

## **Appendix C**

### **Planning Policy Extracts**

#### **Provincial Policy Statement**

The Provincial Policy Statement (2014) ('PPS') is intended to promote a policy led system, which recognizes that there are complex relationships among environmental, economic and social factors in land use planning. The PPS encourages the wise management of land to achieve efficient development and land use patterns by directing growth to settlement areas and by promoting a compact development form.

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

Policy 1.1.1 of the PPS provides that healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;
- f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;

g) ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and

h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

The subject lands are within an employment area , and located along a transit corridor, as identified by the Province and Halton Region. Pursuant to policy 1.1.3.2, land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities; minimize negative impacts to air quality and climate change, and promote energy efficiency; support active transportation; are transit-supportive; and directed in accordance with the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety.

Policy 1.3.1 provides that planning authorities shall promote economic development and competitiveness by:

a) providing for an appropriate mix and range of employment and institutional uses to meet long-term needs;

b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;

c) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities; and

d) ensuring the necessary infrastructure is provided to support current and projected needs.

Within employment areas, planning authorities are directed to plan for, protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs (policy 1.3.2.1).

Policy 1.6.6.7 of the PPS provides that planning for stormwater management shall:

a) minimize, or, where possible, prevent increases in contaminant loads;

b) minimize changes in water balance and erosion;

c) not increase risks to human health and safety and property damage;

d) maximize the extent and function of vegetative and pervious surfaces; and

- e) promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development.

In accordance with section 3 of the Planning Act, all planning decisions 'shall be consistent with' the PPS.

### **Growth Plan (2017)**

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

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

Section 2.2 of the Growth Plan addresses the management of growth and development. Section 2.2.1.4 of the Growth Plan provides that the policies of this Plan will support the achievement of complete communities that:

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

The subject lands are located within an employment area . Further, the subject lands are located along a transit corridor, as identified by the Province and Halton

Region. Section 2.2.5 (1) of the Growth Plan provides that economic development and competitiveness in the Greater Golden Horseshoe will be promoted by:

- a) making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities;
- b) ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan;
- c) planning to better connect areas with high employment densities to transit; and
- d) integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.

Section 2.2.5 (2) provides that major office and appropriate major institutional development will be directed to urban growth centres, major transit station areas or other strategic growth areas with existing or planned frequent transit service. Section 2.2.5 (4) provides that in planning for employment, surface parking will be minimized and the development of active transportation networks and transit-supportive built form will be facilitated.

Section 2.2.5 (7) provides policy direction regarding planning for employment areas by:

- a) prohibiting residential uses and limiting other sensitive land uses that are not ancillary to the primary employment use;
- b) prohibiting major retail uses or establishing a size or scale threshold for any major retail uses that are permitted and prohibit any major retail uses that would exceed that threshold; and
- c) integrating employment areas with adjacent non-employment areas and developing vibrant, mixed-use areas and innovation hubs, where appropriate.

Section 2.2.5 (11) provides that any change to an official plan to permit new or expanded opportunities for major retail in an employment area may occur only through a municipal comprehensive review undertaken in accordance with policy 2.2.5.9.

Section 3.2.1 (2) provides that proposals for large-scale development proceeding by way of a secondary plan, plan of subdivision, vacant land plan of condominium or site plan will be supported by a stormwater management plan or equivalent, that:

- a) is informed by a subwatershed plan or equivalent;

b) incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, which includes appropriate low impact development and green infrastructure;

Infrastructure to Support Growth

c) establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces; and

d) aligns with the stormwater master plan for the settlement area, where applicable.

All decisions made on or after July 1, 2017 in respect of the exercise of any authority that affects a planning matter are required to conform to the Growth Plan.

## **Halton Region Official Plan**

The subject lands are designated “Urban Area” and included in the “Employment Area” overlay in the Halton Region Plan. Lands within the “Urban Area” are intended for residential and employment growth. 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. Employment Areas are subject to the objectives and policies for the Urban Area. In addition, the objectives of the Employment Areas are:

77.1(1) To ensure the availability of sufficient land for employment to accommodate forecasted growth to support Halton’s and its Local Municipalities’ economic competitiveness.

