



OAKVILLE

REPORT

Planning and Development Council

Meeting Date: May 16, 2022

FROM: Planning Services Department

DATE: May 3, 2022

SUBJECT: **Public Meeting and Recommendation Report, Zoning By-law Amendment and Draft Plan of Subdivision, Digram Developments Oakville Inc., Part Lot 16, Concession 1 NDS, File No. Z.1316.08, 24T-20003/1316, West side of Sixth Line, north of Marvin Ave, By-law 2022-048**

LOCATION: West side of Sixth Line, north of Marvin Avenue

WARD: Ward 7

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RECOMMENDATION:

1. That the Zoning By-law Amendment and Draft Plan of Subdivision application by Digram Developments Oakville Inc., File No.: Z.1316.08, 24T-20003/1316, as revised, be approved on the basis that the application is consistent with the Provincial Policy Statement, conforms or does not conflict with all applicable Provincial plans, conforms with the Region of Halton Official Plan and North Oakville West Secondary 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 2022-048, an amendment to Zoning By-law 2009-189, be passed.
3. That the Director of Planning Services be authorized to grant draft plan approval to the revised Draft Plan of Subdivision (24T-20003/1316) submitted by Korsiak Urban Planning dated March 14, 2022, subject to the conditions contained in Appendix D of the staff report prepared by Planning Services Department dated May 3, 2022.
4. That notice of Council's decision reflects that Council has fully considered all the written and oral submissions relating to this matter and that those comments have been appropriately addressed.

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5. That Council directs staff to ensure the site plan approval for the two proposed mixed use blocks is to be designed in accordance with the urban design requirements in Appendix 'E' of the report from the Planning Services Department dated May 3, 2022.
 6. That staff be authorized to enter into agreement(s) as required with one or more property owners near or adjacent to Sixth Line in order to facilitate any financial compensation to the town for the design, construction and approval of local municipal services and utilities for works that would otherwise be carried out by the developer, provided such agreements are at nominal cost to the Town and on terms satisfactory to the Town Solicitor and the Director, Transportation & Engineering.

KEY FACTS:

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

- The subject report is a combined statutory public meeting and recommendation report. A second statutory public meeting is required given that additional land reflecting the future Preserve Drive has been added to this development since the previously held statutory public meeting.
- This report recommends approval of a Zoning Bylaw Amendment and Draft Plan of Subdivision application submitted by Digram Developments Oakville Inc.
- The Official Plan Amendment, previously reviewed with Council, has been withdrawn by the applicant.
- The proposal would have the effect of permitting the development of approximately 8.5 hectares of land for 512 residential units consisting of 152 townhouse units (street, back to back and rear lane forms), 360 units in two mixed use blocks, a stormwater management facility and a natural heritage system block associated with the West Morrison Creek subwatershed.
- Access to the site would be from Sixth Line, Marvin Avenue (Street A) to the south and future Preserve Drive.
- Lands for road widening purposes are required abutting Sixth Line to facilitate future road re-construction works by the town.
- The Zoning By-law Amendment proposed by town staff for approval has been attached as Appendix "C".
- Draft plan conditions have been recommended addressing the conditions of approval based on agency comments and are attached as Appendix "D" to this report.
- The subject lands are designated Neighbourhood Area and Natural Heritage System Area within the North Oakville East Secondary Plan (Figure NOE2).

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- The lands are zoned Future Development (FD) within Zoning By-law 2009-189, as amended.

Staff recommend approval of the Zoning By-law Amendment and Draft Plan of Subdivision application as the proposed development conforms to the NOESP and Master Plan. The proposal is also consistent with the Provincial Policy Statement 2020, conforms to all applicable Provincial plans and the Region of Halton Official Plan, as they establish applicable policies to guide development including the conveyance and protection of the natural heritage system in accordance with the Town's established urban structure and aid in the achievement of complete communities.

BACKGROUND:

The purpose of this report is to provide a full staff review of the application and a recommendation on the proposed Zoning By-law Amendment (ZBA) and Draft Plan of Subdivision application.

The Official Plan Amendment, as originally proposed, was withdrawn by the applicant following the Statutory Public Meeting.

The ZBA and Draft Plan of Subdivision application was submitted on December 23, 2019. Bill 108 provided for a 120-day appeal timeframe, which would have ended on April 21, 2020. However due to the Covid pandemic, the 120-day appeal timeframe was extended to July 27, 2020.

The first statutory public meeting was hosted by Council on June 16, 2020. No members of the public were in attendance or made submissions.

Proposal

The proposal relates to the redevelopment of approximately 8.5 hectares of land as follows:

- 512 residential dwellings comprising of 152 townhouses and 360 apartment units;
- a Natural Heritage System blocks (Block 24) for the West Morrison Creek;
- a stormwater management pond (Block 22);
- two mixed use block (Blocks 20 and 21) and,
- the public road network.

Access would be from Sixth Line, Street A from the Argo Development lands to the south and future Preserve Drive.

