

APPENDIX C

Former Public Works Site Master Plan

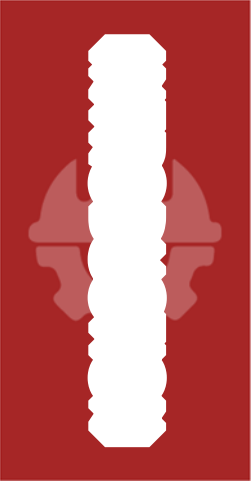
June 11, 2018

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1. Introduction



1.0 Introduction

The Town of Oakville's Former Public Works Site (Works site) is located in the area of Dundas Street and Trafalgar Road in the Uptown Core growth area of Oakville. The Works site is one of the largest undeveloped properties in this growth area and serves as an anchor property.

The Works site benefits from its excellent location adjacent to a future higher order transit corridor on Trafalgar Road and that it is only a few hundred metres from Dundas Street – a planned bus rapid transit route. The Town's long-term vision for the site, as provided through the Official Plan is for the site to be a mixed-use development composed of mid-rise and taller buildings that supports the living, working and everyday needs of residents.

In order to help guide this future development, this Master Plan provides details for what, why and how that development can occur over time while ensuring the community becomes a destination and more than simply a collection of disparate buildings. It needs to be a place people call home, a place where people can work, recreate and feel safe, supported and connected.

The Works site is in an ideal location for redevelopment with opportunities to provide for mixed use buildings, standalone residential, retail and service commercial, restaurants and offices along a multi-modal corridor. Development of previously vacant lands is underway adjacent to the site along Oak Park Boulevard and Taunton Road that is in keeping with the Urban Neighbourhood District as described in the Livable Oakville Plan.

The property has been vacant for several years and the Town recently placed a priority on determining the most beneficial scenario for disposing of the lands and encouraging development opportunities. The purpose of the master plan is to look at options for marketing the property, how best to subdivide the lands into development blocks and how to appropriately balance the future development of the property with the Town's vision for the Uptown Core Growth Area.



BACKGROUND OF THE FORMER PUBLIC WORKS SITE

The property known as 2274 Trafalgar Road and 2320 Trafalgar Road is one of the largest development blocks in the Uptown Core Growth Area and is currently vacant. The lands are approximately 17 acres in size and front directly onto Trafalgar Road, Taunton Road and Glenashton Boulevard. At the southern end of the property, there are two utility pipelines that cross the property, and a hydro easement in favor of Hydro One.

The southern portion of the property was previously developed as the Town of Oakville's Public Works Yard in the 1950s. The Halton Board of Education occupied the northern portion of the property until 1978, when the Town of Oakville Parks and Recreation Department began operations on the site. The property was declared surplus to the Town's needs and decommissioned in 2003. Preliminary environmental investigations were undertaken for the site and some salt contamination has been identified due to the use of the property as the former public works site.

PREVIOUS STUDIES AND WORKSHOPS

The Uptown Core Review (2009) was an important study completed in support of developing the Town's Livable Oakville Official Plan (2009). The Review and subsequent policies designated the site for a mix of uses – predominantly taller high density residential buildings with retail, commercial and office uses at-grade.

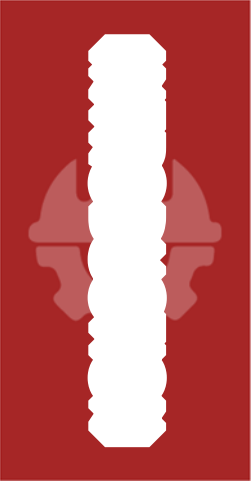
In January of 2016 the Town hosted a workshop with various departments, Halton Region and Conservation Halton to discuss the constraints to selling the property and further identify the options for dividing the property into development blocks, the impacts of doing so, the needs and/or requirements that departments and agencies would have to ensure a successful transition of the Town taking on a Municipal Development Corporation (MDC) role. The workshop was facilitated by N. Barry Lyons Consultant Limited – a firm that was retained to assist the Town in development and disposition options for the property. Through that workshop the Town moved forward to Council with the recommendation of forming an MDC.

EXTERNAL AND INTERNAL AGENCIES CONSULTATION

The Town held a workshop in January 2016, a pre-consultation meeting in March 2017 and a technical review meeting in October 2017 to assist in keeping the discussion open between departments and agencies about the progress of the master planning study and development scenarios. The following departments and agencies have been included in all workshops and meetings:

- Planning
- Urban Design
- Environmental Policy
- Development Engineering
- Engineering and Construction
- Oakville Transit
- Parks Department
- Legal
- Reality Services
- Finance
- Halton Region
- Conservation Halton
- Hydro One
- TransCanada Pipelines
- Union Gas

In addition, the Town has met with several internal and external departments and agencies individually throughout the process to ensure expertise outside of planning was utilized to achieve a successful master plan.



PUBLIC CONSULTATION

Throughout the work that has been done on the Uptown Core Growth Area since 2007 there has been numerous opportunities for the public to be involved in the planning of the future vision for this area. A public information meeting was held in September 2017 and the public was invited to attend and provide comments. A statutory public meeting was held at the October 10, 2017 Planning and Development Council meeting. Mailing notices were distributed to the residents within 120 metres of the site in accordance to the *Planning Act* notice requirements and a website with materials, including the 3D modelling imagery, has been available to the public.

An aerial photograph of a city street grid is shown with a semi-transparent teal overlay. The text '2. Principles' is written in a large, white, sans-serif font across the middle-right portion of the image. The map shows a mix of street patterns, including straight grids and more complex, winding layouts. Some buildings are visible as dark shapes on the map.

2. Principles

2.0 Principles

The overall strategy for this Master Plan is to create a new neighbourhood that is well-designed, meets the needs of the broader community and furthers the established policy regime enshrined in provincial and local planning policy.

The site's redevelopment is premised on achieving the objectives of the Town's Official Plan which envisions the creation of: "an urban community with an emphasis on residential, office and commercial development. The Uptown shall also have a significant civic and public presence with various government, institutional, cultural, recreational and public open space uses".

To advance these objectives and create an urban community, the design and development of the Works site must subscribe to those elements that are inherent in urban communities:

- connections to the immediate and broader built environment,
- sustainability, and
- desirability.

Together these principles will contribute to devising a Master Plan that builds off of the Uptown Core's success and leads to creative placemaking that will prove to be an area where residents want to live, work and play.

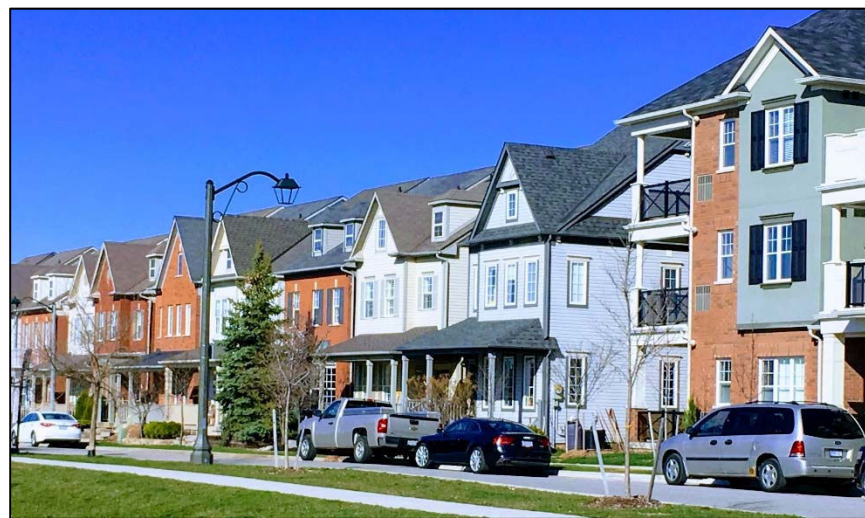
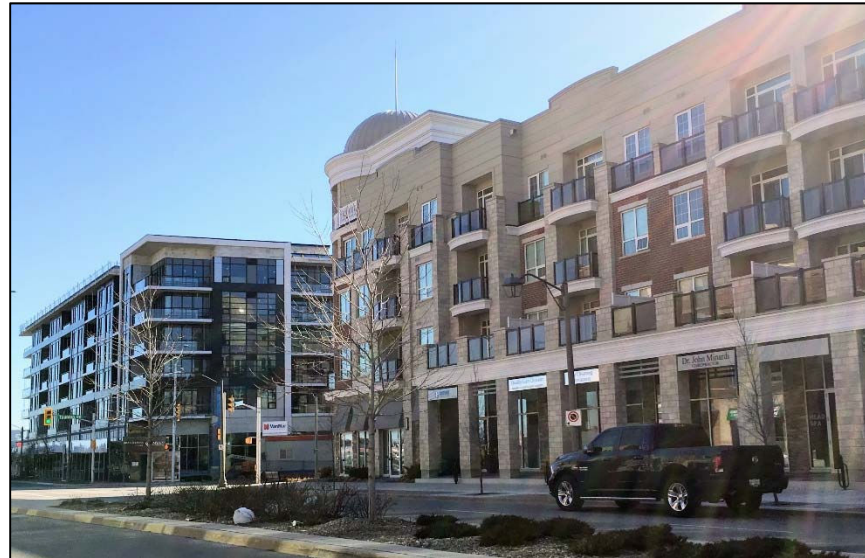
I. CONNECTED

Transportation choices and connections that are clear and efficient are critical to the future community's success. The transportation vision is to enhance connections to and through the site, and integrate these into the site's surroundings by encouraging multi-modal activity. This requires the extension of the street and trail network. Access to the site has been considered such that all forms of transportation form the backbone of the site and improved options are available for residents. Walking and cycling is not just encouraged, but prioritized through the design of the site by incorporating a north-south connection to the Georgjan Drive and Gatwick Drive, and the extension of these streets from Taunton Road to Trafalgar Road as required by the Town's official plan.

The transportation vision is to enhance connections to and through the site, and integrate these into the site's surroundings by encouraging multi-modal activity.

At over seven hectares, the site is not so large that it cannot be traversed by foot in a short period of time. Short journeys within the site are expected to occur by foot or bicycle to local retail or the green space network. Transit access is therefore not as important within the site, but along the perimeter of the site.

Segregating car parking into a structure allows more land within the public realm to be used for land uses that support an active culture focused on living rather than parking cars. It is recognized that layering public streets above parking garages creates the



opportunity for innovative ownership arrangements and grants the Town the ability to evolve its street design standards.

The overall site should be designed from a transit-first perspective such that there are transit-supportive densities across the whole site with clear pedestrian access to Trafalgar road.

The overall site should be designed from a transit-first perspective

This allows for direct pedestrian connection to the future bus rapid transit corridor ensuring that transit use is preferred option for residents.

Context

New development is expected to be transit-oriented which means there is compatibility with the built, established community surrounding the site. The built context to the west is primarily lower rise which allows new development on the east side of Taunton Road to transition with taller mid-rise building heights. This form can complement the existing development patterns while respecting the established height and density without adversely affecting neighbouring properties.

The appropriate scale of new development, along with the right land use mix can benefit the neighbourhood to the west. Similarly, ensuring building heights are not too tall along Trafalgar Road will limit the effects on the established neighbourhoods on the east side of Trafalgar Road.

Transit

New transit-oriented development is achieved by ensuring new development is oriented towards inter-regional and local transit service. Development that can support this type of transit service needs to be compact, of a higher density, walkable and easily accessible to transit. In this way, transit can be a viable, efficient option that helps reduce the need for private automobiles.



Transit-oriented development becomes more successful when development has the suitable density and land use mix that can support transit use throughout the day. With sufficient ridership, public transit that is easily accessed, efficient and convenient becomes a life-style choice. It supports not just the immediate development, but also that along the length of the service. To support transit, the areas adjacent should be comfortable for pedestrian movements (i.e. highly walkable, amenities etc.) and dense enough that transit remains a viable choice for residents. There are opportunities to tightly integrate transit amenities into mixed use buildings by incorporating waiting areas, ticket counters, transit information and even small-scale restaurant options.

High-frequency, convenient transit options can support the Works site along Trafalgar Road, especially when augmented with enhanced pedestrian amenities and conditions conducive to pedestrian activities. For example, the design of buildings along the Trafalgar Road frontage should consider the inclusion of lighting, building and paving materials, vegetation, transit-specific features and the space around the stops that are attractive, clean, functional and engaging.

Transit-oriented development becomes more successful when development has the suitable density and land use mix that can support transit use throughout the day.

Easy access to transit opportunities also assists in achieving sustainability objectives due to less reliance on private automobile. Creating a walkable neighbourhood ensures there is sufficient permeability throughout the community granting easy access to Trafalgar Road.

II. SUSTAINABLE

Sustainability can refer to a variety of elements and initiatives. With respect to the Works site, it can cover the spectrum from environmental responsibility to supporting initiatives relating to social programmes and community support.

The Works site has the opportunity to incorporate pilot projects relating to district energy, geothermal technologies and green building practices, among others, where there are providers



interested in partnering with the town to demonstrate both established and emerging technologies.

There are numerous benefits to designing an environmentally-responsible development, not the least of which is reducing the carbon footprint of new development. As a pilot project, new development could have the opportunity to advance the Town’s Smart City initiative, the Community Sustainability Plan and/or the Environmental Strategic Plan.

Achieving “sustainability” is more than just green building techniques, but ties to the root of the development philosophy. Close integration of land uses that support opportunities to live, work, learn and relax leads to better quality of life when travel times are reduced or eliminated. Furthermore, for those times when travel is required, being adjacent to higher order transit helps reduce the need for independent, private vehicle trips thereby reducing greenhouse gases.

In all, developing with a philosophy of sustainability can contribute to advancing a strong environmental legacy for future generations.

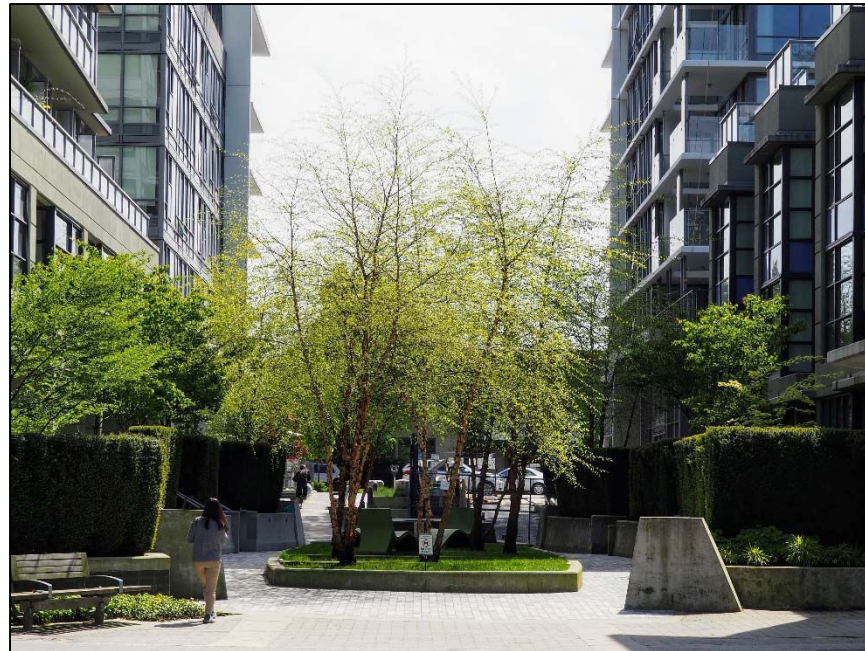
Sustainable Building and Community

Foremost in the consideration of the Works site design is its location within a Canadian climate. The idea of developing in a Winter City, and acknowledging climate change at the commencement of development, can assist in incorporating appropriate building techniques early in the process.

Buildings typically last a very long time and need to be designed to be not just resilient, but flexible as well. This flexibility allows buildings to adapt to changing needs, trends and evolution of land uses over time. The inclusion of not only green building technologies, but early consideration of building materials which contribute to a well-insulated shell can assist in maintaining a building's longevity. Buildings can also be designed to consider the community's overall waste diversion strategy by working early on with waste management companies to incorporate recycling and organic sorters as part of the building's ecosystem.

Developing with a philosophy of sustainability can contribute to advancing a strong environmental legacy for future generations.

The sustainability principle extends beyond the building to include the public realm as well. It must be designed such that it can be enjoyed by users of all ages, all-year round. This means being considerate of natural features, materials with which people interact, access to sunlight when in public spaces, and access to amenity spaces outside of buildings. Natural features and amenity spaces can include active and green roofs as part of rooftop terraces, podiums or even community gardens.



The microclimate conditions around the exterior of a building have important implications that relate to how people can enjoy the space around buildings. With taller buildings comes greater potential to adversely affect the at-grade wind condition for pedestrians. Considering these factors early on can allow building designs to adjust orientation, materials and projections to reduce potential wind shear, while providing some measure of shelter from rain and snow.

Sustainable energy is a fundamental component of a sustainable development approach for the Works site. Efficient energy use as well as the implementation of technologies that leverage renewable energy sources need to be integrated into all aspects of design. The Town needs to be a leader in facilitating emerging energy initiatives in new development. Incorporation of pilot projects for technologies such as district energy, geothermal energy and other energy-efficient initiatives that utilize renewable energy sources need to be an important aspect of all parts of the overall development of the Works site.

Along with the reduction in energy use, managing water use can lead to more sustainable communities. The Town of Oakville has been successful in recent years by planning communities premised on preserving and enhancing the natural heritage, and consistent with that, the on-going management of stormwater.

Stormwater management can extend beyond just external facilities, and can include strategies for managing greywater recycling for watering rooftop terraces, supporting amenity spaces or other internal building facilities.

Externally, stormwater management for the Public Works site will need to be engineered to ensure it does not affect down-stream rivers and creeks, but is treated at source. The added challenge with the Works site is the fact that while there are park spaces, the Master Plan contemplates a high degree of impermeable surfaces and an underground parking garage below the majority of the site, including park space internal to the site.

Sustainable Transportation

Sustainability extends to transportation choices as well with the Public Works Master Plan. The main premise should be that there is a reduced need for independent vehicle ownership because of a close integration of living and working opportunities and transit routes which encircle the site.

Regardless, the development of the site needs to recognize car parking is required, even if reduced. Lower parking ratios can help sustain the development both environmentally and economically, especially if there is not a need to go to multiple levels below grade to accommodate car parking.

Where there is car parking, charging stations should be paramount both on surface and in the underground garage(s) for electric vehicles.

Sustainability objectives can be advanced by carefully designing for where cars are able to go, and at what speeds. A ‘woonerf’ is an example of a shared street which can also serve as a unifying element in the public realm. A ‘woonerf’ is one way in which multiple modes of transport can use the same, shared space.

III. DESIRABLE

To create a complete community wherein people want to live, work and spend time, the community needs to achieve a number of objectives premised on meeting many competing needs. For instance, the community must strive to be a place that families want to call ‘home’. Accomplishing this means there is diversity in housing affordability, forms, and tenures, with a range of unit sizes and types for growing and multi-generational families. It may also mean there are specific housing options geared towards a broad spectrum of demographics from young professionals to older adults, as well as supportive programmes like daycare for children.



Design

Designing a desirable, new community where people want to live and interact can prove challenging if there is a lack of clear objectives. To be successful in its overall design, the development of the Works site needs to be inclusive and complete. To that end, it is the direction of this Master Plan that future development of the Works site consider the adjacent community in a manner that recognizes the existing built context sympathetically and harmoniously. New development needs to be of a scale that complements the adjacent fabric and knits new development seamlessly to the established neighbourhoods.

The community must strive to be a place that families want to call ‘home’

It is also expected that new development accommodate a range of demographics, family structure and affordability levels. This should be echoed in the variety of building typologies that are being considered through the Master Plan, including the amount of park space and access to retail and employment opportunities.

Buildings should be located and oriented in a manner that shields the park space from excessive noise from Trafalgar Road, while allowing sunlight into public spaces throughout the site. Access to sunlight allows for an enjoyable experience within the public realm and maintains an element of safety where excessive shadowing is minimized or eliminated.

The Master Plan does not prescribe the type of tenure for future residents, but it is expected through the development process, that tenure options will be considered in terms of the overall complexion of the community. Having a reasonable mix of rental



and condominium ownership can allow a more flexible approach to meeting the community’s varied needs. As well, depending on partnership opportunities, the rental supply can be either market-rental or rent geared-to-income. To achieve this option, it would be in the interest of the builder / developer to work with Halton Region, or other private entity, to explore an overall housing strategy for the site which can support the requirements of the community, even going so far as to have a minimum percentage of total units being available to the rental market. Because there are bonussing opportunities expected on the site, this may be another option available to the builder / developer.

Regardless of location though, dwelling units need to account for the range of needs in the community, and that includes having units sized sufficiently to support families. Because of the size of Works site, and the number of units available, it is reasonable to plan, and design, for family-sized units in the majority of the buildings. This also means not just having multi-bedroom units, but ensuring family-oriented units have sufficient storage in the units, and/or within the building. It means having space accessible within the buildings for family-oriented functions as well. This can also include the provision of daycare and school opportunities.

There are two primary housing options being considered – apartments and townhouses. Stand-alone townhouses make up a narrow portion of the overall housing supply in the Master Plan concept (almost 12%). Other townhouse form opportunities may exist where they form part of the podium of mid-rise and tall buildings.

Part of creating a complete community is having not only a mix of housing options that respond to evolving social demographics, but also a mix of complementary land uses, including retail, commercial, office, entertainment and others. The length of Georgian Drive should incorporate a retail and commercial opportunities along the ground-floor, at a minimum. Buildings should be designed to also be able to support employment opportunities such as office space, preferably on floors other than the ground floor.

The quality of the building and landscape architecture also lends to creating a high degree of desirability.

A broad array of uses can enhance the overall viability of the development, support live-work preferences and add to the stability of the area. A vibrant public realm which is bolstered by retail and employment opportunities adds a level of desirability to the area, especially when it is supported by frequent transit service because the area then becomes a destination and not simply a “bedroom community”.

The quality of the building and landscape architecture also lends to creating a high degree of desirability. Throughout this Master Plan, and the provision of the urban design guidance, there should be continued emphasis on ensuring high quality design



that is supported by quality materials, rich textures, and attention to detail throughout the neighbourhood.

Social Infrastructure

Social Infrastructure refers to the services, programmes and facilities that support the health and well-being of a community. It can include a broad spectrum of assistance and collaboration ranging from child care to elder care, education programmes to housing sponsorship.

