



OAKVILLE

REPORT

Planning and Development Council

Meeting Date: May 16, 2022

FROM: Planning Services Department

DATE: May 3, 2022

SUBJECT: Recommendation Report FCHT Holdings (Ontario) Corporation
Z.1612.14 and OPA 1612.14 - 271 Cornwall Road and 485
Trafalgar Road – By-laws 2022-051 and 2022-052

LOCATION: 271 Cornwall Road and 485 Trafalgar Road

WARD: Ward 3

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RECOMMENDATION:

1. That the proposed Official Plan Amendment and Zoning By-law Amendment applications were submitted by FCHT Holdings (Ontario) Corporation (File Nos. Z.1612.14, OPA 1612.14), be approved on the basis that the applications are 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 May 3, 2022.
2. That By-law 2022-051, a by-law to adopt Official Plan Amendment No. 44 to the Livable Oakville Plan, be passed.
3. That By-law 2022-052, an amendment to the Zoning By-law 2014-014, be passed.
4. 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.
5. That, in accordance with Section 34(17) of the *Planning Act*, no further notice is determined to be necessary.

6. 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 May 3, 2022.

KEY FACTS:

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

- This report recommends approval of an Official Plan amendment and zoning by-law amendment to facilitate the development of a 14 and 19 storey mixed use development, with 317 residential units, 960 square metres of commercial space and residential parking spaces in an underground parking garage.
- As part of the Town's on-going Official Plan review, Staff are undertaking the Midtown Oakville Growth Area Review and evaluating the development policies for Midtown Oakville within the Livable Oakville Plan to confirm future planned intensification and high density growth.
- The statutory public meeting was held on July 6, 2020, comments raised at that meeting are addressed in this report.
- The application is 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 September 13, 2019. The statutory timeframe for processing this application expired on January 13, 2020.
- Staff recommend approval of the Official Plan and Zoning By-law Amendment applications 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:

The applicant submitted an Official Plan Amendment and Zoning By-law Amendment application to permit the development of a 14 and 19 storey mixed use building connected by a two storey podium on lands municipally know as 485 Trafalgar Road and 271 Cornwall Road (Figure 1). New addresses have been assigned for this proposal: 281 and 291 Cornwall Road.



Figure 1: Air Photo

Proposal

The purpose of this report is to provide a full staff review of the application and a recommendation of the Official Plan and Zoning By-law amendment applications.

The effect of Official Plan Amendment No.44 and Zoning By-law 2022-052 would be to permit the development of a 14 and 19 storey mixed use building at the north-east corner of Trafalgar Road and Cornwall Road. The 19 storey building is proposed to contain 177 residential units and 254 m² of commercial space, and the 14 storey building is proposed to contain 140 residential units and 706 m² of commercial space. The development will also create residential parking spaces and bicycle parking in three levels of underground parking. The existing surface parking lot to the east of the proposed development will provide parking for the retail uses and visitor parking.

The following table summarizes the parking requirements proposed in By-law 2022-052. The location and layout of the parking will be further discussed through the future site plan application:

Use	No. of Spaces (min / max)	Proposed Location
Proposed Residential Parking	238 / 317	Underground garage
Proposed Residential Bicycle Parking	109	Underground garage
Proposed Residential Visitor	48	Existing surface lot
Proposed Residential Visitor Bicycle Parking	13	At-grade in locations to be determined at site plan
Proposed Retail Parking	0	Existing surface lot
Existing Retail Plaza Parking	562	Existing surface lot

Table 1: By-law 2022-052 required parking and locations

Of the 317 total units proposed, 61 units (19%) are less than 75 m² and 256 units (81%) are greater than 75 m². Staff will continue to discuss providing larger units for families within the development prior to the submission of a site plan application.

The overall site plan is included as Figure 2 identifying existing conditions and vehicular access points to the site.

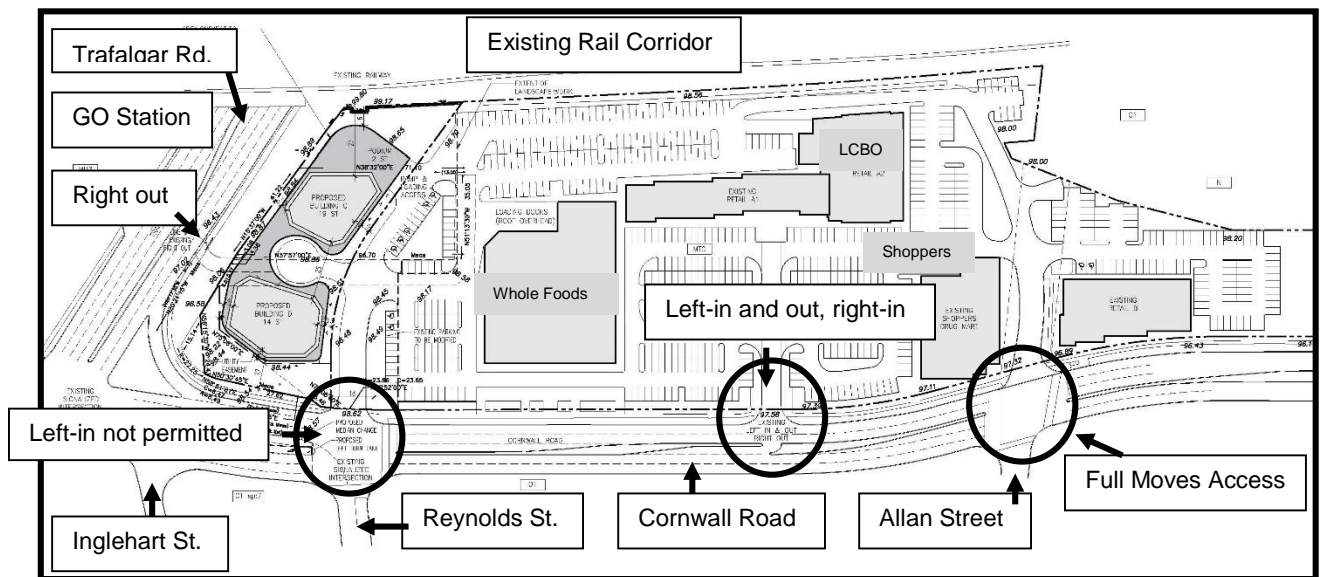


Figure 2: Overall Site Plan identifying all of the existing ingress and egress points for the site

Vehicular access is proposed at the existing signalized Cornwall Road/Reynolds Street intersection where currently left turns are prohibited onto the site. The current right-out exit onto Trafalgar Road will be eliminated as part of this application in compliance with policy 20.4.1 j) iv) in the Livable Oakville Plan. Figure 3 illustrates the proposal with the recommended vehicle movements into the site.

