

PLANNING JUSTIFICATION REPORT

PREPARED FOR:

Zoning By-Law Amendment
Linbrook School
1059, 1079, 1087
& 1095 Linbrook Road
Town of Oakville

File No. 25243A

September 21, 2026



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1.0 Introduction

1.1 Purpose of the Application

MacNaughton Hermesen Britton Clarkson Planning Limited ("MHBC") has been retained by Linbrook School, (the "Owner") to assist with planning applications to develop the properties municipally known as 1059, 1079, 1087 and 1095 Linbrook Road (the "Subject Lands"), in the Town of Oakville (the "Town").

This Planning Justification Report ("PJR") has been prepared in support of a Zoning By-law Amendment ("ZBA") application (the "Application" and the "Proposed Application"). The proposed development consists of a two-storey addition at the west side of the existing school building and a one-storey addition at the rear (north side) of the existing building. The one-storey addition will accommodate four new student classrooms and a senior lounge/social hub. The two-storey addition will accommodate specialized educational and student support spaces, including new French, science, art and music classrooms, individual music practice rooms, teachers lounge, student centre, cafeteria and kitchen, offices, and a new gymnasium.

The existing school contains approximately 2,011.57 m² of gross floor area. The proposed additions will add approximately 3,245 m² of gross floor area, resulting in a total gross floor area of approximately 5,256.57 m². The proposal also includes associated site improvements, including reconfigured parking and pick-up/drop-off areas, a relocated play area, and enhanced landscaping.

To facilitate the proposed development, a Zoning By-law Amendment is required to rezone three residential properties that have been acquired by the Linbrook School in support of the expansion, including 1059, 1087, and 1095 Linbrook Road. The properties will be rezoned from Residential Low (RL1-0) to Community Use (CU) in accordance with the parent zoning for the existing school. The acquired lands are proposed to be consolidated with the existing school site and will accommodate components of the proposed development, including building expansions, parking and circulation areas, and enhanced landscaping.

The Zoning By-law Amendment application also seeks to amend the existing site-specific zoning provisions applicable to the property. Specifically, the application seeks to remove the existing provision regulating the maximum number of full-time equivalent students permitted to be enrolled at the private school in order to accommodate future enrolment growth.

This PJR provides a comprehensive assessment of, and planning justification for, the proposed ZBA in support of the expansion and intensification of the Subject Lands. This report provides the following:

- A general description of the Subject Lands, existing uses, surrounding uses, and existing physical conditions to provide an understanding of the locational context;
- A description of the proposed development and its design elements;

- A summary of the technical reports prepared to support the proposal;
- A description of the proposed amendment to the Town of Oakville Zoning By-law 2014-014 ("ZBL");
- An assessment of the proposed development's consistency and conformity with Provincial, Regional and Town policies and regulations; and
- A summary of key conclusions and recommendations related to the proposed development.

1.2 Pre-Consultation

A pre-consultation meeting was held on February 4, 2026, to discuss the proposed ZBA application. Staff from the Town of Oakville and the Region of Halton were in attendance, along with the applicant. A copy of the Pre-Consultation Comment Report is included as **Appendix A** to this Report. The pre-consultation meeting provided preliminary comments from reviewing agencies and identified the submission material requirements for a complete application. The following submission materials listed in **Table 1** were identified as being required and have been submitted in support of the application:

Table 1: Required Submission Materials

PLAN/REPORT	CONSULTANT
Concept Plan	Gren Weis Architects & Associates Corp.
Site Plan & Site Plan Details	Gren Weis Architects & Associates Corp.
Building Elevations & Renderings	Gren Weis Architects & Associates Corp.
Building Floor Plans	Gren Weis Architects & Associates Corp.
Landscape Plan & Details	Aldershot Landscaping Contractors
Tree Protection Plan	Aldershot Landscaping Contractors
Site Servicing Plan	Trafalgar Engineering Ltd.
Grading & Drainage Plans	Trafalgar Engineering Ltd.
Erosion and Sediment Control Plan	Trafalgar Engineering Ltd.
Truck Turning Plan	WSP Canada Inc
Tree Canopy Cover Plan & Calculation	Aldershot Landscaping Contractors
Planning Justification Report	MHBC Planning Urban Design & Landscape Architecture
Draft Zoning By-law Amendment	MHBC Planning Urban Design & Landscape Architecture
Tree Vegetation Study/Arborist Report	GreenPrint Consulting Arborists
Functional Servicing Study/Report	Trafalgar Engineering Ltd.
Stormwater Management Study/Report	Trafalgar Engineering Ltd.
Transportation Impact Analysis	WSP Canada Inc

Transportation Demand Management Plan and Implementation Strategy	WSP Canada Inc
Parking Demand/Justification Study	WSP Canada Inc
Queueing Analysis	WSP Canada Inc
Archaeological Assessment	Irvin Heritage Inc.
Phase 1 Environmental Site Assessment	Pinchin Ltd.
Phase 2 Environmental Site Assessment	Pinchin Ltd.

The above noted reports are summarized in **Section 3.2** of this Report.

1.3 Public Consultation

The Planning Act requires that the applicant submit a proposed strategy for consulting with the public with respect to a development application as part of the 'complete' application requirements. This section summarizes the proposed Public Consultation Strategy.

The public consultation process for the proposed ZBA application will follow the statutory requirements of the *Planning Act*. The consultation strategy will provide members of the public with opportunities to review, understand, and comment on the proposed ZBA application. The consultation strategy will be coordinated with Town Staff and additional opportunities for consultation will be considered based on the input received.

The following points of public consultation are proposed:

- Public Information Meeting
 - A Public Information Meeting to present the proposed development to members of the public and to provide the opportunity for feedback prior to the formal application;
- Public Notice Sign
 - Upon receiving Notice of Complete Application, a Public Notice sign will be installed on the site, advising of the proposed Zoning By-law Amendment, as per the sign specifications provided by the Town;
- Town of Oakville Website
 - The Town will post all relevant information about the proposal on its website for public review. This will include the application, Site Plan and all technical studies, reports and plans prepared in support of the application;
- Statutory Public Meeting
 - A notice outlining the proposed application and the Statutory Public Meeting will be issued by Town staff to all land owners within 120 metres (400 feet) of the Subject Lands in accordance with the *Planning Act*. The Statutory Public Meeting will be held at a date and time identified by the Town where the public will have an opportunity to provide comments in writing and at the public meeting. All public input and comments will be received and further considered by Council;

- Council Meeting
 - Town staff will prepare a report for Council consideration which will be available to the public in advance of the Council meeting.
 - At the Council Meeting, the Town Staff Report, all available information, and public input will be considered in Council's final decision. Council will then determine whether to approve the proposed Zoning By-law Amendment.

Public Information Meeting

A Public Information Meeting was held on May 7, 2026, to present the proposed development to members of the public and to provide an opportunity for community input. In total, approximately 25 members of the public attended the meeting. Representatives of the planning, architectural, and transportation consulting teams, together with representatives of the school, attended the meeting to answer questions and receive feedback regarding the proposed expansion.

The consultation process provided valuable insight into local concerns, particularly with respect to traffic operations, the scale of the proposed expansion, neighbourhood compatibility, and the protection of surrounding residential character. Key comments received through the consultation process and the Applicant's response are summarized in **Table 2**.

Table 2: Summary of Public Information Meeting Comments

KEY THEME	COMMENTS	RESPONSE
Traffic, Parking and Pick-Up/Drop-Off Operations	Concerns were raised regarding existing traffic congestion on Linbrook Road during school pick-up and drop-off periods, the ability of the surrounding road network to accommodate additional traffic, the adequacy of on-site parking and queuing facilities, and the potential for spillover pick-up and drop-off activity on nearby residential streets.	The proposal includes a comprehensive redesign of the site's parking and circulation system to improve pick-up and drop-off operations. Parking supply will increase from 32 spaces to 49 spaces, exceeding the 39 spaces required by the Zoning By-law. In addition, the number of on-site queuing spaces will increase from 15 to 21. Student pick-up and drop-off operations will continue to be managed through staggered scheduling, and the revised site design is intended to reduce operational conflicts and improve traffic flow on the site. A Transportation Impact Study prepared in support of the application evaluates the anticipated traffic impacts associated with the proposed expansion.
Removal of the Student Enrolment Restriction	Concerns were raised regarding the rationale for removing the existing zoning provision limiting the maximum number of full-time equivalent students permitted to be enrolled at the	The proposed Zoning By-law Amendment would remove the existing enrolment restriction and allow future enrolment to be managed through the capacity of the expanded facility, site design, parking supply, and supporting infrastructure. The proposal

	private school, future enrolment growth projections, and the overall scale of the proposed expansion.	includes four additional classrooms, specialized learning spaces, a new gymnasium, and enhanced student amenities, which will allow the school to better serve current and future students. The proposal includes four additional classrooms, which could accommodate approximately 80 additional students based on the school's current class sizes. In addition, the proposal will allow for an increase of approximately 10 students within the existing classrooms, resulting in an overall increase of approximately 90 students. The proposed Zoning By-law Amendment would remove the existing enrolment restriction and provide flexibility for future growth to be accommodated through the capacity of the expanded facility, site design, and supporting infrastructure.
Neighbourhood Compatibility	Residents expressed concern regarding the compatibility of the proposed expansion with the surrounding residential neighbourhood, including building scale, privacy, visual impacts, and the potential effect on neighbourhood character.	The proposed additions have been carefully designed and positioned to maintain compatibility with the surrounding residential neighbourhood. The classroom addition is limited to one storey in height, while the two-storey gymnasium addition will not exceed the height of the existing school building. The proposed development complies with the setback requirements of the Community Use (CU) Zone and significantly exceeds the minimum required setbacks, with the gymnasium addition located approximately 18.4 m from the western property line and approximately 13.15 m from the northern property line. Enhanced landscaping and buffering will further assist in providing an appropriate transition to neighbouring homes and maintaining the character of the surrounding area. As demonstrated in the Concept Landscape Plan, significant plantings are proposed to provide a buffer from the relocated parking area to the existing residential on David Avenue.

Open Space and Landscaping	Concerns were raised regarding the reduction of open space on the site, the expansion of built form and parking areas, and the need for appropriate landscaping and buffering to maintain the visual character of the neighbourhood.	The proposed development retains the existing athletic field and continues to provide outdoor recreational opportunities on the site, including a relocated primary play area. While a small portion of the athletic field will be utilized for the classroom addition, the majority of new development is proposed on the recently acquired residential properties, thereby minimizing impacts on existing recreational and open space areas. The reduction in the athletic field will be offset by an expansion of the field onto a portion of the consolidated residential lands, resulting in an overall increase in the size of the east field. Existing mature vegetation will be retained where feasible and the site will be enhanced through additional landscaping and buffering as demonstrated in the Concept Landscape Plan.
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In summary, the proposed development responds to the concerns identified through the consultation process through a combination of site design measures, enhanced landscaping, improved traffic circulation, and supporting technical studies. The proposal has been carefully designed to improve the functionality and long-term viability of the school while maintaining compatibility with the surrounding residential neighbourhood and minimizing impacts on adjacent properties.

2.0 Site Description and Surrounding Land Uses

The consideration of an existing site's context is important in the planning analysis for the proposed development. Context must be evaluated not only as it relates to the existing physical environment and surrounding area but to the specific and immediate urban setting as well as the evolving physical environment to which any proposal will relate in the long term.

2.1 Site Description

The Subject Lands are municipally addressed as 1059, 1079, 1087 and 1095 Linbrook Road, in the Town of Oakville. The Subject Lands are located on the north side of Linbrook Road between Copeland Court and David Avenue. A location map which identifies the Subject Lands within the context of the Town of Oakville is included in this report as **Figure 1**.

The Subject Lands are approximately 1.95 hectares (19,518.34 square metres) in area, with an approximate frontage of 180 metres along Linbrook Road. The Subject Lands are currently occupied by the Linbrook School, an all boys private day school. The existing building has a total floor area of 2,011.57 square metres and contains 15 existing classrooms, including 10 student classrooms and 5 specialty classrooms, with an existing enrolment of 180 students.

Vehicular access is provided via a one-way driveway off of Linbrook Road. The site currently provides 32 parking spaces, located on the east side of the property. Based on aerial imagery, the site is flat in nature and includes an athletic field.

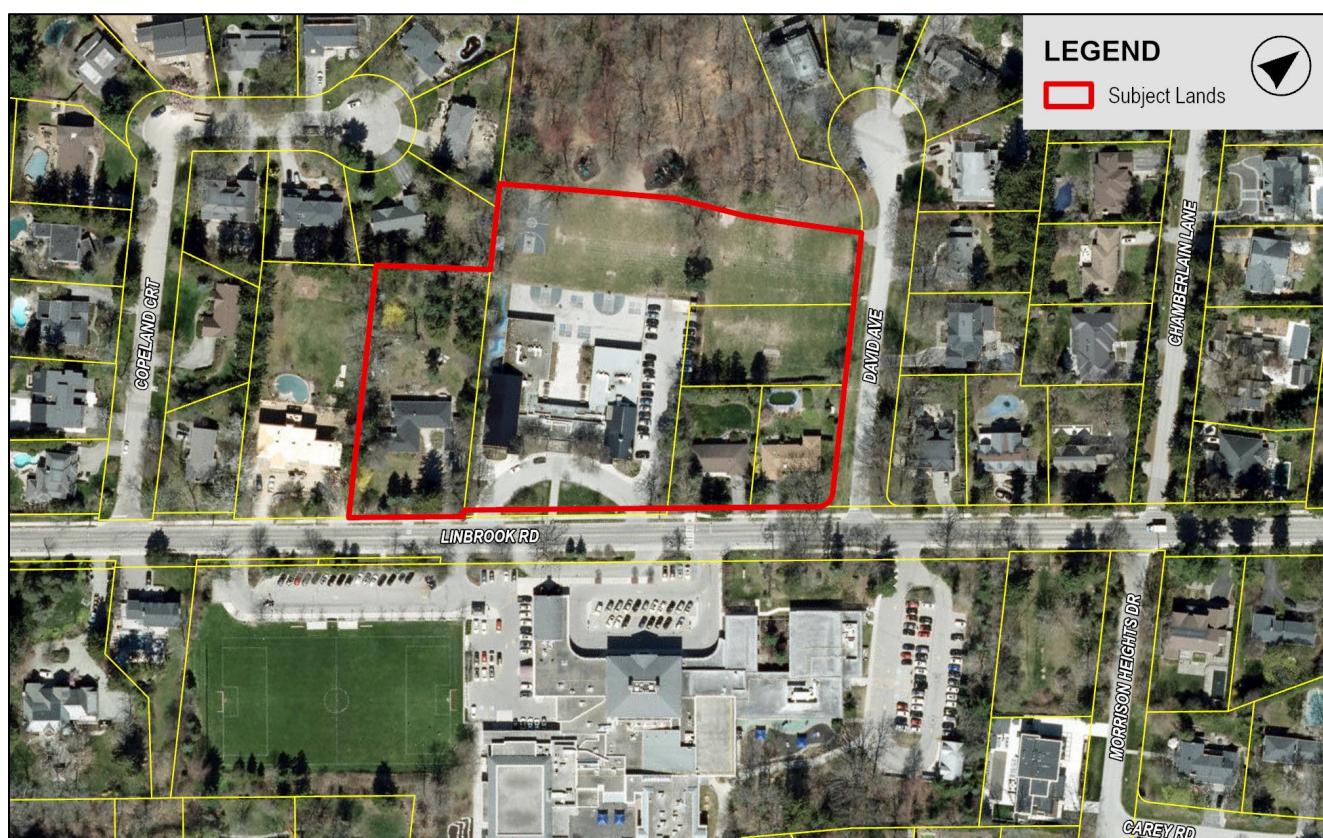


Figure 1: Location Map

2.2 Surrounding Land Uses Context

Figure 2 illustrates the surrounding area context of the Subject Lands. A general description of the surrounding context of the Subject Lands is described as follows:

NORTH: Immediately north of the Subject Lands is a woodlot followed by single detached residential homes along Melvin Avenue. Further north is Cornwall Road, which contains a municipal greenhouse and a Halton Region paramedic service station on the south side, and a CN rail yard on the north side.

EAST: East of the Subject Lands are comprised predominantly of single detached residential homes along residential streets, such as David Avenue and Chamberlain Lane. Public parks are also located to the east including Chamberlain Walk Park and Kings Park Woods.

SOUTH: Immediately south of the Subject Lands, across Linbrook Road, is St Mildred's Lightbourn School, an all girls private school. Further south is single detached residential homes and public parks, such as Pinewood Park, Birchview Park, Poplar Park, and Colbourne Park.

WEST: The area to the west of the Subject Lands is predominantly single detached residential homes. Along Chartwell Road, to the west, is The Chartwell House Early Learning Centre.



Figure 2: Surrounding Context

2.3 Area Context

The Subject Lands are located along Linbrook Road in the eastern portion of Oakville, within a well-established and predominantly residential neighbourhood that includes a complementary mix of institutional and community uses. The surrounding area demonstrates a stable built form pattern characterized by residential uses well-situated in proximity to a variety of community facilities, amenities, and local services that support day-to-day needs. These include schools, public open spaces, and service commercial uses, all located within walking distance.

The area is well-served by existing infrastructure, public services, and active transportation connections along Linbrook Road. Overall, the Subject Lands are located within an established urban setting that supports a mix of residential and community functions, as identified below in **Table 3**. All identified locations are within a 2-kilometre radius of the Subject Lands (**Figure 3**).