The Draft Plan of Subdivision proposes to create blocks containing a range of uses as described below:

Draft Plan Feature	Number of Units	Area (ha)
Street Townhouses (5.5 m)	49	0.88
Back to Back Townhouses (6.4m)	68	0.72
Rear Lane Townhouses (6.05 m)	35	0.61
Mixed Use (Blocks 20 and 21)	360	1.25
SWM Pond		0.60
Walkway		0.02
NHS		1.94
Residential Reserve		0.18
Road Widening		0.11
7.5 m Lane		0.10
17 m ROW		1.26
19 m ROW		0.43
22 m ROW		0.45
TOTAL	512	8.55

The proposed housing types are outlined in the table below:

Proposed Unit Type	Total
Townhouses (Blocks 1 - 19)	152
Apartment Units (Blocks 20 and 21)	360
TOTAL	512

Application submission material is found on the town's website site at <https://www.oakville.ca/business/da-35086.html>.

Location/Site Description/Surrounding Land Uses (Figure 2)

The subject land, being approximately 8.5 hectares in size, is located on the west side of Sixth Line, north of Marvin Avenue.

These lands are remnant agricultural lands, as are the lands to the west, south and north. Lands to the east are presently developing for residential uses.

The West Morrison Creek traverses the subject land, both in the agricultural field and within the Sixth Line roadside ditch.

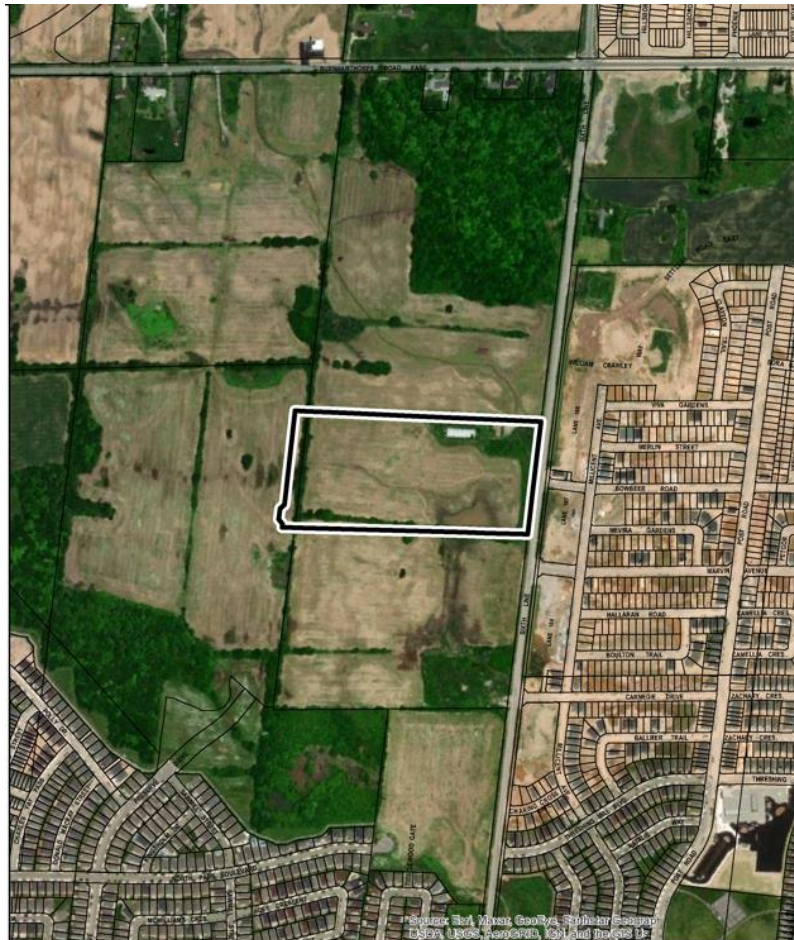


Figure 2: Air Photo NTS

PLANNING POLICY & ANALYSIS:

The property is subject to the following policy and regulatory framework:

- Provincial Policy Statement (2020)
- Growth Plan for the Greater Golden Horseshoe (2019)
- Halton Region Official Plan
- North Oakville East Secondary Plan
- Zoning By-law 2009-189, as amended

Provincial Policy Statement (2020)

The Provincial Policy Statement (2020) (PPS), which came into effect on May 1, 2020, continues to recognize that there are complex relationships among environmental, economic and social factors in land use planning. The PPS encourages the wise management of land to achieve efficient development and land use patterns by directing growth to settlement areas, and 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 (2020) 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.

On this basis, the proposed development is consistent with the PPS (2020).

Growth Plan (2019)

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

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

The policies of the Growth Plan are to be applied to support complete communities that feature a diverse mix of land uses with convenient access to local stores, services, and public service facilities, provide a diverse range and mix of housing options, expand convenient access to transportation options.

On this basis, the proposed development is consistent with the Growth Plan.

Halton Region Official Plan

The subject lands are designated "Urban Area" in the Regional Official Plan (ROP) with portions of "Regional Natural Heritage System" (RNHS). 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. 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.

The proposed development is subject to the 2020 Regional Servicing Allocation program.

Halton Region advised Town staff that they have no objection to the proposal subject to recommended conditions of draft plan approval and the inclusion of two Holding Provisions in the proposed zoning by-law related to obtaining additional servicing allocation for the mixed use block and installation of regional municipal servicing. A copy of the Region's April 27, 2022 letter can be found in Appendix A.

