



3043 Sixth Line
Oakville, Ontario

Planning Rationale & Urban Design Brief

Prepared by Batory Planning + Management – February 2026

EXECUTIVE SUMMARY

Batory Planning + Management has been retained by Mutual Developments (“owner”) as the planning consultant for the proposed residential redevelopment of 3043 Sixth Line, Oakville (“subject site”). The proposed development comprises a 12 storey residential building with 165 units.

The proposed residential development is suitable for the area, given its designation within the Dundas Urban Core Area and design considerations to adjacent land uses. It demonstrates a contextual response to the site, mitigating impacts on adjacent properties while offering additional housing opportunities in a mid rise form. The project enhances the streetscape along Sixth Line near the Dundas Street East intersection and at the terminus of Kaitting Trail. It adheres to the urban design policies of the North Oakville Urban Design and Open Space Guidelines, aligning with the objectives of the North Oakville East Secondary Plan.

The analysis within this report of Provincial, Regional, and local policy documents demonstrate that the project represents a well-suited intensification of an underutilized site within a designated intensification area, as outlined in the Halton Region Official Plan, which is now a Local Plan, and the North Oakville East Secondary Plan.

Furthermore, the development aligns with sustainable development goals, promoting higher density design, pedestrian friendly environments, resource conservation, waste reduction, and reduced greenhouse gas emissions. By directing growth and providing diverse housing options along a higher order transit corridor, the project contributes to the creation of a complete, and resilient community.

The compact form of development within the Dundas Urban Core Area minimizes ecological impact on the Town. Additionally, the proposed development supports the goals of intensification and efficient resource management mandated in all three levels of the planning framework. It meets the objectives of the Dundas Urban Core Primary Regional Node and the Regional Intensification Corridor. The project optimizes the use of existing infrastructure, and public services and facilities in accordance with Provincial and Regional planning objectives.

The proposed development is located where the planning framework intends residential growth and development. It implements the objectives of the Provincial Planning Statement, and appropriately balances the Official Plans’ numerous goals and objectives for transit supportive, environmentally responsive growth that improves public space and provides a range of housing options, including Affordable Housing, in an area transitioning to reflect a more urban, transit oriented community.

The proposal has been designed to appropriately limit impacts related to building mass and scale on surrounding areas while supporting residential use and enhanced streetscape design.

The proposed development provides for a well designed and thoughtful development that aligns with the up-to-date planning framework. The development will provide new housing supply geared to support a broad range of demographics while mitigating impacts on the existing lower density properties.

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1.

LOCAL
CONTEXT
OVERVIEW

1. LOCAL CONTEXT OVERVIEW

1.1 SITE + LOCAL CONTEXT

Subject Site

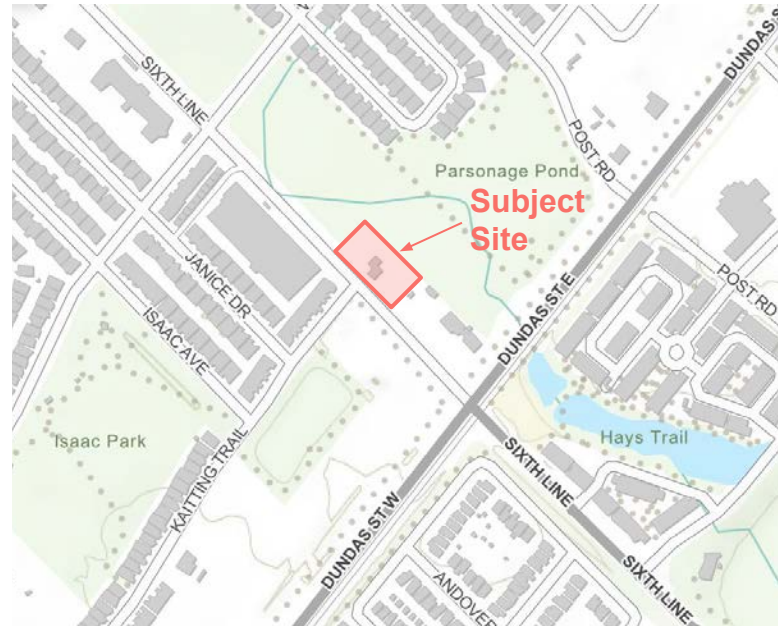
The subject site is located within Ward 7 in the Town of Oakville, on the east side of Sixth Line north of Dundas Street East. The part of the town in which the site is located in is referred to as ‘North Oakville’, where the town plans for higher density urban development to accommodate approximately 55,000 people.

The subject site is generally rectangular in shape with a gross site area of approximately 0.33 hectares (net 0.29 hectares following road conveyance). It has approximately 82 metres of frontage along Sixth Line.

Currently existing on the subject site is a single detached dwelling and accessory structures. Vehicular access is provided on Sixth Line through a U-shaped driveway that encircles the main building. The remainder of the site is vacant with overgrowth and a scattering of boundary trees and shrubs.

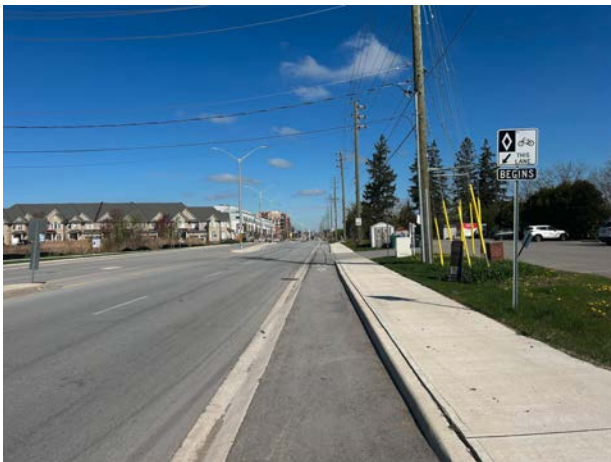
The surrounding context consists of a variety of residential forms, including 2.5 and 4 storey townhouses to the west and a 6 storey retirement apartment further to the northwest. To the south is a church with an associated daycare. Naturalized areas abut the site to the north and east.

The subject site benefits from its location within an amenity rich area – immediately accessible to transit and cycling routes and an abundance of commercial retail and service uses approximately 650 metres to the east at the Uptown Core.





Looking east towards subject site from west side of Sixth Line and Kaitting Trail intersection



(Left) Looking north along Sixth Line from Dundas Street East intersection, subject site in the background to the right behind church parking lot; (Right) Looking north along Sixth Line at subject site to the right from south driveway access



(Left) Looking south along Sixth Line towards Dundas Street intersection from northwest corner of the subject site, subject site to the left; (Right) Looking east from Sixth Line frontage beyond north portion of the subject site towards Parsonage Crescent

Surrounding Context

The subject site is located within the Glenorchy neighbourhood in North Oakville. The new communities of North Oakville stem from the Dundas Street corridor and form the Town's largest remaining new development area. North Oakville is planned to allow higher density urban development to accommodate approximately 55,000 people, with its communities featuring access to natural heritage and open space systems, integrated active transportation networks, and mixed uses.

Uses surrounding the subject site include:

North: North of the subject site lands are identified in the North Oakville Master Plan as Neighbourhood Centre Area and Natural Heritage System Area. The property adjacent to the subject site to the north is vacant and blends with the Natural Heritage System Area lands, which are characterized by small trees, shrubs, and planting.

On the opposite side of Sixth Line to the north are 2.5 and 4 storey townhouse developments and a 6 storey retirement apartment at the northwest corner of Sixth Line and Sixteen Mile Drive.

East: Located to the east of the subject site is a continuation of the Natural Heritage System Area (from the north) extending south to Dundas Street East. This area exists as a naturalized area featuring a small meandering creek. Adjacent to the Natural Heritage System Area is a Stormwater Management Facility (Parsonage Pond).

Recent developments of 6 storey condominium buildings exist further to the east along the Dundas Street Urban Core Area. The Uptown Core is located at Trafalgar and Dundas, where high rise, mixed use development is planned to support higher order transit.

South: To the south of the subject site are lands forming part of the Dundas Street Urban Core Area but exist as low rise, institutional uses. Currently occupying the property to the south is the Munn's United Church and associated child care centre.

South of Dundas Street East is the Munn's Pioneer Cemetery, 3.5 storey townhouse developments, and a continuation of the Natural Heritage System.

West: Lands to the west are designated Dundas Street Urban Core Area. The northwest corner of Sixth Line and Dundas Street West is part of a proposed four phase development consisting four 3 storey blocks of townhouses framing Kaitting Pond to the east and south, and four mid rise buildings (8, 8, 8, and 9 storeys) along the Dundas Street West and Sixth Line frontages.

Existing and proposed mid rise forms of development continue west along the Dundas Street corridor.



Context photos taken October 2025 (top to bottom, left to right): high rise developments along Trafalgar Road north of Dundas Street East with townhouse developments to the east; Uptown Core developments including high rise residential condominiums and shopping plazas; 10 storey mid rise development along Dundas Street corridor east of Neyagawa Boulevard; 6 storey retirement residence at Sixth Line and Sixteen Mile Drive; new 7 storey construction part of the Clockwork development and its interface with low rise dwellings; Dundas Street Urban Core Area streetscape approaching the Uptown Core from Post Road.

1.2 AREA SCHOOLS, CHILDCARE, COMMUNITY SPACES, AND PARKS

Broadening the contextual catchment area to a 1.5 kilometre radius (15-20 minute walking distance) captures schools, public parks, daycare centres, community and recreation areas, places of worship, and other amenities that support residential uses.

The area benefits from walkable access to public and private schools, and childcare facilities. Within the vicinity are the following schools and daycare facilities:

- St. Gregory the Great Catholic Elementary School
- Oodenawi Public School
- Our Lady of Peace Catholic Elementary School
- Holy Trinity Catholic Secondary School
- St Andrew Catholic Elementary School
- Post's Corners Public School
- Trafalgar Ridge Montessori School
- Dearcroft Montessori School
- Dr. David R. Williams Public School
- Munns Child Care Centre Inc
- Our Lady of Peace YMCA Child Care
- Parkview Children's Centre
- The Learning Hub Academy
- Nidah's Little Sprouts Home Daycare
- Kids Care Corner
- Explorers Ground
- Kids & Company Oakville Dundas

Recreation and open spaces located in the immediate vicinity include access to the Town's expansive nature trail system via West Morrison Creek Trail, Parsonage Pond, Kaiting Pond, Isaac Park, Fowley Park, Oak Park & Dog Park, and Memorial Park. Nearby is also the River Oaks Community Centre and Park, which provides year-round recreational activities and facilities, including a gym, multi purpose rooms, ice rinks, baseball diamonds, and soccer field.

1.3 DEMOGRAPHIC OVERVIEW

Based on the 2021 Census information, the population of Oakville in 2021 was 213,759, up over 10% from the previous census period, where the Town’s population was 193,832, and outpacing the Provincial growth average of 5.8%. The Town’s population has been growing steadily for the past several decades, experiencing a relatively sustained pace of growth since 2001.

The median age of Oakville residents in 2021 was 41.6 years, and has generally been trending up over the last several decades. The Town has a higher proportion of youth and people aged 40-55, and a lower population between the ages of 21 and 39, when compared to the Province as a whole.

While the Town is home to a range of different ethnicities, residents who identify as South Asian and Chinese comprise the largest cohorts of visible minorities within the Town.

Oakville’s housing mix trends heavily toward detached housing, which comprises over 58% of the Town’s 73,555 dwelling units. Rowhouses, at 17% of the Town’s building stock, are the second most prevalent building type by number of dwellings. A range of apartment units are also located within Oakville, with a total of 4,680 units (6.4%) located in apartment buildings with fewer than 5 storeys, and 8,955 units (12.2%) located in apartment buildings with 5 or more storeys.

Over one third of Oakville’s overall housing stock was constructed between the years of 1981 and 2000. Since that time, the pace of housing construction has averaged approximately 1,400 units per year.

Dwellings by Unit Type	Number (2021)	Rate (2021)
Single-detached house	43,130	58.6%
Semi-detached house	3,310	4.5%
Rowhouse	12,470	17.0%
Apartment in a flat or a duplex	950	1.3%
Apartment less than 5 storeys	4,680	6.4%
Apartment more than 5 storeys	8,955	12.2%

1.4 TRANSPORTATION NETWORK

Road Network

The subject site is located along a Minor Arterial (Sixth Line) and approximately 110 metres from a Major Arterial and Busway Corridor (Dundas Street), as identified in Schedule C Transportation Plan of the Official Plan.

Traffic on Sixth Line is carried in two northbound and two southbound lanes with separate left turning lanes approaching intersections. Newly constructed separated bike lanes are available on both sides of the road. Sixth Line continues south to Highway 403 where it turns to North Service Road East, and extends north eventually terminating at Steeles Avenue in Hornby.

Dundas Street is a Major Arterial carrying traffic in an east-west direction in three lanes for each direction with additional left and sometimes right turning lanes at intersections. It continues west to Burlington and Waterdown, and east to Mississauga and Toronto.

Active Transportation Network

There is a growing network of cycling infrastructure that supports and is often coupled with other forms of active transportation systems, including walking, transit, and rolling, resulting in the redesign of streets to re-prioritize modal space allocation.

The Town's Active Transportation Plan identifies Sixth Line as having a continuous Bike Lane from North Service Road to Highway 407. The Sixth Line Bike Lane has been constructed on both sides of the street from Threshing Mill Boulevard/North Park Boulevard to North Service Road, with intermittent areas of disconnect. This cycling route provides connection to the Town and Region's broader cycling network.

Transit Network

Within a 5 minute walking distance are two surface routes that serve the subject site, including Oakville Transit Route 5 Dundas, and Route 37 Glenorchy.

Commuters also benefit from proximity to the Uptown Core transit hub and Trafalgar Rd @ Hwy 407 Park & Ride GO Bus Station, located approximately 1 kilometre east and 3 kilometres northeast, respectively. The Uptown Core and GO station provide commuters with connection to the following transit routes/systems:

Uptown Core Transit Hub

- Oakville Transit Route 1 Trafalgar
- Oakville Transit Route 5 Dundas
- Oakville Transit Route 19 River Oaks
- Oakville Transit Route 20 Northridge
- Oakville Transit Route 37 Glenorchy

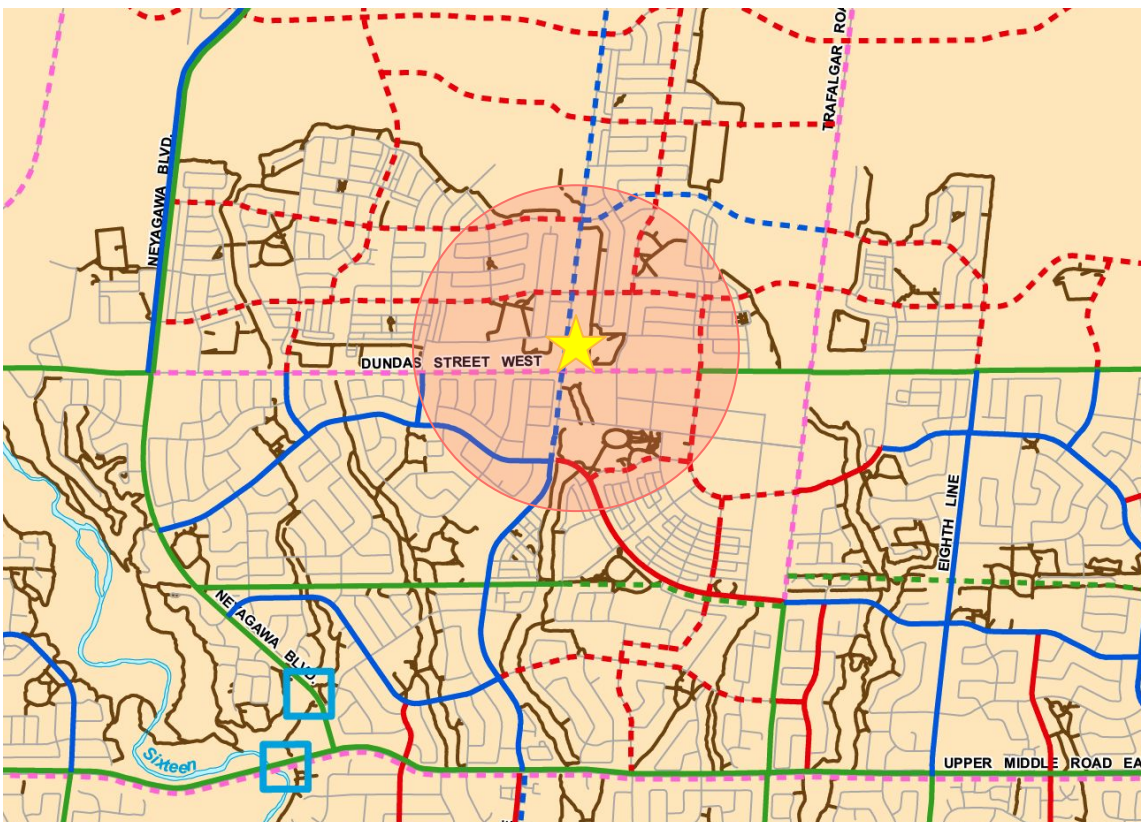
Trafalgar Rd @ Hwy 407 Park & Ride GO Bus Station

- GO Transit Route 22 Milton/Oakville
- GO Transit Route 40 Hamilton/Richmond Hill
- GO Transit Route 41 Hamilton/Pickering
- GO Transit Route 47 Hamilton/Pickering
- GO Transit Route 56 Oshawa/Oakville
- Oakville Transit Route 1 Trafalgar

In addition to existing Transit Bus Routes, the Town of Oakville has identified Dundas Street as a one of the key future transportation system initiatives, such as the Dundas Bus Rapid Transit (BRT), to provide for a safer, more efficient and accessible transit that can more effectively connect the Town, as well as to other municipalities, from Hamilton to Toronto.



Oakville Transit System Map Excerpt



Oakville Official Plan Schedule D Active Transportation Plan Excerpt

2.

PROPOSED
DEVELOPMENT

2. PROPOSED DEVELOPMENT

2.1 PROPOSED DEVELOPMENT SUMMARY

The proposed development replaces the existing single detached dwelling and associated accessory structure with a new mid rise residential development consisting a 6-storey podium (22.5 metres) and 12-storey (43.7 metres) overall height, 12,819 square metre GFA, and 165 dwelling units. A small surface parking area for visitors and two levels of underground parking are proposed with a total of 128 parking spaces and 208 bicycle parking spaces.

Vehicle access to the subject site is proposed from Sixth Line and has been sited to align with the opposite intersection. Servicing areas are relegated to the rear and screened by the building to minimize impact on the public realm.

Indoor and outdoor amenity spaces are proposed within the development, including a grade-related space to provide a transitional buffer element to the natural heritage system, and a larger amenity area on the 7th storey to take advantage of the 6th storey rooftop terrace opportunity.

Notably, the proposal includes 60.6% of units as larger units types, containing at least 2 bedrooms.

Proposed Development Overview

Site Area (post conveyance)	2,907 sq m
Gross Floor Area	12,819 sq m
FSI	4.41
Building Height	12 storeys
Residential Units	165
1 Bedroom Units	65 (39.4%)
2 Bedroom Units	78 (47.3%)
3 Bedroom Units	22 (13.3%)
Amenity Area	659.6 sq m
Indoor	329.9 sq m
Outdoor	329.7 sq m
Bike Parking	208
Vehicle Parking	128
Loading Space	1

2.2 BUILDING DESIGN AND LANDSCAPING

Building Siting and Design

The proposed residential building is designed as a contextually appropriate mid rise development, featuring a generally rectangular floorplate that corresponds with the lot's configuration. With a GFA of 12,819.7 square metres and a building coverage of 956.6 square metres (32.9%), the building offers a well-proportioned and efficient use of space.

The proposed development has been deliberately designed to respond to its context through a clear and legible massing strategy that balances density with compatibility and architectural interest. The building is organized with defined lower and upper components, allowing the overall form to address the public realm and adjacent property. This approach reduces perceived height and massing at the pedestrian level while supporting intensification consistent with the site's planned function.

In addition to the distinct 6 and 12 storey building components, the first level is bisected by a vehicular entrance to create relief in the streetwall and to facilitate vehicular access. The thoroughfare from Sixth Line to the rear of the site leads to vehicle related spaces, including the visitors parking area, underground parking ramp, and loading/staging area.

The 6 storey podium element establishes a strong streetwall condition, reinforcing the public edge along Sixth Line and contributing to a pedestrian-oriented environment. Meanwhile, the 12 storey building component is set back to visually distinguish the taller component, minimizing prominence from the street level, improving sky view from surrounding streets, and breaking apart the building massing.

The massing also responds to site constraints, including hydro setbacks and property adjacencies, by strategically locating taller elements away from sensitive uses and ensuring potential future development on the south neighbouring site is not impeded. This results in appropriate separation distances, preserves light and privacy for neighbouring uses, and reinforces a transition in scale across the site.

Landscaping

The proposed development will include the implementation of landscape enclosures at the northern and southern ends of the building. These areas will be designed with decorative plants and shrubs, serving as both an aesthetic feature and a privacy screen for the residents of the building along Sixth Line.

To promote sustainability and encourage alternative transportation, dedicated visitor bicycle racks will be installed in front of the building along Sixth Line for convenient access.

Additionally, a well-designed walkway will connect the development to the existing sidewalk, ensuring convenient access to the north and south portions of the building and rear amenity area.

In order to maintain functionality and visual separation, wood screen fencing will be utilized to separate the loading areas from the landscape areas.

All street frontages are proposed to be landscaped with sodding, trees, and planting areas. Pedestrian walkways are proposed to connect from the public sidewalk to the unit entryways as well as the main lobby entrance.



Rendered view of the proposed development along Sixth Line

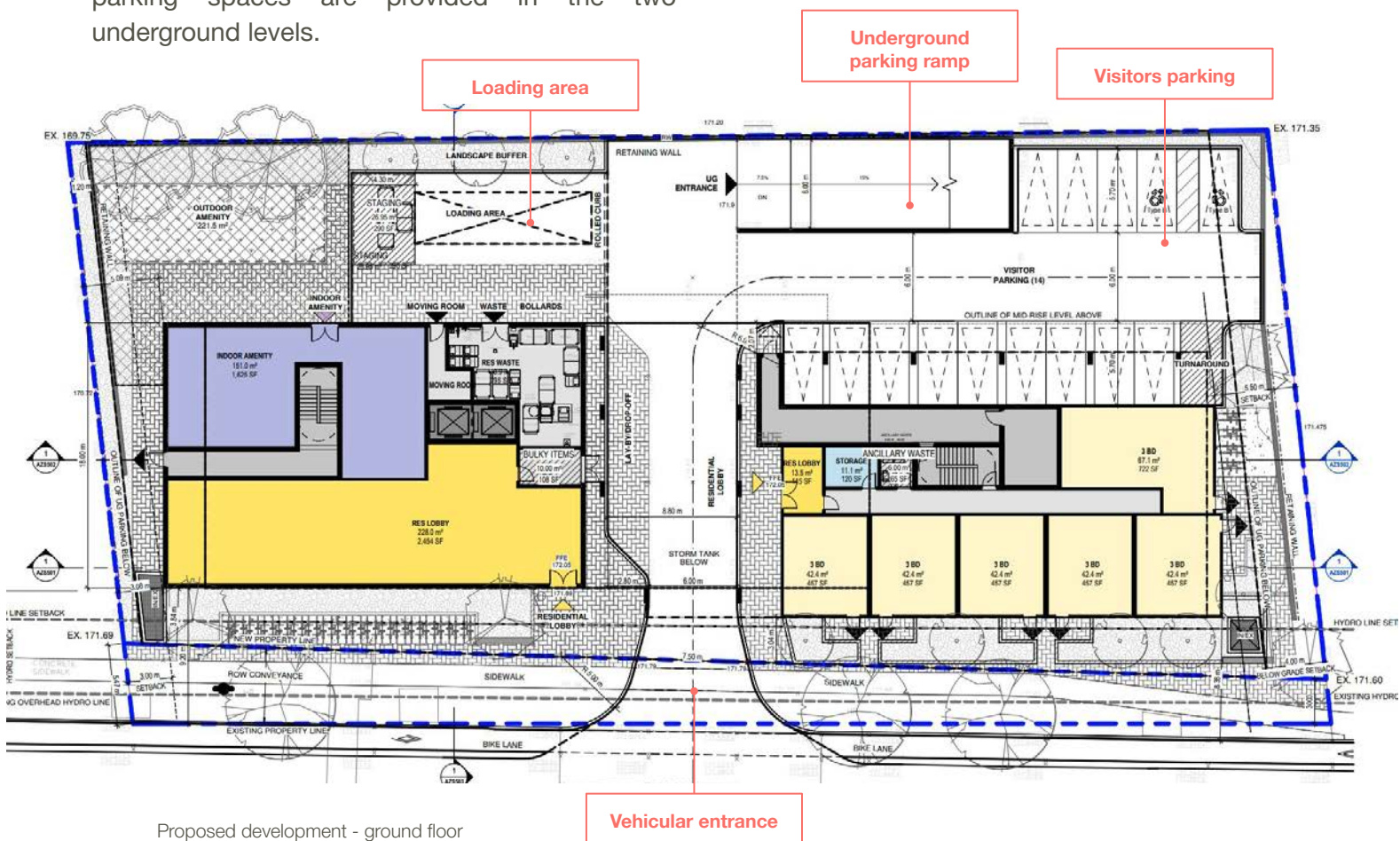
Access, Parking, and Loading

Vehicular access to the site is consolidated to one point of access, minimizing conflicts with pedestrians and cyclists by reducing curb cuts and preserving the continuity of the sidewalk and bike lane.

The internal circulation system is designed to accommodate safe vehicle maneuvering while maintaining clear sightlines and intuitive wayfinding. Parking is provided primarily below grade, significantly reducing the visual and functional impact of vehicles at-grade and allowing the ground level to be prioritized for better site design and active uses, landscaping, and pedestrian movement. 33 visitors parking spaces are provided at-grade at the rear of the site some underground and all 95 residential parking spaces are provided in the two underground levels.

Secure bicycle parking and bicycle maintenance facilities are also provided within the building, reinforcing active transportation objectives. 166 long term bicycle storage spaces are provided in the P1 level to reduce the travel and potential conflict between vehicles and cyclists. 42 short term bicycle parking spaces are located on the ground level, with 34 spaces being provided at the front by the residential lobby and 8 spaces located at the side of the building near the visitor parking area for increased visibility.

Loading, staging, and waste collection/storage are located within a dedicated service area that is physically and visually separated from primary residential entrances and the public realm. This separation ensures smooth building operations while minimizing noise and visual impacts, and conflicts with residents and visitors.



Amenity Space

A total of 659.6 square metres of amenity space is proposed, of which 329.9 square metres is located indoors and 329.7 square metres is located outdoors.

The exact programming of these spaces has not yet been determined and will be considered at the detailed design stage according to market conditions and in consultation with Planning staff.

At this stage, the proposed development provides a comprehensive amenity space allocation to provide future residents with areas of communal gathering and value-add to quality of life. These spaces are designed to accommodate a diverse range of potential activities, such as party rooms for social gatherings, lounge areas for working and studying, fitness centres, movie rooms, pet spas, outdoor BBQ patios, and rooftop terraces.

Communal amenity areas are proposed to serve the residents of the building and their visitors with both active and passive activities. The north and south areas of the site are designed to accommodate at-grade outdoor spaces of varying scale, with the north grade related outdoor amenity area adjacent to indoor amenity areas of the building, as is the 7th storey rooftop terrace and associated indoor amenity area. All outdoor amenity areas will feature decorative plants and shrubs, as well as appropriate screening measures for privacy and comfort.

In addition to shared amenity spaces, some residential units, primarily larger family-sized units, will also benefit from private outdoor terraces to further contribute to the livability of the building.



Examples of high quality amenity spaces

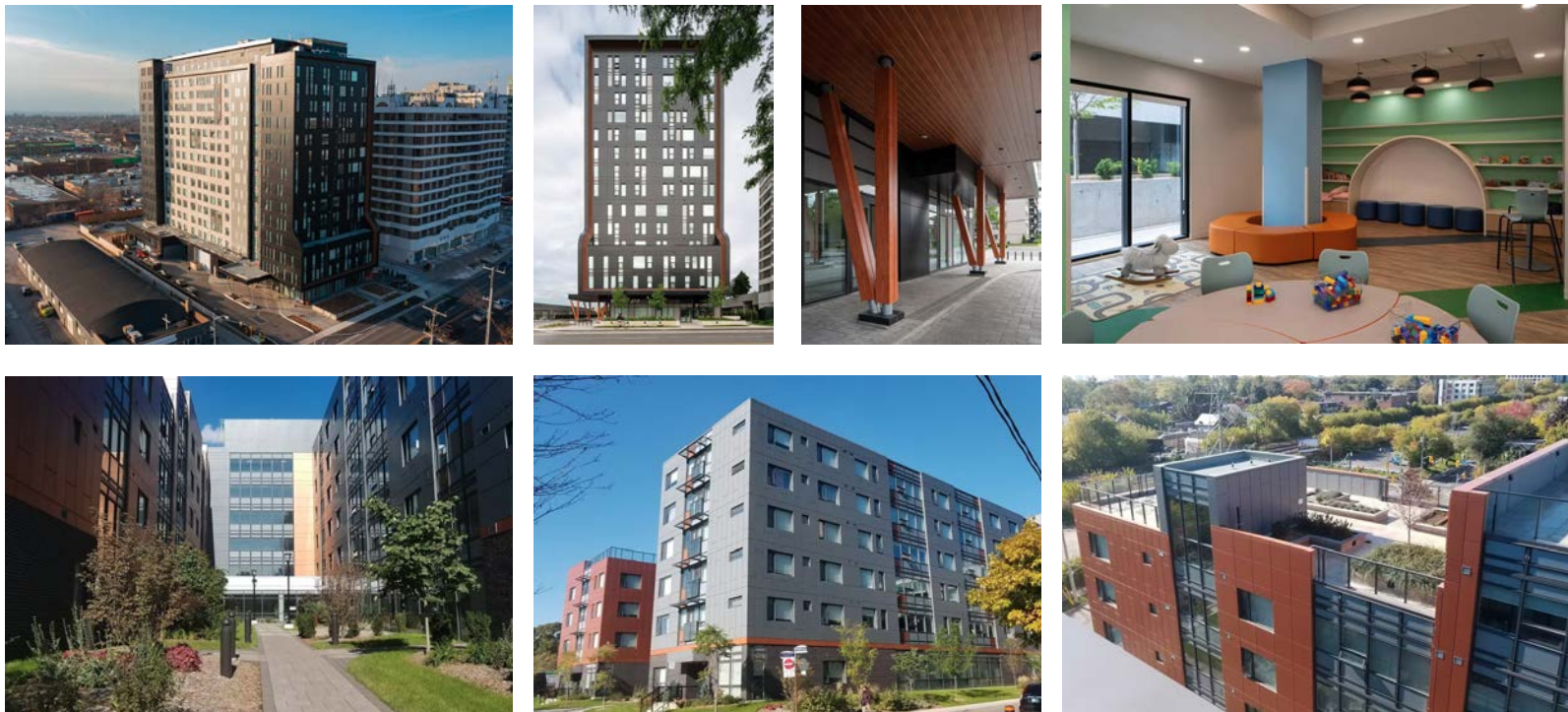
Affordable Housing

Since the onset of the development concept, the owner has been working closely with Region of Halton staff, including staff within the Human Services Planning & Program Support division to develop a potential partnership framework for the proposed development. The objective of the partnership between the owner and Halton Region’s Housing Services Division is to secure and create new Affordable and Supportive Housing options across the Region.