Table 3: Location of Notable Nearby Uses

	Destination	Address	Distance (Metres)	Travel Time (Minutes)		
				Walking	Cycling	Car
1	St Mildred's Lightbourn School	1080 Linbrook Road	50	1	1	1
2	Maple Valley Park	506 Maple Avenue	450	6	2	1
3	Post Park	300 Chartwell Road	700	10	2	2
4	Pinewood Park	1146 Morrison Heights Drive	750	10	2	2
5	Municipal Greenhouses	1100 Cornwall Road	850	12	3	2
6	Longo's Supermarket	469 Cornwall Road	1000	14	4	3
7	Cornwall Road Sports Park	425 Cornwall Road	1100	16	5	2
8	Chartwell Church	228 Chartwell Road	1200	16	4	2
9	Oakville Trafalgar Community Centre	325 Reynolds Street	1700	23	5	4
10	Oakville Curling Club	224 Allan Street	1800	25	5	4
11	Wallace Park	245 Reynolds Street	1800	24	5	4

Note: Distances and times above are approximate.

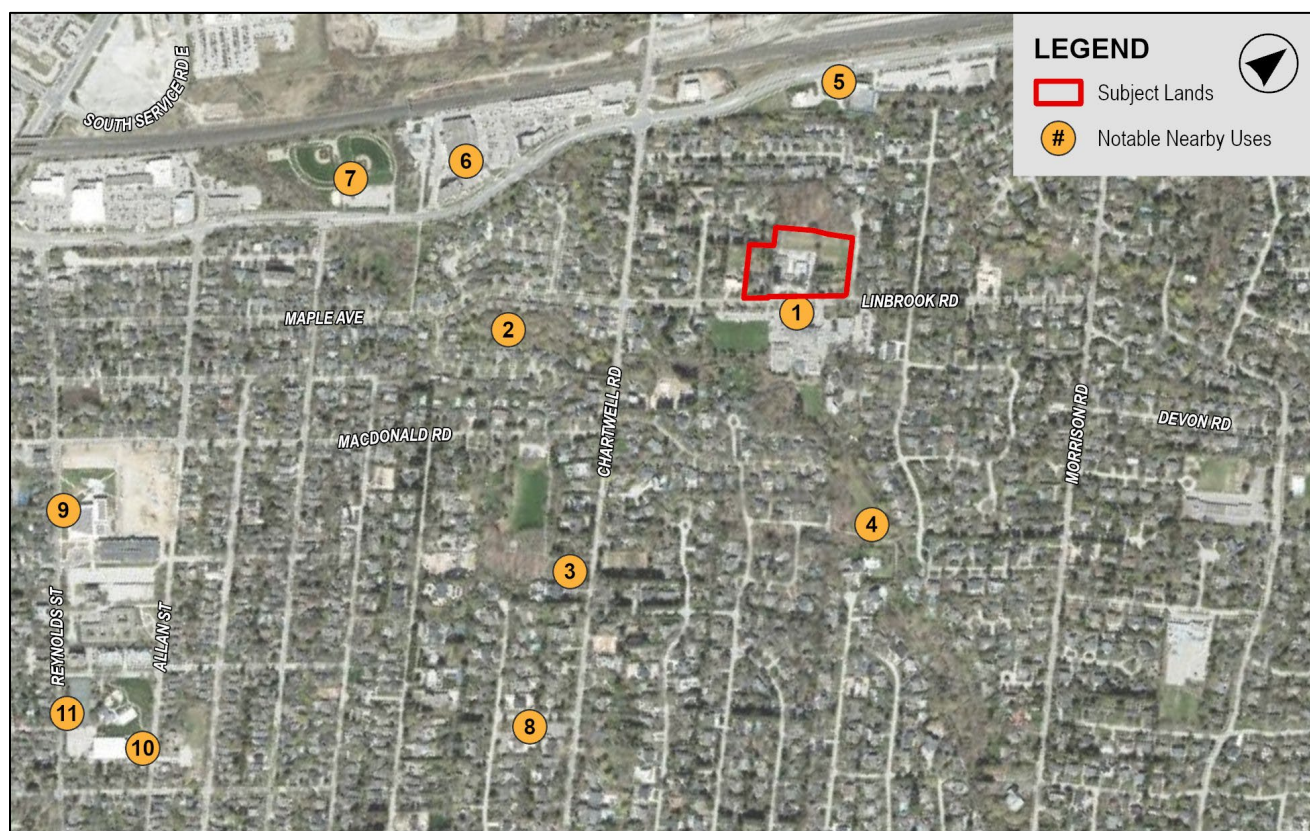


Figure 3: Location of Notable Nearby Uses

2.4 Transit and Transportation

The Subject Lands are located within an established urban area of the Town of Oakville and are well served by the existing transportation network, including the municipal road system, public transit, and active transportation infrastructure. The site benefits from access to local transit service and is located within a short distance of the Oakville GO Station and VIA Rail Oakville Station, providing convenient regional connectivity. The surrounding transportation network is well established and provides the infrastructure necessary to support the continued operation and expansion of the school.

Road Network

The Subject Lands have frontage on Linbrook Road, which is identified as a Minor Collector Road on Schedule C (Transportation Plan) of the Livable Oakville Plan. Linbrook Road provides direct vehicular access to the existing school and connects the site to the surrounding neighbourhood street network. The surrounding road network is well established and provides the infrastructure necessary to support the continued operation and expansion of the school.

The proposed development maintains access from Linbrook Road while improving internal site circulation through the reconfiguration of the driveway and parking area. The western driveway is proposed to be shifted further west to improve site functionality and provide a clearer ingress and egress arrangement. The surrounding road network will continue to accommodate site-related traffic in a manner consistent with the existing operation of the property.

Public Transit

The Subject Lands are served by Oakville Transit local transit service, providing an alternative to private automobile travel for staff, students, and visitors. Transit service in the area includes Route 11, which operates along Linbrook Road and provides connections to surrounding neighbourhoods and key destinations within the Town, including the Oakville GO Station. Transit service in this area generally operates throughout the day and improves accessibility to the site for those travelling by means other than the private automobile.

The nearby Oakville GO Station functions as a major regional transportation hub and provides access to commuter rail, regional bus, and inter-city passenger rail services. The proximity of the Subject Lands to this regional transit infrastructure improves the overall accessibility of the school and supports broader planning objectives that encourage transportation choice and reduced reliance on private vehicle travel where appropriate. Although the school primarily serves local families, the presence of both local and regional transit infrastructure contributes positively to the long-term suitability of the site as an institutional use.

Active Transportation

The Subject Lands also benefit from access to existing active transportation infrastructure in the surrounding area. Linbrook Road is identified on Schedule D (Active Transportation Plan) of the Livable

Oakville Plan as having an existing signed bicycle route, supporting cycling as an alternative mode of travel to the site. Additional active transportation infrastructure is located nearby along Cornwall Road, where multi-use trails provide connections to adjacent neighbourhoods, parks, and community facilities. Sidewalks within the surrounding area also support safe pedestrian movement to and from the school. The proposed development will continue to support active transportation by maintaining pedestrian access from Linbrook Road and improving internal walkways throughout the site.

2.5 Surrounding Development Applications

Development activity in proximity to the Subject Lands was reviewed and is illustrated on **Figure 4** and summarized in **Table 4**. As demonstrated below, there is a significant amount of residential intensification proposed within close proximity to the school. These applications reflect the growth management and intensification objectives of the Livable Oakville Plan, which anticipates that the Town's population will increase from approximately 284,000 residents in 2031 to approximately 388,000 residents by 2051. As Oakville continues to grow and intensify, there will be a corresponding need to ensure that educational, community, and institutional facilities are able to evolve and expand to serve existing and future residents. The proposed expansion of Linbrook School supports these objectives by enhancing an existing educational facility within the Built-Up Area and contributing to the development of complete communities.

Table 4: Surrounding Developments

Address		Application Type	Status	Description
1	349 Davis Road	OPA & ZBA	Appealed	58-storey mixed-use building comprised of commercial, office, and residential uses.
2	217 to 227 Cross Avenue and 571 to 595 Argus Road	OPA, ZBA, & DPOS	Appealed	44, 49, and 58-storey mixed-use towers comprised of a range and mix of residential unit, new office and retail uses, and a large open space.
3	420 South Service Road East	OPA, ZBA, & DPOS	Public Meeting	Redevelopment of site into a complete, mixed-use community that incorporates residential, commercial, and community uses.
4	157 and 165 Cross Avenue	OPA	Appealed	45 and 61 storey towers above a shared 3-storey mixed-use podium base.
5	166 South Service Road East	OPA	Appealed	44-storey, 50-storey and 58-storey mixed-use towers.
6	590 Argus Road	ZBA	Appealed	Three mixed-use towers of 44, 50 and 58 storeys.

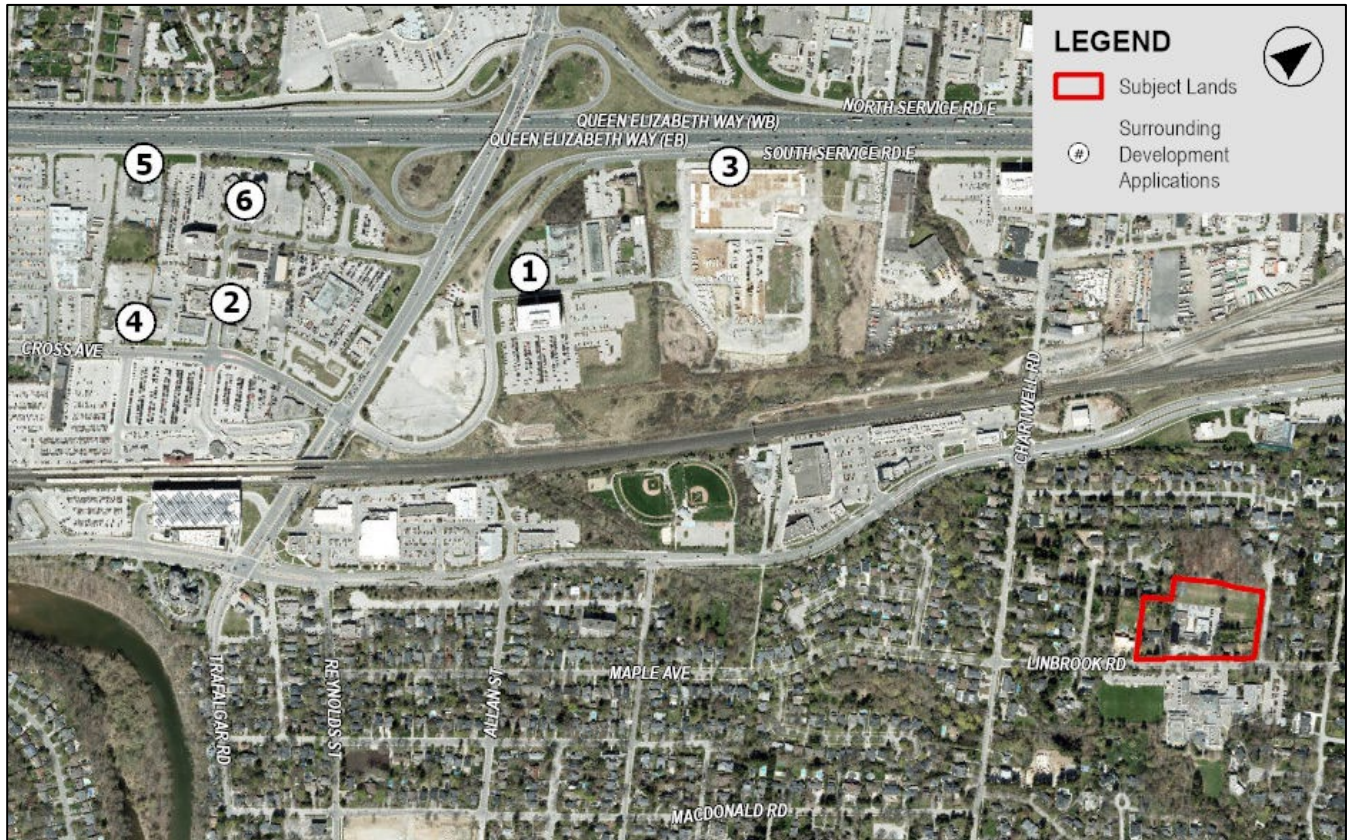


Figure 4: Surrounding Development Applications

3.0 Description of the Proposal

3.1 Development Proposal

The Subject Lands have accommodated educational uses for more than 90 years and remain an important institutional property within south Oakville. The site contains the former Linbrook Public School building, a one-room schoolhouse, which was constructed in 1932 and is recognized as a cultural heritage resource. The heritage building has been maintained and incorporated into the Linbrook Private School, preserving its historic character while supporting its continues educational function. Since 2014, the property has been occupied by the Linbrook Private School, which continues the site's long-standing educational use. The heritage building will continue to be conserved and integrated into the operation of the school as part of the proposed expansion.

The proposed expansion of the existing Linbrook School seeks to improve the functionality of the existing private educational facility through the addition of new student classrooms and academic space. The proposed expansion has been thoughtfully designed to provide enhanced student amenities as well as improved site circulation, all while maintaining the institutional character of the property within the surrounding neighbourhood.

The Subject Lands are currently occupied by the existing school building and associated surface parking, landscaped open space, and athletic field areas. To facilitate the expansion, the school has acquired the adjacent residential parcels municipally known as 1059, 1087 and 1095 Linbrook Road, creating a larger parcel that can better accommodate the school's operational needs.

The proposed development consists of a two-storey gymnasium addition on the west side of the existing school and a one-storey classroom addition at the rear of the existing building. The additions total 3,245 square metres of proposed floor area, which would bring the overall school to 5,256.57 square metres. Together, these additions will expand the school's educational and recreational facilities while preserving significant portions of the site as open space. A copy of the concept plan is shown in **Figure 5** and included as **Appendix B** to this report.

The proposed gymnasium and enhanced recreational facilities will also support the school's continued role as a community resource. Beyond regular school operations, the existing facilities are routinely made available for community use, with the gymnasium rented to community organizations throughout the week. The school also hosts summer programming, including summer camps and the Pedalheads cycling camp, providing recreational and educational opportunities for the broader community. The

proposed expansion will enhance the school's ability to continue supporting these community-oriented activities while meeting the operational needs of the school.

The proposed expansion will be phased over several years. The first phase of development intended to increase available queuing and parking spaces on the eastern and western lots (1-2 years). The second phase will include the one-storey rear school addition with four new classrooms and a senior lounge/social hub (2-5 years). The third phase will include the two-storey western addition containing the new gymnasium and specialty classrooms (3-10 years). A copy of the proposed phasing plan is shown in **Figure 6**.

