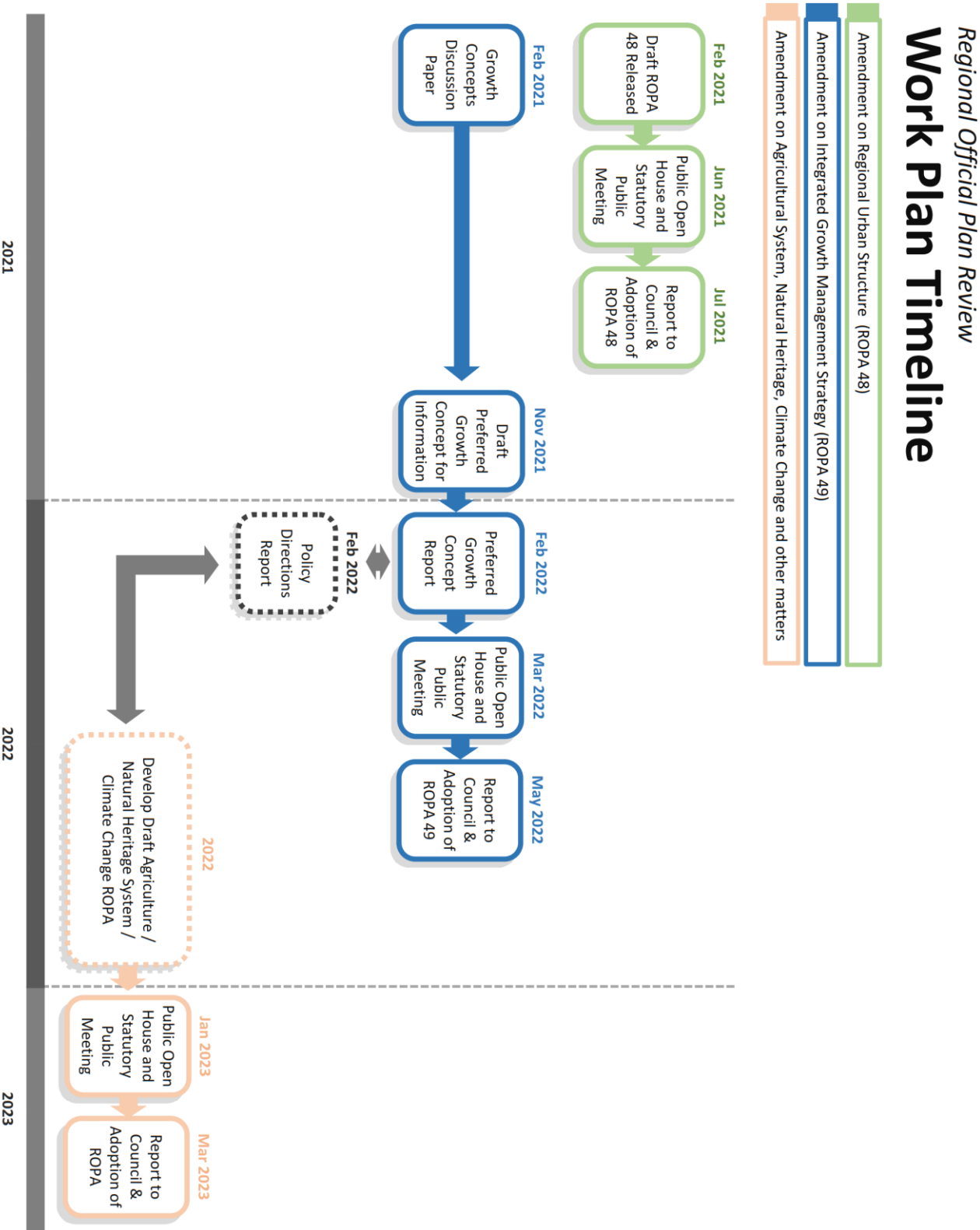
Gabe Charles, MCIP, RPP

Director, Planning Services

Appendix A Livable Oakville Plan, Schedule A1, Urban Structure



Appendix B
Regional Official Plan Review, Work Plan Timeline



Heritage Oakville Advisory Committee

MINUTES

Date: December 14, 2021

Time: 9:30 am

Location: Virtual Meeting

Members: Drew Bucknall, Chair
Gerarda (Geri) Tino, Vice-Chair
Councillor Duddeck
Councillor Gittings
Russell Buckland
Kerry Colborne
Robert Ferguson
George Gordon
Daniela Hampton-Davies (As of 9:31 a.m.)
Susan Hobson
Brenda Sweeney (As of 9:33 a.m.)

Staff: Gabe Charles, Director of Planning Services
Lesley Gill-Woods, Acting Manager of Policy Planning and Heritage
Susan Schappert, Heritage Planner
Carolyn Van Sligtenhorst, Heritage Planner
Jill Marcovecchio, Council and Committee Coordinator (In person)

A virtual meeting of the Heritage Oakville Advisory Committee was held on December 14, 2021, in the Council Chamber of the Oakville Municipal Building, commencing at 9:30 a.m.

These minutes will go forward to the Planning and Development Council meeting of January 17, 2022, for approval. Please view those minutes to note any changes Council may have made.

1. Regrets

There were no regrets for this meeting.

2. Declarations of Pecuniary Interest

No declarations of pecuniary interest were declared.

3. Confirmation of Minutes of Previous Meeting(s)

Moved by Councillor Duddeck

That the minutes of the Heritage Oakville Advisory Committee meeting of November 16, 2021, be approved.

CARRIED

4. Discussion Item(s)

4.1 Heritage permit application HP054/21-42.20T 349 Trafalgar Road – Alterations to rear of house and detached barn

Moved by Brenda Sweeney

That Heritage Permit Application HP054/21-42.20T for alterations to the rear of the house and the detached barn at 349 Trafalgar Road, as attached in Appendix B to the report dated December 7, 2021 from Planning Services, be deferred to a future Heritage Oakville Advisory Committee meeting for staff to consult with the property owner of the barn.

LOST

Moved by Daniela Hampton-Davies

1. That Heritage Permit Application HP054/21-42.20T for alterations to the rear of the house and the detached barn at 349 Trafalgar Road, as attached in Appendix B to the report dated December 7, 2021 from Planning Services, be approved subject to the following:
 - a. That final details on the new windows, shutters and doors be submitted to Heritage Planning staff for final approval; and
 - b. That the alternative window design presented by the Vice-Chair at the meeting also be supported.
2. That this heritage permit expire two years from the date of final approval by Council.

CARRIED

5. Information Item(s)

5.1 Delegated Heritage Permits August - November 2021

Moved by George Gordon

That the information item be received.

CARRIED

6. Date and Time of Next Meeting

Tuesday, January 25, 2022

Oakville Municipal Building

Virtual Meeting - 9:30 a.m.

7. Adjournment

Moved by Kerry Colborne

That this meeting be adjourned.

CARRIED

The meeting adjourned at 10:13 a.m.



THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2022-008

A by-law to confirm the proceedings of a meeting of Council.

COUNCIL ENACTS AS FOLLOWS:

1. Subject to Section 3 of this by-law, every decision of Council taken at the meeting at which this by-law is passed and every resolution passed at that meeting shall have the same force and effect as if each and every one of them had been the subject matter of a separate by-law duly enacted.
2. The execution and delivery of all such documents as are required to give effect to the decisions taken at the meeting at which this by-law is passed and the resolutions passed at that meeting are hereby authorized.
3. Nothing in this by-law has the effect of giving to any decision or resolution the status of a by-law where any legal prerequisite to the enactment of a specific by-law has not been satisfied.

PASSED this 17th day of January, 2022.

Rob Burton

Mayor

Kathy Patrick

Acting Town Clerk

From: Benson, Curt <Curt.Benson@halton.ca>
Sent: January 14, 2022 7:59 AM
To: !!Regional Chair and Members of Regional Council
Cc: MacCaskill, Jane; Gray, Bob; Milne, Graham
Subject: Additional Information related to the Preferred Growth Concept

Good Morning Chair Carr and Members of Regional Council,

Over the past week there have been a series of emails sent from community interest groups to members of Regional Council that highlight concerns with the Preferred Growth Concept. Council will recall that information on the Preferred Growth Concept was initially shared by presentation and supporting materials at Council's [workshop meeting on November 17, 2021](#).

Some Members of Council have asked for clarification related to the content of some of the emails received. In effort to provide clear and accurate information related to the Preferred Growth Concept, staff have prepared a list of Frequently Asked Questions (FAQs) with responses, provided below, that addresses the questions related to the content of the emails. Should there be additional questions that arise staff will augment this list as necessary.

All of the information that is profiled below will be brought forward as part of the staff report on the Preferred Growth Concept, scheduled for Regional Council's February 9, 2022 meeting agenda.

Frequently Asked Questions and Responses related to the Preferred Growth Concept

1. What is driving the need to expand the Urban Boundary? Why can't the forecasted growth to 2051 fit within the existing approved urban boundary consistent with Concept 3A/3B?

Under the Places to Grow Act, Halton Region must conform to the [Provincial Growth Plan](#), which requires the Region to plan to accommodate 1.1 million people and 500,000 jobs by the year 2051. The Growth Plan contains several specific policies that direct how the Region must plan for and allocate this growth. These include, but are not limited to, the establishment of Strategic Growth Areas, the identification of minimum densities and intensification targets, as well as undertaking a prescribed assessment to determine the amount of land required for growth. The Growth Plan directs municipalities to use the [Land Needs Assessment Methodology approved by the Minister](#). The Land Needs Assessment Methodology requires the Region to ensure to the extent possible that sufficient land is designated to accommodate the full range of market housing types while adhering to the objectives of the Growth Plan.

The [Region's Draft Land Needs Assessment](#), prepared in 2021 consistent with the Provincial Land Needs Assessment Methodology, identified a shortfall of 15,500 ground-related units (singles/semis and rows) that could not be accommodated within the Delineated Built-Up Area (DBUA) or the current Designated Greenfield Area (DGA) of the Region.

Growth Concept 3A/3B was based on the assumption that the 15,500 households could instead be accommodated in apartment units, mainly within the Built Up Area. Concept 3A/3B does not provide a sufficient supply of ground-related housing in accordance with the Provincial Land Needs Assessment Methodology and would likely result in the following:

- Levels of intensification that are well beyond reasonable market expectations as it would rely on households that would otherwise live in ground-related housing choosing to live in apartment units;
- Failure to achieve the planned amount of housing, and, as a result, not achieving the mandated Growth Plan population forecasts;
- Ground-related housing not realized in the Halton market would occur elsewhere in southern Ontario – this dispersal would have the undesirable effect of redirecting growth to locations with considerably less capacity to manage growth and related impacts;
- Fewer options for ground-related housing would result increased costs for that housing type, contributing to the housing affordability challenge;
- Increased pressure on municipalities and public agencies to compromise existing standards related to parks, open space, schools, community services, and environmental protection to enable a higher degree of intensification;
- Growth being planned would be at odds with defined local municipal plans and priorities, where municipalities are supportive of new greenfield growth; and
- Challenges in accurately estimating timing and staging of growth and planning for and financing associated infrastructure and community services.

The Preferred Growth Concept directs 86% of housing unit growth to the Built-Up Area and the existing Designated Greenfield Area of the Region, while accommodating only 14% of the housing units through the proposed urban boundary expansion.