The owners coordinated site visits with Regional staff to existing constructed and operating Affordable Housing projects and provided additional background on project details to help determine the expected level of community impact and funding alignment.

Through several discussion, draft concepts have been developed to assess the number of total Affordable rental units proposed, unit mix breakdown, tenant rents, operating subsidies, capital contribution, agreement terms, client placement and support details, and other possible incentives to be explored further as the project advances. The details of the partnership will continue to be developed in tandem as part of the proposed development review process.

The focus being to build something impactful for community benefit, financial sustainability for long term and high quality Affordable Housing, and tailored to the vision of the proposed development.



Examples of recently completed Affordable Housing projects by Affordable Housing development partner - (top) Birchmount Green at 1236 Birchmount Road, Toronto; (bottom) Madison View Homes at 200 Madison Avenue, Toronto

2.3 PRE-CONSULTATION WITH CITY STAFF

A pre-consultation meeting was held on March 12, 2025 with staff from the Town development review departments, including Planning, Urban Design, Parks & Open Space, Development Engineering, and Transportation Services, as well as external commenting agencies.

A summary of comments is as follows:

- This is the third pre-consultation meeting for the redevelopment of the subject site, revising the proposed development from the initially considered 8 storey building.
- An Official Plan Amendment, Zoning By-law Amendment, and Public Information Meeting is required.
- Consider integrating the access ramp into the building’s design and explore opportunities to provide an outdoor amenity space on the ramp’s roof.
- Enhance the prominence of the building entrance with distinct architectural treatment and features that create strong visual cues for user orientation.
- Ensure and demonstrate sufficient space for exterior walkways to provide safe and barrier-free connections.
- Additional detailed design comments on architectural and site design will be provided at the site plan stage.
- The proposed site access should be aligned with the Kaitting Trail intersection to the west.
- The current zone is Future Development under Zoning By-law 2009-189. If the property is re-designated to be entirely within the Dundas Urban Core Area, the corresponding zone would be the Dundas Urban Core, where the maximum FSI is 2.5. A site specific regulation to permit an increase to the FAI would be required.
- Bicycle parking is required at a rate of 1.0 per dwelling, of which 0.25 is required to be for visitors.
- The proposed development is adjacent to Metrolinx’s proposed Dundas Bus Rapid Transit alignment (Dundas BRT).

Following the meeting and receipt of the checklist, the project team prepared the requisite submission items in consideration of the comments from Town staff and external agencies noted above, and those included in the pre-consultation checklist and preliminary comments document.

2.4 COMMUNITY ENGAGEMENT

The applicant-led Public Information Meeting was held on May 7, 2025 from 6:30pm-7:30pm through a virtual meeting (ZOOM). The meeting notice was circulated by mail to residents within an 240 metre radius of the subject site, as well as the interested parties, such as the Halton Conservation Authority, local conservation association, local historical society, utilities companies, school boards, First Nations groups, ward councillors, and area planner.

The meeting’s notice letter and presentation slides are provided in Appendix A and B of this report. A total of 18 participants were present, including members from the project team, ward councillor, and local residents.

The meeting started with introductions and proceeded to provide an overview of the project objectives, subject site, planning framework, proposed development, and planning process before opening the discussion for Q&A.

Questions and comments raised included those pertaining to:

- The history of the site, as there was a similar meeting held mid-2024 for an 8 storey building. Batory noted that the subject site is under new ownership and the site has been reassessed for potential development in consideration of the current planning landscape.
- Height and density are not seen as appropriate, especially given that nearby property owners have paid a premium for ravine lots. Townhouses are considered more appropriate. Batory advised the property is designated for residential development and growth. The proposed development will be reviewed against the applicable planning framework.
- Members of the community opposing the proposed development and asking the councillor to represent the community. The councillor confirmed that correspondence from members of the community highlighting concerns regarding the development have been received and that they will be working with Planning staff.
- An attendee from Munn’s United Church requested clarification on the side entrance, rear site operations, and whether there would be left turns out of the site. Batory provided an overview of the ground floor plan and confirmed that a TIS will be completed as part of the application submission package.
- Concerns regarding privacy and view obstruction. Batory noted that impact and mitigation measures are studied as part of the development proposal. The site is designated for intensification as it is along the future Dundas BRT and there are housing needs that need to be addressed.
- Potential infrastructure strain given pipeline of new developments in the area. Batory noted that North Oakville has an allocation program all developments have to enter into with the Region and the subject site is a priority area that has already been granted allocation. Civil and traffic engineers will be studying infrastructure service capacities.
- The potential impact on the childcare centre at the church. Batory advised that the developer is cognizant of the existing use and the design of the proposal will take into account impact mitigation through building design and landscaping.

- Clarity on whether the direction for increased density is coming from the Province or Town. Batory noted that the North Oakville Secondary Plan permits 8 storeys along the intensification corridor and up to 12 storeys where there is a stormwater management facility. The site is unique in that it has no immediate abutting neighbours and is therefore able to adequately mitigate impacts from through existing site separation distances. A sun/shadow study will be provided to confirm shadow impacts do not affect lower density properties in the area.
- School capacities. Batory noted that school boards are circulated on all development applications.
- Assurances that neighbourhood feedback will be addressed. Batory advised that the proposal is being reviewed through a detailed planning process. A pre-consultation meeting included preliminary comments from staff as well as a checklist of supporting materials required as part of a completed submission package. The PIM is part of the Town's planning process in addition to statutory requirements. Once the application is submitted, a report to Council will introduce the project and residents will have the opportunity to participate again. The review will continue and a recommendation report will be put forward to Council for a decision. There is also a separate timeline for additional approvals and construction, as well as market conditions.
- Consideration of additional planting as a mitigation measure. Batory noted that the Town has required a Landscape Plan and Tree Canopy Coverage Requirements.
- Councillor Nav asked if the development will be willing to come back with a different plan given the residents' comments received. Batory noted that they can take this request back to the developer but cannot guarantee all comments and feedback will be implemented. Councillor provided her email in the chat for residents' reference.
- The cost of the units. Batory noted that it is too early to tell.

Attendees were advised that the PIM is not a statutory meeting but one which the owner held at the direction of staff to introduce an anticipated application submission and to receive initial public feedback on the revised development proposal.

Attendees were made aware that once a formal application is received by Planning staff, it would be made available for public review and a statutory public meeting would take place with their comments being heard by Council in advance of a decision.

2.5 REQUIRED APPLICATIONS

As confirmed through discussions with Town staff, the proposed development requires planning applications to amend the Official Plan and Zoning By-law through a tailored site-specific draft Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA).

An Official Plan Amendment is necessary to re-designate the remaining portion of the subject site to the Dundas Urban Core Area designation and increase the maximum permitted height.

An amendment to Zoning By-law is required to rezone the subject site from the FD - Future Development Zone to DUD - Dundas Urban Core with site specific regulations to permit the increased height and FSI, in addition to tailoring a series of performance standards.

As outlined further in Section 4 of this Planning Rationale, the proposed Official Plan Amendment and Zoning By-law Amendment is consistent with the Provincial planning direction and framework, including the *Planning Act* and Provincial Planning Statement, as well as Regional and local planning policy.

A Site Plan Control Approval (SPA) application will be required at the detailed design stage. An SPA application will be submitted once the land use entitlements phase has advanced.

3.

PLANNING FRAMEWORK SUMMARY

3. PLANNING FRAMEWORK SUMMARY

3.1 PROVINCIAL POLICIES



Planning Act, R.S.O 1990, c. P.13

Section 2 of the *Planning Act* establishes matters of Provincial interest to which Council shall have regard in carrying out its responsibilities, including: the adequate provision and efficient use of infrastructure, the orderly development of safe and healthy communities; the adequate provision of a full range of housing, the promotion of development that is designed to be sustainable, to support public transit, and to be oriented to pedestrians; and the appropriate location of growth and development.

Bill 23: *More Homes Built Faster Act, 2022* and 2031 Municipal Housing Targets

On October 25, 2022 the Ontario Government introduced Bill 23, the *More Homes Built Faster Act 2022*, that proposes extensive changes to the planning and land development system in Ontario. On the same day Bill 23 was introduced, the Province issued a bulletin assigning housing targets to selected lower and single tier municipalities in Southern Ontario. The Province’s goal for the Bill is to facilitate the construction of 1.5 million new homes, of which 33,000 homes are targeted in Oakville by 2031.



Provincial Planning Statement, 2024

On April 10, 2024, the Ministry of Municipal Affairs and Housing introduced Bill 185, *Cutting Red Tape to Build More Homes Act, 2024* and released the Provincial Planning Statement in October 2024 to supplement the series of legislative changes to support Ontario’s Housing Supply Action Plan, which targets the construction of 1.5 million new homes in Ontario by 2031.

The new document effectively consolidates and replaces the Provincial Policy Statement, 2020, and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, and provides municipalities with a streamlined approach to build more homes. It focuses on facilitating continued growth within the Province through policies that will result in increasing intensification – particularly around transit investments, promoting a range and mix of housing options, providing infrastructure to support development, and making more land available for development.

3.2 2041 REGIONAL TRANSPORTATION PLAN

On March 8, 2018, Metrolinx adopted the 2041 Regional Transportation Plan (RTP) to build on the regional transportation foundations set by The Big Move, 2008. The 2041 RTP continues to respond to the region’s rapid growth and outlines a long term transportation framework for governments and agencies to build on an integrated and coordinated transportation system. The RTP seeks to ensure that land use and growth management complement a well-connected, reliable, and frequent transit and active transportation systems that provide seamless travel within and between municipal jurisdictions.

Chapter 3 sets the vision and goals, stating the following as Vision 2041:

“The GTHA will have a sustainable transportation system that is aligned with land use, and supports healthy and complete communities. The system will provide safe, convenient and reliable connections, and support a high quality of life, a prosperous and competitive economy, and a protected environment.”

To fulfil this vision, the RTP outlines three goals:

1. *Strong connections* – connecting people to places that make their lives better, such as homes, jobs, community services, parks and open spaces, recreation, and cultural activities.
2. *Complete travel experiences* – designing an easy, safe, accessible affordable and comfortable door-to-door travel experience that meets the diverse needs of travellers.
3. *Sustainable and healthy communities* – investing in transportation for today and for future generations by supporting land use intensification, climate resilience and a low-carbon footprint, while leveraging innovation.

These goals are supported by the implementation of five strategies, each of which include a number of priority actions:

Strategy 1 – *Complete the delivery of current regional transit projects.*

To sustain the momentum of The Big Move, Strategy 1 recommends completing regional transit projects that are now ‘In Delivery’ or ‘In Development’ while also modifying projects to reflect updated information in meeting the Province’s growth targets. It focuses on the GO Regional Express Rail (GO RER) to transform the existing GO rail system into the backbone of an integrated regional rapid transit network, connected to LRT, BRT, and subway systems.

Strategy 2 – *Connect more of the region with frequent rapid transit.*

This strategy is focused on extending the reach of frequent rapid transit and connecting various parts of the GTHA with a Frequent Rapid Transit Network to improve transit accessibility and move people more efficiently. This strategy aims to not only provide frequent transit service through the 15-minute all-day GO RER service, but also provide more reliable service through transit priority infrastructure such as transit priority corridors and transit signal priority, efficient transfers between routes for better integrated service, 24-hour transit network composed of strategic regional routes, and improved access to airports and the Region of Waterloo.

Strategy 3 – Optimize the transportation system.

Strategy 3 aims to make the best possible use of existing and future transportation assets by integrating fares and services, planning for seamless first and last mile transfers, improving the traveller experience, providing universal access, and using best practices for design excellence and transportation planning.

Strategy 4 – Integrate transportation and land use.

As part of The Big Move, more than \$30 billion in transit investment has been made to support efficient and sustainable growth. The RTP continues the effort to integrate land use planning and transit infrastructure through intensification and complete communities around transit, particularly through planning for Major Transit Station Areas (MTSAs), employment areas, the development of complete streets, and innovative approaches to parking and TDM.

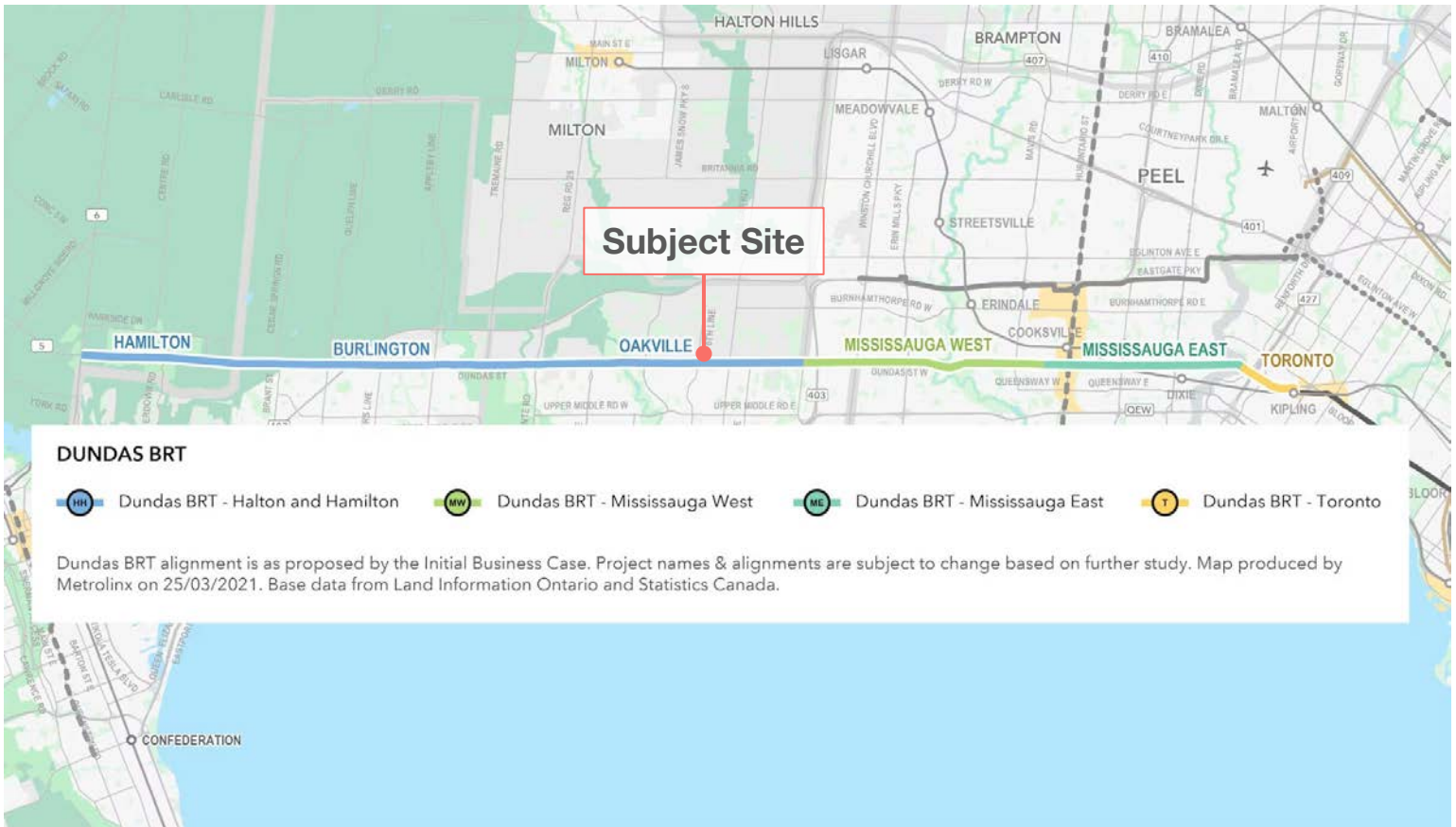
This strategy recognizes that sufficient land use density at and around stations is important to ensure significant two-way, all-day ridership on GO RER and prioritizes meeting density targets along transit corridors where frequent rapid transit are committed.

Mobility Hubs are also emphasized as key intersection points along the Frequent Rapid Transit Network with vital opportunity to maximize the benefits of transit investments. These hubs are intended to create important regional transit network connections and accommodate an intensive concentration of places to live, work, shop, or play.

The endeavor to create complete communities through intensification also supports overall active transportation design, including walking and cycling. The RTP recognizes that the investments to support active transportation are relatively small compared to those for rapid transit while their impact to congestion, healthy, and safety can be significant. A complete street approach that prioritizes walking and cycling includes measures to calm traffic, creating safe and convenient pedestrian linkages to transit, and improving bicycle amenities.

Strategy 5 – Prepare for an uncertain future.

This strategy acknowledges the limits to how planners can predict the future and considers a range of possible futures, emphasizing adaptive strategies that enable agility. It considers: the impact of technology and data; shifts caused by changing economical, political and environmental uncertainties; and, the need to reduce greenhouse gas emission and build for climate change resilience.



Propose Dundas BRT Alignment (Metrolinx, 2021)

Dundas Bus Rapid Transit (Dundas BRT)

Significant population growth is planned for areas north of the Dundas Corridor, an area which is currently underdeveloped. Demand for housing is anticipated to be significant in North Oakville (north of the Dundas Corridor), while employment growth along the Dundas Corridor will be modest in comparison to population growth.

The increase of vehicular congestion in Oakville and the wider Halton Region has substantial economic, environmental, and personal implications for residents, businesses, and employees. As such, a successful implementation of planned transit initiatives is essential for achieving the transportation goals outlined in the Town of Oakville and Halton Region Transportation Master Plans.

A crucial aspect of these plans is the integration of local and regional transit routes. Such integration is vital for supporting future growth, fostering a balanced community, and establishing a resilient transportation system.

One initiative in collaboration with the Town, Region, and Province (Metrolinx), is the Dundas BRT, which is a proposed 48 km transit infrastructure between Highway 6 (City of Hamilton) to Kipling Transit hub (City of Toronto). It is planned to support an integrated, multi-modal regional transportation system and aligns with Ontario’s Transportation Plan for the Greater Golden Horseshoe. The Dundas BRT is one of seven priority transit initiatives and will effectively and efficiently serve the residents of the region, anticipating approximately 30,000 riders per day.

3.3 REGION OF HALTON OFFICIAL PLAN

The Official Plan for the Regional Municipality of Halton (ROP) serves as the Region’s comprehensive planning document for land use planning, establishing an encompassing vision, goals, objectives, and policy directions. The ROP has seen several reviews and iterations since it was brought into force in 1995, the latest being that of the 2021 and 2022 amendments which sought to conform the ROP to updated Provincial plans and policies in accommodating the 2051 growth projections.

However, due to changes in the Provincial planning framework which were implemented as part of Bill 23, *More Homes Built Faster Act, 2022*, and Bill 185, *Cutting Red Tape to Build More Homes Act, 2024*, Halton Region has become an upper tier municipality without planning responsibilities as of July 1, 2024. As a result, the ROP has been deemed an official plan of the local municipalities, including the Town of Oakville. The ROP is therefore reviewed as a supplementary local official plan until such a time it is revoked and/or amended by the respective municipalities.

Part II sets the planning vision for the ROP:

Regional Council supports the concept of “sustainable development”, which meets the need of the present without compromising the ability of future generations to meet their own need... The overall goal is to enhance the quality of life for all people of Halton, today and into the future.

Map 1H Regional Structure designates the subject site as “Urban Area”, within a “Primary Regional Node” and “Regional Intensification Corridor in Regional Urban Boundary”, both of which are under the Strategic Growth Areas category. Map 3 Functional Plan of Major Transportation Facilities identifies Sixth Line as a “Minor Arterial” and Dundas Street as a “Major Arterial” and “Higher Order Transit Corridor”.

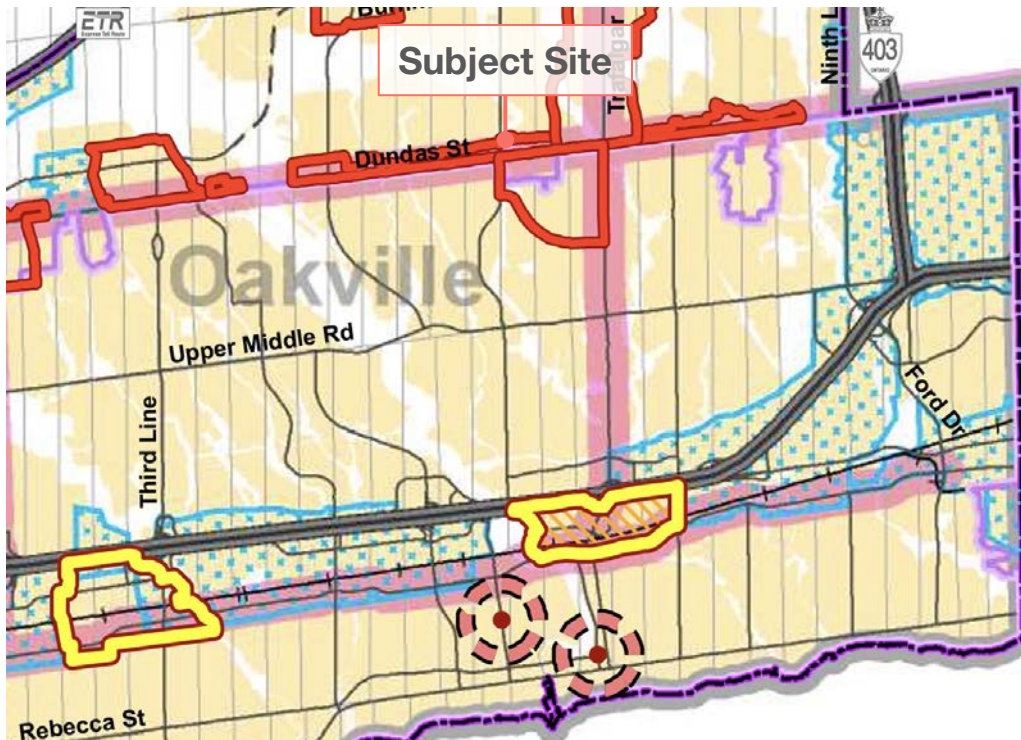
The subject site is proximate to the Uptown Core Primary Regional Node, which is located to the south of Dundas Street, and is defined by Dundas Street East to the north, Trafalgar Road to the east, Glenashton Drive to the south, and Sixth Line to the west.

Urban Areas are where urban services are provided to accommodate concentrations of existing and future development. This growth management strategy has been employed to ensure efficient use of land and infrastructure.

The ROP implements the Provincial population growth projections for the Town of Oakville accordingly:

- **2021:** 222,000
- **2041:** 313,460
- **2051:** 349,990

These are intended to be met through 19,400 new housing units by 2041 within the Built-Up Area, representing 45% of all new units. Table 2B outlines that the Dundas Urban Core, Oakville Primary Regional Node achieve a minimum density target of 160 residents and jobs combined per hectare.



- Urban Area
- Built Boundary
- Employment Area
- Regional Urban Boundary
- Commuter Rail Corridor
- Strategic Growth Areas**
- Urban Growth Centre
- Major Transit Station Area (MTSA)
- Primary Regional Nodes
- Secondary Regional Nodes
- Regional Intensification Corridor in Regional Urban Boundary
- Regional Intensification Corridor outside of Regional Urban Boundary

Former Region of Halton Official Plan Map 1H Regional Urban Structure



- Urban Growth Centre
- Major Transit Station Area
- Proposed Major Transit Station
- Airport
- Rail Line
- Major Road
- Lot and Concession Line
- Municipal Boundary
- Highway 413 & Northwest GTA Transmission Corridor**
- Corridor Protection Area
- Hamlet Area
- Urban Area
- Higher Order Transit Corridor
- Commuter Rail Corridor
- Priority Transit Corridor
- Regional Urban Boundary
- HPBATS Corridor Protection Area
- Provincial Highway
- Major Arterial
- Multi-Purpose Arterial
- Minor Arterial
- Provincial Freeway
- Proposed Major Arterial

Former Region of Halton Official Plan Map 3 Functional Plan of Major Transportation Facilities

Urban Area

Policy 72 of the ROP establishes that the goal of the Urban Area and the Regional Urban Structure is to manage growth in a manner that fosters complete communities, enhances mobility across Halton, addresses climate change, and improves housing affordability, sustainability and economic prosperity.

Policy 72.1 sets out the objectives of the Urban Area which include:

- (1) To accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently;
- (2) To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy;
- (3) To provide a range of identifiable, inter-connected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure;
- (4) To ensure that growth takes place commensurately both within and outside the Built Boundary;
- (5) To establish a rate and phasing of growth that ensures the logical and orderly progression of development, supports sustainable and cost-effective growth, encourages complete communities, and is consistent with the policies of this Plan;

- (6) To identify a Regional Urban Structure that directs growth to Strategic Growth Areas and protects Regional Employment Areas;
- (7) To plan and invest for a balance of jobs and housing in communities across the Region to reduce the need for long distance commuting and to increase the modal share for transit and active transportation; and,
- (9) To facilitate and promote intensification and increased densities.

Policy 78 states that within the Urban Area, the Regional Urban Structure, as shown on Map 1H, implements Halton's planning vision and growth management strategy to ensure efficient use of land and infrastructure while supporting transit, and the long-term protection of lands for employment uses.

The Regional Urban Structure consists of the following structural components:

- (1) Strategic Growth Areas;
- (2) Regional Employment Areas;
- (3) Built-Up Areas; and,
- (4) Designated Greenfield Areas.

The objectives of the Regional Urban Structure are listed in Policy 78.1, and include providing structure and hierarchy in which to direct growth, focusing a significant proportion of population and certain types of employment growth within Strategic Growth Areas, providing increase opportunities for development of Affordable Housing, particularly within Strategic Growth Areas, and supporting complete communities and the achievement of the minimum intensification and density targets of the ROP, as well as reducing dependence on automobiles while promoting existing and planning transit and active transportation system.

Strategic Growth Areas

Policy 79 directs Strategic Growth Areas to support higher densities than the surrounding areas to support transit and active transportation, creating a vibrant, diverse, and pedestrian oriented urban environment while providing appropriate transition to adjacent areas.

As part of Strategic Growth Areas, Primary and Secondary Regional Nodes are planned to have a concentration of residential and employment uses with development densities and patterns supportive of active transportation and public transit (Policy 79.1 (3)). Similarly, Regional Intensification Corridors are planned to support achieving residential and employment densities to ensure the viability of existing and planned transit infrastructure and service (Policy 79.1 (4)).

Regional Nodes

The objectives of the Regional Nodes is to recognize Strategic Growth Areas in the Region which are an integral component of the Regional Urban Structure, and are historic downtown areas, or contain or are planned for a concentration of public service facilities (i.e. hospitals, universities) and/or transit-supportive, high density uses; leverage infrastructure investments and development of public service facilities to support forecasted growth; and, provide a range and mix of transit supportive uses that support the area in a pedestrian oriented urban environment (Policies 82. (1)-(3)).

Policy 82.1 (1) f) lists Dundas Urban Core, Oakville as a Primary Regional Node, where transit supportive high density mix use development is planned to be accommodated.

Policies 82.2 (1) and (3) direct development with higher densities and mixed uses to Regional Nodes based on the level of existing and planned

transit service, and requires Local Municipalities to plan to achieve the minimum density target for Primary Regional Nodes.

Regional Intensification Corridors

The objectives of the Regional Intensification Corridors is to recognize Strategic Growth Areas in the Region which are an integral component of the Regional Urban Structure, and service an existing or planned higher order transit function, connecting other elements of the Regional Urban Structure, and accommodating higher density mixed use development; achieve increased residential and employment densities in order to ensure the viability of existing and planned transit infrastructure and service; and achieve a mix of residential, office, institutional and commercial development (Policies 83.3 (1)-(3)).

Policy 83.4 (2) lists Dundas Corridor, Burlington/Oakville as a Regional Intensification Corridor.

It is the policy of the Region to:

- (1) Direct development with higher densities and mixed uses to Regional Intensification Corridors in accordance with the hierarchy identified in Section 792 of this Plan, and based on the level of existing and planned transit service.
- (2) Encourage the Local Municipalities to:
 - (a) Identify the Regional Intensification Corridors in their official plans;
 - (b) Develop detailed policies or Area Specific Plans that support accommodating growth at a scale appropriate for their context and existing and planned transit service;

Housing

With respect to housing, the ROP sets a goal of supplying the people of Halton with an adequate mix and variety of housing to satisfy differing physical, social, and economic needs (Policy 84).

Policy 85 lists the objective of housing as:

- (1) To establish housing targets by type and appropriate density for the Local Municipalities and the Region as a whole.
- (2) To explore and implement new approaches to reduce residential land and construction costs and to effect an adequate supply of Affordable Housing.
- (3) To coordinate, improve upon, and expedite the development approval process so as to reduce the overall cost of housing.
- (4) To make more efficient use of existing developed lands, housing stock and available services to increase the supply of housing while maintaining the physical character of existing neighbourhoods.
- (5) To meet housing needs through the provision of Assisted Housing, Affordable Housing and Special Needs Housing in Halton.