North Oakville East Secondary Plan (NOESP)

Urban Structure

Schedule A1, Urban Structure, of the *Livable Oakville Plan* provides the basic structural elements for the Town and identifies the site as *Residential Areas* and *Natural Heritage System*. Official Plan Amendment 317 to the *North Oakville East Secondary Plan*, confirms the Town's existing urban structure. OPA 317 was approved by Halton Region on April 26, 2018 and deemed to conform to the Growth Plan and is consistent with the PPS.

Land Use Policies

The North Oakville East Secondary Plan (NOESP) was approved by the Ontario Municipal Board in 2008 through OPA 272 and was prepared to be consistent with the 2005 PPS and in conformity with the 2006 Growth Plan. The Secondary Plan includes detailed policies establishing general development objectives to guide the future development of the area covered by the Plan.

The development of the North Oakville lands promotes the protection of the natural environment, development of residential and mixed use areas and incorporates a modified grid road pattern to promote various transportation options for transit and pedestrians.

The subject land is designated *Neighbourhood Area* and *Natural Heritage System Area*, as illustrated on Figure 3a below.

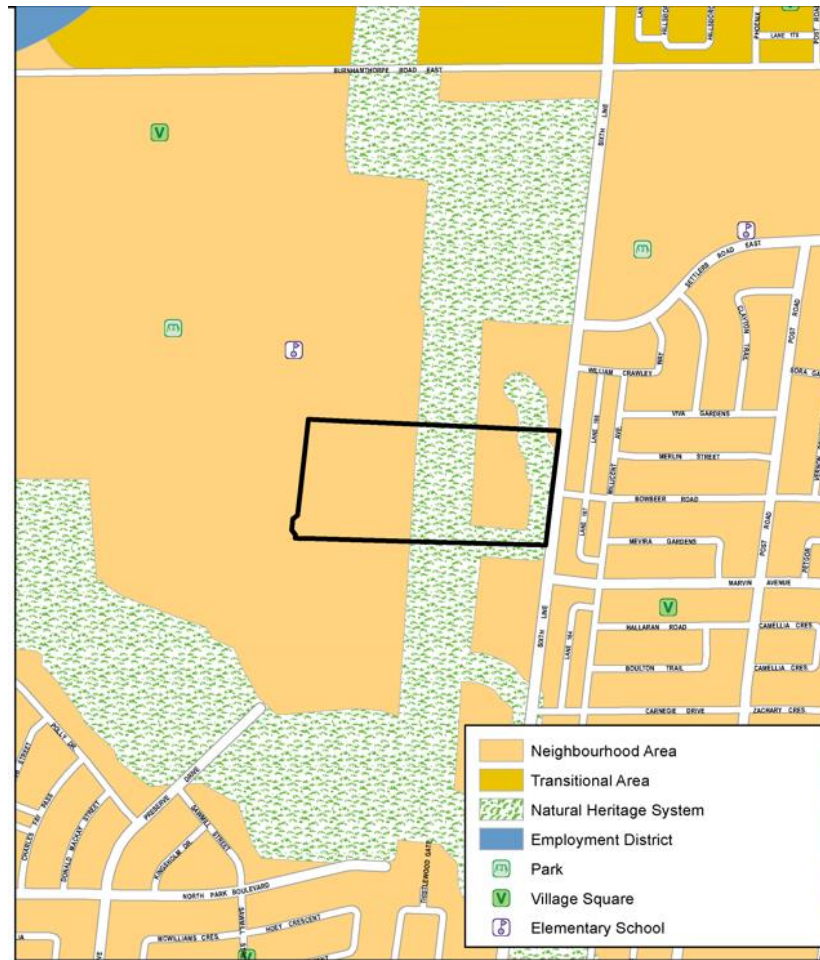


Figure 3a – North Oakville East Secondary Plan - Figure NOE2

OPA 321

In September 2018, Halton Region approved OPA 321, which was subsequently approved at the LPAT in July 2019, with modifications. The effect of OPA 321 was to implement policy directions focused on areas of concern identified through the North Oakville Secondary Plans Review.

Prior to OPA 321, the majority of Neighbourhood Centre Areas were being predominately developed with only residential uses. In these areas, the planned vision was to provide for a mix of small-scale retail and service commercial uses in close proximity to the neighbourhoods which was not being achieved. OPA 321, revised the policies and Section 7.6.7.1 states that the intention is to accommodate a range of medium density residential, mixed use, and limited commercial and civic uses to serve neighbourhood residents from a central neighbourhood activity node.

An additional policy was included as part of OPA 321 that requires at least one mixed use or non-residential buildings at the intersection of each activity node.

Additionally, the definition of Medium Density Residential Development was revised to remove detached, semi-detached and duplex dwelling and added apartments as permitted building types.

Appendix 7.3 - Master Plan

The North Oakville Master Plan is intended to assist in providing guidance and coordination of local roads and adjacent land uses for the North Oakville Planning Area. Development applications are reviewed to ensure general coordination and consistency with the intent of the Master Plan. Minor modifications are permitted provided the general intent and direction of the Master Plan are maintained (Section 7.5.2).

The lands are further identified as *Natural Heritage System Area, General Urban Area, Suburban, Neighbourhood Centre Area and Stormwater Management Facility*, as shown in Appendix 7.3 North Oakville Master Plan (Figure 3b below).