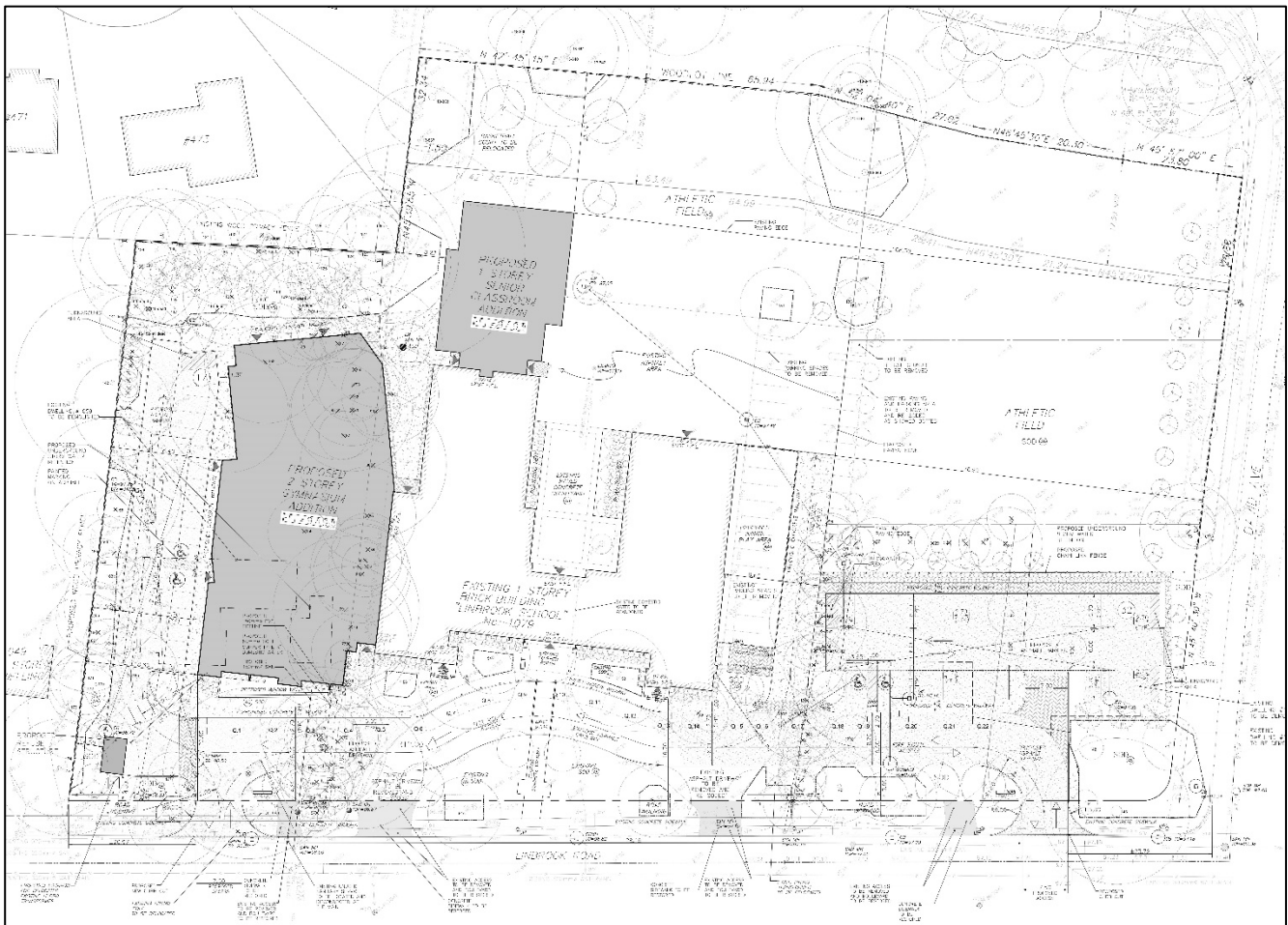


Figure 5: Proposed Development – Site Plan

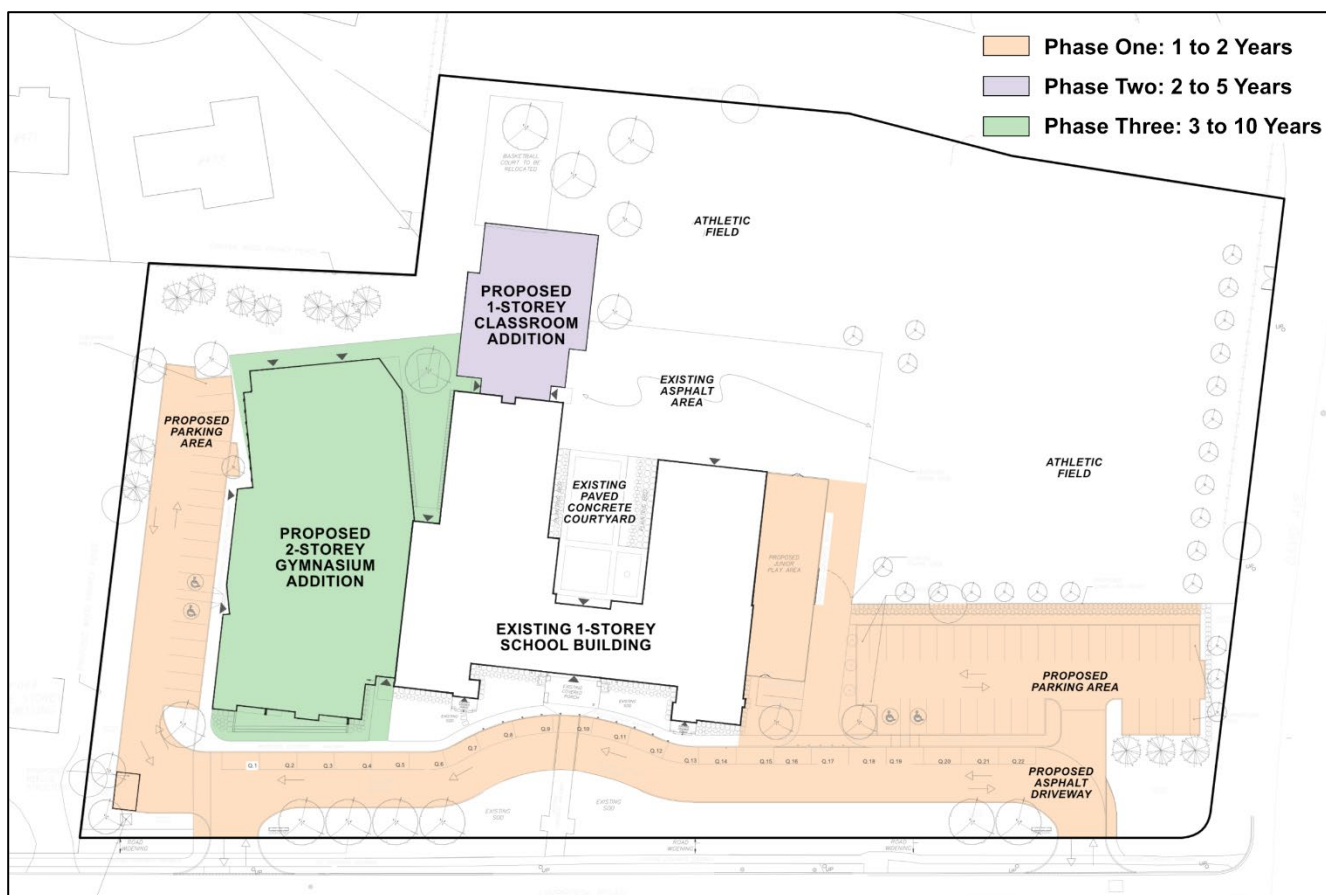


Figure 6: Proposed Development – Phasing Plan

Built Form and Site Organization

The proposed additions have been carefully integrated into the existing building to create a cohesive institutional facility. The new two-storey gymnasium addition on the west side of the existing building will add 2,748 square metres of gross floor area and forms the largest component of the expansion. The one-storey classroom addition, comprising 497 square metres, is located toward the north side of the existing building and provides new instructional space in a manner that extends the existing building footprint into the interior of the site. The placement of the additions maintains and extends the established institutional frontage along Linbrook Road, while locating a significant portion of the new building mass toward the west and rear portions of the site. Appropriate setbacks and landscaping are provided to ensure a suitable transition to neighbouring residential properties to maintain compatibility with the surrounding neighbourhood.

Academic and Student Facilities

The proposed expansion is intended to enhance the educational environment by providing additional space for both academic instruction and student life. The additions are proposed to accommodate 4 new student classrooms, and 7 new specialty classrooms (including a new art room, music room, French room and science room). These new facilities will allow the school to provide improved learning spaces

that better support the evolving needs of students and staff. The addition of these 11 new classrooms will bring the total to 26 classrooms.

As demonstrated in **Table 5** below, there are currently 10 student classrooms with a enrolment of 18 students per classroom and 5 specialty classrooms. The proposed Phase 2 expansion includes 4 new student classrooms, with an increased enrolment of 20 students per classroom, along with a new senior lounge/social hub. In addition, the existing classrooms are proposed to increase enrolment of the grade 4 to 8 rooms from 18 to 20 students for a total increase of 10 students to the existing classroom enrolment of 180 resulting in: 190 students in existing classrooms and 80 students in the proposed new classrooms, resulting in a total enrolment of 270 students. There are also 7 new specialty classrooms proposed as part of the western addition.

As described in **Table 5** below, the proposed expansion will increase staffing from 30 to 35 employees, comprising 34 full-time staff and one part-time staff member. The modest increase in staffing reflects the additional classroom and specialty spaces proposed as part of the expansion and has been accommodated through the proposed increase in on-site parking.

Table 5: Current and Future School Statistics

Site Statistic	Current	Future
Grades Served	JK – Grade 8	JK – Grade 8
Number of Classrooms	15 Classrooms 10 Student Classrooms 5 Specialty Classrooms	26 Classrooms 14 Student Classrooms 12 Specialty Classrooms
Total Staff	30	35
Full-Time Staff	29	34
Part-Time Staff	1 (2 Days per Week)	1
Parking Supply	32 Spaces	49 Spaces
Staff Parking Demand	30 Spaces	35 Spaces
Lay-by Spaces	15 Spaces	21 Spaces

The proposed Phase 3 expansion includes the western addition, which will accommodate new specialty classrooms, including a dedicated art room, music room as well as a new student centre. Upon completion of the western addition, the existing art/music room and library will have the opportunity to be repurposed as student classrooms. This would increase the theoretical number of student classrooms from 14 to 16.

Access, Parking and Circulation

Vehicular access to the site will continue to be provided from Linbrook Road by means of two driveways located along the site frontage, which lead to the two parking areas. The development includes new parking areas on both the east and west sides of the site, connected by an improved internal circulation system designed to support efficient pick-up and drop-off operations while maintaining safe pedestrian movement throughout the property. In total, the development proposes 49 parking spaces, including accessible parking spaces, which exceeds the 39 spaces required by the Zoning By-law. The proposed

site design also includes 21 on-site queuing spaces within the pick-up/drop-off area to accommodate school-related traffic and improve the efficiency of pick-up and drop-off operations.

Several pedestrian connections are proposed to provide safe and convenient access for students, parents, and staff throughout the site, including access to the school building and bicycle parking facilities. Three pedestrian connections are proposed from the municipal sidewalk along Linbrook Road, including one at each driveway access and a central walkway providing direct access to the main entrance of the school. The pedestrian network also provides direct access to the proposed bicycle parking area, which is located on the east side of the building adjacent to the junior play area. In addition, pedestrian walkways are provided throughout both the east and west parking areas to enhance connectivity and improve pedestrian safety within the site.

Servicing

Servicing for the expanded school will continue to rely on existing municipal water and wastewater infrastructure available.

Landscape and Character

The proposed development maintains the existing institutional character of the property while improving the appearance of the campus through additional landscaping and site enhancements. New planting areas are proposed along the property edges, around parking areas, and adjacent to the building additions to soften the visual impact of the development and provide an appropriate transition to nearby residential uses.

The design of the expanded school places emphasis on:

- preserving open space;
- enhancing the pedestrian environment;
- improving safety for students; and
- maintaining compatibility with the surrounding neighbourhood.

The landscape strategy will help reinforce the school as a well-established community institution while creating a more attractive and functional environment for students, staff, and visitors.

The proposal represents a comprehensive improvement to an existing institutional property that will allow the school to continue serving the community while ensuring the site develops in a safe, functional, and compatible manner.

3.2 Summary of Technical Reports

In order to ensure the proposed development fully addresses all policy and technical requirements, as well as the requirements for a complete application, a number of required supporting studies have been completed. Each of these studies are summarized in this section of the Planning Justification Report. Many of these studies also identify how the proposed development and applications advance Provincial, Regional, and Local policies.

3.2.1 Stage 1 Archaeological Assessment

A Stage 1 Archaeological Assessment was completed by Irvin Heritage Inc. in support of the Zoning By-law Amendment application. The Stage 1 Archaeological Assessment report indicates that no previous archaeological assessments have occurred within the Study Area and there are currently no registered archaeological sites within or directly adjacent to the Study Area. The Site Inspection determined that the majority of the Study Area was of low archaeological potential consisting of an extant, served and occupied school, along with three residential homes. The Site Inspection noted numerous in-ground utilities, and the front manicured lawns and green space were found to exhibit clear signs of grading with expansive utilities being present.

The northern portion of the Study Area consisted of a large sports field, which visually presented evidence of grading and soil disturbance, including both utilities and grading to facilitate drainage. It was noted that a small group of trees is present on the edge of the sports field which may predate the development of the property, as such, this area represents a distinct area of archaeological potential.

Given the results and conclusions of the completed Stage 1 Archaeological Assessment, a Stage 2 Archaeological Assessment is recommended of the Study Area.

3.2.2 Phase I Environmental Site Assessment

Separate Phase One Environmental Site Assessments (ESAs) were prepared by Pinchin Ltd. for the residential properties municipally known as 1059, 1087, and 1095 Linbrook Road in support of the proposed Zoning By-law Amendment application. The reports were completed to assess the environmental condition of the properties and identify any actual or potential areas of environmental concern associated with the proposed rezoning and consolidation of the lands with the existing school property.

1059 Linbrook Road

Based on the findings of the Phase I ESA completed by Pinchin, nothing was identified that is likely to have resulted in potential subsurface impacts at the Site. As such, no subsurface investigation work (Phase II ESA) is recommended at this time.

1087 Linbrook Road

Based on the findings of the Phase I ESA completed by Pinchin, nothing was identified that is likely to have resulted in potential subsurface impacts at the Site. As such, no subsurface investigation work (Phase II ESA) is recommended at this time.

Given the year of construction of the Site Building (*circa* early 1950s), there is a potential for asbestos-containing materials to be present in the Site Building. Pinchin did not conduct an asbestos survey, nor was any sampling or inspection for asbestos conducted as part of this Phase I ESA. The Site Representative advised Pinchin that no asbestos surveys have been previously conducted at the Site, and that an Asbestos Management Program has not been developed for or implemented at the Site.

1095 Linbrook Road

Based on the findings of the Phase I ESA completed by Pinchin, nothing was identified that is likely to have resulted in potential subsurface impacts at the Site. As such, no subsurface investigation work (Phase II ESA) is recommended at this time.

Given the year of construction of the Site Building (*circa* early 1960s), there is a potential for asbestos-containing materials to be present in the Site Building. Pinchin did not conduct an asbestos survey, nor was any sampling or inspection for asbestos conducted as part of this Phase I ESA. The Site Representative advised Pinchin that no asbestos surveys have been previously conducted at the Site, and that an Asbestos Management Program has not been developed for or implemented at the Site.

3.2.3 Arborist Report

An Arborist Report has been prepared by Green Print Consulting Arborists in support of the Zoning Amendment application. There are 49 regulated trees involved with this project of which 2 will incur injury and 42 require removal (1 town owned and 41 private) as a consequence of construction. The client will be required to submit a permit application to injure 2 trees and remove 41.

In compensation for the removal of 26 healthy trees (3-5, 8, 10, 13, 14, 20-27, 31-37, 39, 40, 45), with a total of 843cm DBH, the client will be required to plant 84 replacement trees. In compensation for the removal of one (1) Town tree, the client will be required to pay its amenity value or plant an equivalent number of new trees to achieve “no net loss of canopy cover”. The amenity value and/or number of trees to be planted will be determined by the Town at time of review.

Using the Trunk Formula Method, the appraised value of Town-owned trees involved in this project is \$75,040.

It’s the consultant’s opinion that if tree preservation recommendations outlined in this report are implemented, which includes installing tree protection hoarding as mandated by the Town of Oakville, this proposed development will not adversely affect the long-term health, safety and/or existing condition of all trees scheduled for preservation.

Successful tree preservation requires both the client and all associated parties become privy to the recommendations in this report and that such recommendations are implemented accordingly.

Alternatively, failure to implement all the recommendations will cause unnecessary injury predisposing each tree to the potential of decline and/or increased risk of failure. Lastly, it’s the client responsibility to fulfill all additional conditions as outlined in the Town issued permit.

3.2.4 Functional Servicing Report & Stormwater Management Report

A Functional Servicing Report has been prepared by Trafalgar Engineering in support of this application. The site will be serviced via a new 50 mm domestic water service and a 150 mm fire service connection to Linbrook Road to accommodate an average daily water demand of 19 L/min and an estimated fire

flow of 8,000 L/min. While peak sanitary flows will decrease to 1.80 L/s through a new 150 mm lateral connection, stormwater management will utilize rooftop ponding and two underground ACO Stormbrixx systems to provide 388.0 m³ of storage, exceeding the municipal target volume of 385 m³. Overall, it has been determined that the Subject Lands can be serviced by the existing infrastructure for water, wastewater, and stormwater.

3.2.5 Transportation Impact Study and Parking Study

A Transportation Impact Study and Parking Study has been prepared by WSP Canada Inc. in support of the Zoning By-law Amendment Application. The findings of this TIS and associated recommendations are detailed in the subsequent sections.

Intersection Operations

- Under future total conditions, including the proposed Linbrook expansion, the study area roadway network is generally expected to operate at acceptable LOS. While the Linbrook Road / Chartwell Road intersection is forecast to operate at LOS 'F' during the weekday a.m. peak hour under conservative assumptions, calibration using a more representative peak hour factor indicates operations within capacity. The higher peak hour factor applied for future analysis is further supported by the recommendation for Linbrook School to pursue further peak spreading. The proposed Linbrook site access driveways are forecast to operate at acceptable LOS, and the overall traffic impact of the expansion is considered minor with no major roadway improvements required.

Queuing

- SimTraffic analysis indicates that 95th percentile queues along Linbrook Road are generally contained within available storage or link distances under existing, future background, and future total conditions.
- However, site observations confirm congested conditions in the PUDO loop and on Linbrook Road during peak times under existing conditions. The recommendation to further pursue peak spreading is expected to help manage queues.

Parking Supply and Demand

- The proposed parking supply of 49 spaces exceeds the minimum requirements of Town of Oakville Zoning By-law 2014-014 and is sufficient to accommodate future staff parking demand, with additional capacity available to support short-term PUDO activity during peak periods. Proposed accessible and bicycle parking provisions also meet or exceed By-law requirements.

Pick-up/Drop-off

- Existing PUDO activity is accommodated within the on-site loop with short duration queues during peak periods. Under future conditions, the predicted PUDO demand is approximately 14

spaces in the a.m. peak period and 42 spaces in the p.m. peak period, where as the available supply is 21 lay-by PUDO spaces and 14 available parking spaces (which can accommodate 35 vehicles). With this, it can be expected that traffic will spill onto Linbrook Road. Mitigation measures include further staggering arrival and dismissal operations to allocate more student PUDO trips to time intervals that experience lower demand, as mentioned in **Section 6.3.3**.

- Linbrook and St. Mildred's-Lightbourn School share school bus services which are primarily accommodated on the St. Mildred's-Lightbourn School site. School bus PUDO activity is minimal in the a.m. peak and more concentrated during the p.m. dismissal period, with short-duration queues related to loading activities. The survey day identified localized p.m. peak congestion associated with concentrated bus demand; however, this condition was not consistently observed, and operational measures such as route consolidation and centralized loading at the St. Mildred's-Lightbourn School PUDO loop are expected to mitigate the congestion and minimize queuing along Linbrook Road.

