



OAKVILLE

Appendix B

REPORT

PLANNING AND DEVELOPMENT COUNCIL MEETING

MEETING DATE: APRIL 15, 2019

FROM: Planning Services Department

DATE: April 5, 2019

SUBJECT: Update Report, Oakville Green Development Inc., Part of Lot 25, Concession 1, NDS, File No. Z.1325.07, 24T-18006/1325

LOCATION: North of Dundas Street, East of Third Line

WARD: 7

Page 1

RECOMMENDATION

1. That Council endorse the direction contained in the report from the Planning Services department dated April 5th, 2019 entitled Update Report, Oakville Green Development Inc., Part of Lot 25, Concession 1, NDS, File No. Z.1325.07, 24T-18006/1325.
2. That consideration of the application be deferred pending completion of:
 - a) a town-initiated peer review of the information submitted by Whiteoaks Communications Group Limited, including the identification of related matters to be addressed in planning for the surrounding area;
 - b) sensitivity analysis, to be requested of the applicant, regarding employment projections and limited interim transit capacity; and
 - c) scoped financial impact analysis, to be requested of the applicant, to address transit capital and operating needs as well as employment density concerns identifying the financial impact on the town and mitigation measures.
3. That up to \$75,000 plus HST be approved, funded 90% from development charges and 10% from capital reserve, to retain a qualified expert to review information submitted by Whiteoaks Communications Group Limited and identify related matters that are necessary to be addressed in planning for the surrounding area.

From: Planning Services Department
Date: April 5, 2019
Subject: Update Report, Oakville Green Development Inc., Part of Lot 25, Concession 1, NDS, File No. Z.1325.07, 24T-18006/1325

KEY FACTS

The purpose of the proposed Zoning By-law Amendment is to rezone the lands from Existing Development 'ED' to a site-specific Health Science and Technology Core 'HSTC' zone. The effect of the Zoning By-law Amendment is to permit four 15 storey buildings inclusive of a hotel and conference centre, medical office, retirement home and an employment use building with ground floor retail and approximately 2,344 underground parking spaces. Cumulative floor area proposed is approximately 92,903 m² (1,000,000 ft²). In addition, a future development block for employment uses is proposed at the southeast corner of William Halton Parkway and Third Line.

The draft Plan of Subdivision is 5.54 ha (13.6 acres) in size and proposes to divide the land into three blocks, reshape the Glen Oak Stormwater Management Pond, and provide one new public road extending from the Hospital entrance along Third Line through the site to William Halton Parkway. In addition, internal roadway(s) within the proposed blocks are proposed to be private and utilize a woonerf¹ style roadway.

The applications were submitted on December 3rd, 2018 and the *Planning Act* timeframe to review is 150 days for the Zoning By-law amendment application (May 1st, 2019) and 180 days for the proposed draft plan of subdivision (June 1st, 2019). This report is being provided to ensure that Council has an opportunity to consider information from staff prior to the expiry of these deadlines.

The subject lands are designated 'Employment District' and zoned 'Existing Development' by the North Oakville West Secondary Plan ('NOWSP') and Zoning By-law 2009-189. The primary focus of the Employment District designation is to protect for, and establish a range of development opportunities for employment generating industrial, office and service employment uses (policy 8.6.5.1). However, as outlined in more detail in this report, the NOWSP also provides special policies for the Health Oriented Mixed Use Node ('HOMUN'), within the Employment District designation, which includes restrictions for certain employment uses as well as permissions for other land uses.

Subject to the modifications outlined herein, the development proposed by Oakville Green is generally reflective of the future community vision of the NOWSP, and in the fullness of time would be supportive of planned bus rapid transit along Dundas Street.

In accordance with Section 8.6.5.4 (a) and 8.10.2 of the NOWSP, the Plan is to be implemented by appropriate amendments to the town's Zoning By-law in

¹ "Woonerf" is a Dutch term for "living street" where pedestrians take priority and devices for reducing or slowing the flow of traffic have been installed.

From: Planning Services Department
Date: April 5, 2019
Subject: Update Report, Oakville Green Development Inc., Part of Lot 25, Concession 1, NDS, File No. Z.1325.07, 24T-18006/1325

accordance with the policies of the NOWSP and Part F, Section 1.3 of the Official Plan. This implements the NOWSP by enabling the detailed review and assessment of environmental and other studies required by the NOWSP, on a site-specific basis.

The applicant is proposing to permit a broad range of land uses on the subject lands and the height and density proposed are within the limits set out in the NOWSP. However, it is not intended that the full height and density will be permitted throughout the 'Employment District' designation but rather that the precise range of uses and density of development will be stipulated in the implementing zoning by-law and be supported by the necessary technical studies which identify, amongst other matters, impacts from development and adequate mitigation.

In response to the Oakville Green Development Inc. ('Oakville Green') development application, correspondence was received from Whiteoaks Communications Group Limited ('Whiteoaks') who is the owner and operator of two AM radio stations at 1303 Dundas St. W. The reports that accompanied the Whiteoaks submission generally assess the two-way impacts between development on the radiation patterns of the radio transmissions and potential hazards during construction and once built.

According to Whiteoaks, their key concerns relate to: interference with the CJYE and CJMR signals; public health and safety (during construction and post construction); and, radio interference with construction equipment and consumer electronics, which are outlined in more detail in 'Appendix A'. These concerns warrant additional time beyond the 150 days for the Zoning By-law amendment application (May 1st, 2019) and 180 days for the proposed draft plan of subdivision (June 1st, 2019) to arrange for the submission, and any other comments, to be reviewed by a qualified expert. This would also allow time to receive comments from the applicant related to these matters.

In addition, the Transportation Impact Study ('TIS') submitted by the applicant was reviewed by town staff and a peer review consultant. While most of the comments could be addressed through draft plan conditions and a holding provision, their TIS may be underestimating the number of trips generated by the proposed development, and thus the transportation impact, given the higher density of employment proposed. Accordingly, staff undertook an independent analysis which compared the approach used by the applicant with trips generated by the number of employees. Based on these results, it was found that, on average, the higher density of employment could result in approximately 21% more vehicle trips than projected by the applicant.

Further, the applicant's TIS relies on the town to, in part, fund an estimated twelve (12) new busses by the year 2031 triggered by this development. This requirement

From: Planning Services Department
Date: April 5, 2019
Subject: Update Report, Oakville Green Development Inc., Part of Lot 25, Concession 1, NDS, File No. Z.1325.07, 24T-18006/1325

would likely be significantly reduced when the planned Dundas Street bus rapid transit project is built, assuming it is funded by the Province and the operational costs are borne by others. Twelve (12) new busses would cost approximately 7.2 million dollars² in capital costs and cost approximately 4.4 million dollars in annual gross operating costs. Under the current Development Charges By-law, development charges would fund an 18% portion of the capital costs (\$1,296,000), after deduction for benefits to existing development, resulting in a net in capital cost of \$5,904,000 and \$4,400,000 annual operating costs (gross) to the town.