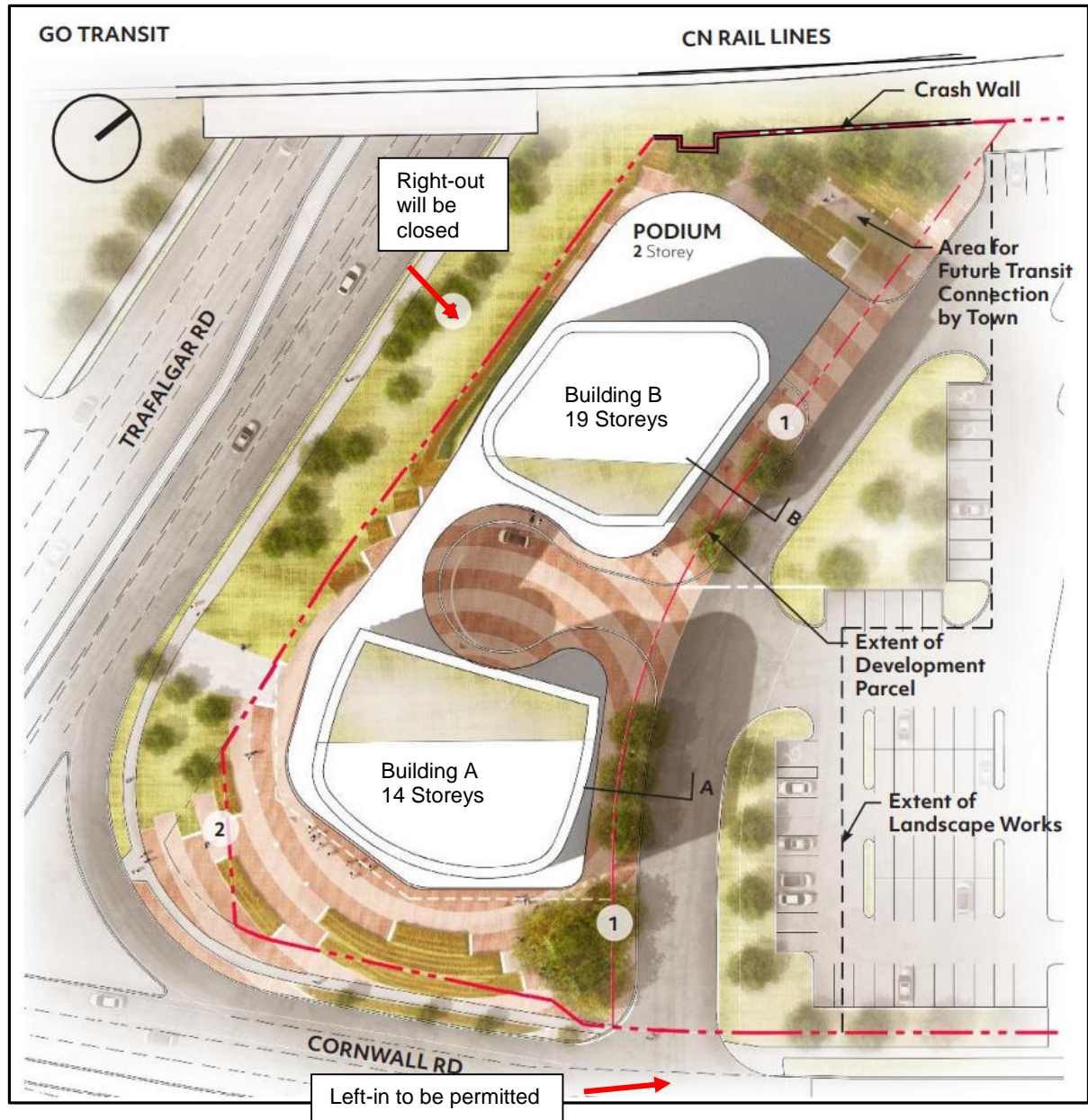


Figure 3: Proposed site plan identifying recommended vehicle access permissions for a left-in turn movement at the western access and the closure of the right-out onto Trafalgar Road.

The proposed Zoning By-law 2022-052 provides for Holding (“H”) provisions that must be satisfied prior to building permit issuance. The ‘H’ provision would require the owner to submit a Record of Site Condition (RSC), to the satisfaction of Halton Region.



Figure 4: Cornwall Road and Trafalgar Road Intersection. The proposed design will be further reviewed as part of the future site plan application.

Location and Site Description

The subject lands are located at the northeast corner of the Trafalgar Road and Cornwall Road intersection and approximately 300 metres (less than a 5 minute walk) to the Midtown Oakville GO Train Station and Oakville Transit Terminal.

The site is approximately 5 hectares in area and the proposed redevelopment will be located on 0.6 ha of the most westerly portion of the site (Figure 1). The lands subject to the application has 28 m of frontage on Cornwall Road and 56 metres on Trafalgar Road. The larger land holding currently contains a variety of retail uses including but not limited to Whole Foods, Beertown, LCBO, Shoppers Drug Mart, Indigo Spirit and Starbucks (Figure 2). The proposed development area includes lands currently occupied by Beertown and Indigo Spirit. New addresses have been assigned to the site and will be identified as 281 and 291 Cornwall Road.

Surrounding Land Uses

The surrounding land uses are as follows:

North: Metrolinx Rail Corridor, beyond which are retail and office uses two-storeys in height.

- East: The balance of the subject lands currently containing a wide range of commercial uses two-storeys in height.
- South: Cornwall Road, beyond which are commercial/employment uses and Pine Avenue which is a residential street with dwellings one-two storeys in height.
- West: Trafalgar Road, beyond which is a six-storey GO Transit parking structure, Via Rail and bus station.

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 (2020);
- Halton Region Official Plan;
- *Livable Oakville* Plan; and,
- Zoning By-law 2014-014, as amended.

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 is 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 Official Plan Amendment and rezoning are 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 (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, 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”, and are located adjacent to a “Priority Transit Corridor”. The lands are also within an “Urban Growth Centre” 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 to make efficient use of land and infrastructure and support transit viability while at the same time considering 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 existing 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 it is anticipated that a minimum of 50 percent of all residential development occurring annually will be located within the delineated built-up areas. On this basis, the proposed Official Plan Amendment and rezoning are consistent with the Growth Plan and contribute 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 (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 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 300 metres from the Midtown Oakville GO/VIA Transit Station platforms. 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 a mix of uses to Intensification Areas and to require Local Municipalities to do the same.

