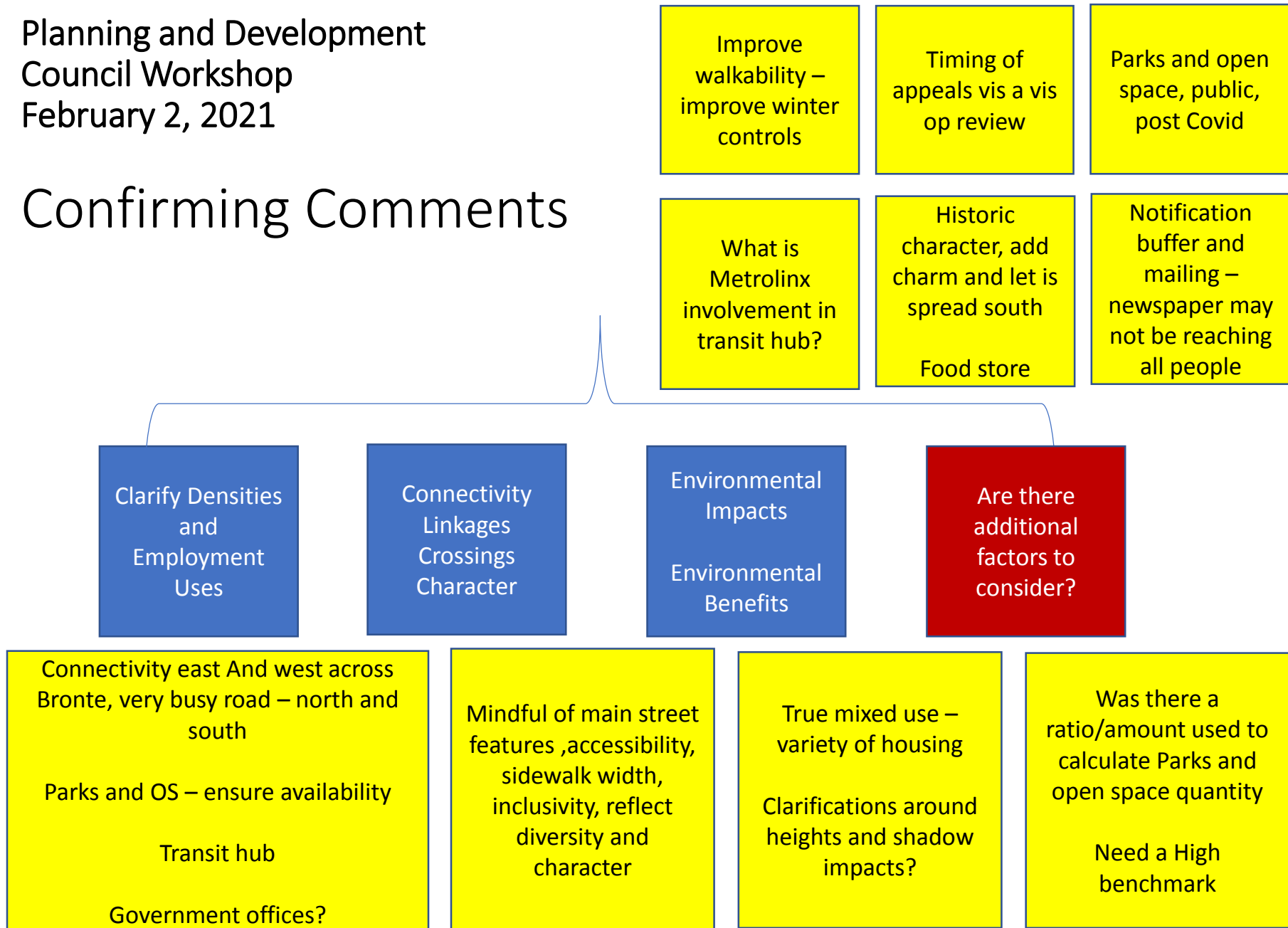


Appendix A  
Written Comments Received  
at and following the Statutory Public Meeting  
of Planning and Development Council  
November 23, 2020 to February 24, 2021

## Confirming Comments



# Confirming Comments, Part 2

Need small scale  
retail ASAP –  
neighborhood  
commercial

What will CN  
intermodal  
development  
impacts look like in  
PV and the area

Major roads are highways,  
very busy – traffic calming  
methods – make it a  
village

Connectivity and linkages  
  
Not just narrowing,  
consider cross-overs?

Environment = climate change,  
broadened  
  
Active transportation

Livable, walkable  
  
EV charging  
  
destination

Clarify Densities  
and  
Employment  
Uses

Connectivity  
Linkages  
Crossings  
Character

Environmental  
Impacts  
  
Environmental  
Benefits

Are there  
additional  
factors to  
consider?

Learn from past lessons – grand goals and vision and  
what is being delivered – more than pretty pictures –  
need a plan to achieve that

Cautionary tale – use experiences from other  
communities

Cultural heritage, excellent  
advocacy and results, is it  
possible to incorporate a  
heritage village – enclave?

Context for Trafalgar Twp

February 24, 2021

BY EMAIL

Town of Oakville  
1225 Trafalgar Road  
Oakville, ON L6H 0H3

Attention: Brad Sunderland, MCIP, RPP  
Policy Planner

**Re: Comments on Behalf of Palermo Village Corporation (PVC)**  
**Palermo Village Growth Area Review**

We are writing to provide you with comments on behalf of Palermo Village Corporation (Newmark Developments Ltd. and Argo Development Corporation) as a follow up to the meeting our team held with you and your colleagues on February 9<sup>th</sup>.

In addition to providing detailed comments under separate cover on the draft Official Plan Amendment for the Palermo Village Growth Area we would like to provide higher level comments on the overall extent and structure of the Growth Area as described in the Visioning Document presented on the 9<sup>th</sup>. Our comments incorporate input provided by NAK Design Strategies, David Schaeffer Engineering Ltd., Beacon Environmental, Stoneybrook Consulting, and Jennifer Lawrence and Associates.

As a general comment, it is apparent that we share many of the Town's objectives for Palermo Village north of Dundas Street and we would like to compliment the Town on the work done to date.

Our requested changes to the Palermo Growth Area plan are depicted graphically on Attachment 1: *Plan Considerations* for ease of reference. Our commentary and rationale in support of the requested changes is provided below.

### **1. Extend the Growth Area North to the 407 Corridor**

The proposed limits of the Growth Area as shown on the various draft OPA Schedules are currently defined by the Glenorchy Conservation Area to the east, 14 Mile Creek valley system to the west and to the north a proposed new NHS linkage connecting both features. It is our opinion that this fails to take advantage of the significant transit service to be provided along Bronte Road and the future 407 Transitway station planned for the east side of Bronte Road. The Transitway is to be a major facility spanning the Greater Toronto Area from Brant Street in Burlington to Enfield Road in Clarington. The EA for the Brant to Hurontario segment was approved by the Province in October of last year immediately prior to the issuance of the staff report and draft OPA. The EA approval includes plans for a major transit station on the south side of the 407 east of Bronte Road (see Figure 1: *Bronte/407 Transitway Station*).

In addition to the 407 Transitway, this area is planned to have significant regional and local transit service along Dundas Street, Bronte Road, and William Halton Parkway, all of which will connect to the Town's proposed transit terminal on the north side of Dundas. The desire to make transit usage preeminent in this area is made clear by the fact that the Regional Plan identifies Highway 407, Bronte Road and Dundas Street as "Higher Order Transit Corridors". Similarly, the Town's draft Schedule C Transportation Plan identifies the "Transitway" along Highway 407, "Primary Transit Corridor Service" along both Bronte Road and Dundas Street, and "Secondary Transit Corridor Service" on William Halton Parkway. The planned transit services have been consolidated below on Figure 2: *Transit Facilities* for ease of reference. It is apparent that the only area in Oakville that will have better transit service is the Midtown Core. Given the fact that the Palermo area is planned to be exceptionally well served with transit it would be appropriate to expand the Growth Area north to support the delivery of frequent transit service and to support the approved 407 Transitway.

At our meeting it was noted that the Region had just released draft ROPA 48 which proposes to apply an employment use overlay on the portion of the property between the 407 corridor and the proposed NHS linkage even though the lands lie outside of any Provincially Significant Employment Zones. As you are aware, Newmark has maintained