The foregoing capital and operating costs for the additional buses would require Council approval through the annual budget process. Since this funding is not in place, it would be prudent to require that the applicant undertake an additional sensitivity analysis to analyze whether additional trips resulting from a lower level of transit service until the Dundas Bus Rapid Transit is built could be accommodated on the road network and whether the owner would be required to fund any additional transportation system upgrades.

Staff is of the opinion that the concerns regarding the radio towers, the TIS and financial impact raise matters that would not be appropriately addressed through the inclusion in a holding provision or conditions of draft approval of the subdivision, since they may necessitate changes to the underlying zoning permissions or subdivision design. More work, with appropriate technical expertise, is necessary to understand these matters, the associated impacts, and implementable mitigation measures.

This staff report is intended to provide an update on the Oakville Green development application including: the applicant-initiated changes made to the application since the Statutory Public Meeting on February 11th, 2019; staff's review of the development application (excluding the matters raised by Whiteoaks); status of the issues identified in the public meeting report dated January 21st, 2019; anticipated resolution of those issues; and, responses to matters raised by Council at the Statutory Public Meeting on February 11th, 2019.

Staff expect to report back to Council on the Oakville Green development application, upon receipt of a qualified expert review of the radio tower concerns, a sensitivity analysis, and a scoped financial impact study through a future recommendation report.

² Based on an estimated cost of \$600,000 per new bus.

From: Planning Services Department
Date: April 5, 2019
Subject: Update Report, Oakville Green Development Inc., Part of Lot 25, Concession 1, NDS, File No. Z.1325.07, 24T-18006/1325

BACKGROUND

The NOWSP was adopted by Council on May 25th, 2009 and in recognition and in support of the new hospital, provides for a HOMUN at Third Line and Dundas Street West. On May 11th, 2015, Council endorsed the principles set out in the HOMUN staff report that are to guide the review and evaluation of applications to implement a HOMUN, as contemplated in the NOWSP:

That Council endorses the principles set out in the report, that guide the review and evaluation of applications to implement a Health Oriented Mixed Use Node as contemplated in the North Oakville West Secondary Plan;

On September 18th, 2015 an Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision application were submitted in support of a proposed Health Science & Technology District on the full extent of the Oakville Green land holding. This land holding is generally bound by Third Line, William Halton Parkway Dundas Street and natural heritage to the east. The development application, at that time, included a residential component. A Regional Official Plan Amendment application was also submitted concurrently in support of the proposal.

In keeping with the principles adopted by Council in 2015, which required implementation of certain performance targets, staff developed the following metrics to guide review of the development application which was endorsed by Council on July 25th, 2016:

A land use ratio of at least 3 primary jobs to up to 1 secondary job to not more than 1 resident (3.1.1) be applied to achieve primacy of employment uses.

Secondary jobs and number of residential units be limited by the application of the 3:1:1 land use ratio.

A range of employment GFA of 0.35 FSI - 3.0 FSI, as permitted in the North Oakville West Secondary Plan.

Cash-in-lieu of parkland at a rate of 1 hectare per 500 units based on the provisions of Bill 73 be required.

That independent peer reviews of the Traffic Impact Study and Financial Impact Study be undertaken at the applicant's expense

In addition, staff held a number of technical meetings with the applicant and developed a work plan, in accordance with Council endorsed principles, to guide the

From: Planning Services Department
Date: April 5, 2019
Subject: Update Report, Oakville Green Development Inc., Part of Lot 25, Concession 1, NDS, File No. Z.1325.07, 24T-18006/1325

required study updates and review of the subject application. However, the Growth Plan was updated by the Province which did not allow for a development to proceed based on the metrics endorsed by Council and the development application was subsequently withdrawn by the applicant on November 26th, 2018.

The current rezoning and draft plan of subdivision applications were submitted and deemed complete on December 3rd, 2018. A pre-consultation meeting was held on September 19th, 2018 and the statutory public meeting was held on February 11th, 2019. Technical comments on the first submission were provided to the applicant on January 29th, 2019. Since the statutory public meeting, the applicant provided updated studies, reports and plans to address comments received. More specifically, the proposed development has been revised, as follows:

- i. The size and shape of the reconfigured Glen Oak Stormwater Management Pond has been updated, and is proposed to be based on an equal land exchange between the town and Oakville Green.
- ii. The applicant revised their parking plan by providing approximately 2,344 parking spaces in three (3) levels of underground parking with the option to increase this number of parking spaces through use of a mechanical parking stackers. A total of approximately 3,014 underground parking spaces using an automated mechanical parking stacker system was originally proposed.
- iii. The applicant has revised their job figures, and provided more rationalization of the parking plan for the overall development.

In addition, to address policy issues and technical comments outlined in more detail in the 'technical and public comment' section of this report (excluding the matters raised by Whiteoaks), it is anticipated additional modifications to the Oakville Green application including the proposed site-specific zoning by-law, draft plan conditions, and updated supporting studies including the TIS / sensitivity analysis will be required.

The concerns regarding the radio towers, sensitivity analysis, and financial impact identified herein raise matters that would not be appropriate as inclusion in a holding provision, since they may necessitate changes to the underlying zoning permissions, and more work is necessary to understand these matters, the associated impacts, and implementable mitigation measures.

In addition, there are outstanding comments from Navigation Canada who is confirming whether there would be any impacts to the regulated flight path for the adjacent helipad for the Oakville-Trafalgar Memorial Hospital.

Council approval would be required to transfer part of the Glen Oak Stormwater Management Plan (Blocks 4, 5 & 6 on the Draft Plan of Subdivision) to Oakville

From: Planning Services Department
Date: April 5, 2019
Subject: Update Report, Oakville Green Development Inc., Part of Lot 25, Concession 1, NDS, File No. Z.1325.07, 24T-18006/1325

Green in exchange for an equal amount of land adjacent to the Glen Oak Stormwater Management Pond, subject to other conditions. While an update is provided with respect to the applicant's proposal, staff expect to provide more detail regarding the same for Council's consideration as part of a future recommendation report.

Site plan approval for the development would also be required, where the design of the buildings and overall site, including the operation and layout of the underground parking would be advanced.

Proposal

The purpose of the proposed Zoning By-law Amendment is to rezone the lands from Existing Development 'ED' to a site-specific Health Science and Technology Core 'HSTC' zone. The effect of the Zoning By-law Amendment is to permit four 15 storey buildings inclusive of a hotel and conference centre, medical office, retirement home and an employment use building with ground floor retail and approximately 2,344 underground parking spaces. Cumulative floor area proposed is approximately 92,903 m² (1,000,000 ft²). In addition, a future development block for employment uses is proposed at the southeast corner of William Halton Parkway and Third Line.

The draft Plan of Subdivision is 5.54 ha (13.6 acres) in size and proposes to divide the land into three blocks, reshape the Glen Oak Stormwater Management Pond, and provide one new public road extending from the Hospital entrance along Third Line through the site to William Halton Parkway. In addition, internal roadway(s) within the proposed blocks are proposed to be private and utilize a woonerf style roadway.