2. If the 15,000+ ground-related housing units (singles, semis, towns, rows) are not accommodated within the urban expansion area, how could these units be accommodated in a concept that freezes the urban boundary? What would this look like?

If the 15,500 households that would reside in ground related units in the expansion area described above, were to choose instead to purchase apartment units, these would be the equivalent of about **45** 30-storey towers of the size of each of [the two 30-storey towers currently being proposed at 3064 Trafalgar Road](#), just north of Dundas Street in North Oakville. These 45 towers would be in addition to the significant growth and densification already proposed through the Preferred Growth Concept and allocated to the existing approved Strategic Growth Areas in the Regional Urban Structure defined through ROPA 48, which will see the equivalent of **360** 30-storey towers between 2021 and 2051.

3. How long is the existing supply of current urban designated land expected to last before requiring new additional greenfield land to accommodate ground-related housing?

Based on the Region's Draft Land Needs Assessment prepared in 2021 in support of the Preferred Growth Concept, the current supply of designated urban greenfield land is expected to last up to 2036 for both community and employment land needs. According to the Land Needs Assessment Methodology and as confirmed by Provincial staff, however, municipalities must designate all land required to accommodate growth to 2051.

4. What proportion of planned growth between 2031-2051 will be accommodated in the existing urban area?

The Preferred Growth Concept directs **86% of housing unit growth** comprising of over **80% of population growth** and almost **80% of employment growth** to the Built-Up Area and the existing Designated Greenfield Area of the Region. Between 2031 and 2051, urban expansion will accommodate 14% of the housing unit growth 20% of population growth and 20% of jobs.

5. What analysis has been completed to assess the costs of the Preferred Growth Concept? How does this compare to an option to freeze the urban boundary?

A preliminary fiscal impact analysis of the different Growth Concepts was provided as part of Appendix F of the [Growth Concepts Discussion Paper released in February 2021](#). The general conclusions were that all growth concepts came with substantial costs in terms of provision of new physical and community infrastructure, and the differences in costs were marginal when compared to the overall magnitude of costs to accommodating growth.

6. Urban expansion lands from the previous Regional Official Plan Review – Sustainable Halton (ROPA 38) have not been developed yet, so why do we need to expand the urban boundary now?

A total of 2800 hectares (6900 acres) of land was brought into the urban area from the previous Regional Official Plan Review – Sustainable Halton (ROPA 38) to accommodate growth between 2021 and 2031. As a result development has been planned to only be realized on these lands post-2021 and will continue on these lands over the next 10+ years. The Growth Plan requires municipalities to plan for growth between 2031-2051. The Preferred Growth Concept addresses this requirement.

7. Is it accurate to say that the Preferred Growth Concept results in the loss of 5,000 acres of farm land?

The Preferred Growth Concept proposes to remove approximately 2100 hectares (5190 acres) of land currently designated as Prime Agricultural Lands in accordance with the in-force Regional Official Plan for urban (community and employment) purposes. There are many non-agricultural land uses contained within the Prime Agricultural Area proposed to be removed. For example, there are existing non-farm uses such as golf courses, rural residential, commercial and industrial uses, etc. as classified by the Municipal Property Assessment Corporation (MPAC). Based on an initial assessment netting out these non-agricultural uses, the Preferred Growth Concept would remove approximately 1670 hectares (4130 acres) of land that is classified as agriculture or agricultural-related by MPAC. Some of the specific numbers have been rounded and are subject to be refined as we confirm a logical boundary through the corresponding ROPA.

8. Who has the final say on how Halton Region plans for growth through its Official Plan?

The Minister is the approval authority for the Regional Official Plan Amendment implementing the Integrated Growth Management Strategy and Preferred Growth Concept, and may substitute his/her decision for any decision that Regional Council makes. The Regional Official Plan Amendment submitted to the Province must be supported by a Land Needs Assessment prepared according to the Provincial Land Needs Assessment Methodology, and therefore the Minister must be satisfied that the Region's LNA meets Provincial requirements. The Land Needs Assessment that accompanies the Preferred Growth Concept conforms to the Methodology and has identified the need for an urban boundary expansion.

9. Does the Minister consider requests by landowners in making its decision? What is the nature of the requests received to date?

The Minister, either through formal or informal channels, will receive and consider requests from Halton landowners. At this time a total of 41 requests for urban boundary expansion have been received by the Region from landowners. Of these 41 requests, many include multiple parcels. The subject lands identified within the requests represent a total of approximately 2,000 ha with lands falling outside of what is being proposed as part of the Preferred Growth Concept. In addition to the 41 requests for urban boundary expansion from landowners, there were several comments received from landowners that supported expansion in general areas, without identifying specific parcels. These have not been included in the calculations provided above. All submissions will be available to Council as part of the February staff report.

10. How does the Preferred Growth Concept address climate change objectives?

In 2019, Regional Council unanimously approved a Notice of Motion that declared a climate emergency for the purposes of deepening the Region's commitment to protecting and improving resiliency of the economy,

environment and community from climate change. The Regional Official Plan Review has long-held objectives related to sustainability and climate change that serves as a strong foundation for defining future growth and development.

The Preferred Growth Concept builds on the existing Regional Official Plan policies and objectives related to climate change. For example, over 80% of population, housing unit and employment growth is being directed to the existing approved urban areas in line with the approved Regional Urban Structure. This represents an ambitious shift when compared to standards included in the current Regional Official Plan. There is a greater reliance on accommodating growth in apartment buildings as a means to optimize the use of land in the existing urban area. It directs growth to strategic growth areas where public services, infrastructure and transit exist. It allocates significant growth around existing GO stations and other planned higher order transit nodes and corridors to optimize transit investment and operations while mobility objectives. It continues to protect the Natural Heritage System such that 50% of the Region will be protected for natural heritage. It continues to protect considerable prime agricultural areas for farming and food security. All of these components of the Preferred Growth Concept support Council's climate objectives and the motion declaring a climate emergency.

In addition, in concert with the preferred growth concept, there are a series of policy directions being recommended to be implemented by way of amendment to the Regional Official Plan that identify additional policies and actions to address greenhouse gas emissions and climate resiliency.

While Concept 3A/3B was evaluated as the concept that generates the least amount of community GHG emissions, as part of its evaluation it did not score well in addressing many other important community planning and housing objectives, some of which are identified in the response to Question #1 above.

11. What are the implications of not making a decision on the Preferred Growth Concept in February 2022?

Through [Report No. LPS51-21](#), Regional Council directed staff to implement the work plan for the completion of the Regional Official Plan Review, which includes meeting the statutory deadline identified by the Minister as July 1, 2022, for Growth Plan conformity. In Report No. LPS51-21, staff outlined a series of compounding challenges that will result if the Integrated Growth Management Strategy and implementing ROPA is not advanced. Any delay in approval will result in delays to the following:

- Approval of the New Best Planning Estimates;
- Approval of the Water, Wastewater, Transportation Master Plans;
- Approval of the Development Charge By-Law Update to reflect up to date costs to service growth;
- Approval of Infrastructure Staging and Financing (Allocation) Programs;
- Approval of Local Municipal Plan Updates;
- Development and approval of Area Specific Plans for New Growth and Intensification Areas;
- Other Local Municipal Plans for Community Services, Capital Infrastructure and Development Charges.

In addition to the above, an updated Official Plan is most effective in articulating and defending the public interest through the development application review and approval process. Without an updated official plan, development proponents may be able to more easily demonstrate to the Ontario Land Tribunal how the current Regional Official Plan fails to conform to updated Provincial directives and result in a lack of cohesion if the Plan is not in conformity. Based on the forgoing it remains staffs recommendation to proceed in a fashion that adheres to the deadline established by the Minister.

Curt Benson, MCIP RPP

Director, Planning Services and Chief Planning Official

Planning Services

Legislative & Planning Services

Halton Region

905-825-6000, ext. 7181 | 1-866-442-5866

Planning and Development Council Meeting

January 17, 2022

Comments Received Regarding Item 6.1

Public Meeting – Zoning By-law Amendment – MGM Development (2652508 Ontario Inc.) –

627 Lyons Lane, File No.: Z1614.76

January 6, 2022

To Council c/o the Town Clerk

This is our submission in advance of the Monday Jan 17, 2022 Council meeting

Respected Council Members

My family was disheartened to learn that the Town of Oakville is considering allowing a 26-storey residential building at 627 Lyons Lane. This will forever change the character of the Town of Oakville. Personally, this will directly impact the peaceful enjoyment of our property at █ Germorda Dr. Our home will be directly on the North side of QEW from this building. This high rise will be practically in our backyard. This is not acceptable that we have a home in a residential neighbourhood with no high rise buildings, and now the Town allows someone to build a 26-storey high rise. Currently, the tallest building in our area is an apartment building located at 1265 6th Line just north of Sewell Drive. I believe that building is 7-storey.

Our goal, like everyone else in our neighbourhood is to raise our families in a residential neighbourhood and not be surrounded by high-rise condos and apartment buildings. For the benefit of all the homeowners that will be impacted by this unnecessary zoning change, I urge Council to not allow this change.

Over and above impacting the daily lives of the homeowners as well as the peaceful enjoyment of their property, this 26-storey building will bring an inordinate amount of traffic to the area. Further congesting already congested roads like Cross Ave and Trafalgar road.

Oakville has seen unprecedented increase in population and the resultant traffic. Allowing a 26-storey residential building will undoubtedly add to the congestion and chaos.

The homeowners North and South of QEW have the right of peaceful enjoyment of their homes without people being able to peer into their backyards and permanently diminishing their enjoyment. That is exactly what this zoning change would accomplish. The decision made by the Town may also negatively impact the value of our property along with all surrounding properties.

Please look after your Oakville residents before looking after corporations.

We request that you do not allow the proposed Zoning By-Law Amendment for 627 Lyons Lane.

Truly

[REDACTED]

January 13, 2022

I would like to be notified about the decision regarding 627 Lyons Lane Proposed Zoning By-law Amendment that we oppose it going to have an impact on our neighbourhood as well as the traffic congestion in this area. We would like to participate in the upcoming meeting. Thank you.

[REDACTED]

Truman Ave.
Oakville, ON

Planning and Development Council Meeting

January 17, 2022

Comments Received Regarding Item 7.1

Recommendation Meeting – Zoning By-law Amendment - Randall Oakville Developments Ltd., Church
Oakville Developments Ltd. – 150 Randall Street, 125 Navy Street and 143 Church Street, File No.:
Z1614.74, By-law 2022-006

January 10 2022

To Mayor Burton and Oakville Town Council: re Proposed Zoning By-law Amendment:

Randall Oakville Developments Ltd. and Church Oakville Developments Ltd. for Meeting Jan 17 2022:

Please attach the following list (with addresses redacted) to all comments for public meeting January 17 2022, regarding proposed 150 Randall/125 Navy/143 Church Street high-rise development:

We, the under-signed, request a return to the 4-storey maximum for your current high-rise development proposal for 150 Randall Street/125 Navy/143 Church Streets, Oakville;

We request that the zoning-laws reflect this 4-storey height-limit and that zoning not be altered to allow rampant high-rise development throughout downtown Oakville--including areas 'outside designated heritage' which book-mark the downtown;

As voters, we ask that Mayor and Council protect the historic downtown from profit-first development, and this includes these 'book-marked' areas that form entryways to downtown Oakville; we ask that Mayor Burton keep the long-term value of heritage as the focus, and that Council stand up against Bill 108 developer-driven mandates;

We request from Council a list of the supposed 'Community Benefits' that the Town proposes from this development deal, as under Bill 108's 'Community Benefits Charge';

Given that Oakville's 'MasterPlan' for Mid-Town Oakville 'Smart Density' development already includes massive high-rise development, we ask that the push for high-rise developments like these be located in already-suburban areas like Hopedale Mall or Kerr/Speers parking lots, and not in the downtown Oakville area;

Like residents in other heritage Ontario towns like Niagara-on-the-Lake, we ask that Mayor Burton and Council protect local and downtown Oakville community by preserving 4-storey height-maximums, and that Council eliminate this developer-driven profit by saying no to this by-law zoning change. Wayne Harris. [REDACTED] Hedgestone Cres.. Oakville resident since 1953.