Policy 86 (6) states it is the policy of the Region to adopt the following housing targets:

- a) that the per cent of new housing units produced annually in Halton in the form of townhouses or multi-storey buildings be at least 65 per cent to 2031 and at least 75 per cent each year thereafter; and
- b) that at least 30 per cent of new housing units produced annually in Halton be Affordable or Assisted Housing.

Healthy Communities

The ROP provides subsections relating to components of a healthy community to achieve a high quality environment for this and future generations.

Regarding Air and the Ambiance, the ROP sets objectives to improve air quality and address the impact of climate change; support urban forms that will reduce long distance trip-making and the use of the private automobile; and promote trips made by active transportation and public transit over other modes of transportation (Policies 142. (2), (5), (6), and 143. (4)).

Transportation

The goal for transportation is to provide a safe, convenient, accessible, affordable and efficient transportation system in Halton, while minimizing the impact on the environment and promoting energy efficiency (Policy 171).

Policy 172 noted the following objectives:

- (2) To develop a balanced transportation system that:
 - (a) reduces dependency on automobile use;
 - (b) includes a safe, convenient, accessible, affordable and efficient public transit system that is competitive with the private automobile; and
 - (c) Promotes active transportation.
- (9) To ensure development is designed to support active transportation and public transit.
- (10) To promote land use patterns and densities that foster strong live-work relationships and can be easily and effectively served by public transit and active transportation.

3.4 TOWN OF OAKVILLE OFFICIAL PLAN

The Livable Oakville Plan (2009) (the “OP”) was adopted by the Town of Oakville on June 22, 2009 and approved by the Region of Halton on November 30, 2009. Its current iteration incorporates amendments up to April 22, 2025. Livable Oakville establishes the desired land use patterns for lands within the Town of Oakville. It coordinates land use and infrastructure requirements to ensure that the anticipated growth can be accommodated throughout the municipality, and establishes the policy framework for decision making to provide certainty in the planning process.

As mandated by the *Planning Act*, the OP sets objectives and policies to guide how the City will grow and develop. The goals and policies of the current OP are provided to plan for the 2031 population and growth forecasts and provide the basis for various facets of city building, including land use and urban design, transportation, housing, culture and heritage, the environment, and the economy.

The OP designates the subject site as “Nodes and Corridors” and “Residential Areas” in Schedule A1 Urban Structure. Sixth Line is identified as a “Minor Arterial” and Dundas Street East as a “Major Arterial” and “Busway Corridor” on Schedule C Transportation Plan.

The review of the OP will be scoped to that of the Urban Structure policies and general policy objectives relating to Urban Design, Transportation, and Sustainability, as the OP defers land use and more specific policy directions for North Oakville, including the subject site, to the North Oakville Secondary Plans (refer to Section 3.5 of this report).

Part B of the Plan provides Guiding Principles to create a livable community. Section 2.2.1 speaks to preserving and creating a livable community in order to: preserve, enhance, and protect the distinct character, cultural heritage, living environment and sense of community of neighbourhoods.

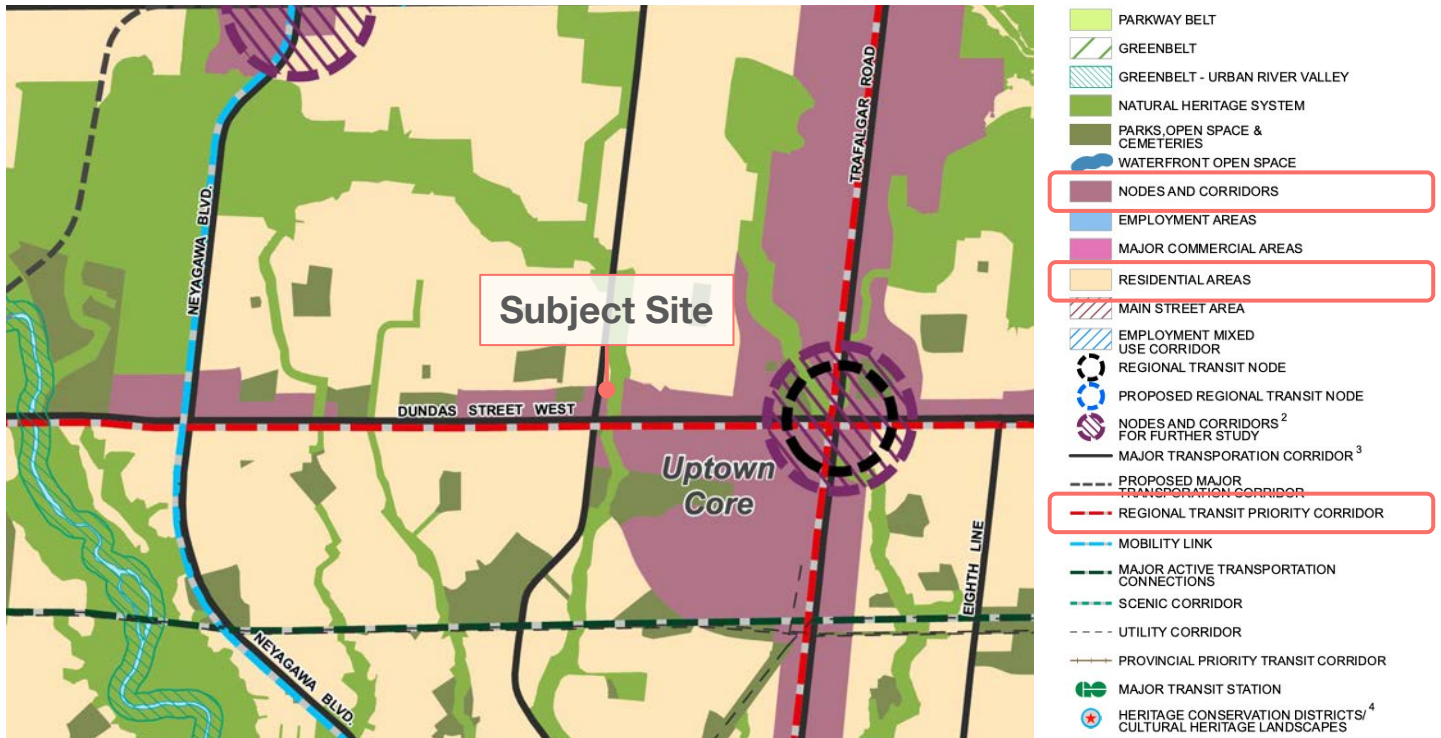
Section 2.2.2 details the objective of providing choice throughout the Town in order to:

- a. enable the availability and accessibility of a wide range of housing, jobs and community resources to meet the diverse needs of the community throughout all stages in life;
- c. foster the Town’s sense of place through excellence in building and community design.

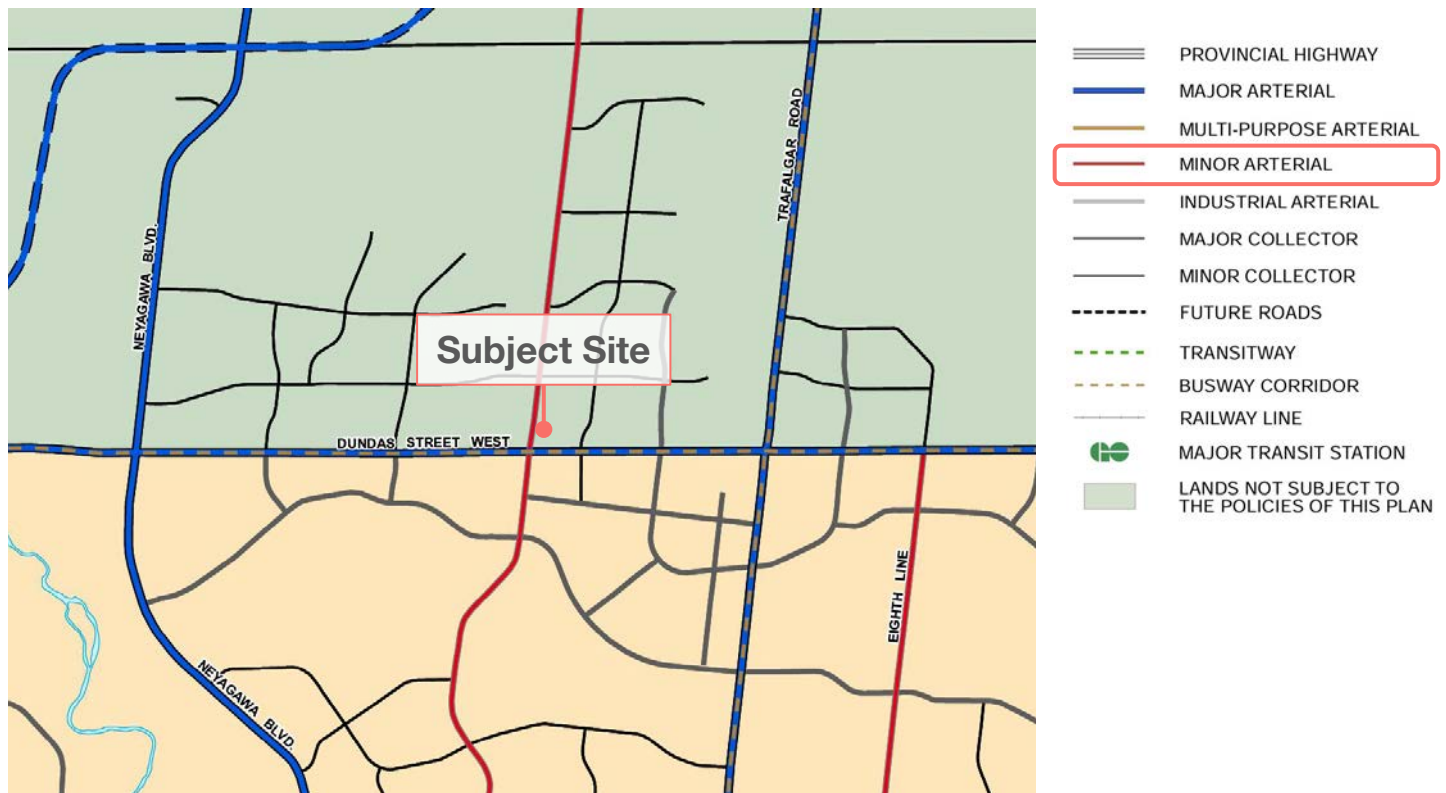
Urban Structure and Growth Management

The OP provides an Urban Structure framework and associated policies to delegate where and how the Town will grow, ultimately guiding its character and form. It sets a comprehensive foundation for land use designations and takes into account environmental features, transportation and utility corridors, the open space network, growth nodes and corridors, employment areas, residential areas, and cultural heritage resources.

Policy 3.7 describes Nodes and Corridors, such as the Dundas Urban Core Area in the North Oakville East Secondary Plan, as strategic growth areas that function as focus areas for mixed use development and intensification. They are interchangeably referred to as ‘intensification areas’ and ‘intensification corridors’ in the OP.



Town of Oakville Official Plan Schedule A1 Urban Structure excerpt



Town of Oakville Official Plan Schedule C Transportation Plan excerpt

Policy 3.10 notes that Residential Areas include low, medium, and high density residential uses as well as residential supportive uses, such as schools, places of worship, and recreational and commercial uses.

Dundas Street East is identified as a Major Transportation Corridor and Regional Transit Priority Corridor. Sixth Line is also identified as a Major Transportation Corridor. Policies 3.12 and 3.13 describe the function of these elements of the urban structure as ‘mobility-as-a-service’, where connectivity is planned by delivering a full range of multi-modal facilities and supported by transit oriented development.

Section 4 highlights applicable Provincial growth forecasts, to which local municipalities are directed to plan for and accommodate. There is a general Provincial shift to more compact urban form and intensification within the built-up areas.

The current iteration of the OP plans for growth management based on the 2031 growth forecasts, including a population of 255,000. This represents a 41,241 population increase since the 2021 census (213,759 population count; Statistics Canada, 2021 Census of Population).

Population growth in the Town is intended to be primarily accommodated through intensification within Growth Areas, with 14,390 new residential units targeted to be built within the Built Boundary to achieve intensification targets (Policies 4.1 and 4.4).

Urban Design Policies

Section 6 of the OP discusses the importance of good urban design in creating vibrant and livable places that contribute to a sense of identity. To achieve a high standard of urban design and architectural quality, the Town provides policies to guide development.

General urban design objectives are provided in Policy 6.1.1, providing for:

- a. Diversity, comfort, safety and compatibility with the existing community;
- b. Attractive, barrier free, and safe public spaces, such as streetscapes, gateways, vistas, and open spaces;
- c. Innovative and diverse urban form and excellence in architectural design.
- d. The creation of distinctive places and locales, including Midtown Oakville, the other Growth Areas and high profile locations such as gateways to the Town.

Policy 6.4.2 details how new development should contribute to the creation of a cohesive streetscape through:

- a. Placing the principal building entrances towards the street and where applicable, towards corner intersections;
- b. Framing the street and creating a sense of enclosure;
- c. Providing variation in facade articulation and details;
- e. Incorporating sustainable design elements, such as trees, plantings, furnishings, lighting, etc.;
- f. Coordinating improvements in building setback areas to create transitions from the public to private realms; and,
- g. Improving the visibility and prominence of and access to unique natural, heritage, and built features.

Policy 6.9 addresses built form, noting:

6.9.1 Buildings should be designed to create a sense of identity through massing, form, placement, orientation, scale, architectural features, landscaping, and signage.

6.9.2 Building design be compatible with the existing and planned surrounding context and undertaken in a creative manner.

6.9.3 To achieve compatibility between different land uses, development shall be designed to accommodate an appropriate transition through landscape buffering, spatial separation, and compatible built form.

6.9.4 In Growth Areas and along intensification corridors, buildings should incorporate distinctive architecture, contribute to a sense of identity and be positioned on and oriented towards the street frontage(s) to provide interest and comfort at the ground level for pedestrians.

6.9.5 Buildings should present active and visually permeable facades to all adjacent streets, urban squares, and amenity spaces through the use of windows, entry features, and human-scaled elements.

6.9.6 Main principal entrances to buildings should be oriented to the public sidewalk, on-street parking and transit facilities for direct and convenient access for pedestrians.

6.9.7 Development should be designed with variation in building mass, facade treatment, and articulation to avoid sameness.

6.9.9 New development shall ensure that proposed building heights and form are compatible with adjacent existing development by employing an appropriate transition of height and form from new to existing development; which

may include setbacks, facade step backs or terracing in order to reduce adverse impacts on adjacent properties and/or the public realm.

6.9.10 Continuous streetwalls of identical building height are discouraged. Variety in rooflines should be created through subtle variations in roof form and height.

6.9.11 Where appropriate, the first storey of a building shall have a greater floor to ceiling height to accommodate a range of non-residential uses.

6.9.12 New development should be fully accessible by incorporating universal design principles to ensure barrier-free pedestrian circulation.

6.9.13 Rooftop mechanical equipment shall not be visible from view from the public realm.

6.9.14 Outdoor amenity areas on buildings should incorporate setbacks and screening elements to ensure compatibility with the local context.

A frequent term used in the OP is “*compatible*”, which is defined in the Glossary (Section 29.5) as “*the development or redevelopment of uses which may or may not necessarily be the same as, or similar to, the existing development, but can coexist with the surrounding area without unacceptable adverse impact.*”

Policies in Section 6.10 pertain to landscaping and provide the general direction of utilizing landscaping treatments to enhance the visual appeal and pedestrian environment (Policy 6.10.1), provide tree canopy and integrate a mix of native plant species (Policy 6.10.2), consider weather protection (Policy 6.10.3), complement and enhance the existing natural landscape (Policies 6.10.4 and 6.10.5).

Policies 6.11.1 and 6.11.2 notes that pedestrian walkways should be barrier-free and that developments should incorporate safe and direct access and circulation routes to and through the site to connect pedestrian to principal entrances, amenity areas, parking areas, public sidewalks and transit facilities, and adjacent development, where appropriate.

To promote safety and signify priority for pedestrians over driving surfaces, walkways should be provided as continuous routes across driveway entrances and drive aisles (Policy 6.11.5). Developments should incorporate safe and direct vehicular access and circulation routes to minimize disruption of the public sidewalk and maximize areas available for landscaping, including consolidated driveway accesses, defined internal driving aisles to direct traffic, establish on-site circulation, and frame parking areas (Policies 6.12.1 and 6.12.2).

Parking and servicing/loading areas should be located and oriented to be separated by a combination of built form, landscaping, and pedestrian facilities to not negatively impact the streetscape and public realm while providing safe access to pedestrians through the on-site pedestrian linkages (Policies 6.13.1, 6.13.2, 6.13.5, 6.16.1). Notwithstanding, barrier free parking spaces should be located in close proximity to principal building entrances (Policy 6.13.3)

Policy 6.16.2 further details the design considerations for servicing areas, noting the visual and noise effects of activities associated with service and loading areas on the surrounding environment should be minimized by locating such areas behind buildings, erecting noise walls and fences, and screening with tree and shrub plantings.

Transportation Policies

Section 8 of the OP provides direction to provide a safe, efficient, and integrated transportation system,

The Town's transit investment and infrastructure will be supported through the requirement of transit-supportive urban design, including improvements to pedestrian and cycling facilities for better access to public transit services and transit stations within a walking distance of generally no more than 400 metres (Policies 8.9.5 and 8.9.6).

Policy 8.10.1 recognizes walking and cycling as alternate modes of transportation that can play a positive role in improving mobility and quality of life as part of a balanced transportation system. In new developments, sidewalks should be required on both sides of all roads (Policy 8.10.7).

Section 8.12 speaks directly to the integration of land use and transportation. Policy 8.12.1 mandates that the Town will coordinate land use and transportation planning to maximize the efficient use of land. Policy 8.12.2 provides specific direction to facilitate the development of transit supportive urban structure, including transit supportive densities, that are commensurate with the type and frequency of transit service planned for the area and/or corridor.

Sustainability Policies

Section 10.4.1 promotes and encourages development which minimizes energy consumption, taking into consideration when evaluating planning application: compact urban form, encouraging mixed use development, appropriate planting, promotion of transit and active modes of transportation, and other design eliminates that reduce energy consumption.

3.5 NORTH OAKVILLE EAST SECONDARY PLAN

The North Oakville Secondary Plans Review are part of the Town’s 2006 Official Plan and consists the North Oakville East and West Secondary Plans. The secondary plans provide a framework for higher density urban development to accommodate about 55,000 people and 35,000 jobs through efficient use of existing land, flexible transportation options, and protection of the natural heritage and open space system.

The subject site is within the NOESP and split designated “Dundas Street Urban Core Area” and “Neighbourhood Centre Area” in the North Oakville Master Plan. It is similarly designated “Dundas Urban Core Area” and “Neighbourhood Area” in Figure NOW 2 & NOE 2 Land Use Plan.

Section 7.2.2 of the NOESP describes the vision for the planning area as follows:

The development of North Oakville aims to balance its historical roots and small-town heritage with a forward-looking approach. The community is designed to reflect Oakville’s distinct landscape, incorporating nodal development, prestigious industries, and green linkages. It seeks to be a model of smart growth and social diversity, enhancing the town’s reputation for excellence and bridging the past, present, and future. The design follows the Transect system, ranging from rural to urban conditions, allowing for a variety of neighborhoods and employment opportunities. The community will prioritize pedestrian orientation and offer a range of housing options, from executive homes to high-rise apartments.

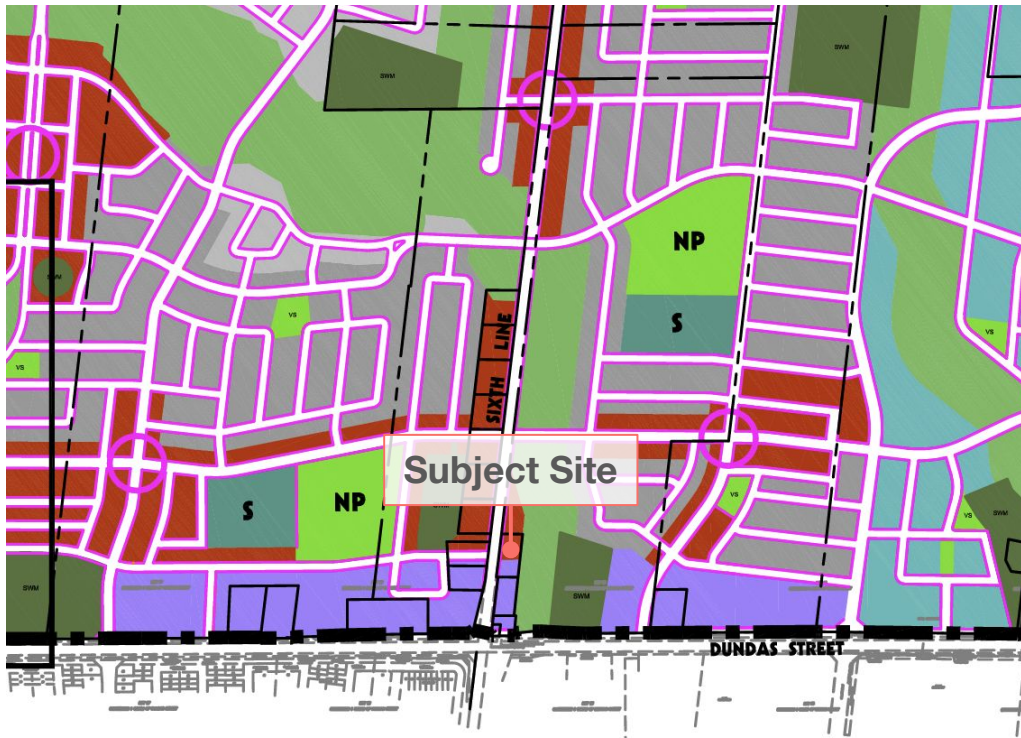
The character of North Oakville East area is planned to be shaped by the natural heritage and open space system, ensuring environmental protection and providing a balance between active and passive recreation. This system will create distinct neighborhoods known for their walkable streets and central nodes, which will serve as meeting places and may house essential services.

The community will have a well-connected transit network, offering alternative travel options within North Oakville and connections to the wider town, region, and Greater Golden Horseshoe.

Residential Objectives

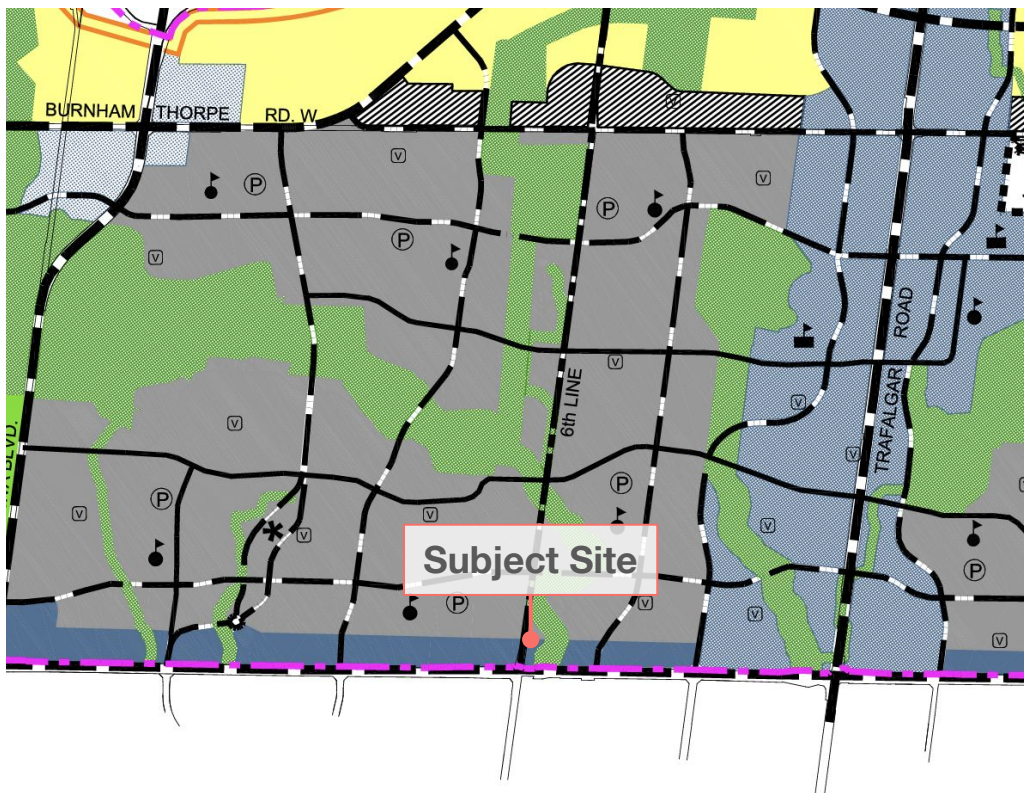
Section 7.2.3.2 of the North Oakville East Secondary Plan provides the visions related to residential developments within the North Oakville East area. Relevant sections includes:

- a) To create residential communities which complement the existing built form elements that are intended to remain within the community, and incorporate the best community planning and urban design practices available while protecting, enhancing and integrating the area’s natural heritage component of the natural heritage and open space system.
- b) To establish overall development densities that equal or exceed the density established by the Halton Urban Structure Plan and which are commensurate with the type and frequency of transit service planned for the area.
- c) To reflect the land use objectives as set out within the Halton Urban Structure Plan (April 1994).



- SECONDARY PLAN AREA BOUNDARY
- OAKVILLE / MILTON MUNICIPAL BOUNDARY
- TRANSITWAY
- DUNDAS STREET URBAN CORE AREA
- NEYAGAWA BLVD. URBAN CORE AREA
- TRAFALGAR ROAD URBAN CORE AREA
- TRANSITIONAL AREA
- EMPLOYMENT AREA
- NATURAL HERITAGE SYSTEM AREA
- INSTITUTIONAL AREA
- STORMWATER MANAGEMENT FACILITY
- COMMUNITY PARK AREA
- NEIGHBOURHOOD PARK AREA
- VILLAGE SQUARE/URBAN SQUARE
- ELEMENTARY SCHOOL SITE
- SECONDARY SCHOOL SITE
- JOSHUA CREEK FLOODPLAIN AREA
- UTILITY CORRIDOR
- NEIGHBOURHOOD ACTIVITY NODE
- CEMETERY AREA
- NEIGHBOURHOOD CENTRE AREA
- GENERAL URBAN AREA
- SUB URBAN AREA
- HD HIGH DENSITY RESIDENTIAL AREA
- * POLICY REFERENCE - SEE POLICY SECTION 7.4.7.2

North Oakville Master Plan Appendix 7.3 excerpt



- SECONDARY PLAN AREA BOUNDARY
- MILTON/OAKVILLE MUNICIPAL BOUNDARY
- PROVINCIAL FREEWAY
- MAJOR ARTERIAL/TRANSIT CORRIDOR
- MINOR ARTERIAL/TRANSIT CORRIDOR
- AVENUE/TRANSIT CORRIDOR
- CONNECTOR/TRANSIT CORRIDOR
- TRANSITWAY
- UNDERLYING LAND USE NOT DETERMINED subject to Section 7.4.7.1(b)(i)
- VILLAGE SQUARE
- UTILITY CORRIDOR
- DUNDAS URBAN CORE AREA
- NEYAGAWA URBAN CORE AREA
- SPECIAL STUDY AREA
- TRAFALGAR URBAN CORE AREA
- TRANSITIONAL AREA
- EMPLOYMENT DISTRICT
- NATURAL HERITAGE SYSTEM AREA
- *** HEALTH ORIENTED MIXED USE NODE
- ** SUBJECT TO SECTIONS 7.4.7.3c viii & 7.4.14.3 d)
- * POLICY REFERENCE SEE POLICY SECTION 7.4.7.2
- COMMUNITY PARK AREA
- CEMETERY AREA
- INSTITUTIONAL AREA
- ELEMENTARY SCHOOL SITE
- SECONDARY SCHOOL SITE
- NEIGHBOURHOOD PARK AREA
- NEIGHBOURHOOD AREA
- AREA STILL UNDER APPEAL
- JOSHUA CREEK COMMUNITY PARK AREA
- JOSHUA CREEK FLOODPLAIN AREA subject to Sections 7.4.13.1 & 7.6.17

North Oakville Secondary Plan Figure NOW 2 & NOE 2 Land Use Plan excerpt

- d) To minimize travel time, traffic, greenhouse gases, servicing costs and energy costs through a variety of mechanisms, and particularly by providing an efficient land use arrangement and a mix of housing forms and tenures.
- f) To create varied and distinguishable residential neighbourhoods which provide a strong, identifiable sense of place for the residents.
- g) To provide for a variety of residential densities and unit types throughout the planning area, responding to the varied needs of the future population, while directing the highest densities and intensity of use to the Trafalgar Road Corridor in support of a broad range of services including high frequency transit, shopping, personal services and community facilities.

Urban Design Objectives

Further, Section 7.2.3.4 outlines the visions of the Secondary Plan with regards to Urban Design. It comprises of the follow:

- a) To provide integrated community design that coordinates land use, the natural heritage and open space system, the street network and built form to reinforce the community vision.
- c) To create an urban fabric characterized by a connected street system that is responsive to the natural heritage and open space system and existing land uses.
- d) To promote building design variety that promotes an active, safe pedestrian realm within the streetscape.
- e) To design street sections that promote a sense of scale and provide for pedestrian comfort.

- f) To promote building forms that address the street and minimize the impact of garages and service areas on the streetscape.
- j) To promote a variety of housing with diverse architecture.

Transportation Objectives

Section 7.2.3.5 discusses the vision for transportation for the North Oakville East area.

- a) To create a system of roads and transportation corridors which promotes the safe, efficient circulation of traffic including transit and non-vehicular traffic.
- b) To establish an efficient and linked, safe pedestrian movement system (cycleways and walkways) along with an appropriate distribution of land uses so that residents do not need to rely on the automobile to meet the recreational, shopping and commuter needs of daily life.
- c) To establish a transportation system that complements and supports the existing and future urban structure and land use pattern.
- d) To promote transit opportunities through community design, including a “transit first” policy to ensure that development including the phasing of development, proceeds in a manner which will be supportive of the early provision of transit services.
- f) To plan residential development and its road network so that residents are predominantly within a 400 metre walking distance of transit services.
- g) To promote both local and higher order transit opportunities through land use arrangements, building orientation and streetscape design.