The submission materials are available on the town's website at:
<https://www.oakville.ca/business/da-31481.html>

Location & Site Description

The subject lands consist of a smaller part of a larger land holding located north of Dundas Street West, East of Third Line immediately east of the Oakville-Trafalgar Memorial Hospital. The subject lands are 5.52 ha (13.6 acres) in size inclusive of a 0.55 ha part of the Glen Oak Stormwater Management Pond (owned by the Town). The subject lands have approximately 280 m of frontage on Third Line and 140 m along William Halton Parkway. The site is currently vacant, aside from the existing Glen Oak Stormwater Management Pond.

From: Planning Services Department
Date: April 5, 2019
Subject: Update Report, Oakville Green Development Inc., Part of Lot 25, Concession 1, NDS, File No. Z.1325.07, 24T-18006/1325

Surrounding Land Uses

The surrounding land uses are as follows:

North: vacant lands designated for employment land use
East: greenfield designated employment land, then natural heritage system
South: Dundas Street West then commercial & residential land uses
West: Third Line then Oakville-Trafalgar Memorial Hospital

Timing

A pre-consultation meeting was held on September 19th, 2018. The purpose of the pre-consultation meeting is to establish the formal application submission requirements, as well as to provide preliminary staff feedback on a proposal based on the feedback from staff and external agencies.

A Public Information Meeting (PIM) was held on November 6th, 2018, and was attended by two (2) members of the public. The principal concern(s) raised at the PIM are detailed in the meeting minutes in Appendix C. The applications were submitted and deemed complete on December 3rd, 2018 and a statutory public meeting was held on February 11th, 2019.

Notice of this meeting was mailed to those members of the public who have participated in the application process and/or requested notice of future meetings.

PLANNING POLICY & ANALYSIS

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

- The Planning Act
- Provincial Policy Statement (2014)
- 2017 Growth Plan for the Greater Golden Horseshoe
- Halton Region Official Plan
- North Oakville West Secondary Plan
- Zoning By-law 2009-189

Extracts of the pertinent sections of the foregoing policy documents can be found in Appendix D –Policy Extracts. Staff expect to provide a full analysis of applicable planning policy as part of a future recommendation report, which is informed and supported by, amongst other matters, a review of the concerns raised by Whiteoaks and opinion regarding the same by a qualified expert retained by the town.

From: Planning Services Department
Date: April 5, 2019
Subject: Update Report, Oakville Green Development Inc., Part of Lot 25, Concession 1, NDS, File No. Z.1325.07, 24T-18006/1325

TECHNICAL & PUBLIC COMMENTS

The following is a preliminary summary intended to provide an update on how the issues identified as part of the public meeting report dated January 21st, 2019, and the matters raised by Council at the February 11th, 2019 Planning and Development Meeting have advanced since the statutory public meeting. This summary also identified how outstanding matters could be addressed, absence of the concerns raised by Whiteoaks. The concerns raised by Whiteoaks are expected to be addressed separately as part of a future recommendation report once reviewed by a qualified expert.

Land Use

The applicant is proposing to rezone the subject lands to a Health Science and Technology Core ('HSTC') zone and is seeking permissions for a broad range of land uses. While staff are supportive, in principle, of permitting a broad range of employment land uses on the subject lands, there are concerns with allowing 'dwelling units' in an employment area, not limiting retail use permissions on the site and the appropriateness of certain land uses being proposed within the context of the HOMUN.

Furthermore, staff are concerned with the applicant's approach of pre-zoning the future development block located at the southeast corner of William Halton Parkway and Third Line to 'HSTC' without adequate analysis in the supporting studies. For instance, this would permit an additional 40,683 m² (437,908 ft²) of Gross Floor Area ('GFA') on the future development block, beyond the approximately 92,903 m² (1,000,000 ft²) of GFA proposed without analysis of the impact on transportation infrastructure.

Generally, staff would expect to address the foregoing concerns by considering the following changes to the proposed site-specific by-law:

- i. zone the future development block Existing Development 'ED' to limit the amount of floor area to what was assessed in the supporting studies;
- ii. prohibit dwelling units in retirement and nursing homes to ensure occupancy would be in the form of assisted living units which would be accompanied by an institutional level of skilled care, supervision, personal care and support;
- iii. only permit ancillary retail uses, restrict major retail, and limit the leasable floor area of ancillary retail and the maximum floor area of an ancillary retail premises;
- iv. scope the range of permitted uses to appropriate land uses within the context of the HOMUN and an employment area; and,

From: Planning Services Department

Date: April 5, 2019

Subject: Update Report, Oakville Green Development Inc., Part of Lot 25, Concession 1, NDS, File No. Z.1325.07, 24T-18006/1325

- v. limit the maximum leasable floor area of the hotel, nursing home, and retirement home (secondary employment) to encourage the development of primary employment uses such as research and development and medical offices which are supportive of the employment function of the node.

In addition, and as identified in this section of the report, a sensitivity analysis is required to support the TIS, which may have a further impact on the zoning performance standards.

Minimum Density and Height

The applicant is proposing to rezone the subject lands to a HSTC zone which would include a minimum building height of 2 storeys and a minimum Floor Space Index of 0.35 FSI. As an example, this could permit a retail store with a second storey office component and surface parking. Staff are concerned that the minimum density and height proposed is inadequate given that the subject lands are located within a node and along a planned higher order transit corridor. This concern could be addressed by amending the minimum height and density proposed and adding other zoning performance standards consistent with other nodes in the town.

Urban Design

The applicant addressed staff's concerns regarding references to above-grade parking structures in the Urban Design Brief dated March 4th, 2019 ('Brief') by removing references in the Brief related to the same and has addressed other similar site layout concerns in the Brief by way of updates.

Further advancement of the Brief has been limited by the conceptual nature of the proposed plans. There is a concern that without a clear direction in the Brief that the future development might appear monolithic, out of context and would not demonstrate a high-quality architectural design. Similarly, the conceptual design limits the practicality of the Shadow Study, however at a feasibility level the Shadow Study provides that it is feasible to construct the proposed fifteen (15) storey buildings on the subject lands without a negative shadow impact from the proposed development on adjacent lands.

Staff expect to resolve the foregoing matters as follows:

- i. draft plan condition(s) requiring an update to the urban design brief will ensure an interesting and varied built form in conformity with the Livable by Design Manual;

From: Planning Services Department
 Date: April 5, 2019
 Subject: Update Report, Oakville Green Development Inc., Part of Lot 25, Concession 1, NDS, File No. Z.1325.07, 24T-18006/1325

- ii. site-specific zoning would not permit above-grade parking structures and limit surface parking, consistent with the plans presented to Council by the applicant;
- iii. detailed zoning regulations to provide appropriate building setbacks for an urban development which would provide a strong street edge, limits on the size of floor plates and minimum separation distance between towers which, amongst other matters, would allow for adequate natural lighting for future employees.
- iv. The detailed building design could be advanced through the required site plan application, with submission of, amongst other matters, a compliant shadow study demonstrating no negative impact on adjacent lands.

A high-quality architectural design that reflects the Oakville context and that creates an interesting building fabric and a diverse image will be required as part of the site plan application. The applicant has been advised that as this development progresses toward the site plan stage, a peer review may be required for the architectural design. In this case the applicant would be responsible for the costs associated with a peer review.