January 12, 2022

We strongly oppose the proposed zoning changes to permit a massive 12 storey high rise (3 times the existing height allowance) on this site which would set an excessively high minimum height precedent for future downtown Oakville development.

We are not against development per se but feel strongly that the plans for this site are completely inappropriate and insensitive to the adjacent heritage area of human scale buildings.

John Balmer
[REDACTED]

January 13, 2022

I am a concerned Navy Street property owner and i am deeply concerned about the proposed development of a high rise in downtown Oakville that isn't in the height and scale of the current architecture and heritage community. I think it is the town's responsibility to ensure that the developers do not destroy what is most lovely about our community.

Sincerely,

Kerry and John Houlding

[REDACTED] Navy Street
Oakville, ON

January 13, 2022
Hello,

I am writing to say I am opposed to high rise development in downtown Oakville, especially one that is large scale and not in keeping with the town heritage and aesthetics.

Kind regards
Karen Widman

January 13, 2022

Please find attached our petition to the proposed development for 150 Randall/125 Navy/143 Church street.
Thank you
Julie Thompson
Kate McManus

PETITION

January 10 2022: To Mayor Burton and Oakville Town Council: re Proposed Zoning By-law Amendment: Randall Oakville Developments Ltd. and Church Oakville Developments Ltd. for Meeting Jan 17 2022:
Please attach the following list (with addresses redacted) to all comments for public meeting January 17 2022, regarding **proposed 150 Randall/125 Navy/143 Church Street high-rise development:**

We, the under-signed, request a return to the 4-storey maximum for your current high-rise development proposal for 150 Randall Street/125 Navy/143 Church Streets, Oakville;

We request that the zoning-laws reflect this 4-storey height-limit and that zoning not be altered to allow rampant high-rise development throughout downtown Oakville--including areas 'outside designated heritage' which book-mark the downtown;

As voters, we ask that Mayor and Council protect the historic downtown from profit-first development, and this includes these 'book-marked' areas that form entryways to downtown Oakville; we ask that Mayor Burton keep the long-term value of heritage as the focus, and that Council stand up against Bill 108 developer-driven mandates;

We request from Council a list of the supposed 'Community Benefits' that the Town proposes from this development deal, as under Bill 108's 'Community Benefits Charge;'

Given that Oakville's 'MasterPlan' for Mid-Town Oakville 'Smart Density' development already includes massive high-rise development, we ask that the push for high-rise developments like these be located in already-suburban areas like Hopedale Mall or Kerr/Speers parking lots, and not in the downtown Oakville area;





Like residents in other heritage Ontario towns like Niagara-on-the-Lake, we ask that Mayor Burton and Council protect local and downtown Oakville community by preserving 4-storey height-maximums, and that Council eliminate this developer-driven profit by saying no to this by-law zoning change. A - -





Name, Surname:	Address:	Postal Code:	Email:	SIGNATURE/Comments:
Duff Balmer				
John Balmer				
Mary J Balmer				


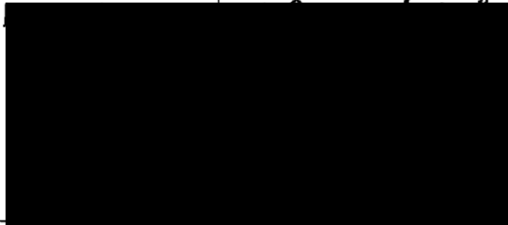
that Council eliminate this developer-driven profit by saying no to



Name, Surname:	Address:	Postal Code:	Email:	SIGNATURE/Comments:
Carolyn Murray	William St Oakville, ON	L6J 1C9		


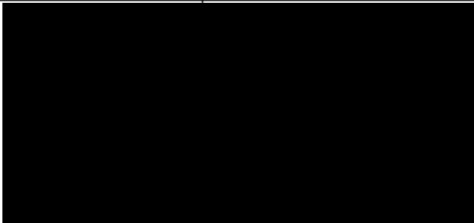
Name, Surname:	Address:	Postal Code:	Email:	SIGNATURE/Comments:
Julie Thompson	William STREET	L6J 1C7		
Kate Nalans	William street.	L6J 1C7		

Name, Surname:	Address:	Postal Code:	Email:	SIGNATURE/Comments:
Earnie Mount	 Church St	L6J 1N4		
Cheryl Mount	 Church St	L6J 1N4		

Name, Surname:	Address:	Postal Code:	Email:	SIGNATURE/Comments:
Nicholas J. Parks	 William St Oakville Ont. L6J 1C8	L6J 1C8		
Cristina Flores	 William St Oakville Ont. L6J 1C8	L6J 1C8		

Name, Surname:	Address:	Postal Code:	Email:	SIGNATURE/Comments:
NANCY McGuigan	 William St. Oakville	L6J 1C8		

Name, Surname:	Address:	Postal Code:	Email:	SIGNATURE/Comments:
Abbe Osicka	 John ST.	L6K 1H4		

Name, Surname:	Address:	Postal Code:	Email:	SIGNATURE/Comments:
Dia Frid	 William St.	L6J1C7		

January 13, 2022

Good morning - I have attached, as best I might, my name and address to register my objection to the 150 Randall Street high-rise development.

To me, this just simply does not make sense. On one hand, the Town of Oakville is encouraging us to maintain and preserve our heritage district area (at our expense) and on the other, sabotaging the aesthetics of what they wish to achieve.

Rather like the mushroom-shaped , garish Christmas trees the Town of Oakville sees fit to put up in the Town Square, it is high time that our Town Council established guidelines for what constitutes a heritage "look" and then realize that 12-storey highrises would be best constructed north of Lakeshore.

I have been a tax-paying resident in Oakville since 1985 and I would like to think that my financial and emotional investment in this community carries some weight.

Día Gupta Frid,

 *William Street*

Oakville Ontario

L6J 1C7

(addition to above email)

My apologies - I wrote "North of Lakeshore"...well, duh, of course Randall is north of Lakeshore. I meant North of Church and ...sigh..well..the whole aspect of a residential area can be maintained with low-rise buildings but not twelve storeys, yes?

January 14, 2022

Town of Oakville,

My husband and I retired to downtown Oakville for its peaceful charm and lovely buildings and harbour and NOT for several new development projects. PLEASE develop these properties elsewhere and build with care and dedication to the charm of the rest of the town and not to the demand for a "piece" of downtown. As you know so many areas have been ruined when developers sell a "piece" of a lifestyle. It muddies the landscape and ruins the initial attraction. Not to say pulls down property values.

Cheryl Mount

Earnie Mount

■ Church Street

Planning and Development Council Meeting
January 17, 2022

Comments Received Regarding Item 7.3

Update Report - Regional Official Plan Review, Integrated
Growth Management Strategy, January 17, 2022

From: Joanne Robbins [REDACTED]
Sent: January 11, 2022 3:47 PM
To: Town Clerk
Subject: Keep Our Towns Distinct!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

Suburban sprawl will cost Halton residents more to build and maintain, than is received in property taxes from the new development. Suburban sprawl requires longer roads, sewage and power lines. It is also less efficient to run services such as public transit. This will cost residents more, increase dependence on cars, and contribute more carbon emissions to the climate crisis.

I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Joanne Robbins
[REDACTED]

L6J 4R6

Jan 12 2022

Chair Gary Carr and members of Halton Regional Council
Halton Regional Centre
1151 Bronte Road
Oakville, ON L6M 3L1
c/o regionalclerk@halton.ca

Dear Chair Carr and members of Council:

I am writing on behalf of the David Suzuki Foundation.

On February 9th you will make a crucial decision about the future of Halton Region, determining the quality of life here for the next 30 years. We are asking you to vote NO to any urban boundary expansion.

Halton Region has already approved thousands of acres for development within current urban boundaries. This is more than enough land to create vibrant, walkable communities with residential, employment, and recreation spaces.

Suburban sprawl costs us all. New developments require expensive infrastructure, including roads, sewers and hydro.

On the other hand, intensification within current boundaries brings in a larger tax base using existing infrastructure, increases ridership for transit systems, reduces car dependency and carbon emissions and offers residents safer, healthier lives. "Gentle density" also makes housing more affordable.

Farmland is precious. Please protect it, for future food security.

On February 9, **please reject any urban boundary expansion**, and say Yes to affordable housing development within Halton's existing urban boundaries.

Yours,
Gideon Forman
Climate Change and Transportation Policy Analyst
The David Suzuki Foundation

From: Angela Parsons [REDACTED]
Sent: January 14, 2022 11:58 AM
To: _Members of Council; Mayor Rob Burton; Town Clerk
Cc: gary.carr@halton.ca
Subject: Regional Official Plan Review

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To the members of Oakville Council, I respectfully submit my thoughts regarding the Regional Official Plan Review, Integrated Growth Management; specifically the destruction of 5,000 acres of farmland and natural areas.

Let me be clear. I am in favour of planned intensification along the identified growth and transit corridors in Oakville. That makes sense to me. I look forward to seeing the development along Cornwall as outlined by the Town's planners. The open spaces and trees incorporated into the plan look appealing. When it comes to destroying acres of farmland and natural areas I'm worried. Once made, that decision cannot be reversed and it will impact generations long after I am gone.

I was born in 'old' Brampton. Growing up there I was a short drive from productive farmland and open, natural space. Within 15 minutes my family could be in Huttonville where we would pick strawberries in June and apples in October. As a teen, going to a movie at Square One meant a drive past working farms on Highway 10 or under a canopy of trees arching over McLaughlin Road.

The lush berry patches and thriving orchards in Huttonville have almost all been replaced by housing developments and warehouses. 'Coming Soon' signs are rammed into the precious soil of what land remains vacant. As for Highway 10 and McLaughlin Road, farm-by-farm and tree-by-tree that land has become an unattractive sprawl of commercial and residential space. Where majestic trees once reigned along McLaughlin Road, signs warning of airport noise are dotted along concrete curbs. There is hardly a whisper of what was once there.

My children, both born in Oakville, nostalgically recall car rides through farmland along the Sixth Line north of Dundas. Five minutes from home they were exposed to fields with farmers at work, horses grazing, and sturdy barns. On a really hot day they delighted at the squelch of road tar sticking to the tires. If we were *really* lucky we had to pull to the side of the road and wait for a southbound car to cross the one-lane bridge north of Lower Baseline. Once the oncoming car had passed, down went the car windows to welcome the sound of rattling bridge boards as the car trundled over. Understandably that road and bridge have since undergone much-needed improvement but I do watch with concern as development north of Dundas creeps across that precious farmland.