The North Oakville Master Plan illustrates the conceptual design and land use categories for the North Oakville East planning area.

Development applications are reviewed in the context of the Master Plan in order to evaluate consistency. Minor variations from the Master Plan may be considered, assuming the general intent and direction of the Master Plan is maintained.

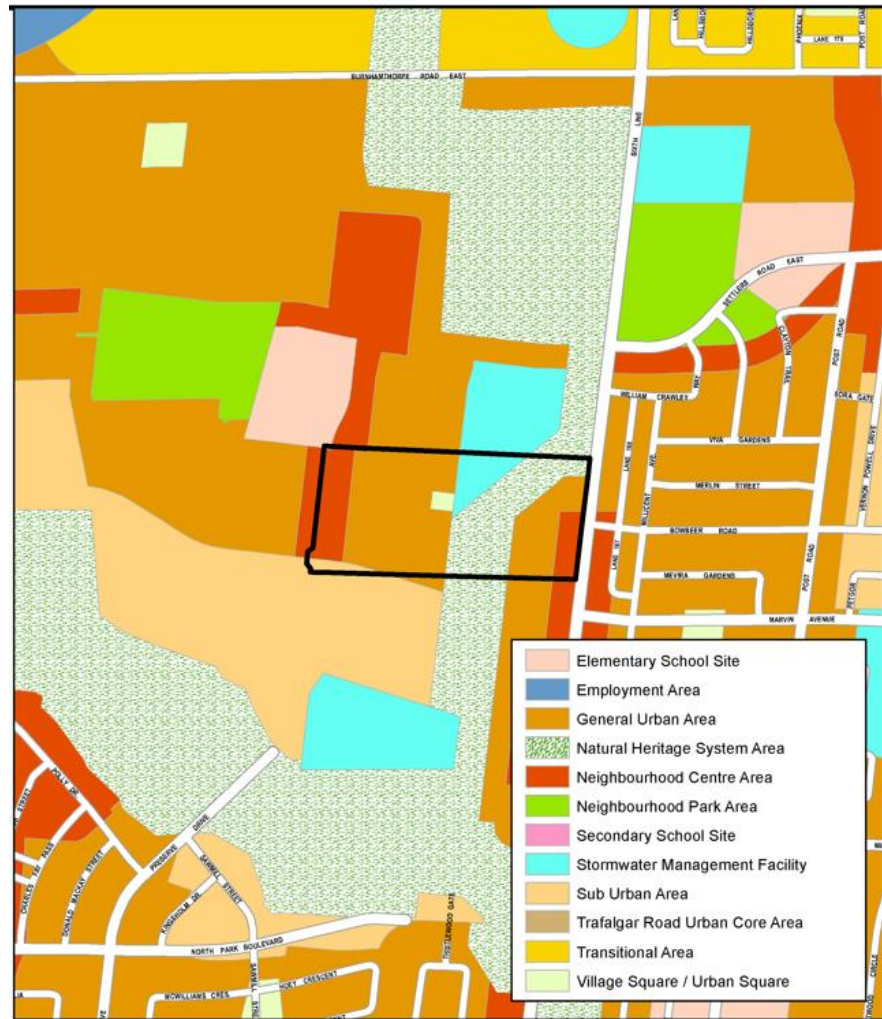


Figure 3b – North Oakville Master Plan Excerpt

Zoning By-law

The North Oakville Zoning By-law (By-law 2009-189) sets zoning standards, through the establishment of general regulations and zones, to implement the intent of the North Oakville East and West Secondary Plans. Town Council approved the North Oakville Zoning Bylaw on November 23, 2009.

The subject lands are zoned *Future Development (FD)*, as amended by By-law 2022-007, and as illustrated below on Figure 4. The *Future Development (FD)* zone only allows uses that legally existed on the date of the parent by-law came into effect.

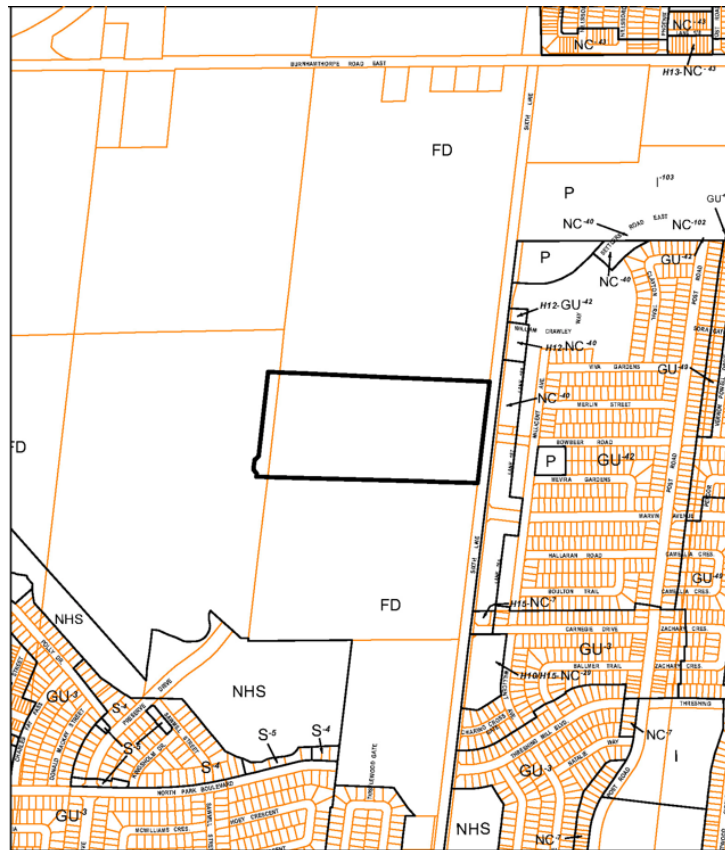


Figure 4 – Zoning By-law Excerpt

The applicant's proposed Zoning By-law Amendment was previously reviewed with Council at the first Statutory Public Meeting on June 16, 2020.