The size of the Works site can sustain a broad range of programmes which are integral to the health of a community. These can be delivered in a variety of ways, but are best promoted through partnerships with other levels of government and non-government organizations.

Partnerships are key since other organizations have the expertise that help deliver programmes and tailor support geared towards the community, depending on where there may be more immediate need. Whether there is dedicated space built by lead

organizations or space is made available through bonussing agreements, there should be sufficient building area constructed on the Works site that can allow providers to supplement the necessary social infrastructure.

Being located within the Uptown Core, the site is tightly integrated to the existing social infrastructure including nearby elementary and secondary schools. As well, Sheridan College is less than two kilometres away, directly south. In considering the Works site itself and possible construction, there is opportunity to partner with education providers to build dedicated space for schools, Early Years Centres / Family Resource Centres, and daycares.

There is also health care nearby in the form of walk-in clinics, medical offices, and a new hospital west of the site on Dundas Street (less than 6 kilometres).

The other important component supporting the social infrastructure is the parks and open space network. Not only does the Master Plan include the addition of programmed park space, but there is also an existing network of trails, active fields and passive open spaces. This does not include the facilities provided by local schools which augments the overall parks network. The addition of parkland provided through the Master Plan contributes to the overall network of parks available to the community.

With respect to recreation and fitness opportunities, the River Oaks Community Centre is located approximately 2.5 kilometres to the west while the Iroquois Ridge Community Centre and library is located less than two kilometres to the east.



An aerial photograph of a city street grid, rendered in a dark blue color scheme. A central rectangular area is highlighted in a slightly darker shade of blue. The text '3. Context' is overlaid on the right side of the image in a large, white, sans-serif font.

3. Context

3.0 Context

PROVINCIAL CONTEXT

Provincial Policy Statement (2014)

The Provincial Policy Statement (PPS) sets out the Province's land use vision and overall policy direction on matters of provincial interest related to land use and development. The principles of the PPS are to promote strong communities, a strong economy, and a clean and healthy environment. The PPS came into effect April 30, 2014 and applies to planning decisions made on or after that date. Decisions affecting planning matters are to be consistent with the PPS.

The PPS states that healthy, livable and safe communities are sustained by, among other matters:

- promoting efficient development and land use patterns which:
- are financially sustainable;
- avoid environmental, public health and safety concerns;
- minimize land consumption and servicing costs;
- improve accessibility for all people,
- consider the impacts of a changing climate; and,
- accommodate an appropriate range and mix of uses including residential, employment, institutional, recreation, parks and open spaces.

Growth Plan for the Greater Golden Horseshoe (2017)

The new Provincial Growth Plan for the Greater Golden Horseshoe (2017) came into effect July 1, 2017. The Growth Plan provides the framework for implementing the Province's land use vision for managing growth, and guides policy and land use decision making in the GTHA. All planning decisions made on or after July 1, 2017 must conform to the Growth Plan.

Under the Growth Plan, and as directed by the Town's approved urban structure, the Uptown Core Growth Area (where the Former Public Works Site is located) is considered a strategic growth area, which is defined as:

Strategic Growth Areas – Within settlement areas, nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Strategic growth areas include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas.

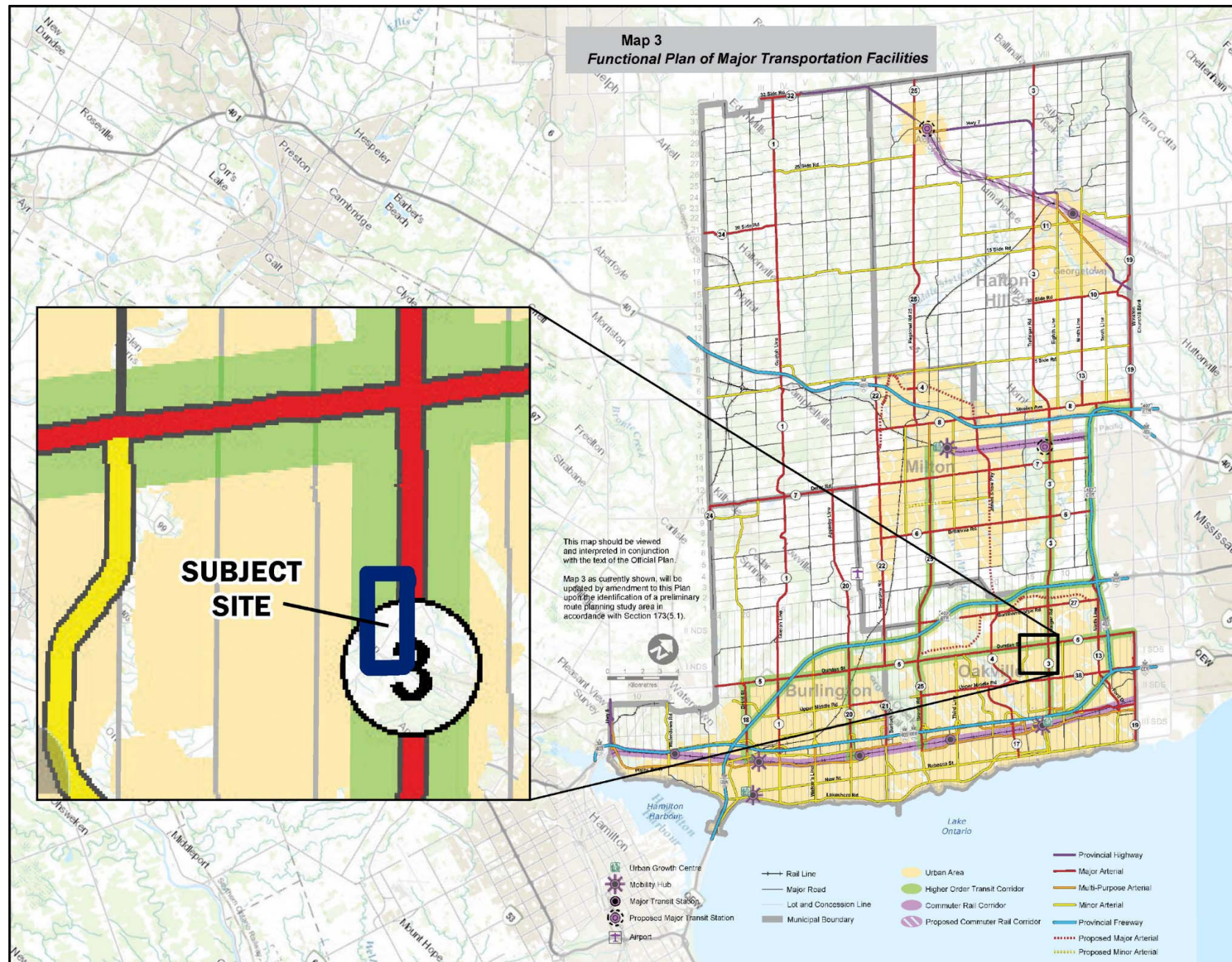


Figure 1 | Regional Context (adapted from Region of Halton Official Plan - Map 3 - Functional Plan of Major Transportation

REGIONAL CONTEXT

The Works site is located within the Urban Area of the Halton Region as indicated in Halton Region’s Official Plan (ROP). It is also located along a Higher Order Transit Corridor (Trafalgar Road).

ROP Policy 81(7)c restricts the reduction of development density within an intensification area unless it is a part of an area-specific plan for the intensification area. Uptown Core is an Intensification Area and one of the Town’s primary areas to accommodate future growth. No reduction in development density is being considered for the Works site through this Master Plan.

The Master Plan exercise evaluated the Region’s Best Planning Estimates (BPEs) in order to better understand the dissemination of the planned number of residential units for the Uptown Core, including the Works site. The BPEs are produced by Halton Region and endorsed by the Town to prescribe an anticipated amount of residential units within a given area for the purposes of planning for infrastructure and monitoring growth. Based on development that has occurred to date within the Uptown Core, staff were able to track and rationalise the total number of built and un-built units to ensure compliance with Halton Region’s requirement to not reduce density on a given site within an Intensification Area.

A minimum of 1,215 residential units must remain allocated to the Works site. The Master Plan concept identified in Section 5 illustrates how these units can be distributed throughout the site.

LOCATION IN OAKVILLE

The subject site is located within the Uptown Core growth area of Oakville. Its location is also within a strategic growth area (shown in purple on this map) as defined by the Growth Area for the Greater Golden Horseshoe (2017) and identified in the Town of Oakville Official Plan.

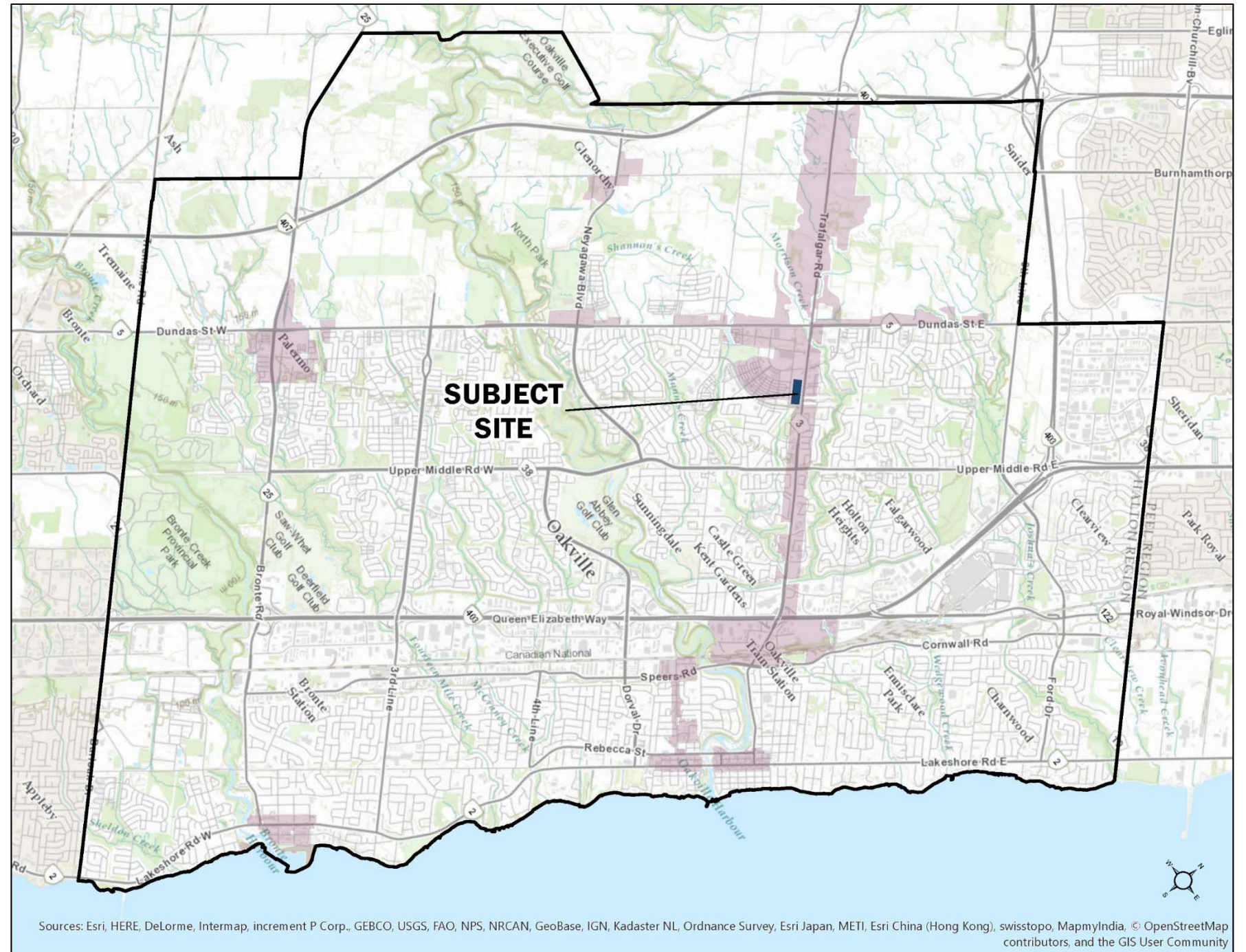


Figure 2 | Location in Oakville

The following tables provide some statistical characteristics of the population in the neighbourhoods surrounding the Works site based on the 2016 Census.

Stats for ADA #35240024 and #35240021, Lands in Proximity to Oakville Public Works Site

Note: 100% indicates data from the full census, and 25% from the long form; Stats Canada rounds data randomly, so total counts will not always line up

Ages (100%)	Count
Total	15030
0 to 4	690
5 to 9	895
10 to 14	940
15 to 19	1090
20 to 24	1105
25 to 29	855
30 to 34	865
35 to 39	940
40 to 44	1110
45 to 49	1225
50 to 54	1260
55 to 59	1120
60 to 64	780
65 to 69	580
70 to 74	455
75 to 79	360
80 to 84	270
85 to 89	300
90 to 94	155
95 to 99	45
100+	10

Household Characteristics (25%)	Count
Total Households	5180
Renter Status	
Renter	4180
Owner	985
Condo Status	
Condo	1645
Not Condo	3530
# of Bedrooms	
0	0
1	335
2	1135
3	1620
4+	2075
Period of Construction	
1960 or before	25
1961 to 1980	125
1981 to 1990	1310
1991 to 2000	1690
2001 to 2005	865
2006 to 2010	620
2011 to 2016	550

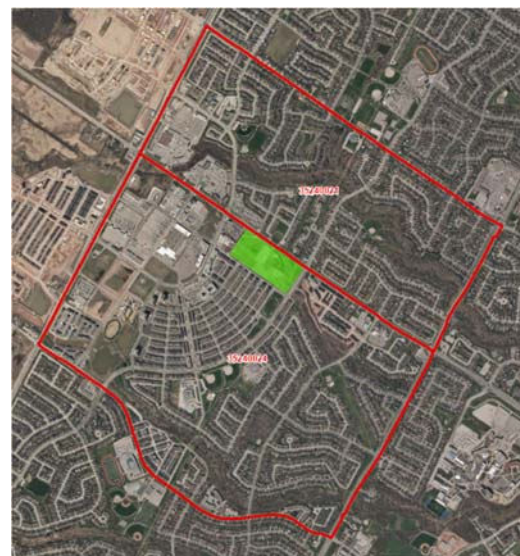
Marital Status (100%)	Count
Total (Aged 15+)	12490
Married	6525
Common Law	590
Never Married	4020
Separated	360
Divorced	800
Widowed	805

Language Spoken (100%)	Count
Total - Mother tongue	15035
English	8930
French	240
English and French	45
Non-official	5340
English and non-official language	405
French and non-official language	20
English, French and non-official language	5
Aboriginal	0

Income (25%)	Value
Average HH Total Income	\$126,285.50
Average HH After-tax Income	\$101,366.50
Average 1-person HH Total Income	\$60,383.00
Average 1-person HH After tax Income	\$49,333.50
Average 2+-person HH Total Income	\$141,347.00
Average 2+-person HH After tax Income	\$113,234.50
Average Individual Total Income	\$56,066.00
Average Individual After tax Income	\$45,002.50
Average Individual Employment Income	\$57,511.00
Average Full Time Employment Income	\$70,140.00
Median Full Time Employment Income	\$83,676.50

Education (25%)	Count
Total (Aged 15+)	11920
No Diploma/Certificate/Degree	1335
Secondary or Equivalent	2680
Postsecondary Degree, Diploma, or Certificate	7905
Apprenticeship or Trade Diploma	400
College	2260
University; Below Bachelor	315
University; Bachelor or Above	4930
Bachelor's Degree	3320
University Diploma Above Bachelor	225
Medical Degree	120
Master's	1130
Earned Doctorate	135

Commuting (25%)	Count
Total (Aged 15+ with Usual Place of Work)	7210
Mode	
Car; truck; van - as a driver	5270
Car; truck; van - as a passenger	370
Public transit	1250
Walked	270
Bicycle	10
Other method	55
Duration	
Less than 15 minutes	1370
15 to 29 minutes	2135
30 to 44 minutes	1620
45 to 59 minutes	840
60 minutes and over	1245
Time Leaving for Work	
Between 5 a.m. and 5:59 a.m.	360
Between 6 a.m. and 6:59 a.m.	965
Between 7 a.m. and 7:59 a.m.	2210
Between 8 a.m. and 8:59 a.m.	1780
Between 9 a.m. and 11:59 a.m.	890
Between 12 p.m. and 4:59 a.m.	995



URBAN STRUCTURE

In 2017, the Town updated its "urban structure", as outlined in the Livable Oakville Plan, to be more consistent with the direction of the 2014 Provincial Policy Statement and the 2017 Growth Plan. One of the main premises coming from the study recognized that locations of growth and new development, within the town's centres and corridors, must be intrinsically integrated with planned major transit infrastructure, particularly the inter-regional transit network.

The new urban structure balances the locations of growth with the supporting natural heritage and open space network which functions as a "green" infrastructure, while also accounting for the town's significant cultural heritage landscapes. As such, the urban structure applies town-wide and policies were made to reflect this in the Official Plan, and the North Oakville Secondary Plans. It is the culmination of a series of guiding principles that give direction for preserving and creating a livable community, providing choice throughout the town and achieving sustainability.

The urban structure reflects the overarching policy direction from the Province where municipalities are shaped by a network of centres and corridors. This direction is reflected in Halton Region's Official Plan as well. The main thrust of the urban structure intends to co-ordinate land use and infrastructure requirements. It is also a fundamental tool to shape decision making in the planning process

The Works site, and by extension, the Uptown is a key location within the overall urban structure, especially being in such close proximity to the intersection of two major higher order transit corridors. As noted previously, the Uptown is a key area for future

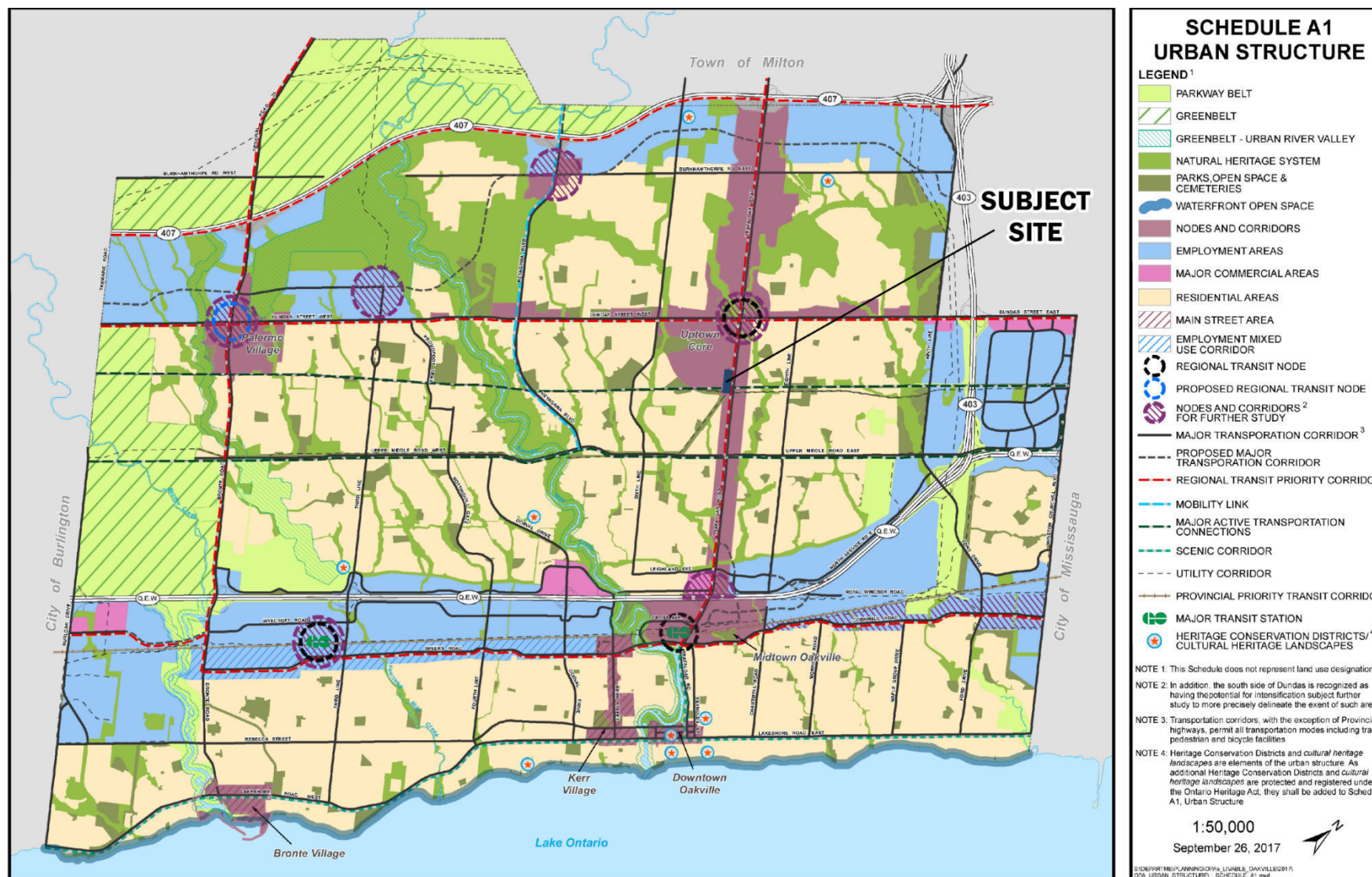


Figure 3 | Urban Structure

growth in the town, and the existing policy framework provides direction to achieve a mix of uses that can support future population and economic investment. The Works site represents a microcosm of this desire to create a new neighbourhood, which supports the broader community, and that is diverse, vibrant, transit-oriented and a unique place

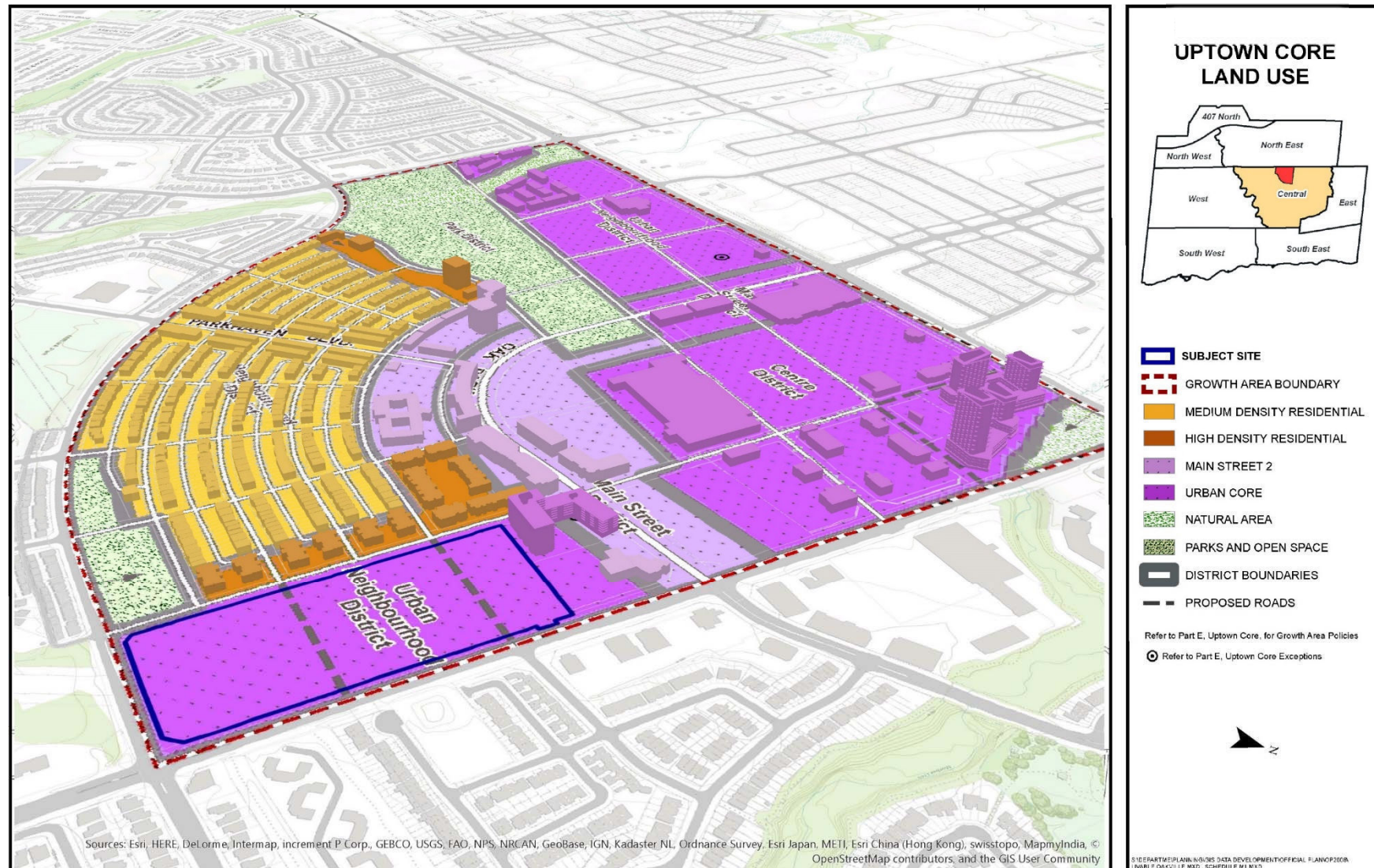


Figure 4 | 3D Visualization of Schedule M1 of the Livable Oakville Official Plan

OFFICIAL PLAN LAND USE

The site is located within the Uptown Core Growth Area as identified in the Livable Oakville Official Plan. The Uptown Core is intended to be a focus for new mixed use development and redevelopment. It is meant to function as an urban community within an emphasis on residential, office and commercial development.