Town staff expect the Official Plan Amendment is exempt from Regional approval. Halton Region has not objected to the Zoning By-law Amendment, subject to the inclusion of a Holding condition.

Livable Oakville Plan

The Livable Oakville Plan was approved by the Ontario Municipal Board on May 10th, 2011. The subject lands are located within the Midtown 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 a *Regional Transit Node* and a Provincial Priority Transit Corridor (Figures 5a and 5b). 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.

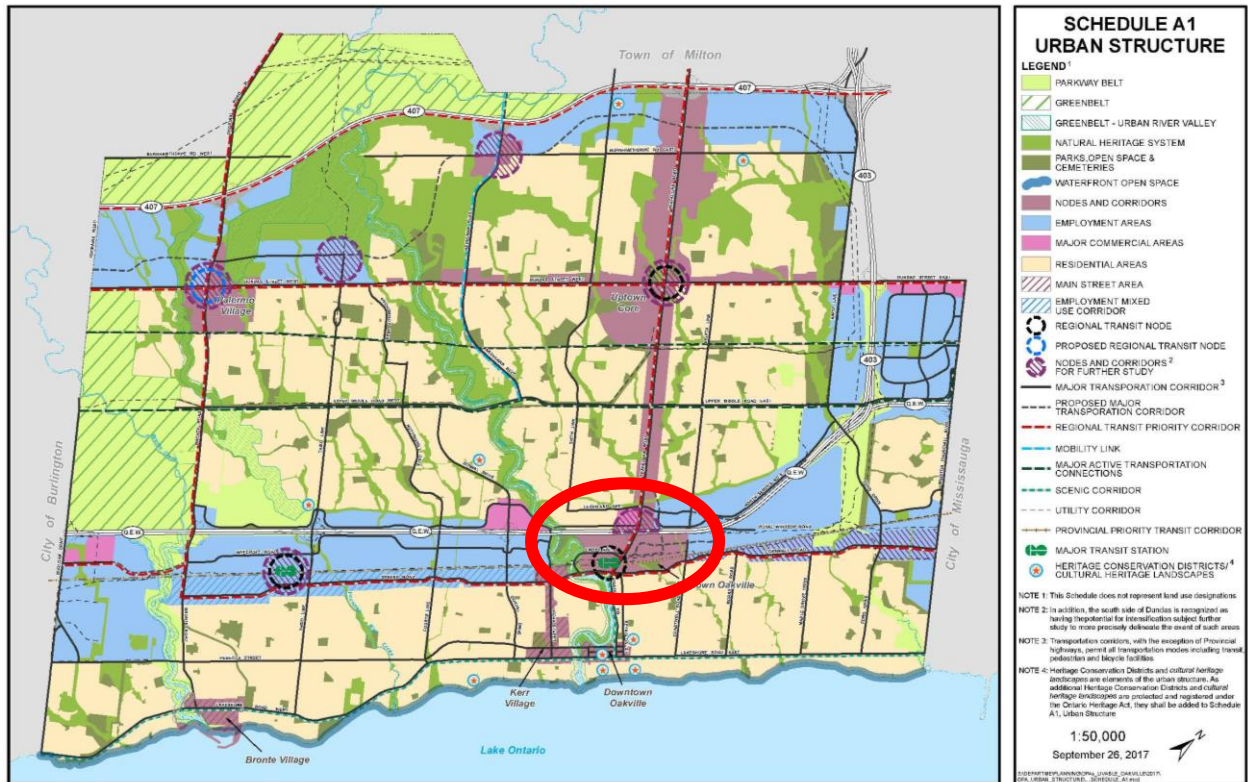


Figure 5a: Urban Structure –Schedule A1

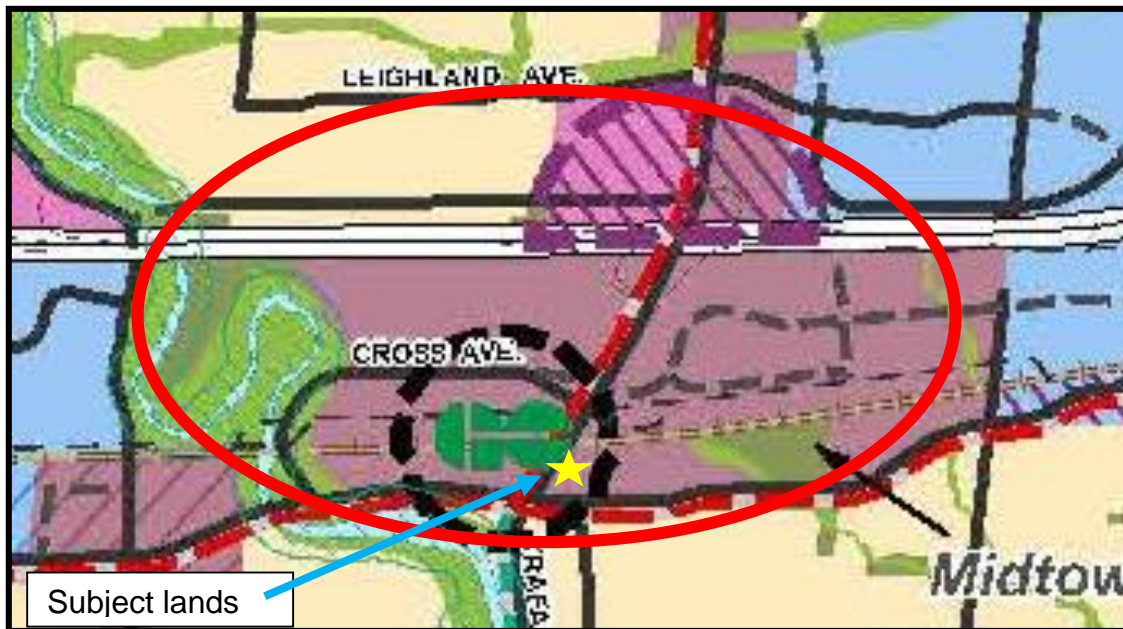


Figure 5b: Urban Structure –Schedule A1- Extract

The Official Plan Amendment and Zoning By-law Amendment are consistent with provincial and municipal land use directions to assess opportunities within designated growth areas and corridors for intensification. The current site permissions do not support the efficient development and utilization of a site that is located on, and has pedestrian access to, the Metrolinx Rail Corridor/Lakeshore West Line. It is Staff's opinion that the proposal does not conflict with the Midtown Oakville Growth Area Review that will be presented at a future Planning and Development Council Meeting.