Proposed Zoning Bylaw Amendment

Staff have prepared a Zoning By-law (By-law 2022-048) for Council's consideration that rezones the lands from *Future Development (FD)* to site specific *Neighbourhood Centre (NC)*, *Sub-Urban*, *General Urban*, *Natural Heritage System (NHS)* and *Stormwater Management Facility (SWM)*. The proposed zoning would facilitate the development of the lands for 512 residential units including two mixed use blocks, stormwater management pond and natural heritage system.

In addition to the map change reflecting the parent zones, staff's zoning by-law amendment proposes to:

- amend the width regulation for encroachments for bay, box and bow windows in Section 4.21 to 4 metres, and the percentage for porches and definition of vertical plane in Section 4.27.

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- amend the 6 metre rear yard setback regulation for the townhouse dwellings in the General Urban zone to 5.5 metre for only Block 6 abutting the stormwater management pond. This results from the design of the northernmost dwelling unit in relation to being on the inside of the curve of Street B.
 - due to the unique nature of reverse pie-shaped lots backing onto lanes, related to Block 19, Section 4.17.1 i), maximum garage rear yard setback shall not apply.
 - establish regulations for the mixed use block, including regulations related to density, height, and minimum ground floor commercial space; and
 - establish three Holding Provisions related to servicing allocation for portions of the subdivision, to the completion of Sixth Line road works and associated servicing, and the installation of regional municipal services. These holding provisions are the same as proposed for the Argo and Timsin lands along the west side of Sixth Line.

Staff's proposed Zoning By-law Amendment can be found in Appendix C.

Revised Draft Plan of Subdivision

Preserve Drive was previously shown on the Mattamy Preserve North Phase 4 draft plan reviewed by Council at the March 9, 2020 Statutory Public Meeting. However, due to construction coordination matters related to the development of the Digram, Argo and Mattamy subdivisions, principally related to servicing and the Argo stormwater management pond, the draft plans of Argo and Digram were revised to include Preserve Drive.

This is the reason why a second Statutory Public Meeting and Recommendation Meeting is required.

Mattamy is a signatory to this draft plan. Both Argo and Digram will be constructing Preserve Drive. Conveyance of Preserve Drive will be addressed in the subdivision agreement with Mattamy being required to be a signatory to the subdivision agreement, but in a limited capacity related to Preserve Drive only.

TECHNICAL AND PUBLIC COMMENTS

The proponent has provided numerous studies in support of the application which have been circulated to various public agencies and internal Town departments, and which are under review.

The following supporting documents are accessible on the town's website <https://www.oakville.ca/business/da-35086.html>:

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- Aerial;
 - Archaeological Report – Stage 1;
 - Density Plan;
 - Draft Official Plan and Zoning By-law Amendments;
 - Draft Plan of Subdivision;
 - Environmental Site Assessment - Phase 1;
 - Parking Plan;
 - Grading and SWM Plans
 - Planning Justification Report;
 - Survey; and,
 - Urban Design Brief.

Resolution of Issues

The Statutory Public Meeting was held on June 16, 2020 and no members of the public were in attendance. The following is an overview of the matters to be considered within the recommendation report and staff response to those items.

Confirmation of being a member of the North Oakville East Developers Group and party to the Cost Sharing Agreement

The landowner been confirmed as a member in good standing with the North Oakville East Development Group. A condition has also been included within the draft plan conditions to ensure that prior to registration the landowner is still a member in good standing with the landowners group.

Consistency with the Provincial Policy Statement, 2020 and conformity to the 2019 Growth Plan for the Greater Golden Horseshoe, Region of Halton Official Plan, North Oakville East Secondary Plan.

The proposed development is an extension of the draft plans to the south and east and the uses are contemplated by the NOESP. It is staff's opinion that the proposal is consistent with the Provincial Policy Statement 2020 and conforms to the 2019 Growth Plan, the Region of Halton Official Plan, and the NOESP.

Does the EIR/FSS appropriately implement the North Oakville Creeks Subwatershed Study? Have the Natural Heritage System limits (the West Morrison Creek) been appropriately defined?

Both Conservation Halton and Town staff have reviewed the West Morrison Creek EIR/FSS. It has been deemed it to be acceptable as related to the subject property and is consistent with the North Oakville Creeks Subwatershed Study.

Urban design - built form, lot sizes, transitions and compatibility with adjacent properties, interface with public realms and vehicular access.