77.1(2) To provide, in conjunction with those employment uses within the residential and mixed use areas of the communities, opportunities for a fully-diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses.

77.1(3) To locate Employment Areas in the vicinity of existing major highway interchanges and rail yards, where appropriate, within the Urban Area.

Section 77.4(1) of the Halton Region Plan prohibits residential and other non-employment uses in the Employment Areas except to recognize uses permitted by specific policies of a Local Official Plan on December 16, 2009 (such as the North Oakville West Secondary Plan).

Further, Section 77.4 of the Halton Region Plan provides that it is the policy of the Region to:

77.4(2) Plan for, protect and preserve the Employment Areas for current and future use.

77.4(5) Require Local Municipalities to promote intensification and increased densities in both new and existing Employment Areas by facilitating compact, transit-supportive built form and minimizing surface parking.

## **North Oakville West Secondary Plan**

On May 25, 2009 the North Oakville West Secondary Plan was approved by Council through OPA 289. OPA 289 was partially approved by the Ontario Municipal Board on December 4, 2009 for lands including the subject lands. The Secondary Plan includes detailed policies establishing general development objectives to guide the future development of the area covered by the Plan.

### **OP Objectives**

The general development objectives provided in Section 8.2.3 of the NOWSP include the following:

#### **8.2.3.1 Environment and Open Space**

- a) To establish as a first priority of the Town, a natural heritage and open space system, within the context of an urban setting, the majority of which is in public ownership.
- c) To identify, protect and preserve natural heritage features within the natural heritage component of the natural heritage and open space system and ensure that their use respects their functional role as natural areas within the ecosystem.
- d) To incorporate measures intended to achieve the goals of environmental protection and enhancement including energy conservation, greenhouse gas reduction, and increased utilization of public transit.
- e) To preserve and protect ESA's, ANSI's, provincially significant wetlands and significant woodlands which form the core of the natural heritage component of the natural heritage and open space system, together with required buffers and adjacent lands intended to protect the function of those features and ensure the long term sustainability of the natural heritage component of the system within the urban context.

#### **8.2.3.2 Employment**

- a) To create employment districts which provide for a range of employment opportunities with access to major freeways, arterial road and transit systems.
- b) To reflect the strategic land use objectives as set out within the Halton Urban Structure Plan (April, 1994) especially regarding high quality, prestigious employment type uses along the Provincial Freeways.
- c) To create employment districts which complement and integrate the existing built form elements that are intended to remain within the community, and incorporate the best community planning and urban design practices available while integrating the area's natural heritage component of the natural heritage and open space system.
- d) To minimize travel time, traffic, greenhouse gases, servicing costs and energy costs through a variety of mechanisms, and particularly by providing an efficient land use arrangement with a mix of employment uses and tenures in close relationship to residential areas.
- e) To plan for and promote higher order employment densities at appropriate locations that maximize employment opportunities, particularly in areas where higher order/frequent transit service is planned.

#### 8.2.3.3 Urban Design

- a) To provide integrated community design that coordinates land use, the natural heritage and open space system, the street network and built form to reinforce the community vision.
- b) To integrate important views and vistas of the natural heritage and open space system within community design.
- c) To create an urban fabric characterized by a connected street system that is responsive to the natural heritage and open space system and existing land uses.
- d) To promote building design variety that promotes an active, safe pedestrian realm within the streetscape.
- e) To design street sections that promote a sense of scale and provide for pedestrian comfort.
- f) To promote building forms that address the street and minimize the impact of garages and service areas on the streetscape.
- g) To create retail and service commercial development that has a strong relationship to streetscapes and major pedestrian ways.
- h) To integrate community and institutional uses at landmark locations.
- i) To create high quality employment areas which are easily accessed by trucks and other vehicular traffic, as well as transit, bicycles and pedestrians.