Official Plan Objectives

Midtown Oakville is one of 25 areas identified as an "Urban Growth Centre" in the Province's Growth Plan for the Greater Golden Horseshoe. Urban Growth Centres are to be transit-supportive regional focus areas that accommodate a significant portion of future population and employment growth in the Greater Golden Horseshoe. Midtown Oakville is an area identified for the highest intensification in the Town as an Urban Growth Centre.

The goal for Midtown Oakville, through development and redevelopment, is to create a vibrant, transit-supportive mixed use community. The subject lands are located within the Cornwall District which is planned to include a mix of use uses and taller residential buildings located in the vicinity of Sixteen Mile Creek and Trafalgar Road.

As Midtown Oakville develops, the Town will, through public consultation and through the process of reviewing planning applications, use the objectives below to

guide decisions that contribute to the required growth targets, as outlined in Section 20.2.3:

- a) promoting and enabling the evolution of Midtown Oakville as an urban growth centre and the Town’s primary Growth Area;
- b) ensuring a minimum gross density of 200 residents and jobs combined per hectare – a combined total of approximately 20,000 residents and jobs – by 2031 in accordance with the Growth Plan;
- c) providing opportunities for increased building height through bonusing; and,
- d) ensuring that development occurs in a comprehensive and progressive manner by monitoring key development indicators at regular intervals.

The subject lands are located within the Midtown Oakville growth area within the *Livable Oakville Plan*. The site is designated Urban Centre on Schedule L1: Midtown Oakville Land Use Plan (Figure 6).

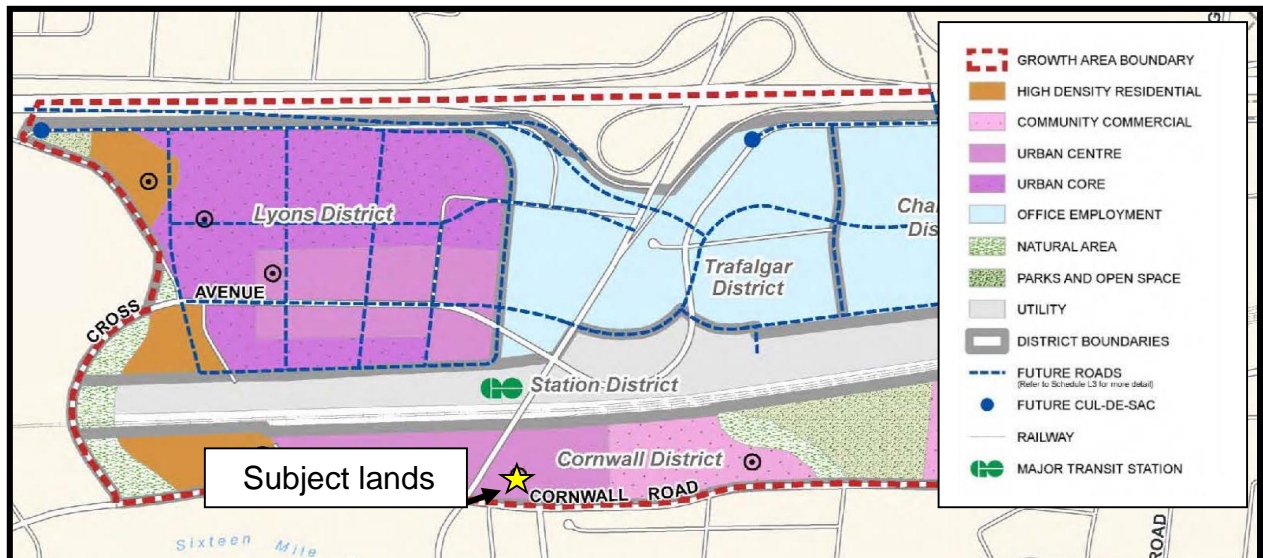


Figure 6: Official Plan Land Use Schedule Excerpt

The subject lands are also located within the *Cornwall District* of Midtown Oakville.

Section 20.3.5 – Cornwall District

“The Cornwall District shall include a mix of uses that define the southern edge of Midtown Oakville and are compatible with the residential neighbourhood south of Cornwall Road. Commercial areas and active parkland will serve the needs of residents and workers in Midtown Oakville and the surrounding area. Taller

residential and mixed use buildings shall be located in the vicinity of Sixteen Mile Creek and Trafalgar Road.”

Schedule L1: *Midtown Oakville Land Use* is included as Figure 6 below. The lands are subject to Exception 20.6.3 which states:

“The lands designated Urban Centre and Community Commercial at the northeast corner of Cornwall Road and Trafalgar Road are recognized as permitting the existing commercial centre and are subject to the following additional policy:

- a) *Redevelopment in this location may occur gradually in a phased manner and should:*
 - i) *provide an attractive gateway to Midtown Oakville and a transition to the established residential neighbourhood to the south; and,*
 - ii) *be a collection of buildings, diverse in design and character, and in harmony with each other.”*

Schedule L2: *Midtown Oakville Building Heights* identifies building heights for the subject lands as four to ten storeys (Figure 7). As shown in the figure below the heights step down in the middle of the property, and to the east, to a maximum of six storeys.

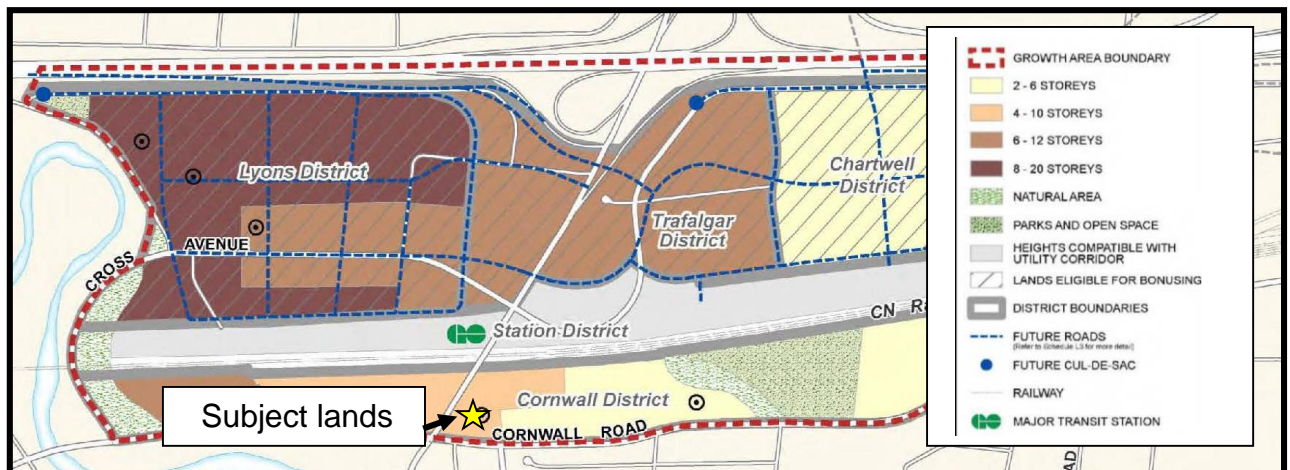


Figure 7: Official Plan Building Heights Excerpt

The *Livable Oakville* Plan objectives and policies encourage transit-supportive intensification within Midtown Oakville. It is staff’s opinion that the proposed amendments to the Official Plan and Zoning By-law to facilitate the development of

a 14 and 19 storey mixed use development, with 317 residential units and 960 square metres of commercial space contributes to meeting the minimum growth target objectives of 200 residents/jobs per site hectare listed under Section 20.2.3.