Community Structure

Section 7.3.1 of the NOESP establishes a range of components which define the general arrangement of land use and activity for the Planning Area. It notes each component of the Community Structure Plan has its own function which is described in the following sections, together with the ultimate population, housing and employment targets.

The subject site is split designated Urban Core and Neighbourhood Centre. Under Section 7.3.2 of the NOESP, the Urban Core designations reflect the most urban part of the North Oakville East Plan Area.

These areas provide for the densest development and the highest order activities including a full range of residential, retail and service commercial, entertainment, cultural, business and institutional uses. Mixed use development is encouraged. Ultimately it is intended that Urban Core lands will become true mixed use urban areas. The primary focus of this development is along Trafalgar Road, with the north side of Dundas St. and the intersection of Neyagawa Boulevard and Burnhamthorpe Road having an important, but more secondary role.

Neighbourhood Centres are described in Section 7.3.3 as predominantly residential in character, with a range of uses. These uses will be permitted throughout the area but will be focused at a central activity node for the neighbourhood. Neighbourhood Centres have denser development than other parts of the neighbourhood but are predominantly ground related, and, in addition to residential development, will include a range of convenience and service commercial, civic, institutional and live-work functions in buildings at a scale and with a design appropriate to the area.

Population/Housing Targets

Section 7.3.6.1 provides directives for population growth within the secondary plan area. It states: The North Oakville East Planning Area capacity or ultimate population target is a population of between 45,000 and 55,000 at an overall density that equals or exceeds the requirements of the Halton Urban Structure Plan of 30 units per hectare on a net basis. The achievement of these targets will be reviewed every five years and monitored on an annual basis.

The housing unit mix for the ultimate development of North Oakville East is outlined by density type and target ranges in Section 7.3.6.2 a) as follows:

	Low	High
Low Density	55%	45%
Medium Density	25%	20%
High Density	20%	35%

Further to the housing mix by density, Policies 7.3.6.2 b) and 7.3.6.3 encourage a balance between rental and ownership housing, and the development of assisted, affordable, and special needs housing.

Sustainable Development Strategy

Section 7.4 relates to the Town’s commitment to the principles of sustainable development. The Sustainable Development Strategy focuses on preserving and enhancing air, water, ecological features and functions, energy, resources, and heritage resources.

Development form should reduce the consumption of energy, land, and other non-renewable resources; minimize the waste of materials, water, and other limited resources, create livable, healthy, and productive environments; and, reduce greenhouse gases (Policy 7.4.2 a)-d)).

Policy 7.4.3 a) iii) considers the influence of land use and transportation strategies on air quality and encourages increased density near transit stops/stations and along transit routes commensurate with the type and frequency of transit service planned for that area and/or corridor. Policy 7.4.3 a) iv) directs for the provision of pedestrian and bicycle facilities.

Policy 7.4.4 a) provides directive for the Town’s review process, permitting the advancement of a development that incorporates three or more matters set out in 7.4.4 b) i) and ii) as soon as servicing is made available:

i) Implement efficient and effective methods of providing energy through:

- 1) The incorporation of alternative energy systems including the use of renewable energy resources and/or district energy facilities; and/or,
- 2) Minimizing energy needs and flat-lining the energy profile of the design of the neighbourhood or development.

ii) Increase energy efficiency and minimize environmental impacts in building design through approaches including or similar to some or all of the following:

- 1) Utilizing the standard for residential construction at a minimum of R-2000 and for commercial buildings, similar commercial construction standards such as LEED or other published standards;
- 2) Incorporating opportunities for efficiencies through orientation and the use of passive solar energy and landscaping options;
- 3) Incorporating the potential for future alternative uses and life stages in building design;

- 4) Maximizing opportunities for waste reduction, reuse and recycling in the construction process, building design and community design;
- 5) Maximizing opportunities for stormwater and grey water reuse including the use of permeable materials for the surfaces of parking lots and internal driveways/roads;
- 6) Maximizing opportunities for application of stormwater management at the site level;
- 7) Incorporating water conservation measures in all buildings and landscaping; and,
- 8) Incorporating measures to reduce the “urban heat island effect” including installation of reflective (or high albedo) roofs, installation of green roofs, increasing the reflective nature of pavement and planting of shade trees.

Community Design Strategy

Section 7.5 of the NOESP provides the policies related to the general design direction for North Oakville East, including the Dundas St. Urban Core Area.

Section 7.5.4 outlines general design directions, including the following relevant policies:

- a) All development, particularly in the Urban Core Areas, Neighbourhood Centre and General Urban Areas, shall be designed to be compact, pedestrian and transit friendly in form. Mixed use development will be encouraged.
- g) Building densities and land uses designed to support the use of transit and the level of transit service proposed for specific areas shall be located within walking distances of transit stops and lines.

With respect to building location, Policy 7.5.6 a) notes that buildings, structures, and landscaping shall be designed to provide visual interest to pedestrians, as well as a “sense of enclosure” to the street. Generally, heights of building shall also be related to road widths to create a more comfortable pedestrian environment, so that the wider the road width, the higher the building height. Higher density housing shall be located close to Arterial Roads, Avenues, Connectors and transit stops, within Neighbourhood Centres and the Urban Core Areas (Policy 7.5.6 e)).

Section 7.5.9 establishes policy direction for landscape design to ensure:

- a) The creation of a human scale within new development;
- b) The enhancement of pedestrian comfort;
- d) Landscape design that promotes the use of native species and enhancement of ecological stability and integrity.

Dundas Urban Core Area

Section 7.5.15 describes the intent of the Dundas Urban Core Area is to allow for the creation of mixed use development at high and medium densities along the Dundas Street corridor. Key design elements of this area include:

- a) Mixed use development shall be permitted throughout the Urban Core Area, however, retail and service commercial development shall be restricted to locations at the intersections with north/south streets.
- b) The full range of uses and densities of development, including live/work units, would be permitted throughout the Urban Core Area, with the exception that retail and service commercial development shall generally be located at the intersections of Minor Arterials, Avenues and Connectors with Dundas Street.

It is also anticipated that the highest density uses would be encouraged to locate at these intersections.

- d) Minimum and maximum setbacks, densities and other standards will be implemented through the zoning by-law to ensure that development will result in the creation of an area which is compatible with this major transportation route in accordance with the policies of Section 7.5.5.7 and 7.5.5.8. No reduction in standards will be permitted unless it can be demonstrated that this objective can be achieved.

Section 7.6.5 delves further into the purpose, land uses, and permitted buildings and structures in the Dundas Urban Core Area.

Permitted uses, building and structures are details in Section 7.6.5.2 as:

- a) The permitted uses shall be the full range of office, commercial, including retail and service commercial, health and medical, institutional and medium and high density residential uses.
- b) Permitted uses shall be primarily located in medium and high density residential, office and institutional buildings. Both mixed use and single use buildings shall be permitted. Commercial uses shall be restricted to locations in nodes primarily in mixed use buildings at the intersections with north-south roads, although single use retail and service commercial buildings will be permitted at such nodes in accordance with the applicable policies of Section 7.6.5, including 7.6.5.2 (c) and 7.6.5.3(c) and the design policies of Section 7.5, particularly 7.5.15.

- d) High density residential uses shall generally be clustered at the nodes.

Policy 7.6.5.3 a) notes that development will be visually connected by establishing a coherent streetscape along Dundas Street through a number of design features and mechanisms, identified in the applicable urban design guidelines, including provisions for landscaping, signage, street furniture and other features in the public right of way, and guidelines for the siting and massing of adjacent buildings. Development will also be physically connected by road, transit, pedestrian and bicycle linkages.

Direction pertaining to building heights are outlined in Policy 7.6.5.3 b) as:

- i. A minimum height of 3 storeys shall be permitted.
- ii. A maximum building height of 8 storeys shall be permitted.
- iv. In accordance with Section 7.6.2.2.a.v) increases of up to 4 storeys beyond the maximum permitted building height, exclusive of bonusing, may be considered where adjacent to a stormwater management pond.
- v. Increases of up to 4 storeys beyond the maximum permitted building height may be considered through bonusing, subject to Section 7.10.2.

Neighbourhood Centre Area

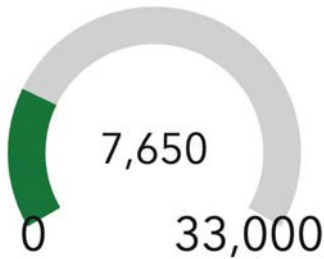
The Neighbourhood Centre Area is intended to accommodate a range of medium density residential, mixed use, and limited commercial and civic uses focused at a central neighbourhood activity node to serve neighbourhood residents (Policy 7.6.7.1 a)).

Permitted uses are listed in policy 7.6.7.1 b) as:

- Medium density residential, mixed use, and small scale convenience retail, personal service, restaurants and business activity, as well as public and institutional uses including village squares. Business activity may include a range of small scale uses including offices, medical clinics, workshops for artisans and artists' studios.
- Primarily located in mixed use or medium density residential buildings. Both mixed use and single use buildings shall be permitted and this may include convenience commercial buildings in accordance with the provisions in Subsection c) below.

Subsection c) permits a minimum density of 0.5 FSI for mixed use and 35 uph for residential, maximum density of 2 FSI for mixed use and 150 uph for residential, a minimum height of 2 storeys, and a maximum height of 6 storeys. However, the Town may consider greater densities and heights where appropriate to the context and review of applicable studies, models, and/or plans.

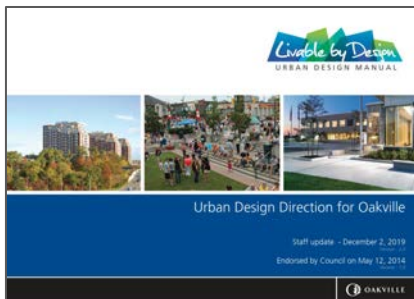
3.7 PLANS AND GUIDELINES



Town of Oakville Housing Pledge

To meet the Provincial growth target of building 1.5 million homes by 2031, the Government of Ontario assigned Housing Targets to municipalities across the Province, including a target of 33,000 new homes in Oakville by 2031. Council approved the Housing Pledge assigned by the Province, highlighting action items to facilitate meeting the mandated housing target. The progress in fulfilling the Town’s commitment can be tracked online through the Housing Pledge [website](#). As of February 18, 2026, the Town has tracked 7,650 housing starts since January 2023.

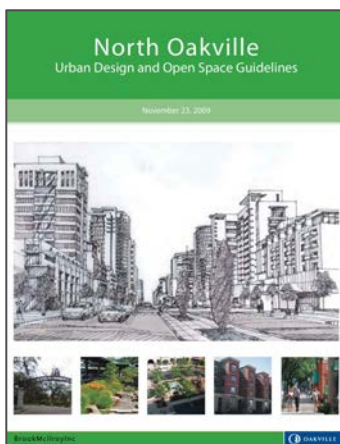
Planning and Development Staff have also prepared the Housing Strategy and Action Plan (HSAP), which was approved by Council December 10, 2024. The HSAP consists of nearly 70 actions the town can take to achieve positive housing outcomes, including improved affordability and enhanced housing choice.



Livable by Design Urban Design Manual: Urban Design Direction for Oakville

The LBDM was created as a supplementary but comprehensive design document to support the urban design policies of the Livable Oakville Plan and North Oakville East and West Secondary Plans, collectively referenced as the Town’s Official Plan.

It sets the design direction that will facilitate desirable and compatible development that responds to the surrounding context, invigorates urban form, maintains and enhances the local character and promotes a more sustainable, barrier free, and human approach to development.



North Oakville Urban Design and Open Space Guidelines

The North Oakville Urban Design and Open Space Guidelines (UDG) establish the physical design concepts intended to guide developments of a high quality, sustainable and integrated employment and residential community. Similar to the TBDM, the guidelines aim to implement urban design related policy direction, specifically those outlined in the North Oakville Secondary Plans.

4.

PLANNING
EVALUATION

4. PLANNING EVALUATION

4.1 PLANNING ACT, R.S.O 1990, c. P. 13

Section 2 of the *Planning Act* establishes matters of Provincial interest to which City Council shall have regard in carrying out its responsibilities, including:

- the orderly development of safe and healthy communities;
- the adequate provision of a full range of housing, including affordable housing;
- the promotion of development that is designed to be sustainable, to support public transit, and to be oriented to pedestrians;
- the appropriate location of growth and development;
- the protection of the financial and economic well-being of the Province and its municipalities;
- the mitigation of greenhouse gas emissions and adaptation to a changing climate; and,
- the promotion of built form that:
 - is well-designed,
 - encourages a sense of place, and,
 - provides for public spaces that are of high quality, safe, accessible, attractive, and vibrant.

Analysis

The proposed development has been designed with regard for the matters of Provincial interest established in Section 2 of the *Planning Act*.

The proposal provides 165 new dwelling units, including 75 Affordable units and 60.6% of units comprising two and three bedroom layouts.

The intensification of sites within the urban boundary, and particularly within strategic growth areas, helps limit the outward expansion of settlement areas and represents a more sustainable approach to growth. The subject site is in an appropriate location for growth and development, situated nearby a considerable variety of services, parks, commercial uses, existing and planned transit infrastructure, as well as existing and planned cycling infrastructure. The site is also designated within the Official Plan as a Nodes and Corridors and Residential Areas and designated within the North Oakville East Secondary Plan as Dundas Street Urban Core Area and Neighbourhood Centre Area, which plan for higher density development.

The proposed development increases the variety and type of housing in an area in transition, where the existing context is characterized by low-medium density built forms, with the exception of an existing 6 storey retirement development to the north, and an urbanizing major corridor along Dundas Street through new mid rise developments. The proposed development complements this continuation of development to support planned transit investment with a proposal that is carefully considered and designed, encourages a sense of place and provides for public spaces that are of high quality, safe, accessible, and vibrant.

Of the 165 units, over 60% are proposed as larger units with two and three bedrooms layouts, intended to accommodate a range of potential households.

The proposal increases density through a form that relates to the existing and evolving development and policy-driven context with a compatible design. It has been designed to respond to the higher density designations and mitigate impact, while balancing various objectives of the applicable planning framework, including providing building articulation to create an attractive development that addresses the human scale, reinforcing the street edge to support a pedestrian oriented environment by relegating vehicle and service areas to the rear, and efficiently using land and resources.

This more compact form of housing is compatible with the evolving and planned surrounding context and supports Provincial policy direction for the efficient use of land and infrastructure investment, including transit, while creating a pedestrian-oriented environment.

The proposed relatively low rate of vehicle parking - 128 spaces, including 33 visitors spaces and 5 accessible spaces - coupled with the proposed 208 bicycle parking spaces, supports the Town's commitment to promoting active transportation in an effort to reduce greenhouse gas emissions and support walkable, sustainable, resilient communities. The relatively limited number of vehicle parking spaces, equal to approximately 0.78 spaces per unit, encourages residents to utilize the nearby transit and active transportation networks instead of reliance on personal automobile use. The proposed provision balances the Town and Provincial policy intent to limit personal automobile trips and encourage active transportation in urban areas, with an amount of bike and vehicle parking that is supported by the Transportation Impact Study prepared by UrbanTrans and submitted as part of this application.

The proposed density, transit proximity, unit mix, provision of Affordable Housing units, balance of vehicle and bike parking, and public realm improvements deliver a project comprising a well-designed, compact and efficient development that assists in the Province's ongoing adaptation to climate change.

The proposal reflects the orderly development of lands within a fully serviced, transit supported context that is planned to accommodate growth to help meet the Region and Town's growth targets in a manner that supports Provincial, Regional, and Municipal investments.

Overall, the proposed development has regard for the relevant matters of Provincial interest outlined in Section 2 of the *Planning Act*.

4.2 PROVINCIAL PLANNING STATEMENT, 2024

On October 20, 2024, the Province declared the Provincial Planning Statement, 2024 (the “PPS”) to be in force, replacing the previous Provincial Policy Statement as well as the Growth Plan for the Greater Golden Horseshoe and building on housing-supportive policies from both documents.

The PPS is a consolidated statement of the government’s policies on land use planning, providing provincial policy direction on key land use planning issues that affect communities, such as: building more housing where it’s needed; making land available for development; creating opportunities for economic development and job creation; planning for the appropriate infrastructure; protecting the environment and important resources; and directing development away from natural or human-made hazards, such as flood prone areas.

Section 3 of the *Planning Act* requires that all decisions affecting planning matters shall be consistent with the Provincial Planning Statement.

Chapter 1 of the PPS envisions Ontario as a fast growing, economically prosperous province with distinct and culturally diverse communities and populations, and a range of physical and natural conditions. The opening paragraph of the ‘Vision’ section in the PPS establishes the goal of building at least 1.5 million homes by 2031. The PPS acknowledges the role that land use decisions make in how our communities grow and prosper. The document envisions growing housing options to respond to the full range of needs in communities across the province, and the optimization of investments in infrastructure and public facilities through the prioritization of compact transit supportive design.

Chapter 2 of the PPS concerns policy direction for building homes and sustaining strong, competitive communities. Policy 2.1.6 directs that Planning authorities support the achievement of complete communities by:

- Accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses.
- Improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society.
- Improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

Regarding housing, Policy 2.2.1.a) directs that Planning authorities establish and implement minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinate land use planning and planning for housing to address the full range of housing options including affordable housing needs. Policy 2.2.1.b) directs that Planning authorities provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future, and all types of residential intensification, including the development and redevelopment of underutilized commercial sites, which result in a net increase in residential units.

Policy 2.2.1 c) and d) direct that Planning authorities promote densities for new housing that efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and require transit-supportive development, prioritizing intensification in proximity to transit corridors and stations.

Regarding development in settlement areas, Policy 2.3.1.1 states that Settlement Areas are the focus of growth. Within Settlement Areas, growth is to be directed to strategic growth areas, including major transit station areas. Policy 2.3.1.3 directs that Planning authorities support general intensification and redevelopment to support the achievement of complete communities with a range and mix of housing options and prioritize investment in infrastructure and public service facilities.

Strategic Growth Areas are intended by the PPS to be the focus for intensification and higher-density mixed uses in a more compact built form. Policy 2.4.1.2 intends that these areas support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development to accommodate significant population and employment growth; support the transit network; and support affordable, accessible, and equitable housing. Policy 2.4.1.3 c) directs that Planning Authorities permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form.

As part of its overall growth strategy, the PPS directs growth to Major Transit Station Areas (“MTSAs”) on priority transit corridors or subway lines. Policy 2.4.3.1 directs Planning Authorities to plan for intensification on lands adjacent to existing and planned frequent transit corridors.

Section 2.9 of the PPS provides direction on energy conservation, air quality, and climate change. Policy 2.9.1 directs planning authorities to support the achievement of compact, transit-supportive, and complete communities, promote active transportation, protect the environment and improve air quality; and consider any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

The PPS is intended to be read in its entirety, and all relevant policies are to be applied to each situation, as noted in Policy 6.1.1. In instances where an Official Plan has yet to be updated to be consistent with the Provincial Planning Statement, or before other applicable planning instruments have been updated accordingly, Policy 6.1.7 directs that the Planning Authority must still make a decision that is consistent with the Provincial Planning Statement.

Analysis

The proposal includes many aspects that contribute to complete communities, one of the high-level objectives expressed throughout the PPS; including a range of housing types varying in unit sizes and types, the provision of Affordable housing, public scape improvements, and a variety of building amenities to improve social equity and meet the needs of a broader demographic to provide an overall quality of life for people of all ages, abilities, and incomes.

The proposal makes efficient use of land in an area designated for growth in the Town’s Official Plan, located within a Settlement Area and within a Strategic Growth Area (Dundas Street Urban Core Area) supported by the planned higher order transit corridor (Dundas Bus Rapid Transit). It constitutes transit-supportive density that helps meet the Town’s projected housing needs for current and future residents.

Whereas the Town of Oakville's Housing Pledge targets the construction of 33,000 homes by 2031 the number of housing starts reported by the Town of Oakville as of February 18, 2026 is 7,650, or approximately 23% of the target count. However, by an averaging measure to establish an annual pace of growth, 4,125 units per year from the start date of January 2023 would be required to meet the Town's Housing Pledge target. Based on this measure, the number of housing starts would have needed to reach at least 12,375 housing starts by December 31, 2025 to keep pace with the linear achievement of the target total count.

The proposed 165 units in the proposed development, represents an incremental but meaningful increase in new housing units, particularly as it relates to Affordable housing creation. As part of the 165 units proposed, 75 units are proposed as Affordable housing units, including a portion of which will be deeply Affordable. The proposed development meets the PPS objectives of providing housing accessible to low and moderate income households in addition to addressing a full range of housing options at densities intended to help meet projected needs of current and future residents.

Furthermore, the location and design of the proposed development promotes the concept of efficient land use and optimization of public investment through transit oriented communities and development by proposing density along transit routes to encourage potential ridership. It also supports active modes of transportation being adjacent to the cycling network and providing on-site facilities to accommodate cycling needs. It is walkable to commercial centres to support day to day shopping, including grocery stores, retail shops, restaurants, fitness studios, personal service shops, and other amenities.

The subject site is within a Strategic Growth Area, where the PPS intends intensification and more compact built forms. It is uniquely situated in that it is able to aptly respond to adjacencies by minimizing potential impact through built form, massing, and site layout and design.

In support of the PPS' climate change adaptation objectives, the proposal will consider the incorporation of design detail stage features that support sustainable building development, including green roofs, energy efficient lights, water efficient fixtures, and bird friendly glazing. In addition to these sustainable design elements, the overall scale of the project and its location nearby higher order and local transit lines, active transportation infrastructure, and a range of retail services and amenities, contributes to the PPS climate adaptation objectives by limiting personal automobile trips and promoting the concept of a complete community.

The proposal includes many aspects that contribute to complete communities, including a range of unit sizes and types, including Affordable housing, in a compact building form that has been massed to reflect the existing and planned context, streetscape improvements, and a variety of building amenities and improvements to the public realm. The site is currently underutilized with a single detached dwelling and accessory structures and little public realm consideration and programming. Given the density of nearby planned development, amenities, existing and planned local and regional transit connections, and active transportation options, redevelopment of the site in the form proposed is consistent with the growth objectives and directions of the Province for this area. The proposed development is consistent with the Provincial Planning Statement.

4.3 REGIONAL TRANSPORTATION PLAN

The mandate to create a Regional Transportation Plan is embodied in the *Greater Toronto Transportation Authority Act, 2006* which established Metrolinx and directed it to create a long term strategic plan for an integrated, multimodal, regional transportation system. The RTP is directed to:

- Take into account all modes of transportation;
- Make use of intelligent transportation systems;
- Promote the integration of local transit systems with each other and with the GO Transit system;
- Work towards easing congestion and commute times, and reducing transportation related emissions of smog precursors and greenhouse gases; and
- Promote transit supportive development and the viability and optimization of transit infrastructure.

Analysis

The subject site is identified as being within a “High” 2041 Urban Density Area in the RTP’s Map 9: 2041 Regional Cycling Network and is anticipated to benefit from convenient access to higher order transit and active transportation networks.

Dundas Street is identified as a Frequent Rapid Transit corridor serviced by a Priority Bus on the RTP Map 6: Complete 2041 Rapid Transit Network. This is anticipated to build on the work by the Province for the Dundas BRT. This transit corridor effectively connects Toronto via the Kipling Transit Hub through to Hamilton, with connections to Mississauga City Centre, University of Toronto Mississauga, Uptown Core - Oakville, and Hwy 407-Dundas Carpool.



Regional Transportation Plan Map 9: 2041 Regional Cycling Network

The proposed development supports Provincial and Regional transportation investments by optimizing the density on the subject site and providing pedestrian connections to the broader transit and active transportation network. The proposal also takes into consideration the creation of a well designed pedestrian oriented environment to encourage active modes of traveling, including walking, cycling, and rolling.

The proposed development helps achieve the RTP’s vision through efficient land use that is supportive of transit investment as well as other sustainable modal options, contributing to a healthier, cleaner, and complete community that works towards reducing reliance of private automobiles as a primary mode of transportation.

4.4 INTENSIFICATION AND LAND USE POLICIES

The Region and Town's Official Plan contain a comprehensive set of policies to direct growth to certain strategic growth areas, primarily those well served by transit and amenities nearby transportation corridors. While strategic growth areas are intended to absorb a significant portion of growth, residential areas outside designated growth areas are also anticipated to change, albeit at more moderate levels.

The former ROP and Chapter 4 of the OP work in tandem to establish a vision for the Region and Town. They contain growth objectives and policy directions that help achieve the vision for vibrant and attractive communities that work to meet the Provincial growth mandates.

Growth is intended to be met predominantly through the redevelopment of Built-Up Areas, with a minimum target of 45% of the 19,400 new housing units to be delivered through infill and intensification developments (ROP Table 2). Further, ROP Policy 86 (6) a) directs that at least 65% of new housing units be in the form of townhouses or multi-storey buildings up until 2031 and increases the rate to 75% thereafter.

The policies contained within both documents direct the vast majority of new population growth into the existing Urban Areas, and particularly Strategic Growth Areas, to make efficient use of infrastructure investments and support cost effective development patterns such as more compact forms near transit (ROP Policy 72.1). The ROP directs the local municipalities to carry forward this direction in their respective OPs and promotes the concept of complete communities, where development patterns reduce the reliance of private automobiles and encourages active modes of transportation and transit.

The objective of supporting growth that is compact and encourages transit usage is repeated throughout the ROP, including sections relating to the Urban Area, Strategic Growth Areas, Regional Nodes, Regional Intensification Corridors, Housing, and Transportation. This theme is carried into the Town's Official Plan and Secondary Plan policies.

Urban Areas are intended to manage growth in a manner that fosters complete communities (ROP Policy 72). It should be built in a form that promotes intensification and increased densities to facilitate transit oriented growth, and established at a rate and phasing of growth that ensures the logical and orderly progression of development (ROP Policy 72.1).

Policy 78 deconstructs Urban Areas as a hierarchy of structural components, where Strategic Growth Areas - such as Regional Nodes and Regional Intensification Corridors - are identified as the focus for significant population growth. Strategic Growth Areas are also planned to accommodate opportunities for Affordable Housing (ROP Policy 78.1). They are directed to support higher densities than the surrounding areas to support transit and active transportation infrastructure, achieving minimum intensification and density targets (ROP Policy 79).

Dundas Urban Core is listed in the ROP as a Primary Regional Node and the Dundas Corridor as a Regional Intensification Corridor. It is the policy of the Region to direct higher densities and mixed uses to these areas to support forecasted growth at a scale that is appropriate for their context and existing and planned transit service (ROP Policies 82 and 83).

The OP and NOESP reinforces the ROP policies and establishes the policy framework at the Town-level. The current iteration is based on the 2031 planning horizon established by the Province, anticipating a 41,241 population increase from the 2021 census. To accommodate the growth, 14,390 new residential units are targeted to be built within the Built Boundary primarily through intensification (OP Section 4). The North Oakville Secondary Plans work together to provide a framework for higher density urban development as part of the OP to establish densities that equal or exceed the density established by the ROP, together accommodating about 55,000 people (NOESP Section 7.3.6.1).

Similar to the ROP, the OP speaks directly to the integration of land use and transportation, mandating that the Town will coordinate land use and transportation planning to maximize the efficient use of land through transit supportive urban structure and densities (OP Section 8.12).

OP Policy 3.7 describes Nodes and Corridors, such as the Dundas Urban Core Area, as strategic growth areas that function as focus areas for mixed use development and intensification. The NOESP allocates the densest development and highest order of development within the Urban Core lands, with Trafalgar Road being the primary focus and north side of Dundas Street as having a secondary role (NOESP Section 7.3.2).

NOESP Section 7.5.4 directs all development, particularly in the Urban Core Areas, Neighbourhood Centre, and General Urban Areas be designed to be compact, and pedestrian and transit friendly in form with densities to support the use of transit. The Dundas Urban Core Area is planned to accommodate medium and high densities along the Dundas Street corridor, with the highest densities encouraged at the intersection of Minor Arterials, such as Sixth Line (NOESP Section 7.5.15).

Analysis

The proposed development implements the growth management and intensification objectives of the Regional Official Plan, the Town of Oakville Official Plan, and the North Oakville East Secondary Plan by delivering a compact, high density residential form in a strategic growth area at the intersection of Sixth Line, a Minor Arterial, and Dundas Street East, a Major Arterial and Busway Corridor. The subject site is within the URban Area, Primary Regional Nodes, and Regional Intensification Corridor within the ROP and designated Dundas Street Urban Core Area and Neighbourhood Centre Area in the NOESP. This locational context within the planning framework represents an appropriate and policy supported location to accommodate intensification and increased residential density.

The proposal aligns with the overarching growth objectives of the ROP, OP, and NOESP while also reflecting more recent efforts and strategies responding to Provincial policy directions to maximize land and public investment efficiency. The proposal contributes to the growth targets in a manner that reflects effective land use and transportation coordination.

The Dundas Urban Core Area has been undergoing a steady transformation into an urban, transit-oriented corridor in recent years, with about half a dozen projects already completed and more underway in various stages of the planning process.

These developments, inclusive of the proposed development, align with the ROP Table 2B minimum densities to be achieved within the Dundas Urban Core, Oakville Primary Regional Node which targets a minimum density of 160 residents and jobs combined per hectare.

The proposed development introduces a new 12 storey development that steps down to 6 storeys adjacent to the low rise church to the south. It consists a 165 unit, 12,819 square metre GFA development with a range of unit layouts, including 1, 2, and 3 bedroom units, over 60% of which are proposed as larger units and over 45% are provided as Affordable Housing units.

The proposed development represents an appropriate response to the layered planning framework guiding intensification in North Oakville, specifically along the Dundas Urban Core Area corridor. It is located on an underutilized, transit oriented site along a designated transit corridor where the Dundas BRT, a higher order regional transit service is planned to be implemented.