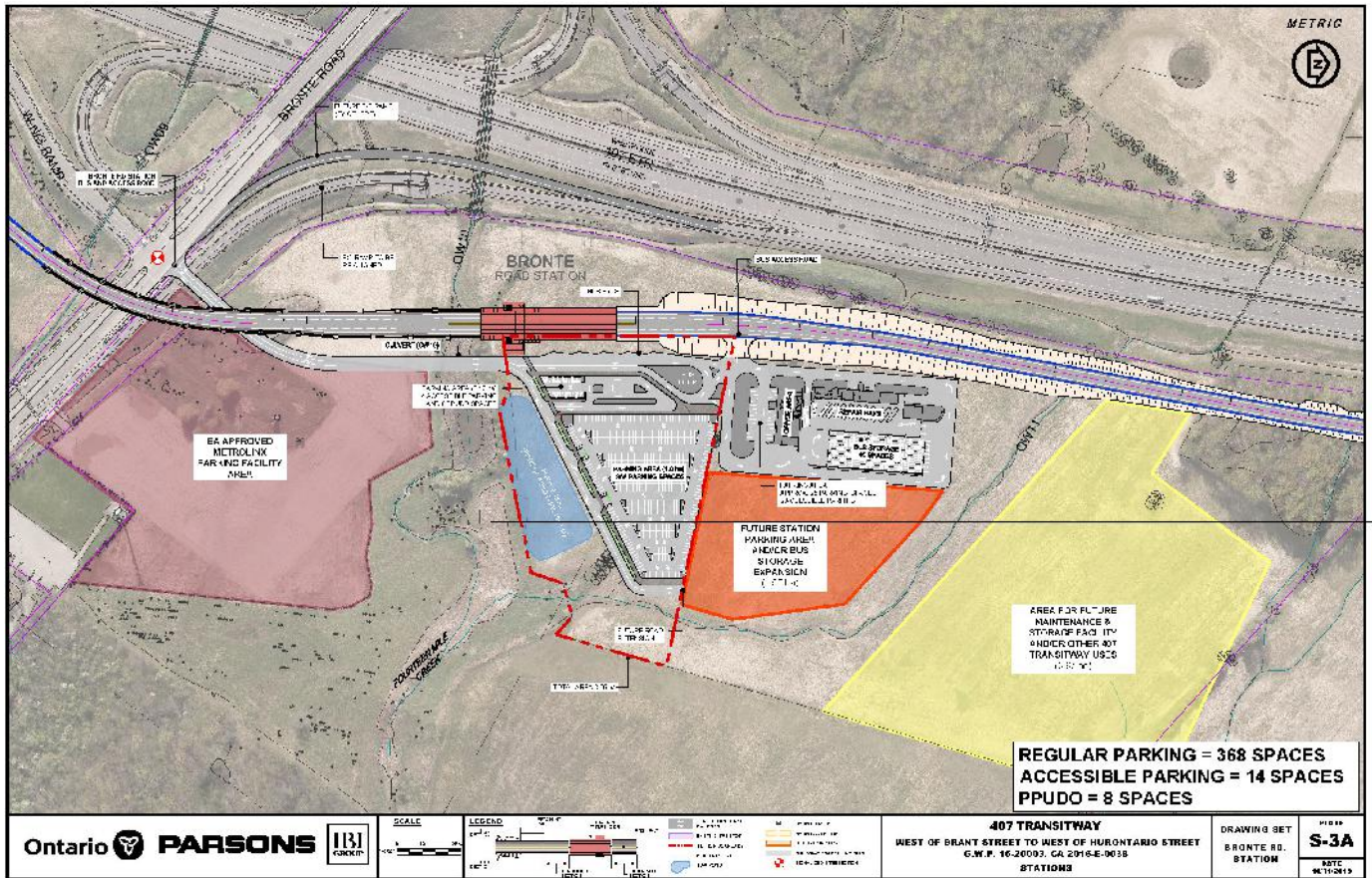


Figure 1: Bronte/407 Transitway Station

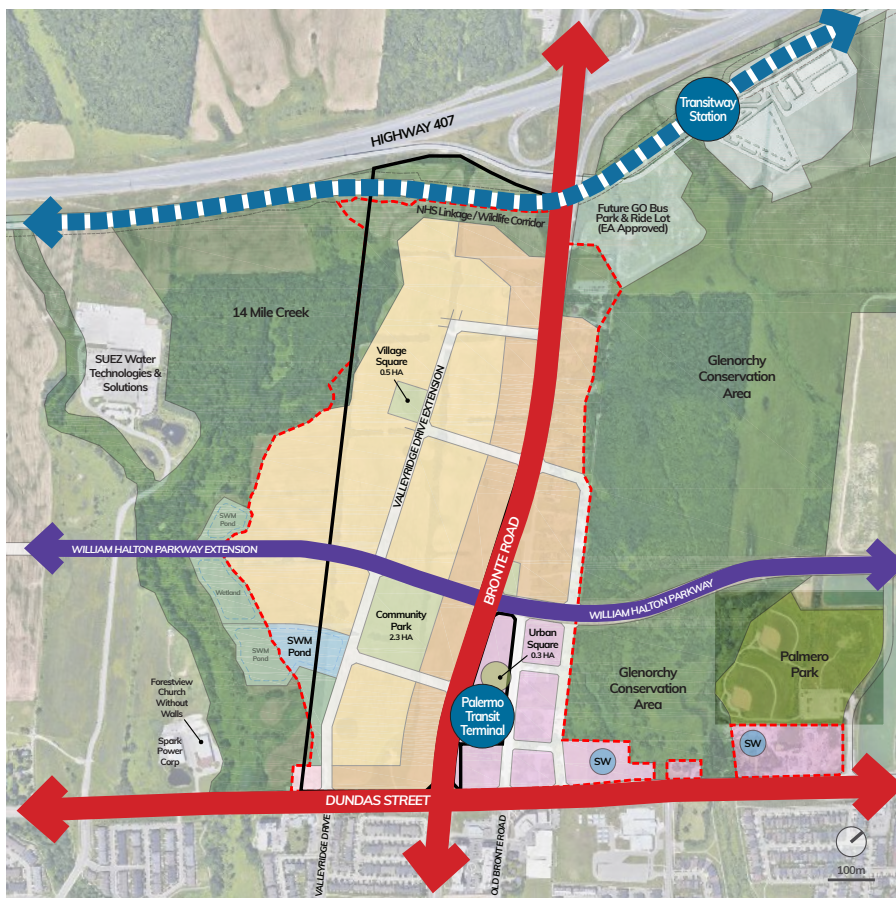


Figure 2: Transit Facilities



a position that employment uses on the property are not appropriate and has appealed previous attempts to do so. PVC maintains this position and has recently made a submission to the Region (Attachment 2) stating that the employment overlay should be removed from its developable lands adjacent to Bronte Road. This would be consistent with the approach that has been applied to Trafalgar Road south of the 407 corridor where the lands on both sides of Trafalgar are not subject to an employment use overlay. PVC intends to continue to have further dialogue with the Region on this matter.

## 2. Shift the Proposed NHS Linkage North

The proposed NHS linkage between 14 Mile Creek and Glenorchy Conservation Area is approximately 1.1 km north of Dundas and is consistent with the proposed linkage depicted in NOCSS. As you are aware, the various planning instruments illustrating the linkage have been appealed consistently over the years by Newmark and no approved linkage exists across the property.

Our team has examined the proposed location for the linkage and advises that there are no compelling reasons why the linkage needs to be in this location. If a linkage is considered necessary, we are of the opinion that a more logical location would be at the north end of the property, south of the 407 corridor. The proposed linkage is illustrated on Figure 3: *NHS Linkage/Wildlife Corridor Demonstration Plan*. As can be seen, the linkage would connect to 14 Mile Creek on the west and with an identified High Constraint Stream on the east side of Bronte Road. This High Constraint Stream is identified on the various OP schedules and itself connects with and flows through the Glenorchy Conservation Area. This more northerly location has grading conditions that are conducive for a potential wildlife culvert under Bronte Road to allow for safe passage of smaller animals. Due to grading constraints a wildlife culvert would not be feasible in the proposed southern location.

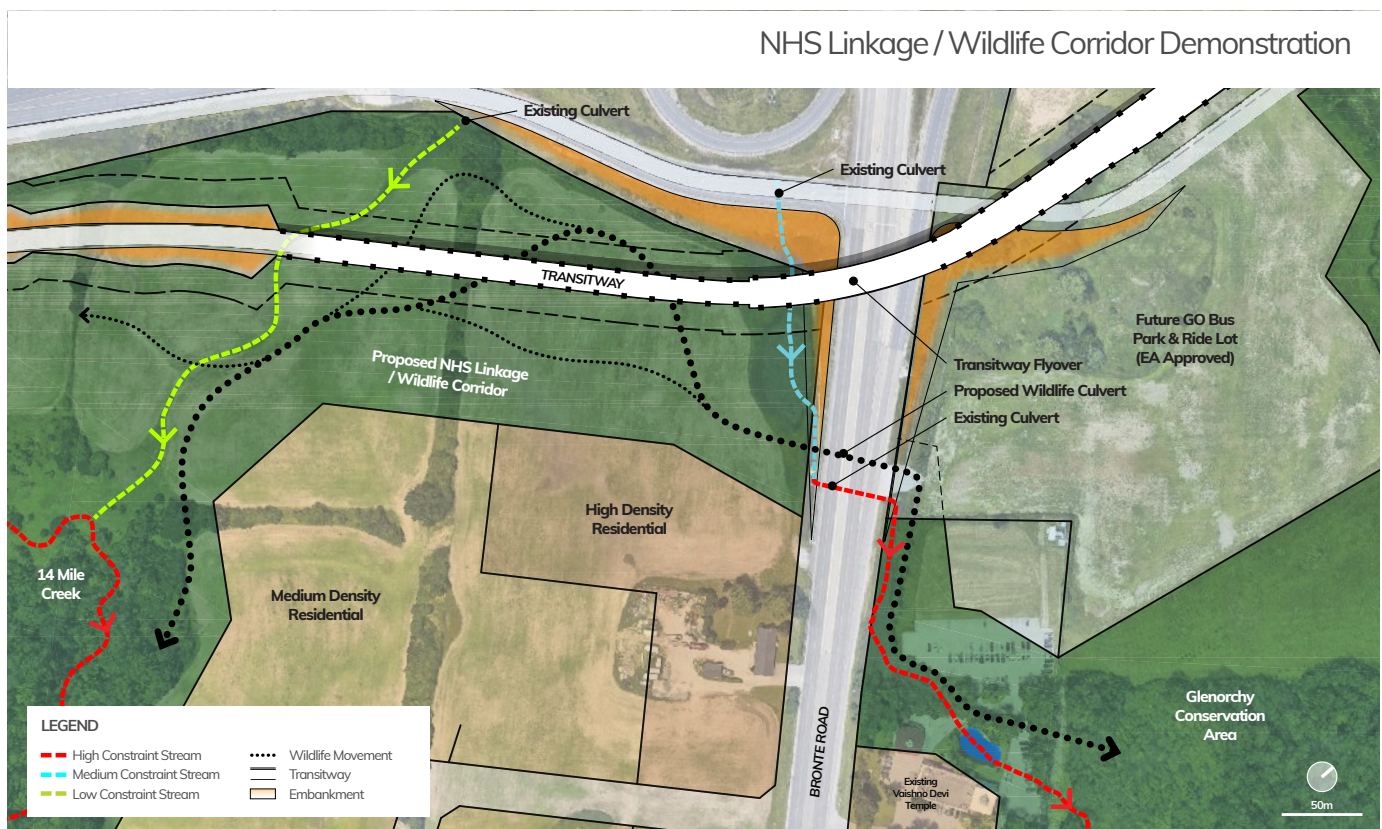
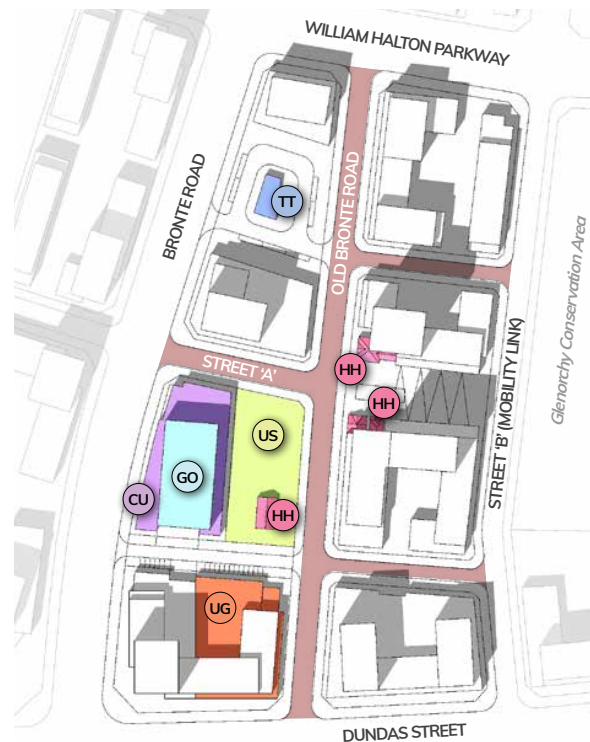


Figure 3: NHS Linkage/Wildlife Corridor Demonstration Plan

## 3. Amalgamate Civic and Main Street Districts

The Town's urban design vision proposes a Main Street District focused on Old Bronte Road and a Civic District in the northwest quadrant of Dundas Street and Bronte Road. We believe that there is an opportunity to create a special area focused on Old Bronte Road by shifting some of the uses proposed for the Civic District. The part of the PVC landholding between Old Bronte Road and new Bronte Road is large enough to readily accommodate the

transit terminal, major office user, urban grocer and library/community centre currently envisioned for the Civic District. Figure 4: *Main Street District* illustrates one possible arrangement of these and other uses. Consolidating the uses in this location will build upon the emerging mixed-use district on south side of Dundas and better link to the 407 Transitway station.



#### ATTRIBUTES

- Urban Square, Library, Community Centre & Government Office West of Old Bronte Road
- Urban Grocer West of Old Bronte Road, Along Dundas Street
- Palermo Transit Terminal Access from Bronte and Old Bronte
- Small Plaza (w. Water Feature/Winter Skating Rink) East of Old Bronte Road, with Terminal Views from Bronte Road

Figure 4: Main Street

#### 4. Create a Connection Along the East Side of the Growth Area

There is an opportunity to create a strong connection along the east side of the Growth Area linking the 407 Transitway station to the Main Street District as well as the part of the Growth Area south of Dundas Street. This could be a pedestrian and cyclist connection situated along the west edge of the Glenorchy Conservation Area. Figure 5: *Glenorchy Trail* illustrates an example of a trail design appropriate for this location. A connection in this location would provide an attractive, safer, and more serene alternative to using Bronte Road. It would also open the community to Glenorchy Conservation Area rather than having future development back onto this natural open space amenity.

#### 5. Regional Road Crossings

Bronte Road and Dundas Street are of a scale and design that is not conducive to safe pedestrian or cyclist crossings. It is our opinion that it is important to provide safe crossings of both roads to link the main quadrants of the Growth Area. We have researched solutions designed and implemented in other jurisdictions and believe the crossing built in Scottsdale, Arizona presents a viable option. Figure 6: *Regional Road Crossing* illustrates the Scottsdale example that safely links 2 sides of a mixed-use intensification area across a major 6 lane arterial road. At the least, a safe crossing of Bronte Road between Dundas Street and William Halton Parkway would help connect the Civic and Main Street Districts. A second crossing of Dundas Street east of Old Bronte Road would link the developing area south of Dundas to the Main Street District. We would be pleased to discuss this proposed crossing design in greater detail at your convenience.