These interactions with local farms and nature are important in human development and wellbeing. For children they build an awareness of our larger community and create lasting memories that driving through

urban development cannot. For adults, they provide a respite from the inevitable stress of an urban lifestyle.

Setting aside what some might consider 'soft' issues, there are also tangible things to consider. An article by Reuters, published on January 13 highlights the impact of the vaccine mandate going into effect on January 15 that will require all truck drivers coming into Canada to show proof of vaccination. It is estimated that will stop 16,000 (10%) drivers from crossing the border. Goods moved by truck between Canada and the US are valued at \$511 billion annually – a staggering number. Because of driver shortages during the pandemic, the cost of trucking fruits and vegetables from California and Arizona doubled. Doubled. (That number does not take into account the impact the new mandate will have.) Undoubtedly that cost increase has taken fresh produce off the tables of many families who were already struggling. How can we deny our neighbours access to fresh produce when some of the best farmland in Ontario lies abandoned due to an uncertain future? We can do more to provide for ourselves and not rely so heavily on imported produce.

What about the mental health of our citizens? Four decades ago shinrin-yoku (forest bathing) was introduced in Japan to provide an 'eco-antidote' to tech-boom burnout and inspire residents to reconnect with nature. Today, versions of that therapy are being prescribed in place of pharmaceutical treatments. As housing moves up rather than out, it seems even more important to protect and preserve our natural spaces for the health of all citizens but especially for those who do not have the luxury of simply stepping out into a backyard.

During the challenges of the last two years, the slogans 'Ontario Made' and 'A Place to Grow' were introduced to attract businesses and highlight goods manufactured in Ontario. Let's not forget the older tagline 'Grown in Ontario'. I know we cannot stand still and that growth in Halton is necessary and desirable. Time and time again Oakville Council and Regional Council have faced and conquered daunting challenges. Today I ask you to let Halton lead the charge in making Ontario '*A Place to Grow*'... fresh produce, agricultural employment, positive mental health, physical fitness, and community wellbeing. I do not want to pave the 5,000 acres of land that the Staff Report says is not needed for growth. I implore you to vote to preserve Halton's farmland and natural areas.

Respectfully,

Angela Parsons

From: Deedee Davies [REDACTED]
Sent: January 12, 2022 12:09 PM
To: Town Clerk
Subject: Save 5,000 Acres of Farmland

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary that would allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region. And we don't need to do it with sky scrapers. Look to European smaller cities to see how they manage to pack in density, parks, shopping, and other businesses in walkable communities.

Suburban sprawl will cost Halton residents more to build and maintain, than is received in property taxes from the new development. Suburban sprawl requires longer roads, sewage and power lines. It is also less efficient to run services such as public transit. This will cost residents more, increase dependence on cars, and contribute more carbon emissions to the climate crisis.

I want to see our communities grow more sustainably, retain the individual character of each town, and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents forever as you can't take farmland back.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Deedee Davies
[REDACTED]

[REDACTED] Courtland Place
Burlington, ON L7R 2M7
Canada

[REDACTED]

From: Denise Thompson [REDACTED]
Sent: January 12, 2022 2:16 PM
To: Town Clerk
Subject: I want to see our communities grow more sustainably

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

Suburban sprawl will cost Halton residents more to build and maintain, than is received in property taxes from the new development. Suburban sprawl requires longer roads, sewage and power lines. It is also less efficient to run services such as public transit. This will cost residents more, increase dependence on cars, and contribute more carbon emissions to the climate crisis.

I want to see our communities grow more sustainably, retain the individual character of each town, and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Denise Thompson
[REDACTED]

[REDACTED] Devonshire Cres
Oakville, ON L6M4T4
Canada

[REDACTED]

From: Elaine Saric [REDACTED]
Sent: January 12, 2022 12:28 PM
To: Town Clerk
Subject: Sustainable Development within Halton's existing boundary

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

Suburban sprawl will cost Halton residents more to build and maintain, than is received in property taxes from the new development. Suburban sprawl requires longer roads, sewage and power lines. It is also less efficient to run services such as public transit. This will cost residents more, increase dependence on cars, and contribute more carbon emissions to the climate crisis.

I want to see our communities grow more sustainably, retain the individual character of each town, and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Elaine Saric
[REDACTED]

[REDACTED] Cedar Springs Road
Burlington, ON L5B 1H2
Canada

[REDACTED]

From: emma sabbadin [REDACTED]
Sent: January 12, 2022 12:50 PM
To: Town Clerk
Subject: I want to see our communities grow more sustainably

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

Suburban sprawl will cost Halton residents more to build and maintain, than is received in property taxes from the new development. Suburban sprawl requires longer roads, sewage and power lines. It is also less efficient to run services such as public transit. This will cost residents more, increase dependence on cars, and contribute more carbon emissions to the climate crisis.

I want to see our communities grow more sustainably, retain the individual character of each town, and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

emma sabbadin
[REDACTED]

[REDACTED] Montagne Avenue
Oakville, ON L6M 0J4
Canada



January 13, 2022

Mayor Burton and members of Town Council
Town of Oakville
1225 Trafalgar Road
Oakville, ON L6H 0H3
c/o **council@oakville.ca**

Dear Mayor Burton and members of Council:

Action 13 is a community-led climate action group in Ward 13 of Hamilton bordering on the Region of Halton to our east. Our group has over 100 members and partners with a range of groups across the community. Action 13 was a key group involved with recent efforts to stop sprawl in Hamilton.

It's imperative that prime farmland is protected in the GTAH. We will come to rely on it for food production as food security from at-risk food producing areas, e.g. California, dwindles.

Agricultural lands and soil are carbon sequestering powerhouses. Paving over the soil prevents carbon capture. With our inability to reign in GHG levels, reduced carbon capture will have dire consequences.

Valuing natural assets like wetland and floodplains is also critical in the face of climate change.

The recent decision in Hamilton to hold firm on the urban boundary was a decisive move against dated land use planning practices and instead a progressive and forward looking approach. We have no doubt that Hamilton's decision to hold firm can absolutely conform to the Province's requirements.

You will soon make a crucial decision about the future of Oakville and surrounding region. We are asking you to vote NO to any urban boundary expansion.

Respectfully,

Zoë Green and Alex Wilson
Action 13, Co-founders

cc: townclerk@oakville.ca

From: Hart Jansson
Sent: January 14, 2022 11:12 AM
To: Town Clerk
Subject: Delegation to Council, Jan 17

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Clerk,

I wish to register to delegate to Council at their meeting on Jan 17, regarding the foillowing agenda item:

7.3 Update Report - Regional Official Plan Review, Integrated Growth Management Strategy, January 17, 2022

Name: Hart Jansson
Address: Brant St, Oakville, ON L6K 2Z6
email:

Please provide the following input to the Council before the meeting:

Dear Mayor and Councilors,

For me this is about sustainability. What does this overused, now virtually meaningless word mean in this context? It means, first and foremost, our ability to continue to live on this planet. If we continue our current practices of overconsumption and high carbon emissions and continued destruction of farmland and forests, our survival as a species is not viable, that is, it is NOT SUSTAINABLE. Our overconsumption and high carbon emissions stem largely from our lifestyle : low-density housing and use of cars for every activity.

I remember about 6 years ago I attended some meetings at the Region, where the Region's Official Plan was being updated and given a new name: Sustainable Halton. Well, they got the name right, but the plan was essentially the opposite of sustainable. Thousands of acres of farmland taken over by low-density housing was one key result of the supposedly Sustainable Halton regional plan.

You must make critical decisions about our environment and our future - we can no longer afford to base these decisions on political expediency. If you Oakville Councillors vote against this supposedly Preferred Growth Concept tonight and at the upcoming regional meeting on Feb 9, some of your Regional Council colleagues from Milton and Halton Hills might be upset - so be it! Halton and all of its municipalities have all declared climate emergencies. The time to stop sprawl is now, if it wasn't yesterday.

So, I urge you, listen to your own Planning staff. Listen to your constituents. Listen to the science. Listen to the indigenous peoples. Listen to your own conscience. Please do not endorse the addition of any farmland to the existing urban boundaries. And at the Regional meeting in February, ask regional Planning staff to go back to the drawing board and develop a growth plan that works without sacrificing any additional farmland. Please Stop Sprawl now.

Hart Jansson

best regards,
Hart

[REDACTED]

From: P Grove [REDACTED]
Sent: January 13, 2022 6:38 PM
To: _Members of Council; Town Clerk
Subject: Stop Sprawl!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern:

Stop Sprawl isn't just a catchy slogan. It is the future - the only sustainable way forward.

Regular citizens are watching as the natural world is being destroyed. In Oakville you still have some of the best farmland in North America.

We have a duty to steward it, to protect it.

Though I don't vote in Oakville, I do enjoy your green spaces. I value them. They're irreplaceable.

And with climate change coming, we know that locally grown food is ESSENTIAL!

We also know that we must protect the watershed! For a healthy, clean watershed we need a certain percentage of topsoil that isn't paved over.

For these and so many other reasons, I urge all of you on Oakville's city council to show true visionary, courageous leadership. Say no to land grabs and developers.

Say yes to the future of the next 7 generations.

Kind regards,

Paula G.

Hamilton, ON

#grovegrams
[REDACTED]

From: Zoe Barth [REDACTED]
Sent: January 12, 2022 9:22 AM
To: Town Clerk
Subject: Keep Our Towns Distinct!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

Suburban sprawl will cost Halton residents more to build and maintain, than is received in property taxes from the new development. Suburban sprawl requires longer roads, sewage and power lines. It is also less efficient to run services such as public transit. This will cost residents more, increase dependence on cars, and contribute more carbon emissions to the climate crisis.

I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Zoe Barth
[REDACTED]

L6M 0C5

From: Kevin Bhikha [REDACTED]
Sent: January 12, 2022 9:50 AM
To: Town Clerk
Subject: Keep Our Towns Distinct!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Kevin Bhikha
[REDACTED]

L7J 2L4

[REDACTED]

From: margot cudmore [REDACTED]
Sent: January 12, 2022 10:00 AM
To: Town Clerk
Subject: Save 5000 Acres of Farmland!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

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The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

margot cudmore
[REDACTED]

[REDACTED] Stonecliffe Road
Oakville, ON L6L 4N8
Canada

[REDACTED]

From: Norma Gamble [REDACTED]
Sent: January 12, 2022 10:05 AM
To: Town Clerk
Subject: Sprawl Drives Up Taxes!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

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The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Norma Gamble
[REDACTED]

[REDACTED] Upper Middle Rd E
Oakville,, ON L6H 5Z9
Canada

[REDACTED]

From: Calvin Beauchesne [REDACTED]
Sent: January 12, 2022 11:28 AM
To: Town Clerk
Subject: You Declared a Climate Emergency

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

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I want to see our communities grow more sustainably, retain the individual character of each town, and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Calvin Beauchesne
[REDACTED]

[REDACTED] Tenth Line
Georgetown, ON L7G 4S8
Canada

[REDACTED]

From: molly ogden [REDACTED]
Sent: January 12, 2022 11:31 AM
To: Town Clerk
Subject: Keep Our Towns Distinct

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

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The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

molly ogden
[REDACTED]

[REDACTED] Jones Street
Oakville, ON L6L 3E8
Canada

[REDACTED]

From: Anwyn Mehler [REDACTED]
Sent: January 12, 2022 11:36 AM
To: Town Clerk
Subject: Proposed Urban Boundary Expansion

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

Suburban sprawl will cost Halton residents more to build and maintain, than is received in property taxes from the new development. Suburban sprawl requires longer roads, sewage and power lines. It is also less efficient to run services such as public transit. This will cost residents more, increase dependence on cars, and contribute more carbon emissions to the climate crisis.