The proposed development contributes directly to Provincial, Regional and Local growth targets by adding new housing supply within the Built-Up Area, consistent with the ROP objectives to accommodate growth through redevelopment and intensification rather than greenfield expansion. The scale and form of development align with ROP policies directing that a significant portion of new housing be delivered in townhouse and multi-storey building forms, thereby supporting the Region's direction to promote intensification and increased densities to facilitate transit oriented growth within the Urban Area and specifically within the Dundas Urban Core and Dundas Corridor.

By introducing a higher density residential development in proximity to existing and planned transit infrastructure, services and amenities, and employment, the proposal advances the concept of complete communities and aim to reduce reliance of personal automobiles as the Region continues to grow.

The proposed built form reflects the hierarchy of intensification envisioned by the ROP, with increased height and density concentrated along Dundas Street and at the intersection of Sixth Line, an identified Minor Arterial, where the NOESP encourages the highest densities within the Dundas Urban Core.

The proposed development reinforces the function of the Dundas Urban Core Area as a focal point for mixed-use, transit supportive intensification. The massing strategy transitions appropriately toward adjacent lower-density areas through setbacks, stepbacks, and built form articulation, ensuring compatibility with surrounding residential uses while maintaining the prominence and urban character intended for this location.

Whereas Trafalgar Road is assigned the primary focus for the area's densest development, where high rise developments have already started to define the corridor, Dundas Street is planned to support growth in a secondary role. Most developments in this area fall within the category of mid rise built forms, ranging in height from 4 storeys (earlier developments) to 12 storeys (more recent developments).

Overall, the proposed development represents an appropriate and policy conforming response to the planning framework applicable to the subject site. It delivers much needed housing in a strategic location, supports Regional and Town intensification and density targets, reinforces the planned function of the Dundas Urban Core and transit corridor, and contributes to the development of a complete, compact, and transit supportive community, consistent with the long term vision for North Oakville.

145 Dundas St E - approved
8 storeys



3060-3068 Trafalgar Rd - approved
30, 30 storeys



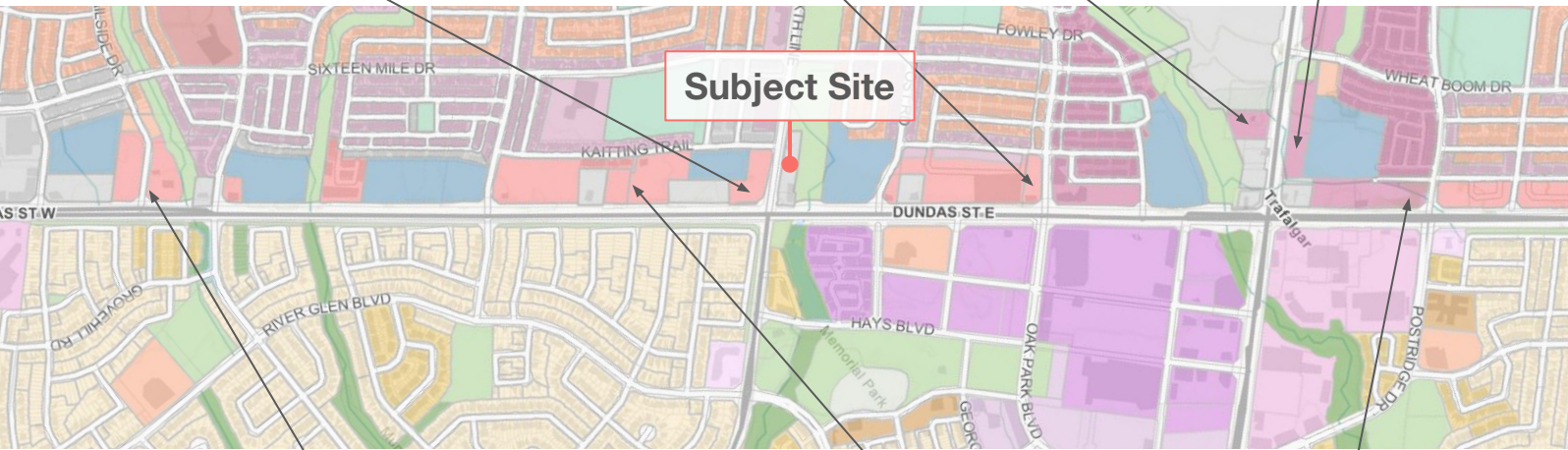
3065-3315 Trafalgar Rd & 345 Wheat Boom Dr - constructed
14, 16, 20, 20 storeys



3000 Sixth Line & 21 Dundas St W - under review
8, 8, 8, 9 storeys



Subject Site



395 & 405 Dundas St W - constructed
10, 10 storeys



103 Dundas St W - under construction
8 storeys



377-411 Dundas St E - under construction
15, 16, 17 storeys

Examples of existing, under construction, and proposed developments along the Dundas Street and Trafalgar Road growth corridors

4.5 PUBLIC REALM POLICIES

The Official Plan, including NOESP, contains a series of policies that guide the development of public space around new development to ensure safe, cohesive, accessible, high-quality streetscapes and public spaces. The Town's urban design guidelines, including the Livable by Design Urban Design Manual and North Oakville Urban Design and Open Space Guidelines, also offer recommendations on the design, treatment, and programming of public space which will be discussed in further detail in the Urban Design Brief section of this report.

Among other objectives, the ROP intends Strategic Growth Areas, including Regional Nodes and Regional Intensification Corridors, be developed as pedestrian oriented environments to support the overarching goal of creating transit supportive, complete communities (ROP Policies 79, 82, and 83). These directions are coupled with ROP Policy 172, relating to transportation, which promotes active transportation by ensuring development is designed to support active transportation and public transit.

OP Section 6 provides Urban Design direction to guide attractive, barrier free, and safe public spaces, such as streetscapes, gateways, vistas, and open spaces. Policy 6.4.2 details how new developments should contribute to the creation of a cohesive streetscape by placing the principal building entrances towards the street; framing the street and creating a sense of enclosure; providing variation in facade articulation and details; incorporating sustainable design elements such as trees, plantings, furnishings, and lighting; and coordinating improvements in building setback areas to create transitions from the public to private realms.

Section 6.9 pertains to the built form and building design's impact on the public realm interface. Policy 6.9.5 directs buildings to present active and visually permeable facades to all adjacent streets, urban squares, and amenity spaces through the use of windows, entry features, and human-scaled elements.

Policy 6.9.6 and 6.9.12 guides the location of principal building entrances to the public sidewalk for direct and convenient access for pedestrians in a manner that considers full accessibility by incorporating universal design principles to ensure barrier free pedestrian circulation. This direction is repeated in Policies 6.11.1 and 6.11.2, building on safe and direct pedestrian access and circulation by adding connections to amenity areas, parking areas, and transit facilities in addition to principal building entrances and the public sidewalk.

To promote safety and signify priority for pedestrians over driving surfaces, walkways are directed to be provided as continuous routes across driveway entrances and drive aisles (Policy 6.11.5). The instances of pedestrian and vehicular interaction should be minimized with areas for landscaping maximized (Policies 6.12.1 and 6.12.2).

Policies in Section 6.10 pertain to landscaping and provide the general direction of utilizing landscaping treatments to enhance the visual appeal and pedestrian environment (Policy 6.10.1), provide tree canopy and integrate a mix of native plant species (Policy 6.10.2), consider weather protection (Policy 6.10.3), complement and enhance the existing natural landscape (Policies 6.10.4 and 6.10.5).

With respect to addressing the visual impact of utilities and servicing areas on the public realm, Policy 6.9.13 notes that rooftop mechanical equipment shall not be visible from the public realm, and Policies 6.13.1, 6.13.2, 6.13.5, and 6.16.1 relegate parking and servicing/loading areas away from the public realm and direct site layout designs to minimize interruption to pedestrian linkages. Policy 6.16.2 encourages the combination of built form, landscaping, noise walls and fencing to provide appropriate screening and noise dampening measures.

Similar to the overarching ROP transportation objectives, the OP's transportation policies tie public realm improvements to the the success and support of transit investment and infrastructure through improvements to pedestrian and cycling facilities for better access to public transit services (Policies. 8.9.5 and 8.9.6). Policy 8.9.10 recognizes walking and cycling as alternative modes of transportation that can play a positive role in improving mobility and quality of life as part of a balanced transportation system. Sidewalks are required on both sides of all roads for new developments (8.10.7).

The NOESP builds on the regional and local OP objectives to enhance the public realm with policies guiding the design of streetscapes and the pedestrian environment as they relate to new developments within the North Oakville secondary plan area. Within Section 7.2.3.4, which outlines the Urban Design objectives, subsections d) and e) promote building design for an active and safe pedestrian realm within the streetscape that support a sense of scale and comfort for the pedestrian experience.

This design direction is reiterated in the Community Design Strategy section of the OP in Policy 7.4.3 and also consider landscaping in addition to building location and scale to provide visual interest and a sense of enclosure. Section 7.5.9 establishes policy direction for landscape design in this regard to ensure the creation of a human scale, enhancement of pedestrian comfort, and the use of native species for ecological stability and integrity.

These Urban Design and Community Design Strategy directions are layered with that of Transportation objectives, which for the North Oakville East area, where Policy 7.2.3.5 g) leverages land use arrangements, building orientation, and streetscape design with the goal of promoting local and higher order transit.

Specific to the Dundas Urban Core Area, Policy 7.6.5.3 a) notes that development will be visually connected by establishing a coherent streetscape along Dundas Street, including building siting and massing, and connectivity by road, transit, pedestrian, and bicycle linkages.

Analysis

The proposed development has been designed to reframe the role of the subject site in an evolving built environment context, defining the Dundas Urban Core Area as a transit-oriented Regional Intensification Corridor. The proposal replaces the existing single detached home, whereby the public realm relationship comprises a side wall condition with driveways on either side and poor landscaping maintenance with a more urbanized, pedestrian environment that prioritizes the pedestrian experience and establishes a thoughtful public realm design consistent with the vision for a transit-supportive, complete community.



Existing public realm interface along Sixth Line (Dundas Street to the right)



Proposed public realm interface along Sixth Line (Dundas Street to the right)

The proposed development acknowledges the emerging context and alignment with the intent and direction of the ROP, OP, and NOESP as they relate to the public realm and its relationship to the overarching objective of promoting active transportation and public transit. The proposal contributes to the creation of a high quality, complementary, and accessible pedestrian environment supporting the vision for a walkable, transit oriented, and vibrant community for North Oakville.

The proposal reinforces the streetscape and urban edge with a visually interesting building that cascades in height from 12 to 6 storeys as it approaches the low scale church to the south, and a distinct, consistent lower level streewall consisting the ground floor and mezzanine level. This lower level is complemented by the landscaping program to reinforce the human scale, softening the interface between the built form and pedestrian walkway, and creating a sense of enclosure for an overall more comfortable and attractive pedestrian environment.

Principal building entrances, including that of the street facing grade related units and main residential lobby, are clearly oriented toward the public sidewalk through patterned walkways and doors that are framed by trees and landscaping areas as subtle gateway visual cues. Building entrances feature architectural details such tall floor to ceiling heights and high proportions of glazing and fenestration to articulate the building façade at the pedestrian level, contributing to a sense of natural surveillance and visual permeability for an active, safe, and inviting public realm. It supports an animated, inclusive, and comfortable pedestrian environment that is well-integrated into the surrounding transit oriented urban environment that is starting to take shape.

A 8.38 metres to 9.20 metres curb to building face setback is provided, in addition to the separated bike lane which further buffers from the roadway. This space is designed in tandem with the public right-of-way plantings to respond to the Town's desired street sections to accommodate anticipated pedestrian volumes with comfortable and unobstructed paths of travel while also taking into account street furnishings, such as bicycle parking areas, seating, street trees, and planting beds. This space is proposed to be designed with patterned paving to emphasize the pedestrian priority through design.

Universal accessibility and pedestrian connectivity are key components of site design. Direct, barrier free pedestrian routes within a generous pedestrian zone connect the public sidewalk to building entrances, indoor and outdoor amenity spaces, and bicycle parking areas. Pedestrian walkways are designed as continuous routes across the consolidated driveway crossing and internal drive aisles, clearly signaling pedestrian priority and minimizing conflicts with vehicles while maximizing opportunities for landscaped areas along the street edge.

The landscape plan further enhances the quality and comfort of the public realm and responds to various levels of policy direction. Street oriented landscaping, including new street trees, planting beds, and landscaped buffers, is provided to positively contribute to the visual appeal of the proposed development and streetscape. It establish a human scale, and improve pedestrian comfort. The use of native and climate appropriate plant species contributes to long term ecological stability and canopy coverage, while seating elements, planters, and hardscape treatments support informal gathering and passive use of the public realm.

4.6 BUILT FORM POLICIES

Built form directions from the ROP, OP, and NOESP focus on supporting transit oriented development within the Urban Area and particularly within the intensification nodes and corridors to make efficient use of land, resources, and public infrastructure and investment.

ROP Policy 72 (2) supports a form of growth for the Urban Area that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, and makes efficient use of space and services. Strategic Growth Areas, including Regional Corridors, are directed to accommodate higher density mixed use development and achieve increased residential and employment densities in order to ensure the viability of existing and planned transit infrastructure and service while providing appropriate transition to adjacent areas (ROP Policies 79 and 83.3 (1)-(3)).

Built form policies are also tied to those relating to healthy communities and transportation in the ROP. To improve air quality, increase energy efficiency, and address the impact of climate change, the ROP promotes land use patterns and densities that will reduce long distance trip-making and the use of the private automobile, and promotes trips made by active transportation and public transit over other modes of transportation (Policies 142. (2), (5), (6); 143. (4); and 172 (10)).

The OP reasserts these policy directions, describing mobility as a service that can reduce energy consumption, where connectivity is planned by delivering a full range of multi-modal facilities supported by transit oriented development along the Dundas Street East Major Transportation Corridor and Transit Priority Corridor (Policies 3.12, 3.13 and 10.40.1).

Section 6 of the OP discusses the importance of good urban design in creating vibrant and livable places that contribute to a sense of identity. To achieve a high standard of urban design and architectural quality, the Town provides policies to guide development. Policies 6.1.1 c. and d. provide general urban design direction relating to built form, encouraging innovative and diverse urban form and excellence in architectural design, with the creation of distinctive places and locales, including Midtown Oakville, the other Growth Areas and high profile locations such as gateways to the Town.

Section 6.9 addresses built form more directly. Policies 6.9.1, 6.9.4, and 6.9.7 note buildings within Growth Areas and along intensification corridors should be designed to create a sense of identity through massing, form, placement, orientation, scale, architectural features, landscaping, and signage with attention to provide visual interest and comfort at the pedestrian level. Policy 6.9.10 discourages continuous street walls of identical building height and favours varied rooflines.

Buildings should also be designed to be compatible with the existing and planned surrounding context, accommodating appropriate transition through landscape buffering, spatial separation, and built form to reduce adverse impacts (OP Policies 6.9.2, 6.9.3, and 6.9.9)

A frequent term used in the OP is “*compatible*”, which is defined in the Glossary (Section 29.5) as “*the development or redevelopment of uses which may or may not necessarily be the same as, or similar to, the existing development, but can coexist with the surrounding area without unacceptable adverse impact.*”

The Residential objectives listed in the NOESP in Policy 7.2.3.2 directs residential communities to complement the existing built form elements that are intended to remain within the community; minimize travel time, traffic, greenhouse gases, servicing costs, and energy costs through a variety of mechanisms and particularly by providing an efficient land use arrangement and a mix of housing forms and tenures; and the creation of varied and distinguishable residential neighborhoods which provide a strong, identifiable sense of place for the residents.

Urban Design objectives outlined in Section 7.2.3.4 relating to built form promote a variety of housing with diverse architecture in building forms that address the street and minimize the impact of garages and service areas on the streetscape.

Sections 7.2.3.5, 7.4.2, and 7.4.3 again tie transportation and sustainable development objectives to built form, seeking to establish an efficient relationship between land use patterns and the transportation system to reduce the consumption of energy, land, resources, and greenhouse gases. It plans for residents to be predominantly within 400 metres walking distance of transit services and encourages increased density near transit stops/stations and along transit routes commensurate with the type and frequency of existing a planned transit.

Building on these directions, the Community Structure policies note that the Urban Core designations reflect the most urban part of the North Oakville East Plan Area, and that these areas provide for the densest development and highest order activities, including a full range of residential uses, among others (Section 7.3.2).

All development, particularly in the Urban Core Areas, Neighbourhood Centre, and General Urban Areas are be designed to be compact, pedestrian and transit friendly in form with building densities to support the use of transit and the level of transit service proposed in the area (Policies 7.5.4 a) and g)). Higher density housing shall be located close to Arterial Roads, Avenues, Connectors and transit stops within Neighbourhood Centres and the Urban Core Areas (Policy 7.5.6 e)).

Section 7.5.15 speaks to the Dundas Urban Core Area specifically, describing the intent of the designation to allow for the creation of mixed use development at high and medium densities. The highest densities are encouraged at the intersection of Minor Arterials, Avenues, and Connectors with Dundas Street.

Analysis

The proposed development has been designed, massed, and site to implement the built form objectives of the ROP, OP, and NOESP by delivering a compact, transit oriented built form within the Urban Area and specifically within a planned intensification corridor. The proposal represents an efficient use of land and infrastructure in a location is planned to provide regional transit connection along Dundas Street, consistent with the overarching policy direction to concentrate growth within Strategic Growth Areas and to support transit investment.

The Urban Core designation is assigned the densest forms of development and highest order activities, including a full range of residential uses, and the highest density of housing located close to the intersection of Dundas Street and Arterials, such as Sixth Line.

The proposal accommodates growth in a compact building form. The proposed development consists 165 dwelling units in a 12,819 square metre GFA building with building heights of 6 and 12 storeys, providing a lot coverage of approximately 32.9% and 4.41 net FSI. The proposed development is located approximately 110 metres north of the planned Dundas BRT and adjacent to active transportation routes.

The proposed built form appropriately responds to policy directions on accommodating growth in a compact form within the Urban Area and Primary Regional Nodes (ROP) and along the Dundas Street Regional Transit Priority Corridor (OP) to support transit usage and non-motorized modes of travel. It is designed with consideration of NOESP policies, which describe the intent of the Dundas Urban Core Area as a designation allowing for the creation of mixed use development at high and medium densities.

Given its location along active transportation routes, adjacency to a higher order transit corridor, and proximity to amenities that support day-to-day needs of residents, the proposal optimizes the opportunity to create a transit oriented development and reduce the reliance of private automobiles. The urban design direction to leverage the location for transit oriented growth in turn helps to achieve transportation and sustainable development objectives for more efficient use of public investment and infrastructure, and ability to reduce resources and greenhouse gas emissions for a healthier and more economically resilient community.

The Dundas Street corridor is envisioned as a vibrant growth area designed to create a sense of identity through massing, form, placement, orientation, scale, and architectural features.

The proposed development takes cues from the recently approved and proposed projects along the intensification corridor to establish a cohesive and compatible built form design. The proposed massing is mid rise in height and scale, in line with other developments along the Dundas Street intensification corridor. It is designed through a contemporary lens, featuring clean lines, well articulated massing composition, large windows, and the use of colour blocking to break apart the building scale and add to the overall aesthetic. The use of colour is intended to highlight the variation in building massing and height, creating distinct and identifiable parts of a building that work together to avoid a monotonous streetwall and building block.

The proposed building base has been designed to relate in good proportion to the facing right-of-way. The lower levels establish a two storey pedestrian interface complemented by landscaping to scale the development at the ground level. This portion is consistently between the two buildings in colour palette to establish a continuous pedestrian scale. The 6 storey street wall frames the public realm and reflects the scale of surrounding developments at the Dundas/Sixth Line intersection. Above the 6 storey component, and setback from the podium is the taller mid rise portion of the development, which is stepped back 1.93 metres from the 6 storey block from the west and at least 34 metres from the south.

The variation in building height has been intentionally designed to respond to the surrounding context and policies relating to compatible development. Whereas the tallest heights would generally be located closest to Dundas Street and reduce as it moves away from the major street and towards lower scale developments, the subject site presents a unique opportunity to minimize impact on the existing low scale church and associated daycare facility.

While the lower building component addresses the low scale church, additional height and density is shifted to the north, where the adjacencies are less sensitive. The transition in scale to the lower scale church and sensitive use is further improved through the use of landscape buffering and tree planting for naturalize screening. Service areas and underground vents are also located at the north end of the site to distance from the church site.

The scale, density, and massing of the proposed development are appropriate for this strategic intersection and reinforce the planned urban structure for the corridor. It adds visual interest to the evolving Dundas Urban Core Area and supports the vision in establishing a vibrant and identifiable sense of place.

With respect to the facade treatment, high levels of glazing are separated by vertical and horizontal lines to establish a sense of rhythm and pedestrian scale. The materials include coloured accents and texture through building face articulation.

Vehicular access is located at the centre, creating an underpass condition, which adds further visual interest by somewhat concealing the on-site roadway while serving the functional use of aligning with the opposite right-of-way intersection. Residential parking is provided within underground levels, while visitor parking and servicing areas are screened by the built form from the public realm, maintaining functionality whilst prioritizing the vision for complete streets, particularly along active transportation corridors.



Rendering of proposed development

4.7 SUN/SHADOW IMPACTS

A sun/shadow study prepared by Sweeny&Co Architects in support of the development demonstrates the shadow impact of the proposed development.

On April 21, the proposed development shadows the north west side of Sixth Line and into the Neighbourhood Centre Area at 7:56 am. The shadow continues to move eastward through the morning and is no longer casting a shadow on the west side of the Sixth Line public realm (sidewalk) by 9:56 am. By 10:56 am the shadow is also removed from the east side of the Sixth Line public realm. It continues to move in a clockwise direction with limited impact on only the Natural Heritage System and subject site throughout the afternoon hours. At 4:56 pm, the shadow moves onto the northeast corner of the south property, lengthening towards Dundas Street East and continuing cast a shadow on the northeast portion of the south property.

On June 21, the proposed development's shadows start to the west, impacting the west side of Sixth Line and the Neighbourhood Centre Area. By 9:08 am the shadows have reduced in length and shifted away from the residential buildings. By 10:08 am the shadow is limited to the east side of the Sixth Line public realm and entirely removed from the public realm by 12:08 pm. The shadow remains on mainly the subject site until 5:08 pm when it starts to cast on the northeast corner of the property to the south. The shadow lengthens towards Dundas Street East and eventually results in a greater shadow impact on the northeast portion of the south property and onto the Dundas Street East public realm by 7:33 pm.

The September 21 shadow impacts are largely consistent with those of April 21, with there being slightly more a north/east skew.

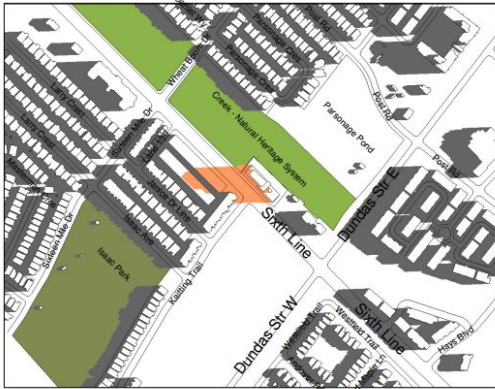
On December 21, the shadows are longer and slender than the summer and shoulder seasons but are largely limited to the Natural Heritage System and Personage Pond Stormwater Management Facility. The exception being between 1:19 pm and 2:19 pm when the top edge of the shadow reaches the south side yard of a property along Parsonage Crescent and then moves to another on the same street.

The shadow studies demonstrate that the proposed development will result in limited and generally acceptable shadow impacts on surrounding lands. As illustrated in the submitted drawings, the majority of shadowing generated by the proposed building is cast primarily within the natural heritage system and stormwater management facility. The shadow impacts on private residential properties are minimal.

Low density residential areas to the northeast, west, and northwest experience little to no shadowing, with any minor encroachment limited in extent and duration. Importantly, the shadowing does not significantly impact rear yards amenity areas of nearby private properties, nor does it result in loss of access to sunlight for more than 2 hours. The shadow impact to the church and associated daycare to the south are minimized due to the building's placement, orientation, and the directional path of shadow movement.

The shadow patterns demonstrate that the proposed massing and height transitions are effective in mitigating impacts on the surrounding area. The proposal limits shadow impact on residential and other sensitive properties per the Town's Shadow Impact Analysis Terms of Reference. This outcome reflects a thoughtful built form response that balances intensification objectives with compatibility considerations.

SHADOW STUDIES - APRIL



April 21 - 07:56 AM - DST



April 21 - 08:56 AM - DST



April 21 - 09:56 AM - DST



April 21 - 10:56 AM - DST



April 21 - 11:56 AM - DST



April 21 - 12:56 PM - DST



April 21 - 01:56 PM - DST



April 21 - 02:56 PM - DST



April 21 - 03:56 PM - DST



April 21 - 04:56 PM - DST



April 21 - 05:56 PM - DST



April 21 - 06:40 PM - DST

SHADOW STUDIES - JUNE



June 21 - 07:08 AM - DST



June 21 - 08:08 AM - DST



June 21 - 09:08 AM - DST



June 21 - 10:08 AM - DST



June 21 - 11:08 AM - DST



June 21 - 12:08 PM - DST



June 21 - 01:08 PM - DST



June 21 - 02:08 PM - DST



June 21 - 03:08 PM - DST



June 21 - 04:08 PM - DST

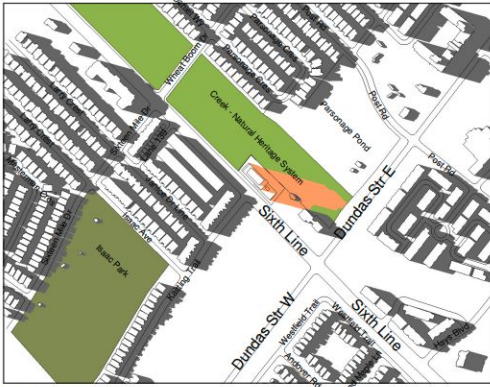


June 21 - 05:08 PM - DST

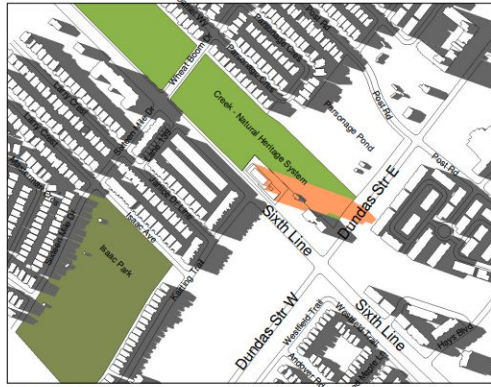


June 21 - 06:08 PM - DST

SHADOW STUDIES - JUNE CON'T



June 21 - 07:08 PM - DST



June 21 - 07:23 PM - DST

SHADOW STUDIES - DECEMBER



December 21 - 09:19 AM



December 21 - 10:19 AM



December 21 - 11:19 AM



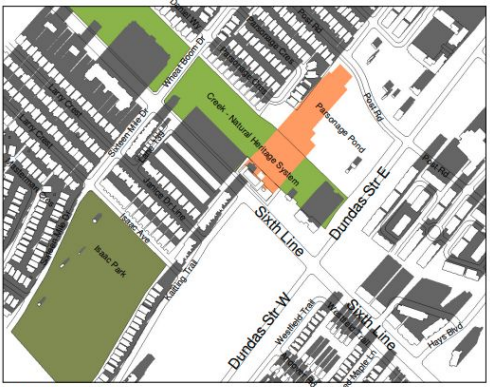
December 21 - 12:19 PM



December 21 - 01:19 PM



December 21 - 02:19 PM



December 21 - 03:16 PM

4.8 BUILDING HEIGHT ANALYSIS

The determination of an appropriate building height is informed by a range of considerations, including the surrounding context, site organization, and potential impacts on light, views, overlook, and privacy, balanced with relevant policy direction for growth and development in a specific area. Building height is also considered in tandem with broader objectives of the planning framework, including policies related to the provision of a range of housing, Affordable Housing, densities that support transit and other infrastructure investments, sustainable development, and the public realm, as discussed in the preceding sections of this report.

The determination of appropriate building height is based on a balanced consideration of impacts and opportunities. Buildings that are short enough to mitigate most, or all, impacts on nearby low rise areas generally do not have the capacity to deliver the meaningful scale of housing and transit supportive growth expressly intended by the ROP, OP, and NOESP, as well as Provincial policy documents. This is particularly the case in areas such as the subject site, which is identified within a Strategic Growth Area, along a Regional Transit Priority Corridor and Primary Regional Node, where several layers of growth policies apply.

The subject site is located at the intersection of Dundas Street East, a Major Arterial, Transit Priority Corridor, and Regional Intensification Corridor, and Sixth Line, a Minor Arterial. This location is explicitly identified in the NOESP as an area where the highest densities within the Urban Core are permitted.

Policy 7.6.5.3 b) of the NOESP establishes a minimum permitted building height of 3 storeys and a maximum permitted building height of 8 storeys within the Dundas Urban Core Area.

The policy further provides flexibility to accommodate additional height in recognition of site specific conditions and broader community building objectives. Specifically, Policies 7.6.5.3 b) iv. and v. permit increases of up to 4 storeys beyond the maximum permitted height, whether exclusive of bonusing, where development is located adjacent to a stormwater management pond or subject to bonusing provisions.

The proposed development, with a maximum height of 12 storeys, falls within the range of height increases contemplated by the secondary plan. The subject site is separated from a stormwater management pond only by a Natural Heritage System, which effectively provides a similar function in increasing separation from sensitive residential uses and reducing potential impacts to shadowing, overlook, and privacy.

The site provides additional height and density on a block that is otherwise limited in its ability to meet the intent of the Dundas Core Urban Area designation, where the church property is anticipated to remain and the large stormwater management facility and Natural Heritage System limit future opportunities for potential development along this segment of the corridor.

The proposed height of 12 storeys is considered appropriate, as the development has been situated and massed to reduce impacts, provides setbacks and stepbacks that respond to the context, and provides for a distinct architectural approach to create varied and interesting building. The height and resulting density of the building assists the development in achieving numerous objectives identified in the applicable Regional, Town, and Provincial policy framework, including those regarding transit oriented communities and development, housing, and environmental sustainability.