Figure 5: Glenorchy Trail

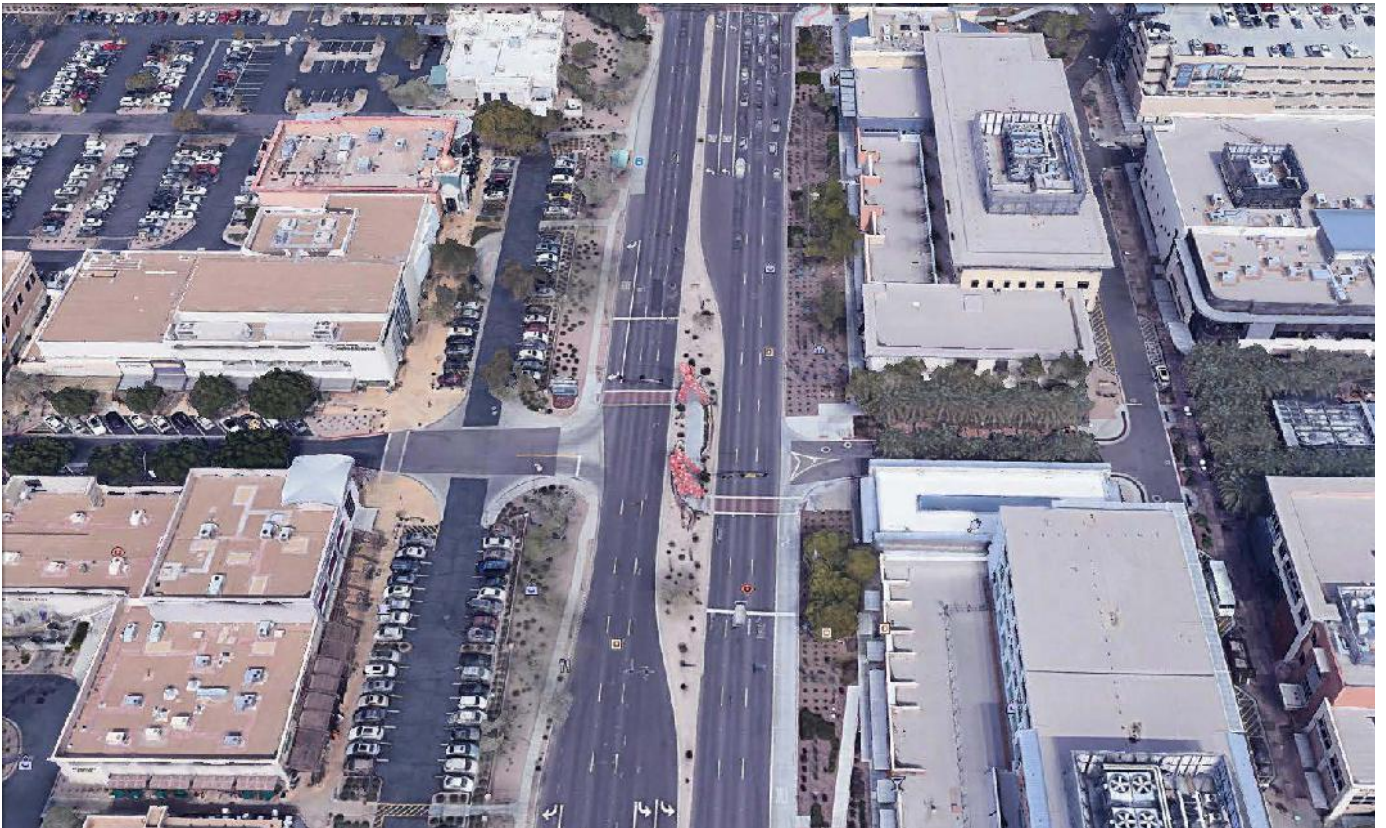


Figure 6: Regional Road Crossing



## 6. Remove Industrial Collector

The proposed schedules show an east-west industrial collector road situated between the extension of William Halton Parkway and Highway 407. The collector is situated less than 300m north of William Halton Parkway because of the existing SUEZ Water Technologies& Solutions facility and would cross the main valley of 14 Mile Creek as well as a minor tributary. We suggest that the collector swing south to connect to William Halton Parkway west of 14 Mile Creek as shown on Attachment 1: *Plan Considerations*. This would help preserve and strengthen the Natural Heritage System and remove unnecessary road crossings.

## 7. Enhance 14 Mile Creek NHS

Though not on the PVC property, the east portion of the 14 Mile Creek NHS area in the vicinity of the future William Halton Parkway consists of tableland (“shelf lands”) above the top of bank and is in agricultural use. As done elsewhere in both north and south Oakville, these “shelf lands” represent an excellent opportunity to enhance the NHS through the creation of naturalized stormwater management facilities and recreated wetlands. Figure 7: *14 Mile Creek Enhancements* conceptually illustrates the types of enhancements possible for this area.



*Naturalized SWM Pond Example*



*Naturalized SWM Pond Example*



*Recreated Wetland Example*

Figure 7: 14 Mile Creek Enhancements

Thank you for the opportunity to provide comments. Please feel free to contact me directly should you have any questions or require any further information.

Sincerely yours,

**KORSIAK URBAN PLANNING**



Terry Korsiak, MA, RPP

Encl.

Copy: Diane Childs  
Gabe Charles  
Kevin Singh  
Michael Shapiro  
Patrick Harrington



















# ATTACHMENTS



This aerial map illustrates the proposed transitway alignment through the Bronte Heights area. The alignment is shown as a blue line with a white center, starting from a 'Transitway Station' in the northeast and heading south. Key features include:

- Highway 407** running horizontally across the top.
- 14 Mile Creek** flowing from the northwest towards the center.
- Proposed NHS Linkage / Wildlife Corridor** (orange area) and **Current NHS Linkage / Wildlife Corridor** (green area) running north-south.
- Second East-West Collector & 14 Mile Creek Crossing Removed** (yellow area).
- Bronte Road** running vertically through the center.
- William Halton Parkway Extension** running horizontally across the middle.
- Tablelands** (blue area) located west of the main alignment.
- Civic District** (purple area) located south of the main alignment.
- Main Street District** (pink area) located east of the main alignment.
- Glenorchy Conservation Area** (green area) located to the east.
- Palmero Park** (green area) located to the east.
- Future GO Bus Park & Ride Lot (EA Approved)** located near the Transitway Station.
- Transitway Station** (blue circle) located in the northeast.
- Transit Terminal** (blue circle) located in the Main Street District.
- Urban Grocer** (pink circle), **Library & Community Centre** (blue circle), **Urban Square** (green circle), and **Government Office** (orange circle) located in the Civic District.
- Forestview Church Without Walls** and **Spark Power Corp** located in the Tablelands area.
- SW Urban Centre** (pink area) located in the Main Street District.
- Numbered Circles (1-7)** indicating specific points of interest along the alignment.
- Arrows** indicating the direction of travel along the transitway.
- Scale Bar** (100m) and **North Arrow** located in the bottom right corner.

- ## LEGEND
- |   |                          |   |                            |
|---|--------------------------|---|----------------------------|
|  | Medium Density           |  | Transitway                 |
|  | High Density             |  | Urban Growth Boundary      |
|  | Urban Centre             |  | Mobility & Transit Route   |
|  | Neighbourhood Commercial |  | Transit Terminal           |
|  | Parks & Open Space       |  | Urban Grocer               |
|  | NHS                      |  | Urban Square               |
|  | Transit Lands            |  | Library & Community Centre |
|  | Tablelands               |  | Government Office          |



Patrick J. Harrington  
Direct: 416.865.3424  
E-mail: [pharrington@airdberlis.com](mailto:pharrington@airdberlis.com)

February 16, 2021

**BY EMAIL**

Our File No. 104079

Attn. Curt Benson  
Director Planning Services and Chief Planning Official  
Region of Halton, Planning Department  
1151 Bronte Road  
Oakville, Ontario  
L6M 3L1

Sent via email: [ropr@halton.ca](mailto:ropr@halton.ca)

Dear Mr. Benson:

**Re: Submission by Palermo Village Corporation  
3069 Dundas Street West, Oakville  
Draft Regional Official Plan Amendment No. 48**

---

As you are aware, our firm acts on behalf of Argo Developments and Newmark Developments (collectively now known as "Palermo Village Corporation"). Palermo Village Corporation owns lands known municipally as 3069 Dundas Street West in the Town of Oakville, which generally comprises the majority of the northwest quadrant of the intersection of Bronte Road and Dundas Street West, extending up to (and beyond) Highway 407 (the "PVC Lands"). The location of the PVC Lands is outlined in Attachment A to this letter.

Our firm wrote to you on October 30, 2020, to provide our client's comments respecting the Region's Official Plan Review – specifically pertaining to the PVC Lands. We are now in receipt of Draft Regional Official Plan Amendment No. 48 ("ROPA 48"), which is scheduled to be considered by Regional Council on Wednesday, February 17. The purpose of ROPA 48 is to *"implement components of the Regional Urban Structure that establishes a hierarchy of strategic growth areas in the Regional Official Plan."* We are writing to provide our client's comments respecting ROPA 48's proposed effect on the PVC Lands.

For purposes of the public record, we ask that our letter dated October 30 form part of our submission to Regional Council on ROPA 48. A copy of our October 30 letter is attached for ease of reference. We will attempt to refrain from repeating the submissions contained in that letter.

Our client's concerns with Draft ROPA 48 primarily arise from the proposed maps. As indicated in Map 1, the PVC Lands are within the Regional Urban Area, though a portion of the site continues to be identified as Regional Natural Heritage System. Our submissions respecting the Region's NHS mapping are included in our October 30 letter. We remind the Region that the NHS currently shown on the PVC Lands is subject to Policy 116.3 of the Region's existing Official Plan, which specifically reserves the delineation of the

Regional NHS on land within the North Oakville West Secondary Plan Area to the determination of Newmark Development's ongoing appeal of OPA 289. We are hopeful of resolving this issue directly with the Town through its Palermo Village Growth Area Review process. For now, Draft ROPA 48 will need to continue to reserve the delineation of the Regional NHS on the PVC Lands.

Maps 1C and 1H to Draft ROPA 48 indicate a proposed *Employment Area* overlay on the northern portion of the PVC Lands (see Attachment A to this letter). This *Employment Area* overlay is continuous between the lands to the immediate west of the PVC Lands along the south side of Highway 407. For all of the reasons outlined in our October 30 letter, Palermo Village Corporation submits that this overlay does not constitute good planning and ought to be removed. These reasons include:

1. The PVC Lands constitute the northwest quadrant of a Primary Regional Node.
2. The PVC Lands are bounded by two Major Arterial Roads that are also designated as Higher Order Transit Corridors, being Bronte Road and Dundas Street West.
3. A bus transit station is proposed to be located near the south portion of the PVC Lands.
4. A 407 Transitway station is proposed to be located near the north portion of the PVC Lands.
5. The PVC Lands lie outside of any Provincially Significant Employment Zones.
6. The PVC Lands are immediately adjacent to the Built Boundary, are easily serviceable and are not encumbered by any significant landforms or features that would limit their development potential.

The foregoing confirms that the PVC Lands are ideally situated for higher-density, mixed-use development. To restrict the north portion of the PVC Lands through the use of an *Employment Area* overlay would significantly reduce the potential to create an effective *complete community* that is walking distance to multiple modes of Provincial, Regional and Local transit.