Pedestrian Crossing on Linbrook Road

- Pedestrian crossing activity across Linbrook Road is concentrated during school peak periods and is currently managed through staff supervision. The PXO can accommodate higher pedestrian volumes without significant disruption to traffic flow when crossings are supervised.

Staggered Arrival and Dismissals

- Both Linbrook and St. Mildred's-Lightbourn School currently have staggered arrival and dismissal schedules to manage PUDO operations. As previously noted, it is recommended that Linbrook School pursue further peak spreading through adjustments to the arrival and dismissal schedule. Specifically, the revised schedule should aim to limit the number of students arriving between 8:25 to 8:45 a.m. and departing from 3:45 to 4:00 p.m. to avoid overlapping peak PUDO periods with St. Mildred's-Lightbourn School. Managing peak period PUDO volumes at Linbrook is expected to result in smoother on-site circulation and prevent queue spillback onto Linbrook Road.

Other Transportation Demand Management

- The recommended TDM measures, including promotion of school bus use, carpooling, and active transportation, support reduced reliance on single-occupant vehicles and contribute to manageable peak period operations along Linbrook Road.

Site Plan Review

- The proposed site plan complies with the applicable design requirements and can readily accommodate the movement of key vehicles, including fire trucks, garbage trucks, loading trucks, and passenger vehicles. The site can be safely accessed and circulated without operational constraints, and pavement marking and signage plans have been prepared to support safe and efficient operations.

3.3 Proposed Zoning By-law Amendment

The Town of Oakville Zoning By-law 2009-189 zones the property municipally known as 1079 Linbrook Road as Community Use. The properties acquired intended to accommodate the school expansion are municipally known as 1059, 1087 and 1095 Linbrook Road, are zoned Residential Low (RL1-0). The RL1-0 designation does not permit private schools and therefore are proposed to be rezoned to Community Use to permit the proposed school expansion. The Zoning By-law Amendment application also seeks to amend the existing site-specific zoning provisions applicable to the property. Specifically, the application seeks to remove the existing provision regulating the maximum number of full-time equivalent students permitted to be enrolled at the private school in order to accommodate future enrolment growth.

The draft ZBA can be found in **Appendix C** of this report.

4.0 Policy Context Overview

This section of the PJR provides an overview of the applicable policy and regulatory context governing the Subject Lands, and how the proposed development fits within it. This section is not an exhaustive summary of all policies reviewed for the proposed development but rather highlights those policies and sections which are particularly relevant. A detailed policy assessment of each document is provided in **Appendix D**.

4.1 Planning Act, R.S.O. 1990, C.P. 13

The Ontario *Planning Act*, R.S.O. 1990 (the "*Planning Act*"), is the primary legislation governing land use planning in the Province of Ontario. The *Planning Act* provides the basis for consideration of Provincial interests in managing land and natural resources, preparing official plans and planning policies, establishing planning processes, regulating land uses through zoning by-laws and other measures, ensuring public notice and appeal rights, and other matters of Provincial interest. Under *Planning Act*, s.3, the Province may issue policy statements relating to municipal planning that are of Provincial interest, such as the Provincial Planning Statement 2024.

Section 2 of the *Planning Act* sets out the matters of provincial interest which the Minister, the council of a municipality, a local board, a planning board, and the Tribunal shall have regard to when carrying out their responsibilities under the Act. Matters of provincial interest relevant to the proposal include:

- (d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- (h) the orderly development of safe and healthy communities;*
 - (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- (i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;*
- (p) the appropriate location of growth and development;*

(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;

(r) the promotion of built form that,

(i) is well-designed,

(ii) encourages a sense of place, and

(iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;

Based on our analysis:

1. The proposed development will expand an existing private educational facility within a built-up urban area and will ensure the continued efficient use of existing municipal services and infrastructure;
2. The proposed development will be accessible and will be constructed in accordance with the Ontario Building Code, AODA, and all applicable accessibility standards;
3. The proposed development will improve the provision of educational and recreational facilities through the introduction of additional academic and recreational space;
4. The proposed development will contribute to the long-term social and institutional needs of the community while maintaining compatibility with the surrounding residential neighbourhood; and
5. The Subject Lands are located in an urban area appropriate for growth and development and can accommodate the proposed expansion without creating adverse environmental, public health, or safety concerns.

In our opinion, the proposed development, including the Zoning By-law Amendment application, has regard for matters of Provincial interest under the Planning Act.

4.2 Provincial Planning Statement (2024)

The Provincial Planning Statement (2024) (the “2024 PPS”) was released in a final version by the Ontario Ministry of Municipal Affairs and Housing on August 20, 2024, and came into effect on October 20, 2024. The 2024 PPS provides general policy direction to the Province in matters relating to land use planning and development, replacing the previous Provincial Policy Statement (2020) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019). The 2024 PPS represents fundamental changes in how growth planning is carried out in the Province. Planning authorities will now base population and employment growth forecasts on the Ministry of Finance 25-year projections, however, municipalities may continue to forecast growth using population/employment forecasts previously issued by the Province.

Section 2.1, Planning for People and Homes, promotes the development of complete communities through the provision of an appropriate range and mix of land uses, housing options, transportation choices, employment opportunities, public service facilities, institutional uses, parks, open spaces, and other community-supporting uses that meet the long-term needs of residents.

Section 2.3, Settlement Areas and Settlement Area Boundary Expansions, directs growth and development to settlement areas and promotes land use patterns that efficiently utilize land, infrastructure, and public service facilities. The policies support intensification and redevelopment within built-up areas to accommodate growth, optimize existing services and infrastructure, and contribute to the achievement of complete communities.

Section 2.8, Economic Development and Competitiveness, promotes economic development through the provision of an appropriate range and mix of employment, institutional, and other land uses to meet long-term needs. The policies support investment in existing communities, encourage the efficient use and intensification of developed lands, and require consideration of land use compatibility with surrounding uses.

Section 2.9, Energy Conservation, Air Quality, and Climate Change, states that planning authorities shall plan to reduce greenhouse gases through supporting the achievement of compact, transit supportive, and complete communities that incorporate climate change considerations into the development of infrastructure.

Section 3.1, General Policies for Infrastructure and Public Service Facilities, encourages new developments to utilize existing municipal infrastructure to ensure that sufficient services are in place to meet current and projected needs.

Section 3.2, Transportation Systems, states that transportation systems should be safe, energy efficient, and facilitate the movement of people and goods to address projected needs.

Section 3.6, Sewage, Water and Stormwater, provides planning policies for best practices for sewage and water services and stormwater management to accommodate the needs of forecasted growth.

Section 3.9, Public Space, Recreation, Parks, Trails and Open Space, promotes healthy, active, and inclusive communities by ensuring safe public spaces and accessible recreation opportunities for people of all ages and abilities.

Section 4.6, Cultural Heritage and Archaeology, requires the conservation of protected heritage properties, built heritage resources, cultural heritage landscapes, and significant archaeological resources. The policies direct planning authorities to ensure that development and site alteration appropriately address archaeological potential and encourage the implementation of strategies to conserve cultural heritage resources.

Based on our analysis:

1. The proposed development will facilitate the continued use and expansion of an existing institutional use that supports the long-term needs of the surrounding community;

2. The proposed development will contribute toward a complete community through the expansion of an existing educational and institutional facility that serves students, staff, and visitors;
3. The proposed development will efficiently utilize existing infrastructure including municipal water and wastewater services, roads, and utilities available to the Subject Lands;
4. The proposed development is located within the Town's Settlement Area and represents an appropriate form of intensification on an existing developed site within the built-up area;
5. The proposed development supports active transportation by maintaining pedestrian connections to the surrounding neighbourhood and providing access to the Town's existing pedestrian and cycling network;
6. The proposed development will ensure that the Subject Lands are developed in a manner that is compatible with surrounding land uses and maintains the character of the existing neighbourhood;
7. The proposed development will be designed in accordance with applicable Provincial legislation and incorporates accessibility, sustainability, and site design measures appropriate for the expansion of an existing institutional use; and
8. A Stage 1 Archaeological Assessment has been completed in support of the Application and identified the need for a Stage 2 Archaeological Assessment, which is currently underway. Any archaeological resources identified through the assessment process will be addressed in accordance with applicable provincial requirements.
9. The proposed development will maintain the existing schoolhouse heritage building, which was constructed in 1932. The heritage building will continue to be integrated into the operation of the school. No additions or alterations are proposed to the heritage building, and the proposed expansion has been designed to maintain its heritage character, value, and long-standing educational function.

In our opinion, the proposed development and Zoning By-law Amendment application is consistent with the Provincial Planning Statement.

4.3 Region Of Halton Official Plan

The Region of Halton Official Plan (the "RHOP") establishes the long-range policy framework for land use planning, growth management, infrastructure coordination, housing, transportation, and healthy community development across the Region. Although regional planning authority has transitioned to the local municipalities, the RHOP continues to form part of the local planning framework and remains relevant in evaluating development applications. The current policies emphasize accommodating growth within existing urban areas while ensuring that development occurs in a manner that is efficient, sustainable, and compatible with surrounding land uses.

In the Region of Halton Official Plan, the Subject Lands are designated as:

- Map 1 – Regional Structure (**Figure 7**)
 - Urban Area
- Map 1H – Regional Urban Structure (**Figure 8**)
 - Urban Area

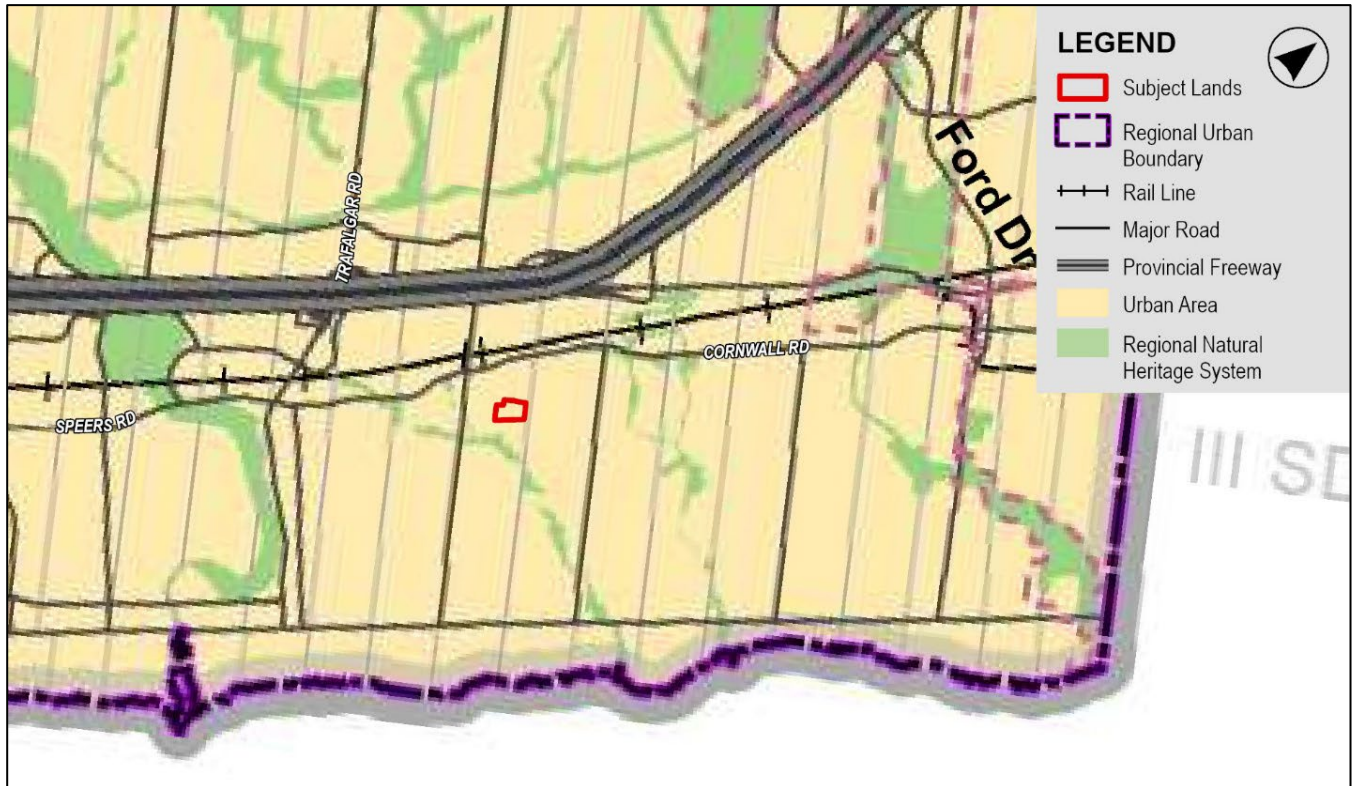


Figure 7: Halton Region Official Plan: Map 1 – Regional Structure

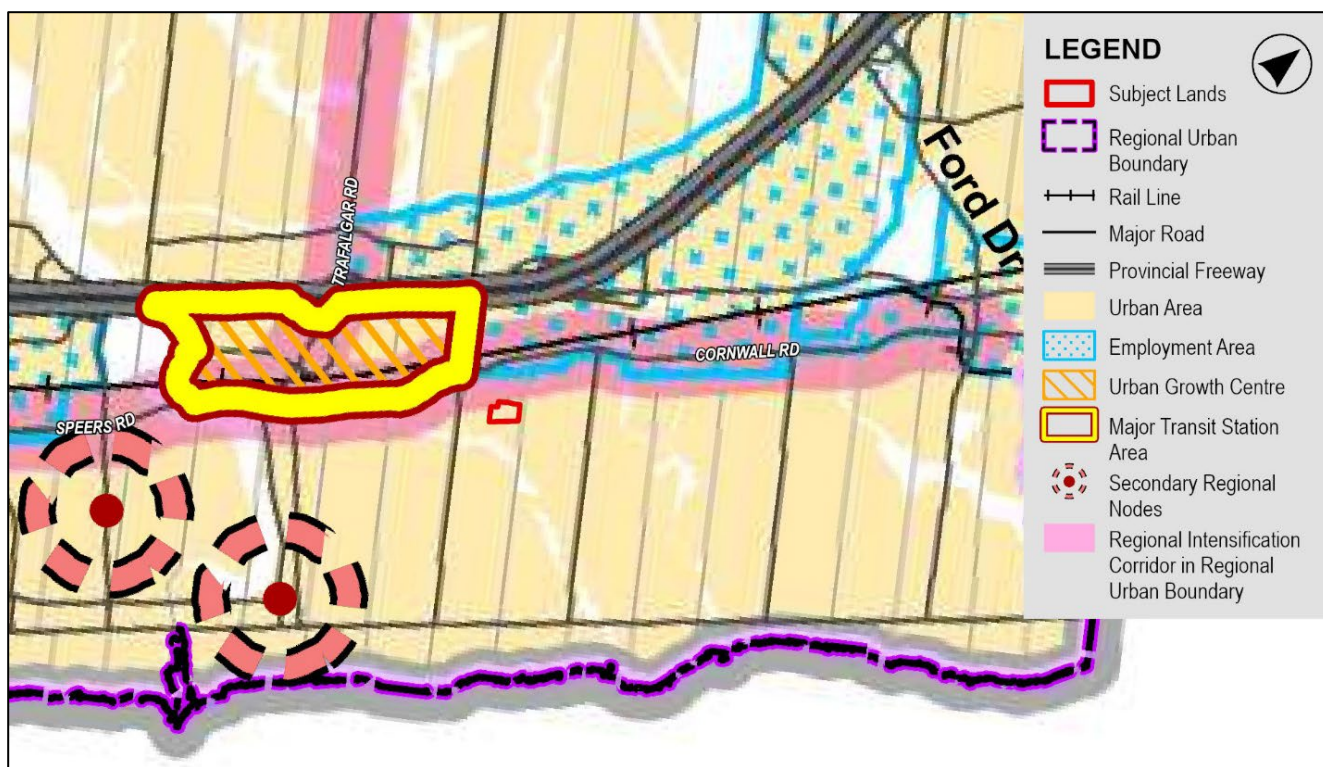


Figure 8: Halton Region Official Plan: Map 1H – Regional Urban Structure

The Subject Lands are located within the Urban Area identified on Map 1 – Regional Structure (**Figure 7**). Policy 55 states that the Regional Structure is based on a growth strategy that directs population and employment growth to Urban Areas through coordinated planning of land use, infrastructure, transportation systems, and municipal services. Policy 55.4 further confirms that growth is to be accommodated within the Regional Urban Boundary in a manner that efficiently uses land and infrastructure.

Section 56.1 of the Regional Official Plan establishes the population forecasts that are to be accommodated by the Region and its local municipalities to the planning horizon of 2051. As identified in Table 1, Oakville's population is forecast to increase from approximately 222,000 residents in 2021 to 349,990 residents by 2051. As Oakville continues to grow, there will be a corresponding need to ensure that community and institutional facilities, including schools, are able to adapt and expand to serve existing and future residents. The proposed expansion of Linbrook School supports these objectives by enhancing an existing educational facility within the Urban Area and ensuring that educational services can continue to evolve alongside anticipated population growth.

Policy 72 establishes the goal of the Urban Area and Regional Urban Structure as managing growth in a way that fosters complete communities, enhances mobility across Halton, addresses climate change, and improves housing affordability, sustainability, and economic prosperity. Policy 72.1(1) provides that growth is to improve and maintain community identity while creating healthy communities and protecting the natural environment. Policy 72.1(2) supports a form of development that is compact,

supportive of transit use and non-motorized travel, reduces dependence on the automobile, and promotes efficient use of services.