4.9 HOUSING POLICY

Further to the intensification policies discussed in this report, which pertain mainly to the number of dwelling units created to meet housing targets, the planning framework also provides direction on the provision of housing through an equitable lens to ensure the broad range of housing needs are met for a diverse population.

Policy 72 of the ROP establishes that the goal of the Urban Area and the Regional Urban Structure is to manage growth in a manner that fosters complete communities, enhances mobility across Halton, addresses climate change, and improves housing affordability, sustainability and economic prosperity. Policy 85 lists objectives of housing, including the aim to explore and implement new approaches to reduce residential land and construction costs and to effect an adequate supply of Affordable Housing, meeting the housing needs through the provision of Assisted Housing, Affordable Housing, and Special Needs Housing in Halton (Policies 85 (2) and (5)). To this effect, Policy 86 (6) b) targets that at least 30 per cent of new housing units produced annually in Halton be Affordable or Assisted Housing.

Within the OP, Policy 2.2.2 a) provides the overarching objective for the Town as a whole to enable the availability and accessibility of a wide range of housing, jobs and community resources to meet the diverse needs of the community throughout all stages in life.

NOESP Section 7.3.6.1 provides directives for population growth within the secondary plan area. In addition to the housing mix and density directions discussed in the Intensification and Land Use section of this report, Policies 7.3.6.2 b) and 7.3.6.3 encourage a balance between rental and ownership housing, and the development of assisted, affordable, and special needs housing.

The Town’s Housing Pledge not only provides a target for new housing counts but is also coupled with a Housing Strategy structured on six goals and objectives that will guide decision making regarding housing and establish a path toward positive housing outcomes:

Goal 1: Support growth management and increase the housing supply

Objective: Identify, encourage, and enable housing opportunities within the town’s urban structure, which functions as the foundation for growth management in Oakville.

Goal 2: Improve housing affordability, housing options and housing choice

Objective: Enable a greater diversity of housing types in more places throughout the town, where appropriate, focusing on housing types, sizes and tenures that are in short supply and housing that improves affordability.

Goal 3: Streamline approvals

Objective: Create new and enhanced processes that improve the efficiency of the development approvals process and the timely delivery of housing.

Goal 4: Make housing feasible

Objective: Ensure the delivery of infrastructure and community service facilities are coordinated, appropriately funded and implemented in alignment with growth to enable the delivery of housing and livable complete communities.

Goal 5: Engage, raise awareness, build capacity

Objective: Engage town staff, agency partners and the public to raise awareness and build the community capacity necessary to support the construction of a wide range of housing types that are needed throughout Oakville.

Goal 6: Collaborate

Objective: Work with agency partners and other levels of government to achieve the goal of creating more housing, while ensuring growth is contextually appropriate, including assessing capacity based on the developable land area and density range, and is environmentally and fiscally responsible.

Analysis

The proposal provides 165 residential units in a range of sizes, including 60% of the units comprising two and three bedroom layouts and over 45% provided as Affordable Housing units. The proposed units will serve households in a variety of sizes, incomes, and ages. The proposed development increases the stock of residential dwellings in the local context, improving the range of housing choice, consistent with the Housing Policy objectives.

The proposed development makes a meaningful contribution toward meeting Regional and Town housing objectives by delivering a diverse range of unit types and sizes, while advancing Affordable Housing supply. The proposal supports the overarching goal of the ROP to manage growth in a manner that fosters complete communities, enhances mobility, addresses climate change, and improves housing affordability, sustainability, and economic prosperity within the Urban Area.

The proposed unit mix responds directly to creating a diverse range of housing by providing a range of unit types and sizes capable of accommodating a variety of household compositions and life stages. Notably, over 60% percent of the proposed units are two bedroom units or larger, supporting families, work from home couples, and long term residents seeking to remain within the community as their housing needs change.

This mix contributes to housing choice within the Dundas Urban Core and aligns with Regional and Town policies seeking to deliver a full spectrum of housing options within intensification areas, and provides for intensification and housing in a location on the east side of Sixth line where it is intended.

A defining feature of the proposal is its substantial provision of Affordable Housing. A total of 75 units, representing 45% of the total unit count, are proposed as Affordable Units. This level of affordability exceeds the Regional target established in ROP Policy 86 (6) b), which directs that a minimum of 30 percent of new housing units produced annually in Halton be Affordable or Assisted Housing. The proposal therefore represents a strong policy conforming response to Regional housing objectives and demonstrates a tangible commitment to improving housing affordability within Halton.

At the Town level, the proposal aligns with OP and NOESP policies, which seek to enable the availability and accessibility of a wide range of housing options to meet the diverse needs of the community throughout all stages of life. The combination of market and affordable units, varied unit sizes, and proximity to transit, services, and amenities ensures that the proposed development is accessible to a broad demographic and households, including families, seniors, and individuals seeking to reduce reliance on private automobiles.

The proposed development will increase the provision of housing in a new multi unit building through a housing program that seeks to create a more inclusive and equitable housing supply within the Halton and Oakville area, helping individuals and young households find attainable housing in an established residential neighborhood well supported by nearby services and amenities.

4.10 SUMMARY OF PROPOSED OFFICIAL PLAN AMENDMENT

The proposed Official Plan Amendment (OPA) amends the North Oakville East Secondary Plan by re-designating the north portion of the subject site so that it is entirely designated Dundas Urban Core Area.

A site specific amendment is also required to increase the maximum height provision to 12 storeys.

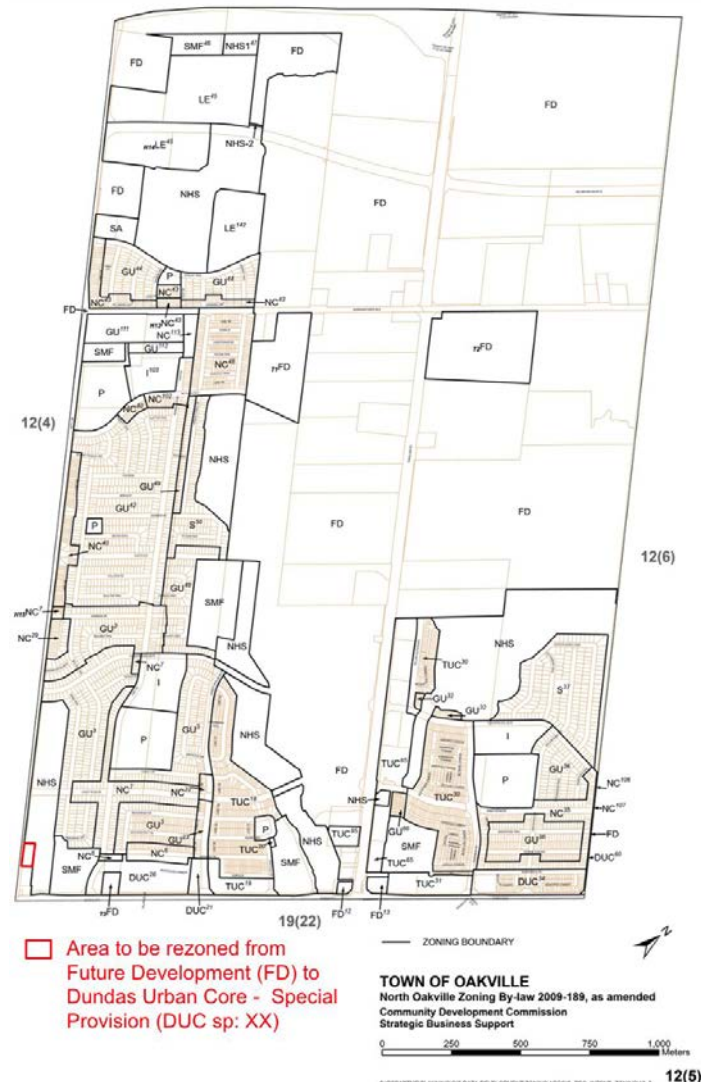
4.11 SUMMARY OF PROPOSED ZONING BY-LAW AMENDMENT

The proposed development requires an amendment to the North Oakville Zoning By-law 2009-189 to permit a mid rise residential building.

The amendment is necessary to rezone the site from Future Development (FD) Zone to Dundas Urban Core (DUC) Zone with site specific provisions to tailor the performance standards to permit the proposal.

A summary of the proposed amendments to the DUC Zone are as follows:

- Adding a site specific DUC Zone exception with tailored performance standards to permit the proposed development;
- Increase maximum permitted FSI;
- Increase maximum permitted height; and,
- Amending mapping as necessary to reflect the rezoning and site specific provision.



5.

URBAN DESIGN
BRIEF

5. URBAN DESIGN BRIEF

5.1 DESIGN VISION

This section outlines the rationale for various design elements of the proposed development. The Urban Design Brief (UDB) illustrates how the proposed development will fit within the context of the neighbourhood, responding to policies and guidelines - including the North Oakville East Secondary Plan and the North Oakville Urban Design and Open Space Guidelines.

*The vision for the proposed development is to establish a **compact, transit oriented, and inclusive residential community** that contributes to the Dundas Urban Core as it transitions from an arterial road prioritizing vehicular movement into a **multi-modal intensification corridor with a high quality public realm and identifiable sense of place.***

Guiding Principles & Objectives

Transit Oriented and Pedestrian Focused

Support investment in transit and active transportation networks, concentrating density along Dundas Street, where the regional Dundas BRT route is planned, and near commercial nodes to support the daily needs of future residents. Formulate design decisions, such as building orientation, entrances and walkways, and cycling facilities to provide direct, safe, and accessible non-motorized connections.

Context Sensitive Massing and Height

Achieve density through a compact built form that is responsive to its context. Provide appropriate transition to sensitive adjacent lower scale uses while reinforcing the urban character of the Dundas Street corridor and its intersections.

High Quality Public Realm

Enhance the public realm by establishing a strong streetwall condition that is attentive to the human scale. Balance generous pedestrian zones with a sense of enclosure through the use of coordinated landscape treatments that help define edges, soften built form, and screen servicing area to promote pedestrian comfort, safety, and visual interest. Design lower levels to contribute to at-grade animation, a sense of natural surveillance, and welcoming atmosphere.

Architectural Excellence

Reflect the the mid rise built form vision along Dundas Street through intentional design, not replication, to ensure compatibility while delivering a high standard of architectural excellence. Create a visually engaging and identifiable building through articulated facades, varied rooflines, high quality material selection, and clear and cohesive building component design.

5.2 URBAN DESIGN POLICIES & GUIDELINES

The proposed development is guided by a number of policy directions and guidelines outlined in the OP, NOESP, LBDM, and UDG.

In addition to the Urban Design policies provided in Section 3 of this report, the Liveable by Design Urban Design Manual (LBDM) and North Oakville Urban Design and Open Space Guidelines (UDG) are provided as complementary resources to establish the physical design concepts that will lead to the development of a high quality, sustainable and integrated employment and residential community. The LBDM and UDG are intended to be read in conjunction with other relevant documents, including the Liveable Oakville Official Plan, North Oakville Secondary Plans, strategies, and studies.

Liveable by Design Urban Design Manual: Urban Design Direction for Oakville

The LBDM provides a comprehensive and detailed design direction for development to ensure designed and built elements are integrated with their surroundings and result in projects that not only function, but are aesthetically pleasing, support community vitality, and improve the overall livability of Oakville.

The LBDM is set on guiding design principles that reinforce the urban design policy direction and approach to community development outlined in the OP, namely:

- **Sense of Identity:** creating distinct and vibrant communities
- **Compatibility:** fostering compatibility and context-specific design
- **Connectivity:** enhancing connectivity and accessibility
- **Sustainability:** integrating sustainability and resiliency

- **Legacy:** preserving built heritage, cultural and natural resources
- **Creativity:** inspiring creativity and innovation

These principles are implemented throughout the sections of the LBDM, including design direction for the public realm, built form, and site development. The design direction provided through the document is intended to help achieve a consistent level of quality development and public realm improvements while providing flexibility for context specific solutions.

North Oakville Urban Design and Open Space Guidelines

The UDG provide detailed design direction for development, streetscapes, public spaces, built form, and the integration of natural systems within the North Oakville community. They build on the OP and LBDM by offering area specific urban design expectations tailored to the evolving character and objectives of North Oakville.

The following urban design principles are provided based on the vision for North Oakville:

- **Create a Sustainable Natural Heritage and Open Space System**
- **Provide Access and Visibility to Open Space**
- **Create a Sustainable Street Transportation Network**
- **Create Compact, Walkable Mixed Use Development**
- **Provide a Variety of Housing**
- **Preserve and Extend Residential Enclaves and Cultural heritage**
- **Sustainable Development**
- **Provide a Vital Setting for Employment Uses**

5.3 DETAILED DESIGN DIRECTION

5.3.1 Site Design

Relevant policies and guidelines
OP: 6.1.1 b., 6.4.2 a., 6.4.2 b., 6.4.2 e., 6.4.2 f., 6.9.12, 6.9.14, 6.10.1, 6.10.2, 6.10.3, 6.10.4, 6.10.5, 6.11.1, 6.11.2, 6.11.5, 6.12.1, 6.12.2, 6.13.1, 6.13.2, 6.13.3, 6.13.5, 6.16.1, 6.16.2; NOESP: 7.2.3.4 f), 7.5.6 a), 7.5.6 e), 7.5.9 a), 7.5.9 b), 7.5.9 d); LBDM: 2.1.1, 2.2.2, 2.2.5-8, 2.2.13, 2.2.14, 3.1.7, 3.1.11-14, 3.1.48, 4.1.5, 4.1.9-12, 4.1.16, 4.2.1-8, 4.3.1, 4.3.8-10, 4.3.17, 4.3.21, 4.3.22, 4.6.1-3, 4.6.5-9; UDG: 3.3.1., 3.3.3., 3.11., 3.12.

5.3.1.1 Building Positioning and Relationship to the Surrounding Context

The proposed development is strategically positioned to reinforce the urban structure of the Dundas Street Urban Core Area. The building is oriented to frame the intersection of Dundas/Sixth Line, establishing a defined and cohesive street edge at this gateway corner into the Seven Oaks and Woodland Trails community.

By situating the building close to the street with a consistent lower level streetwall expression, the proposal creates a sense of enclosure appropriate to the width of the planned complete street, contributing to a comfortable pedestrian environment. The placement of the building replaces the existing condition which present little interface with the public realm, with an urban form that defines and strengthens the street edge.

The relationship between building height and surrounding context has been carefully considered, with greater height directed toward the north, where there is an expansive open space area and less impact to adjacencies, and stepping down toward the lower scale church to the south, ensuring compatible built form and appropriate transition.

Setbacks are designed to create a graduated transition from the public to private realm, accommodating generous pedestrian clearways, landscape buffers, and streetscape enhancements that soften the building edge while maintaining a clear urban presence, commensurate with the Dundas Urban Core designation.

5.3.1.2 Streetscape and the Public Realm

The development contributes to an attractive, safe, and cohesive streetscape envisioned for the Dundas corridor and intersecting arterials, namely Sixth Line. The proposal demonstrates attention to establishing a distinct pedestrian scaled environment through its site layout, main entrance locations, building facade articulation, and complementing landscaping scheme.

A generous curb to building setback accommodates an expanded pedestrian zone integrated with public right of way improvements, including street tree planting and newly installed bike lane. Patterned paving treatments, coordinated landscape elements, a second row of street trees, and site furnishings are proposed to enhance the curb appeal, define pedestrian priority areas, and contribute to an attractive and comfortable pedestrian environment.

The design fosters a sense of enclosure along the arterial corridor while maintaining transparency and visual permeability at grade through built form design and facade treatment. Through coordinated setback design and streetscape enhancements, the proposal establishes a well scaled and inviting public realm that supports walking, cycling, and transit use.

5.3.1.3 Vehicular and Pedestrian Access and Circulation

The site has been designed to prioritize pedestrian movement while maintaining efficient and safe vehicular access. Pedestrian connections are direct, legible, and barrier free, linking the public sidewalk to principal building entrances, grade related units, indoor and outdoor amenity areas, bicycle parking, and parking facilities. Principal building entrances, including the main residential lobby and street oriented townhouse units, are clearly visible and directly accessible from the public sidewalk.

Pedestrian pathways within the site are designed as continuous routes across driveway crossings and throughout the site, signaling pedestrian priority and minimizing potential conflicts with vehicles. Stemming from the public sidewalk, the pedestrian walkways on-site are proposed as patterned pavement to elevate the design of pedestrian priority spaces and enhance the overall appearance of the proposed development at the street level.

Vehicular access is consolidated to reduce interruptions along the public sidewalk and maximize opportunities for landscaping along the street frontage. Internal drive aisles are clearly defined to organize circulation and direct vehicles efficiently to parking and servicing areas. Barrier free parking spaces are located in close proximity to building entrances to ensure accessibility and convenience.

This coordinated approach supports safe and intuitive site circulation, reduces pedestrian/vehicle conflicts, and has been intentionally designed with consideration and thoughtful attention to the pedestrian experience.

5.3.1.4 Landscaping and Amenity Areas

Outdoor amenity spaces are carefully integrated into the site design to support passive recreation, social interaction, and resident well being. These spaces are positioned to maintain privacy, incorporate appropriate setbacks, and utilize landscaping and screening elements to ensure compatibility with surrounding uses. Amenity areas are directly connected to the pedestrian circulation network, ensuring ease of access and convenience for users.

The design balances the openness and connection to nature and the outdoors with providing a sense of enclosure to create comfortable environments. The integration of landscaped areas, seating, and gathering spaces contributes to the creation of a livable residential community consistent with the broader vision for complete and healthy communities.

Landscape design is a central component of the site design approach and contributes significantly to both the public realm and on-site experience. The landscaping concept establishes a human scale within the development and reinforces a cohesive streetscape character. In addition to enhancing visual appeal for the proposal and streetscape, landscaping elements are used strategically to screen service areas and lot lines, frame entrances, define pedestrian pathways, and support gathering areas.

At the detailed design stage plant selections will prioritize native and climate resilient species to support ecological stability, long term survival, and integration with the surrounding natural heritage features.

5.3.1.5 Parking, Loading, and Servicing Areas

Parking and servicing functions are designed to minimize their impact on the public realm. The majority of parking is located within an underground parking facility to reduce the presence of surface parking along street frontages. Visitors parking is provided at the rear of the building on a small surface parking lot, where a majority of the parking spaces are covered from the building overhead and all parking spaces are screened from the public realm by the building envelope and landscaping.

Loading, waste, and servicing areas are also located at the rear of the building and internalized where feasible to limit visibility from the public realm. These areas are screened through a combination of built form, fencing, and landscaping to mitigate visual and noise impacts and ensure compatibility with surrounding uses and comfort for future residents.

The site layout minimizes driveway interruptions along the public sidewalk and maximizes opportunities for landscaping and pedestrian movement, ensuring that functional requirements do not detract from streetscape quality.

5.3.1.6 Lighting

While lighting details are generally provided at the design detail stage, it is assumed that the lighting design will support safety, visibility, and comfort throughout the site while minimizing light spill onto adjacent properties.

Pedestrian scale lighting will be integrated along walkways, entrances, and amenity areas to enhance natural surveillance and illuminate circulation routes. Lighting fixtures will be selected and positioned to complement the architectural character of the development and contribute to a cohesive streetscape identity.

5.3.2 Built Form

Relevant policies and guidelines
OP: 6.1.1 a., 6.1.1 c., 6.1.1 d., 6.4.2 c., 6.9.1, 6.9.2, 6.9.3, 6.9.4, 6.9.5, 6.9.7, 6.9.9, 6.9.10; NOESP: 7.2.3.4 a), 7.2.3.4 d), 7.2.3.4 e), 7.2.3.4 j), 7.5.4 a), 7.5.4 b), 7.5.15 b), 7.6.5.2 d); LBDM: 2.2.1, 3.1.18, 13.1.21, 3.1.22, 3.1.33, 3.1.38, 4.1.6; UDG: 3.3.2., 3.4.5.

5.3.2.1 Height and Massing

The proposed development establishes a compact and transit-supportive built form appropriate to its location within the Dundas Urban Core Area and at the intersection of Dundas Street East and Sixth Line. The building is designed to reinforce this gateway location through a height and massing strategy that concentrates density at arterial intersection while providing a sensitive transition toward adjacent lower scale uses.

The massing cascades from a maximum height of 12 storeys downward to 6 storeys, creating a deliberate and contextual transition in scale. This stepping strategy reduces perceived bulk, maintains access to light and sky views, and ensures compatibility with nearby lower scale properties. The varied height profile avoids a monolithic appearance and contributes to a more refined and articulated skyline that supports the vision for an urban corridor that boasts visual interest and identifiable sense of place.

In a similar manner to create variation longitudinally, the proposal implements a lateral distinction between the building components through a jagged building footprint, where the shorter component is placed in a more forward position than the taller component, with the underpass located at the centre to break apart the length of the building.

5.3.2.2 Setbacks and Building to Street Relationship

The building is positioned to frame the arterial street with a strong and consistent urban edge that reinforces the emerging character of the Dundas Urban Core Area. The setback strategy establishes a deliberate relationship between building height and the public right-of-way width, creating a well proportioned street section.

Along the building frontage, the public right-of-way is approximately 23 metres wide, which closely aligns with the height of the 6 storey portion of the building. This results in a near 1:1 building height to street width ratio, which is considered best practice in urban design for establishing an appropriate sense of enclosure through streetwall design. This proportional relationship helps define the street as an ‘outdoor room’ without creating a canyon effect, and supports a balanced and human scaled pedestrian environment.

The taller portion of the building is carefully calibrated to maintain the proposal’s proportional relationship. The taller building is setback from the 6 storey component to break apart the building massing and reduce perceived height and mass at the sidewalk. This approach promotes a comfortable pedestrian environment and avoids a continuous vertical plane along the street frontage.

Setbacks at grade are coordinated to accommodate generous pedestrian clearways, landscape buffers, and streetscape improvements within the setback zone. This layered condition creates a graduated transition from the public realm to private residential spaces, softening the building edge while maintaining a strong urban presence appropriate to an arterial intersection.

5.3.2.3 Streetwall and the Pedestrian Experience

The lower of the building is designed to enhance the pedestrian experience and contribute to an active, safe, and visually engaging streetscape. A consistent streetwall condition along Sixth Line, leading to Dundas Street East establishes a defined urban edge and reinforces the sense of connectivity along both arterials.

Principal entrances, including the main residential lobby and grade related units, are directly oriented to the public sidewalk. These entrances are clearly articulated through glazing, colour and material variation, and landscape framing, creating visual interest and wayfinding cues at the pedestrian level. High levels of transparency and fenestration at grade promote visual permeability and natural surveillance, contributing to safety and comfort within the public realm.

The scale and detailing of the base of the building implements a human scaled element that animates the street and supports a pedestrian friendly environment.

5.3.2.4 Transition to Adjacent Uses and Built Form

Compatibility with adjacent uses is achieved through modulation of height, massing, and spatial separation rather than replication of surrounding built form.

The development acknowledges the lower scale context to the south and its associated sensitive use through site design and built form, including locating visitor parking and less intrusive uses near the shared lot line, stepping down the built form, incorporating setbacks, and providing boundary planting for screening and privacy. Landscape buffering, separation distances, and upper level setbacks work together to mitigate impacts related to shadowing, overlook, and privacy to create a compatible condition.

5.3.2.5 Facade Treatments and Architectural Elements

The architectural design incorporates facade articulation, material changes, and massing modulation to avoid monotony and establishes a distinctive identity appropriate for the Dundas Urban Core.

Drawing on precedents along the Dundas corridor to reflect cohesiveness in design direction for the area overall, the facade composition emphasizes a contemporary approach to vertical and horizontal articulation to break down building mass and create a balanced rhythm along the street frontage. Subtle variations, such as a staggered roofline, jagged building footprint, and changes in colour and material palette are employed to avoid a continuous uniform, and otherwise redundant presence, in favour of a more dynamic design.

Material selections and detailing reinforce a high standard of architectural quality, with a layered treatment that differentiates the various building components. This expression enhances visual interest, strengthens the building's identity, and contributes to the formulation of a distinct contemporary, mid rise character within the Dundas Urban Core Area.

The architectural language supports the creation of a distinctive yet compatible urban form, reinforcing the intent for innovative, diverse, and high quality design within growth areas and along intensification corridors.

5.3.3 Sustainability Features

Relevant policies and guidelines OP: 6.4.2, 10.4.1; NOESP: 7.4.2 a)-d), 7.4.3 a) iii), 7.4.3 a) iv); LBDM: 4.1.2, 4.1.3; UDG: 3.2.2.

At this stage in the planning review process, the proposed development incorporates sustainable design principles at the macro scale - urban structure and built form. Recognizing that detailed site design and building system components are refined through the Site Plan Approval process, the proposal establishes a sustainability framework for which the subsequent technical details can continue to build on and improve in addressing sustainability objectives.

The compact built form makes efficient use of land and municipal infrastructure while minimizing surface parking areas and impervious coverage to provide a meaningful scale of housing. Pedestrian and cycling connections are integrated into the site design, with connections to bicycle facilities and transit stops. This coordinated land use and transportation approach contributes to improved air quality, reduced greenhouse gas emissions, and long term environmental resilience.

The landscape and site design are guided by principles of Low Impact Development (LID) to manage stormwater on-site and reduce strain on municipal infrastructure. The design intent relating to stormwater management includes:

- Maximizing landscaped and permeable surface areas where feasible;
- Planning for soil volumes and tree trenches to promote infiltration;
- Selecting native and climate adaptive plant species to support ecological stability and reduce irrigation demand; and
- Integrating stormwater management strategies that protect the adjacent natural heritage features.

To optimize on the rental development's operating efficiencies, the building will be designed to incorporate energy efficient systems and sustainable building technologies, with specifications to be confirmed through detailed design stage. Potential strategies include:

- High performance modular building envelope systems to improve thermal performance;
- Energy efficient glazing and shading materials to take advantage of solar gain and reduce heating and cooling demand;
- Low carbon mechanical systems (ie. geothermal);
- LED lighting throughout common areas and site photometric plan;
- Water efficient plumbing fixtures and appliances; and
- Consideration of electric vehicle charging infrastructure within parking areas.

6.

TECHNICAL
STUDIES

6. TECHNICAL STUDIES

5.1 SUPPORTING STUDIES AND KEY FINDINGS

The following is a summary of findings and recommendations from technical studies provided as part of the application submission package. For a more detailed analysis and overview of study methodology, please refer to the individual reports and studies.

Environmental Implementation Report Conformity Letter

Siteplantech Inc. and Terrastory Environmental Consulting Inc. have reviewed the Lower West Morrison Creek Environmental Implementation Report and provided a conformity letter summarizing the key outcomes from a natural heritage perspective from the EIR and addressing the relevant details applicable to the proposed development.

A Terrastory Ecologist conducted a site visit to the subject site on January 21, 2026 to confirm existing site conditions. The visit found that the subject site primarily contains scattered trees including Black Walnut (*Juglans nigra*), Norway Spruce (*Picea abies*), Eastern Red Cedar (*Juniperus virginiana*), and Manitoba Maple (*Acer negundo*) surrounding existing buildings. Much of the subject site consists of manicured grass, with some minor naturalizing areas.

Beyond the subject site to the east, the lands slope eastward towards the Lower West Morrison Creek valleyland.

No species at risk were documented during Terrastory's site visit or are indicated for the lands in the EIR.

Notwithstanding this, the on-site buildings have some potential to support roosting bats (given noticeable entry points on exterior surfaces) and nesting birds. On this basis, Terrastory recommends the completion of a formal bat roosting habitat assessment within the buildings proposed for removal, which may require two (2) exit surveys in June 2026 to confirm the presence or absence of roosting bats.

In addition, and regardless of the outcome of any exit surveys, Terrastory recommends that all building and vegetation removals occur outside of the roosting season for bats and nesting season for most bird species in southern Ontario (i.e., all removals to occur from December 1st to March 31st).

Based on the above, it is the opinion of Siteplantech and Terrastory Environmental Consulting that the submitted application is in conformance with the original EIR.

Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report (FSR/SWM) has been prepared by Siteplantech Inc. to provide details on the required site servicing, grading, drainage, and stormwater management features as required by the Halton Region Conservation Authority, Region of Halton and Town of Oakville. The report concludes and recommends the following:

- Peak runoff rates for the proposed development were designed to be less than or equal to the approved condition by implementing onsite SWM controls. A total storage volume of 24.9m³ is required to meet quantity controls and will be achieved with an underground stormwater tank. Quality controls are not required as the downstream pond addresses all quality controls. The site will include an OGS for spill control.
- The sanitary discharge from the proposed development will be directed to the existing infrastructure on Kaitting Trail.
- It is anticipated that the infrastructure will be adequate to service the proposed development, however this will be confirmed once a hydrant flow test can be completed in the spring of 2026.
- The proposed grading is compatible with existing elevations at the property limits, the proposed road widening and will not adversely affect adjacent properties.
- ESC measures were designed as per the “Erosion and Sediment Control Guideline for Urban Construction” document. Provided that these measures are well maintained during construction, these will be adequate to keep sediments from entering the municipal infrastructure during construction.

Traffic Impact Study

A Traffic Impact Study (TIS) has been prepared by UrbanTrans Engineering Solutions Inc. to evaluate the anticipated impacts to traffic operations and identify potential safety issues. Based on the details of the proposed development, the TIS concludes and recommends the following:

- Based on the trip generation calculations, the proposed development is estimated to generate a total 37 two-way trips (10 inbound and 27 outbound) during the weekday morning peak hour and 43 two-way trips (27 inbound and 16 outbound) during the afternoon peak hour.
- The proposed development's traffic is anticipated to have a negligible impact on overall intersection delays during both morning and afternoon peak hours.
- The proposed development can be adequately accommodated within the existing transportation network, with minimal impacts on adjacent public roadways, provided the recommended signal timings are applied.
- The site provides 95 resident spaces and 33 visitor spaces, totaling 128 spaces, which falls below the maximum permitted while fully meeting the visitor parking minimum. This configuration therefore complies with the Zoning By-law and is acceptable from a parking perspective.
- The proposed development provides 208 bicycle parking spaces, including 42 short-term and 124 long-term thereby meeting the By-Law requirement.
- TDM measures and incentives are recommended for the proposed development to reduce the number of single-occupancy-vehicles to and front the proposed development.