Employment Projections

The town’s Development Charge Study, which supports current rates, sets out an employment and gross floor area forecast (2017 to 2031) are based on the Region of Halton’s Best Planning Estimates. Square foot per employee assumptions determined are:

Employment Category	Gross Floor Area (sq.ft.)	Gross Floor Area (sq.m.)
Industrial	1,200	112
Commercial	400	37
Institutional	413	38

Utilizing the Development Charge Study employment forecast rates, and applying it to the floor areas provided by the applicant, it would result in a yield of 1,527 employees. However, the proposed development is expected to be built to new standards, be reflective of current trends in employment and is seeking to attract a subset of land uses identified in the broader Development Charge Study employment forecast categories.

Accordingly, staff worked with the applicant to generate a more accurate employment forecast which is based off Halton Region Employment Survey data, and more reflective of modern employment building design, and the subset of land

PLANNING AND DEVELOPMENT COUNCIL MEETING

From: Planning Services Department
 Date: April 5, 2019
 Subject: **Update Report, Oakville Green Development Inc., Part of Lot 25, Concession 1, NDS, File No. Z.1325.07, 24T-18006/1325**

uses the applicant is seeking to attract to the development, which is detailed in the below table and results in a total of approximately 2,636 employees.

Table 2: Oakville Green Forecasted Employment using Subset of Halton Region Employment Survey Data

		TYPE OF USAGE	PERCENTAGE OF SPLIT	GFA		% OF USABLE AREA	GROSS LEASABLE AREA		SPACE PER EMPLOYEE RATE		NUMBER OF EMPLOYEES	
				m ²	SF		m ²	SF	PRIMARY (m2)	SECONDARY (m2)		
Employment Building	Level -1	Retail	50%	4,501	2,251	24,224	0.85	1,913	20,591		28.642	67
		R+D+Incubation	50%		2,251	24,224	0.85	1,913	20,591	26.371		73
	Upper Floors	R+D+Incubation			44,780	482,012	0.85	38,063	409,710	26.371		1,443
											1,583	
Medical Centre / Office	Podium L1	Retail	20%	2,980	596	6,415	0.85	507	5,453		28.642	18
		Medical Offices	80%		2,384	25,661	0.85	2,026	21,812	24.456		83
	Podium L2	Medical Offices			2,980	32,077	0.85	2,533	27,265	24.456		104
		Upper Floors	Medical Offices			14,483	155,895	0.85	12,311	132,511	24.456	
											707	
Hotel and Conferencing	Podium L1	Retail and services			2,015	21,689	0.85	1,713	18,436		28.642	60
	Podium L2	Conferencing Area			2,015	21,689	0.85	1,713	18,436		28.642	60
	Upper Floors	Hotel Rooms			9,932	106,908	0.85	8,442	90,872		142.377	59
											179	
Senior Living	Podium L1	Retail	10%	2,053	205	2,210	0.85	175	1,878		28.642	6
		Long term Care facilities	90%		1,848	19,889	0.85	1,571	16,905	48.142		33
	Podium L2	Suites			2,053	22,098	0.85	1,745	18,784		48.142	36
		Upper Floors	Suites			5,186	55,822	0.85	4,408	47,449		48.142
											167	
											TOTAL EMPLOYEE 2,636	

Given the foregoing, the proposed development could result in more employees (~2,636 vs. 1,527) than the average forecasted by the Development Charge Study particularly for office, retail and research facilities. Given the results of this analysis further review was warranted with respect to appropriate impact on the broader transportation system, parking rates and potential financial impact to the town, which are identified in more detail in subsequent sections of this report.

It is recommended that the applicant undertake a scoped financial impact analysis, to address transit capital and operating needs as well as employment density concerns, which would identify the financial impact on the town together with mitigation measures.

Parking

The below table outlines the minimum and maximum required parking for the proposed development based on the leasable floor area of each land use identified in Table 2:

From: Planning Services Department
 Date: April 5, 2019
 Subject: Update Report, Oakville Green Development Inc., Part of Lot 25, Concession 1, NDS, File No. Z.1325.07, 24T-18006/1325

Table 3: North Oakville Zoning By-law Parking Requirements

Land Use	Parking Rate	Proposed Development (leasable sq.m. / units / rooms)	Minimum Parking	Maximum Parking	Employees
General Office	1/37 m ² min. 1/30 m ² max.	39,976	1,081	1,333	1,516
Hotel	0.65/suite + 1/10 m ² devoted to public hall uses min. 1/suite + 1/10 m ² devoted to public hall uses max.	1,713 210 rooms	309	382	119
Medical Office	1/20m ² min. 1/15 m ² max.	16,870	844	1,125	690
Retirement Home	0.5/suite	110 units	55		161
Retail	1/30m ² min. 1/20 m ² max.	4,308	144	216	151
TOTAL			2,433	3,056*	2,637

*since a maximum parking ratio does not apply to retirement homes, overall maximum parking ratio could exceed 3,056 parking spaces.

A range of between a minimum of 2,433 parking spaces to a maximum of 3,056 parking spaces would be required based on the North Oakville Zoning By-law standards. As indicated in more detail in Table 3, the estimated number of employees would fall within this range at 2,637.

Zoning By-law 2014-014, which applies south of Dundas St., is supported by a more recent technical paper regarding parking and loading standards which is dated January 29th, 2013 prepared by Cole Engineering. For comparison purposes, staff calculated the minimum parking required if the proposed development was located south of Dundas Street within a growth area such as Uptown. In total, a minimum of 2,407 parking spaces would be required³. Maximum parking ratio would not apply. Accordingly, the minimum parking requirement for the proposed development is similar to Zoning By-law 2014 for the proposed employment land uses.

The applicant originally proposed to provide a total of 3,014 underground parking spaces using an automated mechanical parking stacker. As confirmed in a letter dated February 6th, 2019 (Appendix E), due to timing issues with obtaining

³ Based on floor areas and concept plans provided by applicant.

From: Planning Services Department
Date: April 5, 2019
Subject: Update Report, Oakville Green Development Inc., Part of Lot 25, Concession 1, NDS, File No. Z.1325.07, 24T-18006/1325

responses to questions raised regarding the proposed automated mechanical parking stacker, this parking system is not being pursued by the applicant at this time. Instead, the applicant is seeking permissions for manual parking stackers (not automated), and would like the ability to apply for automated parking in the future through a minor variance application. Due to this amendment, a total of 3 levels of underground parking are proposed, with a cumulative total of 2,344 parking spaces.

The letter dated February 6th, 2019, and appended hereto as Appendix E, also provides more details of the potential mechanical parking stacker design and how the parking would function across the site. Staff note that parking layout matters would be advanced further as part of the required site plan application.

Staff expect to resolve the foregoing matters as follows:

- i. Given the higher density of employment proposed, and the conceptual nature of the plans, staff anticipate that as part of a holding provision additional parking should be required unless the applicant can demonstrate through a parking justification study, to the satisfaction of the town, that a lower rate can be justified.
- ii. While there is more detail regarding the parking analysis in this report, the parking justification study could be required as part of a holding provision.
- iii. The site-specific by-law should provide that all lands subject to the special provision be treated as one for parking purposes. This would allow for shared parking within the development, as proposed by the applicant.
- iv. Site-specific permissions and regulations to permit stacked parking spaces, excluding accessible parking spaces, in excess of the minimum parking requirements.