Policy 72.1(10) requires an appropriate range and balance of institutional and employment uses to meet long-term needs. The continued use or redevelopment of institutional lands is therefore encouraged where the site remains integrated within the urban fabric and can support surrounding neighbourhoods.

Policy 78 states that the Regional Urban Structure is intended to ensure the efficient use of land and infrastructure while supporting transit and protecting long-term employment lands. Policy 78.1(5) further supports climate change mitigation by directing development to areas that reduce automobile dependence and support transit and active transportation.

Policy 89(3) requires all new development within the Urban Area to connect to the Region's municipal water and wastewater systems.

Policy 156(1) further requires all development proponents to consider the Healthy Communities Guidelines when incorporating design features that promote safety and security.

Section 172 directs for the development of a balanced transportation system that minimizes automobile dependency by providing safe, convenient, accessible, affordable, and efficient public transit while promoting active transportation. It advocates for designing developments that support active transportation and public transit, as well as encouraging land use patterns and densities that foster strong live-work relationships and are effectively served by these modes of transport. The section also calls for ensuring public transit is accessible within reasonable walking distances and supports the establishment of a safe and efficient railway network for the movement of goods and people.

Based on our analysis:

1. The proposed development conforms to the RHOP by permitting the expansion of an existing private educational institution on lands located within the Urban Area where development is to occur in a compact and efficient manner within the existing built boundary;
2. The continued development of the Subject Lands supports the Region's complete community objectives by maintaining and enhancing an institutional use that serves families within the surrounding neighbourhood and contributes to the social infrastructure of the community;
3. The proposed development represents the efficient expansion of an existing institutional site that is already integrated into the surrounding urban area and supported by full municipal infrastructure, including water, wastewater, stormwater, and transportation services;
4. The proposed development supports Regional community service objectives by improving educational facilities and expanding the school's ability to serve additional students within the existing urban area without requiring the establishment of a new institutional site elsewhere in the Town;

5. The proposed development reinforces the long-term role of institutional lands within complete communities by retaining the existing school use while modernizing the facility to better respond to the educational and recreational needs of current and future students;
6. The proposed development supports active transportation and transit use through its location within an established neighbourhood with existing sidewalks, nearby cycling infrastructure, and access to Oakville Transit service connecting the site to the broader Town; and

In our opinion, the proposed development, including the Zoning By-law Amendment application, conforms to the Region of Halton Official Plan.

4.4 Town of Oakville Official Plan - Liveable Oakville Plan

The Town of Oakville Official Plan, known as the Livable Oakville Plan (the “Livable Oakville Plan”), provides the local policy framework for growth and development within the Town’s established urban area. The Plan was prepared under the authority of the Planning Act and is intended to guide land use change while protecting neighbourhood character, coordinating infrastructure, and promoting complete and sustainable communities.

In the Liveable Oakville Plan, the Subject Lands are designated as:

- Schedule A1 – Urban Structure (**Figure 9**)
 - Residential Areas
 - Parks, Open Space & Cemeteries
- Schedule C – Transportation Plan (**Figure 10**)
 - Minor Collector (Linbrook Road)
- Schedule D – Active Transportation Plan (**Figure 11**)
 - Existing Signed Bike Route (Linbrook Road)
- Schedule G – South East – Land Use Plan (**Figure 12**)
 - Low-Density Residential
 - Parks and Open Space
 - Special Policy Area

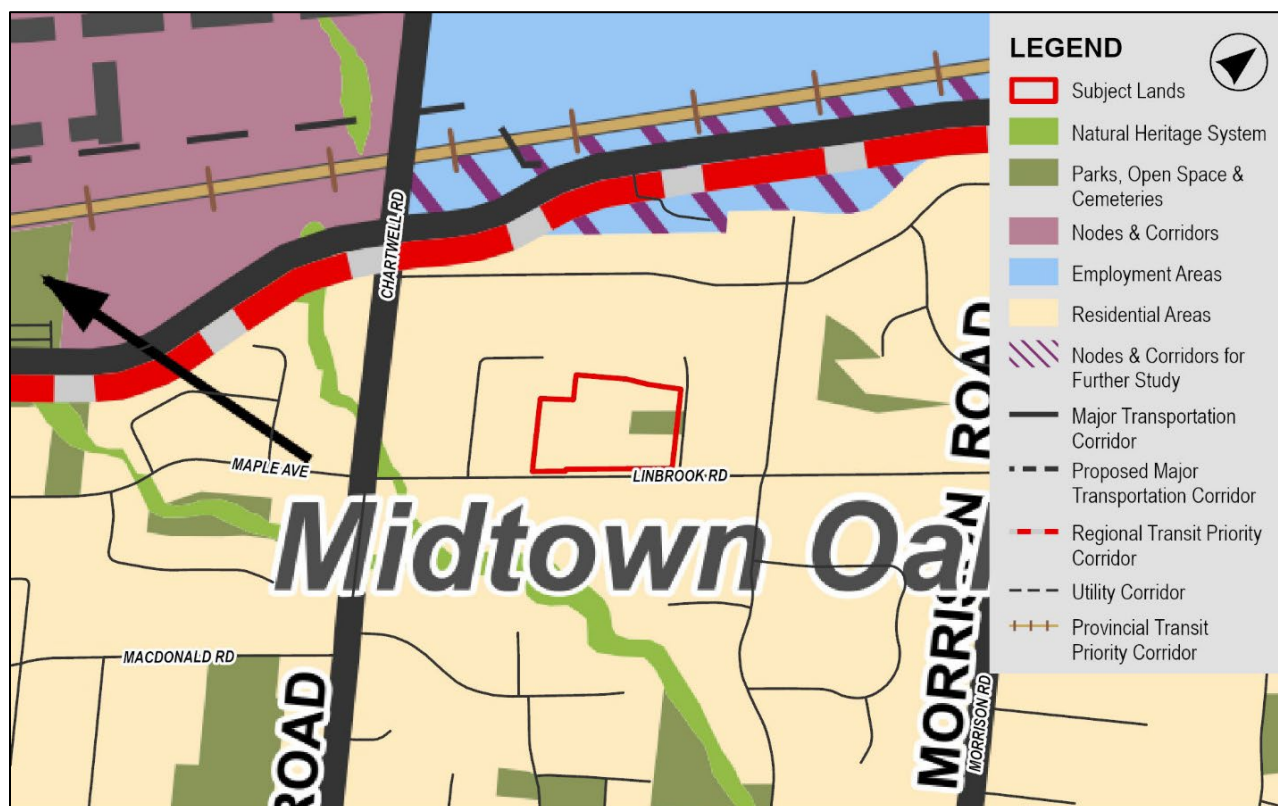


Figure 9: Livable Oakville Plan: Schedule A1 – Urban Structure

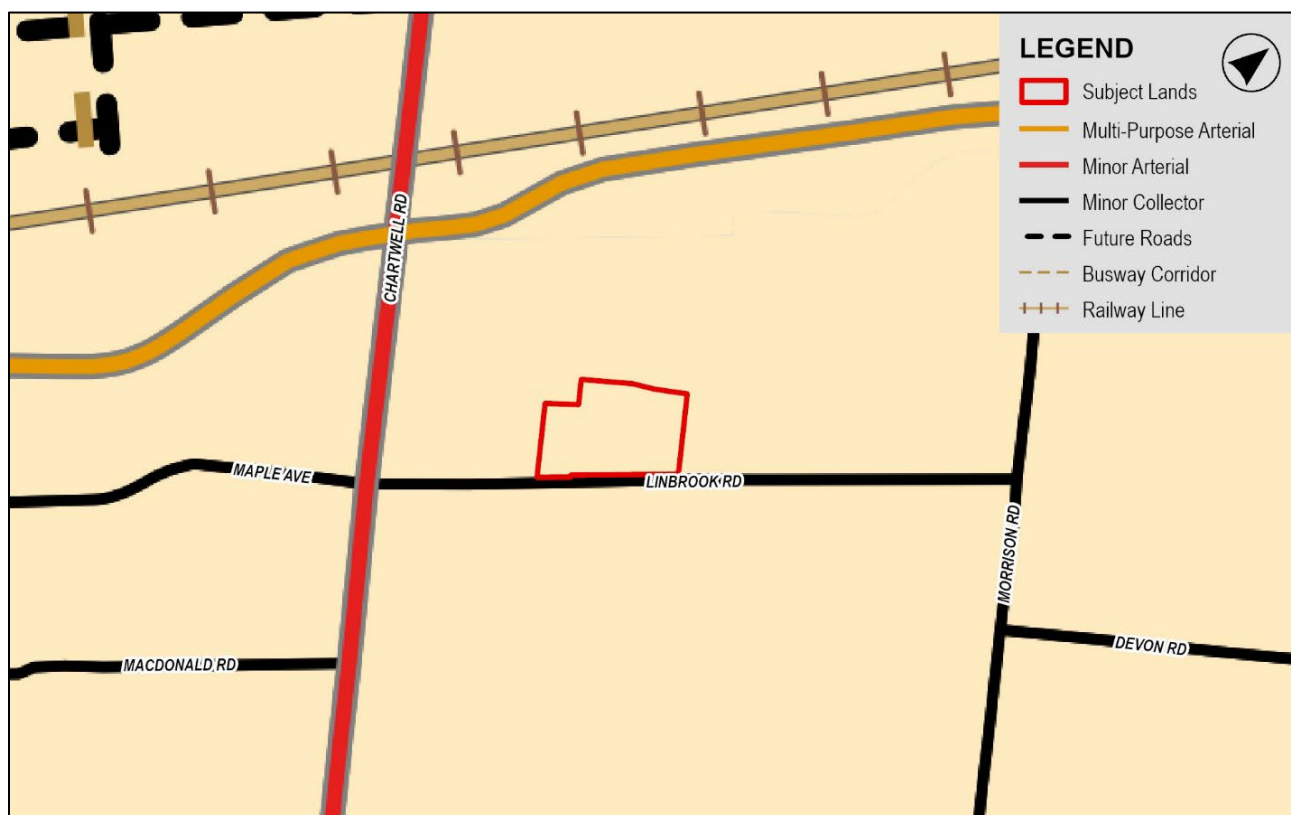


Figure 10: Livable Oakville Plan: Schedule C – Transportation Plan

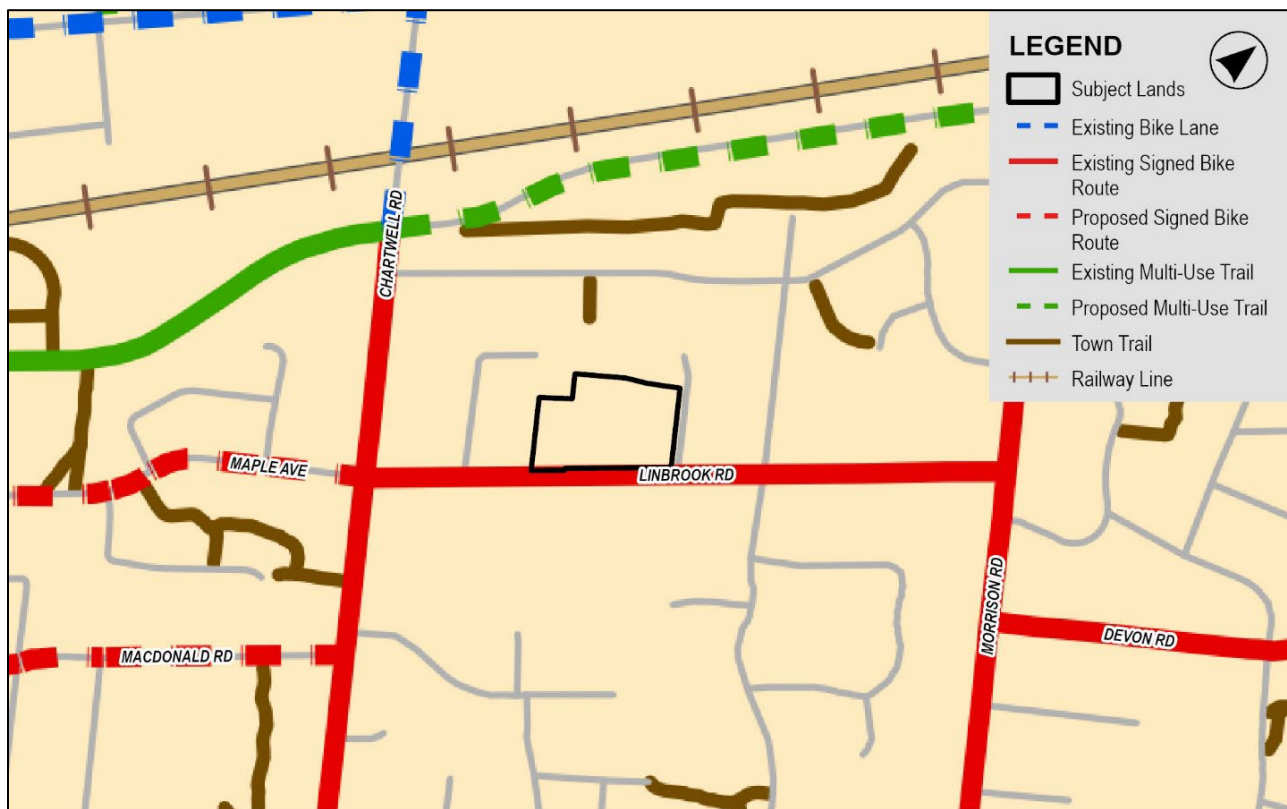


Figure 11: Livable Oakville Plan: Schedule D – Active Transportation Plan

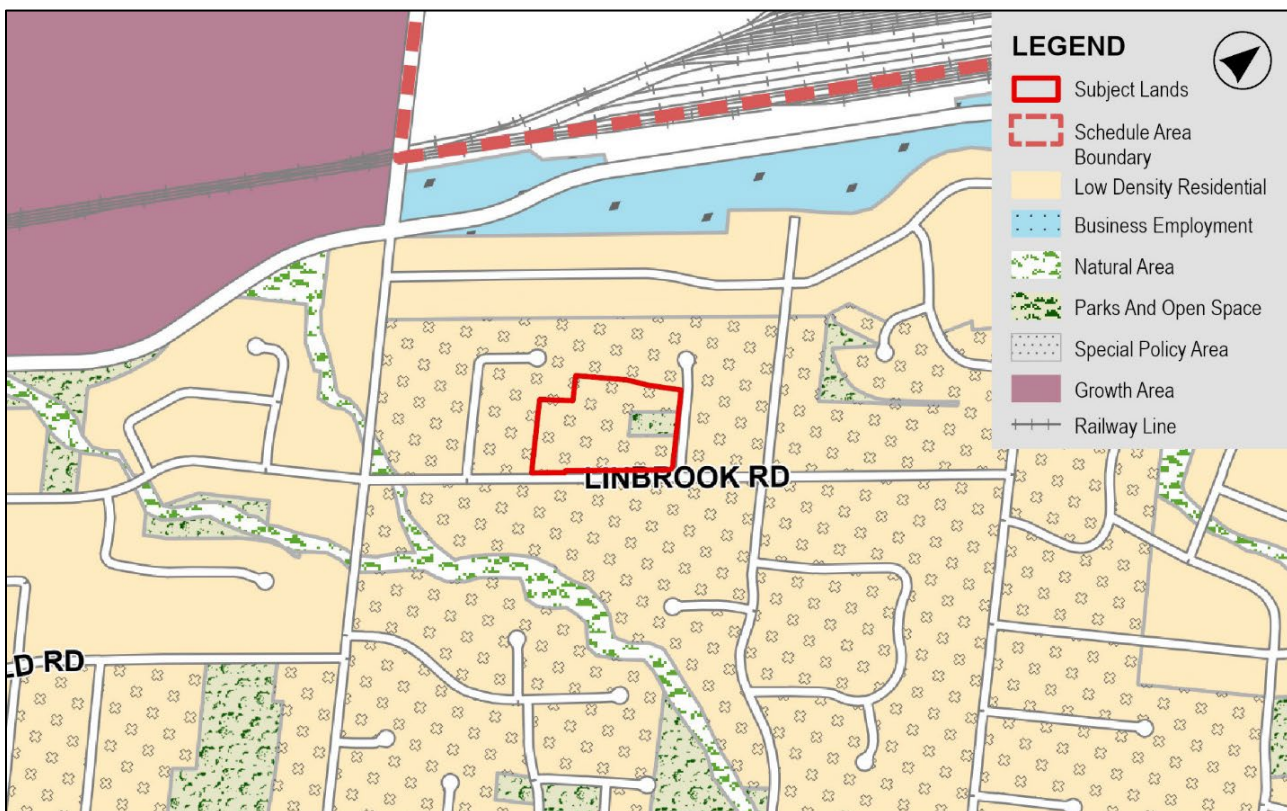


Figure 12: Livable Oakville Plan: Schedule G – South East – Land Use Plan

Section 1 of the Plan states that the Livable Oakville Plan establishes the desired land use pattern for the Town, coordinates land use and infrastructure requirements to ensure anticipated growth can be accommodated, and provides a policy framework for decision-making that is consistent with Provincial policy. The Plan recognizes that future development must balance growth with the protection of Oakville's established communities and public services.