Arborist Report

Tree Inventory and Preservation Plan Report has been prepared by Kuntz Forestry Consulting Inc. The study includes an inventory of the tree resources greater than 10cm DBH on and within 6m of the subject property and trees of all sizes on the municipal property, an evaluation of potential tree saving opportunities based on the proposed work plans, and a documentation of the findings.

The findings of the study indicate a total of 52 trees on and within 6m of the subject property. Five (5) trees have been removed from the site. The removal of 32 trees will be required to accommodate the proposed design. Preservation of the remaining 15 trees will be possible with implementation of the preservation measures.

The following recommendations are suggested to minimize impacts to trees identified for preservation.

- Tree protection barriers and fencing should be erected at locations as prescribed in the TIPP. All tree protection measures should follow the guidelines as set out in the tree preservation plan notes and the tree preservation fencing detail.
- No construction activity including surface treatments, excavations of any kind, storage of materials or vehicles, unless specifically outlined in the report, is permitted within the area identified on the TIPP as a tree protection zone (TPZ) at any time during or after construction.
- Branches that extend beyond prescribed tree protection zones that require pruning must be pruned by a qualified Arborist or other tree professional. All pruning of tree branches must be in accordance with Good Arboricultural Standards.

7.

CONCLUSION

7. SUMMARY AND CONCLUSIONS

The proposed development consists a 12 storey, 165 unit, residential development that delivers a meaning scale of 75 Affordable Housing units in partnership with the Region of Halton. It has been designed and sited appropriately to fit within the evolving context and deliver transit supportive density in a form that enhances public space and responds to its surrounding existing and planned context on an underutilized site along a regional priority transit corridor.

Located within a Strategic Growth Areas designation (Primary Regional Note & Regional Intensification Corridor) within the former Region of Halton Official Plan (now part of the Liveable Oakville Official Plan), Nodes and Corridors designation within the Town of Oakville Official Plan, and Dundas Urban Core Area within the North Oakville East Secondary Plan, the proposed development represents an efficient use of land and responds to growth policies in an appropriate form. The proposal implements Provincial, Regions, and Town policy intents to permit a range of housing and complete, walkable communities near transit and contributes to achieving the overall housing targets established by the Region and Town through its Housing Pledge.

The proposal balances various planning objectives regarding the intensification of an area proximate to planned higher order transit and an abundance of amenities, contributing to the growth of a complete community. The proposal features a high quality, efficient design and constitutes the efficient use of area infrastructure and public investment, and fits appropriately into an evolving context along an intensification corridor. The proposed development of the subject site reflects an opportunity to strategically address the housing, land use, and public space objectives of the applicable planning framework. The proposal increases not only the supply but also range of housing types available in the Town. In addition to supporting meet growth targets, it has also been designed to accommodate a higher proportion of larger units and Affordable Housing - including 60% of the units comprising two and three bedroom layouts and over 45% provided as Affordable Rental units.

The proposed development has regard to matters of Provincial interest, is consistent with the new PPS, conforms to the Town's Official Plan and Secondary Plan, is consistent with the intent of relevant guidelines documents, current best practices, and represents good planning.

Respectfully submitted by,



Jacqueline Lee
Intermediate Planner



Paul Demczak, MCIP, RPP
Principal

APPENDIX A

NOTICE OF
PUBLIC
INFORMATION
MEETING (PIM)

April 10, 2025

NOTICE OF PUBLIC INFORMATION MEETING
OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT
3043 SIXTH LINE, OAKVILLE

You are invited to attend a Virtual Public Information Meeting by Batory Planning + Management:

Wednesday, May 7, 2025, 6:30 PM – 7:30 PM

Login: ZOOM

Meeting number (access code): 856 1131 6979

Meeting password: 156187

The purpose of this Public Information Meeting is to provide an informal opportunity for you to learn more about the proposed development, ask questions and share your comments with the property owner. Town staff will hold the required Statutory Public Meeting with Town Council at a later date. Separate notices for this meeting will be provided in the near future.

The proposed development comprises a 12-storey, 38 metre, residential apartment building containing 157 apartment dwellings, including unit types ranging from one bedroom to three bedroom layouts, as well as indoor and outdoor amenity areas. A total of 160 vehicle parking spaces, with vehicular access from Sixth Line.



As this will be a live forum and we expect to have many more questions than time to reasonably address them, we invite you to submit questions to info@batory.ca in advance and we will endeavour to answer as many of your questions as possible.

We hope that you will join us, and we look forward to the conversation!

APPENDIX B

PIM

PRESENTATION

DECK



INTRO

OBJECTIVES

SUBJECT SITE

PROPOSAL

DESIGN

SUMMARY

NEXT STEPS

3043 SIXTH LINE

PUBLIC INFORMATION MEETING
May 7, 2025 6:30PM-7:30PM

Sweeny&Co
Architects

BATORY
Planning + Management



Agenda

01

INTRO

02

OBJECTIVES

03

SUBJECT SITE

04

PROPOSAL

05

DESIGN

06

SUMMARY

07

NEXT STEPS / Q&A

OBJECTIVES

CREATE HOUSING

Promote a range of housing supply by introducing new dwelling units in an area designated for growth and intensification

SUPPORT PUBLIC INVESTMENT

Create housing near transit, parks, and amenities that support residential uses

HIGH QUALITY URBAN DESIGN

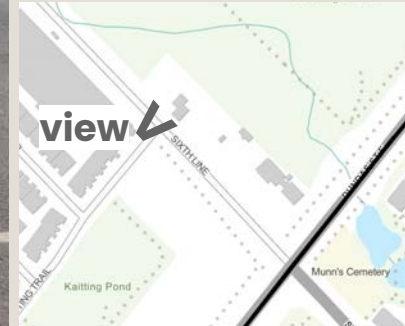
Design buildings and spaces to foster a vibrant and attractive community

IMPROVE STREETScape

Provide streetscape improvements to enhance the pedestrian environment and overall public realm

SUBJECT SITE





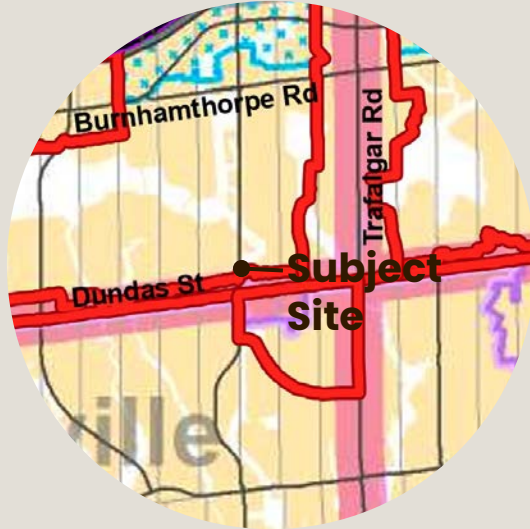




PLANNING CONTEXT

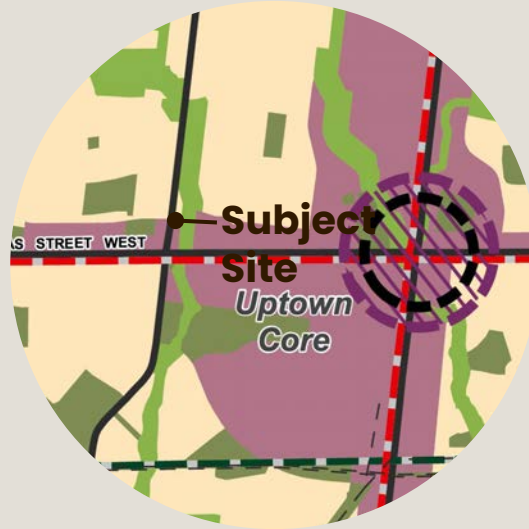
1 HALTON OFFICIAL PLAN

Urban Area & Primary Regional Node



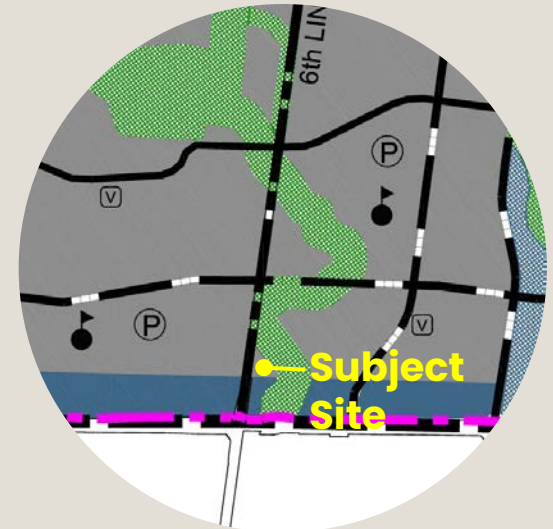
2 OAKVILLE OFFICIAL PLAN

Nodes and Corridors & Residential Areas
















3 NORTH OAKVILLE SECONDARY PLAN

Dundas Street Urban Core & Neighbourhood Centre Area

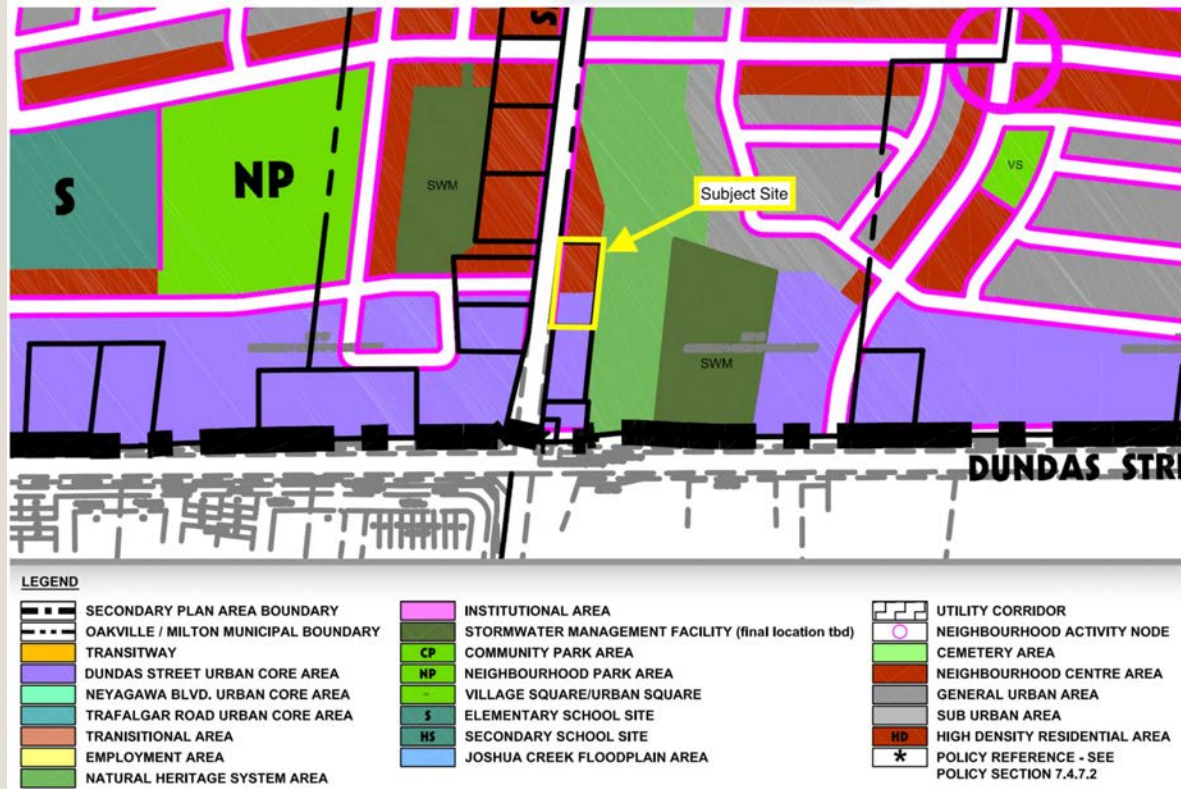


LONG TERM PLANNING

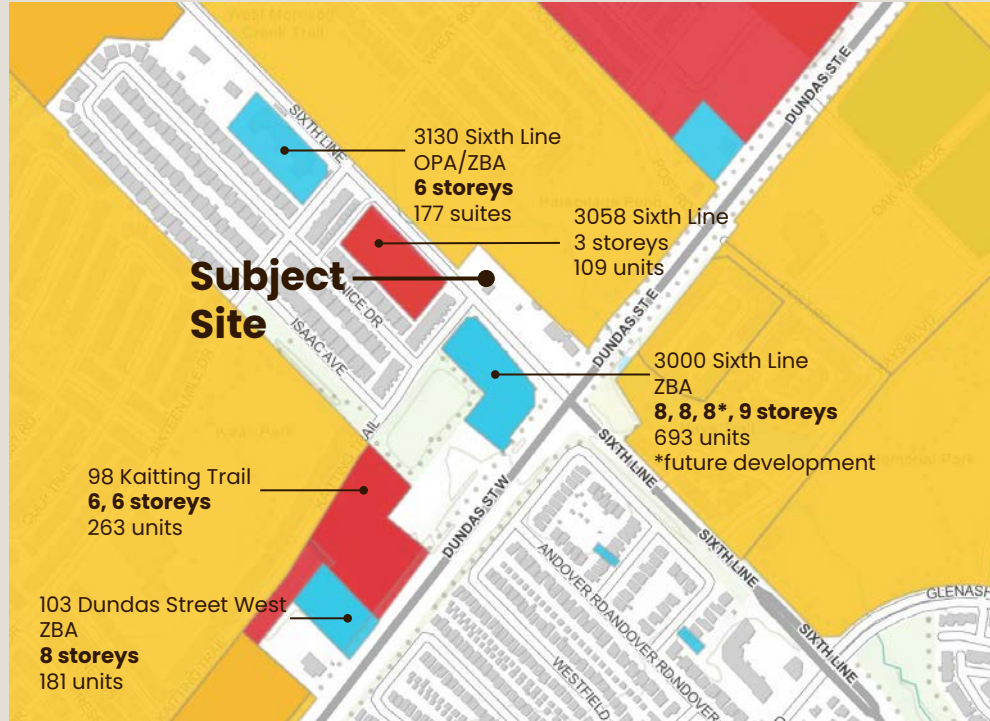


-  Hamlet Area
-  Urban Area
-  Higher Order Transit Corridor
-  Commuter Rail Corridor
-  Priority Transit Corridor
-  Regional Urban Boundary
-  HPBATS Corridor Protection Area
-  Provincial Highway
-  Major Arterial
-  Multi-Purpose Arterial
-  Minor Arterial
-  Provincial Freeway
-  Proposed Major Arterial

NORTH OAKVILLE EAST SECONDARY PLAN



ACTIVE DEVELOPMENT APPLICATIONS



Active Development Applications

- Official Plan Amendment
- Zoning Bylaw Amendment
- Plan of Condominium
- Phase of Registration
- Plan of Subdivision

PROPOSED DEVELOPMENT



PROJECT OVERVIEW



HEIGHT 12 storeys (~38 m)



TFA 13,536 sm



UNITS
70 1-bedroom (45%)
71 2-bedroom (45%)
16 3-bedroom (10%)



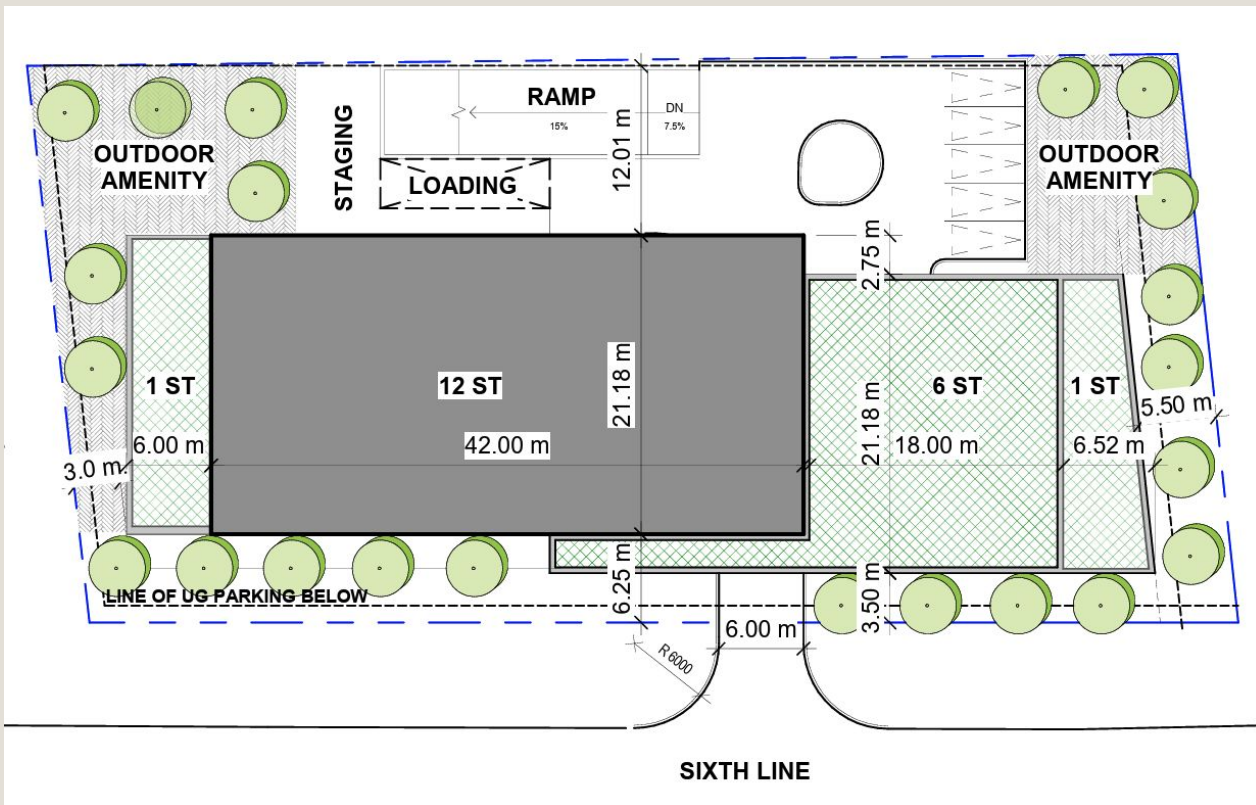
PARKING 160 parking spaces



ACCESS 1 driveway

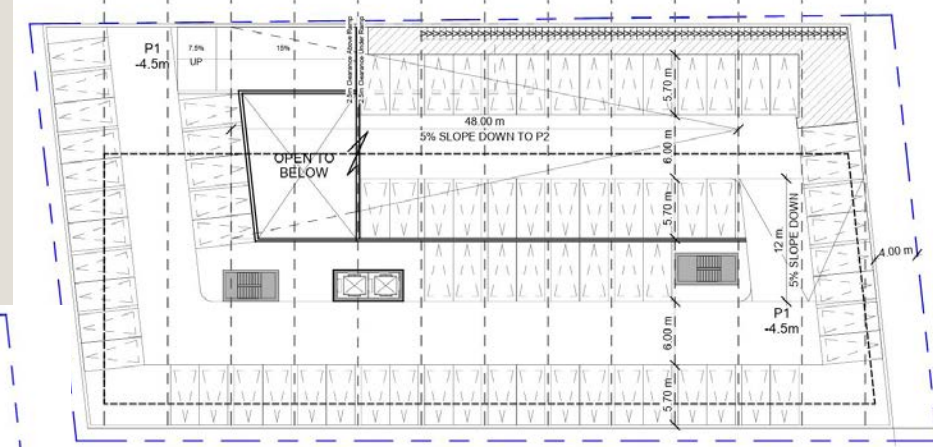
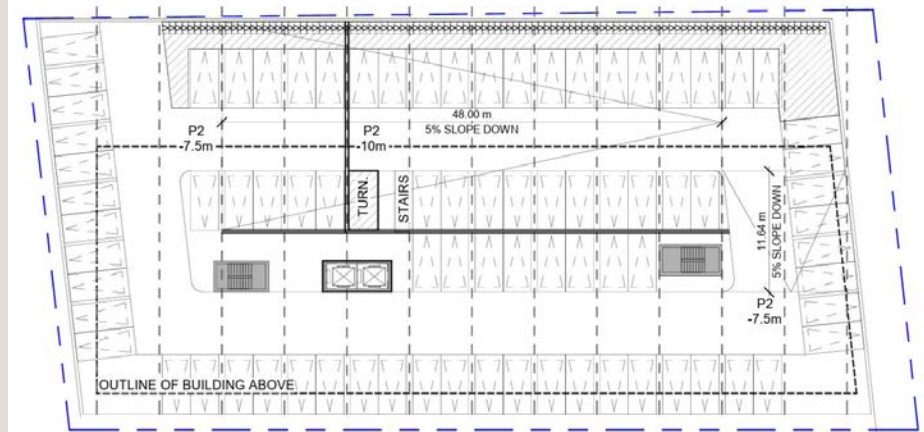