The Uptown Core is comprised of five land use districts:

- Neighbourhood District
- Urban Neighbourhood District
- Centre District
- Main Street District, and
- Park District

The intent of these districts is to provide opportunities for the growth area to develop into a mixed use, pedestrian-oriented, and transit supportive urban centre. The districts are structured to provide an appropriate transition in terms of land use and built form between existing and future development within the Uptown Core.

The site is located within the Urban Neighbourhood District. This district is to be primarily a residential area permitting tall mixed use buildings. Retail, service commercial, and office uses are expected to be incorporated into these buildings, particularly on the ground floor.

Schedule M1 of the official plan also identifies that Georgian Drive and Gatwick Drive will be extended from Taunton Road to Trafalgar Road.

OFFICIAL PLAN BUILDING HEIGHTS

Schedule M2 of the Livable Oakville Official Plan provides the building heights that have been allocated to the various districts within the Uptown Core. The building heights have been established in order to provide an appropriate transition in terms of built form between existing and future development within the Uptown Core. The heights are based on the modelling completed as part of the Uptown Core Review (2009).

The building height range applicable to the Works site is a minimum of 8 storeys to a maximum of 12 storeys.

This master plan has provided further work that is focused solely on this site. It has further refined the building heights for the site based on surrounding development that currently exists abutting the site. The new building height framework presented in this master plan ranges from a minimum of 4 storeys to a maximum of 20 storeys. This building height regime provides an even more intricate transition in terms of building height between existing and future development around the site, both within the Uptown Core and outside of the growth area.

An official plan amendment is required to implement the building height framework established in this master plan. This is discussed in further detailed later in Section 6 – Implementation.

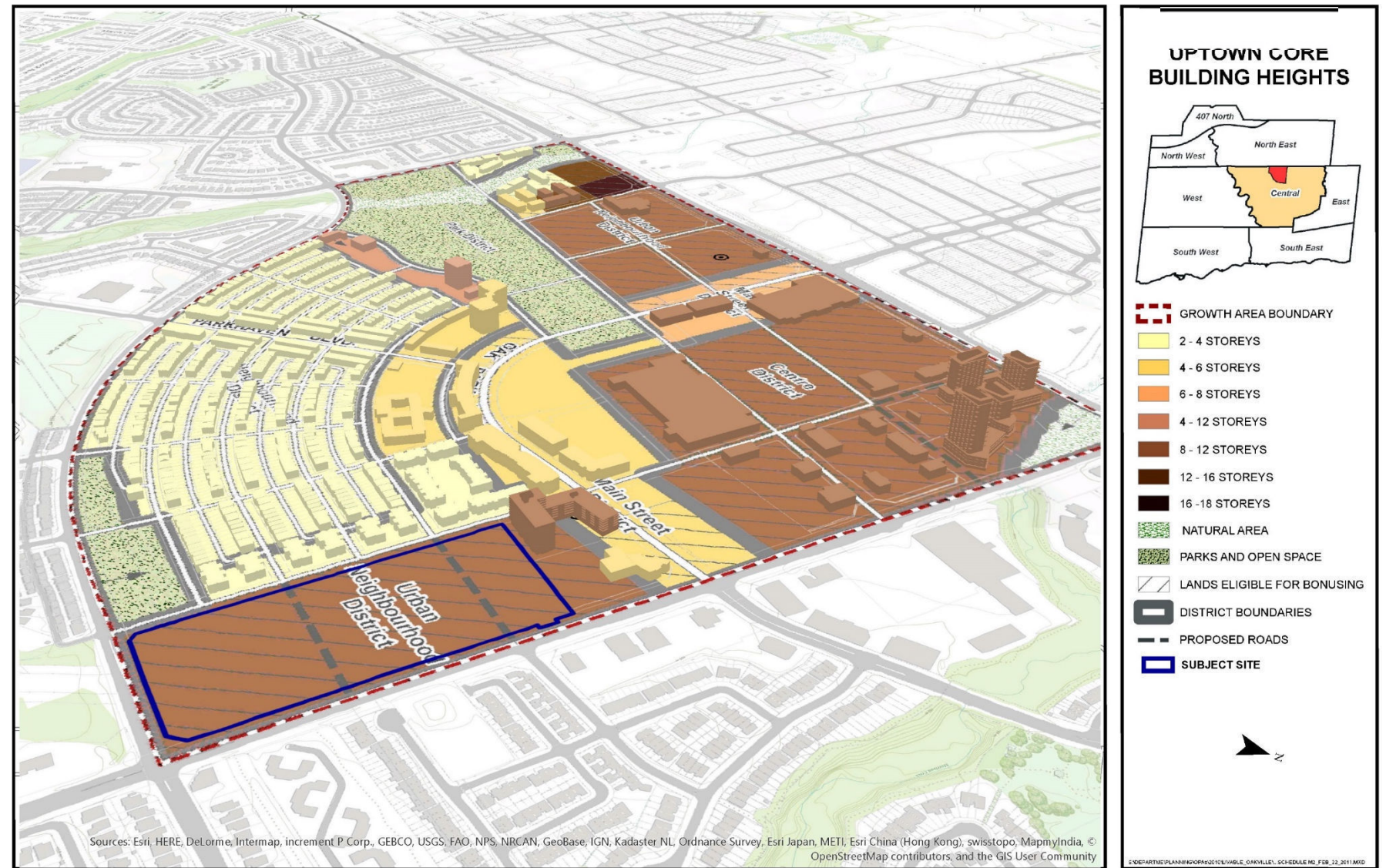


Figure 5 | 3D Visualization of Schedule M2 of the Livable Oakville Official Plan

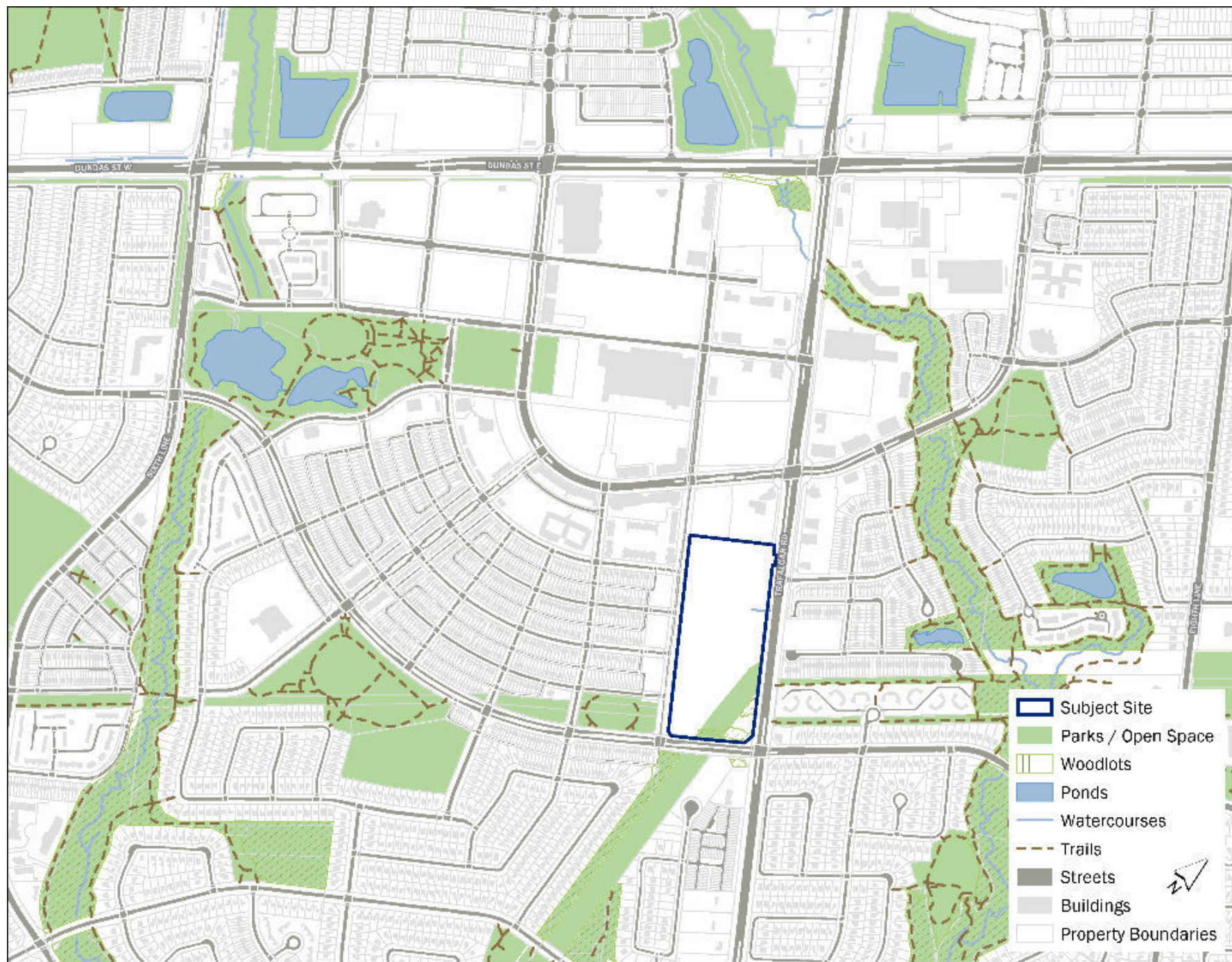


Figure 6 | Parks and Open Space features in the area

PARKS AND OPEN SPACE

The 2017 update to the Town's 2012 Parks, Recreation and Library Facilities Master Plan (PRLFMP) identifies the town's desire to create parks which attract "a broad range of interests, with opportunities for both organised sports and unstructured outdoor activities".

The PRLFMP identifies the target the town would like to achieve over the long-term regarding the amount of parkland for the overall population. This is generally achieved through parkland dedication during the development process, but also notes other arrangements can be made for land acquisition. Growth centres which continue to experience intensification, prove to be challenging locations for parkland to be provided to meet the needs of the community. The master plan notes a deficiency in active parkland across the town.

Immediately west of the Works site is the passive Windfield Park. There is also the existing "Central Park" to the north-west of the Works site which incorporates a war memorial, stormwater management pond and playground equipment.

While the Works site is not large enough to provide opportunities for active parkland (such as soccer pitches or baseball diamonds), some unstructured parkland can be provided which responds to the needs of immediately adjacent residents by offering space for social gatherings, community events and tying these spaces into the overall trail network that extends to the east and west. The trail locations can be coincident with the existing pipeline locations since these areas will remain intact without any development in those rights-of-way.

TRANSIT

Metrolinx has released The Big Move (2008, updated 2013) and the 2041 Regional Transportation Plan (2016) which establish plans for a regional transportation system across the Greater Toronto and Hamilton Area. These plans identify Trafalgar Road and Dundas Street as rapid transit corridors. Halton Region incorporated the designations within its transportation and planning plans. The Region’s Trafalgar Road Corridor Environmental Assessment (2015) recommended six lanes along Trafalgar to allow for a future bus rapid transitway from the 407 down to Cornwall Road in Midtown Oakville.

The Trafalgar Road Corridor Environmental Assessment (EA) identified a future bus rapid transit stop location at the northwest corner of the Georgian Drive and Trafalgar Road intersection that would serve the former Public Works site, which ideally could tie into a transit waiting area that is integrated within a future building that abuts that intersection. This transit amenity and waiting area could be either completely integrated within the building or with real time connection and waiting area information for riders within the building as well as within a roadway transit area. It is recommended that this type of amenity be included within the zoning and development agreements associated with the development. In addition to the bus rapid transitway along Trafalgar Road, it is anticipated that local transit service would also have stops in place at Trafalgar Road and Glenashton Drive as exists today, as well as along Taunton Road.

The corridor is designated a “strategic growth area” for the purposes of the Growth Plan (2017). In order to achieve a higher order transit modal split and to increase ridership along this corridor the depth of the block is ideally 100 metres wide

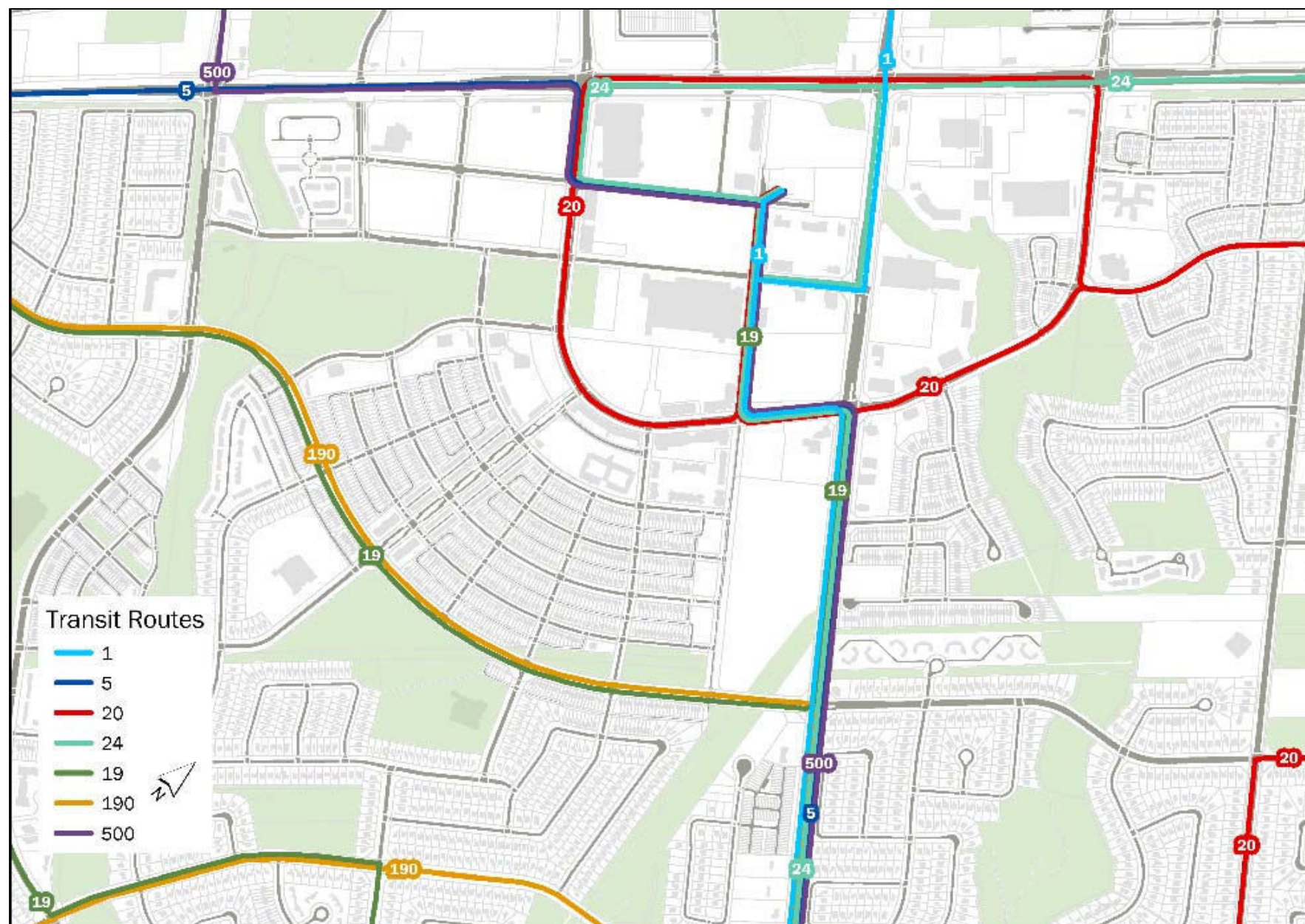


Figure 7 | Local Transit Routes in the Area

therefore large enough to accommodate transit oriented development through dense urban form. The proposed urban form and densities within the Works site supports the Town’s transit needs and goals. Oakville Transit continues to collaborate for the future planning and transit service

operations. It is anticipated that the planned future development conceptualized in this master planning exercise may encourage future transit investment into the Trafalgar Road Corridor.



Figure 10 | Utility Easements

UTILITY EASEMENTS

Trans-Canada & Union Gas Pipeline

With prior consent, the Town can erect / install / excavate “any pit, well, foundation, pavement or other structure or installation.

The Town can construct / repair / replace etc. any works defined in The Power Commission Act.

The Town may use for any and all purposes of its (hydro) undertaking, including landscaping and installation of berms.

Inter-Provincial Pipeline

With prior consent, the Town can erect / install / excavate “any pit, well, foundation, pavement or other structure or installation. The Grantee will not object to the paving of farm lanes, private roads, driveways and sidewalks across the easement lands. The Town may erect fences on the lands. The Town may construct drains or repair existing drains with high degree of care and with five (5) days’ notice and inspection by the Grantee.

Relocation

During preparation of this master plan, staff investigated the relocation of these utility pipelines to alleviate the constraints to development posed by these easements. After discussions with the utility providers, it became evident that relocation of the utility pipelines would be cost-prohibitive.