The applicant has submitted an Urban Design Brief that complies with the Livable by Design Manual. Conditions of draft plan approval are included that requires the applicant to submit elevation drawings (all façades), typical floor plans (all levels) including garage floor plans showing vehicle spaces and storage areas, and typical lotting plans for all models on lots not subject to Site Plan approval for review by the Planning Services Urban Design staff, prior to marketing or selling on any units. The applicant is also required to select a control architect who shall ensure all development that is exempt from the Site Plan approval process, proceeds in accordance with the Town-approved Urban Design Brief. Additionally, Appendix E outlines further matters to be considered at the Site Plan stage for the two mixed use blocks.

Vehicular access to this subdivision will be from Sixth Line, Street A and the future Preserve Drive.

Justification for the proposed modifications to the NOESP and the North Oakville zoning by-law ensuring the proposed amendments appropriately implement the vision of the North Oakville East Secondary Plan.

Staff consider the proposed modifications to the zoning both maintain and support the vision of the NOESP.

Is the development of Block 27 with an increase in density from 150 units per site hectare to 260 units per site hectare for Block 27 (Neighbourhood Centre) appropriate and does it maintain the intent of the NOESP?

As mentioned, the proposed Official Plan Amendment has been withdrawn by the applicant.

Street E - Deviation from the Master Plan with no connection to the intersection of Bowbeer Road and Sixth Line.

The draft plan has been revised to include Street F. With the inclusion of this road, Blocks 20 and 21 are created. Connection to Sixth Line has also been confirmed with the town's Sixth Line reconstruction project.

Appropriate on-street parking and visitors parking

The applicant has located the on-street parking in relation to the future proposed driveway and on-site parking. This plan will assist the detailed engineering stage, where this matter will be confirmed.

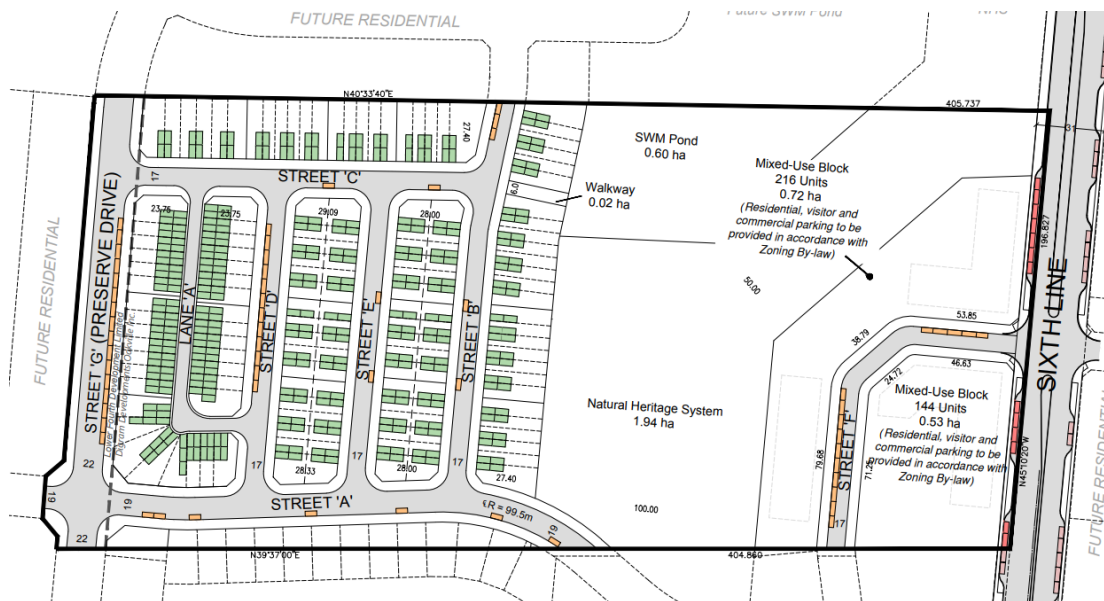


Figure 5 – Conceptual On-street parking in relation to proposed driveways

Comprehensive Transportation Impact Study for Neighbourhoods 9, 10 and 11.

All concerns of Transportation Services staff have been addressed through the coordinated review of the various draft plans.

Coordination is necessary with the town's Sixth Line reconstruction project.

Phasing for construction is shown in Figure 6 below.

Phase 1 of the road reconstruction is presently underway and is targeted for completion in Fall 2022.

Phase 2 engineering drawings are nearing completion. The project is expected to commence with the relocation of hydro services in the Fall 2022. The target startup date for the reconstruction of the road is April/May 2023.