I want to see our communities grow more sustainably, retain the individual character of each town, and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Anwyn Mehler
[REDACTED]

[REDACTED] Parkglen Avenue
Oakville, ON L6M 4R3
Canada

[REDACTED]

From: Rosey Crean [REDACTED]
Sent: January 12, 2022 11:42 AM
To: Town Clerk
Subject: Save 5,000 Acres of Farmland

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

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I want to see our communities grow more sustainably, retain the individual character of each town, and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Rosey Crean
[REDACTED]

[REDACTED] Mowat Crescent
Halton Hills, ON L7G 6C7
Canada

From: dave thomas [REDACTED]
Sent: January 12, 2022 9:22 AM
To: Town Clerk
Subject: Vote for a Hard Urban Boundary!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

dave thomas
[REDACTED]

From: "Haley Lee-Thomas"
Sent: January 12, 2022 9:12 AM
To: Town Clerk
Subject: Sprawl Drives Up Taxes!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Haley Lee-Thomas

From: Margaret Dupuis [REDACTED]
Sent: January 12, 2022 9:10 AM
To: Town Clerk
Subject: Sprawl Drives Up Taxes!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Margaret Dupuis
[REDACTED]

L6H 2L9

From: Kim Bradshaw [REDACTED]
Sent: January 12, 2022 9:06 AM
To: Town Clerk
Subject: You Declared a Climate Emergency!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Kim Bradshaw
[REDACTED]

L9T 2K8

From: Charu Gupta [REDACTED]
Sent: January 12, 2022 9:03 AM
To: Town Clerk
Subject: Save 5000 Acres of Farmland!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Charu Gupta
[REDACTED]

L6M 5A7

From: "Sharon Lee-Thomas" [REDACTED]
Sent: January 12, 2022 8:58 AM
To: Town Clerk
Subject: Save 5000 Acres of Farmland!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Sharon Lee-Thomas
[REDACTED]

L6H 3M2

From: Rita Nova [REDACTED]
Sent: January 12, 2022 8:29 AM
To: Town Clerk
Subject: Save 5000 Acres of Farmland!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Rita Novak
[REDACTED]

L6H 3W3

From: Lori Kamer [REDACTED]
Sent: January 12, 2022 8:06 AM
To: Town Clerk
Subject: Save 5000 Acres of Farmland!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Lori Kamer
[REDACTED]

From: Joanne Wardle [REDACTED]
Sent: January 12, 2022 7:26 AM
To: Town Clerk
Subject: Save 5000 Acres of Farmland!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

Suburban sprawl will cost Halton residents more to build and maintain, than is received in property taxes from the new development. Suburban sprawl requires longer roads, sewage and power lines. It is also less efficient to run services such as public transit. This will cost residents more, increase dependence on cars, and contribute more carbon emissions to the climate crisis.

I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Joanne Wardle
[REDACTED]

L7G1N2

[REDACTED]

From: Alysha Bayes [REDACTED]
Sent: January 11, 2022 10:56 PM
To: Town Clerk
Subject: Sprawl Drives Up Taxes!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

Suburban sprawl will cost Halton residents more to build and maintain, than is received in property taxes from the new development. Suburban sprawl requires longer roads, sewage and power lines. It is also less efficient to run services such as public transit. This will cost residents more, increase dependence on cars, and contribute more carbon emissions to the climate crisis.

I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Alysha Bayes
[REDACTED]

L7L 4B3

From: Matt Setzkorn
Sent: January 11, 2022 9:51 PM
To: Town Clerk
Subject: Sprawl Drives Up Taxes!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

Suburban sprawl will cost Halton residents more to build and maintain, than is received in property taxes from the new development. Suburban sprawl requires longer roads, sewage and power lines. It is also less efficient to run services such as public transit. This will cost residents more, increase dependence on cars, and contribute more carbon emissions to the climate crisis.

I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Matt Setzkorn

L9T 2X9

[REDACTED]

From: Carola Bergemann [REDACTED]
Sent: January 11, 2022 9:40 PM
To: Town Clerk
Subject: Sprawl Drives Up Taxes!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

Suburban sprawl will cost Halton residents more to build and maintain, than is received in property taxes from the new development. Suburban sprawl requires longer roads, sewage and power lines. It is also less efficient to run services such as public transit. This will cost residents more, increase dependence on cars, and contribute more carbon emissions to the climate crisis.

I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security. I am for increasing density in existing suburbs.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,
Carola Bergemann

Carola Bergemann
[REDACTED]

L6h 2v8

From: Dawn Buie [REDACTED]
Sent: January 11, 2022 9:33 PM
To: Town Clerk
Subject: Sprawl Drives Up Taxes!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Dawn Buie
[REDACTED]

m6p 2j3

From: "Sheena Switzer's " [REDACTED]
Sent: January 11, 2022 9:21 PM
To: Town Clerk
Subject: Save 5000 Acres of Farmland!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Sheena Switzer's
[REDACTED]

L7g 4V7

From: Jonah Campbell [REDACTED]
Sent: January 11, 2022 8:54 PM
To: Town Clerk
Subject: Keep Our Towns Distinct!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Jonah Campbell
[REDACTED]

L6M 5J3

[REDACTED]

From: Stephanie Koomen [REDACTED]
Sent: January 11, 2022 8:14 PM
To: Town Clerk
Subject: You Declared a Climate Emergency!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Stephanie Koomen
[REDACTED]

M6G 2B4

From: Leila Gaind [REDACTED]
Sent: January 11, 2022 7:59 PM
To: Town Clerk
Subject: You Declared a Climate Emergency!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Leila Gaind
[REDACTED]

L9H 2B7

[REDACTED]

From: Karen Cormack [REDACTED]
Sent: January 11, 2022 7:49 PM
To: Town Clerk
Subject: Keep Our Towns Distinct!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Karen Cormack
[REDACTED]

L6M 2J6

From: ellen sayer [REDACTED]
Sent: January 11, 2022 7:25 PM
To: Town Clerk
Subject: Sprawl Drives Up Taxes!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

ellen sayer
[REDACTED]

L7L 6E1

From: Mark Sousa [REDACTED]
Sent: January 11, 2022 7:23 PM
To: Town Clerk
Subject: Keep Our Towns Distinct!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

Suburban sprawl will cost Halton residents more to build and maintain, than is received in property taxes from the new development. Suburban sprawl requires longer roads, sewage and power lines. It is also less efficient to run services such as public transit. This will cost residents more, increase dependence on cars, and contribute more carbon emissions to the climate crisis.

I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Mark Sousa
[REDACTED]

L7M 0G9

From: Norah Langill [REDACTED]
Sent: January 11, 2022 6:54 PM
To: Town Clerk
Subject: Keep Our Towns Distinct!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

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The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Norah Langill
[REDACTED]

L7l3h9

From: Bruno Sousa [REDACTED]
Sent: January 11, 2022 5:35 PM
To: Town Clerk
Subject: Sprawl Drives Up Taxes!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

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The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Bruno Sousa
[REDACTED]

L6H 4J1

From: Irene Poole [REDACTED]
Sent: January 11, 2022 5:07 PM
To: Town Clerk
Subject: Sprawl Drives Up Taxes!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

This pandemic and supply chain issues have shown the need for Canada to have a self-sufficient source of food for decades to come, and signing away land for unnecessary development is a leap towards a dangerous future.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Irene Poole
[REDACTED]

TIL ICI

From: Adriane Weller [REDACTED]
Sent: January 11, 2022 4:20 PM
To: Town Clerk
Subject: Sprawl Drives Up Taxes!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Adriane Weller
[REDACTED]

L7N 3V9

From: Kristin Green [REDACTED]
Sent: January 11, 2022 3:35 PM
To: Town Clerk
Subject: Vote for a Hard Urban Boundary!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Kristin Green
[REDACTED]

L6H 6T9

From: Jennifer Sherwood [REDACTED]
Sent: January 11, 2022 3:26 PM
To: Town Clerk
Subject: Vote for a Hard Urban Boundary!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Jennifer Sherwood
[REDACTED]

L7M 4P5

[REDACTED]

From: Rachel Kitchin [REDACTED]
Sent: January 11, 2022 2:52 PM
To: Town Clerk
Subject: Save 5000 Acres of Farmland!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

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The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Rachel Kitchin
[REDACTED]

L7R 3Z6

From: Nina Gaind [REDACTED]
Sent: January 11, 2022 2:47 PM
To: Town Clerk
Subject: You Declared a Climate Emergency!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Nina Gaind
[REDACTED]

L9H 2B7

From: Balerie Green [REDACTED]
Sent: January 11, 2022 1:58 PM
To: Town Clerk
Subject: Save 5000 Acres of Farmland!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Balerie Green
[REDACTED]

L6J 5T9

From: Tuula Maki [REDACTED]
Sent: January 11, 2022 1:49 PM
To: Town Clerk
Subject: You Declared a Climate Emergency!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

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The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Tuula Maki
[REDACTED]

L6H 2G6

From: Gord Pinard [REDACTED]
Sent: January 11, 2022 1:23 PM
To: Town Clerk
Subject: Keep Our Towns Distinct!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

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The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Gord Pinard
[REDACTED]

L7P 0B5

[REDACTED]

From: Zorn Netcheva [REDACTED]
Sent: January 11, 2022 1:09 PM
To: Town Clerk
Subject: Keep Our Towns Distinct!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

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Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Additionally studies looking at Mississauga's urban sprawl show what horrible idea it is - it becomes akin to a ponzi scheme - more sprawl to pay for the sprawl. Infrastructure suffers. There are better ways.

Yours truly,

Zorn Netcheva
[REDACTED]

L6M4T5

From: Sheila Chou [REDACTED]
Sent: January 11, 2022 1:05 PM
To: Town Clerk
Subject: Keep Our Towns Distinct!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

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Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Sheila Chou
[REDACTED]

L6K 2Y5

From: Adele Hurley [REDACTED]
Sent: January 11, 2022 1:01 PM
To: Town Clerk
Subject: Sprawl Drives Up Taxes!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

Dear Councillor Haslett-Theall and Councillor Gittings,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Adèle Hurley
[REDACTED]

Oakville, ON

Adele Hurley
[REDACTED]

L6J 6M9

From: Laurel Imeson [REDACTED]
Sent: January 11, 2022 12:48 PM
To: Town Clerk
Subject: Keep Our Towns Distinct!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

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Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Laurel Imeson
[REDACTED]

From: Jessie Iwasiw [REDACTED]
Sent: January 11, 2022 12:31 PM
To: Town Clerk
Subject: Keep Our Towns Distinct!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Jessie Iwasiw
[REDACTED]

L6L 6L9

From: Joan Finegan
Sent: January 11, 2022 12:06 PM
To: Town Clerk
Subject: Keep Our Towns Distinct!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

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Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Joan Finegan

N6C 1L6

From: Jenna Rines [REDACTED]
Sent: January 11, 2022 11:57 AM
To: Town Clerk
Subject: Sprawl Drives Up Taxes!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Jenna Rines
[REDACTED]

L7P 1W7

[REDACTED]

From: "Jo-Anne Thomposon" [REDACTED]
Sent: January 11, 2022 11:32 AM
To: Town Clerk
Subject: Sprawl Drives Up Taxes!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

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Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,
Jo-Anne Thompson

Jo-Anne Thomposon

[REDACTED]
L6K 1L9

From: Dorothy Dunlop [REDACTED]
Sent: January 11, 2022 11:23 AM
To: Town Clerk
Subject: Keep Our Towns Distinct!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

Our young people and seniors want walkable, liveable communities where we can buy semi's and townhouses (not box houses stuck out in the suburbs)! We don't need or want sprawl! Vote NO to expanding our urban boundaries.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

Suburban sprawl will cost Halton residents more to build and maintain, than is received in property taxes from the new development. Suburban sprawl requires longer roads, sewage and power lines. It is also less efficient to run services such as public transit. This will cost residents more, increase dependence on cars, and contribute more carbon emissions to the climate crisis.