BUILT-FORM CONTEXT

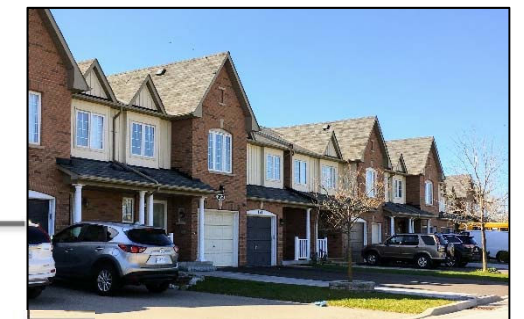
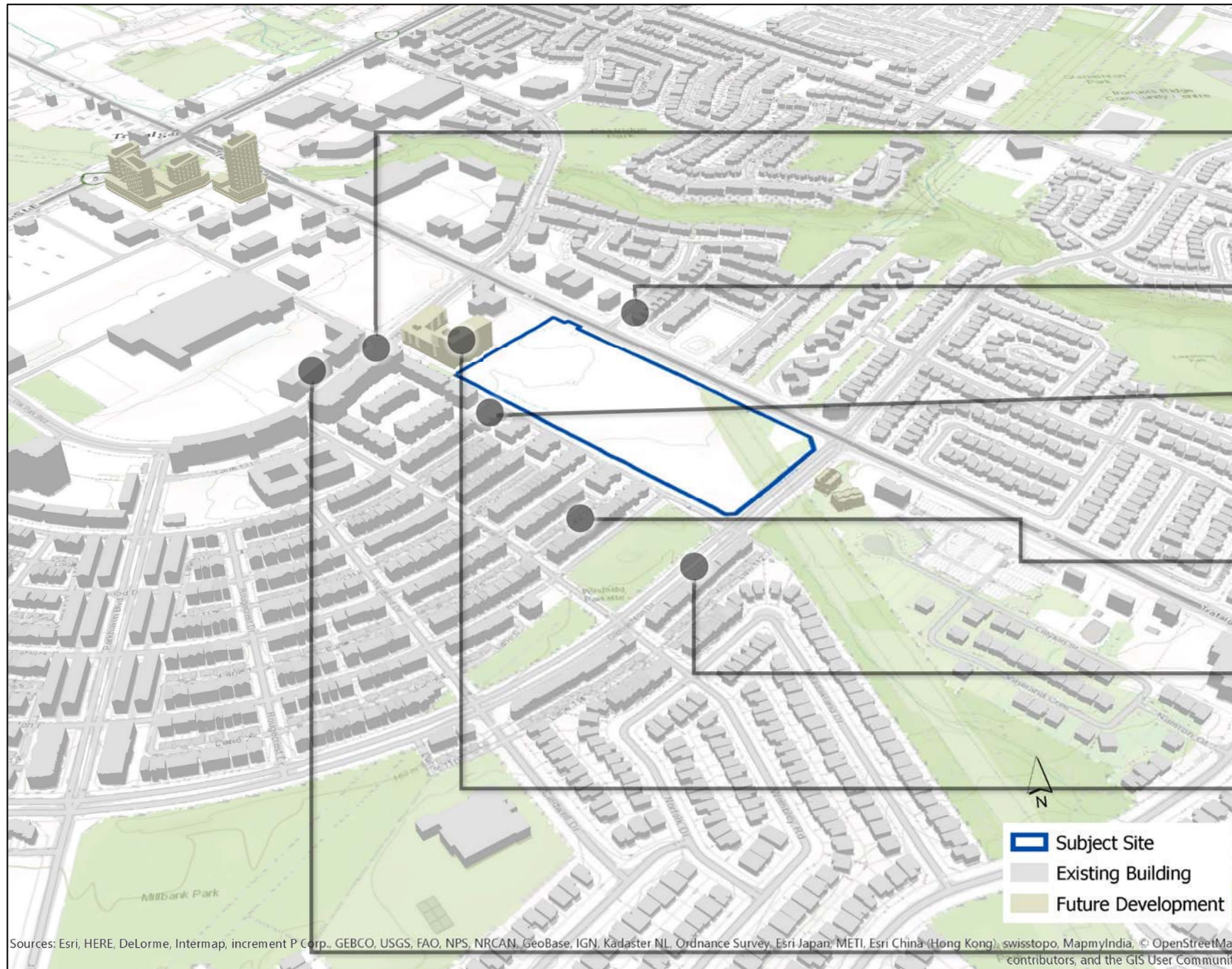


Figure 9 | Built-form Context

An aerial photograph of a city grid, overlaid with a semi-transparent olive-green filter. The map shows a dense network of streets and building footprints. A large, dark green rectangular area is highlighted in the center of the map, representing a specific site or building. The text '4. From Context to Concept' is superimposed in large, white, bold letters across the middle of the image.

4. From Context to Concept

4.0 From Context to Concept

The master plan concept represents the end result of a detailed analysis of the existing neighbourhood context and understanding constraints on the former public works site and its potential redevelopment.

The resulting plan remains conceptual in nature but provides direction based on the completed analysis – understanding the preferred street network, adjacent land uses and height constraints.

The concept has been shaped by the Town’s Official Plan objectives, the Livable by Design Manual, and premised on the principles noted earlier: Connections, Sustainability and Desirability.

These principles were used to ensure that future development was well-integrated to multi-modal transportation options, was sustainable not only in terms of environmental achievements, but also social infrastructure. The concept represents a complete community not just in and of itself, but also well connected to the established, surrounding community.

Based on the foregoing, the concept includes the following assumptions:

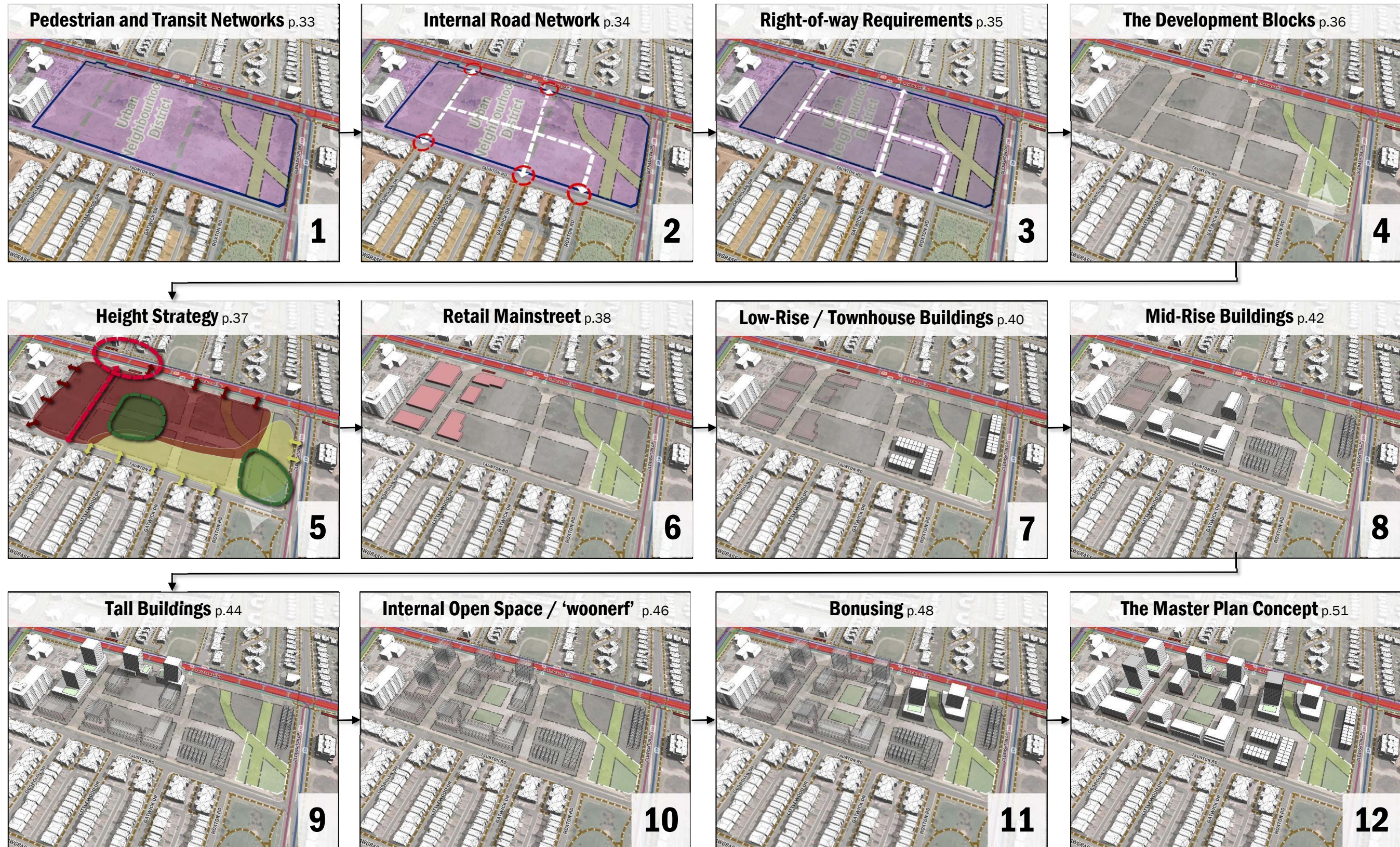
- To create a well-connected pedestrian and vehicle network to Trafalgar Road, Georgian Drive and Gatwick Drive need to extend from their current terminus, through the site to Trafalgar Road.
- A complete community requires space for people to relax and recreate. Park space is a necessity and the extension of existing park space allows greater flexibility and connectivity. As such, the Windfield Parkette has traversed Taunton Road into the site and makes use of

the pipeline easements for trail opportunities. With the number of residents being considered for the site, additional passive open space is required and is suggested in the centre of the site where sky views and access to sunlight remain prominent.

- The existing built form in the adjacent neighbourhood is primarily grade-related. Transitions in height are required by the Town’s Official Plan, but also makes good planning and design sense. Heights are therefore lower on the western edge of the Works site compared to the centre and eastern edge – to allow for complementary built forms.
- A minimum amount of density, and number of units is required not only by the Halton Region Official Plan, but also to ensure sufficient opportunities to develop in areas of the Town that can sustain intensity by having housing choices and a supporting network of transit and retail and work options.
- A mixture of building types and uses (i.e. townhouse, mid-rise and taller building forms) can sustain a broad cross-section of the community, especially when supported by
- viable retail locations and the appropriate social infrastructure.
- Ensuring the success of transit requires not just appropriate transit planning but making transit a viable choice. This allows for a comprehensive approach to mobility and can lead to a greater reduction in the need for vehicle parking – especially on the surface of the site. In turn, this leads to better overall design, connectivity, and a more sustainable lifestyle.

The following pages describe how that analysis applies to the site to realise its potential to deliver not only a redevelopment scheme, but how the site can also sustain a number of publicly-initiated programmes that can contribute to the overall success of the area.

Figure 11 | Overview of the progression from Context to Concept



MINIMUM DENSITY ANALYSIS

The Works site is located within Traffic Zone (SGU) 118. Halton Region’s 2031 Best Planning Estimate allocates 2,299 residential units to this zone. The Works site is the last vacant parcel to be developed in this zone.

A total of 480 low / medium density units and 604 high density units have already been developed (or approved for development) within the traffic zone, as shown in Figure 12. In order to reach the BPE target of 2,299 residential units within the traffic zone, the Works site needs to provide a minimum of 1,215 residential units ($2,299 - (604 + 480) = 1,215$).

The minimum target of 1,215 residential units became the starting point for development of the master plan concept. The resulting master plan concept shown in Section 5.0 contemplates a minimum of 1,231 residential units.

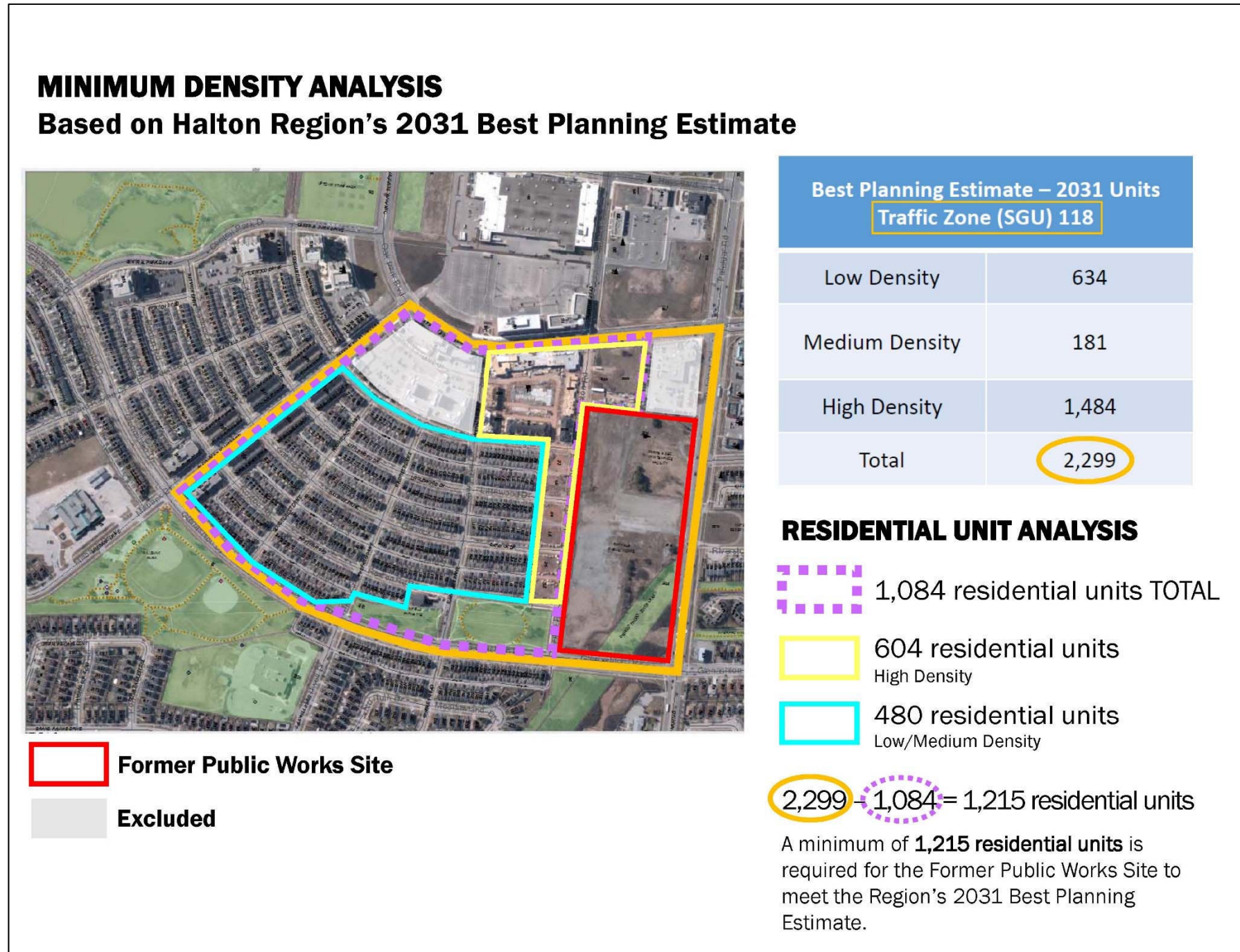
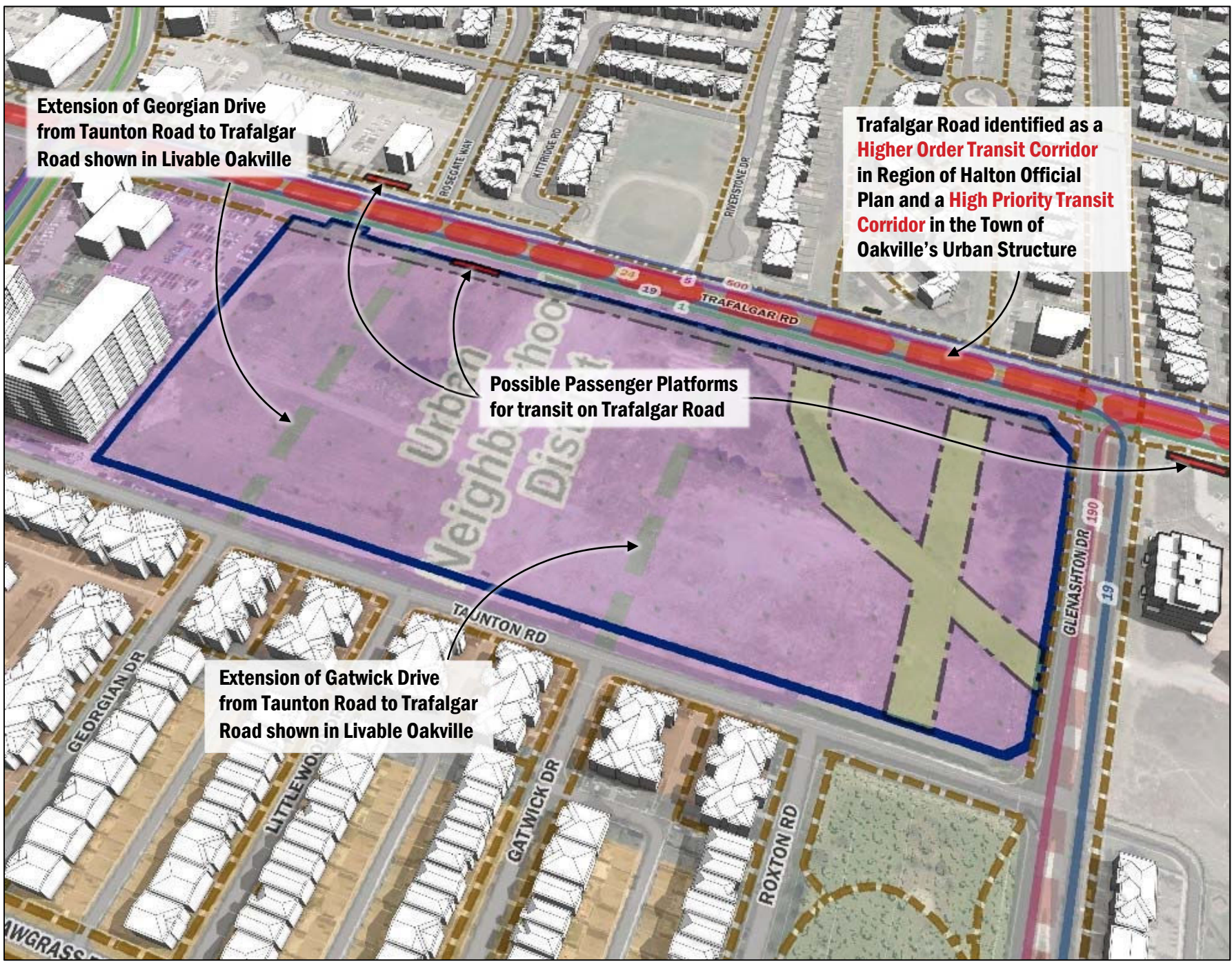


Figure 12 | Minimum Density Analysis



PEDESTRIAN AND TRANSIT NETWORKS

The Livable Oakville Official Plan indicates that both Georgian Drive and Gatwick Drive are to be extended from Taunton Road to Trafalgar Road. These extensions are the starting point for the evolution of a master plan concept as they will provide both vehicular and pedestrian permeability for the site.

The subject site is located along Trafalgar Road which has been identified as a Higher Order Transit Corridor within the Halton Region Official Plan. Trafalgar Road is also considered a High Priority Transit Corridor within Oakville's Urban Structure. This location along a transit corridor is the impetus for developing the site as transit-oriented development. Passenger platforms for transit – including possible bus rapid transit – have been proposed at the intersection of Georgian Drive and Trafalgar Road. The location of these platforms has been a driving force in proposing ground floor retail uses along Georgian Drive within the master plan concept.

Figure 13 | Pedestrian and Transit Networks

INTERNAL ROAD NETWORK

A conceptual internal road network was created by beginning with the extension of Georgian Drive and Gatwick Drive from Taunton Road to Trafalgar Road. An internal spine road was added to provide a north-south connection through the site. It begins on the north at Georgian Drive and extends southward. Due to the existing utility corridors, this road cannot be extended to Glenashton Drive. So, it was then linked to the intersection of Roxton Road at Taunton Road in order to integrate with the existing street grid network.

The initial intent of the design team was that this internal road network be comprised completely of public streets based on standard Town cross-sections. This would then allow for the creation of individual parcels that could be developed by multiple land owners. In the event, that the entire site is developed comprehensively by a single developer, the north-south internal road could be developed as a private road. Ideally, Georgian Drive and Gatwick Drive always be public streets.

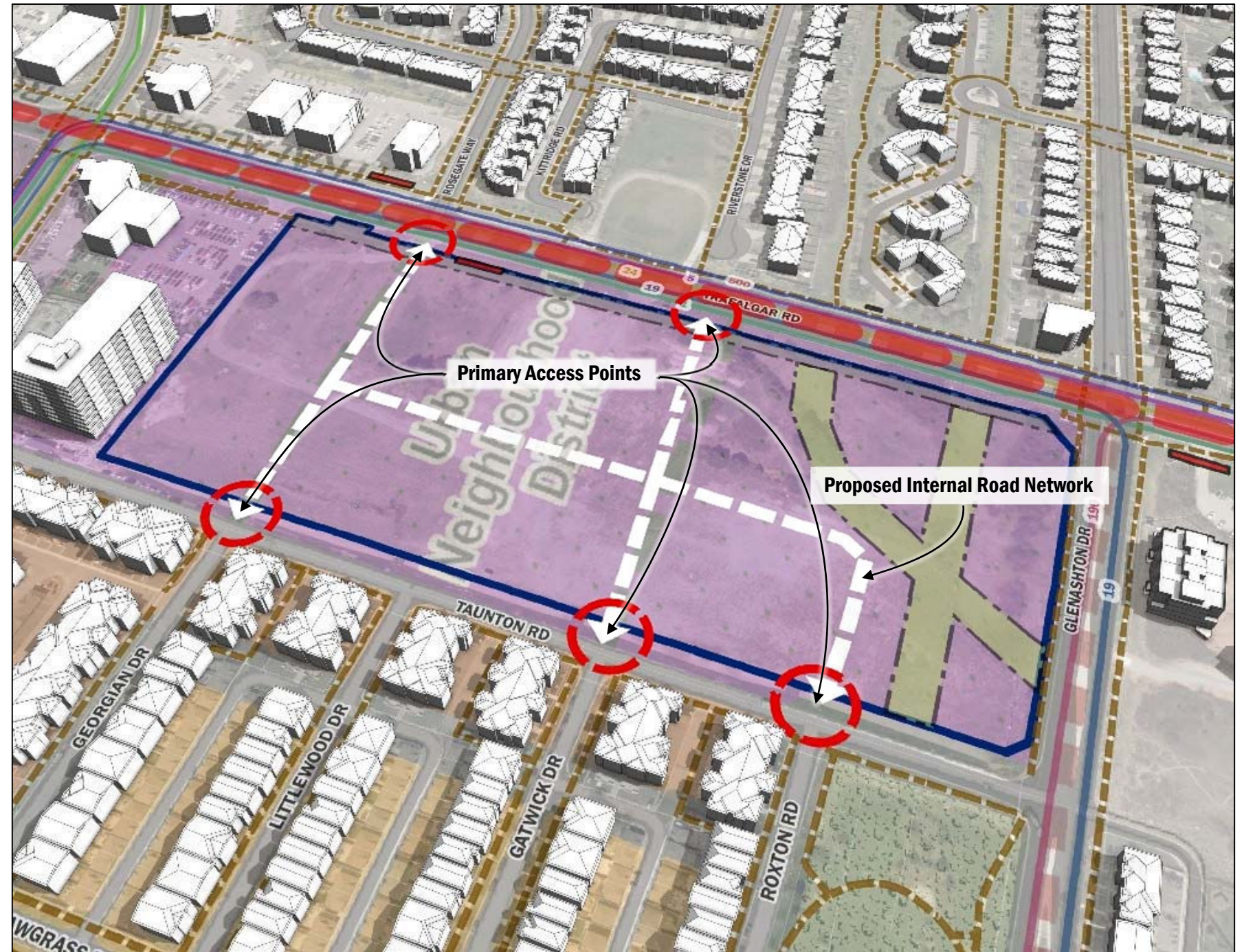
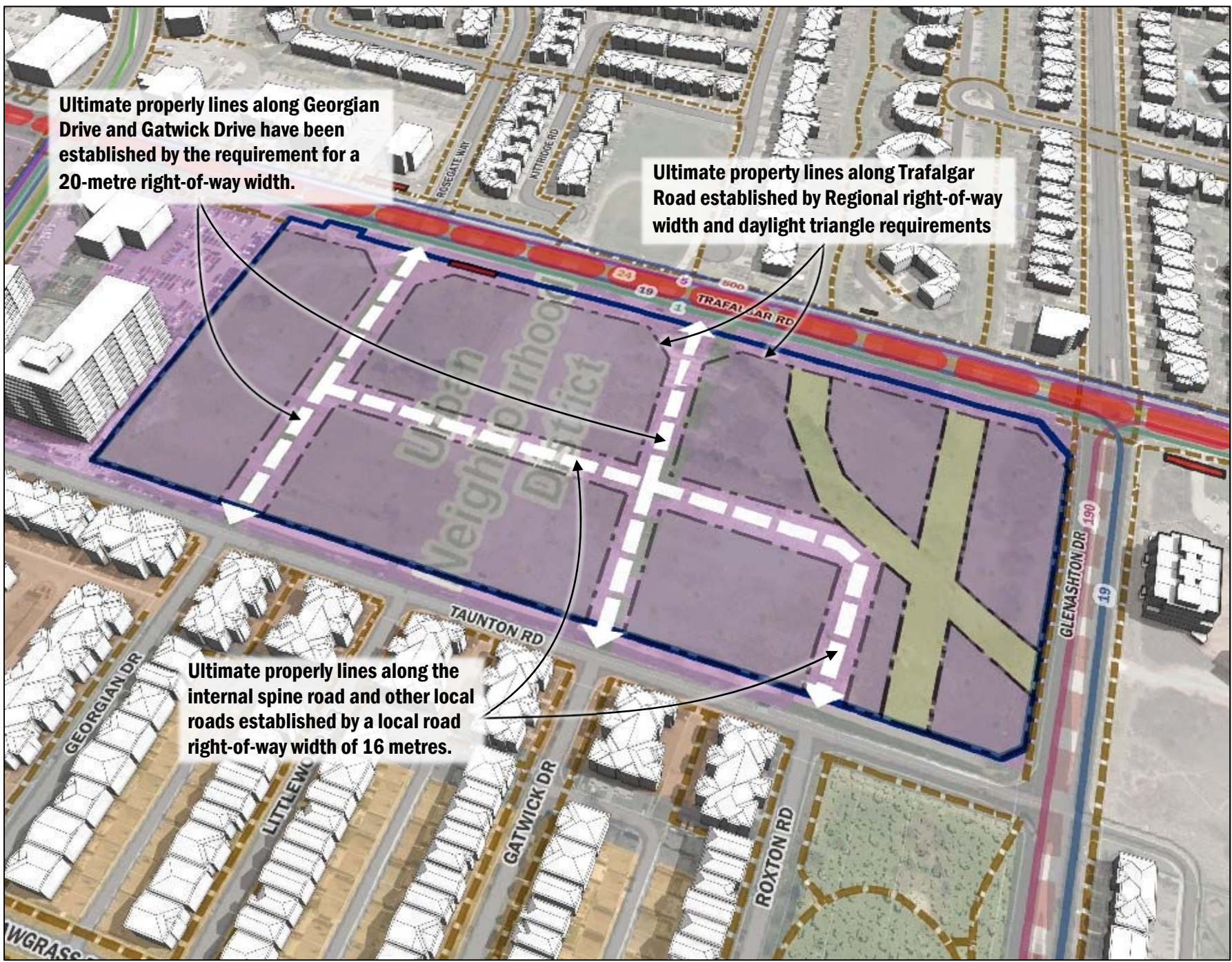