Urban Design Requirements

The proposal was reviewed in the context of the Livable by Design Manual and the Designing Midtown Oakville guidance document. 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.

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.”

The location of the site within Midtown Oakville, fronting Trafalgar Road and Cornwall Road, adjacent to the Lakeshore West rail line and within walking distance to the GO/VIA rail platform 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.*

Urban Design staff have reviewed the proposal and have no objection to the amendments subject to the implementation of the Livable by Design Manual and additional Urban Design Requirements (Appendix 'B'). Staff feel it is appropriate to include the Urban Design Requirements as part of this report, and approvals.

The Urban Design Requirements are included to raise awareness of the distinctive and enhanced architectural design that is encouraged on this corner site due to the building's multiple façades being highly visible from the public realm as well as to the internal views from the existing commercial buildings. It is important that the proposal for the new retail uses within the mixed use building compliment the existing adjacent commercial uses and be integrated into the vehicle and pedestrian circulation of the overall site. Staff are supportive of the massing of the building and the architectural style will be reviewed in greater detail at the site plan stage.

Proposed Official Plan Amendment

The entirety of the overall site is designated Urban Centre and subject to a Site Exception 20.6.3 that speaks to the overall redevelopment of the lands.

Proposed OPA No. 44 will modify the existing Site Exception by adding subsection 20.6.3 b) as shown below:

"20.6.3 The lands designated Urban Centre and Community Commercial at the northeast corner of Cornwall Road and Trafalgar Road are recognized as permitting the existing commercial centre and are subject to the following additional policies:

- a) Redevelopment in this location may occur gradually in a phased manner and should:
 - i) Provide an attractive gateway to Midtown Oakville and a transition to the established residential neighborhood to the south; and,
 - ii) Be a collection of buildings, diverse in design and character, and in harmony with each other.
- b) Notwithstanding Schedule L2, Midtown Oakville Building Heights, the maximum building heights for the towers municipally known as 281 Cornwall Road and 291 Cornwall Road shall be 14 storeys and 19 storeys, respectively.

Zoning By-law (2014-014)

The subject lands are zoned MTC – Midtown Transitional Commercial (Figure 8).
The MTC zone permits existing uses in addition to other uses including:

- retail and service commercial uses;
- office uses;
- community uses;
- open space uses;
- employment uses; and
- hospitality uses.

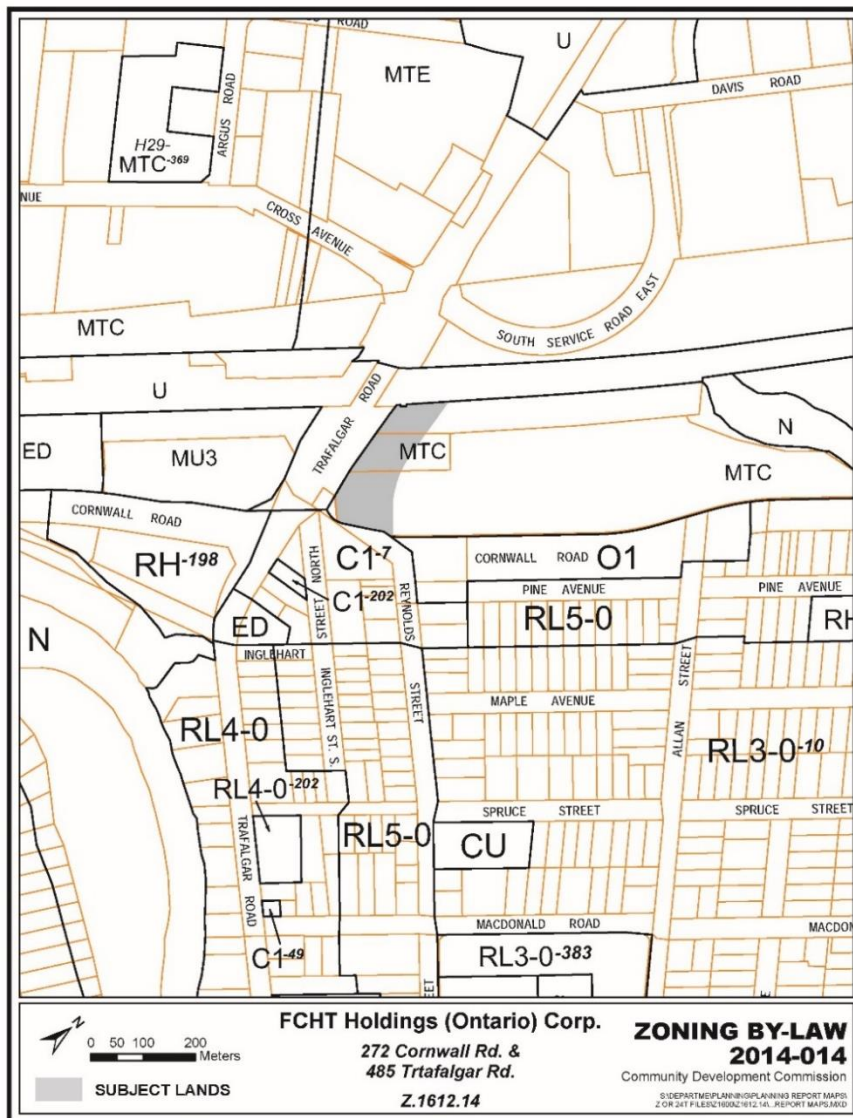


Figure 8: Zoning Excerpt

Proposed Zoning By-law Amendment

The MTC regulations and permissions recognize the existing development in Midtown. The MTC zone for this property does not anticipate mixed use development or the level of intensification that is planned for Midtown Oakville as an Urban Growth Centre. It is Staff's opinion that amending the MTC zone to add a special provision for the subject lands is appropriate while the on-going Midtown work is underway. Implementing zoning for Midtown Oakville will be introduced through a separate public process.