I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Dorothy Dunlop
[REDACTED]

L6j 4e5

[REDACTED]

From: Gary Cralle [REDACTED]
Sent: January 11, 2022 11:11 AM
To: Town Clerk
Subject: Keep Our Towns Distinct!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

Suburban sprawl will cost Halton residents more to build and maintain, than is received in property taxes from the new development. Suburban sprawl requires longer roads, sewage and power lines. It is also less efficient to run services such as public transit. This will cost residents more, increase dependence on cars, and contribute more carbon emissions to the climate crisis.

I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Gary Cralle
[REDACTED]

L7G 2T5

From: Sarah Cason [REDACTED]
Sent: January 11, 2022 10:31 AM
To: Town Clerk
Subject: Vote for a Hard Urban Boundary!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

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The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Sarah Cason
[REDACTED]

L9T 4G6

From: Tahlia Dyer [REDACTED]
Sent: January 11, 2022 10:23 AM
To: Town Clerk
Subject: Keep Our Towns Distinct!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

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The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Tahlia Dyer
[REDACTED]

L6H6T7

From: Kendra Dubyk [REDACTED]
Sent: January 11, 2022 9:23 AM
To: Town Clerk
Subject: Save 5000 Acres of Farmland!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

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The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Kendra Dubyk
[REDACTED]

L6H 3J7

From: chayenne walser [REDACTED]
Sent: January 11, 2022 8:46 AM
To: Town Clerk
Subject: Vote for a Hard Urban Boundary!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

chayenne walser
[REDACTED]

16h 6m9

From: Bill Froelich [REDACTED]
Sent: January 11, 2022 8:37 AM
To: Town Clerk
Subject: Sprawl Drives Up Taxes!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

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The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Bill Froelich
[REDACTED]

L6L 4P2

From: Linda Larwill [REDACTED]
Sent: January 11, 2022 8:35 AM
To: Town Clerk
Subject: Sprawl Drives Up Taxes!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

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The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Linda Larwill
[REDACTED]

L6L 4P2

From: Carol Lonsway [REDACTED]
Sent: January 11, 2022 8:02 AM
To: Town Clerk
Subject: Save 5000 Acres of Farmland!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Carol Lonsway
[REDACTED]

L7R 1V6

[REDACTED]

From: Peter Thompson [REDACTED]
Sent: January 11, 2022 7:40 AM
To: Town Clerk
Subject: Keep Our Towns Distinct!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

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The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,
Peter Thompson

Peter Thompson
[REDACTED]

L6K 1L9

From: Jake Figura [REDACTED]
Sent: January 11, 2022 12:41 AM
To: Town Clerk
Subject: Sprawl Drives Up Taxes!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Jake Figura
[REDACTED]

N5Z 1J8

From: Danielle Kiss [REDACTED]
Sent: January 11, 2022 12:36 AM
To: Town Clerk
Subject: Save 5000 Acres of Farmland!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Danielle Kiss
[REDACTED]

L6m 3p6

From: Marina McAleer
Sent: January 10, 2022 11:06 PM
To: Town Clerk
Subject: Vote for a Hard Urban Boundary!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Marina McAleer

L6M 1H2

From: Sondra Lall [REDACTED]
Sent: January 10, 2022 10:42 PM
To: Town Clerk
Subject: Vote for a Hard Urban Boundary!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Sondra Lall
[REDACTED]

L6K 1w1

From: Frances Fu [REDACTED]
Sent: January 10, 2022 10:29 PM
To: Town Clerk
Subject: Save 5000 Acres of Farmland!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

We are in a climate crisis. The impact of which will be far superior than that of COVID for our future generation. As a resident of Halton, I hope I can count on your to vote against the proposal to expand the urban boundary.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

Regaining the valuable farmland and supporting regenerative farming can best align with carbon net zero goal and support local biodiversity.

Also, Just as seen during this pandemic where the lack of vaccine manufacturing capability hampered the ability to efficiently procure and deploy COVID vaccines. Reduction in valuable farm land will damage our future food security. Especially in the content of climate change.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

I hope I can count on you to Vote NO to the proposed urban boundary expansion.

Yours truly,

Frances Fu
[REDACTED]

[REDACTED]

From: "Annette Vormbaum, PhD" [REDACTED]
Sent: January 10, 2022 10:08 PM
To: Town Clerk
Subject: You Declared a Climate Emergency!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,
Annette Vormbaum, PhD

Annette Vormbaum, PhD
[REDACTED]
L6H 4J6

From: Lorna Cairns [REDACTED]
Sent: January 10, 2022 7:56 PM
To: Town Clerk
Subject: You Declared a Climate Emergency!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Lorna Cairns
[REDACTED]

N6H2V5

From: Tessa Christie [REDACTED]
Sent: January 10, 2022 8:01 PM
To: Town Clerk
Subject: Sprawl Drives Up Taxes!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

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The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Tessa Christie
[REDACTED]

17s 2j5

From: Anna B [REDACTED]
Sent: January 10, 2022 8:12 PM
To: Town Clerk
Subject: Save 5000 Acres of Farmland!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

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Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Anna B
[REDACTED]

L9h It/

[REDACTED]

From: Robert Mehler [REDACTED]
Sent: January 10, 2022 8:14 PM
To: Town Clerk
Subject: Vote for a Hard Urban Boundary!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

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Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Robert Mehler
[REDACTED]

L6M 4R3

From: Camilla Mehler [REDACTED]
Sent: January 10, 2022 8:14 PM
To: Town Clerk
Subject: You Declared a Climate Emergency!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

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Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Camilla Mehler
[REDACTED]

L6M 4R3

From: Bill Keay [REDACTED]
Sent: January 10, 2022 8:35 PM
To: Town Clerk
Subject: Sprawl Drives Up Taxes!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

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Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Bill Keay
[REDACTED]

L6M 0S4

From: Kai Huang [REDACTED]
Sent: January 10, 2022 8:43 PM
To: Town Clerk
Subject: Keep Our Towns Distinct!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

Please vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland. There is no good reason to turn our beautiful region into a suburban sprawl - destroying precious farmland to generate low density housing that removes values from our existing community and residents. There is reason to maintain the existing urban boundary and build within it. I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Thank you very much for listening!

Yours truly,

Kai Huang
[REDACTED]

L6M 2P7

From: Karen Brock [REDACTED]
Sent: January 10, 2022 8:50 PM
To: Town Clerk
Subject: You Declared a Climate Emergency!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

Suburban sprawl will cost Halton residents more to build and maintain, than is received in property taxes from the new development. Suburban sprawl requires longer roads, sewage and power lines. It is also less efficient to run services such as public transit. This will cost residents more, increase dependence on cars, and contribute more carbon emissions to the climate crisis.

I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Karen Brock
[REDACTED]

L6H 4G3

From: Luke Mou [REDACTED]
Sent: January 10, 2022 9:01 PM
To: Town Clerk
Subject: Keep Our Towns Distinct!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Luke Mou
[REDACTED]

[REDACTED]

From: Robynn Lang [REDACTED]
Sent: January 10, 2022 9:08 PM
To: Town Clerk
Subject: Save 5000 Acres of Farmland!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Robynn Lang
[REDACTED]

L1L 0K8

From: Dianne Maia [REDACTED]
Sent: January 10, 2022 9:39 PM
To: Town Clerk
Subject: Keep Our Towns Distinct!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Dianne Maia
[REDACTED]

L7N 3E8

From: Susan Campbell
Sent: January 10, 2022 10:01 PM
To: Town Clerk
Subject: Vote for a Hard Urban Boundary!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Susan Campbell

M6J 3X4

From: Joan Shewchun [REDACTED]
Sent: January 10, 2022 5:20 PM
To: Town Clerk
Subject: Save 5000 Acres of Farmland!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly, Joan Shewchun

Joan Shewchun
[REDACTED]

L7N 3M1

From: "Constantino S. Borg"
Sent: January 10, 2022 5:22 PM
To: Town Clerk
Subject: Sprawl Drives Up Taxes!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Constantino S. Borg

L6L 3A8

From: Yvonne Mayhew [REDACTED]
Sent: January 10, 2022 5:23 PM
To: Town Clerk
Subject: Save 5000 Acres of Farmland!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

Suburban sprawl will cost Halton residents more to build and maintain, than is received in property taxes from the new development. Suburban sprawl requires longer roads, sewage and power lines. It is also less efficient to run services such as public transit. This will cost residents more, increase dependence on cars, and contribute more carbon emissions to the climate crisis.

I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Yvonne Mayhew
[REDACTED]

L6M 0E5

[REDACTED]

From: Helen Stephenson [REDACTED]
Sent: January 10, 2022 5:27 PM
To: Town Clerk
Subject: Vote for a Hard Urban Boundary!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

There are ways to stop a runaway housing market: higher taxes for speculators, empty houses, houses over 2500 sq ft, foreign ownership and for those who own more than one property.

Suburban sprawl will cost Halton residents more to build and maintain, than is received in property taxes from the new development. Suburban sprawl requires longer roads, sewage and power lines. It is also less efficient to run services such as public transit. This will cost residents more, increase dependence on cars, and contribute more carbon emissions to the climate crisis.

I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Helen Stephenson
[REDACTED]

L6J 5N1

From: Maria Spears [REDACTED]
Sent: January 10, 2022 5:29 PM
To: Town Clerk
Subject: Save 5000 Acres of Farmland!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

Suburban sprawl will cost Halton residents more to build and maintain, than is received in property taxes from the new development. Suburban sprawl requires longer roads, sewage and power lines. It is also less efficient to run services such as public transit. This will cost residents more, increase dependence on cars, and contribute more carbon emissions to the climate crisis.

I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Maria Spears
[REDACTED]

L6M 3A9

[REDACTED]

From: Hannah Kurylłowicz [REDACTED]
Sent: January 10, 2022 5:29 PM
To: Town Clerk
Subject: Save 5000 Acres of Farmland!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

As a lifelong resident of Georgetown/Halton Hills, I TRULY support sustainable development within Halton's existing boundary. For this reason, I urge you to VOTE NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

Suburban sprawl will cost Halton residents more to build and maintain, than is received in property taxes from the new development. Suburban sprawl requires longer roads, sewage and power lines. It is also less efficient to run services such as public transit. This will cost residents more, increase dependence on cars, and contribute more carbon emissions to the climate crisis.