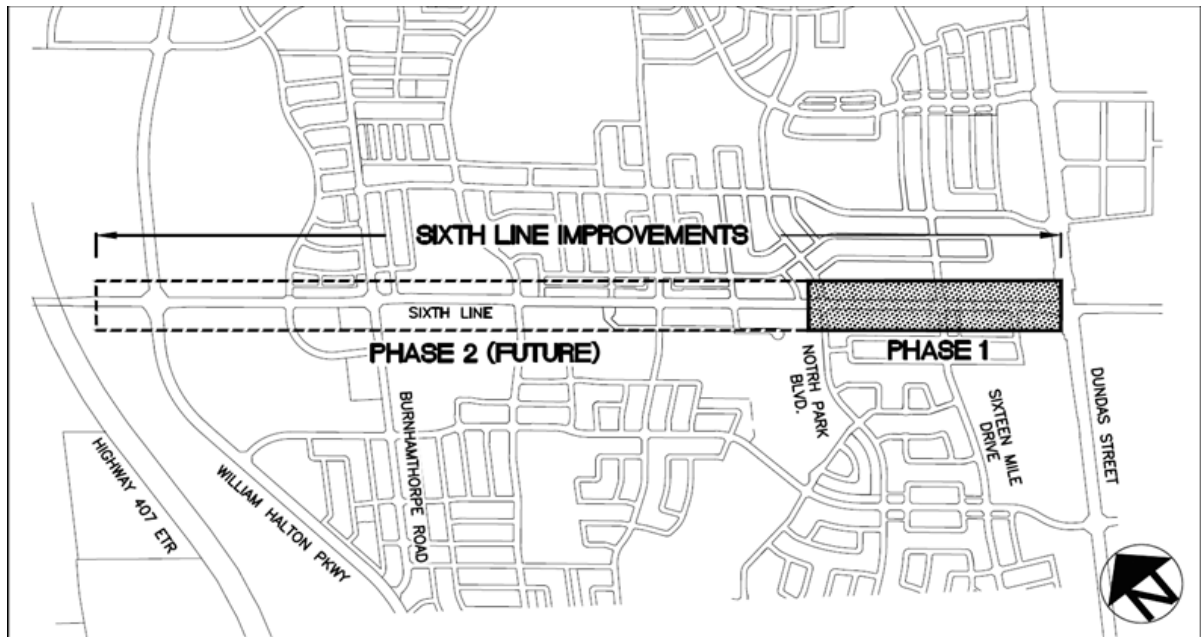


Figure 6 – Sixth Line Reconstruction Phases

As part of the previous Emgo III subdivision that was reviewed by Council at the September 13, 2021 Planning and Development meeting, the following recommendation was approved:

That staff be authorized to enter into construction access agreements or easements with this owner and any other owners within the Sixth Line corridor which are necessary to complete the Sixth Line Road Widening project in respect of the future road widening lands not yet conveyed to the Town, or acquire such road widening lands prior to subdivision registration, provided such agreements, easements or transfers are at a nominal cost to the Town and on terms satisfactory to the Town Solicitor.

This allowed staff to address the matter of additional lands (future road widenings shown on abutting draft plans) necessary to reconstruct Sixth Line.

Regarding the Phase 2 road reconstruction, local municipal services and utilities that benefit the individual developments are the expense of the affected developer(s) and traditionally are built by that developer. However, with Sixth Line being a town road and its reconstruction in the near future, staff have put forth a recommendation below. This recommendation allows for the coordination of local servicing with the timing of the town's capital project in order to reduce the amount and duration of construction activity on Sixth Line, avoids future disruptions for the installation of local services and ensures financial compensation for installation of local municipal services and utilities that would benefit the individual developments in Phase 2. This is a road reconstruction coordination matter.

That staff be authorized to enter into agreement(s) as required with one or more property owners near or adjacent to Sixth Line in order to facilitate any financial compensation to the town for the design, construction and approval of local municipal services and utilities for works that would otherwise be carried out by the developer, provided such agreements are at nominal cost to the Town and on terms satisfactory to the Town Solicitor and the Director, Transportation & Engineering.

As mentioned above, a holding provision has also been included into the proposed zoning related to the reconstruction of Sixth Line.

Alignment with the Climate Emergency declared by Council in June 2019

The proposed subdivision provides opportunities for various non-motor vehicle options including cycling, transit usage (along Sixth Line and along Marvin Avenue) sidewalks, and trails through the NHS and around the proposed stormwater management pond. Additional opportunities can be explored with the developer through the future site plan application for the two mixed use block. The additional mixed use blocks supports the Neighbourhood Center Activity Node to the south at Marvin Avenues and Sixth Line and the walkability of this area.

Town Council Matters Raised at the Previous Public Meeting – June 16, 2020

In addition to the comments raised by staff in the previous Public Meeting report and addressed above, the following additional matters were raised by Council. Staff responses to these additional matters are also cited below.

How will visitor parking for townhouses be handled with respect to the number of parking spaces, location, and adequacy of these spaces?

Townhouses require a minimum of one parking space per unit. Traditionally, each unit has a parking space in the driveway and an additional space in the garage, for two total parking spaces. Visitors parking will be on-street and staff are working with the applicant to maximize the number of spaces. As an example, the entire frontage along Preserve Drive, in the area of the lane-based townhouses would be used for on-street parking. Staff will confirm this matter at the detailed engineering stage.

Consider the other examples where the density increases have been approved in North Oakville and on what basis.

The applicant has withdrawn the Official Plan Amendment.

Has there been any discussion regarding affordable housing from a Regional perspective? Concerns regarding the reduction in the number of bedrooms. Provide a rationale in the recommendation report.

The applicant has been made aware of the region's affordable housing program. The units are proposed for freehold or condo ownership; not rental. The proposal contains

the following variety of housing forms: detached dwellings, street townhouses, lane-based townhouses, back to back townhouses, an apartment building and two mixed use buildings. The number of bedrooms within the mixed use blocks ranges from 1 to 3 bedrooms. With the wide variety of housing forms and size of units, the proposed development considers the matter of affordability.