Section 2.1 sets out the Town's mission to enhance Oakville's natural, cultural, social, and economic environments by ensuring that environmental sustainability, cultural vibrancy, economic prosperity, and social well-being are incorporated into development decisions. This policy framework supports development that contributes positively to the community while respecting the surrounding built environment.

Section 2.2.1 directs the Town to preserve and create a livable community by protecting neighbourhood character, directing growth to appropriate locations, and supporting long-term community stability. Section 2.2.3 further promotes sustainability by minimizing the Town's ecological footprint and encouraging sustainable building and site design.

As illustrated on **Figure 9**, a portion of the Subject Lands is identified as Parks, Open Space and Cemeteries. Similarly, **Figure 10** designates a portion of the lands as Parks and Open Space. This area is limited to the existing athletic field located on the east side of the site adjacent to David Avenue. Section 3.6 states that Parks, Open Space and Cemetery areas provide publicly accessible lands and recreational opportunities that contribute to the Town's character, quality of life, and sustainability. Section 17.2 further identifies parks, open space areas, and active and passive recreational uses as permitted uses within this designation. No development is proposed within the portion of the Subject Lands designated Parks and Open Space. The existing athletic field will be retained and will continue to provide recreational opportunities for students and the broader school community.

The Plan recognizes the importance of community and institutional uses within residential neighbourhoods. Section 3.10 states that Residential Areas may include compatible facilities such as schools, places of worship, recreational facilities, and other community-serving uses. The Plan further notes that change within these areas may be appropriate where the character of the neighbourhood is maintained and the overall urban structure of the Town is preserved.

Section 4, Table 2 provides Town-wide Population and Employment Forecasts which anticipates that the Town's population will increase from approximately 284,000 residents in 2031 to approximately 388,000 residents by 2051. As Oakville continues to grow and intensify, there will be a corresponding need to ensure that educational, community, and institutional facilities are able to evolve and expand to serve existing and future residents

Chapter 6 of the Plan contains the Town's urban design framework. Section 6.1.1 states that urban design shall provide for diversity, comfort, safety, attractive and barrier-free public spaces, innovative built form, and the creation of distinctive places. Section 6.2.1 requires the public realm to include interconnected pedestrian-oriented spaces, accessible routes, landscaping, and streetscape elements that create a strong sense of identity. Section 6.9.2 requires development to be compatible with the

planned and existing surrounding context. Section 6.9.3 requires transition between different land uses through landscape buffering, separation distances, and compatible built form.

Section 7.1.1 states that the objective for community uses is to provide a range of accessible community facilities. Section 7.1.2 identifies educational facilities, including elementary and secondary schools, as community uses that may be permitted within all land use designations, with the exception of the Natural Area designation. The policies further require that community uses be appropriately located in relation to their service area and integrated with surrounding land uses.

Section 8.3, Table 4 identifies the function and design criteria for Minor Collector Roads. Minor Collector Roads are intended to accommodate moderate volumes of intra-community traffic, typically consist of two travel lanes, and are designed to accommodate traffic volumes of up to 5,000 vehicles per day. Direct access from abutting properties is permitted. The planned ultimate right-of-way width for a Minor Collector Road is 20.0 metres. The existing right-of-way width along the Linbrook Road frontage of the Subject Lands varies from approximately 17.6 m to 20.0 m. A road widening of approximately 2.4 m is anticipated along the frontage of 1059 Linbrook Road, subject to confirmation through the development review process, which will assist in achieving the planned ultimate right-of-way width along this section of Linbrook Road.

Section 8.10 recognizes walking and cycling as important components of a balanced transportation system and requires development to incorporate pedestrian and cycling infrastructure where appropriate. Schedule D identifies Linbrook Road as an Existing Signed Bike Route and supports the continued development of a connected active transportation network throughout the Town.

Section 9.1.1 requires all development within the urban area to be based on full municipal water and sanitary services, while Section 9.1.2 states that development shall be assessed based on the availability of existing and planned infrastructure.

Chapter 10 contains sustainability policies. Section 10.2.1 supports climate change mitigation through increased transit use, active transportation, green building design, and resilient infrastructure. Section 10.4.1 promotes compact urban form, energy conservation, and reduced reliance on private vehicles. Section 10.10.1 requires stormwater management measures to control runoff quantity and quality, while Section 10.12.1 promotes improved air quality through land use and transportation decisions that support transit and active transportation.

Section 11.2 permits a range of low-density residential housing forms within the Low Density Residential designation at densities of up to 29 dwelling units per site hectare. The proposed development does not introduce additional residential density and instead consolidates the existing residential lots with the adjacent school property to facilitate the expansion of an existing institutional use.

Section 28.2.1 establishes the Special Policy Area applicable to portions of Southeast, Central, and Southwest Oakville and is intended to protect the area's unique character, large residential lots, and established built form. The policies limit residential intensification and require development to maintain the integrity of the existing lot fabric, with residential densities not exceeding 10 units per site hectare. The proposed development does not introduce additional residential density or create new residential

lots. Rather, the proposal consolidates existing lots to facilitate the expansion of an existing institutional use while maintaining the character and intent of the Special Policy Area.

Based on our analysis:

1. The proposed development conforms to the Livable Oakville Plan by expanding an existing institutional use within the urban area where municipal services and infrastructure are already available;
2. The proposed development supports the Town's community objectives by improving an established private school that serves families within Oakville and the surrounding area;
3. The proposed development represents the efficient expansion of an existing institutional property that has historically functioned as part of the surrounding neighbourhood fabric;
4. The proposed development maintains compatibility with the surrounding residential area through appropriate building placement, setbacks, and transition to adjacent properties;
5. The proposed development supports complete community objectives by enhancing an educational facility located within walking distance of parks, transit, and neighbourhood amenities;
6. The proposed development supports the Livable Oakville Plan's community use policies, which recognize schools as important community facilities that may be permitted within residential areas;
7. The proposed development supports the Town's long-term population growth forecasts by enhancing the capacity and functionality of an existing educational facility;
8. The proposed development is appropriately located on Linbrook Road, a Minor Collector Road, and can accommodate the anticipated road widening required to achieve the planned ultimate right-of-way width;
9. The proposed development retains the existing athletic field designated Parks and Open Space and continues to provide recreational opportunities on the site;
10. The proposed development will utilize existing municipal water, wastewater, road, and utility infrastructure; and
11. The proposed development appropriately balances the expansion of an existing institutional use with the preservation of the character and stability of the surrounding neighbourhood.

In our opinion, the proposed development, including the Zoning By-law Amendment application, conforms to the Town of Oakville Livable Oakville Plan.

4.5 Livable by Design Manual

The proposed development has been reviewed in the context of the Town of Oakville's Livable by Design Manual, which provides urban design guidance to support the implementation of the Livable Oakville Plan. The Manual contains objectives and design directions related to context, compatibility, site organization, landscaping, pedestrian movement, and the public realm.

The proposed additions have been carefully integrated with the existing school building and positioned to maintain compatibility with the surrounding residential neighbourhood. The larger gymnasium addition is located toward the interior of the site and the west side of the property, while the classroom addition is situated at the rear of the existing building. This approach minimizes visual impacts along Linbrook Road, maintains the established streetscape, and provides appropriate separation from adjacent residential properties. The proposed development also incorporates setbacks that exceed the minimum requirements of the Community Use Zone, contributing to an appropriate transition between the school and neighbouring homes.

The site design has been organized to improve functionality, circulation, and safety while enhancing the overall appearance of the property. Parking, pick-up/drop-off areas, and pedestrian routes have been reconfigured to improve site operations and reduce potential conflicts between vehicles and pedestrians. Existing open space areas, including the athletic field, are retained, and additional landscaping and buffering are proposed to enhance the site's visual character and provide a suitable interface with adjacent residential uses. Enhanced landscaping is also proposed along the Linbrook Road and David Avenue frontages to screen parking areas from public view and reinforce the streetscape character. Accordingly, the proposed development reflects the overall intent of the Town's urban design objectives and site design guidelines.

Overall, the proposed development, including the Zoning By-law Amendment application, demonstrates a context-sensitive design approach that respects the surrounding residential neighbourhood while enhancing the functionality of the existing school. Through appropriate building placement, site organization, landscaping, and circulation improvements, the proposal is consistent with the general intent of the Town's urban design objectives and the Livable by Design Manual.

4.6 Town of Oakville Zoning By-law 2014-014

The Subject Lands are currently zoned Community Use (CU) with Special Provision 261 and Residential Low with -0 Suffix (RL1-0) in Zoning By-law 2014-014 (**Figure 13**). The existing school property municipally known as 1079 Linbrook Road is zoned CU sp:261, while the recently acquired residential properties municipally known as 1059, 1087, and 1095 Linbrook Road are zoned RL1-0. Based on the existing zone permissions and the proposed development, a site-specific Zoning By-law Amendment is required to rezone the residential properties municipally known as 1059, 1087, and 1095 Linbrook Road

from the Residential Low (RL1-0) Zone to the Community Use (CU) Zone to facilitate the expansion of Linbrook School and align the zoning of the acquired lands with that of the existing school property. The proposed site-specific zoning also seeks to remove the existing student enrolment restriction, establish site-specific yard requirements, deem Linbrook Road to be the front lot line for the purpose of applying the zoning regulations, and permit a site-specific provision for the location of the garbage enclosure.

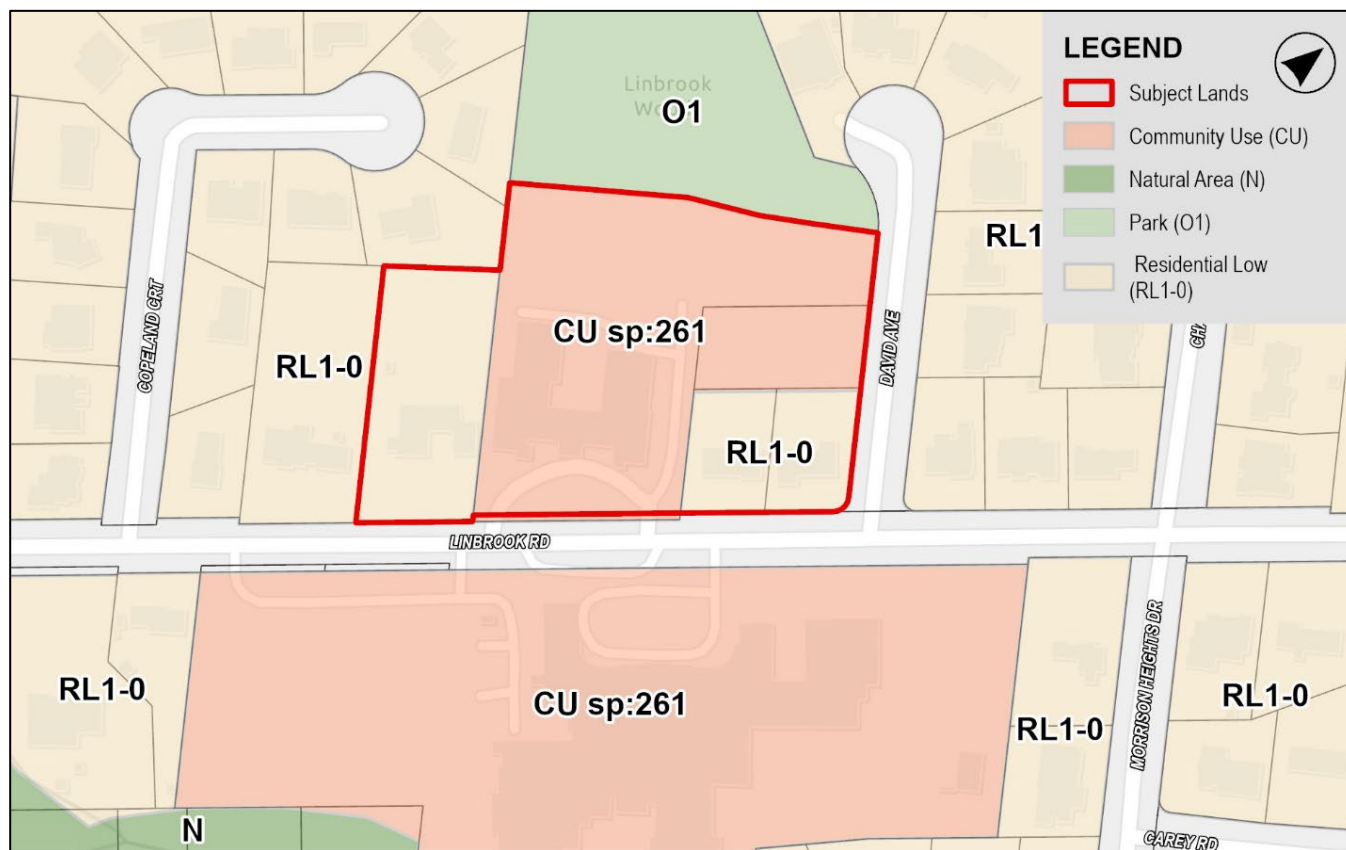


Figure 13: Town of Oakville Zoning 2014-014

The permitted uses for each zone are included in the following table:

Table 6: Community Use (CU) Permitted Uses

Community Use (CU)	
Art gallery	Museum
Cemetery	Place of worship
Community centre	Park, private
Conservation use	Park, public
Day care	Public hall
Emergency service facility	School, private
Emergency shelter	School, public
Food bank	Stormwater management facility
Library	

Table 7: Community Use (CU) Zoning By-law Provisions

For the purposes of applying the zoning regulations to the consolidated property, Linbrook Road has been identified as the front lot line. This approach will be reflected in the proposed Zoning By-law Amendment and corresponding zoning schedules.

Provision	Community Use (CU) sp. 261	Provided	Compliance
Minimum lot area	n/a	19,518.34 m ²	Yes
Minimum lot frontage	n/a	Linbrook - ± 180 m David - ± 105 m	Yes
Minimum front yard	6.0 m	16.70 m (Building) 4.05 m (Refuse Enclosure)	Yes No
Minimum flankage yard	6.0 m	> 6 m	Yes
Minimum interior side yard	4.3 m (Per Site Specific 261 - 4.5 m is required per the Parent CU Zone)	8 m	Yes Site-Specific Provision added to Draft ZBA.
Minimum interior side yard abutting a lot in any Institutional (I) Zone or Community Use (CU) Zone	0.0 m	N/A	N/A
Minimum rear yard	7.5 m	23.14 m	Yes
Minimum rear yard abutting a lot in any Institutional (I) Zone or Community Use (CU) Zone	0.0 m	N/A	N/A
Maximum height	The height legally existing on the lot on the effective date of this By- law	Existing Height: 12.7 m Proposed Height of Addition: 10.10m	Yes
Maximum number of full-time equivalent students permitted to be enrolled at the private school	180	270	No Maximum number of students is proposed to be removed with the Draft ZBA

Garbage Enclosure shall not be located within a front yard and in any minimum yard abutting a Residential Zone	Front Yard – 6.0 m	4.05 m	No Site-Specific Provision added to Draft ZBA.
	Interior Side Yard – 4.5 m	4.65 m	

The following table summarizes the proposed special exceptions to the zoning and rationale for these exceptions:

Exception	Rationale
Rezoning of Acquired Lands	The recently acquired properties municipally known as 1059, 1087, and 1095 Linbrook Road are currently zoned Residential Low (RL1-0). The proposed Zoning By-law Amendment will rezone these lands to the Community Use (CU) Zone to facilitate their consolidation with the existing school property and accommodate the proposed expansion of Linbrook School.
Site-Specific Interior Side Yard Provision	The existing site-specific zoning permits a reduced interior side yard of 4.3 m. The proposed Zoning By-law Amendment will remove this provision and establish site-specific minimum setbacks of 8 m for the interior side yard applicable to the principal building. This setback reflects the proposed site design and provides greater separation from adjacent residential properties than both the existing zoning and the minimum setback requirements of the Community Use (CU) Zone.
Garbage Enclosure	The proposed garbage enclosure is located within the required front yard and therefore does not comply with Section 4.7(c)(i) of Zoning By-law 2014-014. As a result of the proposed site-specific increase to the interior side yard at 8 m, the garbage enclosure does not comply with the minimum setback requirements to a residential zone. The proposed site-specific provision will permit the garbage enclosure within the front yard, and interior side yard provided it maintains a minimum setback of 4.0 m from the front lot line and interior lot line. The location has been selected to facilitate waste collection at the frontage of the property to support operational requirements and to minimize the distance a garbage truck would be required to enter into and back-up internal to the site. The siting of the enclosure will ensure minimized nuisance from noise related to reversing and idling on site.
Front Lot Line Determination	With the consolidation of the acquired residential properties, the Subject Lands will constitute a corner lot with frontage on both Linbrook Road and David Avenue. Pursuant to the definition of Front Lot Line in Zoning By-law 2014-014, David Avenue would be deemed the front lot line. To maintain consistency with the existing school property and the established development pattern, the draft Zoning By-law Amendment includes a provision deeming Linbrook Road to be the front lot line for the purpose of applying the zoning regulations.
Removal of Maximum Student	The existing site-specific zoning limits the maximum number of full-time equivalent students permitted to be enrolled at the private school. The proposed Zoning By-law Amendment will remove this restriction to allow future enrolment

Enrolment
Restriction

to be accommodated through the capacity of the expanded facility, site design, parking supply, and supporting infrastructure. Section 34 of the Planning Act on Zoning By-laws does not authorize the regulation of people, but rather the use of land, buildings and structures, and therefore, a maximum number of students in the Zoning By-law is not appropriate.

A complete draft ZBA is included as **Appendix C** of this Report.