Functional Servicing & Stormwater Management

In general, the supporting engineering submission outlines how the proposed site development would be serviced, graded, and the proposed alterations to the Glen Oak Stormwater Management Pond. Since the Statutory Public Meeting on February 11th, 2019, the Owner agreed to exchange and equal amount of land (0.57 ha (1.4 acres)) to reshape the Glen Oak Stormwater Management Pond. However, it is noted that part of the lands proposed to be provided to Oakville Green consisting of 'Street A' would be rededicated back to the town as a public road.

From: Planning Services Department
 Date: April 5, 2019
 Subject: Update Report, Oakville Green Development Inc., Part of Lot 25, Concession 1, NDS, File No. Z.1325.07, 24T-18006/1325



Figure 1: Proposed land exchange from town to Owner (orange) and vice versa (blue).

Staff are satisfied that all previous comments identified in a letter to the applicant dated January 25th, 2019 which were required to be addressed prior to draft plan approval, have been addressed. In general, staff are satisfied that the proposed alterations to the Glen Oak Stormwater Management Pond will provide an equal or greater volume than the currently constructed pond and that the design of the Pond has been sufficiently advanced to support the Phase 1 development, subject to conditions which could be satisfied through draft plan approval of the subdivision. Staff comments are provided in ‘Appendix B’.

It is anticipated that the remaining comments could be addressed as conditions of draft plan approval and in a future Environmental Implementation Report / Functional Servicing Study Addendum.

The Owner would be responsible for all costs associated with the proposed alterations to the Glen Oak Stormwater Management Pond.

Archaeological

A Stage 1-3 Archaeological Assessment was completed for the subject lands. The results of the Stage 1-3 assessment indicate that all archaeological potential and

From: Planning Services Department
Date: April 5, 2019
Subject: Update Report, Oakville Green Development Inc., Part of Lot 25, Concession 1, NDS, File No. Z.1325.07, 24T-18006/1325

resources on-site have been investigated in accordance with Ministry requirements. Staff expect that as a condition of approval of the draft plan of subdivision, no grading of the site will be permitted until the Ministry of Tourism, Culture and Sport accepts the reports and allows for development of the lands.

Environmental Site Assessment

The applicant submitted Phase I & II Environmental Site Assessments for the Oakville Green land holding. Halton Region identified deficiencies with the Assessments and will require updated Phase 1 & 2 Reports compliant with O. Reg. 153/04. Halton Region advised that these concerns could be addressed by way of a holding provision and as a condition of draft plan approval.

Environmental Implementation Report

The Environmental Implementation Report (“EIR”) characterized and analyzed the natural features and functions on the site and determined and addressed the potential impacts of future development, including servicing, on the natural heritage system.

While the March 2019 submission remains in technical review at Conservation Halton, in a letter dated March 27th, 2019, Conservation Halton advised that their previous comments, which were required to be addressed prior to draft plan approval, have been adequately addressed.

The applicant is proposing an infiltration trench system and associated infrastructure east of the subject lands, also owned by Oakville Green. It will be necessary to review this in more detail including long-term ownership and defining maintenance obligations. This and other remaining comments are required to be completed through the draft plan of subdivision conditions, and minor revisions to the draft plan of subdivision.

Transportation & Mobility

The TIS submitted with the application concludes that based on a review of existing traffic conditions, all study intersections are operating within capacity. Further, the 2021, 2026 and 2031 background traffic analysis forecasts that study area intersections will be operating at capacity, and that planned road improvements will help traffic flow in this part of the Town. The TIS found that Traffic was accommodated at all study intersections through adjustments to the signal timing plans with no new infrastructure (traffic lanes) required to accommodate traffic volumes.

From: Planning Services Department
Date: April 5, 2019
Subject: Update Report, Oakville Green Development Inc., Part of Lot 25, Concession 1, NDS, File No. Z.1325.07, 24T-18006/1325

The TIS recommends the following improvements to Regional Roads and provision of town transit services, in addition to the transportation system improvements already planned, to accommodate site generated traffic:

- i. Construct a fourth leg of the Third Line and Hospital Access signalized intersection to provide access to Oakville Green and adjust signal timings and phasings appropriately, and coordinated with the two adjacent intersections, to accommodate the site generated traffic demand.
- ii. Construct a right-in right-out access at the northerly site driveway at William Halton Parkway. A stop-controlled intersection with one outbound lane is sufficient to accommodate the subject site.
- iii. Adjust signal timings at the following study intersections:
 - a. Bronte Road and William Halton Parkway;
 - b. Bronte Road and Dundas Street West;
 - c. Bronte Road and Upper Middle Road;
 - d. Dundas Street West and Third Line; and
 - e. Dundas Street West and Neyagawa Boulevard.
- iv. Ensure efforts to maintain coordinated signal operation along Dundas Street West.
- v. Add a westbound right protected movement at the intersection of Bronte Road and William Halton Parkway under the same phase as the southbound left movement.
- vi. Add an eastbound left turn protected movement at the intersection of Dundas Street West and Third Line during the a.m. peak hour.
- vii. Add additional transit buses to routes 3 – Third Line and 5/5A Dundas, with up to a total of 10 buses to alleviate capacity concerns. These should be revalidated against a future transit strategy.

As part of the review of the applicant's TIS, a peer review consultant was retained and their comments are included as part of this report as 'Appendix B'. Staff had concerns that their TIS may be underestimating the number of trips generated by the proposed development, and thus the transportation impact, given the higher density of employment proposed (see 'Employment Projections' section of this report). Accordingly, staff undertook an independent analysis which compared the approach used by the applicant (ITE vehicle trips) with trips generated by the number of employees (Appendix F). Based on these results, it was found that, on average, the higher density of employment could result in approximately 21% more vehicle trips than projected by the Oakville Green TIS.

While the draft plan conditions would require the owner to fund the upgrades to the transportation infrastructure, the owner would also be required to fund part of the

From: Planning Services Department
Date: April 5, 2019
Subject: Update Report, Oakville Green Development Inc., Part of Lot 25, Concession 1, NDS, File No. Z.1325.07, 24T-18006/1325

additional transit infrastructure required through development charges. The applicant's TIS estimates that a total of an additional seven (7) busses would be required in the 2021 and 2026 horizon years, and three (3) more in the 2031 horizon year (total of ten (10)). Given current operational practice, staff estimates that an additional 2 busses would be required, for a total of twelve (12).

It is estimated that the twelve (12) new busses triggered by the proposed development would cost approximately 7.2 million dollars⁴ in capital costs and cost approximately 4.4 million dollars in annual gross operating costs. Under the current Development Charges By-law, development charges would fund an 18% portion of the capital costs (\$1,296,000), after deduction for benefits to existing development. This could result in a negative impact of approximately \$5,904,000 in capital costs and \$4,400,000 annual gross operating costs to the town. Staff expect that this financial impact could be significantly reduced when the planned Dundas Street bus rapid transit project is built, assuming it is funded by the Province and the operational costs are borne by others. The proposed improvements to the subject lands would also result in increased assessment which could further mitigate the financial impact.