Figure 14 | Internal Road Network



ROAD RIGHT-OF-WAY REQUIREMENTS

The design team worked with Town transportation staff and Halton Region transportation staff to determine public road requirements for the site.

Halton Region indicated that a road widening would be required along Trafalgar Road to accommodate planned upgrades including additional travel lanes and transit facilities (including future higher-order transit options). The Region also required 15-metre daylight triangles for the intersections of Georgian Drive and Gatwick Drive. These requirements established the ultimate property lines along Trafalgar Road.

Town transportation staff indicated that Georgian Drive and Gatwick Drive require 20-metre public right-of-ways – which is conducive to on-street parking to support ground floor retail on Georgian Drive. Town transportation staff also indicated that a 16-metre right-of-way was appropriate for the internal spine road and other local streets.

Figure 15 | Road Right-of-way Requirements

THE DEVELOPMENT BLOCKS

The southwest corner of the site provides a opportunity to extend Windfield Parkette into the subject site.

The small parcels created by the new Roxton Road extension and the existing utility easements are not sufficiently sized to accommodate residential development. However, when combined with the utility easements in this area of the site, these parcels can be used to create a new public park space to serve the new and existing communities alike. This new public park will also help offset the cash-in-lieu of parkland requirements for the site.

The remaining seven parcels form the primary development blocks for the master plan concept.



Figure 16 | The Development Blocks

HEIGHT STRATEGY

The Urban Neighbourhood District designation envisions a mixture of uses within a pedestrian oriented community. A major transit stop with passenger platforms is proposed at the intersection of Georgian Drive and Trafalgar Road. Trafalgar Road itself is too busy to be conducive to on-street parking and a comfortable pedestrian streetscape necessary to support ground floor, street-oriented retail commercial uses. Georgian Drive, however, with a 22-metre right-of-way and oriented perpendicular to Trafalgar Road makes a good location for a retail main street that can accommodate on-street parking to allow drop-in traffic to pull off Trafalgar onto a neighbourhood street which is also conducive to pedestrian traffic and within a short walk of a major transit stop. Lastly, it is located in the portion of the community with the highest density of residential units.

The buildings with the lowest height are proposed along Taunton Road and Glenashton Drive. Lower building heights in these locations will provide an appropriate transition from the new community to the existing neighbourhood to the west and the south.

Taller building heights are proposed along Trafalgar Road and internal to the site in order to accommodate new growth and support higher order transit in the future. The Trafalgar Road right-of-way is also at least 50 metres wide which provides a larger separation between the new community and the existing neighbourhood to the east than Taunton Road or Glenashton Drive.

Taller buildings are already being constructed north of the site along Oak Park Boulevard. With the tallest buildings in the north and centre, the proposed development is able to transition to



Figure 17 | Height Strategy

lower heights on the edges of the site in order to transition down to the adjacent built form.

Lastly, an interior park space is proposed in the centre of the site in the heart of the highest density are of the proposed

community. An extension of Windfield Parkette in the southwest corner of the site is also proposed to make optimal use of the land adjacent to the existing utility easements.

RETAIL MAINSTREET

A full mixture of uses is permitted across the entire site. However, it is unlikely that ground floor retail on every development block within the site would be feasible.

The design team determined that the most desirable and potentially most feasible location for ground floor retail is along Georgian Drive. The proposed major transit stop on Trafalgar Road at the end of Georgian Drive will provide foot traffic to support the ground floor retail, particularly as Georgian Drive is to be designed with a pedestrian-oriented streetscape to support the ground floor retail.

On-street and/or layby parking is to be provided along Georgian Street. This will allow opportunity for these retail spaces to capture drive-by traffic along Trafalgar Road – an important component of retail success.

Therefore, the master plan concept concentrates ground floor retail space along Georgian Drive. The concept, however, does not preclude the ability to development additional ground floor retail space elsewhere on the site.



Figure 18 | Retail Mainstreet



LOW-RISE BUILDINGS AND/OR TOWNHOUSES

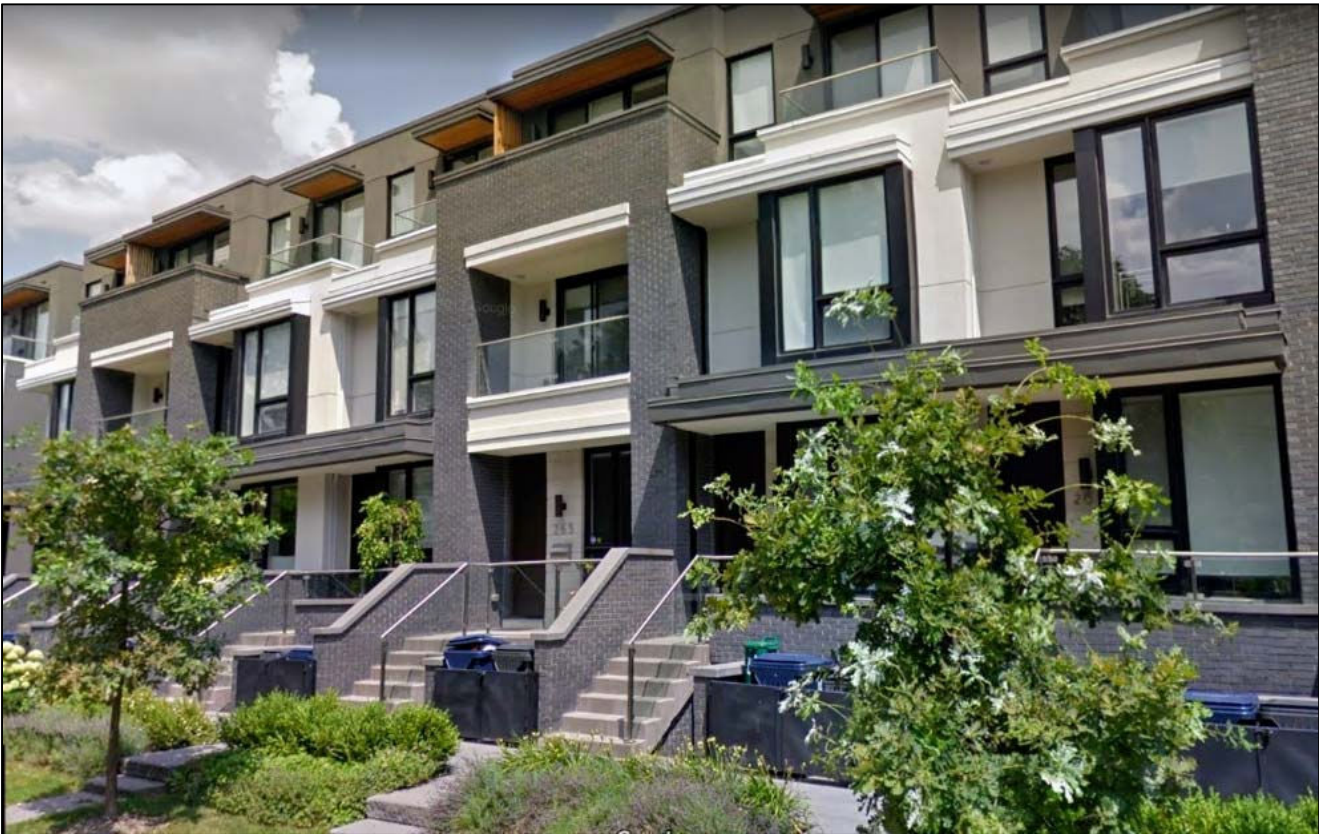
As indicated in the conceptual strategy above, lower building heights in the southwest area of the site will provide a built-form transition from the taller buildings within the site to the smaller scale townhouses and detached homes that currently exist to the west and south of the site. Low-rise apartment buildings or stacked / back-to-back townhouses are appropriate building forms to achieve this transition.

Mid-rise buildings appropriately designed to transition to the surrounding community would also be appropriate in the locations shown as low-rise buildings in the master plan concept. In particular, this would apply to the development block between Gatwick Drive and Roxton Road along Taunton Road.

The development block along Glenashton Drive has a limited depth and limited vehicular access possibilities which may make the development of a mid-rise building on this parcel problematic. Low-rise buildings such as stacked townhouses would likely be more feasible in this location.



Figure 19 | Low-rise Buildings and/or Townhouses



MID-RISE BUILDINGS

In keeping with the conceptual strategy to have lower building heights on the western edge of the site and transition up to the taller heights that exist to the north of the site, mid-rise apartment buildings of six to ten storeys are an appropriate building form along Taunton Road and in the centre of the site.

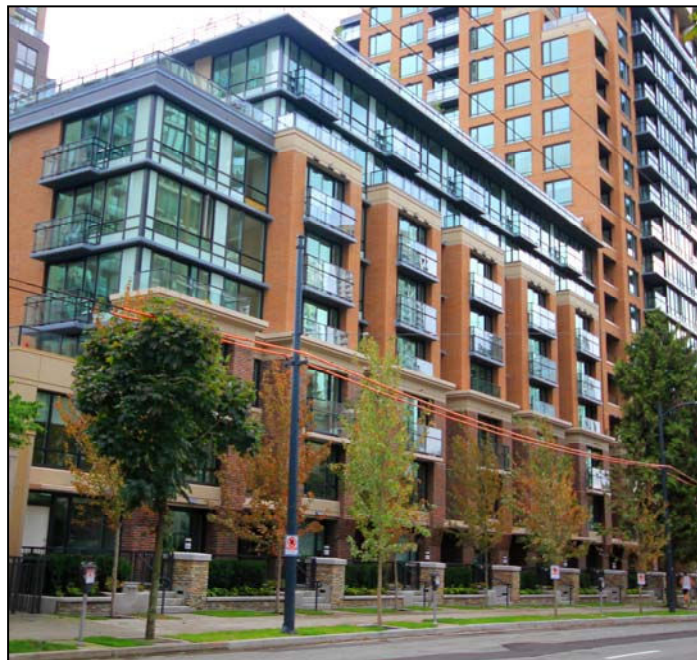
The building form indicated in the master plan concept include setbacks of the upper storeys of the mid-rise buildings to contribute to a transition from taller buildings within the site to the stacked townhouses located on the west side of Taunton Road.

Ten storey buildings should be in the form of a point tower with a podium base whereas six- to eight-storey buildings do not need to contain a podium.

Any buildings located along Georgian Drive are required to incorporate non-residential uses on the ground floor to contribute to the retail mainstreet character intended for Georgian Drive.



Figure 20 | Mid-rise Buildings



TALL BUILDINGS

The densest and tallest part of the development for the site will be areas adjacent to Trafalgar Road, particularly along Georgian Drive in proximity to the major transit stop on Trafalgar Road.

Point towers on a podium base will be the predominant built-form for these buildings. Buildings with less than twelve storeys will not be required to have a podium.

Ground floor retail uses are intended for all of the buildings along Georgian Drive to create a pedestrian-oriented retail-focused street. The building podiums may contain business and/or medical office uses, residential units, ancillary residential uses, or above-grade parking structures internal to the podium lined with other office and/or residential uses where the podium faces a road or publicly-accessible amenity area.

It is envisioned that rooftops will be utilized to provide green roofs and/or private amenity areas for the use of building residents.

Vehicle access to parcels bound by the utility corridors must be provided internally from the site as direct vehicle access from Trafalgar Road is restricted. The existing utility corridor easements would allow for driveway access to cross the utility corridors into order to provide access from the internal street network. The utility corridors were viewed as an opportunity to use the open space as an aesthetic advantage to enhance the residential development.

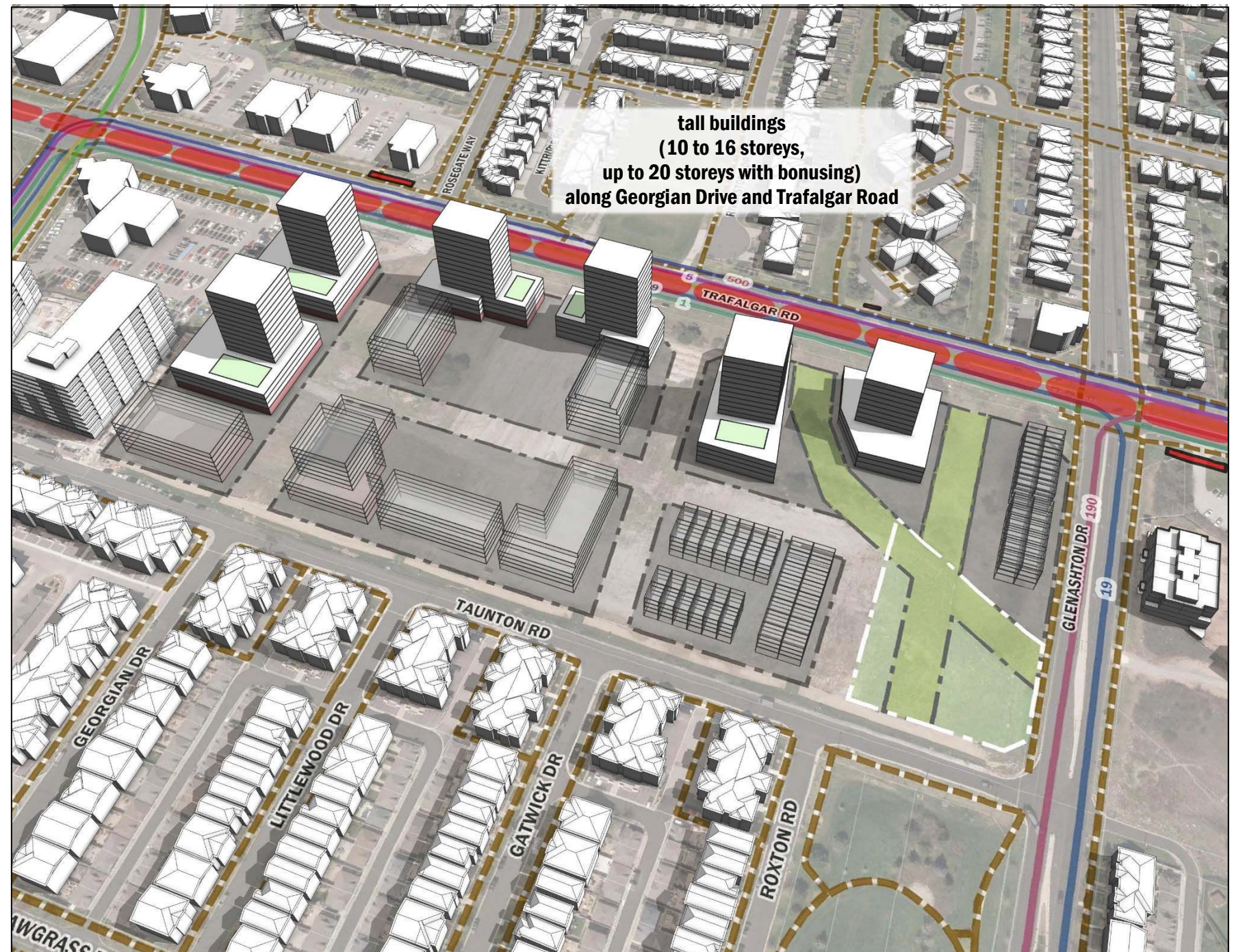
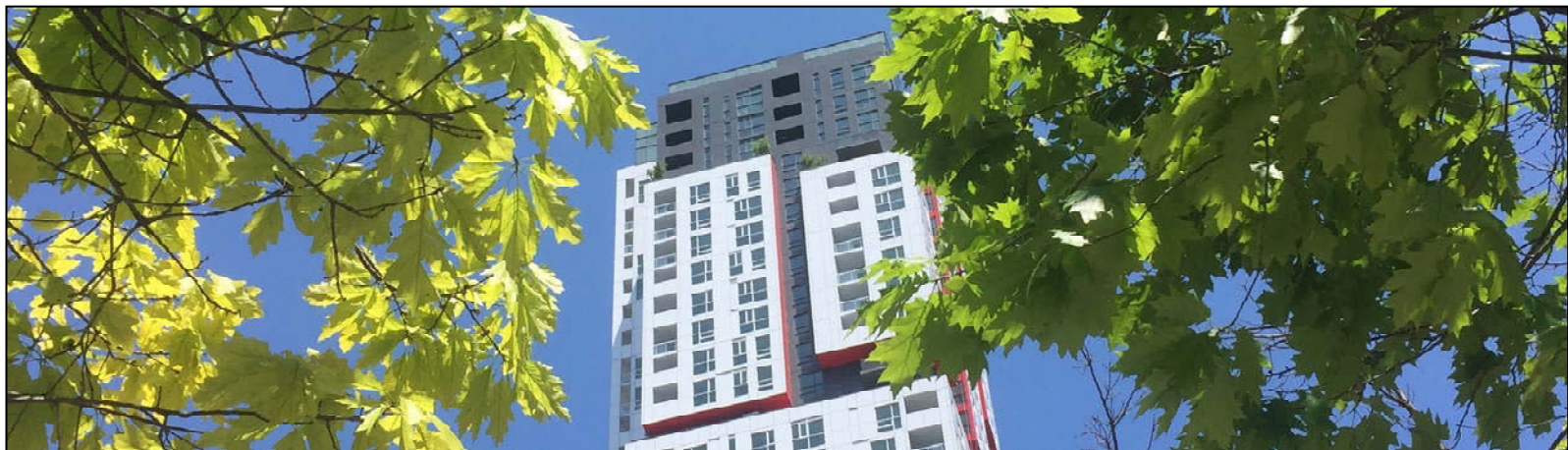
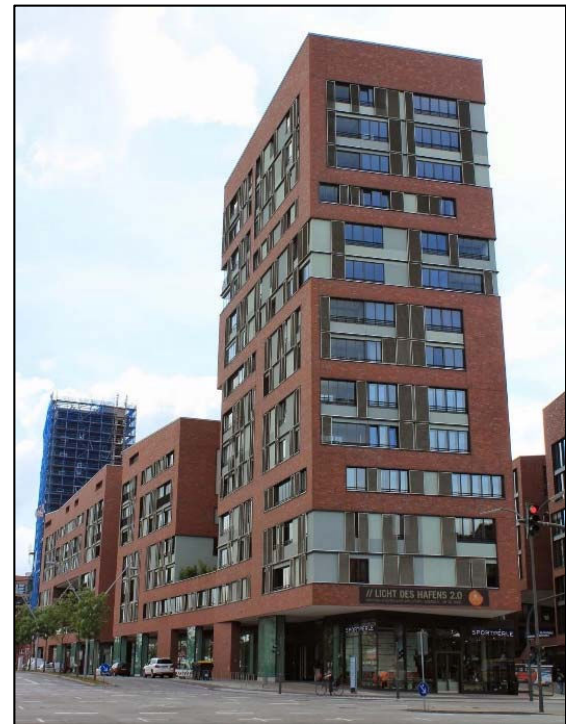
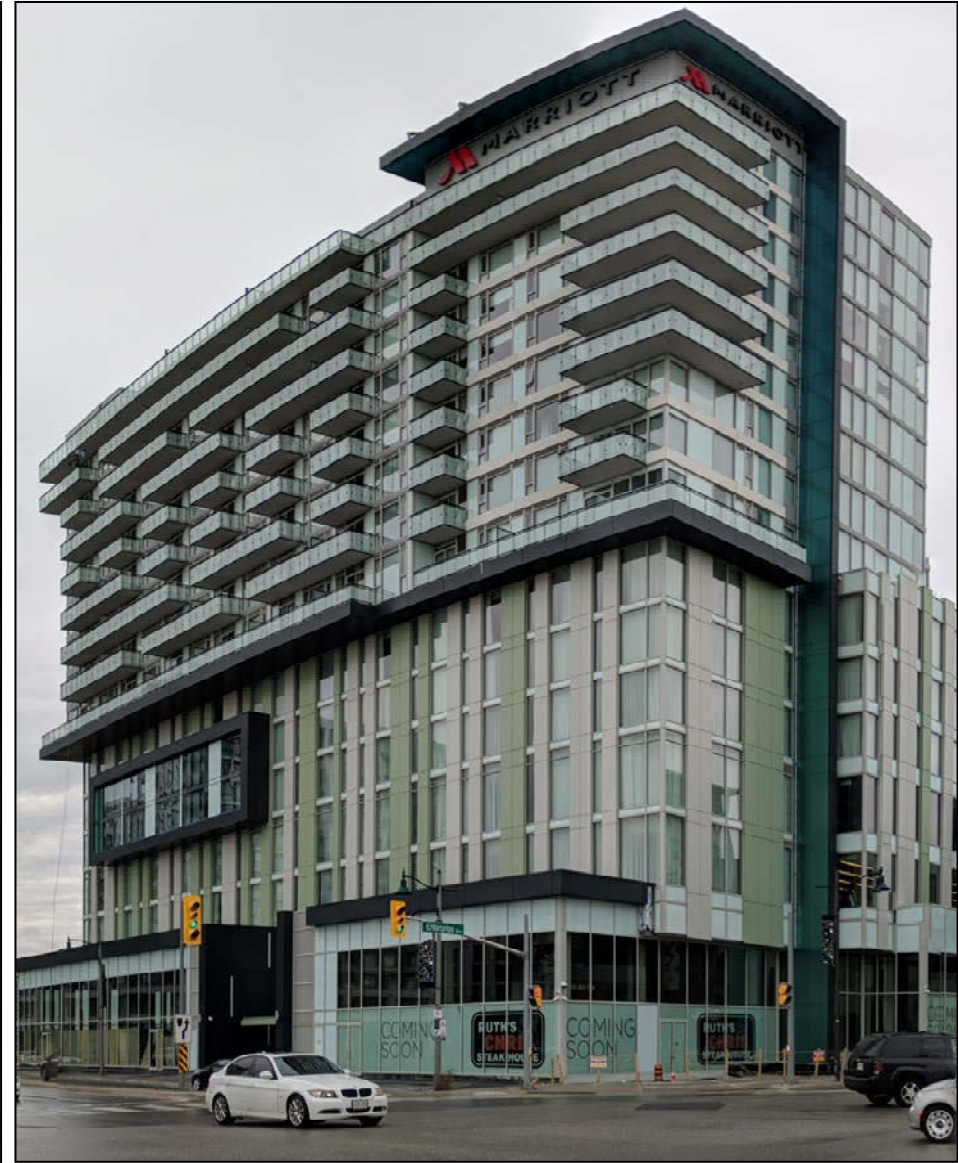