The following is an overview of the proposed By-law 2022-052:

- rezoning the lands from Midtown Transition Commercial (MTC) to MTC Special Provision 413 to allow for apartment dwellings as an additional use;
- modifications to the yard setbacks and lot coverage to permit the construction of the building as proposed;
- provisions for a minimum height of eight storeys
- provision of a maximum height limit of fourteen storeys for one building and 19 storeys for the second building;
- provisions for balconies to project into any yard;
- establish a minimum (0.75/unit) and maximum (1.0/unit) parking rate for residential parking;
- permit 0.15 visitor parking spaces/unit as well as parking for the proposed retail use within the overall site's surface parking to be shared with the adjacent commercial lands;
- require electric vehicle charging stations; and
- restrict locations of air vents and stairs associated with the parking garage;

At the request of the Region of Halton the following "H" Provision is included within By-law 2022-052:

1. That the Owner submit, to the satisfaction of the Region of Halton, a Ministry of the Environment, Conservation and Parks (MECP) acknowledged Record of Site Condition (RSC), that is 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.

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. A full circulation and assessment of the application was undertaken to ensure that all technical matters were satisfactorily addressed.

The following studies and supporting documentation are also accessible on the town's website (<https://www.oakville.ca/business/da-34287.html>):

- Planning Justification Report/ Urban Design Brief
- Transportation Study
- Conceptual Site Plan
- Functional Servicing and Stormwater Management Report
- Phase 1 Environmental Site Assessment
- Urban Design Brief including a shadow study
- Building Elevations/Floor Plans
- Pedestrian and Cyclist Plan
- Conceptual Landscape Plan
- Noise and Vibration Study
- Waste Management Plan
- Summary of the Public Information Meeting

Resolution of Issues Raised at the Public Meeting

The Statutory Public Meeting hosted by Oakville Council was held on July 6, 2020, and four members of the public participated virtually. The following is an overview of the matters that were identified in the public meeting report and the analysis and resolution of the issues:

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.
- Findings of the Oakville Energy Task Force show that 48% of the greenhouse gas emissions in Oakville are coming from transportation related sources (i.e. the use of personal and commercial vehicles). Intensifying sites in a designated growth area, along a Provincial Priority Transit Corridor, supports the objectives of the Town's urban structure, nodes and corridors, and can have an impact on the amount of transportation emissions measured in the town.
- Staff will continue discussions with the applicant, through the future site plan application, to encourage more sustainable construction and building practices to reduce the carbon footprint of the construction process and the operation of the building.
- 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.

Consistency with the Provincial Policy Statement, 2020 and conformity to the 2020 Growth Plan for the Greater Golden Horseshoe, Metrolinx's RTP 2041, Regional Official Plan and the Livable Oakville Plan:

- The site is located within a Settlement Area and a Built-Up Area, providing growth in an Urban Growth Centre. The Midtown Growth Area and Major Transit Station Area must be supported by intensification (see Appendix A for relevant policies).
- This particular site is a key location for transit supportive density as it is adjacent to the GO Lakeshore Line and within walking distance to the GO/VIA platform on the west side of Trafalgar Road. The proposal is consistent with achieving an urban fabric that provides a mix of residential units and sizes with commercial and retail uses along a priority transit corridor.
- The proposed development contributes to provincial and municipal complete community objectives for the number of units in the built-up areas.
- The addition of housing units supports Metrolinx's planned delivery of the future rail improvements for the Midtown Oakville Mobility Hub along the Lakeshore Line.
- The proposal to redevelop the northeast corner site of Trafalgar and Cornwall Road is in alignment with the densities permitted along the Trafalgar Road Corridor (up to 300 units per site hectare) and the Midtown Oakville Growth Centre (200 people/jobs per hectare). This is considered an appropriate location for this form of development because it will allow for transit-supportive intensification along the GO Lakeshore Rail Line and the site is located within a Provincial Urban Growth Centre. It is staff's opinion that the proposal is consistent with the Provincial Policy Statement 2020 and conforms to the 2020 Growth Plan, the Region of Halton Official Plan and the Livable Oakville Plan.

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

- The applicant submitted an Urban Design Brief to reflect the proposal as well as address staff comments.
- An assessment of the proposed density and height was undertaken by staff and concluded that the built form and density proposed by the application is considered compatible with the surrounding context of commercial uses, and aligns with the policies and growth objectives of the Livable Oakville Plan.
- Separation distances between the proposed building and the existing commercial uses are appropriate.
- The applicant's sun /shadow study demonstrates that there are no negative impacts to the surrounding properties and adequate sunlight is provided for the public realm.

- The Cornwall Road/Trafalgar Road and interior side yard building façades and treatment of the ground floor enhances the public-private interface and will be further reviewed through the future site plan application.
- Planning and Urban Design Staff will continue to work with the applicant on the proposed design, colour palette and materials through the future site plan application.

Justification for the proposed modifications to the Official Plan policies to increase the height limits at this location beyond the ten storey maximum, and to By-law 2014-014 to introduce a Midtown Transitional Commercial special provision that permits apartment dwellings in this location:

- The development proposal contributes to Provincial and municipal policies and objectives for complete communities, intensification and transit supportive development.
- The Urban Centre land use designation across the site is a mixed use designation that permits residential uses.
- The Midtown Transitional Commercial zone provides for a transition between the rail line and the employment/office uses planned for on the north side of the rail line, until such time that the Midtown Growth Area Review is complete.
- The proposed 19 storey building is placed to the north of the site, stepping down to the 14 storey building and a large open space “gateway plaza” opportunity between the building and the intersection. Cornwall Road provides a significant transition area from this site to the commercial sites on the south side of Cornwall Road that will be subject to further study in the future.
- The introduction of apartment dwellings to this site does not produce a significant number of increased vehicle trips generated but instead introduces an increase in pedestrian activity to the GO Station and the existing commercial uses in the area.
- Developing an under-utilized vacant property adjacent to the GO Lakeshore Rail Line is a realized opportunity in the build out of Midtown Oakville.
- There is the potential to provide a range of residential units (e.g. sizes and number of bedrooms) to better support families wanting to live in Midtown.

Appropriateness of the proposed zoning regulation modifications:

- The proposed zoning modifications are discussed earlier in this report.

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

- The number of dwelling units increased by 25 (292 to 317 units) from the original application however the amount of retail/commercial/gym space was reduced by over 3,000 square metres (4,065 to 960 square metres). This

has resulted in a decreased demand of 89 parking spaces to the existing surface parking lot.