I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Hannah Kurylłowicz
[REDACTED]

L7G 1S2

From: Darryl Katerberg [REDACTED]
Sent: January 10, 2022 5:34 PM
To: Town Clerk
Subject: Keep Our Towns Distinct!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

Suburban sprawl will cost Halton residents more to build and maintain, than is received in property taxes from the new development. Suburban sprawl requires longer roads, sewage and power lines. It is also less efficient to run services such as public transit. This will cost residents more, increase dependence on cars, and contribute more carbon emissions to the climate crisis.

I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Darryl Katerberg
[REDACTED]

L7G 1T3

From: Adam Spears [REDACTED]
Sent: January 10, 2022 6:18 PM
To: Town Clerk
Subject: You Declared a Climate Emergency!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Adam Spears
[REDACTED]

L6M 3A9

From: Heather Allsop [REDACTED]
Sent: January 10, 2022 6:19 PM
To: Town Clerk
Subject: Vote for a Hard Urban Boundary!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

Please protect Halton's agricultural lands and green spaces.

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

Suburban sprawl will cost Halton residents more to build and maintain, than is received in property taxes from the new development. Suburban sprawl requires longer roads, sewage and power lines. It is also less efficient to run services such as public transit. This will cost residents more, increase dependence on cars, and contribute more carbon emissions to the climate crisis.

I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Heather Allsop
[REDACTED]

L6H 5X3

From: Caroline Stickland [REDACTED]
Sent: January 10, 2022 6:29 PM
To: Town Clerk
Subject: Keep Our Towns Distinct!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Caroline Stickland
[REDACTED]

L6J 4W8

From: Elaine La Chappelle [REDACTED]
Sent: January 10, 2022 6:40 PM
To: Town Clerk
Subject: Vote for a Hard Urban Boundary!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Elaine La Chappelle
[REDACTED]

L7L 4E4

From: Maya Lyn [REDACTED]
Sent: January 10, 2022 6:51 PM
To: Town Clerk
Subject: Save 5000 Acres of Farmland!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

For the children!

Yours truly,

Maya Lyn

Maya Lyn
[REDACTED]

L9H 5G9

From: Myrtle Wong [REDACTED]
Sent: January 10, 2022 7:14 PM
To: Town Clerk
Subject: Save 5000 Acres of Farmland!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Myrtle Wong
[REDACTED]

L7P 0H9

From: Sandra J Taylor [REDACTED]
Sent: January 10, 2022 7:21 PM
To: Town Clerk
Subject: You Declared a Climate Emergency!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Sandra J Taylor
[REDACTED]

L6H6C2

[REDACTED]

From: GLORIA SMELKO [REDACTED]
Sent: January 10, 2022 7:46 PM
To: Town Clerk
Subject: Save 5000 Acres of Farmland!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

GLORIA SMELKO
[REDACTED]

L9T 2S3

From: Alex Edwards [REDACTED]
Sent: January 10, 2022 7:56 PM
To: Town Clerk
Subject: You Declared a Climate Emergency!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

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I want to see our communities grow more sustainably, retain the individual character of each town and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Alex Edwards
[REDACTED]

L6H 4T7

From: Sally Sanci [REDACTED]
Sent: January 10, 2022 5:05 PM
To: Town Clerk
Subject: Sprawl Drives Up Taxes!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

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Yours truly,

Sally Sanci
[REDACTED]

l6j 4k5

[REDACTED]

From: Ruth Thoem [REDACTED]
Sent: January 10, 2022 4:54 PM
To: Town Clerk
Subject: You Declared a Climate Emergency!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

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Yours truly,

Ruth Thoem
[REDACTED]

L7S 1T1

From: Kartik Iyer [REDACTED]
Sent: January 10, 2022 4:51 PM
To: Town Clerk
Subject: You Declared a Climate Emergency!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

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Yours truly,
Kartik

Kartik Iyer
[REDACTED]
L9T 8T1

From: Tricia Sprawson [REDACTED]
Sent: January 10, 2022 4:40 PM
To: Town Clerk
Subject: Keep Our Towns Distinct!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

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Yours truly,

Tricia Sprawson
[REDACTED]

L6K 3K2

From: Peter Marie [REDACTED]
Sent: January 10, 2022 4:35 PM
To: Town Clerk
Subject: You Declared a Climate Emergency!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

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Yours truly,

Peter Marie
[REDACTED]

L7M 1X4

From: Paulina Fedko [REDACTED]
Sent: January 10, 2022 4:19 PM
To: Town Clerk
Subject: You Declared a Climate Emergency!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

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Yours truly,

Paulina Fedko
[REDACTED]

L7M 0G9

[REDACTED]

From: Lucy Sanci [REDACTED]
Sent: January 10, 2022 4:11 PM
To: Town Clerk
Subject: Keep Our Towns Distinct!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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Yours truly,

Lucy Sanci

Lucy Sanci
[REDACTED]

L6J 4H6

From: Diane Gregg [REDACTED]
Sent: January 10, 2022 4:04 PM
To: Town Clerk
Subject: Sprawl Drives Up Taxes!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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Yours truly,

Diane Gregg
[REDACTED]

L7m 0t8

From: Jeffrey Veltri [REDACTED]
Sent: January 10, 2022 3:55 PM
To: Town Clerk
Subject: Save 5000 Acres of Farmland!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

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Yours truly,

Jeffrey Veltri
[REDACTED]

L7P 3V9

From: Maxine Wright [REDACTED]
Sent: January 10, 2022 3:47 PM
To: Town Clerk
Subject: Sprawl Drives Up Taxes!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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Yours truly,

Maxine Wright
[REDACTED]

From: Kelly Mahn [REDACTED]
Sent: January 10, 2022 3:44 PM
To: Town Clerk
Subject: Sprawl Drives Up Taxes!

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Yours truly,

Kelly Mahn
[REDACTED]

L9T 7T3

From: Jeff Pym [REDACTED]
Sent: January 10, 2022 3:29 PM
To: Town Clerk
Subject: Save 5000 Acres of Farmland!

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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Yours truly,

Jeff Pym
[REDACTED]

L7R 2R7

From: West Harbour [REDACTED]
Sent: January 13, 2022 1:02 PM
Subject: Fwd: Urban Sprawl - Region of Halton

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

----- Forwarded message -----

From: Carole Gilbert [REDACTED]
Date: Thu, Jan 13, 2022 at 12:39 PM
Subject: Urban Sprawl - Region of Halton
To: West Harbour [REDACTED]

Hello West Harbour Residents

Happy New Year and please accept our apologies for not finalizing our new website. Covid rules and other health issues intervened but we hope to have it finalized by the end of the month.

In the meantime, you have probably heard that the Region of Halton needs to revise the Official Plan and decide whether to contain future development within the boundaries of the towns of Milton, Halton Hills, Burlington and Oakville or to allow urban sprawl on to existing farmlands. We have heard from several environmentally conscious groups on this issue but we are sharing the document below, which we have received from the Coronation Park Residents Association, as it seems to sum up their issues in one concise document. The document has a link to your Councillors if you wish to advise them of your feelings on the matter. The Town of Oakville will meet to decide on their recommendation on Monday January 17th and the Region of Halton will meet on Wednesday February 9th.

There is a film crew working in a house on Kerr Street south of Burnet and they have taken a large number of parking spaces in that area. We hope that this will not last for too long.

Stay safe.

Your WHRA Executive



Subject: Please Help Save 5,000 Acres of Local Farmland– Action Needed

Important Alert

5,000 Acres of Halton's Farmland is on the Chopping Block

COUNCIL MEETING January 17

BACKGROUND

Halton's Regional Official Plan (ROP) is undergoing a five-year review (ROPR) as required by the provincial Planning Act.

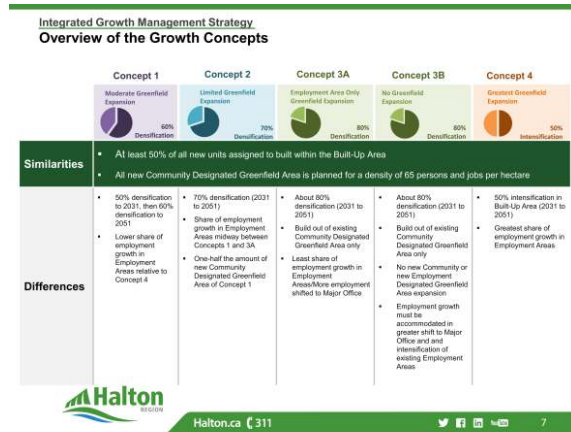
It is required to update policies in conformity with A Place to Grow: The Growth Plan for the Greater Golden Horseshoe, 2019 (Growth Plan, 2019), and other provincial plans and policies.



A key component of the ROPR is the Integrated Growth Management Strategy (IGMS) to address the requirement **to accommodate an additional 482,000 people and 222,000 jobs in Halton Region over the period 2031 to 2051 for a total of 1,100,000 people and 500,000 jobs by 2051.**

Over the past year, various concepts were created to reflect how growth could be accommodated. (*Click on image to view details*). In the all important aspect of climate change/food security,

In keeping with a Smart Growth approach, one concept, **known as 3B**, was developed to reflect **no expansion of the Urban Boundary in any of the four Halton municipalities - Burlington, Halton Hills, Milton and Oakville.**



One of the most important aspects of 3B is no Greenfield expansion - *in other words no expansion of development into important agricultural lands.*

CURRENT STATUS

Draft Preferred Growth Concept
Housing Unit Growth by Growth Concept, 2031-2051

	Concept 1: 60% Intensification	Concept 2: 70% Intensification	Concept 3A/3B: 80% Intensification	Concept 4: 50% Intensification	Draft Preferred Growth Concept
Built-Up Area Intensification	51%	54%	55%	50%	45%
Designated Greenfield Intensification (BUA Intensification + Additional Apartments in DGA)	60%	70%	80%	53%	58%
A) Built-Up Area and Existing Designated Greenfield Area Total	80%	90%	100%	71%	86%
B) New Designated Greenfield Area (Urban Expansion)	20%	10%	0%	29%	14%
Total (A+B)	100%	100%	100%	100%	100%



Halton.ca 311



30

In November 2021, Regional staff presented **an additional concept which it calls the Preferred Concept**. It reflects changes and modifications in various areas of the previous concepts and has been proposed as a compromise.

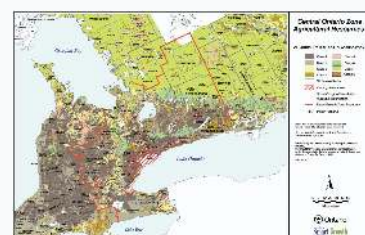
(Click on Image to Read)

The most notable differences in the new concept are i) Provincially required intensification drops below the mandatory rate of 50% to 45%, thereby creating immediate non-compliance, and

ii) it results in the loss of 5,000 acres of agricultural land.

Fact or Fiction?

You Will Hear ... The agricultural land we'd lose to expansion isn't very good quality.



The Facts ...

In Central Ontario, prime agricultural land is located where development pressures are greatest. The area around Kitchener-Waterloo, Hamilton, and the urban centres along Lake Ontario are almost exclusively Class 1 land.