Figure 21 | Tall Buildings



INTERNAL OPEN SPACE AND 'WOONERF'

Additional open space to serve the residents within the development, in addition to the proposed public park in the southwest corner of the site, is an important component of the overall development concept for the site.

The master concept demonstrates an option for additional public park space incorporated into the overall development of the site by framing an internal open space area with buildings. The laneways surrounding the park, as well as the north-south connection bisecting the site, could be designed as a 'woonerf' or 'flush street' – a way of designing streets to be people-friendly open spaces where all transportation modes are permitted to mix freely within the public realm. The future design of any 'woonerfs' would need to consider the safety of all users.

The benefit to this form of street is all modes of transportation are treated equally and pedestrians and cyclists can enjoy a broader interaction with the public realm. It helps to calm the area, provides greater flexibility to the use of the street, reduces high-speed vehicle conflicts and provides a backdrop for more considerate pedestrian movements throughout.

The open space itself could be in the form of a privately owned public space (POPS) or a public park. Town staff are also exploring the opportunity for strata parks – where the park space at-grade is publicly owned and a privately owned underground parking structure is built beneath the park.

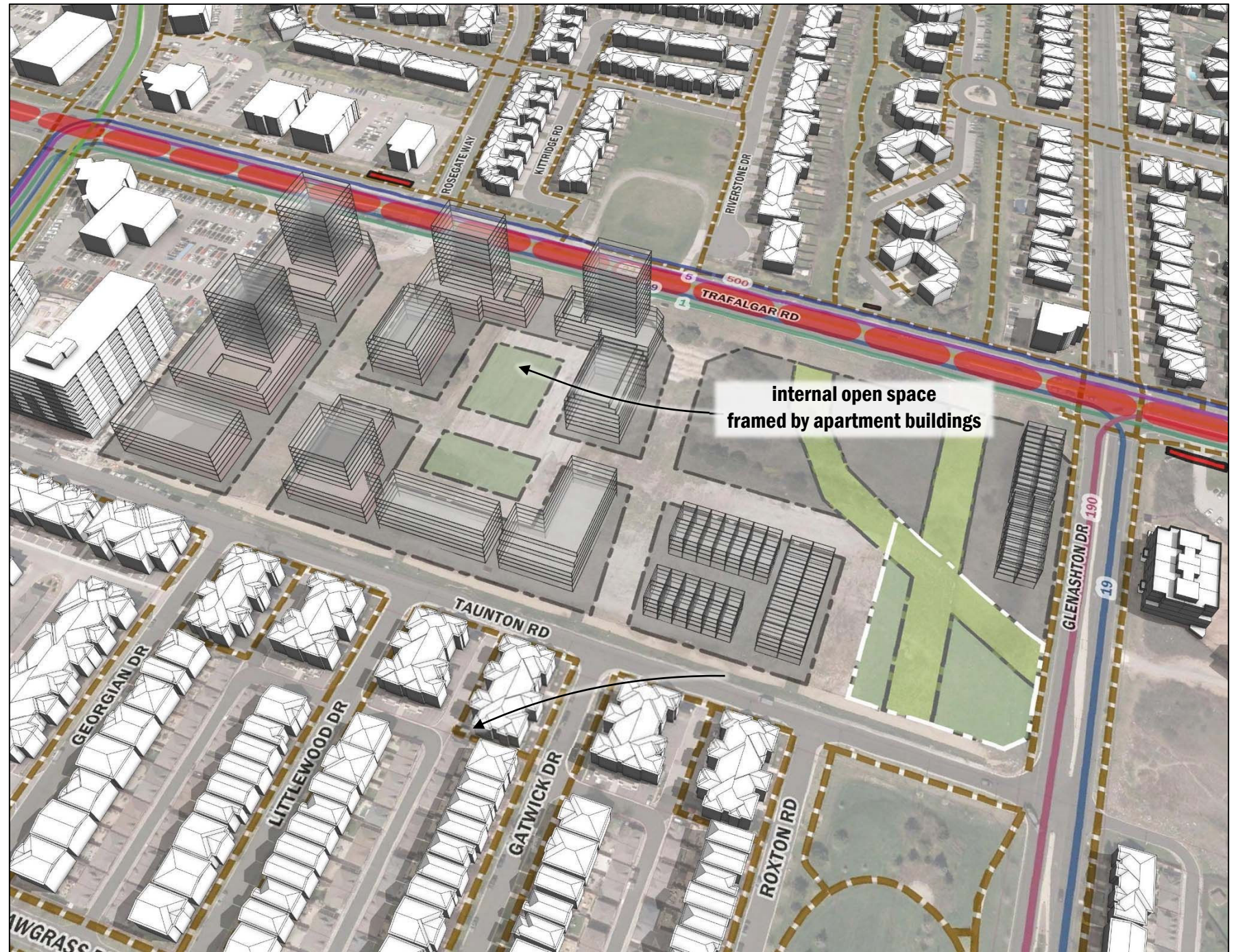
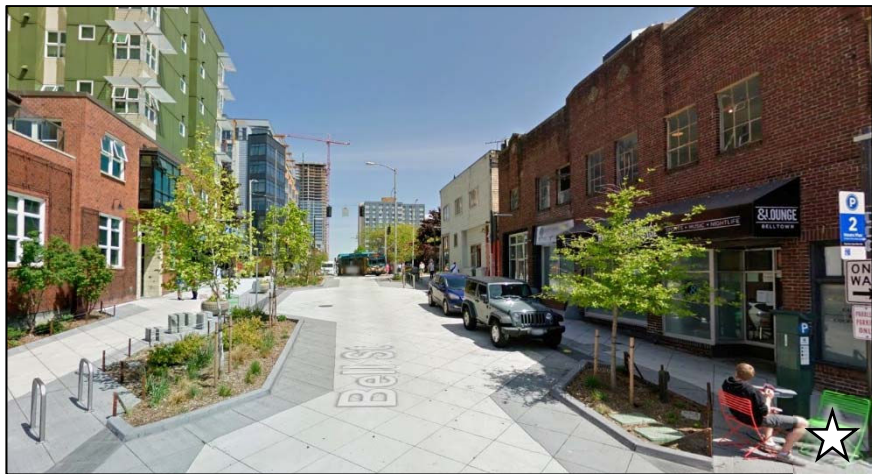


Figure 22 | Internal open space and 'woonerf'



BONUSING OPPORTUNITIES

The *Planning Act* and the *Livable Oakville Official Plan* provide an opportunity for the Town to offer additional building height to developers in exchange for various public benefits, as outlined in the *Livable Oakville Official Plan*.

For this site, the *Livable Oakville Official Plan* permits the Town to allow for an additional four storeys to be added to a building above the permitted maximum building heights. The conceptual model shown in this master plan depicts the opportunity for bonusing on two buildings within the concept. An additional four storeys will be permitted on any building within the Works site provided the bonusing policies of the *Livable Oakville Official Plan* are met.

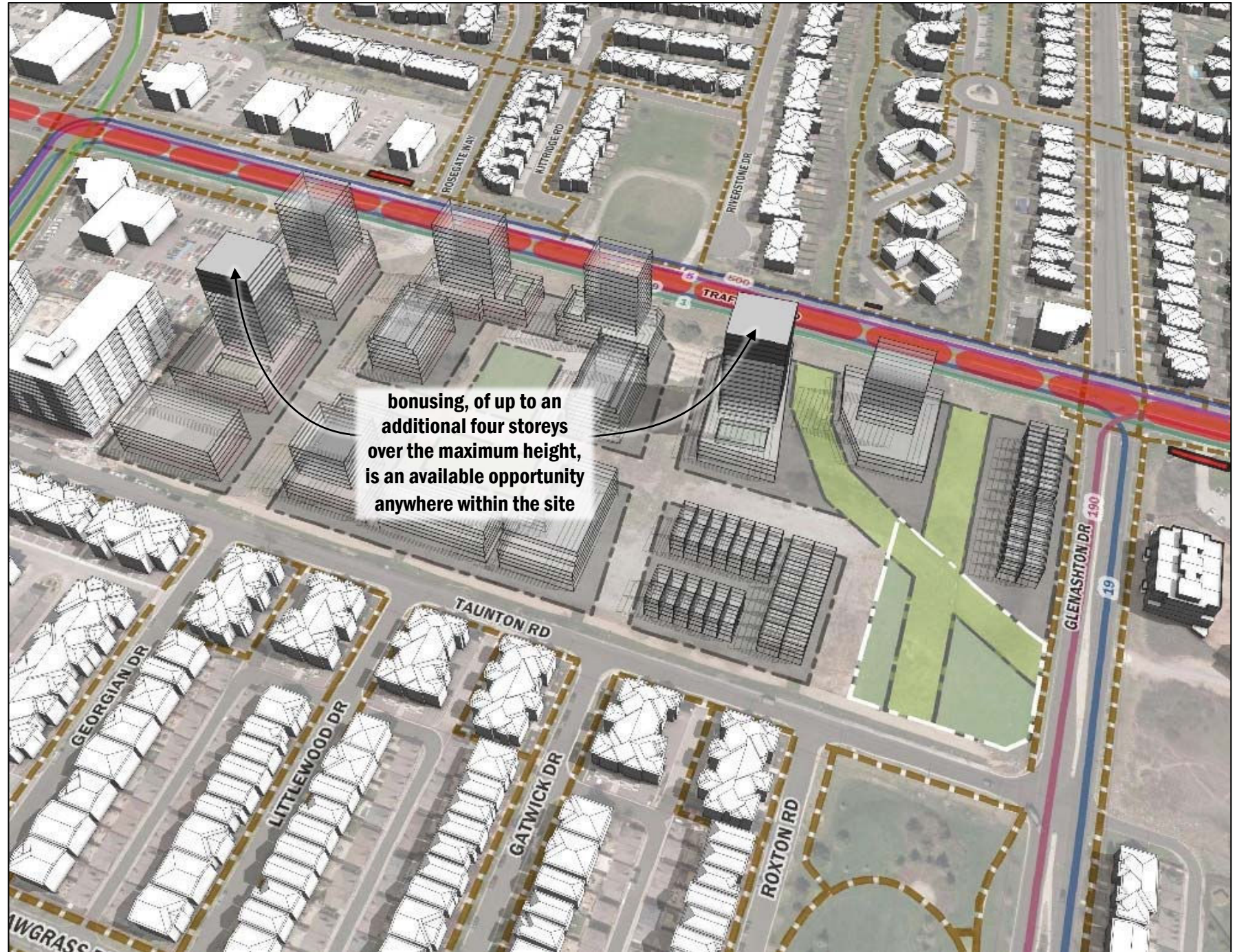


Figure 23 | Bonusing Opportunities



5. Master Plan Concept

5.0 Master Plan Concept

The Master Plan Concept is the culmination of a comprehensive review of the context in which the property resides. It sets out a refined programme for building heights and densities that recognises the established neighbourhoods, knits together missing transportation linkages, continues to promote a network of parks and open spaces, and permits supporting retail and commercial opportunities.

The Master Plan was prepared in the context of market realities, financial considerations, phasing potentials and community stewardship. The process began with a review of the original 2009 Uptown Core Review in order to understand the original premise and assumptions and determine what has changed and what role the Works site should play moving forward. This was especially important to ensure population projections are maintained while acknowledging these may still be revisited as part of the ongoing Official Plan reviews at both the Town and Halton Region.

Staff have examined the Best Planning Estimates (BPEs) which are produced by Halton Region and endorsed by the Town. The BPEs provide an anticipated amount of residential units within a given area for the purposes of planning for infrastructure and monitoring growth. Staff concluded that a minimum of 1,215 residential units must remain allocated to the Works site. This number is based on development to-date in the Uptown Core and rationalised to ensure compliance with Halton Region's requirement that density cannot be reduced on a given site within an intensification area.

The Master Plan provides clarity on built form. Whereas the Livable Oakville Official Plan originally required a minimum of eight storeys adjacent to Taunton Road, recent development on the west side of Taunton Road suggests heights on the east side

should be carefully considered. As such, the Master Plan, and supporting amendments, recommend permitting lower building heights on the east side of Taunton at the southerly limits of the property. These lower heights can take the form of mid-rise buildings, low-rise buildings or townhouses.

Townhouse building forms are currently permitted on the site; however, the expectation was that townhouses would be attached to taller buildings either as an extension of, or within, a building podium. Some flexibility has been re-considered for the purpose of height transitions from existing to new development and to accommodate a new street and park network.

Increased building heights are considered through the Master Plan. Within the center of the site, taller buildings up to 16 storeys as-of-right are contemplated in consideration of the Town's design manual and proposed zoning by-law which incorporates tighter floorplate controls to reduce shadowing on adjacent properties, especially parks. Taller buildings can also help ensure minimum densities are met in close proximity to transit and in a building form that can integrate with the community while contributing to the town's sky-line.

The Master Plan is a concept that incorporates the established principles. It is premised on certain assumptions, and balanced against market realities.

The primary assumptions include:

- Georgian Drive is the only location that can support significant retail investment due to its links to the surrounding neighbourhood, and adjacency to a transit stop on Trafalgar Road which is expected to support Bus Rapid Transit in the future.
- Vehicle parking must be structured and can be accommodated below to at least one level. With the extent

of park and roads, vehicle parking can only be secured underneath parks and roads through stratification agreements.

- A north-south spine road is incorporated to create reasonably-sized development blocks which allows access from behind the buildings and access to a block along Trafalgar Road which is otherwise constrained by pipelines on either side. This spine road can be either public or private.
- Above-ground parking can occur where located in a building's podium; however, it must be lined by active uses where the above-ground parking would be facing a road or open space
- Bonusing will be used to reach the maximum building heights to ensure some additional community benefit can be provided in exchange for increased heights.
- The site may be constructed by multiple builders to allow for complementary architecture styles which subscribe to a common theme without being homogenous.
- Right-in and right-out to Trafalgar road can occur for Gatwick Drive and the constrained development block.
- Tall buildings along Trafalgar Road are desirable to ensure an appropriate transition in height from the west to the east where the majority of density can be supported along a higher order transit corridor. Also, due to the expansive width of Trafalgar Road, there is sufficient separation to sensitive land uses to the east that shadowing will be less of an issue.



Figure 24 | Master Plan Concept

STATISTICS

	Area (ha)	Total Building Height (storeys)	Podium Height (storeys)	Tower Height (storeys)	Podium or Building Floor Area (m ²)	Tower Floor Area (m ²)	Residential Floor Area (m ²)	Non-residential, Ancillary, & Parking Garage Floor Area (m ²)	Townhouses (stacked back-to-back) (units)	Dwelling Units (units)
Parcel 1	1.04									
Building A		6	-	-	7,238	-	6,032	1,206	-	60
Building B		16	4	12	8,961	7,437	14,158	2,240	-	142
Building C		16	4	12	9,513	8,100	15,079	2,534	-	151
Parcel 2	1.13									
Building D		10	4	6	6,251	3,741	8,480	1,512	-	85
Building J		6	-	-	4,992	-	4,128	864	-	41
Building I		6	-	-	7,432	-	6,226	1,206	-	62
Open Space	0.10									
Parcel 3	1.16									
Building E		8	-	-	7,367	-	6,386	981	-	64
Building F		16	4	12	5,088	6,381	10,142	1,327	-	101
Building G		16	4	12	4,420	5,697	8,957	1,160	-	90
Building H		8	-	-	7,367	-	6,386	981	-	64
Open Space	0.14									
Parcel 4	0.85									
Building K ₁		4	-	-	-	-	-	-	24	24
Building K ₂		4	-	-	-	-	-	-	28	28
Building K ₃		4	-	-	-	-	-	-	32	32
Parcel 5	0.57									
Building L		16	4	12	9,084	8,100	14,880	2,304	-	149
Parcel 6	0.33									
Building M		12	3	9	5,410	5,625	9,058	1,977	-	91
Parcel 7	0.40									
Building N ₁		4	-	-	-	-	-	-	24	24
Building N ₂		4	-	-	-	-	-	-	24	24
TOTALS							109,911	18,292		1,231