For comparison, we ask that Regional Council refer to the areas surrounding the intersection of Trafalgar Road and Burnhamthorpe Road (see again, Maps 1C and 1H). This area contains a similar Primary Regional Node at the intersection of two Major Arterial Roads that are also Higher Order Transit Corridors. Tracing Trafalgar Road north from Burnhamthorpe Road to Highway 407, the draft mapping shows a "break" in the proposed *Employment Area* overlay. This "break" will allow both sides of Trafalgar Road to appropriately develop for transit-supportive mixed-used development within a *complete community*.

Palermo Village Corporation submits that Bronte Road north of Dundas Street West should receive similar treatment by having the proposed *Employment Area* overlay "break" across Bronte Road near Highway 407, thereby excluding the north portion of the PVC Lands. **Our client's requested revision is shown on Attachment B to this letter.**



Our client also notes that Draft ROPA 48 proposes a new table (Table 2b – See Item 13 to Draft ROPA 48) that proposes to prescribe targets for the “*proportion of residents & jobs*” for various strategic growth areas within the Region. Included in this table is a proposed *60% residents to 40% jobs* requirement for Palermo Village in Oakville. With respect, these types of prescriptive proportions in a Regional-level Official Plan are not conducive to good planning, particularly when the proportions serve as a limitation on local decision-making. These proportions lead to planning-by-numbers approaches to community design and create unnecessary complications, particularly in areas that will develop over time. Accordingly, our client encourages the Region to either not adopt Table 2b or to include policy language confirming that the proportions shown in the table (including the 60/40 split for Palermo Village) represent a goal or objective of the Region that will not function as a directive or limitation on the ability of local municipalities (like Oakville) to plan for and approve their complete communities.

Please ensure our office is notified of any further opportunities to provide input to the current Regional Official Plan Review, including Draft ROPA 48. Our request at this time is that all decisions on Draft ROPA 48 be deferred to allow our client the opportunity to (a) complete its consultation process with the Town of Oakville concerning the Palermo Growth Area Review and (b) discuss directly with Regional Staff the issues raised in this letter and in our October 30 letter. To date, no direct discussions between Regional Staff and consultants on behalf of Palermo Village Corporation have taken place.

Yours truly,

AIRD & BERLIS LLP

***Original signed by P.J. Harrington***

Patrick J. Harrington

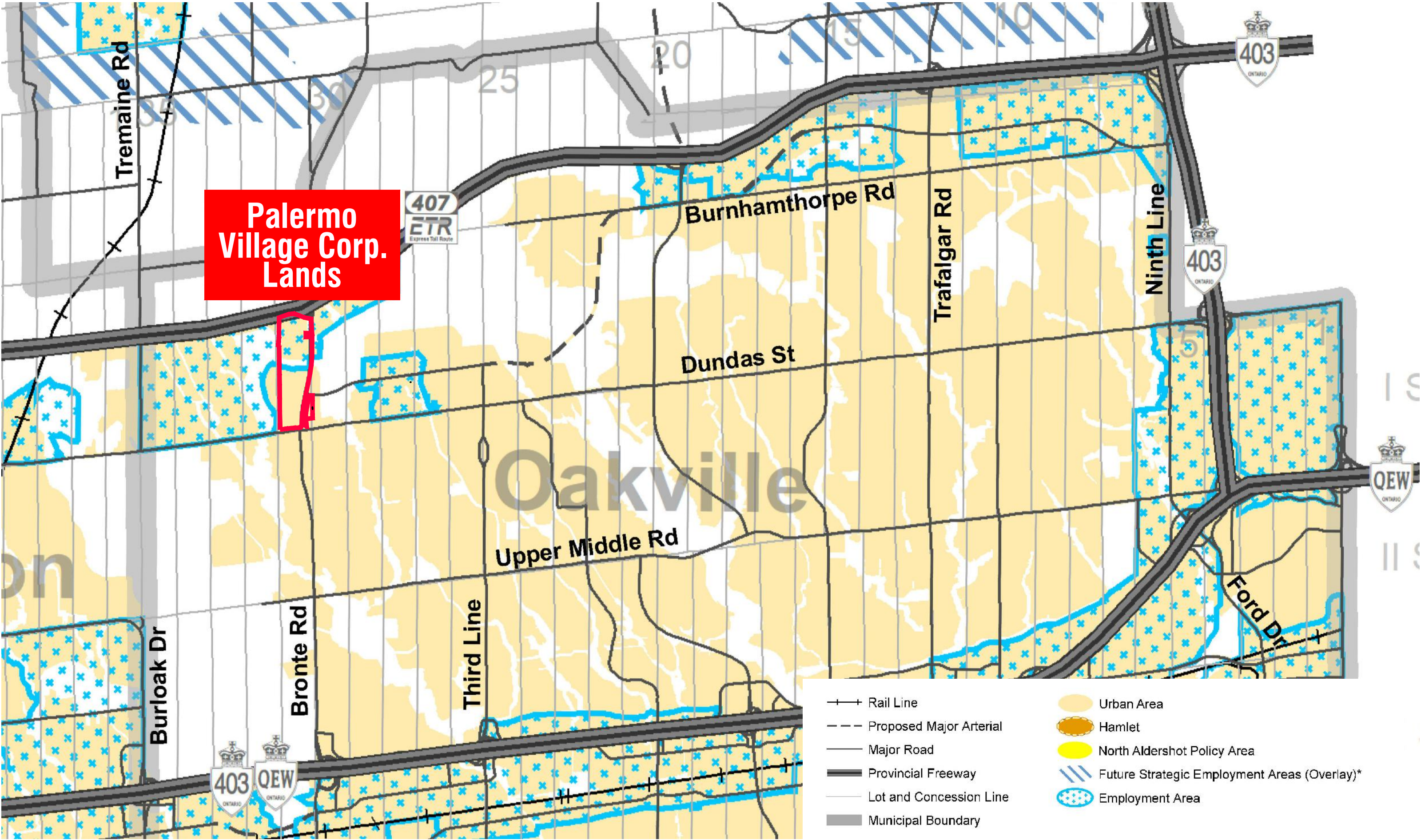
PJH/np

Includes Attachments

cc: Clerk, Region of Halton  
K. Singh, Argo Developments  
M. Shapira, Newmark Developments Ltd.  
T. Korsiak, Korsiak Urban Planning

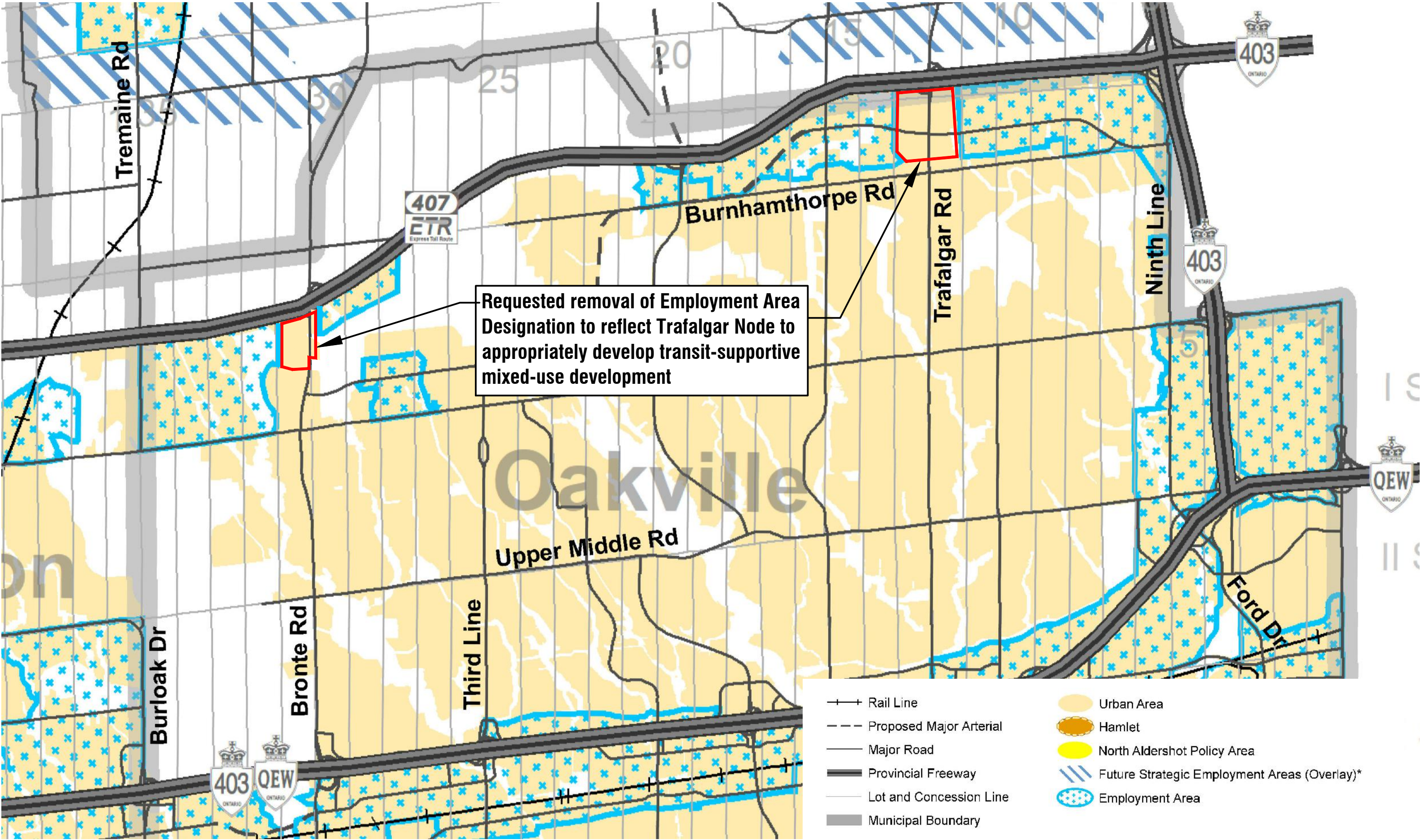
43498509.3





# APPENDIX A





**APPENDIX B**



Patrick J. Harrington  
Direct: 416.865.3424  
E-mail: [pharrington@airdberlis.com](mailto:pharrington@airdberlis.com)

October 30, 2020

**BY EMAIL**

Our File No. 104079

Attn. Curt Benson  
Director Planning Services and Chief Planning Official  
Region of Halton, Planning Department  
1151 Bronte Road  
Oakville, Ontario  
L6M 3L1

Sent via email: [ropr@halton.ca](mailto:ropr@halton.ca)

Dear Mr. Benson:

**Re: Submission by Argo Developments / Newmark Developments Ltd.  
3069 Dundas Street West, Oakville  
Region of Halton Official Plan Review**

---

We act on behalf of Argo Developments and Newmark Developments (collectively, "Newmark"). Newmark owns lands known municipally as 3069 Dundas Street West in the Town of Oakville, which generally comprises the majority of the northwest quadrant of the intersection of Bronte Road and Dundas Street West, extending up to (and beyond) Highway 407 (the "Newmark Lands").

Newmark remains a site-specific appellant of OPA 289 (North Oakville West Secondary Plan), OPA 306 (Palermo Village North Urban Core Area) and ROPA 38 (Sustainable Halton). All of these appeals are currently adjourned *sine die* before the LPAT to allow Newmark to consult directly with the Town of Oakville regarding the development potential of the Newmark Lands.

Further information pertaining to the Newmark Lands are available to the Region through the Town's ongoing Palermo Village Growth Area Review. Our firm provided our client's written submission respecting that Review. A copy of that submission, dated February 18, 2020, is attached for your convenience.

With respect to the Regional Official Plan Review, we note that the Regional Urban Structure Discussion Paper speaks to the evaluation of potential Major Transit Station Areas ("MTSAs"). It is noted that MTSAs are to be directed toward strategic growth areas that offer connections to higher-order transit, including inter-regional transit.

We also note that the Region is generally evaluating MTSAs almost exclusively along its GO Transit lines. With respect, there is nothing in the Province's policies and directions concerning MTSAs specifying that these unique designations should be limited to areas that surround GO Transit stations.