The capital and operating cost for the foregoing additional buses would require Council approval through the annual budget process. However, the applicant is relying on these expenditures to support the conclusions of the TIS. Accordingly, it is necessary for the applicant to undertake a sensitivity analysis to analyze whether additional trips resulting from a lower level of transit service (until the Dundas Bus Rapid Transit is built) could be accommodated on the road network and to identify any additional transportation system upgrades which would be necessary.

In staff's opinion, an update to the TIS is required to inform a future recommendation report to Council. In addition, it is recommended that the applicant undertake a scoped financial impact analysis, to address transit capital and operating needs as well as employment density concerns, which would identify the financial impact on the town together with mitigation measures.

Detailed review of site plan matters such as vehicle maneuverability and pedestrian circulation plan including connection to public transit will be reviewed as part of the site plan application.

Below Grade Tunnel between Parking Garages

The applicant proposed to connect the underground parking garages of the hotel & conference centre and the medical building below 'Street A'. Staff asked for additional details regarding this connection during the review of the development

⁴ Based on an estimated cost of \$600,000 per new bus.

From: Planning Services Department
Date: April 5, 2019
Subject: Update Report, Oakville Green Development Inc., Part of Lot 25, Concession 1, NDS, File No. Z.1325.07, 24T-18006/1325

application, and the Owner responded with a technical memo from WSP dated February 4th, 2019, attached hereto as 'Appendix G'. The memo provides that the tunnel would be approximately 8.0 m below the surface of 'Street A' and would not conflict with existing and proposed infrastructure under the proposed public roadway. The memo acknowledges that should a watermain rupture above the tunnel, water proofing would be necessary to protect the tunnel from any additional water that may seep downwards through fissures in the bedrock.

To advance this concept further, staff would need to understand the future ownership of the parking garages, detailed design of the parking layout and format, and the ownership, long-term maintenance obligations and liability matters. Accordingly, it is more appropriate to advance the tunnel design as part of the required site plan control application, once the detailed design of the proposed development is more advanced, and there is more certainty with the ownership structure of the parking garages. It is anticipated that Halton Region would provide detailed comments on the proposed tunnel as part of the site plan application.

Should the tunnel design be pursued by the Owner, and advanced through the site plan application, Council approval would be required. It is anticipated that staff would bring forward a separate report for Council's consideration which would provide a greater level of detail of the proposed design of the tunnel, maintenance obligations, financial impact to the town, ownership structure and any necessary easements as part of that report.

Landowner Agreement

Section 8.9.4 of the North Oakville West Secondary Plan provides that in order to ensure the appropriate and orderly development of the Secondary Plan area, and to ensure the costs associated with the development of the Secondary Plan are equitably distributed among all landowners, development within the 407 West Employment District and/or the Sixteen Hollow Employment District shall only be permitted to proceed when landowners representing a significant proportion of the respective employment district have entered into a cost sharing agreement or agreements amongst themselves to address the distribution of costs associated with development in a fair and equitable manner.

As part of development of the Oakville Trafalgar Memorial Hospital, services were extended to the area. Halton Healthcare confirmed that servicing costs of the subject parcel were addressed by Oakville Green. Accordingly, related cost sharing considerations have been satisfied.

From: Planning Services Department
Date: April 5, 2019
Subject: Update Report, Oakville Green Development Inc., Part of Lot 25, Concession 1, NDS, File No. Z.1325.07, 24T-18006/1325

Navigation Canada

The design of the Oakville-Trafalgar Memorial Hospital includes a helipad located along the Dundas Street West frontage which is regulated by Canadian Aviation Regulations. While staff has confirmed that the subject lands are located outside of the flightpath for the helipad shown on the approved site plan for the Hospital, the subject development application was circulated to Navigation Canada to confirm that the operation of the Hospital's helipad will not be negatively impacted.

Comments from Navigation Canada are outstanding as of the date of this report and are expected to be included as part of a future recommendation report.

Town Council Resolution

The following resolution was adopted by Council at the February 11th, 2019 Statutory Public Meeting:

1. *That the public meeting report prepared by the Planning Services Department dated January 21, 2019, be received.*
2. *That comments from the public with respect to the Zoning By-law Amendment and Plan of Subdivision application by Oakville Green Development Inc. (File No. Z.1325.07, 24T18006/1325), be received.*
3. *That analysis of the following matters of interest to Council be included as part of the recommendation report:*

A parking and transportation strategy that considers the following elements:

- *Other studies within the Oakville context*
- *Consider parking and traffic impact associated with the proposed uses*
- *Undertake a traffic analysis*
- *Consider existing and planned road capacity*
- *Modal splits*
- *Traffic impacts*
- *Analysis of number of jobs and number of parking spaces. Why the gap?*
- *How will the parking stackers work?*
- *Will parking be paid and how will it be allotted?*
- *Consider transportation and Transit Master plan studies.*

From: Planning Services Department
Date: April 5, 2019
Subject: Update Report, Oakville Green Development Inc., Part of Lot 25, Concession 1, NDS, File No. Z.1325.07, 24T-18006/1325

An examination and explanation of the proposed Seniors use:

- *Provide greater clarity as to how this proposed use will work, citing other Oakville examples*
- *Breakout the seniors use into number of uses, visitor parking spaces, staff parking spaces, time of use, and modal split, among other matters*
- *Breakout the proposed hotel uses and employment numbers*
- *How is seniors living defined?*

The questions under the category of parking and transportation strategy have been addressed in this staff report. More specifically, staff engaged a peer review consultant to review the TIS and staff also conducted an independent sensitivity analysis regarding employment density. Similarly, Halton Region engaged a peer review consultant to review the TIS. Comments from staff and the peer review consultants are included as part of 'Appendix B', and the sensitivity analysis is included as 'Appendix F'. Based on this analysis, staff are of the opinion that the TIS submitted by the applicant needs to be updated prior to zoning and draft plan approval. Further analysis is needed to fully outline impacts from the proposed development on the existing and planned transportation network.

The TIS assumes that Council would approve the capital and operating cost for the additional buses and it relies on these expenditures to support the conclusions of the TIS. As outlined in this report, this could result in a negative impact of approximately \$5,904,000 in capital costs and \$4,400,000 annual gross operating costs to the town. While this would be subject to future consideration by Council through the annual budget process, in staff's view, it would be prudent to require an additional sensitivity analysis to be undertaken to analyze whether additional trips resulting from a lower level of transit service (until the Dundas Bus Rapid Transit is built) could be accommodated on the existing road network. This analysis should also include whether any additional transportation system upgrades are necessary.

While there is more detail regarding the parking analysis in this report, additional parking should be required unless the applicant can demonstrate through a parking justification study, to the satisfaction of the town, that a lower rate can be justified. The parking justification study could be required as part of a holding provision.

In addition, staff are not supportive of permitting automated mechanical parking as-of-right without a better understanding of the operation and potential impacts. However, it is expected that conventional parking stackers could be permitted in the site-specific by-law for parking spaces beyond the minimum amount required and not for accessible parking spaces.