#### 8.2.3.4 Transportation

- a) To create a system of roads and transportation corridors which promotes the safe, efficient circulation of traffic, including transit and non-vehicular traffic.
- b) To establish an efficient and linked, safe pedestrian movement system (cycleways and walkways) along with an appropriate distribution of land uses so that employees do not need to rely on the automobile to meet the recreational, shopping and commuter needs of daily life.
- c) To establish a transportation system that complements and supports the existing and future urban structure and land use pattern.
- d) To promote transit opportunities through community design, including a “transit first” policy to ensure that development including the phasing of development, proceeds in a manner which will be supportive of the early provision of transit services.
- f) To promote both local and higher order transit opportunities through land use arrangements, building orientation and streetscape design.

### Urban Structure

The town is undertaking a 5-year Official Plan Review to ensure the policies are consistent with the Provincial and Regional policies, support the Town’s strategic goals, and reflect the visions and needs of the community. Schedule A1, Urban Structure, of the Livable Oakville Plan provides the basic structural elements for the Town. Official Plan Amendment 318 (OPA 318) to the NOWSP, confirms the Town’s existing urban structure in terms of nodes and corridors, where higher intensity forms of mixed use growth are to be accommodated. OPA 318 was approved by Halton Region on April 26th, 2018 and deemed to conform to the Growth Plan and is consistent with the PPS. There is one appeal pertaining to OPA 15.

The subject lands are identified on Schedule A1 – Urban Structure as being within a ‘Node and Corridor for Further Study’ at Third Line, north of Dundas Street West, which pertains to the HOMUN. The policies in section 3.6 in the Livable Oakville Plan go on to state that “for those areas identified on Schedule A1 – Urban Structure as Nodes and Corridors for Further Study, future review shall provide updated and new policies to delineate boundaries, the mix of land uses and the intensity and scale of development.” The Health Oriented Mixed Use Node Review has been initiated and is intended to recommend land use designations and policies in the form of an Area-Specific Plan. This Review is expected to be completed by June 2019.



The in force NOWSP does not delineate the boundary of the HOMUN. The intent of the in force NOWSP is to interpret the boundary of the HOMUN, including the uses within the HOMUN, at the site-specific level through a detailed zoning by-law amendment. As part of the All Seniors Care Acquisitions Ltd. staff report, which Council considered on June 11th, 2018, considerations were implemented to determine whether site-specific lands were part of the HOMUN. These considerations included: location; supportive land uses; and sensitive land use / impact on employment area.

Nodes and Corridors are key areas of the Town identified as the focus for mixed use development and intensification. Regional Transit Priority Corridors provide a town-wide network that connects transit systems throughout the Region as well as to local destinations. Land uses adjacent to Regional Transit Priority Corridors provide a key focus for transit-supportive development, which is considered to be compact, mixed use development with higher levels of employment and residential densities to support frequent transit service.

#### Land Use Policies

The subject lands are designated 'Employment District' on Figure NOW2. Section 8.6.5.1 of the plan provides that a HOMUN is included within the Employment District on the north side of Dundas Street West at Third Line. The NOWSP requires the range and scale of uses in the Employment District to be designed to be sensitive to the adjacency and compatibility with development in the HOMUN. Pursuant to Section 8.6.5.2 of the Plan, a range of employment uses are permitted with the Employment District including institutional uses such as places of worship and vocational schools and additional uses specific to the HOMUN including a hospital, and may also include research and development facilities, medical and other offices, laboratories, clinics, supportive housing, long term care facilities, rehabilitation facilities, and other similar uses including retail and service commercial facilities related to the permitted uses.

On lands abutting the HOMUN and major arterial roads, general industrial operations, transportation terminals, outside storage and operations incidental to industrial operations, waste processing and waste transfer stations are not permitted. Further, for those uses that are permitted abutting the lands in the Health Oriented Mixed Use Node, they are to be carefully evaluated to ensure they do not adversely impact on the uses in the HOMUN and matters such as the location of loading bays, sources of light, noise and fumes are reviewed to ensure that any impact on the residential or health related uses complies with Provincial guidelines and regulations (Section 8.6.5.4 a) and c)).