To this end, we submit that the Newmark Lands are uniquely situated to operate as an MTSA. In fact, the Town's Urban Structure Map already identifies a "Proposed Regional Transit Node" at Palermo Village within the Newmark Lands. "Regional Transit Nodes" are defined to be key locations that integrate with the town-wide transportation system and provide a focus for transit-supportive development that facilitates first mile-last mile connections and solutions. Broadening this Transit Node designation to an MTSA would appropriately support future development on the Newmark Lands and ensure Provincial, Regional and Town investment in transit and transportation infrastructure along both Dundas Street West and Bronte Road is optimized.

A review of the relevant definitions prescribed by the 2019 Growth Plan further supports consideration of the Newmark Lands for an MTSA designation:

*Major Transit Station Area:* The area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.

The majority of the Newmark Lands fits this definition pursuant to the Town's Urban Structure and pursuant to the proposed mapping and policy under the Town's Palermo Village Growth Area Review.

*Higher Order Transit:* Transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way.

The Newmark Lands are at the intersection of two Regional corridors proposed to be served by higher order transit (primarily bus rapid transit). The north portion of the Newmark Lands is also immediately proximate to the future 407 Transitway. In terms of transit options, the site will provide both speed and interchangeability for future transit users.

*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.

For the reasons identified in our submission on the Palermo Village Growth Area Review, the Newmark Lands exhibit all of the key hallmarks for a strategic growth area.

Accordingly, we request that Regional Staff include Palermo Village generally, and the Newmark Lands specifically, as a candidate location for an MTSA designation.

*Regional Natural Heritage System*

In addition to the foregoing, the Newmark Lands exhibit little in the way of constraints to future urban development for low, medium and high-densities. As previously submitted by our client, there are no land forms, functions or features on the Newmark Lands that warrant inclusion or protection under the Regional NHS.

On this point, staff should note that Policy 116.3 of the Region's Official Plan (ROPA 38) specifically reserves the delineation of the Regional NHS on land within the North Oakville West Secondary Plan Area to the determination of our client's ongoing appeal of OPA 289. We request that any Regional NHS mapping appropriately reflect the Region's policy text and not indicate the presence of Regional NHS on the Newmark Lands. Instead, the relevant map(s) should include a notation simply referring the reader to Policy 116.3.

Please ensure our office is notified of any further opportunities to provide input to the current Regional Official Plan Review. Please also ensure the undersigned receives notice of any reports to Committee or Council concerning the Review.

Yours truly,

AIRD & BERLIS LLP

***Original signed by P.J. Harrington***

Patrick J. Harrington  
PJH/np

cc M. Shapira, Newmark Developments Ltd.

38826140.4



## **APPENDIX A – Written Comments**

Written Comments Received at and following the Statutory Public Meeting of Planning and Development Council, November 23, 2020 to February 22, 2021

### **EMAILS RECEIVED:**

**From:** Gurinder Malhi  
**Sent:** Monday, November 23, 2020 3:54 PM  
**To:** Town Clerk <TownClerk@oakville.ca>  
**Subject:** Re: Add me to the proposed Official Plan Amendment list

Hi,

Could you please add my email to the mailing list for the decision of the Town Of Oakville on the proposed Official Plan Amendment list. The virtual meeting is taking place today at 6:30pm.

Thanks

Gurinder

Cell:

---

**From:** Tom Kareco  
**Sent:** Monday, November 23, 2020 5:32 PM  
**To:** Kathy Patrick <kathy.patrick@oakville.ca>  
**Cc:** Town Clerk <TownClerk@oakville.ca>  
**Subject:** Re: COVID-19 Nov 20 & Nov 23 P&D Meeting regarding Palermo & Hospital District Official Plan Amendment Meeting

Thank you Mr Patrick,

Obviously it is late for me to do the .ppt presentation, as I received your response only today and I obviously work to pay my bills and taxes and had no time to prepare a presentation for 6:30 pm meeting of todave.

Anyway below are my two questions that if not answered during the meeting Town of Oakville has to be answered by e-mail. If I do not receive any answer we will go public and will involve ALL green organizations not limited to Extinction Rebellion until we get an answer and the problem is properly addressed.

- It is common knowledge that building an average 1 bedroom apartment causes the emissions of 80 m/Tons of CO2. To offset these CO2 emissions 3670 trees need to be planted by conscious developers.

1) Do you as Town of Oakville have calculated the Carbon footprint of your new development? What is the number in CO2 m/tons?

2) Do you as Town of Oakville have a plan on planting trees to TOTALLY offset the carbon footprint of the NEW proposed development to offset the POLLUTION not only for citizens of Oakville but for our planet? What is the number of trees??

Times of using bulldozers without calculating the crimes against the nature are finished in November 3, 2020.

Now is not any more business as usual

Kind regards,

Thoma Kareco

**From: Tom Kareco**

**Sent: November 20, 2020 6:12 PM**

**To: Allan Elgar**

**Subject: Re: COVID-19 Nov 20 & Nov 23 P&D Meeting regarding Palermo & Hospital District Official Plan Amendment Meeting**

Dear Allan,

I hope you are doing fine.

Can you send us a link where we can register for the meeting of November 23 about the destruction of the nature around Palermo that the town is trying to sell it as "development"? Seems that green house emissions will be highly increased in the area and by the construction and a lot of concrete will be poured in WITHOUT any plan whatsoever to calculate the CO2 emissions generated by this "great" project or a study on how to offset these emissions.

Thank you for keeping us informed! Oakville citizens highly appreciate your dedication and work.

Kind regards,

Tom Kareco

---

**From: Patrick Harrington [mailto:pharrington@airdberlis.com]**

**Sent: Monday, November 23, 2020 10:38 AM**

**To: Kathy Patrick <kathy.patrick@oakville.ca>; Town Clerk <TownClerk@oakville.ca>**

**Cc: Jill Marcovecchio <jill.marcovecchio@oakville.ca>**

**Subject: RE: Request for Deputation - Nov. 23 Oakville Planning & Development Committee - Public Hearing Item 3**

Hi Kathy:

Thank you for the below-noted confirmation. In terms of materials, I may refer to either of the attached during my presentation. I will not require the full 10 minutes.

Patrick Harrington

**From:** Patrick Harrington [mailto:pharrington@airdberlis.com]  
**Sent:** Friday, November 20, 2020 4:36 PM  
**To:** Town Clerk  
**Cc:** Kevin Singh; Scott Bland; Natalie Proia  
**Subject:** Request for Deputation - Nov. 23 Oakville Planning & Development Committee - Public Hearing Item 3

Aird & Berlis LLP is counsel to Argo Developments and Newmark Developments Ltd. Our clients are the owners/developers of the lands noted in the attached letter as the "Newmark Lands".

The Newmark Lands form a significant portion of the area under consideration as part of the Town-initiated Official Plan Amendment for the North West Area and Palermo Village.

I would like to provide a brief deputation as part of the public meeting (Agenda Item #3). I attach our previous submission letter provided as part of the Growth Area Review that preceded the proposed Official Plan Amendment.

Thank you for your consideration and I look forward to your confirmation.

Patrick J. Harrington  
T 416.865.3424  
F 416.863.1515  
E pharrington@airdberlis.com

Aird & Berlis LLP | Lawyers  
Brookfield Place, 181 Bay Street, Suite 1800  
Toronto, Canada M5J 2T9 | airdberlis.com

---

**From:** David McKay [mailto:dmckay@mhbcplan.com]  
**Sent:** Monday, November 23, 2020 1:34 PM  
**To:** Town Clerk <TownClerk@oakville.ca>  
**Subject:** Comments on Public Meeting Report - Town-initiated Official Plan Amendment - The North West Area and Palermo Village, Excluding the Hospital District (File No. 42.24.23)

Please accept our written comments on the above referenced matter on behalf of our client 2507 Dundas Storage GP Corporation.

Thank you.

David  
DAVID A. MCKAY, BES, MSc, MLAI, MCIP, RPP | Vice President & Partner



MHBC Planning, Urban Design & Landscape Architecture  
7050 Weston Road, Suite 230 | Woodbridge | ON | L4L 8G7 | T 905 761 5588 x 214 | F 905 761 5589 | C 416 938 7354 | [dmckay@mhbcplan.com](mailto:dmckay@mhbcplan.com)

---

**From:** Ruth Victor [<mailto:ruth@rvassociates.ca>]  
**Sent:** Monday, November 23, 2020 11:39 AM  
**To:** Town Clerk <[TownClerk@oakville.ca](mailto:TownClerk@oakville.ca)>; Lukas Reale <[lukasr@deltaurban.com](mailto:lukasr@deltaurban.com)>; Michael May <[mikem@deltaurban.com](mailto:mikem@deltaurban.com)>  
**Subject:** NOWSP Statutory Public Meeting November 23

Please find attached the submission on behalf of NOCBI for the Statutory Public Meeting for the amendment to the North Oakville West Secondary Plan.

Thank you,

Ruth Victor, MCIP, RPP MRTPI  
191 Main Street South, PO Box 575  
Waterdown ON L0R2H0

---

**From:** Tamara Tannis [<mailto:ttannis@mhbcplan.com>]  
**Sent:** Friday, November 20, 2020 11:25 AM  
**To:** Town Clerk <[TownClerk@oakville.ca](mailto:TownClerk@oakville.ca)>  
**Subject:** Submission - P&DCouncil Meeting-Nov 23-Town-Initiated OPA - The North West Area and Palermo Village - File 42-24-23

Attached please find a written submission for the November 23, 2020 Planning & Development Council Meeting regarding the town-initiated Official Plan Amendment to the North West Area and Palermo Village, File 42.24.23.

TAMARA TANNIS, MCP, MCIP, RPP | Associate

MHBC Planning, Urban Design & Landscape Architecture  
442 Brant Street, Suite 204 | Burlington | ON | L7R 2G4 | T 905 639 8686 x 230 | F 905 761 5589 | C 289 962 3710 [ttannis@mhbcplan.com](mailto:ttannis@mhbcplan.com)

---

**From:** Laura Sugiyama  
**Sent:** Friday, November 20, 2020 11:44 AM  
**To:** Town Clerk <[TownClerk@oakville.ca](mailto:TownClerk@oakville.ca)>  
**Cc:** Andrew Sugiyama  
**Subject:** The north west area and Palermo village

Please be advised, that we would like to be forwarded all information with reference to this proposal which impacts our property at 3287 Tremaine Road.

Thank you  
Karou and Christel Sugiyama

Or (Andrew Sugiyama)

---

**From: Lee, Teresa (MECP)**  
**Sent: Friday, November 20, 2020 11:01 AM**  
**To: Town Clerk <TownClerk@oakville.ca>**  
**Subject: Proposed Official Plan Amendment - Statutory Public Meeting**

Hello,

Thank you for the notification of the statutory public meeting scheduled for Monday, November 23, at 6:30pm, regarding the North West Area and Palermo Village.

Will there be any changes made to Palermo Park (located at Dundas & Palermo Way)?

A lot of community members use this park regularly, especially the leash-free dog area. I would like to request that if any changes are made to this area, the size of the dog park is not reduced. Alternatively, if the park can be moved to another area in or adjacent to Palermo Village, it would be acceptable if the size of the park was equal to or greater than its current location.

Thank you for your consideration.

Teresa Lee  
#### Quetico Cres.

If you could please let me know the Town's decision of the proposed official plan amendment, that would be greatly appreciated.

