



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.

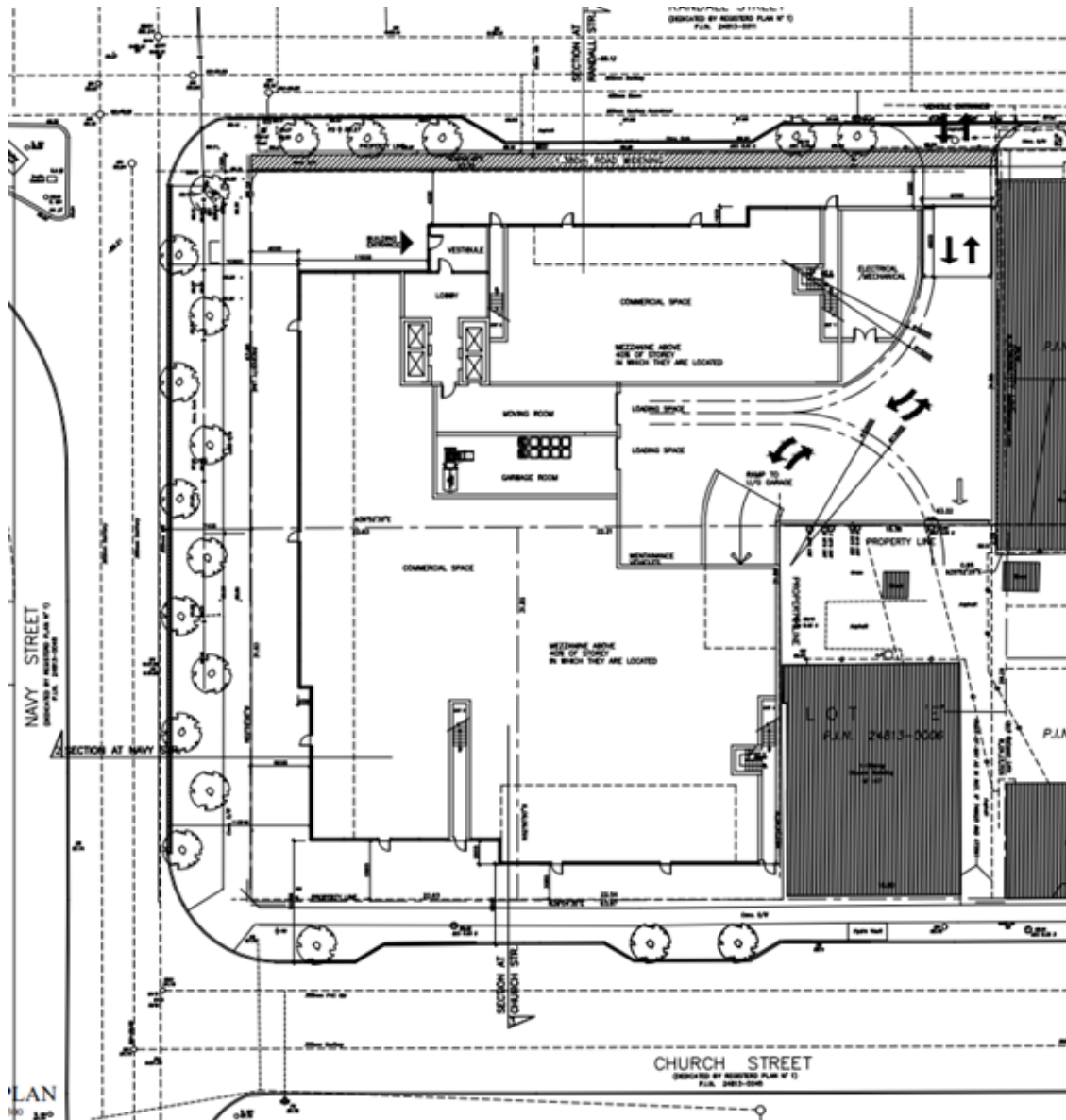


Figure 2: Conceptual Site Plan



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.”