- All required parking is to be located within an underground garage and a minimum (0.75/unit) and maximum (1.0/unit) parking ratio have been provided to control the parking supply available to residents while reflecting the locational context and proximity to the GO Station, access to local transit, commercial services, pedestrian and cycling facilities.
- Visitor parking of 0.15 spaces per dwelling unit (total 48 spaces) will be required and permitted within the existing surface parking area (Figure 9). The allocation of the additional retail use and visitor parking spaces to the surface lot will continue to be discussed through the future site plan application.
- A Travel Demand Management (TDM) will be required to look at opportunities to reduce reliance on owning and/or using a vehicle.
- The owner proposes to unbundle the residential parking spaces from the sale of the units. Unbundling the parking from the purchase of a condo unit can reduce the cost of a unit and allow a future resident of this building the flexibility in choosing not to own a vehicle. Providing this opportunity to allow residents to opt-out of a parking space leaves additional spaces for those interested in purchasing/renting additional spaces.

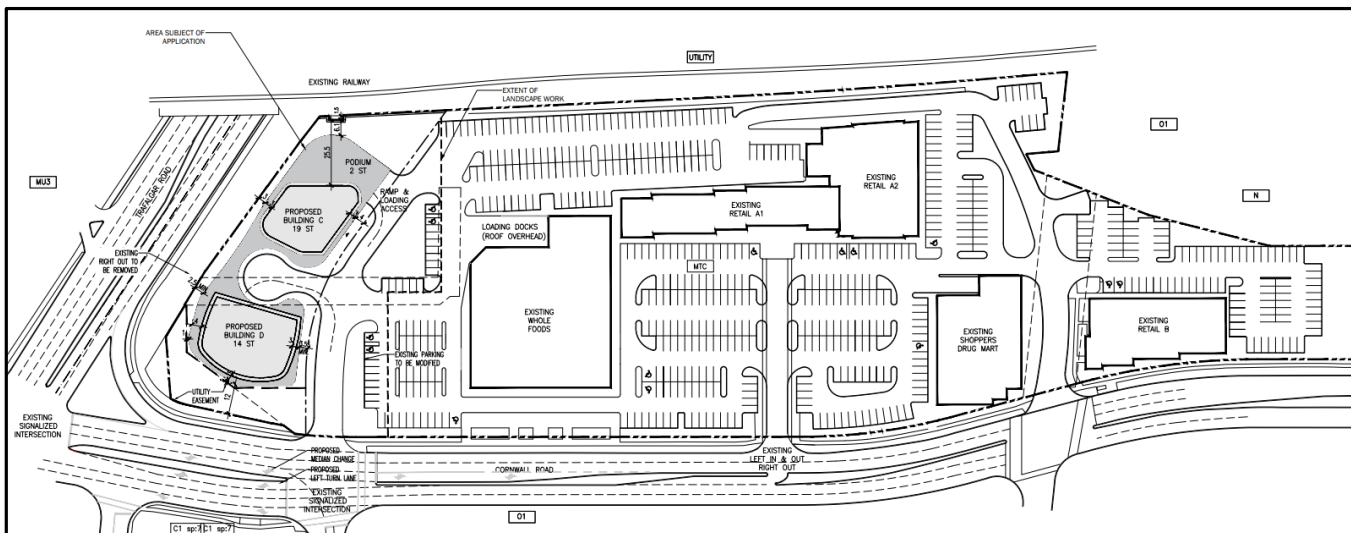


Figure 9: development proposal in context with the existing surface parking lot

Issues and comments raised by Staff, and matters raised at the public meeting have been addressed in the report up to this point. Below is an analysis of additional issues that were included in an approved resolution by members of the Planning and Development Council at the Statutory Public Meeting of July 6, 2020.

Consider the potential of a severance of the subject lands and the issues that may result.

-
- Through the review of the subject application Staff have considered the possibility of a severance of the lands from the larger site through a severance application or a Plan of Condominium application. Some of the issues that Staff have considered include water and waste water servicing, density, and parking management.
 - The Region has policies that restrict servicing crossing lot lines and for this reason the applicant will want to evaluate the servicing options available to the subject lands during the preparation of a future site plan application.
 - Currently, Town Staff are reviewing the Midtown Growth Area policies and land use designations to identify areas for increased intensification opportunities within Midtown.
 - As part of a future site plan application for the subject lands Staff will request an updated tenant accommodation, traffic analysis and a parking utilization study to identify current usage rates across the entire site and whether the opportunities to share the surface parking area remains an appropriate option.

Provide information as to why there are currently no left turns allowed in the area to the site from the Reynolds Street/Cornwall Road intersection.

- When the site was developed, prior to 2004, Cornwall Road was under the Town's jurisdiction. At that time of development it was determined that eastbound lefts would be prohibited due to the spacing from Trafalgar Road and a dedicated turn lane was not introduced. In 2004, this section of Trafalgar Road (QEW to Cornwall) was transferred from the Town to Halton Region.

Appropriateness of site access and internal vehicular and pedestrian circulation.

- A signalized intersection at the westerly driveway will provide for right-in/right-out and left-in moves from Cornwall Road. Through the review of this application extensive analysis was completed to evaluate the merits of an eastbound left at the westerly access point. The Region of Halton initiated a peer review of the transportation report to determine if the proposed left-in turning movement into the site could be supported without spillover impacts onto Trafalgar Road. The conclusions of the peer reviewer supported the conclusions of the Transportation Impact Study that adequate space for a channelized turning lane could be accommodated. Details of the design of this intersection will be further required as part of the future site plan application.
- The applicant has removed the access onto Trafalgar Road in compliance with the Official Plan policy to prohibit driveways onto Trafalgar Road.
- Site circulation as it currently exists is identified in Figure 10 and revisions were not recommended. This will be re-assessed during the future site plan application.

- There were no other egress opportunities identified that would impact the movement of traffic in the area for the subject lands other than the ones proposed.
- The redevelopment of the western portion of the larger property does not preclude the future extension of Reynolds Road on to the site as part of a larger future redevelopment plan.