SITE PLAN



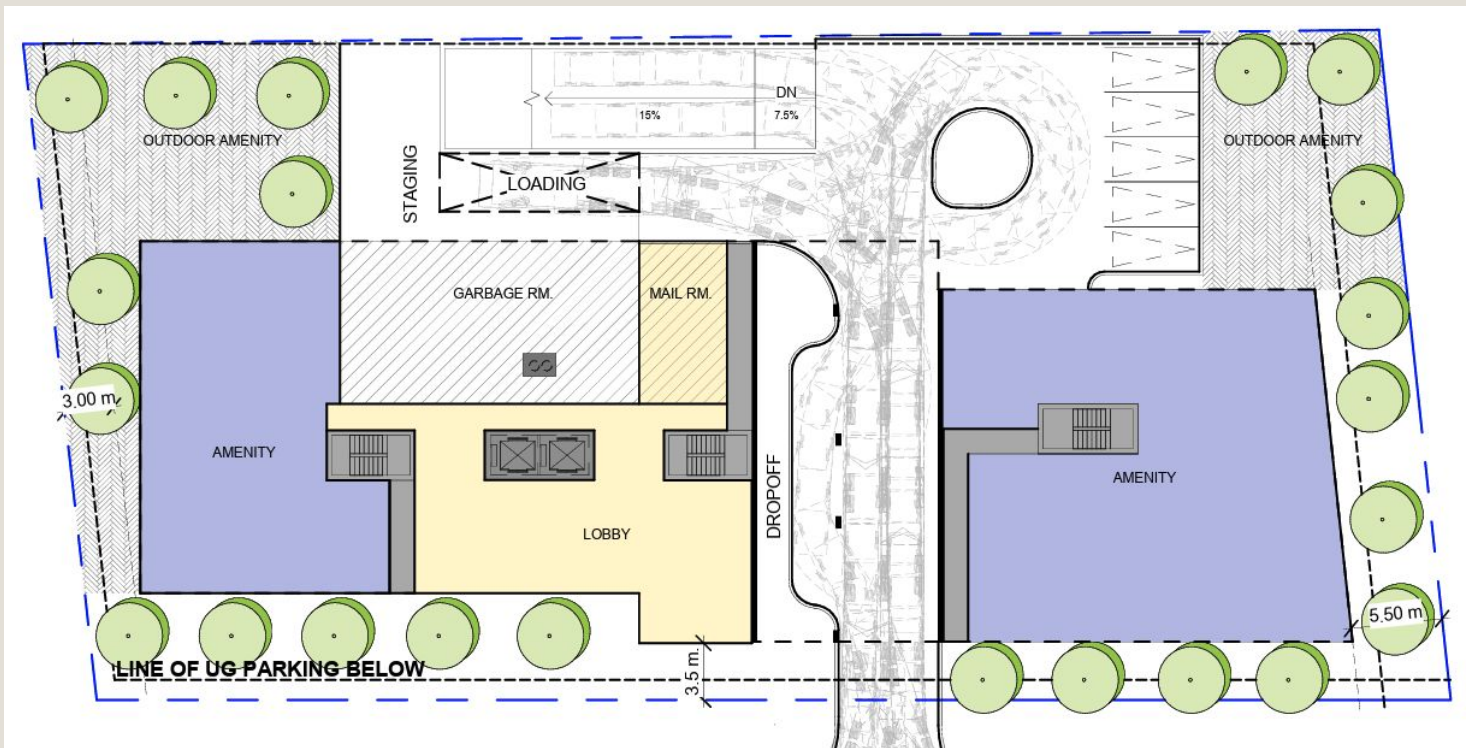
FLOOR PLANS

UNDERGROUND LEVELS



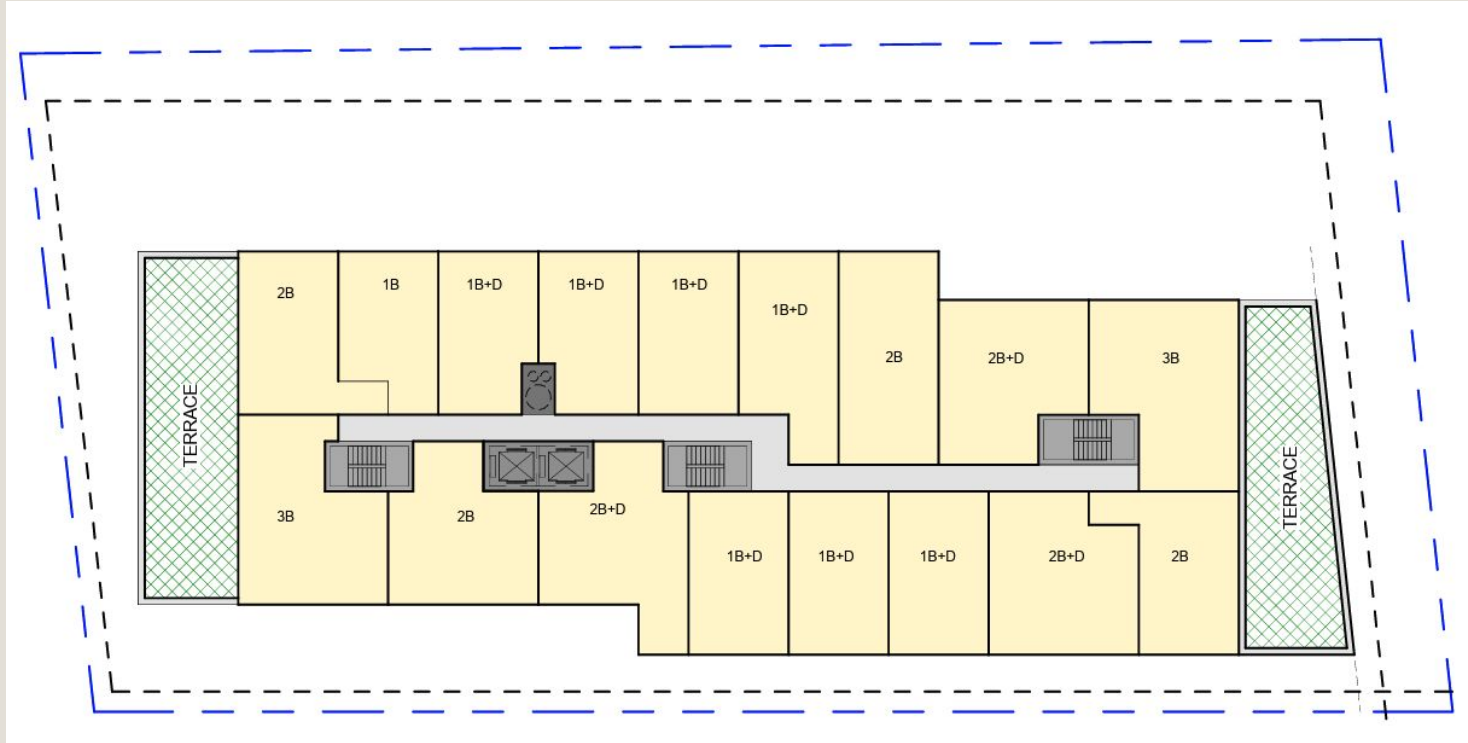
FLOOR PLANS

GROUND LEVEL



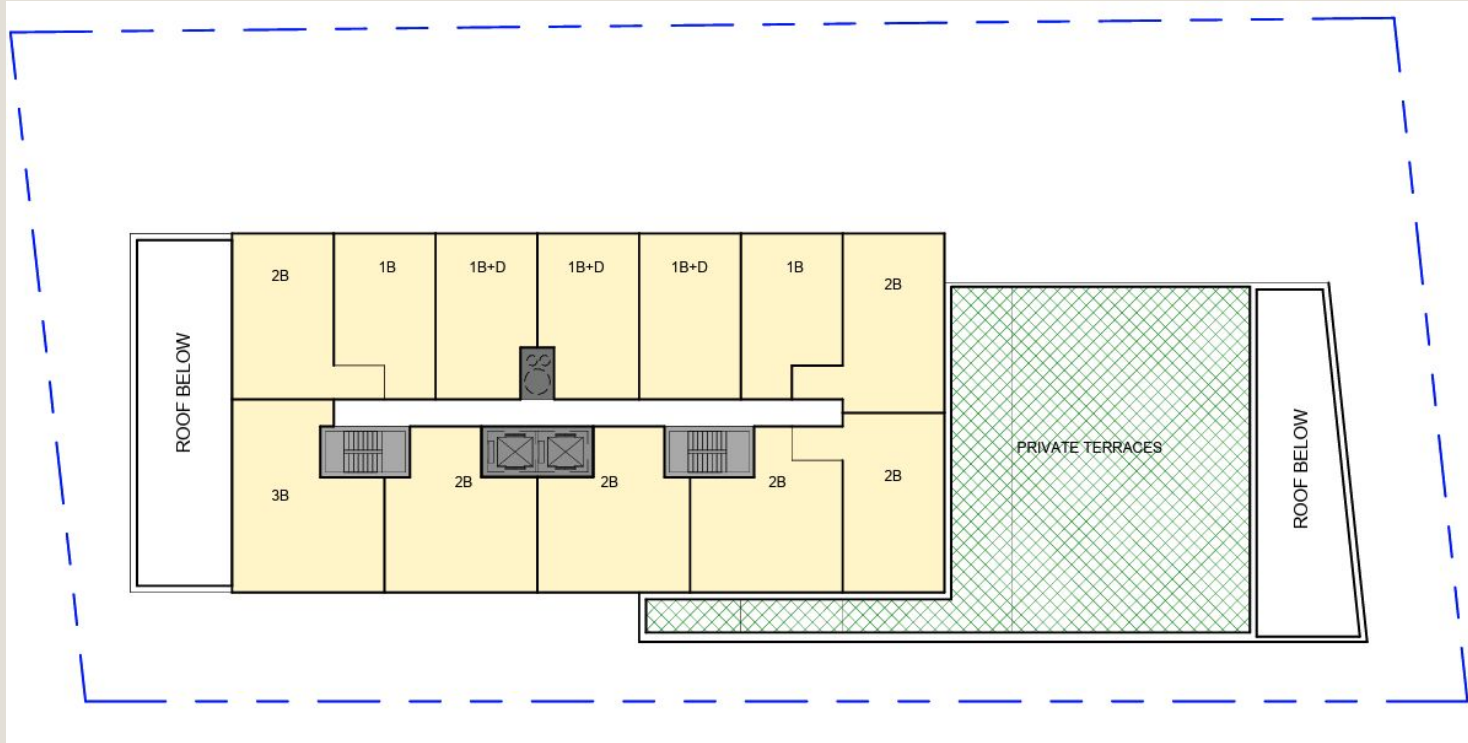
FLOOR PLANS

LEVELS 2-6



FLOOR PLANS

LEVELS 7-12



DESIGN ELEMENTS

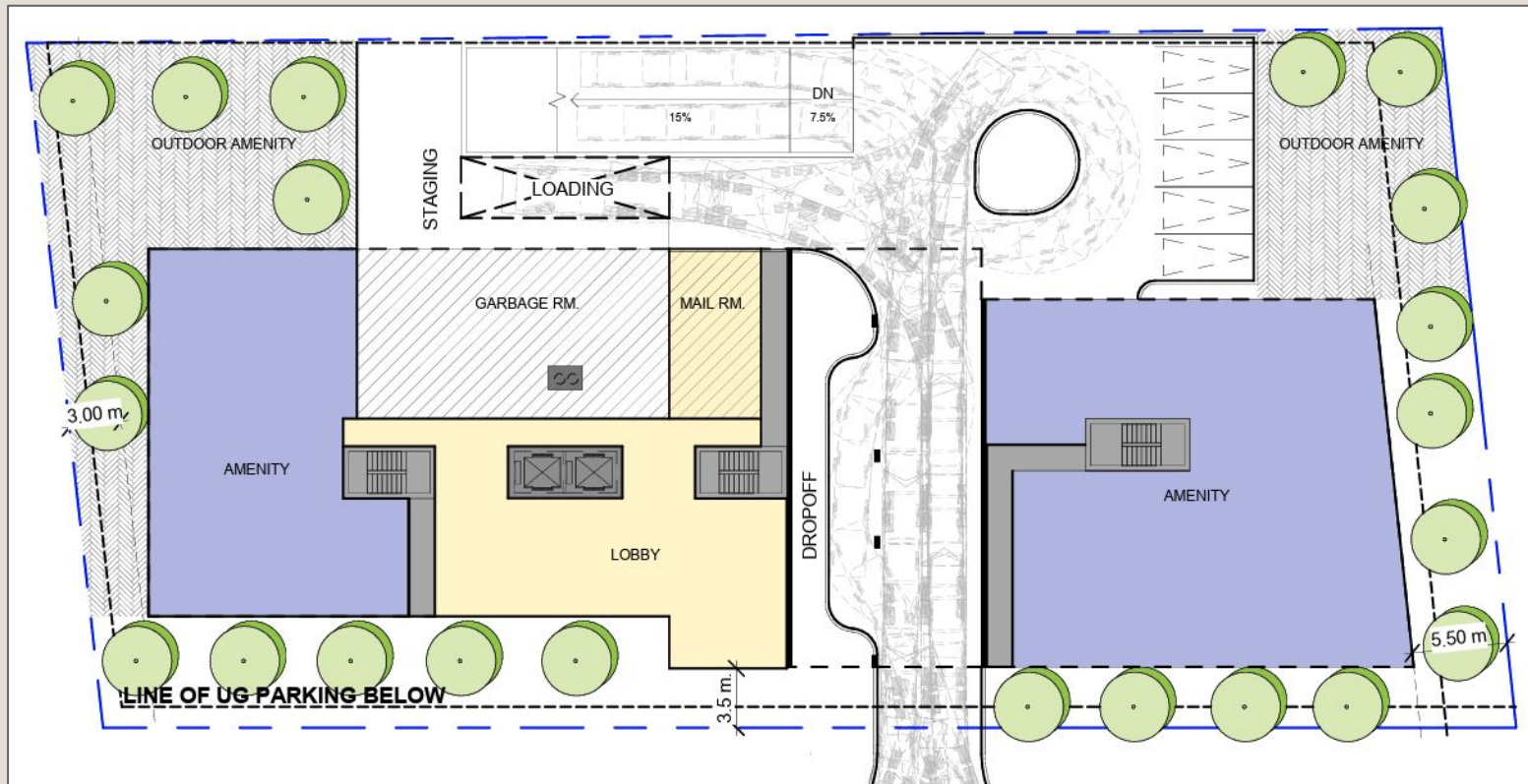


1 ACTIVATE PUBLIC REALM

2 ARTICULATE BUILDING MASSING

3 CREATE TRANSITION IN BUILDING HEIGHT/MASS

LANDSCAPE PLAN



SUMMARY

- Located along an Arterial Road
- ~100 metres from a planned Higher Order Transit Corridor
- Responds to recent changes in Provincial legislation to accommodate an appropriate level of infill intensification
- 12 storey residential building
- 157 new residential units offered in a variety of unit types
- New landscaping and streetscaping opportunities
- High quality architectural design

NEXT STEPS

PUBLIC INFORMATION MEETING

01

Applicants are encouraged to host a public information meeting to engage the public and received initial feedback.

APPLICATION SUBMISSION

02

Following a pre-application consultation meeting and public information meeting, a formal development application is prepared. A project team is mobilized to prepare all required submission documents.

APPLICATION REVIEW

03

Once the application has been circulated and deemed complete, comments are provided by Regional and Town staff as well as relevant agencies to guide project refinement.

PUBLIC MEETING

04

Following the review process, staff will prepare a Recommendation Report evaluating the proposed development against Provincial, Regional, and Local planning framework to inform a Council decision.

WE ARE HERE

Thank You!

Questions and Comments

APPENDIX C

DRAFT OFFICIAL
PLAN
AMENDMENT

**DRAFT OFFICIAL PLAN AMENDMENT
THE CORPORATION OF THE TOWN OF OAKVILLE**

BY-LAW NUMBER 2026-XXX
Official Plan Amendment XX

A by-law to adopt an amendment to the North Oakville East Secondary Plan
Amendment Number XX (Mutual Developments; File No. OPA XXXX).

WHEREAS the North Oakville East Secondary Plan, approved by the Ontario Municipal Board on January 11, 2008 forms part of the Official Plan of the Oakville Planning Area applicable to lands not covered by the Livable Oakville Plan;

WHEREAS subsection 21(1) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, states that a council of a municipality that is within a planning area may initiate an amendment to any official plan that applies to the municipality, and section 17 applies to any such amendment; and,

WHEREAS it is deemed necessary to pass an amendment to the Official Plan of the Oakville Planning Area by amending the North Oakville East Secondary Plan to permit the development at the site municipally known as 3043 Sixth Line.

COUNCIL ENACTS AS FOLLOWS:

1. Official Plan Amendment Number XX to the Official Plan of the Oakville Planning Area (North Oakville East Secondary Plan), attached as Appendix A, is hereby adopted.
2. This Official Plan Amendment is subject to appeal rights set out in section 17 of the Planning Act, R.S.O. 1990, c. P.13, and shall come into effect once the deadline for filing appeals has passed or all appeals have been withdrawn or finally disposed of.

PASSED this day of _____, 2026

MAYOR

CLERK

APPENDIX “A” TO BY-LAW 2026-XXX

OFFICIAL PLAN AMENDMENT NUMBER XXX TO THE TOWN OF OAKVILLE’S NORTH OAKVILLE EAST SECONDARY PLAN

Constitutional Statement

The details of the Amendment, as contained in Part 2 of this text, constitute Amendment Number XX to the North Oakville East Secondary Plan forming part of the Official Plan of the Oakville Planning Area for the Town of Oakville.

Part 1 - Preamble

A. Subject Land

The subject land is located on the east side of Sixth Line, north of Dundas Street East, is legally described as XXXXX, and municipally known as 3043 Sixth Line.

B. Purpose and Effect

The purpose of the Official Plan Amendment is to modify Figure NOE 1 Community Structure to redesignate a portion of the site to Urban Core Area, modify Figure NOE 2 Land Use Plan to redesignate a portion of the site to Dundas Urban Core Area, modify Appendix 7.3 North Oakville Master Plan to redesignate a portion of the site to Dundas Urban Core Area, and amend policies to relating to the maximum permitted height.

The effect of this amendment is to permit the development of a residential building containing Affordable Housing and market units.

C. Background and Basis

The Official Plan Amendment is based on the following:

- The new Provincial Planning Statement, 2024 (PPS) came into effect on October 20, 2024, replacing the Growth Plan for the Greater Golden Horseshow, 2019 and the Provincial Planning Statement, 2020.
- The vision of the PPS prioritizes compact and transit supportive designs and looks to optimize investments in infrastructure and public service facilities to support access to housing.
- The subject land is identified for intensification being within an Urban Area, Strategic Growth Area, Primary Regional Node, and Regional

Intensification Corridor within the Regional Official Plan, now forming part of the Oakville Official Plan.

- The Dundas Urban Core Area is part of the North Oakville East Secondary Plan which is planned as a transit supportive corridor.
- The density and mix of unit types for the Dundas Urban Core Area supports higher order transit planned for the Dundas Regional Transit Priority Corridor.
- The proposal is considered an appropriate level of intensification that provides for an appropriate transition of built forms to the surrounding context.
- The proposed development assists and supports the creation of complete communities through compact, transit-oriented design and provision of a range of housing options, including Affordable Housing.

A Public Information Meeting was held on May 7, 2025, to receive public input on the applications.

The Statutory Public Meeting on the proposed Official Plan amendment was held on XX XX, 2026, by the Town's Planning and Development Council.

Notice of the Statutory Public Meeting regarding the applications was published in the Oakville Beaver, was mailed to property owners within 240 m of the subject land on or before XX XX, 2026, and circulated to the agencies and public bodies prescribed by the *Planning Act*.

Notice of the Recommendation Meeting was also mailed to persons who requested to be notified, and to any persons who provided written and/or oral submissions and circulated to the required agencies and public bodies prescribed by the *Planning Act*.

Information related to the applications was available for public review on the Town's website as of XX XX, 2023, being at least 20 days before the recommendation meeting.

Part 2 - The Amendment

A. Text Change

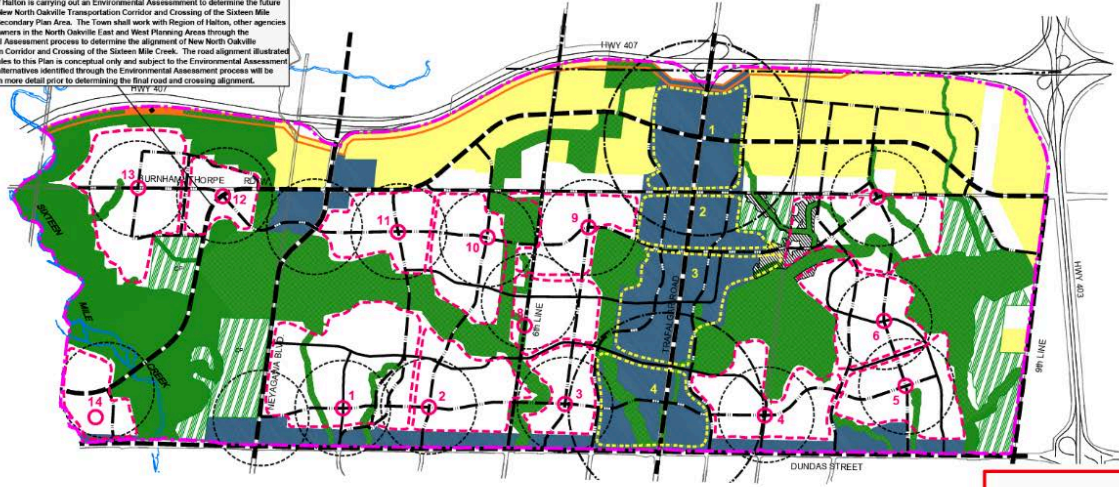
The North Oakville East Secondary Plan Plan is amended as follows:

Item No.	Section	Description of Change
1	Section 7.6.5	<p>The current policy 7.6.5.3 b) ii) is revised and replaced as follows:</p> <p>Current policy 7.6.5.3 b) ii):</p> <p>A maximum building height of 8 storeys shall be permitted.</p> <p>Revised policy 7.6.5.3 b) ii):</p> <p>A maximum building height of 12 storeys shall be permitted.</p>

B. Map Change

This Official Plan Amendment includes the modifications to the following schedules to the North Oakville East Secondary Plan as shown below.

New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek
 The Region of Halton is carrying out an Environmental Assessment to determine the future alignment of New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek in the Secondary Plan Area. The Town shall work with Region of Halton, other agencies and the landowners in the North Oakville East and West Planning Areas through the Environmental Assessment process to determine the alignment of New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek. The road alignment illustrated on the schedules to this Plan is conceptual only and subject to the Environmental Assessment process. All alternatives identified through the Environmental Assessment process will be investigated in more detail prior to determining the final road and crossing alignment.



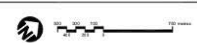
OPA No. XX
Existing

- LEGEND**
- SECONDARY PLAN AREA BOUNDARY
 - OAKVILLE / MILTON MUNICIPAL BOUNDARY
 - PROVINCIAL FREEWAY
 - MAJOR ARTERIAL/TRANSIT CORRIDOR
 - MINOR ARTERIAL/TRANSIT CORRIDOR
 - AVENUE/TRANSIT CORRIDOR
 - CONNECTOR/TRANSIT CORRIDOR
 - TRANSITWAY
 - UNDERLYING LAND USE NOT DETERMINED subject to Section 7.4.7.1(b)(i)
 - FIVE MINUTE PEDESTRIAN SHED
 - TEN MINUTE PEDESTRIAN SHED
 - NEIGHBOURHOOD CENTRAL ACTIVITY NODE
 - RESIDENTIAL NEIGHBOURHOOD BOUNDARIES
 - TRAFALGAR URBAN CORE SUB-AREAS
 - URBAN CORE AREA
 - EMPLOYMENT DISTRICT
 - NATURAL HERITAGE COMPONENT OF NATURAL HERITAGE AND OPEN SPACE SYSTEM
 - OPEN SPACE COMPONENT OF NATURAL HERITAGE AND OPEN SPACE SYSTEM
 - JOSHUA CREEK FLOODPLAIN AREA subject to Sections 7.4.13.1 & 7.6.17

Town of Oakville
 North Oakville East of Sixteen
 Mile Creek Secondary Plan

FIGURE NOE 1
Community Structure

March 2023



New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek
 The Region of Halton is carrying out an Environmental Assessment to determine the future alignment of New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek in the Secondary Plan Area. The Town shall work with Region of Halton, other agencies and the landowners in the North Oakville East and West Planning Areas through the Environmental Assessment process to determine the alignment of New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek. The road alignment illustrated on the schedules to this Plan is conceptual only and subject to the Environmental Assessment process. All alternatives identified through the Environmental Assessment process will be investigated in more detail prior to determining the final road and crossing alignment.



Area affected by
OPA No. XX

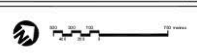
OPA No. XX
Proposed

- LEGEND**
- SECONDARY PLAN AREA BOUNDARY
 - OAKVILLE / MILTON MUNICIPAL BOUNDARY
 - PROVINCIAL FREEWAY
 - MAJOR ARTERIAL/TRANSIT CORRIDOR
 - MINOR ARTERIAL/TRANSIT CORRIDOR
 - AVENUE/TRANSIT CORRIDOR
 - CONNECTOR/TRANSIT CORRIDOR
 - TRANSITWAY
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 - RESIDENTIAL NEIGHBOURHOOD BOUNDARIES
 - TRAFALGAR URBAN CORE SUB-AREAS
 - URBAN CORE AREA
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 - OPEN SPACE COMPONENT OF NATURAL HERITAGE AND OPEN SPACE SYSTEM
 - JOSHUA CREEK FLOODPLAIN AREA subject to Sections 7.4.13.1 & 7.6.17

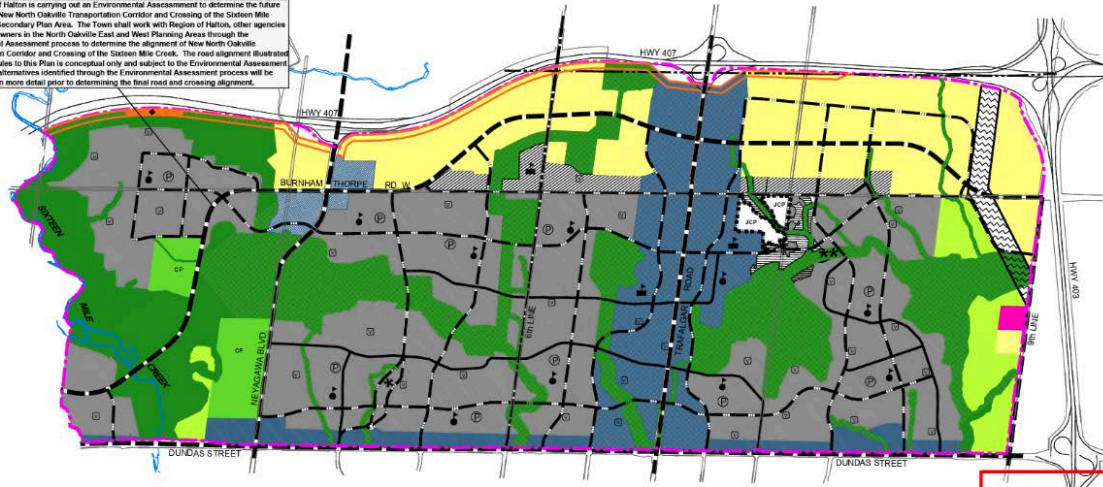
Town of Oakville
 North Oakville East of Sixteen
 Mile Creek Secondary Plan

FIGURE NOE 1
Community Structure

March 2023



New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek
 The Region of Halton is carrying out an Environmental Assessment to determine the future alignment of New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek in the Secondary Plan Area. The Town shall work with Region of Halton, other agencies and the landowners in the North Oakville East and West Planning Areas through the Environmental Assessment process to determine the alignment of New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek. The road alignment illustrated on the schedule to this Plan is conceptual only and subject to the Environmental Assessment process. All alternatives identified through the Environmental Assessment process will be investigated in more detail prior to determining the final road and crossing alignment.



NOTE: This Plan must be read in conjunction with NOE 1, NOE 3 & NOE 4

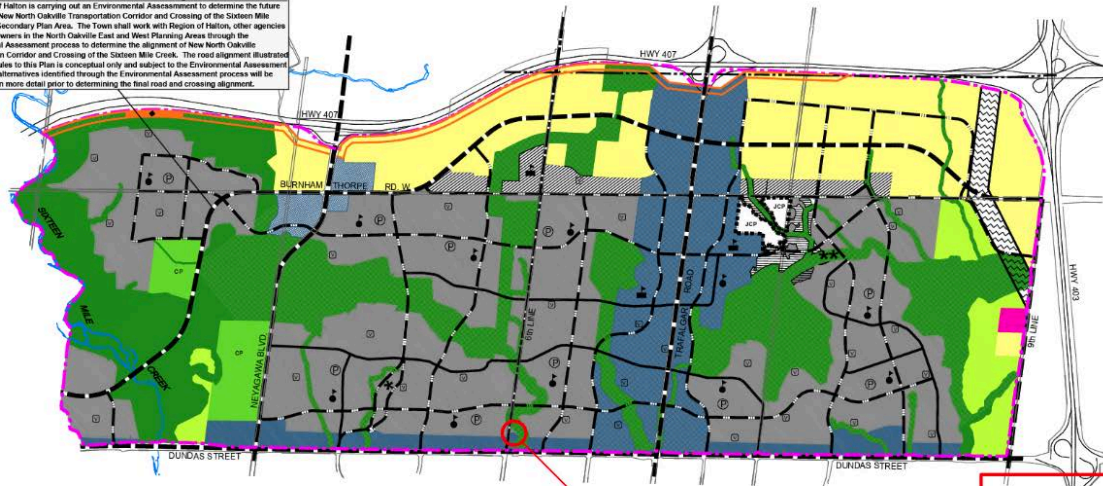
LEGEND	
--- SECONDARY PLAN AREA BOUNDARY	DUNDAS URBAN CORE AREA
--- OAKVILLE / MILTON MUNICIPAL BOUNDARY	NEYAGAWA URBAN CORE AREA
== PROVINCIAL FREEWAY	TRAFALGAR URBAN CORE AREA
--- MAJOR ARTERIAL/TRANSIT CORRIDOR	TRANSITIONAL AREA
--- MINOR ARTERIAL/TRANSIT CORRIDOR	EMPLOYMENT DISTRICT
--- AVENUE/TRANSIT CORRIDOR	NATURAL HERITAGE SYSTEM AREA
--- CONNECTOR/TRANSIT CORRIDOR	COMMUNITY PARK AREA
--- UTILITY CORRIDOR	JOSHUA CREEK COMMUNITY PARK AREA
--- TRANSITWAY	JOSHUA CREEK FLOODPLAIN AREA subject to Sections 7.4.13.1 & 7.6.17
--- UNDERLYING LAND USE NOT DETERMINED subject to Section 7.4.7.1(b)(i)	NEIGHBOURHOOD AREA
	CEMETERY AREA
	INSTITUTIONAL AREA
	SECONDARY SCHOOL SITE
	ELEMENTARY SCHOOL SITE
	NEIGHBOURHOOD PARK
	VILLAGE SQUARE
	★ SUBJECT TO SECTIONS 7.4.7.3c viii & 7.4.14.3 d)
	* POLICY REFERENCE SEE POLICY SECTION 7.4.7.2

Town of Oakville
 North Oakville East of Sixteen Mile Creek Secondary Plan

FIGURE NOE 2
 Land Use Plan

March 2023

New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek
 The Region of Halton is carrying out an Environmental Assessment to determine the future alignment of New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek in the Secondary Plan Area. The Town shall work with Region of Halton, other agencies and the landowners in the North Oakville East and West Planning Areas through the Environmental Assessment process to determine the alignment of New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek. The road alignment illustrated on the schedule to this Plan is conceptual only and subject to the Environmental Assessment process. All alternatives identified through the Environmental Assessment process will be investigated in more detail prior to determining the final road and crossing alignment.



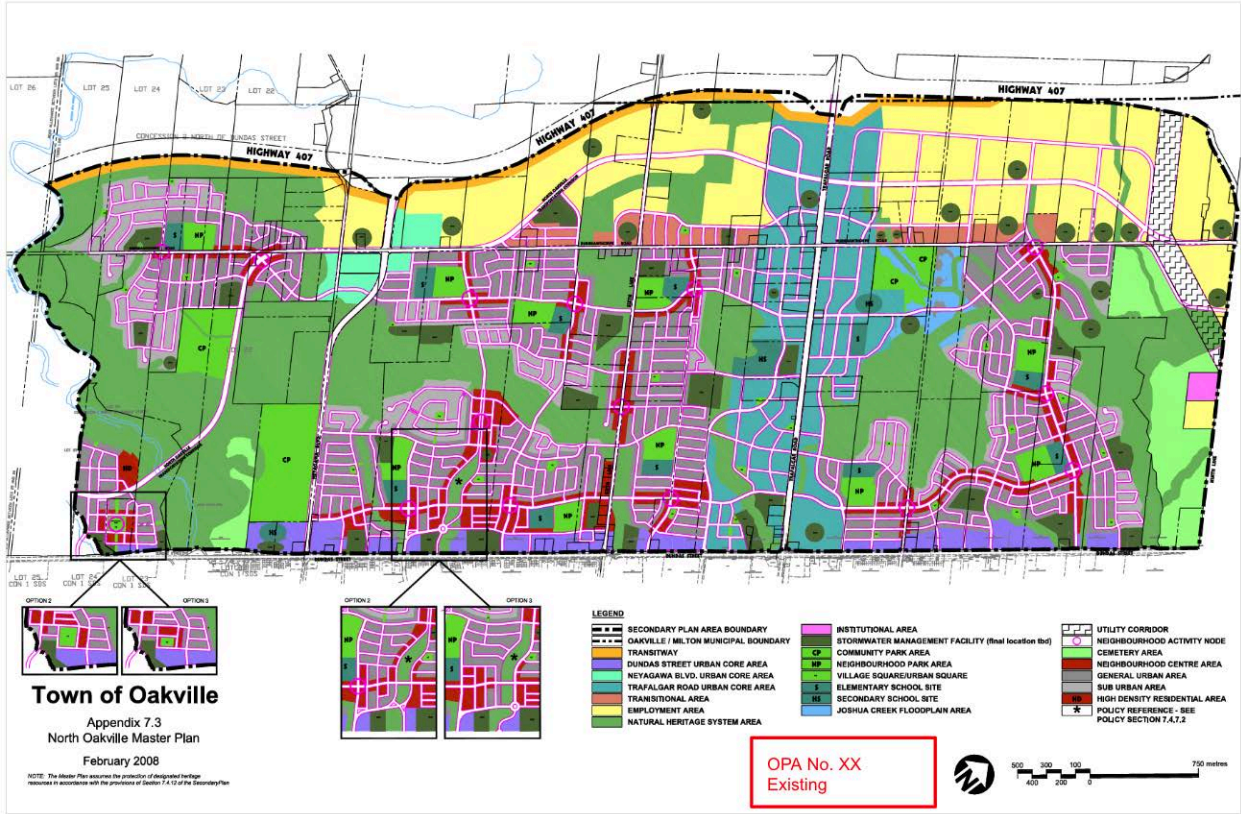
NOTE: This Plan must be read in conjunction with NOE 1, NOE 3 & NOE 4

LEGEND	
--- SECONDARY PLAN AREA BOUNDARY	DUNDAS URBAN CORE AREA
--- OAKVILLE / MILTON MUNICIPAL BOUNDARY	NEYAGAWA URBAN CORE AREA
== PROVINCIAL FREEWAY	TRAFALGAR URBAN CORE AREA
--- MAJOR ARTERIAL/TRANSIT CORRIDOR	TRANSITIONAL AREA
--- MINOR ARTERIAL/TRANSIT CORRIDOR	EMPLOYMENT DISTRICT
--- AVENUE/TRANSIT CORRIDOR	NATURAL HERITAGE SYSTEM AREA
--- CONNECTOR/TRANSIT CORRIDOR	COMMUNITY PARK AREA
--- UTILITY CORRIDOR	JOSHUA CREEK COMMUNITY PARK AREA
--- TRANSITWAY	JOSHUA CREEK FLOODPLAIN AREA subject to Sections 7.4.13.1 & 7.6.17
--- UNDERLYING LAND USE NOT DETERMINED subject to Section 7.4.7.1(b)(i)	NEIGHBOURHOOD AREA
	CEMETERY AREA
	INSTITUTIONAL AREA
	SECONDARY SCHOOL SITE
	ELEMENTARY SCHOOL SITE
	NEIGHBOURHOOD PARK
	VILLAGE SQUARE
	★ SUBJECT TO SECTIONS 7.4.7.3c viii & 7.4.14.3 d)
	* POLICY REFERENCE SEE POLICY SECTION 7.4.7.2

Town of Oakville
 North Oakville East of Sixteen Mile Creek Secondary Plan

FIGURE NOE 2
 Land Use Plan

March 2023



APPENDIX D

DRAFT ZONING
BY-LAW
AMENDMENT

DRAFT ZONING BY-LAW AMENDMENT

**THE CORPORATION OF THE TOWN OF OAKVILLE
BY-LAW NUMBER 2026-XX**

Being a By-law to amend the Town of Oakville Zoning By-law 2009-189, as amended, to permit the use of lands Described as 3043 Sixth Line;

WHEREAS the Corporation of the Town of Oakville has received an application to amend Zoning By-law 2009-189, as amended; and

WHEREAS authority is provided pursuant to Section 34 of the *Planning Act*, R.S.O 1990, C.P.13 to pass this by-law; and

NOW THEREFORE the Council of the Corporation of the Town of Oakville hereby enacts that Zoning By-law 2009-189, as amended, be further amended as follows:

1. This By-law applies to the lands municipally addressed as 3043 Sixth Line, as identified on Schedule “A” to this By-law.
2. Map 12 (5) of By-law 2009-189, as amended, is further amended by rezoning the lands as depicted on Schedule “A” to this By-law.
3. Part 8, Special Provisions, of By-law 2009-189 as amended, is further amended by adding a new Section 8.XX as follows:

XX	3043 Sixth Line (XXXX)	Parent Zone: DUC
Map 12 (5)		(2026-XXX)
8.XX.1 Zone Regulations		
The following regulations apply:		
a)	Maximum Floor Space Index	4.41
b)	Maximum Height	12 storeys
c)	“Mezzanine” means a floor area located between the first and the second storey. A mezzanine becomes a storey for the purposes of this By-law if:	

	a) it is enclosed with walls and the area of the mezzanine is greater than 80 percent of the floor area of the first floor directly below it; or, b) it is open and unenclosed, and the area of the mezzanine is greater than 80 percent of the floor area of the first floor directly below it.	
--	---	--

4. In all other respects the provisions of By-law 2009-189 shall apply.

This By-law shall come into force and effect in accordance with the provisions of the *Planning Act*, R.S.O 1990, C.P.13.

This By-law read a FIRST, SECOND, and a THIRD time and finally PASSED on the ____ day of _____, 2026.

Mayor

Clerk