Thank you

---

**From: Al Wilmot**  
**Sent: Thursday, November 5, 2020 4:52 PM**  
**To: Town Clerk <TownClerk@oakville.ca>**  
**Cc: \_Members of Council <MembersofCouncil@oakville.ca>; \_Ward1 <Ward1@Oakville.ca>**  
**Subject: by law to repeal the 1984 Oakville Official plan as it applies to the West Secondary Plan area. November 23rd meeting.**

I have looked at the proposal and I am extremely concerned that the northwest quadrant of Oakville does not have a large grocery store or other large box stores. We have travel to Burlington at Appleby and Dundas or for groceries go to third and Neyagawa at Dundas or third line and upper middle road. I believe residents in Oakville should spend in Oakville and create employment. Large big box hardware stores are located in Burlington or at Trafalgar and Dundas or North service road at Dorval or Cross Avenue at Trafalgar. Has this been incorporated in the plans?

Al Wilmot

#### Liptay Avenue

---

**From:** Coakley, Michael (IO) [mailto:Michael.Coakley@infrastructureontario.ca]  
**Sent:** Thursday, October 29, 2020 6:00 PM  
**To:** Town Clerk <TownClerk@oakville.ca>  
**Cc:** Erasmus, Jordan (IO) <Jordan.Erasmus@infrastructureontario.ca>; Davidson, Ainsley (IO) <Ainsley.Davidson@infrastructureontario.ca>; Yousif, Ramsen (IO) <Ramsen.Yousif@infrastructureontario.ca>  
**Subject:** Notification of Council Decisions relating to Town-Initiated OPAs (Hospital District and North West Area/Palermo Village)

Infrastructure Ontario wishes to be notified of any Council Decisions regarding these OPAs, as follows:

- 1) Proposed Official Plan Amendment  
Hospital District Town Initiated  
42.15.57 Ward 7
- 2) Proposed Official Plan Amendment  
The North West Area and Palermo Village, not including the Hospital District Town Initiated  
42.24.23 Wards 1, 4 and 7

Please send to my attention as noted below,

Kind Regards,

Michael

Michael Coakley  
Senior Planner, Portfolio Planning and Development  
Infrastructure Ontario  
Suite 2000, 1 Dundas Street West  
Toronto, ON M5G 1Z3  
michael.coakley@infrastructureontario.ca



Patrick J. Harrington  
Direct: 416.865.3424  
E-mail: pharrington@airdberlis.com

February 18, 2020

**BY EMAIL**

Our File No. 104079

Corporation of the Town of Oakville,  
1225 Trafalgar Road, Oakville, ON L6H 0H3

Attention: Lesley E. Gill Woods, Senior Planner

Dear Ms. Woods:

**Re: Written Submission by Newmark Developments Ltd. (Rosko/Finer Group)  
Town of Oakville Palermo Village Growth Area Review**

---

We act on behalf Newmark Developments Ltd. (Rosko/Finer Group) ("Newmark"). Newmark owns lands known municipally as 3069 Dundas Street West in the Town of Oakville, which generally comprises the majority of the northwest quadrant of the intersection of Bronte Road and Dundas Street West, extending up to (and beyond) Highway 407 (the "Newmark Lands").

Newmark remains a site-specific appellant of OPA 289 (North Oakville West Secondary Plan), OPA 306 (Palermo Village North Urban Core Area) and ROPA 38 (Sustainable Halton). All of these appeals are currently adjourned *sine die* to allow Newmark to consult directly with the Town of Oakville regarding the development potential of the Newmark Lands.

The Town has commenced the Palermo Village Growth Area Review in effort to update policies that guide development within the existing Palermo Village and on lands adjacent to Palermo Village north of Dundas Street. The Newmark Lands are included within this review. Our client and its consultants have accordingly reviewed staff's preliminary report, dated September 30, 2019, and have provided our client with comments that we are summarizing in this written submission.

The Town's Urban Structure map currently identifies significant portions of the Newmark Lands as "Employment Areas". This identification reflects the employment overlay currently shown in the Region's Official Plan pursuant to ROPA 38. However, as noted above, the Region's employment overlay is currently under appeal by Newmark. Further, the Preliminary Land Use Concept created by staff shows the south portion of the Newmark Lands as a mixed-use, commercial and residential (low-to-medium and medium-to-high) development area.

Our client is supportive of the direction taken in staff's Preliminary Land Use Concept. Allowing the Newmark Lands to be developed for urban residential and mixed-use forms at a range of densities is a much more optimal use of lands in close proximity to a Proposed Regional Transit Node and which are bounded by two Regional Priority Transit Corridors (Dundas Street West and Bronte Road). To this, we would also ask that staff have regard for the proposed 407 Transitway and the potential for a transitway station either at or adjacent to the north end of the Newmark Lands. The overall high level of accessibility exhibited by the Newmark Lands makes it an ideal candidate for urban intensification as part of a complete community.

To this end, our client (with the assistance of Nak Design, David Schaeffer Engineering Ltd., Beacon Environmental, Stoney Brook Consulting and Korsiak Urban Planning) has prepared its own concept plan to assist Town Staff in its review of potential land uses within an expanded Palermo Village Growth Area. A copy of this concept plan is attached to this submission.

Newmark's concept plan shows how the entirety of the Newmark Lands can accommodate new transit-supportive higher densities and mixed-uses, as well as public facilities, parks and greenspace, recreational uses, employment (including business and institutional offices), commercial (including retail/service commercial and a supermarket) and transit options. Some highlights of our client's concept plan include:

- Mixed-Use designations, a Community Park and a Community Centre located south of William Halton Parkway.
- An Urban Square and an Intra-Regional Transit Terminal located on the "triangle" between Old Bronte Road and 'new' Bronte Road. Moving the terminal to the "triangle" preserves the northwest corner of Bronte/Dundas for full deployment of the Town's mixed-use vision for the proposed growth area.
- Low and Medium Density Residential designations extending north of William Halton Parkway. This area would also include a site for High Density Residential as well as a Neighbourhood Park to create an active neighbourhood node with walkable transit options both to the immediate south (Intra-Regional Transit Terminal, noted above) and the immediate north (407 Transitway, noted below).
- Relocation of the Natural Heritage System "linkage" to a point further north. As previously submitted by our client, there are no land forms, functions or features on the portion of the Newmark Lands that is currently proposed to be identified as NHS.<sup>1</sup> We submit that there are better opportunities to provide for an NHS linkage further north on the Newmark Lands. This NHS link would connect the Glenorchy Conservation Area to the 14 Mile Creek area. Our client's concept plan also incorporates a trail network connecting the residential and employment uses to not only the above-noted transit options, but also to the parks and greenspace that will provide essential amenity to the expanded growth area.

---

<sup>1</sup> On this point, staff should note that Policy 116.3 of the Region's Official Plan specifically reserves the delineation of the Regional Natural Heritage System on land within the North Oakville West Secondary Plan Area to the determination of our client's ongoing appeal of OPA 289.

- Opportunities for development at the north end of the Newmark Lands adjacent to the Bronte Road/Highway 407 interchange. According to Public Information Centre #2 held by the Ministry of Transportation on February 11, 2020, the Province is proposing a 407 Transitway station opposite the north end of the Newmark Lands, east of Bronte Road. Notwithstanding the Province's proposal, we submit that siting a Transitway station on the north portion of the Newmark Lands remains an option that provides a better opportunity to create an active node of transit, employment, commercial, recreational and residential uses.

In addition to the modifications proposed through our client's detailed concept plan, we further submit that the maximum densities, FSI and heights currently being contemplated for the Palermo Village Growth Area be increased. With greater flexibility to build higher (20 to 25 storeys) and more flexibility in the deployment of density, more efficient use will be made of Provincial, Regional and Local investments in transit infrastructure. As well, better quality design and increased housing availability/choice will be achieved, which is more in keeping with the Province's Housing Action Plan.

Please ensure our office is notified of any further opportunities to provide input to the current planning review. Please also ensure the undersigned receives notice of any reports to Committee or Council concerning the Palermo Village Growth Area Review.

Yours truly,

AIRD & BERLIS LLP

***Original signed by P.J. Harrington***

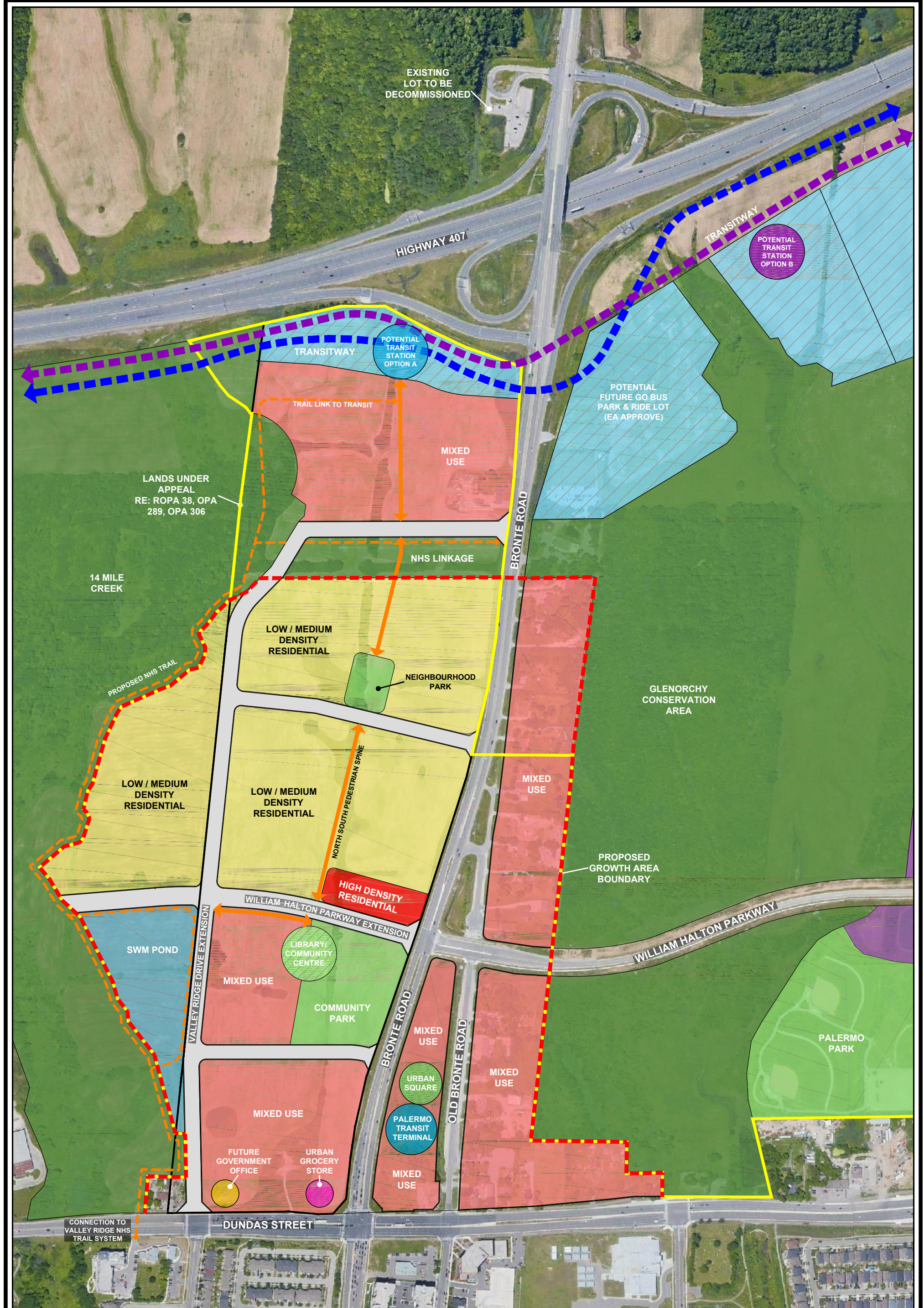
Patrick J. Harrington  
PJH/np

cc M. Shapira, Newmark Developments Ltd. (Rosko/Finer Group)

38826140.4







# NEWMARK

## Concept Plan

### LEGEND

- Low / Medium Density
- High Density
- Mixed Use
- Transit Terminal

- NHS
- Employment
- Potential 407 Transitway Station
- Parks

- Growth Area
- Lands Under Appeal
- Pedestrian Trail
- Transitway Option A
- Transitway Option B



1:5000

February 18, 2020



November 23, 2020

Mayor Burton and Town Council  
c/o Town Clerk  
Town of Oakville, Clerks Department  
1225 Trafalgar Road  
Oakville, ON  
L6H 0H3

**RE: OFFICIAL PLAN AMENDMENT FOR THE NORTH WEST AREA AND PALERMO VILLAGE  
COMMENT LETTER ON BEHALF OF 2507 DUNDAS STORAGE GP CORPORATION  
OUR FILE: 16257U**

---

On behalf of our client, 2507 Dundas Storage GP Corporation, the owners of 2507 Dundas Street West, we provide this letter in response to the draft Official Plan Amendment for the North West Area and Palermo Village (hereinafter the "Proposed OPA") being considered for approval by Council. Our client has recently submitted an Official Plan Amendment and Zoning By-law Amendment for their lands located at 2507 Dundas Street West to permit a non-residential mixed use development consisting of self-storage, retail and office uses.