Section 8.6.5.4 d) of the Plan provides that development is required to conform to the following additional criteria:

- Main buildings shall be designed and located to assist in the creation of an attractive street edge, to provide for a strong pedestrian connection to the sidewalk, and to recognize any potential future intensification of the site;
- The balance between the areas of the lot occupied by buildings and the service and parking areas will be designed, wherever feasible, to reduce the extent of the street frontage occupied by service and parking areas. Where street frontage is occupied by parking and service areas, enhanced landscaping shall be provided;
- Maximum height -15 storeys;
- Minimum Floor Space Index –0.25 for retail and service commercial uses; and regard shall be had for the provisions of Subsection e) below with respect to all other uses;
- Maximum Floor Space Index – 3 and;
- Service establishments shall be located in clusters at intersections with Arterials and Avenues.

Section 8.7.8 a) Health Services states:

“The Town shall work with the Halton Healthcare Services, the Mississauga-Halton Local Health Integration Network and appropriate government and service agencies and the community to assist in providing the maximum level of health service to the community.”

Section 8.9.4 (Landowners Agreement(s)) states:

- a) 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.
- b) The development of individual parcels of land will generally not be permitted in the absence of participation in a landowners’ cost sharing agreement, except in circumstances where the Town is satisfied that the development of the subject parcel would implement a logical extension of roads and services, the ability to appropriately and efficiently service the respective overall employment district is not prejudiced, and there is no risk of unacceptable financial impact to Town or the Region.

## Health Oriented Mixed Use Node

The following are the objectives of the HOMUN:

- *be a world-class innovation district providing a concentration of employment*
- *focused on the life sciences, engineering and technology sectors, including the new 1.5 million sq. ft. Oakville hospital,*
- *integrate academic institutions that link education and business in life sciences research and development,*
- *provide numerous health related jobs expressed at a minimum of number of jobs per hectare or square feet per employee, and*
- *incorporate innovative and sustainable design and practices for buildings, streetscapes, energy distribution, natural habitat and stormwater management.*

The principles set out in the report and endorsed by Council include:

### 1. Land Use:

- a) *The primary land uses within the Health Oriented Mixed Use Node will be a hospital, research, development and incubation facilities, institutional uses (including post-secondary education), medical and health related professional offices, and manufacturing uses.*
- b) *The following secondary uses, that are intended to support the primary health employment function of the Health Oriented Mixed Use Node, may also be permitted:*
  - i. *rehabilitation facilities,*
  - ii. *transition and long-term care facilities,*
  - iii. *a hotel, and*
  - iv. *retail and service commercial uses.*
- c) *a residential component may be considered that will:*
  - i. *be subordinate to the primary land uses of the Health Oriented Mixed Use Node identified in 1 (a),*
  - ii. *be confined to the easternmost portion of the Health Oriented Mixed Use Node, appropriately buffered to minimize land use compatibility issues, and provide a transition to the future residential neighbourhood on the west side of Sixteen Mile Creek,*
  - iii. *provide a range of accommodation and unit sizes, and*
  - iv. *be linked to minimum employment development targets for each phase.*

### 2. Performance Targets

- a) *For the Health Oriented Mixed Use Node lands east of Third Line:*
  - 1. *Demonstrate that the Health Oriented Mixed Use Node is a unique opportunity in Halton Region as a result of the biggest hospital in Canada to allow for a mix of uses not found in typical/traditional employment areas.*

2. *Establish baseline employment targets that must be achieved as the primary land use overall and through each phase of development.*
3. *Provide justification and studies and performance based criteria to support subordinated limited residential development to a primary land use.*
4. *Identify the proposed phases of development (to a maximum of three), including the anticipated timing and build out of primary, secondary and subordinate uses.*
5. *Approval of each phase may include all permitted land uses provided that it is demonstrated through a trigger that the primary uses will be achieved prior to or concurrent with secondary and subordinate uses.*
6. *Achieve a minimum density of employment, to be achieved overall and in each phase and the extent that the current employment target for the lands is expected to be exceeded.*
7. *Maximum subordinate residential use component will be based on the performance of primary and secondary uses.*
8. *Outline the infrastructure needs of the Health Oriented Mixed Use Node (i.e., water, wastewater, stormwater management and roads) and undertake fiscal impact analysis.*
9. *Demonstrate commitment to sustainability.*

The Council endorsed principles also included sustainability, transportation and community design.