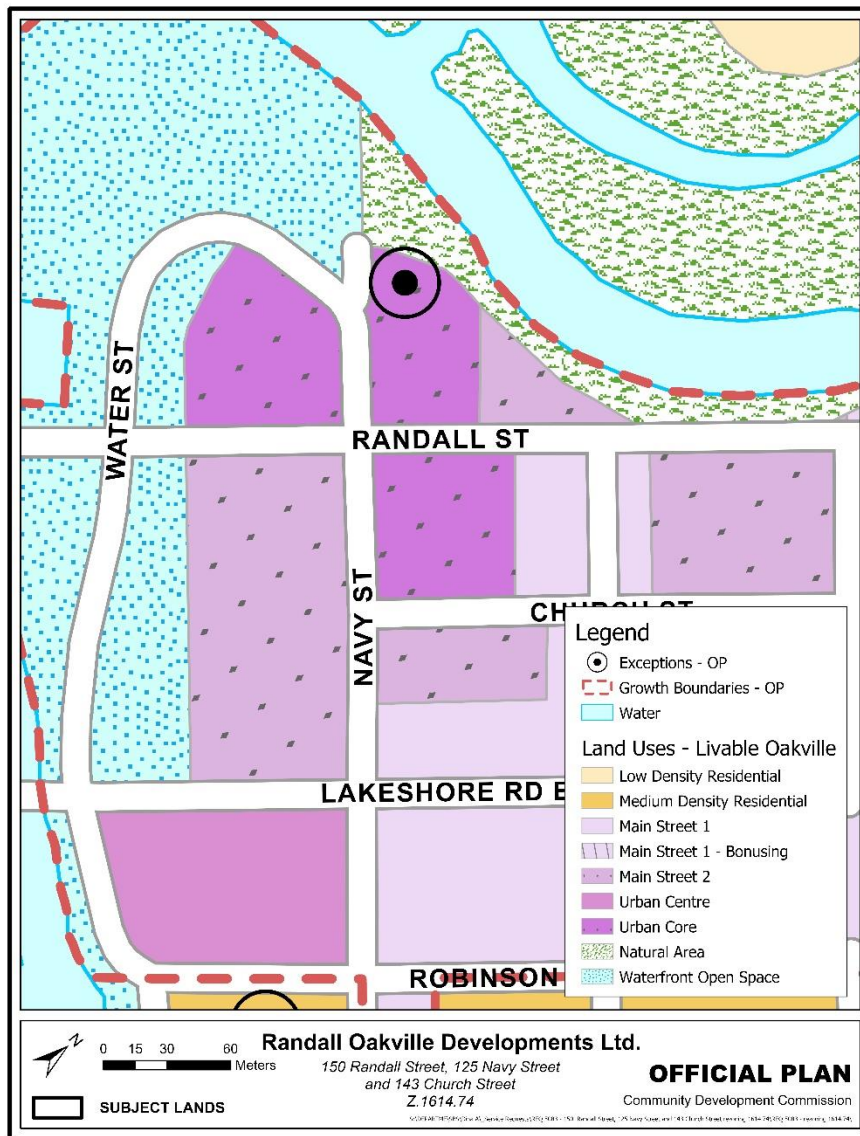


Figure 6: Official Plan Excerpt

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.

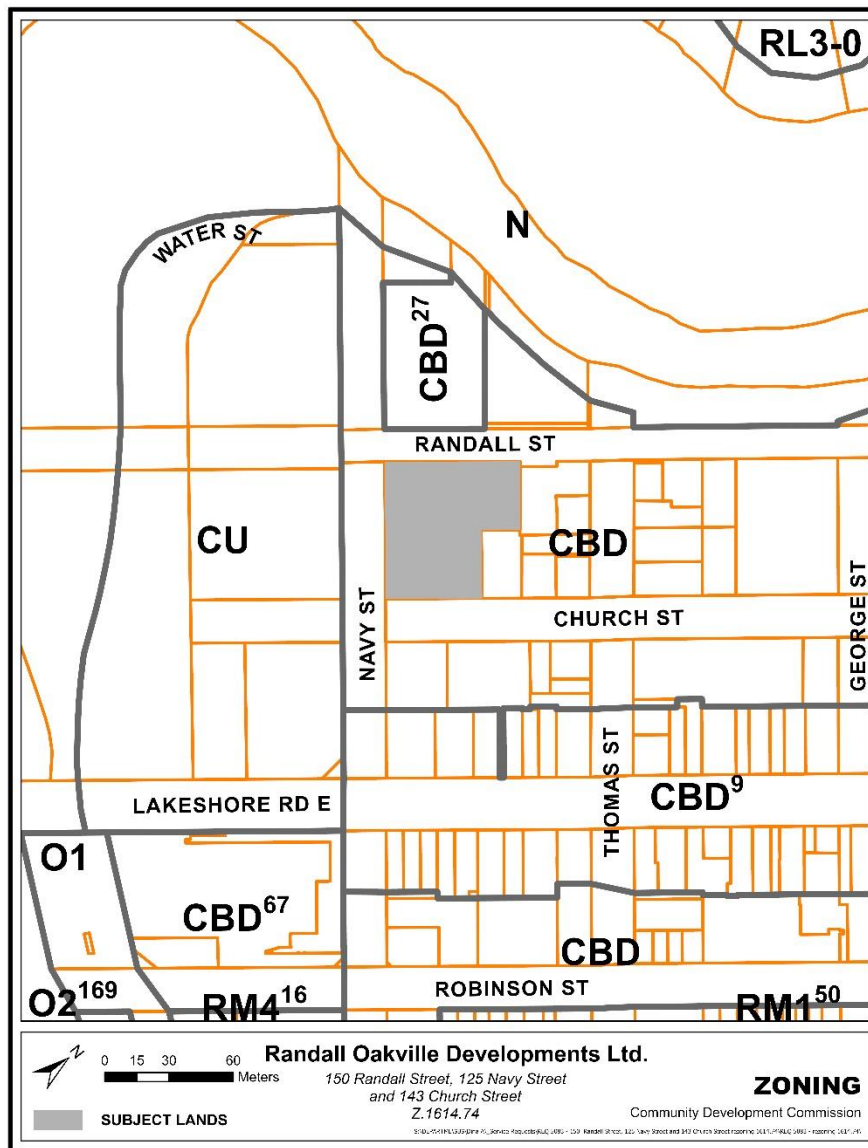


Figure 7: Zoning Excerpt

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

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