5.0 Summary and Conclusions

MHBC has prepared this Planning Justification Report in support of a Zoning By-law Amendment to permit the expansion of the existing Linbrook School through additions to the current private educational facility. The proposal allows for the modernization and long-term retention of a private educational facility within a stable residential area while remaining consistent with Provincial, Regional, and Town-wide policy directions that support the continued use, expansion, and enhancement of community and institutional facilities.

The proposed built form and site organization demonstrate a context-sensitive design approach that is compatible with the surrounding neighbourhood and consistent with the Town's urban design framework. The additions have been arranged to maintain appropriate setbacks from surrounding residential properties, and ensure that parking and servicing functions are appropriately screened from the public realm. The proposed development reinforces the existing institutional character of the site while improving campus functionality, safety, and accessibility for students, staff, and visitors.

Based on the existing physical context and surrounding area, the technical assessment of the proposal, and the analysis of the proposal within the current policy and regulatory framework, the proposed redevelopment and associated Zoning By-law Amendment are in the public interest and represent good planning for the following reasons:

1. The proposed application has regard for matters of Provincial interest under the Planning Act, including the orderly development of safe and healthy communities, the efficient use of land and infrastructure, accessibility, sustainable development, and the protection of community services.
2. The proposed application is consistent with the Provincial Planning Statement, 2024, by supporting the continued use and expansion of an existing institutional property within a settlement area and by optimizing available municipal services and transportation infrastructure.
3. The proposed application conforms to the applicable policies of the Region of Halton Official Plan and the Town of Oakville Official Plan by protecting and enhancing an important institutional use that contributes to the social infrastructure of the surrounding community.
4. The proposed development provides an appropriate form of institutional expansion that allows the school to continue operating in a modernized facility while maintaining compatibility with the surrounding neighbourhood.
5. The proposed development supports the long-term viability of a well-established educational institution by improving academic space, circulation patterns, student amenities, and parking.

6. The proposed development strengthens the range of community services available within South Oakville by retaining and improving a private school that serves local and regional families.
7. The proposed application will permit development that does not create adverse environmental or public health and safety impacts, with technical matters addressed through the supporting engineering and servicing studies.
8. The proposed development has been designed to improve accessibility and safety through barrier-free design, improved pedestrian circulation, and clear separation of vehicular and pedestrian movement throughout the site.
9. The proposed development is compatible with adjacent residential land uses through appropriate setbacks, building placement, and a built form that respects the established character of the existing school.
10. The proposed development contributes positively to the neighbourhood by preserving an established community institution while improving the appearance and function of the property.

For the above reasons, we respectfully submit that the proposed Zoning By-law Amendment as contained in **Appendix C** is appropriate and we respectfully request its approval.

Respectfully submitted,

MHBC



Melinda MacRory
Partner



Jillian Sparrow
Intermediate Planner

A

Appendix A: Record of Pre-Consultation

Pre-Consultation Checklist & Preliminary Comments

General Information:	
Applicant:	MHBC Planning Melinda MacRory mmacrory@mhbcplan.com
Site Location:	1059, 1079, 1087 and 1095 Linbrook Road
Meeting Date:	February 4, 2026
Proposal:	Proposed expansion of the Linbrook School. 2-storey addition at the west side of the building and 1-storey addition at the rear of the building.

Proposed Application Types:					
Official Plan Amendment	☐	Plan of Subdivision	☐	Site Plan	☐
Zoning By-law Amendment	☒	Plan of Condominium	☐	MV/Consent	☐

SUBMISSION REQUIREMENTS		
Materials to be Provided:	Required:	Notes:
Documents		
Completed Application Form	☒	
Fees for the processing of the application	☒	
Executed Pre-consultation Checklist	☒	
Cover Letter	☒	
Plans		
Aerial Photograph(s)	☒	
Survey/Legal Plan	☒	
Land Assembly Documents	☐	
Concept Plan	☒	
Context Plan	☐	
Draft Plan of Subdivision and/or Draft Plan of Condominium (individual lots and/or units to be shown on draft Plan)	☐	
Site Plan & Site Plan Details	☒	
Park/Open Space Concept Plan	☐	
Building Elevations & Renderings	☒	
Building Floor Plans (including roof Plan)	☒	
Height Survey of Adjacent Buildings	☐	
Comprehensive Block Plan	☐	
Landscape Plan & Details	☒	conceptual
Tree Protection Plan	☒	



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Parks Facility Fit/Concept Plan	☐	
Pedestrian Circulation Plan	☐	
Streetscape Plan	☐	
Site Servicing Plan	☒	
Grading & Drainage Plan (including topographic information)	☒	
Erosion and Sediment Control Plan	☒	
Lighting Plan &/or Photometric Plan	☐	
Truck Turning Plan	☒	
Pavement Markings/Signage Plan	☐	
Construction Storage/Staging Plan	☐	
Demarcation of limits of natural features and/or natural hazards	☐	
Tree Canopy Cover Plan & calculation	☒	conceptual
Waste Management Plan/Report	☐	
Reports/Studies		
Planning Justification Report/Letter	☒	*not required for Plan of Condominium application
Character Impact Analysis	☐	
Draft Zoning By-law Amendment	☒	
Draft Official Plan Amendment	☐	
Urban Design Brief include angular plane	☐	
Tree Vegetation Study/Arborist Report	☒	
Functional Servicing Study/Report	☒	
Stormwater Management Study/Report	☒	
Hydrogeology Study/Water Budget & Hydrology Study	☐	
Hydro geotechnical Report	☐	
Environmental Impact Study/Statement/Assessment (EIS/EIA)	☐	
Shoreline Hazard Study	☐	
Geotechnical Report	☐	
Transportation Impact Analysis	☒	
Transportation Demand Management Plan and Implementation Strategy	☒	
Parking Demand/Justification Study	☒	
Queueing Analysis	☒	
Heritage Impact Assessment	☐	
Cultural Heritage Evaluation Report	☐	
Archaeological Assessment	☒	



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Market Impact Study/Retail/Service Commercial Needs Assessment	☐	
Phasing Strategy for Development of Retail and Service Commercial Uses	☐	
Capital/Financial Impact Study	☐	
Land Use Compatibility Study	☐	
Noise Feasibility/Vibration Study	☐	
Air Quality Assessment	☐	
Hydrogeological Study	☐	
Water Balance Assessment	☐	
Environmental Site Assessment (i.e. Phase 1) and/or letter of reliance	☒	
Environmental Site Assessment (i.e. Phase 2) and/or letter of reliance	☒	
Record of Site Condition	☐	
Environmental Site Screening Checklist (ESSQ)	☐	
Risk Assessment/Rail Safety Report	☐	
Shadow Impact Analysis	☐	
Wind Study/Micro-Climate	☐	
Sample Materials Board/Photos	☐	
3-D Computer Model (i.e. SketchUp)	☐	
Minutes and attendance list of Applicant-initiated "Public Information Meeting" (see Note k)	☒	*not required for Site Plan or Plan of Condominium applications
Other		
Rental Housing Demolition & Conversion Declaration	☒	
Operational Details	☐	
Cross Sections	☐	
Allocation Assignment/Plan/ Agreement	☐	
Minutes of Settlement	☐	
North Oakville		
Environmental Implementation Report/Functional Servicing Study	☐	
Map and Accompanying Tables Showing Densities and Designations	☐	
NOUFSMP/Tree Canopy Cover Plan & Calculation	☐	
Planning Statistics Spreadsheet	☐	
Sustainability Checklist	☐	
Transit Facilities Plan	☐	
Area Design Plan	☐	



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Executed Adhesion Agreement



General Next Steps:

- 1. Prepare Application:** Prepare reports, plans, and studies identified on the pre-consultation checklist. Revised and coordinated plans and documents should fully address the comments in this report. The reports, plans and studies also must be prepared in accordance with [Terms of Reference / Guidelines](#). Where site-specific Terms of Reference are noted in the pre-consultation checklist, prepare a draft Terms of Reference then send a copy to the listed staff member in this comment report for approval.
- 2. Digital Submission:** Send an email to planningapps@oakville.ca requesting to submit a new application with the following information:
 - a) Applicant's name
 - b) Address of site
 - c) Type of application to be submitted (i.e. Site Plan)
 - d) Draft plan subdivision/Draft Plan of Condominium/ concept plan/site plan
 - e) Date of Pre-consultation Meeting
 - f) Signed Pre-consultation Form
 - g) Signed Application Form
 - h) Fee Calculation
 - i) Date of Developer Public Information Meeting (if applicable)
- 3. Organize Submission:** All documents part of the digital must follow the [mandatory file naming conventions](#) (pdf). If the mandatory file naming convention is not followed it will delay processing of the application.
- 4. Upload Application:** planningapps@oakville.ca will provide a link where all required reports, plans and studies, together with the completed application form, and signed pre-consultation agreement can be digitally submitted.
- 5. Confirmation of Submission:** planningapps@oakville.ca will review your submission, and confirm whether all submission requirements have been provided, confirm the application fee, and provide a reference # to be included on your Electronic Fund Transfer (EFT) or E-Mail Transfer.
- 6. Pay Application Fee:** Send application fees via e-transfer/EFT (Electronic Funds Transfer) to planningapps@oakville.ca. Send confirmation of payment to planningapps@oakville.ca and accountsreceivable@oakville.ca. Please review the [Electronic Payment Information](#) page for additional information on making payments. The full schedule of planning and development rates and fees is available on the [Rates and Fees](#) page.

- 7. Complete Application:** Upon confirmation of payment of the application fee, the planner assigned to the application will make a determination whether the application is complete pursuant to the *Planning Act* and provide a file reference number. Following confirmation that the application is complete the application will be circulated to town departments and external agencies.

Other Applications:

Additional applications to other public agencies and governments, including, Provincial, Regional, Conservation Authority, and/or other Town Departments, may be necessary depending on the nature of the application.

General Note:

The pre-consultation form is valid for 6 months, any extension request must be received BEFORE the approval lapses with the appropriate fee.

Due to recent Provincial legislation, as of July 1, 2024, the Region's role in land use planning and development matters has changed. The Region is no longer responsible for the Regional Official Plan – as this is now the responsibility of Halton's four local municipalities. As a result, the town may require certain reports and studies previously reviewed by the Region to undertake a peer review at the applicant's expense.

Internal Comments

NOTE: The comments below are preliminary and additional comments may be provided once a formal application is submitted.

1 Planning Services

Kate Cockburn, kate.cockburn@oakville.ca

Pre-Consultation

The applicant proposes to demolish three existing detached dwellings to facilitate the expansion of the existing private school. The expansion includes a new two-storey gymnasium, one storey class room addition, and new parking areas. The dwellings exist on lots which are zoned for residential uses only. A Zoning By-law Amendment application is required to permit the school use on these lands. An Official Plan Amendment is not required as a school is a community use and is permitted the Low Density Residential designation.

The applicant is also requesting the removal of an existing student cap included within the Zoning for the site. A Planning Justification Report is required and should include details of the proposed development, including how the additional space is intended to be used and



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what effect it will have on enrollment. The PJR should also consider the outcome of any technical studies to address transportation concerns, including alignment of the new driveway, staging of trips, and increasing parking/maneuvering on-site.

Staff note that the applicant should demonstrate how the existing parking, and pick up and drop off conditions are currently being managed and what impact the proposed additions will have on the current operations. A detailed terms of reference for transportation matters should be established with the Town's Transportation Engineer prior to the completion of any technical studies.

Additionally, staff note that the maintenance of existing tree canopy adjacent to lots with detached dwellings should remain, and enhanced buffering should be considered.

The applicant is required to host a Public Information Meeting (PIM) prior to the submission of a formal application.

Staff suggest establishing a new Community Use special provision for the entire lands, instead of maintain the existing Zone. Further, the lands will need to be merged under one PIN to support the expansion of structures and uses over lot lines.

Halton Region Official Plan:

The Region's Official Plan is now implemented by the Town and provides goals, objectives and policies to direct physical development and change in Halton. The proposed development and site alterations are located on the lands that are designated as 'Urban Area' and are located within the Built Boundary in the 2009 Halton Region Official Plan (ROP). The policies of Urban Area designation support a range of uses and the development of vibrant and healthy mixed-use communities which afford maximum choices for residence, work and leisure. The Urban Area policies state that the range of permitted uses and the creation of new lots in the Urban Area will be per Local Official Plans and Zoning-By-laws.

Livable Oakville:

The Livable Oakville Plan provides goals, objectives and policies to manage and direct physical change and the effects on the social, economic and natural environment of the Town. Livable Oakville coordinates land use and infrastructure requirements to ensure that the anticipated growth can be accommodated, establishes a framework and policy context for decision making that provides certainty for the planning process.

The subject lands are designated **Low Density Residential – Special Policy Area** and located within the Residential Areas of the Town's Urban Structure.

Land Use Compatibility

Land use compatibility brief is required that explains the existing surrounding land uses and to address how the proposed land use would impact the adjacent land uses. Please make mention to the Town's land use compatibility and the Ministry's guidelines and any mitigation measures that are being proposed to minimize the adverse effects of noise, vibration and odour to the surrounding sensitive land uses.

Site Contamination

Section 147(17) of the Regional Official Plan (ROP) requires the applicant of a development proposal to determine whether there is any potential contamination on the site they wish to develop, and if there is, to undertake the steps necessary to bring the site to a condition suitable for its intended use. This process is described in the Town's [Protocol for Reviewing Development Applications with Respect to Contaminated or Potentially Contaminated Sites](#).

A completed and signed Site Screening Questionnaire (SSQ) was provided.

As indicated in the ESSQ, there are other environmental documents prepared for the property. Please provide the existing environmental documents, such as, Environmental Site Assessment reports, etc, for the environmental conditions of the property along with a reliance letter extends to the Town and Halton Region as per the Town's template, indicating that liability insurance coverage is no less than \$2,000,000.

Rental Housing Conversion

Protection of the existing rental and affordable housing supply is an important component of the town's [Housing Strategy and Action Plan](#). On July 10, 2023, Council passed [Rental Housing Protection By-law 2023-102](#). The by-law was approved under the authority of Section 99.1 of the *Municipal Act, 2001* which provides municipalities with the authority to prohibit and regulate the demolition and conversion of residential rental properties. The following [Declaration of Use and Screening Form](#) must be completed and submitted with the application.

2 Planning Services, Urban Design

Nada Almasri, nada.almasri@oakville.ca

Philip Wiersma, philip.wiersma@oakville.ca

Pre-Consultation

List of Resources:



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In framing our review and drafting our comments, we have utilized and relied upon the following:

- *Livable Oakville Official Plan*; including
 - [Section 6 Urban Design \(Part C \(oakville.ca\)\)](#) [pages C-15 to C-23]
- Livable by Design, Urban Design Manual (LbDM); specifically
 - [Livable by Design Manual \(Part A\): Urban Design Direction for Oakville](#);
 - [Livable by Design Manual \(Part C\): Site Design and Development Standards](#)
- [Development Application Guidelines / Terms of Reference](#)

Matters of Concern:

- **Built form |**
 - No concerns. Please ensure that a full set of architectural drawings, including floor plans, are included in the next submission.
- **Site organization |**
 - Staff have concerns regarding the proposed location of the refuse storage enclosure. The proposed location is in close proximity to abutting residential properties and may require garbage collection vehicles to reverse over a considerable distance. Extended reversing movements may increase safety risks for other site users; moreover, the associated vehicle back-up alarms have the potential to create a noise nuisance for nearby residents. Such noise impacts are a common issue raised by ward councillors. Consider maintaining the refuse storage enclosure in its existing location. Due to negative impacts on the public realm, relocation of the enclosure within the Linbrook Road 'front yard' (extending across the full width of the lot between the lot line and the front building façade), including within the vicinity of the Linbrook Road and David Avenue intersection, will not be supported.
 - Staff have concerns regarding the visibility and prominence of the proposed parking area at the Linbrook Road and David Avenue intersection. In alignment with the Livable by Design Manual | Part C, including Section 2.6, enhanced landscape screening is required to mitigate visual impacts and reinforce streetscape character. The submission should include continuous shrub planting, supplemented where appropriate with additional landscape elements, to effectively screen the parking area from the public realm.

Additional Design Direction:

In addition to the preceding comments, the development shall implement the following public realm, built form and site landscaping design requirements through a future Site Plan Approval process should the ZA be approved:



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- Provide at least 18% tree canopy cover on the subject site, in alignment with town tree canopy and planting standards contained in Livable by Design Manual | Part C. (including section 2.1 & 2.2)
- Provide tree protection for existing trees located on both the site and on neighbouring properties, in alignment with Livable by Design Manual | Part C standards. (including section 2.3)
- Provide tree and understory planting treatment for all zoning required landscape setbacks, in alignment with Livable by Design Manual | Part C standards. (including section 2.6)
- Provide all surface parking areas with shade planting to the maximum extent possible, in alignment with Livable by Design Manual | Part C standards. (including section 2.8)
- Provide equitably distributed barrier-free parking stalls located in close proximity to all barrier-free principle entrances and with direct access to a barrier-free path of travel to the principle entrance that does not require users to cross vehicular circulation routes, in alignment with Livable by Design Manual | Part C standards (including section 3.3)
- Provide pedestrian walkways that are equitable, barrier-free and provide safe and continuous site circulation, including connections to the public sidewalk, parking areas, and building entrances, in alignment with Livable by Design Manual | Part C standards (including section 3.1)
- Locate any new hydro transformers and gas / hydro meters facilities in non-prominent areas or incorporate them into building niches and/or provide a screening element to fully screen them from public realm views, in alignment with Livable by Design Manual | Part A standards. (including section 3.2)
- Locate exterior waste storage facilities in non-prominent areas not visible from the public realm and provide enclosures for the storage of garbage and other waste material, in alignment with Livable by Design Manual | Part C standards. (including section 4.1 and 4.2)
- Provide snow storage areas, in alignment with Livable by Design Manual | Part C standards (including section 4.4)
- Provide fencing, walls (including retaining walls) and guard railing in alignment with Livable by Design Manual | Part C standards, including section 3.4, and the towns fence By-law 2002-034 as amended.