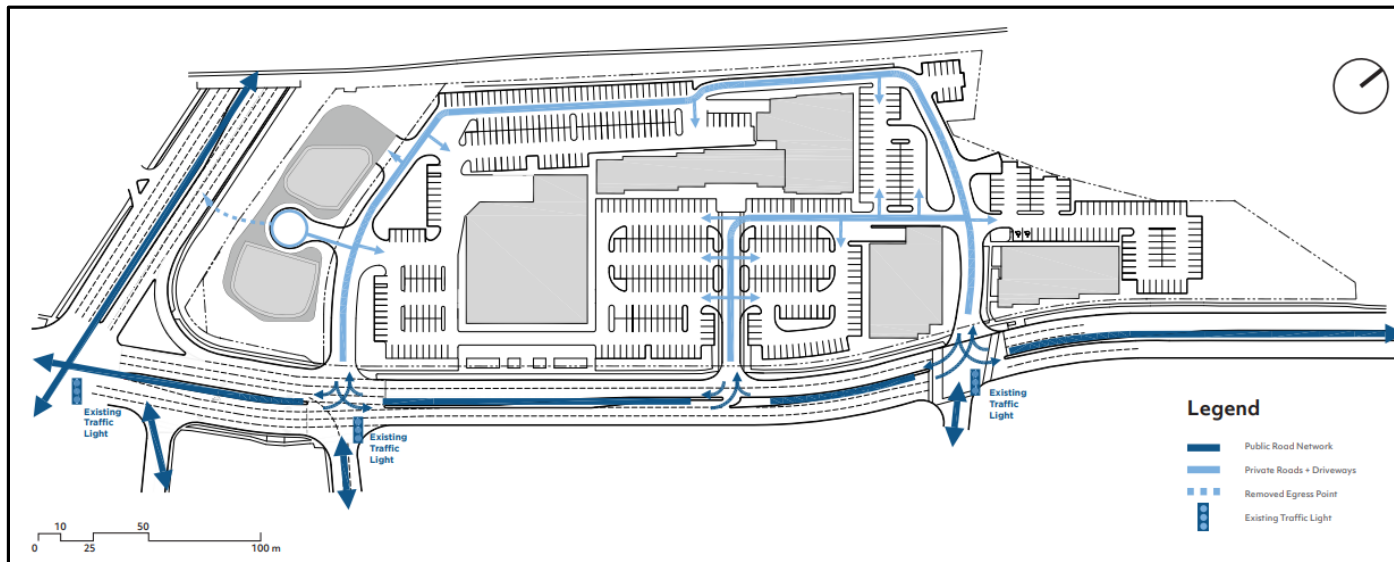


Figure 10: Future Access and On-site Traffic Movements

Confirmation of adequate transportation and servicing infrastructure to accommodate the proposed development.

- The significant reduction in retail/service commercial/health/fitness club will result in 56 fewer trips during the AM peak hour and 90 less trips in the PM peak hour.
- The site is within a five minute walk to the GO Station and Oakville Transit Terminal as well as is adjacent to two Oakville Transit bus routes that provide service to Midtown GO as well as Clarkson GO Stations.
- The transportation impact study concluded that the proposed mixed use development is complimentary to the surrounding area and uses. For example, the close proximity to the GO Station, local transit service and retail/commercial services results in more employment and retail generated trips removed than are added. In other words, residents in a similar development would generate trips to go to work and do their shopping on any given day – whereas in this development these residents will not have to leave the area by car to meet these needs.
- The transportation impact study concluded that the demand on local intersections would remain low and not require any widening which the Region and Town supported. Operational improvements are proposed at the Cornwall Road and Trafalgar Road intersection (rumble strips in westbound

right-turn channelized lane, audible pedestrian signals, eastbound right-turn channelized island removal) and will be installed by the Region.

Provide additional information regarding bike and pedestrian traffic to and from the subject lands.

- There are existing sidewalk facilities along Cornwall Road and Trafalgar Road and a proposed multi-use trail for Cornwall Road.

Opportunities to integrate the development with the transit station.

- At this time Metrolinx has made the decision not to extend the GO Station platform east of Trafalgar Road. It is Staff's opinion that an opportunity to integrate the subject lands with a future platform extension is possible. The concept plan identifies (Figure 3) where that connection could be located. In the meantime, residents and visitors of the development will continue to cross Trafalgar Road at the Cornwall Road intersection and access the GO Station through the underground pathway.

Provide a greater understanding of how green space and other amenities will be provided within this proposal.

- Figure 11 below identifies the site has a five minute walk radius that includes the Cornwall Road Sports Park, Sixteen Mile Creek South Park and open space as well as the Southeast Community Centre Park.
- The development proposal includes open space at both the north and south end of the site is conceptually planned to provide a plaza space with street furniture, landscaping and patio seating.



Figure11: development proposal in context with nearby parks and open space

Look into the potential of a long term development agreement for all the land.

- The applicant has communicated that the landowner does not have a plan to redevelop the remainder of the commercial site at this time. Should there be a development proposal submitted in the future Staff will review the merits and impacts of such an application.

The following issues raised at the July 6th, 2020 Public Meeting will be addressed through the Midtown Oakville Growth Area Review:

- Provide an understanding of what the full build out potential for the entire site is.
- Provide a comprehensive plan for the Cornwall District and how the proposal fits in.

CONSIDERATIONS:

(A) PUBLIC

A Public Meeting was held on July 6, 2020. Written correspondence received since the public meeting is included as Appendix 'C'. Notice of the May 16,

2022, Planning and Development Council meeting has been provided to those who participated in the process and the resident associations.

(B) FINANCIAL

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

(C) IMPACT ON OTHER DEPARTMENTS & USERS

The applications were circulated to internal and external departments and agencies for comment.

The application was 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 September 13, 2019. The statutory timeframe for processing this application expired on January 13, 2020.

(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 Town's sustainability objectives of the Livable Oakville Plan. The proposal was 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.

CONCLUSION:

Staff recommend approval of the Official Plan Amendment and Zoning by-law Amendment which will permit a 14 and 19 storey mixed use development, with 317 residential units, 960 square metres of commercial space and residential parking spaces in an underground parking garage at 271 Cornwall Road and 485 Trafalgar Road.

The proposed development conforms to the applicable policy framework of the Livable Oakville Plan and is considered an appropriate level of intensification for this site as it is within a Provincial Urban Growth Centre and Regional Transit Node, as well as is within a 5 minute walking distance to the Midtown Oakville GO Station. The site will be well-served by the existing transit system infrastructure and planned transportation network. The proposed Official Plan Amendment and implementing zoning promote the Town's growth management and transit supportive development policies.

The Urban Design requirements (Appendix 'B') will ensure that the proposed building will maintain a distinctive and enhanced architectural design and that the design criteria and standards of the Livable By Design Manual are implemented through the site plan application.

Staff are satisfied that the proposed development is consistent with the Provincial Policy Statement (2020) and conforms to the Growth Plan (2020) 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 OPA No. 44 be adopted and By-law 2022-052 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-laws 2022-051 and 2022-052 are attached as Appendix "D" and "E".

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 2022-051

Appendix "E" – By-law 2022-052

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