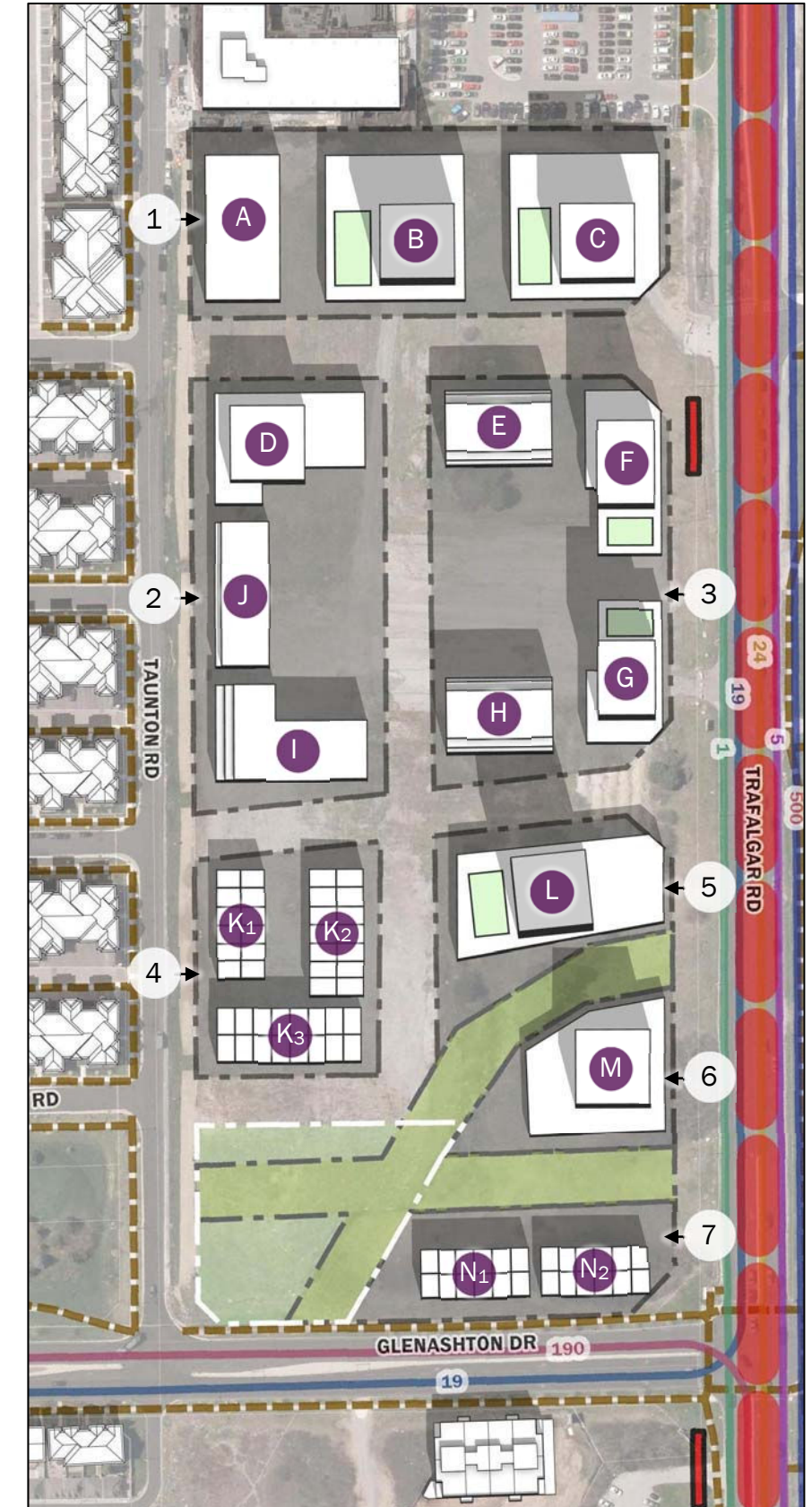
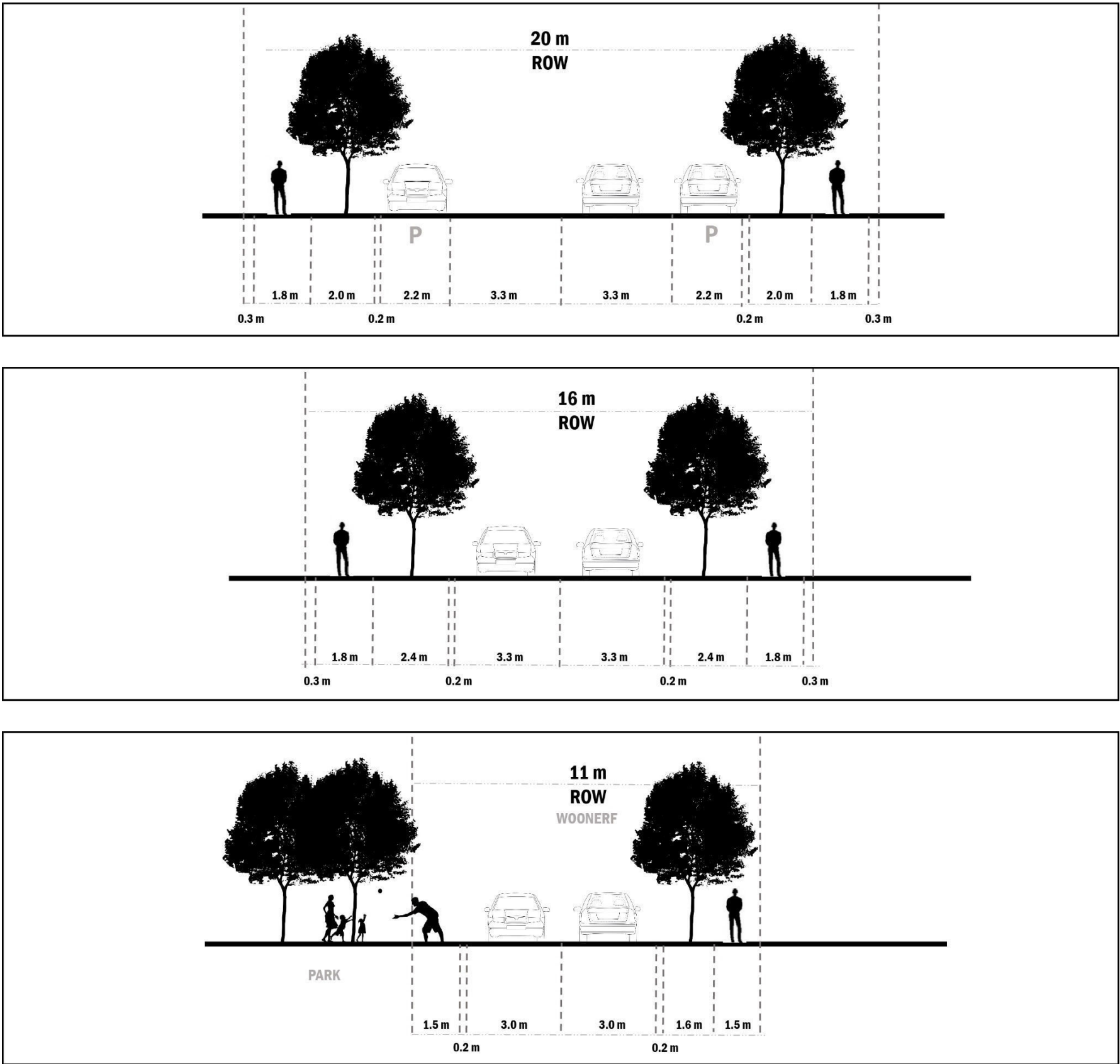


Figure 25 | Key Map for Statistics Table



CROSS SECTIONS

These cross sections were developed in order to illustrate the vision for streets within the master plan concept. These cross sections are intended to simply provide a design direction and are not intended to be prescriptive.

Figure 26 | Street cross-sections

A detailed, sepia-toned map of a city street grid, showing a complex network of streets and building footprints. The map is centered on a large, dark rectangular area, possibly a park or a large building. The text "6. Implementation" is overlaid in the center of the map in a large, white, bold, sans-serif font.

6. Implementation

6.0 Implementation

The overall development of the Works site is expected to occur in phases over at least 10 years, due to market absorption factors as well as construction timing for mid-rise and tall buildings that contain underground or structured parking. The Master Plan serves as a road map for how to deliver the vision for the site, but there is flexibility in how that vision is achieved.

The principles that ground the Master Plan will help ensure the development's success, and these are further reflected in the Official Plan policy that guides how the site will be developed. The Official Plan policy grants weight to the Master Plan by recognising its importance.

With the Official Plan policy, Urban Design Guidance is provided to illustrate the manner in which to implement the Master Plan. While not prescriptive, the Urban Design Guidance provides parameters within which to apply the principles directing the development concept.

Zoning By-law regulations are provided which can inform how to comply with the Official Plan policy; however, it is expected that development applications will undertake amendments to the in-effect Zoning By-law in order to implement the Official Plan, based on the nuances of individual projects.

A number of background studies were undertaken through the Master Planning process including an environmental site assessment, a functional servicing study and a transportation update study.

These studies provide an overall direction for the development of the site. As individual projects come along, these will be expected to subscribe to the direction provided by these governing studies.

MUNICIPAL DEVELOPMENT CORPORATION (MDC)

It is expected that the Municipal Development Corporation (MDC) created by the Town will be responsible for *Planning Act* applications that will allow for the future development of the Works site. This includes the potential for land division, site plan applications, servicing, road construction, soil remediation, and any servicing and infrastructure requirements.

The MDC is also expected to be responsible for creating any partnerships with developers, builders and public agencies for the delivery of any pilot projects or projects that are generally led by a public agency, such as affordable housing or community hubs, or being responsible for leading the implementation of environmental projects like district energy.

Ultimately, the MDC will direct the timing of development, the sequence of development, as well as the timing and coordination of infrastructure and parks delivery. The MDC will also be the lead on securing agreements with other public agencies, utilities and organizations regarding the ownership and use of land above parking garages and under streets (i.e. stratification agreements), the crossing of pipelines and access for future owners (i.e. condominium).

With respect to rental space, it is reasonable to consider the MDC performing a landlord function in various capacities. The MDC can ensure future retail and commercial uses expected at-grade are appropriate and enhance the vibrant mix of uses needed in the community. The MDC may be in a better position than a private owner to absorb the short-term market risk until full build-out occurs. Similarly, the MDC may wish to exercise a measure of control over public parking spaces whether those are provided at-grade or as part of a development project, where in conjunction with the Town's parking authority.

The MDC can also work with partners to deliver public needs such as day-cares, schools, or community uses in appropriate locations, either as part of a bonussing agreement or as stand-alone uses as part of an overall development project.

PHASING

The development of the Works site is expected to take several years due to the size of the property, and the amount of intensification possible. The delivery of the Master Plan is flexible, and its success is not contingent on a specific phasing strategy.

Flexibility is needed to ensure future development can respond to changing and evolving land use needs as well as market maturity and evolution. While the flexibility is premised on the Master Plan having a strong vision in terms of development parcels and road alignments, it is anticipated that the block along Glenashton Drive will proceed first. This block is relatively small and can be easily serviced.

Subsequent development of the overall site can follow a logical sequence along Taunton Road. This road has been partially constructed with the expectation that the full right-of-way will be completed as part of the Works site developing. That will allow servicing to go into Taunton Road which can support the Works site since it is expected that flows from the site need to go south to Glenashton Drive.

The overall sequence of development will be dependent on the program of the developer. Of consideration is the timing and logistics of constructing an underground parking garage, water, sanitary and stormwater infrastructure, and the supporting street network above to create the development blocks. As well, depending on the approach for soil remediation, that could

influence the phasing of development. Finally, it would be of benefit to consider construction moving from south to north such that the delivery of the park and trail system occurs as early in the construction process as possible.

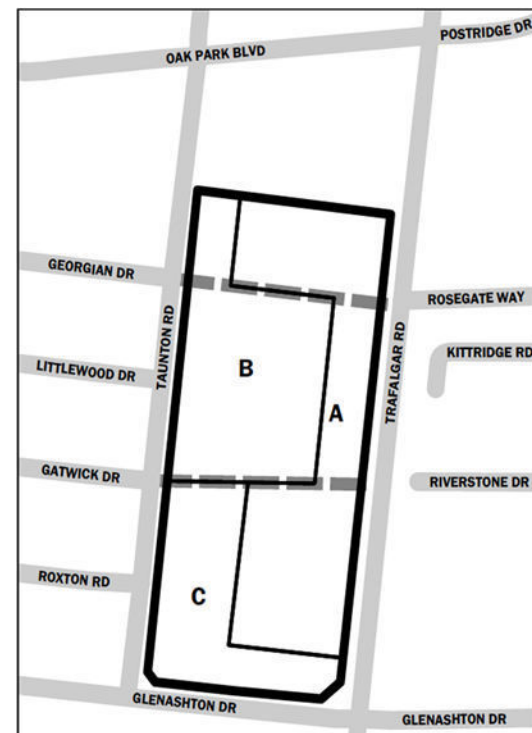
OFFICIAL PLAN AMENDMENT No. 25

A. Text Changes

The amendment includes the changes to the text and schedules of the Livable Oakville Plan listed in the table on the following pages. Text that is **bolded and underlined** is new text to be inserted into the Livable Oakville Plan. Text that is crossed out ("~~strikethrough~~") is to be deleted from the Plan.

Item No.	Section	Description of Change
1.	NEW 21.6.5 UPTOWN CORE Uptown Core Exceptions – Schedules M1 and M2	Insert a new exception policy and figure as follows: <u>2264, 2274 and 2320 Trafalgar Road (Former Public Works Site)</u> <u>The following additional policies apply to the lands identified in Figure 21.6.5:</u> <u>21.6.5:</u>

Figure 21.6.5



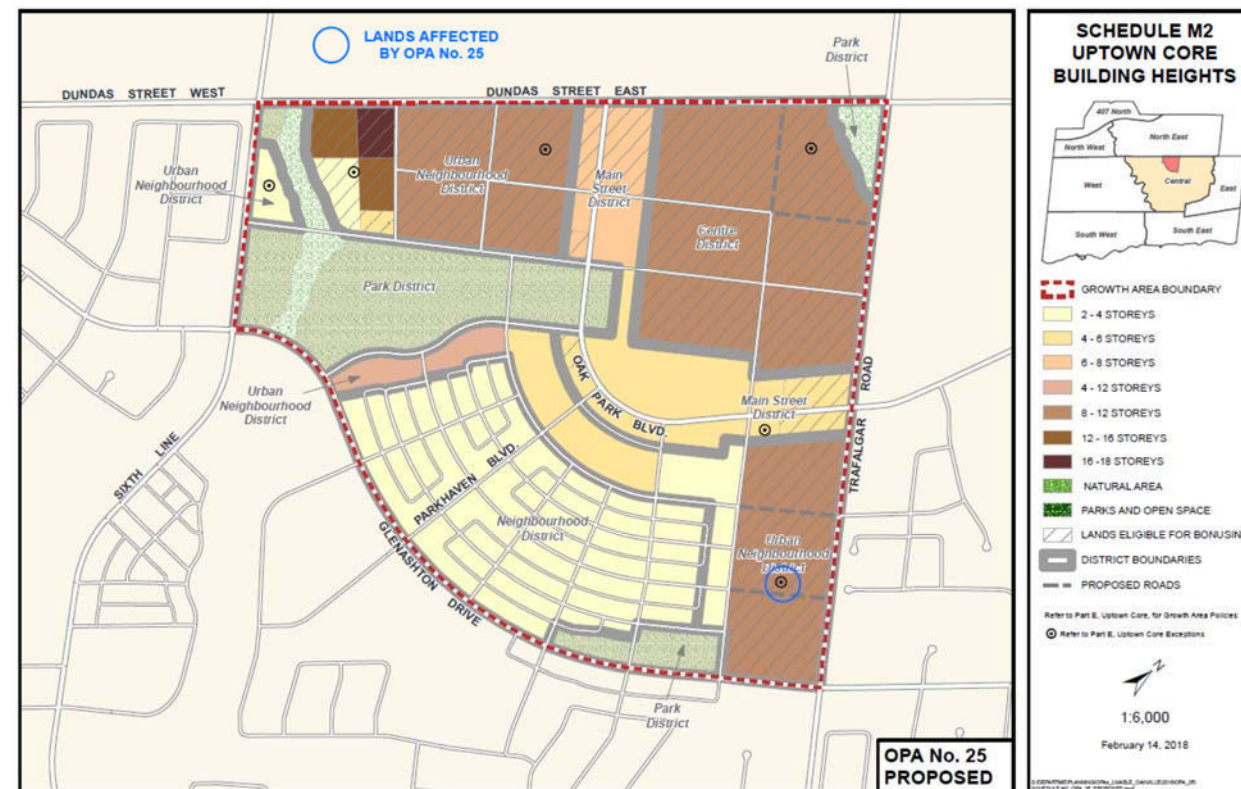
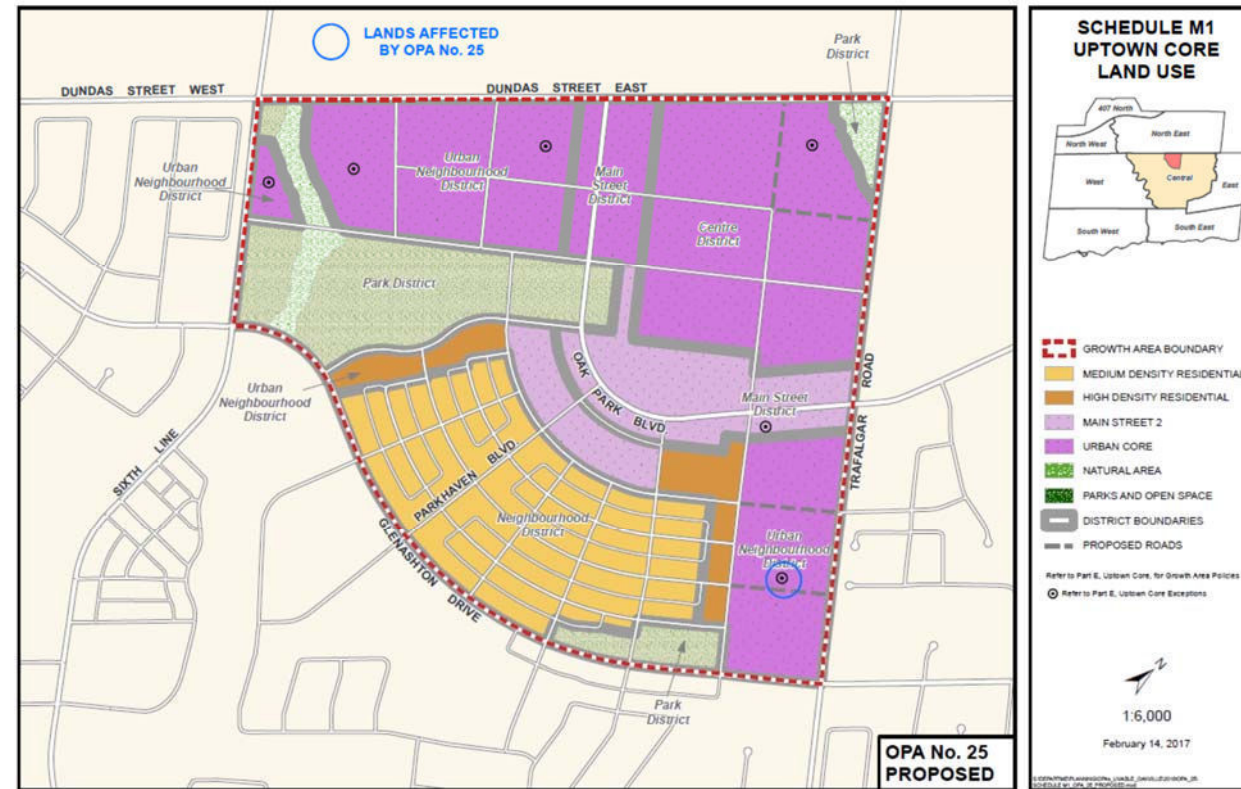
Item No.	Section	Description of Change
		<p><u>d) The overall development of the lands shall be in accordance with a Master Plan approved by Council.</u></p> <p><u>e) Area Policies</u></p> <p>i) <u>Area A</u></p> <ul style="list-style-type: none"> ▪ <u>A minimum building height of 12 storeys</u> ▪ <u>A maximum building height of 16 storeys</u> ▪ <u>A minimum of 705 residential units is required</u> ▪ <u>Ground floor commercial uses are required where buildings front the proposed extension of Georgian Drive</u> <p>ii) <u>Area B</u></p> <ul style="list-style-type: none"> ▪ <u>A minimum building height of 6 storeys</u> ▪ <u>A maximum building height of 10 storeys</u> ▪ <u>A minimum of 360 residential units is required</u> ▪ <u>Ground floor commercial uses are required where buildings front the proposed extension of Georgian Drive</u> <p>iii) <u>Area C</u></p> <ul style="list-style-type: none"> ▪ <u>A minimum building height of 4 storeys</u> ▪ <u>A maximum building height of 6 storeys</u> ▪ <u>A minimum of 150 residential units is required</u> <p>iv) <u>All areas</u></p> <ul style="list-style-type: none"> ▪ <u>An overall minimum of 1,215 residential units is required</u> ▪ <u>Stand-alone residential uses may be permitted</u> ▪ <u>Additional building height, to a maximum of 4 storeys, may be considered in accordance with the applicable bonusing policies in this plan</u>

Item No.	Section	Description of Change
		<p>f) Parks and Open Space</p> <p>i) <u>A public park shall be provided at the northeast corner of Taunton Road and Glenashton Drive</u></p> <p>ii) <u>Intersection improvements shall be coordinated with Halton Region and Oakville Transit.</u></p> <p>iii) <u>If the property is developed in phases, a phasing plan in accordance with a Master Plan approved by Council is required.</u></p>

B. Schedule Changes

The amendment includes changes to the schedules to the Livable Oakville Plan listed below:

Item No.	Schedule	Description of Change
2.	Schedule M1 Uptown Core Land Use	Amend Schedule M1 by adding an exception bullet to the subject site
3.	Schedule M2 Uptown Core Building Heights	Amend Schedule M2 by adding an exception bullet to the subject site



IMPLEMENTING ZONING BYLAW

307	2264, 2274 and 2320 Trafalgar Road (Former Public Works Site)	Parent Zone: MU4
Map 19(22a)	(Part of Lot 13, Concession 1 S.D.S.)	(2011-054) (2015-079) (2016-103)
15.307.1 Additional Permitted Uses		
The following additional use is permitted on all lands identified as subject to this Special Provision:		
a)	<i>Park, private</i>	
15.307.2 Prohibited Uses		
The following uses are prohibited on all lands identified as subject to this Special Provision:		
a)	<i>Commercial Parking Area</i>	
b)	<i>Motor Vehicle Rental Facility</i>	
15.307.3 Zone Provisions for All Lands		
The following regulations apply to all lands identified as subject to this Special Provision:		
a)	Maximum floorplate dimension of a <i>building</i> tower above the podium measured from outside wall to outside wall, inclusive of projecting <i>balconies</i>	40.0 m
b)	Minimum <i>separation distance</i> between <i>building towers</i> above a podium	25.0 m

c)	Maximum yard from any lot line abutting a public road or private road	3.0 m
d)	Maximum yard from any lot line abutting Trafalgar Road	7.0 m
e)	Minimum yard from any lot line for a below grade parking structure	0.0 m
f)	Minimum length of a main wall located within the area defined by the minimum and maximum front yards or flankage yards adjacent to a public or private road.	85%, exclusive of any indentations or projections
g)	Maximum building length or width	55.0 m
h)	The minimum percentage of the main wall area on the first storey oriented toward a front or flankage lot line that shall be occupied by windows and doors	75%
i)	Maximum encroachment into a minimum yard for balconies, bay windows, cornices, access stairs, porches.	Up to 0.3 m from a lot line abutting any public or private road
j)	Where non-residential uses are located at grade and are oriented towards a public or private road, or a publicly accessible amenity space, a minimum of one principal building entrance to each premises shall be directly accessible from, and oriented towards a public or private road, or publicly accessible amenity space. A minimum of one building entrance to a premises located at the corner of a building is required for each main wall oriented toward a public or private road or publicly accessible amenity space.	
k)	Transformer and telecommunications vaults shall be located internal to the serviced building or below grade.	