We thank Council and Town Staff the opportunity to comment on the Proposed OPA, which our client supports subject to only a few issues of concern. We are pleased to see the Proposed OPA being brought to Council for approval as the policies within the North Oakville West Secondary Plan have been in limbo for nearly 10 years. The implementation of the proposed OPA will allow the opportunity to plan for a progressive and forward-looking land use planning vision for Palermo Village.

To ensure that progressive and forward-looking and comprehensive land use planning objectives are implemented through application of the Proposed OPA we offer the following comments and suggestions for revision.

**Permitted Uses within Urban Core Designation**

The Proposed OPA's Schedule N1 Palermo Village – Land Use ("Schedule N1") contemplates an "Urban Core" designation for our client's lands. Urban Core designation reflects the most urban part of the North Oakville West Plan area, providing the highest densities and activity order which is to include a broad range of significant residential, retail and service commercial, entertainment, cultural, business and institutional uses. Lands designated Urban Core are encouraged to have a mixed use built form.

In addition to the uses contemplated by the Urban Core designation, our client requests that "Self-Storage Facility" be added as a permitted use within the Urban Core designation with the condition that said use be located within an urban or mixed use built form.

There is an increasing demand for self-storage facilities as people continue to downsize their housing options and new residential developments continue to be meet the Provincial directives for more intensified and compact forms within urban areas. Furthermore, commercial tenants are increasingly seeking additional space to store older files and office materials not required for daily use. Self-storage facilities provide convenient storage solutions to residents and employers as the space available in homes and offices continues to shrink. In our opinion, self-storage is an important component of today's urban fabric and the need for such uses can, and should, be incorporated into growing areas of intensification such as Palermo Village, utilizing a modern, urban, compact built form.

Self-storage facilities within a mixed use built form allows the management, operation, and design of these buildings to integrate fully into a variety of uses within one building. When self-storage facilities are integrated within a mixed use built form they differ fundamentally from traditional self-storage warehouses. The latter were primarily designed as single storey, land extensive developments with little regard for urban design (or any design for that matter). Conversely, when integrated into an urban, mixed use format the applicable urban design requirements are applied resulting in an appropriately designed and planned addition to a Growth Area, such as Palermo Village.

To this point, there are a number of examples throughout the Greater Golden Horseshoe where urban self-storage facilities are being located in growth areas, such as mixed use designated lands and lands in proximity to major transit facilities. Examples include: 70 Taunton Road, Whitby – designated in a Regional Centre and Major Central Area; 3621 Dufferin Street, Toronto – designated Mixed Use Area and within a Major Transit Station Area; 6333 Hurontario Street, Mississauga – within an employment area but immediately adjacent to the Hurontario LRT line; 3590 Major Mackenzie Drive, Vaughan – within a District Centre; and 1370 Neilson Road, Scarborough – designated as Mixed Use Area.

Example projects (including the proposed building at 2507 Dundas Street West) by **our client** are illustrated below:

**2507 Dundas Street West, Oakville**



**850 York Mills Road, Toronto**





**3621 Dufferin Street, Toronto**



**6333 Hurontario Street, Mississauga**



As illustrated in the images above, self-storage facilities within a mixed use built form can be designed to improve the existing pedestrian environment and provide attractive architectural and urban design. Furthermore, the function of such projects and uses supports the range of uses contemplated for the Urban Core designation. It is our opinion, the addition of self-storage facilities within a mixed use built form would be appropriate within an Urban Core designation as they would support Provincial, Regional and Town intensification initiatives and provide significant amenity and desired services within the community.

While we have requested to be notified online, we are formally requesting to be included on the distribution list of any and all information related to the Proposed OPA moving forward including, without limitation, notice of any further reports, meetings or decisions of any kind related to the Proposed OPA.

If you have any questions, please do not hesitate to contact us.

Yours truly,

**MHBC**



David A. McKay, MSc, MLAI, MCIP, RPP  
Vice President and Partner



Celeste Salvagna, B.U.R.Pl  
Senior Planner

cc: *Clients*  
*Project Team*

November 22, 2020

Mayor and Members of Council  
Town of Oakville  
Sent via Email

Dear Mayor and Members of Council

**Re: Draft North West Oakville Official Plan Amendment**

I am writing to you on behalf of the North Oakville Community Builders Inc. (NOCBI) landowners within the North East Oakville Secondary Plan Area. We have reviewed the Draft Official Plan Amendment to integrate the North West Oakville Secondary Plan into the Livable Oakville Plan.

As you are aware we have been working with staff over the past few years regarding the review of the North Oakville Secondary Plans. One of the issues raised by NOCBI over the years has been how both the North East and North West Secondary Plans will be integrated into the Livable Oakville Plan regarding a number of policy areas.

We note that this amendment for the North West Oakville Secondary Plan sets up the policy framework for the Natural Heritage and Functional Road Network for all of the North Oakville Lands as well as other matters. We would like to have the opportunity to review with staff the intent of these sections of the amendment for all of North Oakville prior to this amendment proceeding to adoption as these policy changes will ultimately impact the North Oakville East Secondary Plan .

NOCBI looks forward to working with the Town on resolution on this concern.

Should you have any questions or wish to discuss this submission further, please do not hesitate to contact me.

Regards,



**Ruth Victor MCIP, RPP, MRTPI**

November 20, 2020

Mayor Burton and Members of Council  
Town of Oakville  
1225 Trafalgar Road  
Oakville, ON L6H 0H3

Attn: Town Clerk

Dear Mayor Burton and Members of Council:

**RE: TOWN OF OAKVILLE INITIATED OFFICIAL PLAN AMENDMENT – NORTH WEST AREA AND PALERMO VILLAGE – EXCLUDING THE HOSPITAL DISTRICT (FILE No. 42.24.23)  
DUNDAS STREET WEST, WEST OF McCRAVEY CREEK, OAKVILLE – EMPLOYMENT CONVERSION  
OUR FILE: 17186E**

---

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") is currently retained by Fieldgate Commercial Properties ("Fieldgate") in relation to an interest in lands located north of Dundas Street West, west of McCraney Creek and the Hospital District lands in the Town of Oakville (hereinafter the "Subject Lands"). The Subject Lands occupy an area of approximately 24 hectares.

We understand the Town is holding a statutory public meeting on Monday November 23, 2020, for a proposed Official Plan Amendment related to the north west area of North Oakville excluding the Hospital District lands. As referenced in the staff report for the proposed draft Official Plan Amendment, Fieldgate submitted a request to the Region on August 28, 2020, for conversion of the lands through its current Municipal Comprehensive Review process. The request is not seeking to convert the lands for residential uses but to broaden the current land use permissions to include a range of commercial uses required to meet the current commercial land needs shortfall. Upon review of the Town of Oakville's proposed Official Plan Amendment, it appears all of the Subject Lands would be designated as Business Employment which would not provide for or accommodate the needed commercial land uses to serve the area.

We have reached out to staff to discuss our submission to the Region on this and other properties and welcome the opportunity to comment and have further discussions regarding possible further revisions to the proposed policies. A copy of our August 28, 2020 submission to the Region is attached for your reference.

Thank you again for the opportunity to comment. We look forward to our further discussions with staff.

Sincerely,

**MHBC**



Dana Anderson, FCIP, RPP  
Partner  
Encl.



August 28, 2020

Dan Tovey, RPP, MCIP  
Manager of Policy Planning  
Region of Halton  
1075 North Service Road West  
Oakville, Ontario  
L6M 2G2

Dear Mr. Tovey:

**RE: REGION OF HALTON URBAN STRUCTURE DISCUSSION PAPER AND EMPLOYMENT  
CONVERSIONS  
DUNDAS STREET WEST, WEST OF MCCRANEY CREEK, OAKVILLE – EMPLOYMENT  
CONVERSION REQUEST  
OUR FILE: 17186F**

---

MacNaughton Hermesen Britton Clarkson Planning Limited (“MHBC”) is currently retained by Fieldgate Commercial Properties in relation to an interest in lands located north of Dundas Street West, west of McCraney Creek, in the Town of Oakville (hereinafter the “Subject Lands”). The Subject Lands occupy an area of approximately 24 hectares.

We understand the Region recently released an Integrated Growth Management Strategy Urban Structure Discussion Paper dated June 2020, which was prepared as part of Regional Official Plan Review Process (ROPR). The Discussion Paper addresses planning for growth in the Region, Settlement Areas Community Areas and Employment Areas. The Paper provides an overview on the Region’s employment area policies and identifies requests for the conversion of employment lands submitted through local Official Plan reviews. The Discussion Paper sets out additional criteria for employment conversion requests and establishes a deadline of August 31<sup>st</sup> for additional submissions to be made for consideration by the Region through its ROPR process related to existing or new conversion requests.

The employment conversion request contained herein focuses on introducing commercial uses on the Subject Lands. Commercial uses are commonly found in employment areas. As outlined in the Paper, the ROP provides limited direction on how ancillary and supportive land uses should be planned for within employment areas. Given the evolving nature of employment and employment areas, greater flexibility is needed to allow for supportive land uses in these areas.

The Town of Oakville adopted Official Plan Amendment 26 (“OPA 26”) in April 2018 to update the employment, commercial and mixed use designations in the Livable Oakville Plan. The Town’s Employment and Commercial Review estimates that approximately 20% of the Town’s commercial space

is developed within employment areas and assumes this trend will continue.<sup>1</sup> Approximately half of employment growth in employment areas to 2041 is anticipated to be from the commercial sector.<sup>2</sup> The review also notes that there is a projected shortfall of approximately 83,612 square metres of commercial lands to 2041. When examining the context in North Oakville and accounting for the recommendations and evaluation contained in the Review, there is a projected commercial shortfall of 17,049 square metres. If 20% of the future demand for commercial space were accommodated within employment areas, this would significantly reduce the projected shortfall.

The following letter outlines the current physical and policy context for the Subject Lands and references the conversion request made through the Town of Oakville Official Plan Review process for the lands. This letter provides a justification for the employment land conversion to permit a mix of commercial uses in relation to Section 77.4(4) of the ROP and includes an assessment of the additional Regional criteria as set out in the Discussion Paper.

## **SITE CONTEXT**

As shown on **Figure 1**, the Subject Lands are generally bound by Dundas Street West to the south, William Halton Parkway to the north, McCraney Creek to the east, and Palermo Park to the west. The Subject Lands are irregularly shaped and occupy approximately 24 hectares.

The Subject Lands are currently vacant and are surrounded by broad range of land uses clearly delineated by Dundas Street West. The surrounding land use context is characterized by a mix of vacant lands, natural heritage areas, institutional uses, and residential uses south of Dundas Street West.