From: Planning Services Department
Date: April 5, 2019
Subject: Update Report, Oakville Green Development Inc., Part of Lot 25, Concession 1, NDS, File No. Z.1325.07, 24T-18006/1325

The questions under the category of 'examination and explanation of the proposed seniors use' have been addressed in this staff report. More specifically, the staff report provides employment projections in relation to the required parking ratio, and the applicant has provided additional details with how they expect the parking to function (Appendix E). For comparison purposes, the applicable parking ratios in the North Oakville Zoning By-law were compared with the applicable parking ratios south of Dundas Street in By-law 2014-014. The layout of the parking garage would be reviewed in more detail as part of the required site plan application.

In general, retirement homes are permitted in medium density residential, high density residential and main street designations within the context of the Livable Oakville Plan. Within these designations, while there are some restrictions such as maintaining non-residential uses on the ground floor along main streets, a broad range of care is permitted which would allow for patrons to stay in the same facility, in the same community with familiar surroundings over time.

The proposed retirement home is different since it is located within an employment area and the HOMUN. While supportive housing is permitted within the HOMUN, 'residential uses' are prohibited in employment areas by the Growth Plan. Accordingly, the proposed retirement home would provide an institutional level of skilled care, supervision, personal care and support and this would be accomplished by prohibiting 'dwelling units' in the site-specific by-law and confirmed through review of the floor plans during the site plan stage, once the design has been further advanced.

Public Comments

A PIM was held on November 6th, 2018, and was attended by two (2) members of the public. The principal concern(s) raised at the PIM are detailed in the meeting minutes in Appendix C and the questions were answered at the meeting. Aside from the Whiteoak comments, which are identified in this report, no other comments from the public have been received as of the date of this report.

Whiteoaks Communications Group Limited Comments

Whiteoaks is the owner and operator of two AM radio stations at 1303 Dundas St. W. According to Whiteoaks, each station transmits 10,000 watts and shares the same set of six 57 m (186 ft.) tall radio telecommunication towers, but emit two separate 'DA-1 radiation patterns'. In response to the Oakville Green development application, Whiteoaks submitted comments to the town dated March 14th, 2019 together with a number of supporting correspondence, policy references and the following reports:

From: Planning Services Department
 Date: April 5, 2019
 Subject: Update Report, Oakville Green Development Inc., Part of Lot 25, Concession 1, NDS, File No. Z.1325.07, 24T-18006/1325

- i. Lawrence Behr Associates Inc. entitled 'CJMR-CJYE / Health Sciences and Technology District RE: Two-way impacts relative to a proposed urban development named Health Sciences and Technology District, in Oakville, Ontario, Canada, on the radiation patterns of CJMR and CJYE and potential hazards during construction once built' dated March 12th, 2019;
- ii. Lehman & Associates & MA Tilston Engineering entitled 'Impacts of the Draft West Oak Trails Secondary Plan on the Operational Capacity of CHWO and CJMR Radio' dated February 1993;
- iii. Lawrence Behr Associates Inc. entitled 'Two-way impacts relative to proposed urban developments on the radiation patterns of CJMR and CJYE and potential hazards during construction and its use once built' dated March 11th, 2019; and,
- iv. Firmin & Associates entitled 'North Dundas Encroachment & Development' dated November 28th, 2018.

Whiteoaks also submitted a report dated April 1st, 2019 entitled 'Two-way impacts relative to proposed Health Sciences and Technology District urban development on the radiation patterns of CJMR and CJYE and potential hazards during construction and its use once built' by Lawrence Behr Associates Inc. The foregoing reports will be made available at the Planning Services front counter for review, upon request.

Whiteoaks is a party to the Local Planning Appeal Tribunal ('LPAT') appeal of the proposed Graydon Banning / Martillac development located between the Whiteoaks lands and the subject lands and has provided comments regarding the proposed development at 393 Dundas St. W. The cover letter summarizing the concerns related to the Oakville Green development application is attached to this report as 'Appendix A' and provides a more detailed explanation of these concerns. Overall, the following 'key concerns' are identified:

1. ***"Interference with the CJYE and CJMR signals: construction of tall buildings in close proximity to AM transmission facilities adversely impact the radio signal in two main ways:***
 - a) *blocking or weakening the signal thereby reducing the number of households it reaches; and*
 - b) *altering the broadcast pattern of the signal resulting in the stations' signals distorting the authorized transmission patterns, and as result, potentially causing interference to co and adjacent frequencies. Each station must protect 20khz either side of their assigned frequency. For instance, 1250kHz must protect 1230, 1240, 1250, 1260,1270 kHz. While 1320 must protect 1300, 1310, 1320, 1330, 1340kHz. Each radio station has its own broadcast authorized pattern that is protected by international treaty and domestic legislation.*

From: Planning Services Department
 Date: April 5, 2019
 Subject: Update Report, Oakville Green Development Inc., Part of Lot 25, Concession 1, NDS, File No. Z.1325.07, 24T-18006/1325

The LBA Graydon-Banning/Martillac Report found, based on modelling, that "the AM stations' federally regulated patterns will be seriously affected during the construction activities and the presence of the buildings afterwards, causing both stations to be out of compliance with their strict, federally regulated and licensed parameters and potentially interfering with the signals of other AM radio stations." These adverse impacts are principally caused by:

- *During construction: metal equipment, especially cranes, cables and construction elevators and components re-radiating the signal. The metal components are coopted by the electromagnetic signal into becoming part of the antenna array, altering the broadcast pattern through re-radiation.*
- *Post-construction: the physical bulk of the buildings blocking the signal and the various metallic components within them (metal framing, wiring, re-bar etc.) reradiating the signal.*

2. **Public Health and Safety:** *the LBA Graydon-Banning/Martillac Report found that the radiofrequency (RF) intensities at the site will cause safety hazards both during and after construction, unless properly mitigated as follows:*

Construction Phase Hazards:

- *contact current burns and shocks as well as arcing (sparks flying). These discharges can cause severe burns and other damage to the human body depending on the entry and exit points*
- *accidents resulting from shocks to construction workers while handling equipment, carrying heavy objects or operating at elevations above ground level*
- *electric sparks causing materials to combust*
- *physical injury to persons and property as a result of malfunctioning equipment*
- *arcing caused by the currents induced on metal structures and cables. The danger of sparks near combustible material is obvious. Static discharges can startle a person and cause the loss of grip on a handrail or an object with the risk of losing balance*

Post-Construction Hazards:

- *exterior metal railings and other long metal elements (such as aluminum window frames) can result in contact burns and shocks*
- *compromised integrity of elevator cables*
- *malfunctioning garage door equipment*

3. **Radio interference with construction equipment and consumer electronics:** *the high levels of RF from the Transmission Site can interfere with nearby electronic devices. The interference can result in devices not functioning as predicted, total malfunction or premature failure. Special filters, shielding and excessive grounding will be required but may not eliminate all the effects to a desirable level. The LBA Graydon-Banning/Martillac Report identified the following impacts:*

From: Planning Services Department
 Date: April 5, 2019
 Subject: Update Report, Oakville Green Development Inc., Part of Lot 25, Concession 1, NDS, File No. Z.1325.07, 24T-18006/1325