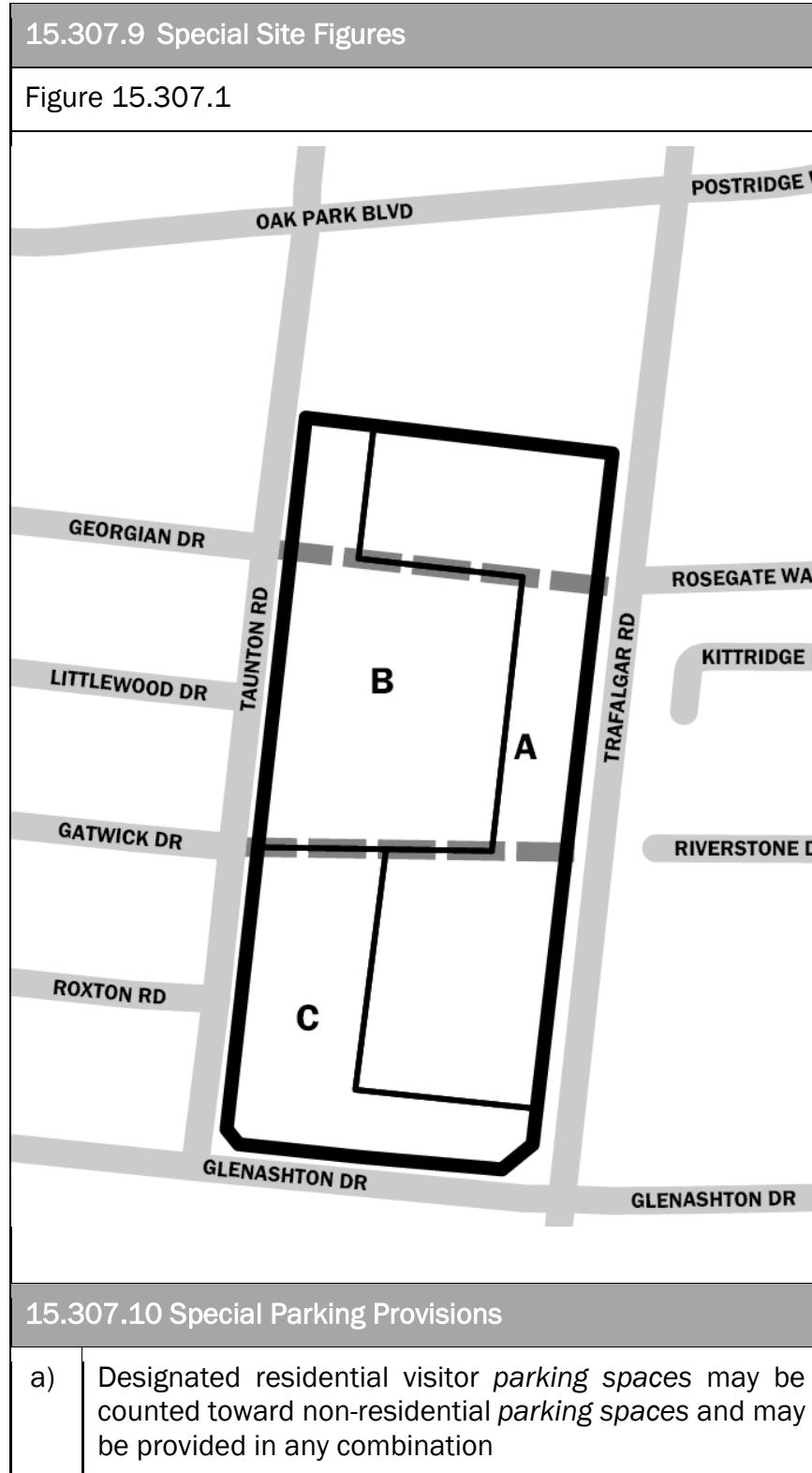
l)	The parking of motor vehicles is prohibited in an above grade parking structure for the first 9.0 metres of the depth of a building, measured in from the main wall oriented towards a lot line abutting a public or private road or measured from a main wall oriented towards a publicly accessible amenity space.	
m)	A minimum of 20% of the minimum parking spaces in a building shall be provided with electric motor vehicle supply equipment.	
15.307.4 Parking Regulations for All Lands		
The following parking regulations apply to all lands identified as subject to this Special Provision:		
a)	Minimum number of parking spaces for an apartment dwelling (inclusive of visitors parking spaces)	1.15 per dwelling
b)	Minimum number of visitor parking spaces for an apartment dwelling	0.15 per dwelling
c)	Minimum number of parking spaces for non-residential uses	1 space per 35.0 m ² of net floor area

15.307.5 Zone Provisions for Block A Lands		
The following regulations apply to lands identified as Block A on figure 15.307.1:		
a)	Minimum number of <i>dwelling units</i> for all of Block A lands combined	705
b)	Minimum <i>height</i>	41.0 m
c)	Minimum number of <i>storeys</i>	12
d)	Maximum <i>height</i>	54.0 m
e)	Maximum number of <i>storeys</i>	16

f)	Maximum <i>height</i> of a podium	14.0 m
g)	Maximum number of <i>storeys</i> for a podium	4
h)	Maximum <i>height</i> (upon execution of a Section 37 agreement)	62.0 m
i)	Maximum number of <i>storeys</i> (upon execution of a Section 37 agreement)	20
j)	<i>Dwelling units, business offices and medical offices</i> are prohibited on the <i>first storey</i> in the first 9.0 metres of the depth of the <i>building</i> measured from the <i>main wall</i> oriented toward the <i>lot line</i> adjacent to Georgian Drive.	
k)	Any <i>building</i> located at the northwest corner of Trafalgar Road and Georgian Drive shall incorporate a transit shelter within the <i>podium</i> oriented towards Trafalgar Road.	
15.307.6 Zone Provisions for Block B Lands		
The following regulations apply to lands identified as Block B on figure 15.307.1:		
a)	Minimum number of <i>dwelling units</i> for all of Block B lands combined	360
b)	Minimum <i>height</i>	22.0 m
c)	Minimum number of <i>storeys</i>	6
d)	Maximum <i>height</i>	35.0 m
e)	Minimum number of <i>storeys</i>	10
f)	Maximum <i>height</i> of a podium	14.0 m
g)	Maximum number of <i>storeys</i> for a podium	4
h)	Maximum <i>height</i> (upon execution of a Section 37 agreement)	48.0 m
i)	Maximum number of <i>storeys</i> (upon execution of a Section 37 agreement)	14

j)	Maximum yard to a <i>building</i> from any lot line abutting a <i>public</i> or <i>private</i> road	3.0 m
k)	Minimum <i>separation distance</i> between <i>buildings</i>	7.5 m
l)	Minimum <i>main wall</i> stepback above a podium	3.0 m
m)	<i>Dwelling units, business offices and medical offices</i> are prohibited on the <i>first storey</i> in the first 9.0 metres of the depth of the <i>building</i> measured from the <i>main wall</i> oriented toward the <i>lot line</i> adjacent to Georgian Drive.	
15.307.7 Additional Permitted Uses for Block C Lands		
The following additional <i>uses</i> are permitted on lands identified as Block C on figure 15.307.1:		
a)	<i>Townhouse dwelling back-to-back</i>	
b)	<i>Stacked townhouse dwelling</i>	
c)	<i>Multiple dwelling</i>	
15.307.8 Zone Provisions for Block C Lands		
The following regulations apply to lands identified as Block C on figure 15.307.1:		
a)	Minimum number of <i>dwelling units</i> for all of Block C lands combined	150
b)	Minimum <i>height</i>	14.0 m
c)	Minimum number of <i>storeys</i>	4
d)	The minimum <i>first storey height</i> for a <i>back to back townhouse dwelling, stacked townhouse dwelling and multiple dwelling</i>	<i>shall not apply</i>
e)	Maximum <i>height</i>	22.0 m
f)	Maximum number of <i>storeys</i>	a)

g)	Maximum <i>height</i> (upon execution of a Section 37 agreement)	35.0 m
h)	Maximum number of <i>storeys</i> (upon execution of a Section 37 agreement)	10
i)	Maximum <i>front and flankage yard</i> for a <i>back to back townhouse or stacked townhouse dwelling</i> from any <i>public</i> or <i>private</i> road	5.0m
j)	Minimum <i>flankage yard</i> for a <i>back to back townhouse or stacked townhouse dwelling</i> with the primary entrance oriented towards the <i>flankage lot line</i>	3.0m
k)	<i>Dwelling units</i> are not permitted more than 1.0 m below <i>grade</i> .	



b)	Where a <i>parking space</i> is designated for car share in a <i>building</i> , the minimum number of <i>parking spaces</i> for residential uses shall be decreased by 10 <i>parking spaces</i> to a maximum reduction of 10% of the total minimum <i>parking spaces</i> .
c)	A <i>surface parking area</i> shall not be permitted in any yard between a <i>building</i> and a <i>public</i> or <i>private road</i> and shall not occupy more than 10% of the <i>lot area</i> .
15.307.11 Special Site Provisions	
The following additional provisions apply:	
a)	<i>Height</i> shall be measured from the finished floor elevation closest to <i>grade</i> .
15.307.12 Bonusing Provisions	
In order to permit the increased permissions contained in this Special Provision, zoning compliance for height and storeys shall be dependent upon the registration on title of an agreement or agreements pursuant to Section 37 of the Planning Act. The owner of the subject lands shall provide to the satisfaction of the Town the facilities, services, and matters in the form of one or more of the following:	
a)	Contributions by the Owner of the subject property to the Corporation of the Town of Oakville to be used for eligible community benefits in the Uptown Core identified in the Livable Oakville Plan.

RECOMMENDED HOLDING PROVISIONS

Conditions for Removal of the "H"	
The "H" symbol shall, upon application by the landowner, be removed by <i>Town Council</i> passing a By-law under Section 36 of the <i>Planning Act</i> . The following condition(s) shall first be completed to the satisfaction of the <i>Town of Oakville</i> :	

a)	The Owner has submitted, to the satisfaction of the Regional Municipality of Halton, an update to the Functional Servicing Report establishing there is sufficient capacity for water and/or sanitary sewer to service the subject lands and to discuss any required servicing extensions/requirements to support the proposed development.
b)	The Owner has submitted, to the satisfaction of the Region of Halton, an updated Phase 2 Environmental Site Assessment and any recommended environmental reports, along with a Letter of Reliance extending Third party Reliance to the Region of Halton, which demonstrates that the lands are free and clear for their intended use.
c)	The Owner has submitted, to the satisfaction of the Regional Municipality of Halton, an update to the Transportation Impact Study establishing there is sufficient capacity on the regional road network to support the proposed development.
d)	The Owner has submitted, to the satisfaction of the Regional Municipality of Halton, a Noise Assessment Study to support the proposed development.
e)	A Ministry of the Environment acknowledged Record of Site Condition, certified by a Qualified Person as defined in Ontario Regulation 153/04, is provided to the satisfaction of the Regional Municipality of Halton.
f)	That the Owner receive clearance from the Ministry of Natural Resources and Forestry to confirm the absence of any species at risk
g)	The Owner has submitted, to the satisfaction of the Town of Oakville, a Stormwater Management Report to support the proposed development.
h)	Land and funds required for the construction of the ultimate condition for Taunton Road (23.0 metres), Georgian Drive and Gatwick Drive (20.0 metres) have been secured to the satisfaction of the Town of Oakville.

URBAN DESIGN DIRECTION

1. Figure 27 identifies the area to which these Guidelines apply.
2. Figure 28 forms part of these Guidelines and sets out concepts for the built form of mid-rise and tall buildings for this area.
3. The development of the lands identified in Figure 1 is required to comply with Town of Oakville Livable by Design Manual. In addition, the following Urban Design Objectives are to be applied to the subject lands identified in Figure 1. Minor revisions to these concepts will be considered by the Town of Oakville in the review of development applications provided that the overall directions set out within these concepts are addressed.
4. The development of the lands identified in Figure 1 is required to create a pedestrian-oriented, urban environment and appropriately address such matters as the siting of buildings, architectural treatment, pedestrian access and circulation, public amenity areas, and parking areas. Urban Design Guidelines shall be applied to achieve the following design objectives:
 - a. creating well-articulated and visually interesting façades along street frontages with particular emphasis on corner buildings;
 - b. providing appropriate building massing which will enhance the pedestrian environment, yet permit acceptable views to and from public spaces;
 - c. using minimum and maximum yard setbacks along street frontages;

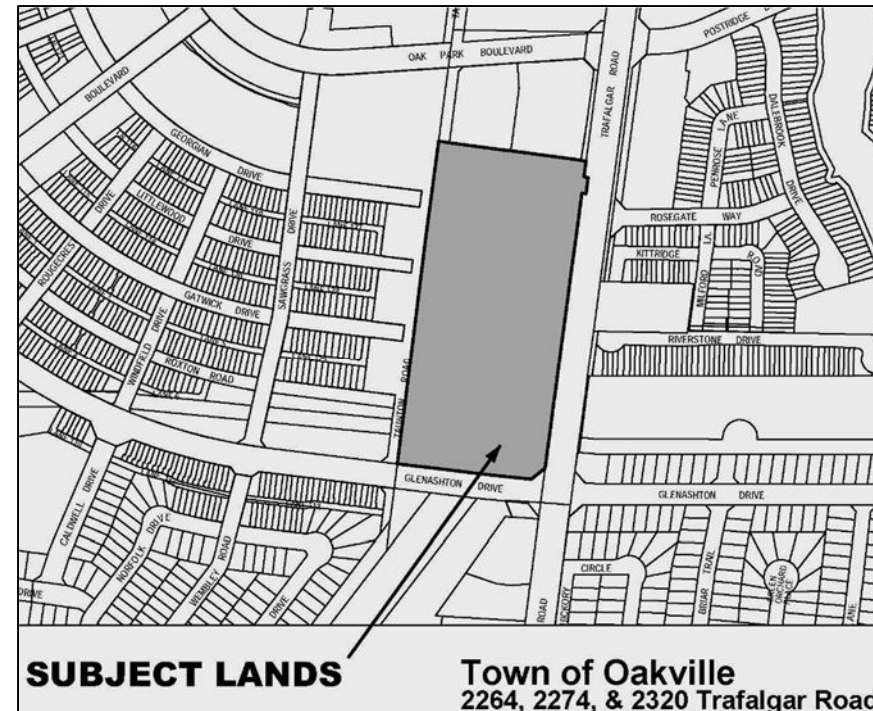


Figure 27 | Urban Design Guidelines Area

- d. enforcing strong pedestrian linkages to, and between, buildings and to public spaces, and,
- e. minimising the number of service lanes and driveways, and consolidating those at mid-block locations to the greatest extent possible.

Built Form

Objective: The massing and orientation of buildings should act to reinforce the street as the primary pedestrian place within the Uptown Core.

- Colonnades are not permitted, but pedestrian weather protection is encouraged, especially to denote building entrances.

- Setbacks for buildings along street frontages should be minimal with the intent of promoting an “urban room”, flanked by animated building façades.
- A strong built form along the street will be achieved by providing a continuous frontage of buildings:
 - Where commercial uses are provided at-grade, the building’s base should occupy at least 85% of the length of the frontage facing a street.
 - Where buildings are comprised of either only residential uses, or a mix of residential and commercial uses at-grade, the building’s base should occupy at least 75% of the length of the frontage facing a street.

Objective: The design of buildings along streets should result in pedestrian-scaled active edges.

- The portion of a building between the 4th and 8th storey should not impose upon the street it faces. It should be well-articulated with a mix of depths and material variation. Stepbacks along a building’s façade facing a street, between the 4th and 8th storey, are discretionary (see Figure 2). If a stepback is provided, it should not be deeper than 4 metres to ensure the building maintains its ability to frame the street it faces.
- A stepback, of at least 4 metres, from the building’s base façade is required above the 8th storey where the façade faces a street.

Objective: Street edges should promote pedestrian activity by providing active façades along the street as well as by highlighting important locations within the Uptown Core.

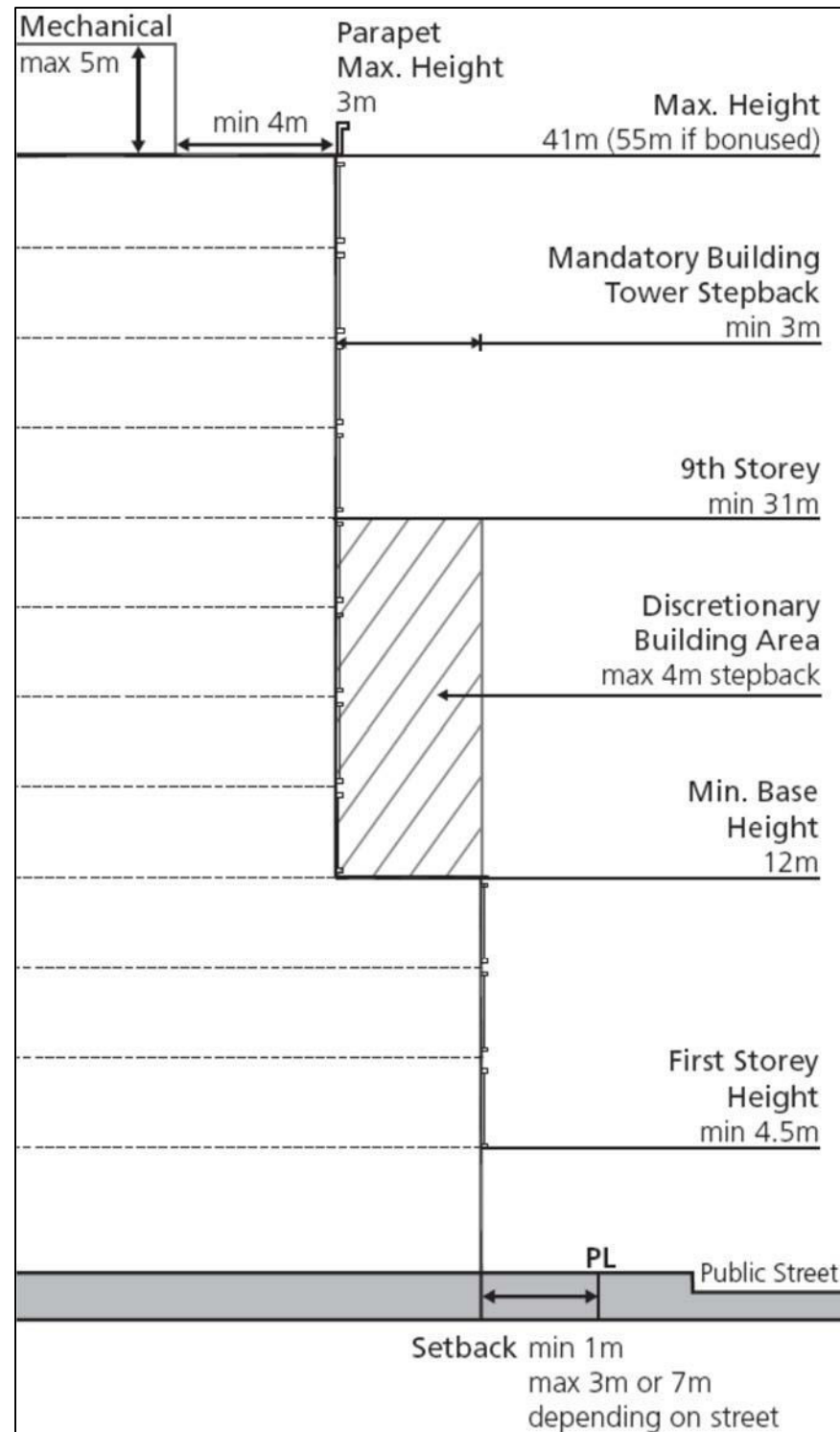


Figure 28 | Key Concepts for Mid-Rise & High-Rise Buildings

- Those areas along the length of a street not occupied by a building base shall be occupied by any or all of the following: common space (i.e. outdoor amenity space.), an Urban Square, and/or a driveway.
- Ground-floor commercial units shall be designed to have a high amount of transparency into a unit with a suitable overall rhythm of windows and openings along the façade. Glazing shall be consistent along the length of the façade and not relegated to any one section alone.
- The ground floor should be composed mostly of active uses with a wide variety of retail, service commercial, gallery, studio and/or community uses. The balance of the frontage can include architectural details and building breaks as well as lobbies and/or common uses associated with uses permitted above the ground floor.

Open Space, Landscaping and the Streetscape

Objective: The landscapes in the Uptown Core should be developed to generate the highest level of synergy between the private and public realms

- A comprehensive landscape plan, including hard and soft landscaping, shall be provided to address common pedestrian spaces between buildings.

Parking, Access, Servicing, Lighting and Signage

Objective: Those areas of the site and buildings that are for parking, servicing and signing of the buildings should be designed to assure that any impact on the environment at grade is minimised.

- Parking should be located mainly underground. The visibility of access ramps should be minimal from a street.

- On-street parking is encouraged throughout the Uptown Core to ensure the safety of pedestrians and the viability of commercial and retail uses.
- Where underground air vents, hydro transformers and telecommunication vaults are not contained within the building they serve, these services may be permitted outdoors only where the service is not located in a yard facing a street.

Objective: Lighting is an important component for generating safety and image-ability of development.

- Lighting should be provided in open spaces and on buildings with a view to ensure visibility and safety as well as to enhance the building façades and landscape features, and to create visual interest at night.

Implementation

1. These guidelines will be updated as necessary at the consent of both the Town and the land owners in keeping with the overall design concept and the Master Plan as they evolve. An update of this nature does not require ratification by Town Council.
2. This document will assist in the development design process and will be used by the municipality in the review of development applications on the subject lands shown on Figure 27.

SITE SERVICING

As part of the Master Planning process, the town undertook a Functional Servicing Study (FSS) to better understand the overall water, sanitary and stormwater flows, and completed a tree assessment around the Works site and in the broader area. The site is currently vacant and undeveloped. Assuming the site fully develops, there is a need to account for the stormwater flows in the catchment area and ensure that water is treated at source and not unduly affecting downstream areas.

The final stormwater management design will be affected by how Trafalgar Road is re-constructed and what amount of stormwater can be accommodated in the storm sewers. It is expected that the Functional Servicing Report being completed by the Town's consultant will be used to allow future specific design at the time development applications come forward for individual projects on the Works site.

Through the FSS, it has been determined that the grading of the site can be designed to meet the existing topography and can be accommodated without adversely affecting surrounding properties. Similarly, new storm sewer connections to the existing storm sewer network are not expected to compromise the function of the network since all post-development storm runoff can meet the allowable release rates through the use of on-site storage, underground “superpipe” storage within the municipal storm sewer design and other control measures. Stormwater quality can be addressed through the use of oil grit separators, bio-swales, lot level controls, low impact development techniques.

The sanitary supply for the site can be appropriately designed to tie into the existing sanitary system from a capacity perspective and without any external improvements. The water distribution design can also be accommodated with the connections to existing watermains and meet Halton Region's requirements for adequate flow and pressure.

TRAFFIC IMPACT STUDY

In 2017 the town commenced an update to the “Uptown Core Transportation Study (2010)”. The study was originally prepared to assess the transportation system in the Uptown Core and Surrounding area, and identify the recommended transportation infrastructure and services necessary to accommodate planned growth.

The 2017 transportation update looked at:

- Existing conditions
- Review of the current development status and forecasts of future traffic associated with the remaining development of the lands.

The options for development of the Works site were incorporated into the analysis of the future network conditions and levels of service within the Uptown Core. The study was completed in December, 2017, and confirms that there are no significant infrastructure additions required within the Uptown road network to accommodate planned growth.

A site specific transportation impact study will be required for each development application that is submitted to the Town for all or a portion of the Works site.

Acknowledgments

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