More specifically, the Subject Lands are surrounded by the following land uses:

- |        |   |
|--------|---|
| NORTH: | The Subject lands abut William Halton Parkway to the north with approximately 633 metres of frontage. Further north are mostly vacant lands designated as Employment District up to the Highway 407 corridor.   |
| EAST:  | The Subject Lands abut McCraney Creek. Further east are vacant lands designated as Employment District and the Oakville Trafalgar Memorial Hospital. A health-oriented mixed use node is proposed for the area immediately surrounding the hospital.  |
| SOUTH: | The Subject Lands abut Dundas Street West to the south with approximately 637 metres of frontage. South of Dundas Street West exist a range of residential and institutional uses, including a range of low-rise housing types (single detached, duplex, townhouse), schools, parks, and neighbourhood commercial uses. |
| WEST:  | The Subject Lands abut Palermo Park to the west. Other nearby land uses include a mix of service commercial land uses on the north side of Dundas Street West, including a restaurant, a gas bar, and an automobile repair shop.  |

---

<sup>1</sup> Town of Oakville Employment and Commercial Review – Appendix A: Employment and Commercial Report, p. 92.

<sup>2</sup> Ibid, p. 61.

## POLICY CONTEXT

As illustrated on **Halton Region Official Plan Map 1**, the Subject Lands are currently designated 'Urban Area' on Map 1 – Regional Structure of the in-force ROP and are located within the 'Employment Area' overlay. The Employment Area overlay designation permits a range of employment uses. The Subject Lands are designated Employment District in the North Oakville West Secondary Plan (see **Figure 2**). The Subject Lands are not located within the Provincially Significant Employment Zones as provided through the A Place to Grow, 2019.

Under the North Oakville West Secondary Plan, Employment Districts refer to land designed to accommodate development of predominantly employment generating uses including a wide range of industrial and office development. Limited retail and service commercial uses designed to serve the businesses and employees are permitted within the Employment Districts.

A previous request for conversion for the Subject Lands was submitted to the Town of Oakville as part of their Commercial and Employment Review which resulted in Official Plan Amendment 26 ("OPA 26"). The conversion request is listed as Request #11 under Appendix F of the Town's recommendation report dated March 22, 2018. The request proposed redesignating the lands to allow for additional residential, commercial, and institutional uses within the existing Employment District. Recommendation #6 from the Employment and Commercial Review directs the Town to undertake a comprehensive review of the employment lands surrounding the hospital. While the lands are not considered part of this review, they are supportive of the area. The Town noted that consideration for a broader range of employment related and supportive uses may be warranted due to the location of the Subject Lands outside the surrounding contiguous employment area.

As part of the Town's review, the site was not recommended for conversion. However, the mix of uses required to support the employment and nearby "Node for Further Study" around the hospital identified by OPA 15 (Urban Structure) was recommended for consideration through the North Oakville Secondary Plans Review.

A review of the North Oakville Secondary Plans was initiated in May 2017. This study was a component of the ongoing Official Plan Review by the Town. Official Plan Amendment 322 ("OPA 322") to the North Oakville West Secondary Plan (By-law 2018-075) was adopted on June 11, 2018. Halton Region approved OPA 232 on September 21, 2018. We understand the previous employment conversion request was not considered or implemented through OPA 322 but can now be considered through the Region's ROPR process to be further implemented, if approved, through Oakville's conformity update.

**This request focuses on removing the Subject Lands from the Region's Employment Area overlay and redesignating them to permit needed commercial uses.**



## CONVERSION CRITERIA ASSESSMENT

The following two tables below provide justification and rationale for the conversion request as shown on **Figure 2** in relation to the existing conversion criteria set out in provincial policy, the ROP, through Section 77.4(4), as well as the new criteria set out in Appendix D of the Discussion Paper.

### 1. Conversion Criteria - Section 77.4(4) ROP

<b>Table 1: Assessment of Conversion Request against ROP Conversion Criteria per Section 77.4(4)</b>	
<b>Criteria</b>	<b>Rationale/Justification</b>
There is a need for the conversion	The conversion would facilitate the comprehensive development of the Subject Lands and would support the nearby Oakville Health Oriented Mixed Use Node, located approximately 430 metres to the east. The lands are proximate to a planned mixed-use Node that serves an important function to support health sciences and technology employment in a transit supportive manner. Consideration of a broader range of land uses including commercial and employment supportive uses is warranted to ensure the development of integrated and compatible land uses while still providing for employment opportunities.
The lands are not required for employment purposes over the long term	The lands can retain employment functions through a broader range of commercial and employment supportive land uses. They are not required to be protected for long term pure employment purposes given their location and lack of direct access to major goods movement facilities and corridors. They are also and relatively isolated from the broader employment area.
The conversion will not compromise the Region's or Local Municipality's ability to meet the employment forecast in Table 1 and Table 2a	The conversion will not compromise the Region's or the Town's ability to meet the employment forecasts.
The conversion will not adversely affect the overall viability of the Employment Area, and achievement of the intensification and density targets of Table 2 and other policies of this Plan	The Subject Lands are physically separated from the area to the east by McCraney Creek. The Subject Lands are also located on the periphery of the broader employment area. Given the retention of employment generating uses on the lands, the conversion will not adversely affect the overall viability of the employment area to provide jobs.
There is existing or planned infrastructure to accommodate the proposed conversion	The property is within an area where future services and infrastructure will be available to accommodate the conversion.
Cross-jurisdictional issues have been considered	There are no cross-jurisdictional issues of note for this property.

<b>Table 1: Assessment of Conversion Request against ROP Conversion Criteria per Section 77.4(4)</b>	
<b>Criteria</b>	<b>Rationale/Justification</b>
All Regional policies and requirements, financial or otherwise, have been met	This criteria is satisfied. Additional retail and commercial uses for the site to serve North Oakville and the Health Oriented Mixed Use Node are encouraged.

2. Conversion Request Evaluation Criteria - Discussion Paper & Appendix

<b>Table 2: Assessment of Proposal in relation to Conversion Request Evaluation Criteria Per Appendix D of the Urban Structure Discussion Paper</b>		
<b>Subject</b>	<b>Principle</b>	<b>Rationale/Justification</b>
Employment Land Supply	Current Context	The site is currently vacant, surrounded by planned employment land uses with the exception of the Oakville Health Sciences Mixed Use Node which is planned for a broader mix of land uses.
	Future Potential	<p>The future potential of the lands is best suited when considered in relation to the development of the Oakville Health Sciences Mixed Use Node and the surrounding land use context.</p> <p>The Subject Lands are located at a strategic location within the Town of Oakville. The proximity of the site to the nearby Node represents potential for the Subject Lands to support increased opportunities than would otherwise be feasible under the pure Employment District designation and would ensure more compatible uses.</p>
	Strategic Parcel Supply	The proposed conversion would not adversely impact the supply of parcels adjacent to or near major goods movement facilities as the existing context currently includes planned employment uses that are retained to the north and west of the Subject Lands.
	Land Budget Implications	Due to the Subject Lands' configuration and location on the periphery of the broader employment area, the proposed conversion would not impact the supply and ability to achieve the employment forecast.
Demonstrated Need	Strategic Location	The Subject Lands have over 600 metres of frontage on Dundas Street West, which is identified in the Livable Oakville Plan as a major arterial road and a busway corridor on Schedule C (Transportation Plan). The proposed conversion is located within a strategic area that is capable of supporting a broader mix of land uses that will better contribute to meeting the Town's growth and intensification targets and commercial needs.
	Strategic Opportunity	The proposed conversion would allow for more appropriate development of the site given the surrounding context. Traditional employment uses are not optimal land uses to

**Table 2: Assessment of Proposal in relation to Conversion Request Evaluation Criteria Per Appendix D of the Urban Structure Discussion Paper**

Subject	Principle	Rationale/Justification
		create a pedestrian friendly and transit supportive streetscape along Dundas Street West. The proposed conversion would enable development that supports the Regional Urban Structure and Local Urban Structure along an identified transit corridor. Expanding the range of permitted uses on the Subject Lands will contribute to the Town's strategic growth management objectives by accommodating increased employment growth and achieving density targets.
	Specific Conditions and Constraints	The development of the lands for pure employment uses is constrained as a result of their locational context. The Subject Lands are also irregularly shaped and areas designated under the Region's Natural Heritage System further constrain the site's capability to support larger industrial employment land uses.
Employment Area Viability	Locational Impacts	The conversion would not negatively impact the remaining employment areas to the north and west.
	Compatibility	The proposed conversion would allow for supportive land uses to be integrated and comprehensively developed with the broader Node area located to the east and support the proposed Innovation District around the hospital.
	Continued Function and Expansion	As noted above, the conversion would not hinder the continued function and expansion of the planned contiguous employment areas located to the north and east.
General Considerations	Cross-Jurisdictional	There are no cross-jurisdictional issues of note for this property.
	Supporting Infrastructure	The property is within an area where services and infrastructure to accommodate the conversion will be provided. The Dundas BRT is planned to support a broader range of land uses.
	Other Regional Requirements	There are no other Regional policies or requirements that would be impacted by the proposed conversion.
	Local Support	There appears to be local support for the introduction of a broader range of uses on the site. A broader range of commercial and employment supportive uses on the site will support the Node centred on the hospital and is generally supported through the Town of Oakville's OPA 15.

The Subject Lands should not be designated for pure employment land uses in the future planning in the North Oakville West Secondary Plan or the Region's Official Plan. A broader range of uses including commercial and employment supportive uses should also be permitted. The Subject Lands should be



considered for conversion through both the Region's OPR process as well as through a modification to the Town's Official Plan for all of the reasons set out herein.

We trust the above information will be used by the Region in their assessment of the request and we thank the Region for providing opportunity to comment. If there is anything further you may require in relation to this request, please do not hesitate to contact us.

Yours truly,

**MHBC**

A handwritten signature in black ink, appearing to read 'Dana Anderson', written over the printed name.

Dana Anderson, MA, FCIP, RPP  
Partner

cc: Curt Benson, Region of Halton  
Diane Childs, Town of Oakville



Data Source: VuMap Aerial Imagery, 2020.

<p><b>Figure 1</b></p> <p>Location Map</p>	<p><b>LEGEND</b></p> <p><span style="border: 2px solid red; display: inline-block; width: 20px; height: 10px; vertical-align: middle;"></span> Subject Lands</p>	
	<div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div data-bbox="61 1856 436 2041"> <p>VuMap Aerial Imagery</p> <p>Dundas Street West, South of William Halton Parkway, West of McCraney Creek Town of Oakville</p> </div> <div data-bbox="436 1856 688 1948"> <p><b>DATE:</b> August 19, 2020</p> </div> <div data-bbox="688 1856 940 1948"> <p><b>SCALE:</b> Not to Scale</p> </div> <div data-bbox="940 1856 1099 2041" style="text-align: center;"> </div> <div data-bbox="1099 1856 1562 2041" style="background-color: #003366; color: white; padding: 10px;"> <div style="display: flex; align-items: center;"> <div style="flex: 1;"> <p><b>MHBC</b></p> </div> <div style="flex: 2;"> <p>PLANNING URBAN DESIGN &amp; LANDSCAPE ARCHITECTURE</p> <p><small>230-7050 WESTON ROAD WOODBRIDGE, ON, L4L 8G7 P: 905 761 5588 F: 905 761 5589   WWW.MHBCPLAN.COM</small></p> </div> </div> </div> </div>	





Data Source: North Oakville West Master Plan

## Figure 2

### Proposed Employment Conversion

North Oakville West Master Plan

#### LEGEND

- Subject Lands
- Employment District
- Community Park Area
- Natural Heritage Area

- Major Arterial Roadway
- Avenue/Transit Corridor
- \* Health Oriented Mixed Use Node
- Regional Employment Area Overlay (Map 1)

Dundas Street West, South of  
William Halton Parkway, West of  
McCraney Creek  
Town of Oakville

DATE: August 19, 2020

SCALE: Not to Scale



**MHBC** PLANNING  
URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE  
230-7050 WESTON ROAD WOODBRIDGE, ON, L4L 8G7  
P: 905 761 5588 F: 905 761 5589 | WWW.MHBCPLAN.COM