According to the Neptis Foundation, other factors that elevate certain areas for production are not factored in. These factors include critical mass of agricultural operations and activities, access to services, markets and research facilities and skilled work force. Most of these attributes are also present in the zone and should be factored into a locational analysis. If this were done, it is likely that **the presence of significant land would be even higher in the zone, making management of the resource an even more critical component of the Smart Growth strategy.**

These illustrations show that both Halton Hills and Milton are home to Class 1 soil, thus dispelling the comments regarding quality. (Click on Images to Enlarge)

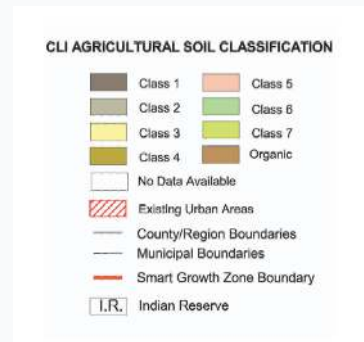
[Read More at Neptis](#)

Fact or Fiction?

You Will Hear ... Milton and Halton Hills need to expand the urban boundary to accommodate growth.

The Facts ...

1. There are lands already designated for urban development throughout the region that could accommodate additional population and employment growth beyond what the region has allocated through the Integrated Growth Management Strategy (IGMS).
2. The Region's climate change analysis has demonstrated that expanding communities into new greenfield areas will not help mitigate the climate change emergency, compared to intensifying growth within compact communities, and established built-up areas.
3. Under the current exercise, the settlement area boundary expansions being proposed in the Draft Preferred Growth Concept may not be needed until the end of the planning horizon, if at all.



CALL TO ACTION

On Monday, January 17 Oakville's Planning & Development Council will meet and be asked to endorse Halton Region's Preferred Growth Concept.

Oakville Planning Staff have strongly stated their position that settlement area boundary expansions should be viewed as a last option, only to be used when opportunities to accommodate growth within the existing settlement areas are exhausted.

They also note this would not be the first time a growth forecast fell short of expectations. The region's own analysis through the Integrated Growth Management Strategy showed that settlement areas designated for urban development under the previous two Regional Official Plan Reviews did not develop according to forecasted growth.

Take time now to tell your Councillor that you want to save farmland. Ask them to continue to support Option 3B and insist that Regional staff return to the drawing board to find a concept that reflects no boundary expansion.

[LET COUNCIL KNOW HOW YOU FEEL](#)

Please forward/share this email with friends and neighbours who care about climate change and preserving our local ability to feed our population.

Urban sprawl is not sustainable.

Farmland is precious. Every acre matters.

Help the Ontario Federation of Agriculture Protect Ontario's Farmland

Click below to add your name to the list.

Help Protect Our Farms and Food

MAKE CHANGE HAPPEN

[REDACTED]

From: Mervyn Russell [REDACTED]
Sent: January 13, 2022 9:48 AM
To: Town Clerk
Subject: Registration as delegate at Town Council meeting January 17th
Attachments: Mervyn's presentation (1) (1).docx

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Clerk I wish to register as a delegation in the name of Halton Action for Climate emergency Now, [HACEN,] for the Council meeting on January 17th

My name is Mervyn Russell [Rev. Dr.]

I live at [REDACTED] Forsythe Street

[REDACTED]
Oakville L6k 3K1
[REDACTED]

I have attached a file containing my presentation which I would appreciate being made available to all Council members and any other appropriate persons.

I await your confirmation of my application.

Sincerely,

Mervyn Russell

**A presentation to Oakville Council on Oakville Planning Services Report on the
Regional planners Preferred Growth Option**

January 17th 2022

Thankyou Mayor for the opportunity to address Council this evening. As most of you know, I am Mervyn Russell, a retired clergy person who has lived in Oakville for 15 years I am a member of Halton Action for Climate Emergency Now, [HACEN and, through HACEN, a participant in the Stop Sprawl Halton campaign.

I want to begin by congratulating Oakville Planning Services on an excellent report. It is clear, even to a layperson such as myself. But more than that, it is a report that I would suppose all the people who are supporting Stop Sprawl Halton could agree with. I like this report because it implicitly does not support the Preferred Growth concept recommended by the Region's planners. I believe it implicitly disagrees with the Preferred Growth Concept because that concept does not abide by the criteria that Oakville planners consider good practice, criteria that they mention several times and which environmentalists involved in the Stop Sprawl Halton campaign, strongly endorse.

This disagreement between Oakville planners and the Region's planners is expressed, discreetly, both in Oakville's planners questioning the Region's planners methodology and their procedures.

As regards methodology, the Oakville report questions and finds incongruous [the report's word] the Region's planners decision to lower the proportion of growth assigned to intensification in Delineated Built Up Areas [[DBUA] from the Provincial government's Growth Plan requirement of 50% to 45%. This is a strange, unexplained change, bearing in mind that all the earlier five growth concepts the Region produced, all used the Growth Plans 50/50 ratios. However, once this change in the ratios is made 55% of the urban growth must go into Designated Greenfield Area. The only such area Oakville has is north of Dundas Street. But it is already in the process of being developed into complete communities and cannot accommodate Oakville's share of the Regions total of single dwellings at the low density acreage required by the Province's Growth Plan. Oakville's deficit as regards the Region's total must be, therefore, made up

elsewhere, namely by Milton and Halton Hills. [The Preferred Growth Plan accommodates future growth by opening up](#) the urban boundaries of these two communities with the loss of 5,000 acres of mainly Class 1, 2, and 3 farmland with some of the best soils in Ontario. With a 50% intensification ratio this sacrifice would not have to be made.

The report of the Oakville Planning Services explicitly disagrees with the procedures of the Region's planners. First it considers that the Region's planners should have carried out impact assessments of the Preferred Growth Concept upon the Agricultural and Heritage systems of the Region before finalizing their plan, not afterwards, as, I understand, the Region's planner speaks of doing. For the Oakville report, that is doing planning backwards and is contrary to good planning practice. [Knowing the full impact upon agriculture before making a decision that clearly destroys farmland, is essential.](#)

The report also wonders why an approach was not made to the Lands Needs Assessment [LNA] regarding the difference in housing market demand in Oakville as over against the LNA assumptions. Market demand for apartment dwellings is much higher in Oakville than the LNA assumes. If the ratio of apartments were to be increased and that of single dwelling lowered, then not so much land would be need for single dwellings and, in consequence, the additional 5,000 acres would not be needed.

This also would have meant that Halton could have abided by the Province's 'Places to Grow Act' which states [that municipalities must exhaust every avenue to accommodate growth within the current urban area before seeking to convert more rural land to urban uses.](#) I question whether this requirement has actually been met. [For example, has the possibility of small infill housing been considered?](#)

Mayor, Council could endorse this report and still vote against it at the Region. Such a vote would, in my mind, be consistent with the report's critique of the Region's preferred Growth Concept. Probably, for greater clarity, it would be better to simply receive it and attach some questions, such as:

Why did the Region's planners decide to disregard the province's requirement of 50//50 urban ratios for both DBUAs and DGFAs?

Why did they disregard the Province's requirement of ensuring that all available land for urban growth had been exhausted before proposing enlarging urban boundaries and building on valuable food producing farmland?

Why did the Region not carry out an impact assessments on the Agricultural and Heritage systems before finalizing their Preferred Growth Option?

Why did they not consult with the LNA about revising the ratios of apartments to single dwellings based on the housing market demand in Oakville and, possibly, Halton as a whole?

Why is the 'Preferred Growth Option' inconsistent with the Climate Emergency Resolutions passed by all four municipalities?

Your Worship, because of the PGC's disregard of the Province's requirements, the Region's 'Preferred Growth Option' risks being rejected by the Province. By its failure to carry out important impact assessments and enquire about the possibility of the LNA changing the ratios of housing units, this PGC is inadequate and premature. I hope that, if Council endorses this report of Oakville Services, Council will make it clear that this does not mean Council also endorses, as is, the Preferred Growth Concept of the Region's planners.

Thank you, your Worship. I will be happy to answer any questions that Council may have.

Mervyn Russell

Jan 17th 2022

From: Cynthia West [REDACTED]
Sent: January 12, 2022 2:22 PM
To: Town Clerk
Subject: Proposed Urban Boundary Expansion

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

I support sustainable development within Halton's existing boundary. For this reason, I urge you to vote NO to the proposal to expand the urban boundary and allow development on 5,000 acres of Canada's best farmland.

Halton Region already has thousands of acres approved for development within the existing urban boundary. This is more than enough land to create complete, walkable communities with residential, employment, and recreation spaces. The housing crisis CAN be addressed with growth within the existing urban boundary of Halton Region.

Suburban sprawl will cost Halton residents more to build and maintain, than is received in property taxes from the new development. Suburban sprawl requires longer roads, sewage and power lines. It is also less efficient to run services such as public transit. This will cost residents more, increase dependence on cars, and contribute more carbon emissions to the climate crisis.

I want to see our communities grow more sustainably, retain the individual character of each town, and protect valuable farmland for future food security.

The decision Halton Regional Council makes February 9 on the proposed urban boundary expansion will determine the quality of life of our residents for the next 30 years.

Vote NO to the proposed urban boundary expansion and Vote Yes to affordable housing development within Halton's existing urban boundary.

Yours truly,

Cynthia West
[REDACTED]

[REDACTED] Bond St. S.
Dundas, ON L9H3H2
Canada

From: Clifford Thompson [REDACTED]
Sent: January 12, 2022 2:17 PM
To: Town Clerk
Subject: Save 5,000 Acres of Farmland

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

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Yours truly,

Clifford Thompson
[REDACTED]

[REDACTED] Devonshire Cres
Oakville, ON L6M4T4
Canada

Kirk Biggar

From: Monika Blewett [REDACTED]
Sent: January 12, 2022 2:10 PM
To: Town Clerk
Subject: I want to see our communities grow more sustainably

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

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Yours truly,

Monika Blewett
[REDACTED]

[REDACTED] Bridlewood Trail
Oakville, ON L6M 2K6
Canada

[REDACTED]

From: kim Easton [REDACTED]
Sent: January 12, 2022 1:48 PM
To: Town Clerk
Subject: Vote NO to the proposal to expand the urban boundary

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Yours truly,

kim Easton
[REDACTED]

[REDACTED] Dixie Rd
Mississauga, ON L5E 2P5
Canada

From: Claire Crean
Sent: January 12, 2022 1:23 PM
To: Town Clerk
Subject: You Declared a Climate Emergency

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

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Yours truly,

Claire Crean

Mowat Crescent
Halton Hills, ON L7G 6C7
Canada

[REDACTED]

From: Kathryn Dean [REDACTED]
Sent: January 12, 2022 1:18 PM
To: Town Clerk
Subject: Sprawl Drives Up Taxes

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Clerk,

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Yours truly,

Kathryn Dean
[REDACTED]

[REDACTED] Fountain Street West
Guelph, ON N1H3P3
Canada

From: Brian Dunn [REDACTED]
Sent: January 12, 2022 1:18 PM
To: Town Clerk
Subject: Vote for a Hard Urban Boundary

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Yours truly,

Brian Dunn
[REDACTED]

[REDACTED] Ross Lane
Oakville, ON L6H 5K6
Canada

[REDACTED]

From: Jim Cox [REDACTED]
Sent: January 12, 2022 1:01 PM
To: Town Clerk
Subject: You Declared a Climate Emergency

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Yours truly,

Jim Cox
[REDACTED]

[REDACTED] Douglas Avenue
Oakville, ON L6J 3S2
Canada