- *RF interference with construction equipment, especially cranes, causing equipment to be difficult to operate, inoperable or to malfunction potentially resulting in catastrophic failure and damage to property and bodily injury*
- *arcing can damage cranes and elevator hoisting cables, rendering them useless*
- *household devices like entertainment systems and the like, alarms, monitoring systems, intercoms, and garage doors will be subject of malfunction or interference, especially the ones connected to cables or cable networks that are long enough to act as antennas at the frequencies involved The recent experience during the construction of a bridge adjacent to the broadcast transmission site of CJMR/CJYE along Dundas Street is illustrative. High RF levels caused contact burns, while the PLC controlled crane lost several expensive electronic control boards and as a result the project was halted by health and safety personnel. A manual lift crane had to be brought in to complete the project {see Firmin & Associates Report}. In Industry Canada's Spectrum Management CPC-2-0-03 (June 26, 2014) 7.2 it states that land use authorities (LUA):*

. . . have a responsibility to ensure that those moving into these areas, whether prospective residents or industry, are aware of the potential for their electronic equipment to malfunction when located in proximity to an existing broadcasting installation. For example, the LUA could ensure that clear notification be provided to future prospective purchasers.”

The foregoing concerns warrant an external review by a qualified expert.

The concerns regarding the radio towers would not be appropriate for inclusion in a holding provision, since they may necessitate changes to the underlying zoning permissions with respect to height, placement, setbacks and massing of buildings, may result in the need for additional draft plan conditions and warning clauses, and additional work is necessary to understand the radio tower matters, the associated impacts, and implementable mitigation measures.

CONCLUSIONS

A recommendation on the Oakville Green applications is considered premature. Staff will continue to review and assess the Oakville Green development application and anticipate retaining a qualified expert to review the Whiteoaks submissions and any related comments from the applicant. Staff expect to report back to Council on the Oakville Green development application, upon receipt of a qualified expert review of the radio tower concerns, a sensitivity analysis and a scoped financial impact study through a future recommendation report.

Staff are recommending that Council approve up to \$75,000 plus HST, funded 90% from development charges and 10% from capital reserve, to retain a qualified expert to review information submitted by Whiteoaks Communications Group Limited and identify related matters that are necessary to be addressed in planning for the surrounding area.

From: Planning Services Department
Date: April 5, 2019
Subject: Update Report, Oakville Green Development Inc., Part of Lot 25, Concession 1, NDS, File No. Z.1325.07, 24T-18006/1325

In order to address policy issues and technical comments outlined in more detail in the 'technical and public comment' section of this report (excluding the matters raised by Whiteoaks), it is anticipated additional modifications to the Oakville Green application would be required, including the following:

- i. zone the future development block Existing Development 'ED' to limit the amount of floor area to what was assessed in the supporting studies;
- ii. prohibit dwelling units in retirement and nursing homes to ensure occupancy would be in the form of assisted living units which would be accompanied by an institutional level of skilled care, supervision, personal care and support;
- iii. only permit ancillary retail uses, restrict major retail, and limit the leasable floor area of ancillary retail and the maximum floor area of an ancillary retail premises;
- iv. scope the range of permitted uses to appropriate land uses within the context of the HOMUN and an employment area;
- v. limit the maximum leasable floor area of the hotel, nursing home, and retirement home (secondary employment) to encourage the development of primary employment uses such as research and development and medical offices which are supportive of the employment function of the node;
- vi. modify minimum height and density proposed and adding other zoning performance standards consistent with other nodes in the town which would have the effect of not allowing two-storey development such as retail with surface parking;
- vii. draft plan condition(s) requiring an update to the urban design brief to ensure an interesting and varied built form in conformity with the Livable by Design Manual;
- viii. site-specific zoning standards that would restrict above-grade parking structures and limit surface parking, consistent with the plans presented to Council by the applicant;
- ix. detailed zoning regulations to provide appropriate building setbacks for an urban development which would provide a strong street edge, limits on the size of floor plates and minimum separation distance between towers which, amongst other matters, would allow for adequate natural lighting for future employees;

From: Planning Services Department
 Date: April 5, 2019
 Subject: Update Report, Oakville Green Development Inc., Part of Lot 25, Concession 1, NDS, File No. Z.1325.07, 24T-18006/1325

- x. Addition of holding provisions, including a parking justification study, to the satisfaction of the town, which would have the effect of requiring additional parking unless a parking justification is provided which demonstrates that the existing minimum parking rate in North Oakville Zoning By-law 2009-189 is appropriate;
- xi. Add provision to the site-specific zoning by-law to provide that all lands subject to the special provision be treated as one for parking purposes to allow for shared parking within the development;
- xii. Addition of site-specific permissions and regulations to permit stacked parking spaces, excluding accessible parking spaces, in excess of the minimum parking requirements;
- xiii. Standard and site-specific draft plan conditions, and holding provisions, to address town, region, and other agency comments and requirements including design, construction, securities and monitoring of the proposed modifications to the Glen Oak Stormwater Management Pond, archeological matters and environmental site assessment; and,
- xiv. Updates to the Transportation Impact Study ('TIS') to address town and regional staff and peer review comments including a sensitivity analysis to analyze whether additional trips resulting from a lower level of transit service until the Dundas Bus Rapid Transit is built could be accommodated on the road network and whether the owner would be required to fund any additional transportation system upgrades.

CONSIDERATIONS:

(A) PUBLIC

A Public Information Meeting was held on November 6th, 2018 and a Public Meeting was held on February 11th, 2019. A courtesy notice regarding this staff report has been provided to residents who have participated in the application process and/or requested notice of future meetings.

(B) FINANCIAL

Staff are recommending that Council authorize up to \$75,000 plus HST be approved, funded 90% from development charges and 10% from capital reserve, to retain a qualified expert to review information submitted by Whiteoaks and identify related matters that are necessary to be addressed in planning for the surrounding area.

From: Planning Services Department
Date: April 5, 2019
Subject: Update Report, Oakville Green Development Inc., Part of Lot 25, Concession 1, NDS, File No. Z.1325.07, 24T-18006/1325

It is recommended that the applicant undertake a scoped financial impact analysis, to address transit capital and operating needs as well as employment density concerns, which would identify the financial impact on the town together with mitigation measures.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

The application was circulated to internal and external departments and agencies for review. The application remains in technical review.

(D) CORPORATE AND/OR DEPARTMENT STRATEGIC GOALS

This report addresses the corporate strategic goal to:

- be the most livable town in Canada

(E) COMMUNITY SUSTAINABILITY

The proposed development will be reviewed to ensure compliance with the Town's sustainability objectives.

APPENDICES:

- Appendix A – Whiteoaks Communications Group Limited Comments
- Appendix B – Staff and Public Agency Comments on Second Circulation
- Appendix C – Minutes of Public Information Meeting
- Appendix D – Policy Extracts
- Appendix E – MHBC Automated Parking Memo dated February 6th, 2019
- Appendix F – Sensitivity Analysis (Employee vs. ITE Vehicle Based Trips)
- Appendix G – WSP Memo RE: Tunnel Between Parking Garages

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