How will pedestrian and cycling access be provided through block 27 if the cul-de-sac access remains as proposed?

The original Block 27 has now been divided (Blocks 20 and 21) with a public road connecting Marvin Avenue to Sixth Line through this area. As a result of this pedestrian and cycling access will be provided on Street F.

Consider any reductions in parking spaces sizes with respect to the townhouses and garage requirements.

Parking is an integral component to the creation of the community. No parking size reductions are being considered.

What will the frontage be on specific lots within the development?

The table within the Proposal section of this report outlines the range of lot frontages. The frontages for the various townhouses range from 5.5 to 6.4 metres.

What can be done to ensure that transit is viable within this development?

Marvin Avenue, Sixth Line and Street G (Preserve Drive) are proposed transit corridors and will be designed to accommodate transit as per the North Oakville East Secondary Plan. All units are within a short walking distance of each of these transit routes.

Will Sixth Line have a bike lane in its ultimate design?

A 1.5 metre bike lane is proposed on both sides of Sixth Line.

What neighbourhood amenities will be part of the development of block 27? How will the vision of a neighbourhood square be implemented through this proposal?

Previous Block 27 has been divided into two blocks (Blocks 20 and 21) for mixed use purposes. As an extension to the Neighbourhood Activity Node at Marvin Avenue and Sixth Line to the south, ground floor commercial at a minimum of 300 square metres in each building fronting onto Sixth Line is required in the proposed zoning by-law

Has the development maintained the appropriate green space ratio given the change requested in the increased density on block 27?

There is no green space or landscape ratio for development within the Neighbourhood Centre zone. Notwithstanding this, development of previous block 27, now Blocks 20 and 21, will be reviewed as part of future site plan processes. Through that process, staff will be dealing with landscaping and tree canopy cover.

Ensure allocation for the development.

Portions of this site already have servicing allocation through the Region's 2020 servicing allocation program. Where there is no allocation, a holding provision will apply until such a time as the owner has secured allocation.

Public Comments

No public comments were submitted to staff related to the previous Public Meeting report. No public comments have been received at the time of writing this report.

The first Statutory Public Meeting was held on June 16, 2020.

CONCLUSION:

Staff recommends approval of Draft Plan of Subdivision and Zoning By-law Amendment, which would have the effect of developing approximately 8.5 hectares of land consisting of 152 townhouse units of various forms, two mixed use blocks for 360 residential units and ground floor commercial, a Natural Heritage System block and a stormwater management pond. The proposed subdivision is appropriate and compatible with the adjacent land uses and in keeping with the intent of the land use policies of the North Oakville East Secondary Plan.

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 conforms to the Town's approved Urban Structure, and the principles and overall policy direction of the North Oakville East Secondary Plan.

Staff recommend approval of the ZBA and revised Draft Plan of Subdivision subject to the conditions in Appendix "D" and that By-law 2022-048 be passed as the following additional requirements have been satisfied:

- A full circulation has been undertaken and there are no outstanding financial or planning issues to be resolved. Matters raised by the Conservation Halton and the Region of Halton have been addressed through conditions of approval.
- The proposal implements the vision, development objectives, community design strategy and land use strategy of the North Oakville East Secondary Plan.
- The draft plan of subdivision is necessary to facilitate future land division into individual residential lots, and is appropriate for the orderly development of the lands.

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- The proposed draft plan of subdivision and zoning by-law amendment reflects a logical extension of the draft plan of subdivision to the south.
 - The proposed plan of subdivision meets the criteria established in Section 51(24) of the Planning Act.
 - Comments from Council have been appropriately addressed.

By-law 2022-048 is attached as Appendix “C”.

CONSIDERATIONS:

(A) PUBLIC

A notice reflecting this meeting as a Statutory Public Meeting and Recommendation Meeting was mailed out to all properties within 240 metre radius of the site and placed on the sign on the property. Resident Associations were notified along with property owners in accordance with the *Planning Act* regulations and Town practices. No concerns were raised by the public at the time of writing this report.

(B) FINANCIAL

Development Charges would be applicable to this development. Parkland dedication is applicable and may be satisfied following confirmation that the developer is in good standing with the North Oakville East Developers Group and party to the Cost Sharing Agreement.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

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

Draft plan conditions have been provided in Appendix D to this report. Additional review will be required prior to registration of the draft plan.

(D) CORPORATE STRATEGIC GOALS

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

- be the most liveable town in Canada

(E) CLIMATE CHANGE/ACTION

The proposed development generally complies with the Town’s sustainability goals and objectives of the North Oakville East Secondary Plan. The proposal has also been 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.

APPENDICES:

Appendix A – Regional comments

Appendix B – Revised Draft Plan of Subdivision

Appendix C – By-law 2022-048

Appendix D – Conditions of Draft Approval

Appendix E – Urban Design Requirements for Mixed Use Blocks

Prepared by:

Robert Thun, MCIP, RPP, Senior Planner, Current Planning, West District

Recommended by:

Paul Barrette on behalf of Charles McConnell, MCIP, RPP, Manager, Current Planning, West District

Submitted by:

Gabe Charles, MCIP, RPP, Director, Planning Services