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- Provide exterior lighting, in alignment with Livable by Design Manual | Part C standards, including section 4.5, and in compliance with the towns property standard's by-law 2023-047.
- Provide street trees (or replace all dead, dying or missing street trees) and sidewalks within public right-of-way, in alignment with Livable by Design Manual | Part C standards. (including sections 5.0, 5.1 and 5.2) and town engineering Standard Drawings.
- Site Plan approval does not include approvals of any proposed signage regulated by the Town of Oakville Sign By-law 2018-153. All signage should be removed from the drawings. The applicant should contact Enforcement Services regarding applicable sign permit process.

3 Planning Services, Heritage Planning – Built Heritage

Carolyn Van Sligtenhorst, carolyn.van@oakville.ca@oakville.ca

Pre-Consultation

The subject property is designated under Part IV of the *Ontario Heritage Act* by By-law 2012-087. The designation is limited to the exterior of the 1930s one-room schoolhouse on the southeast corner of the property.

Heritage Planning staff have no significant concerns with the proposal. The new additions are on the west and north sides of the property, away from the heritage structure. The proposal does not include any physical changes to the heritage structure which will be retained and continue its existing use. The new additions have been designed to reference existing built forms and roof slopes of the school but with contemporary details and finishes that differentiate the new additions from the existing building.

A major heritage permit will be required for the new additions. Staff will require appropriate screening around the parking and driveway areas that are located close to the heritage structure to minimize any negative impacts on the historic building.

4 Planning Services, Heritage Planning - Archaeology

Kristen McLaughlin, kristen.mclaughlin@oakville.ca

Pre-Consultation

The Halton Regional Official Plan, now implemented by the Town, contains policies concerning archaeological potential and the preservation, mitigation, and



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documentation of archaeological sites and artifacts. Staff note that the subject site is identified as having archaeological potential.

While staff acknowledge that a portion of the site has been disturbed by existing development, portions of the site remain undisturbed, particularly the rear fields where some development is proposed and the rear yard of the west property where the extension will be constructed. As such, a stage 1 archaeological assessment is required, as well as any subsequent assessments as recommended, to be prepared by a qualified archaeology professional with a future submission, to the satisfaction of the Town of Oakville. See the Town's [Terms of Reference for an archaeological assessment](#). This needs to be conducted before any soil disturbance of the site.

Please note archaeological assessments can often be done in conjunction or in succession to help meet timelines.

As part of any stage 2-4 archaeological assessment, the Town requests the archaeological consulting company hire First Nations monitors from the relevant interested communities to be on-site during any archaeological fieldwork on the subject property. This must be shown through the assessment to the satisfaction of the Town of Oakville.

A Letter of Acknowledgement from the Ministry of Citizenship and Multiculturalism confirming all assessment(s) were submitted and registered is also required.

5 Planning Services, Environmental Planning

Karen Reis, Karen.Reis@oakville.ca

Pre-Consultation

Environmental Planning:

The proposed development and associated site alteration is located on lands that are adjacent to a potential unmapped feature as part of the Natural Heritage System on Map 1 of the Region of Halton's Official Plan (ROP) and/or the Town of Oakville Schedule A1 Urban Structure.

The proposed development and associated site alteration triggers the Environmental Impact Assessment (EIA) requirements in accordance with Sections 118 (3) & (3.1) of the ROP and section 16 of the Town Official Plan. However, staff have reviewed the Waiving Assessment Tool contained in Appendix D-1 of the Halton Region Environmental Impact Assessment Guidelines and can waive the application if the following mitigation measures are included:



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- Erosion and Sediment Control and/or Tree protection fencing to protect the Woodland to the rear of the property.
- Opportunities for including sustainability measures are encouraged. Sustainable initiatives on site can include, but are not limited to, renewable energy, low impact development and bird friendly design.

6 Development Services, Development Engineer

Lan Yao, lan.yao@oakville.ca

Pre-Consultation

All drawings, reports and studies are to be prepared by a qualified professional. The below comments are provided to clarify additional details that will be requested for the submission. Additional submission items such as landscaping plans, site plans and other relevant plans/studies for a typical site plan submission are still required. As such, the below is included but not limited to:

1. Topographic Survey

- 5.0m beyond the property extents to determine external features and drainage patterns
- Determine and investigate any public or private servicing, utility and access easements
- Survey should show and specific drainage features such as existing ditches, ponds, depressions, etc.

2. Site Servicing and Grading Plan

- Sites shall be designed with a sewer network capable of capturing the 5 Year Event. If sewers are not possible, surface drainage reaches shall be limited to 50.0m
- Overland flow routes are to be shown on grading and storm drainage catchment plans.
- Existing elevations along property line are to be maintained

3. Sediment and Erosion Control Plan

- Sediment and Erosion control Plans are to be designed to prevent the discharge of sediment laden water to the municipal system or adjacent properties.
- Sediment and Erosion control plans are also to have the Town of Oakville's standard sediment and erosion control notes included.
- If temporary construction dewatering is anticipated, please note on the erosion sediment control plans.

4. Stormwater Management Report

- The subject site is located within Lower Morrison Creek. Please follow the latest Flood Mitigation Opportunities Study Lower Morrison and Lower Wedgewood Creeks, dated June 2024 for stormwater storage criteria - Table 5.31 for stormwater management strategy.
- Quality control to achieve Level 1 (enhanced/80% removal)



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- The 25mm event is usually required for determining the water balance changes on site (for the entire site). We ask that this be considered in this application. This should be considered separately from the SWM controls on site as this will not be credited towards total storage.
- Investigate external drainage contribution. Existing drainage patterns are to be maintained or if altered, shall be accommodated without impacts to upstream lands. The conveyance requirements are to be discussed in the Storm water management report and illustrated on the provided design drawings.

5. Arborist Report

- Be prepared by a certified licensed arborist (licensed with Town of Oakville).
- Include all municipal trees, private trees, boundary trees, and trees on neighboring properties within 6.0m of property line.
- Include a report/discussion/table, with all tree data, including ownership of each tree and final recommendation of each tree.
- Include tree appraisals for all municipal trees.

The arborist report must be accompanied by a **Tree Preservation Plan**. The Tree Preservation Plan and grading/servicing plan must show:

- Location of all trees, with tree numbers
- All tree protection zone dimensions, to scale in metres
- Any horizontal tree protection/access corridors
- Location for any root exploration, as set out in AR/TPP.
- The information on the TPP must also be shown on the grading/servicing plan.

Security deposit is required for municipal trees, as per the appraised value of the trees in the arborist report.

Town trees may not be removed unless they are dead/dying/high risk, they cannot be removed to accommodate new driveway etc.

Driveways may not be widened into the TPZ of town trees, existing driveway entrance is to be used, and may be widened once past tree.

Encroachments into minimum TPZ of neighbor/boundary trees is to be avoided/minimized, and are subject to review.

For any minor TPZ Encroachments, where accepted, the project arborist must be present on site for excavation, based on the recommendations set out in the AR.

This must be reflected with notation on grading plan, and an arborist retention/confirmation letter is required to confirm the arborist has been retained to carry out the on-site work.

All site services (water/sani/storm) must be outside TPZ for all trees, in particular municipal trees. Where not possible, trenchless method must be used, i.e. underground boring, and grading plan must be updated with note.

Swales should also be outside TPZ's, if not possible they are to be dug under arborist supervision.

Boundary/neighbor trees cannot be removed unless written consent is provided by the neighbor.

All tree protection must be installed on site prior to demo/construction.

No trees can be cut until after final site plan approval.

In addition to the Site Plan submission requirements noted, please refer to the Town's Development Engineering Procedures and Guidelines manual for further direction.

7 Transportation Services, Transportation Engineer

Martin Chan, martin.chan@oakville.ca

Pre-Consultation

Please ensure the following items are included in your submission:

- Transportation Study
- Vehicle Turning Diagrams
- Pavement Marking and Signage Plan
- Pedestrian and Cycling Circulation Plan

Consultant is required to consult with staff regarding the Terms of Reference prior to commencing the Transportation Study. Given the existing pick-up and drop-off operational concerns at the school, the study must include multiple days of parking utilization surveys as well as pick-up and drop-off surveys (results shown separately). Based on the survey findings, the Consultant must develop pick-up and drop-off operational plans to mitigate queueing, safety concerns, and improve overall traffic circulation. If required, the Site Plan should be reconfigured to accommodate all pick-up and drop-off queueing internally. Lastly, because site-generated trips are determined by staffing and the number of children, and because classroom capacities can change over the years, a student cap is required.

8 Building Services, Zoning Examiner

Matt Rubic, matt.rubic@oakville.ca

Pre-Consultation

The following preliminary comments are based on the material provided for discussion purposes only and should not be construed as formal zoning comments on the proposal.

Zoning By-law Amendment

1. The school site is currently zoned CU sp 261. Adjacent lands which are to be added to the school site are zoned RL1-0 which will need to be re-zoned, so all lands are under the same zone CU sp 261. SP 261 will also need to be amended to permit additional full-time student enrollment beyond the current permission of 180.
2. Special site figure 15.261.1 will need to be amended to cover the proposed lands to be re-zoned.
3. A draft zoning by-law amendment is required to be included with the submission.



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9 Oakville Fire Department, Fire Prevention Officer

John Kewell, john.kewell@oakville.ca

Pre-Consultation

Fire has reviewed the attached site plan and note the following:

- Fire access route next to gym addition is required to be a minimum of 3m from the building as per OBC, Div. B, 3.2.5.5.(1).
- Fire access route shall be constructed as per OBC, Div. B, 3.2.5.6.
- Indicate the location of fire department connection serving the building if a sprinkler system is required to be installed.
- Indicate the location of fire hydrants serving the building and required fire department connection in conformance with OBC, Div. B, 3.2.5.5. and 3.2.5.15.

10 Municipal Enforcement Services

Phillip Dollimore, Phillip.dollimore@oakville.ca

Pre-Consultation

Consider noise implications for rooftop mechanical due to proximity of residential properties

11 Parks and Open Space

Frank Loconte, frank.loconte@oakville.ca

Pre-Consultation

Parks Capital Planning has reviewed the materials contained within this submission and offer no comments.

External Comments

12 Conservation Halton

Sean Stewart, sstewart@hrca.on.ca

Pre-Consultation

The subject property may be regulated by CH as it may contain a flood hazard (spill) associated with the Morrison-Wedgewood Diversion Channel.

Spill flood hazards are considered regulated hazards under the *Conservation Authorities Act* and Ontario Regulation 41/24 as they meet the definition of hazardous land. A spill occurs when floodwaters leave a watercourse, its valley and the floodplain and spill overland, typically in multiple directions through complex pathways before either rejoining the same watercourse at some point downstream, flowing into another adjacent watershed or remaining within the spill area.



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Until the nature and extent of the spill in the area of the subject property is defined through a specific Flood Hazard Assessment or further direction on the regulations of spills is provided by the Province, formal permission under the Conservation Authorities Act and Ontario Regulation 41/24 will not be required from CH to develop in this area.

Based on the above, CH staff does not need to review this application. However, please be advised that there is potential for this site to be regulated in the future once CH has updated mapping, policies, and/or provincial direction. As such, CH should be circulated on any future pre-consultations/applications for this site to provide direction based on available information, CH regulatory status, and policy/provincial direction at the time. We also defer review of stormwater management to Town staff.

CH will not attend the meeting; however, please reach out if there are any questions.

13 Region of Halton, Planning & Public Works Dept

Michaela Campbell, michaela.campbell@halton.ca

Date of Pre-Consultation Meeting: February 4, 2026.

Subject Lands: 1059-1095 Linbrook Road.

Type of Application: ZBA.

Proposal: Proposed expansion of the Linbrook School. 2-storey addition at the west side of the building and 1-storey addition at the rear of the building.

Previous Pre-Consultation: N/a.

Regional staff has reviewed the Pre-Consultation for 1059-1095 Linbrook Road and offer the following comments:

Regional Role:

- Due to Provincial legislation, Halton Region's role in land use planning and development matters has changed. The Region is no longer responsible for the Regional Official Plan - as this has become the responsibility of Halton's four local municipalities. Going forward, comments offered through pre-consultation meetings are reflective of this changing role.
- In order to maintain the Region's Contaminated Sites Database, Regional staff request final copies of all environmental reports including: Geotechnical Studies, Hydrogeological Studies, Phase One and/or Two Environmental Site Assessments, Remediation Reports, Risk Assessments, Record of Site Condition (RSC), and/or Certificate of Property Use (CPU).



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Regional Infrastructure:

- An FSR would be required to be submitted with the application that demonstrates that the existing water system in the area can support the proposed development and that the existing downstream sewer system can accommodate the development.
- The FSR should address if there are any existing downstream sanitary sewer capacity issues.

Regional Waste:

- Please remove the reference to Halton Region providing recycling collection services within the 'Application Form'.
- Collection of organics will continue curbside.
- Levels of Service
 - Waste Management comments are based on Halton Region's current levels of service as of Feb 2, 2026. Levels of service remain subject to Regional budget and Council approval.
 - Under Ontario's Blue Box Regulation (O. Reg. 391/21), the responsibility for operating and funding the Blue Box recycling program is transitioning from municipalities to producers. In accordance with the regulation, effective January 1, 2026, Halton Region will no longer have operational control over the Blue Box program at properties classified as eligible sources under the regulation. Private Schools have been identified as an eligible source. For more information on the Ontario Blue Box program visit rpra.ca or circularmaterials.ca/ON.

Submission Requirements:

- Cover letter.
- Applicable Regional Fee.
 - Information on how to pay Regional development application fees available [here](#).
- Town of Oakville Complete Application Forms.
- Site Plan Drawings.
- FSR.

Notes:

- a) **This agreement expires 6 months from the date of initial signing (date of pre-consultation meeting) or at the discretion of the Director of Planning or his/her designate.** In the event that this Pre-consultation Agreement expires prior to the application being accepted, and/or new policy and/or by-laws apply, another agreement may be required. Please note the development fees may change during this period and it is the applicant's responsibility to ensure the correct fees are paid at the time of the application.

- b) If this Pre-consultation Document expires prior to the application being accepted by the Town, an extension may be granted at the discretion of the Director of Planning.
- c) The purpose of this agreement is to identify the information required to prepare a complete application as set out in the *Planning Act*. Pre-consultation does not imply or suggest any decision whatsoever on the part of Town staff or Council to either support or refuse the application. Comments provided at a pre-consultation meeting are preliminary and based on the information submitted for review at that time.
- d) Voluntary Pre-submission Review – The applicant may request a pre-submission review of the application, which will allow for multiple circulations in the effort to advance a proposal to a point where issues have been addressed before the formal application submission and a staff recommendation to Council.

75% of the pre-submission review fee will be credited toward the complete application fee, provided the application is submitted within 2 years of the start of the pre-submission review process.

- e) An annual maintenance fee will apply to all applications, one year after being deemed complete for *Planning Act* purposes, and annually thereafter.
- f) All fees are payable based on the rate in the fee by-law in the effect on the date a complete application is submitted.
- g) For all applications for Official Plan Amendment, Zoning By-law Amendment, Plan of Subdivision and Plan of Condominium, the applicant acknowledges that the Town is not responsible for the construction or installation of the sign and the applicant agrees to submit a photo of the sign on the property. This shall be submitted within one week of receiving confirmation of a complete application.
- h) An application submitted without the requisite information identified in this Pre-consultation Agreement, or in the Site Plan application form, will not be accepted. Submission not meeting these criteria will be returned to the agent or property owner. If a site walk is required, the application may not be considered complete until it has taken place.
- i) All reports, documents and drawings must be submitted in electronic (i.e. PDF) form.

Digital mapping/software standards: The Town's standard GIS program is ArcGIS version 10.3. The Town's standard CAD program is AutoCAD 2016. Compatibility with either software package is required. The Town's standard projection for all digital submissions is Universal Transverse Mercator, Zone 17 North, North American Datum 1983. Data not conforming to this standard will be sent back to the consultant at the consultant's expense. Data should be submitted as either ArcGIS Shapefile format or AutoCAD DWG/DXF. A CAD seed file or Shapefile in the appropriate coordinate system can be provided to the consultant. Consultants providing AutoCAD



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submissions must include legible layer naming conventions and include layers: GIS.Prop_Block, GIS.Prop_Building, GIS.Prop_Driveway, GIS.Prop_Lot, GIS.Prop_Road, GIS.Prop_TownHome_Lot_Lines if applicable and only include relevant layer information in the following format, GIS.(prop or ext)_Other_Feature. Any reference maps attached or layer names not understandable will be sent back to the consultant at the consultant's expense. Consultants providing AutoCAD submission should not use special fonts, reference files or colour tables. Digital information supplied to the consultant by the Town is not to be altered, distributed, manipulated or misrepresented in any form

- j) The applicant must grant permission for municipal and agency staff to visit and access the property while the application is being processed.
- k) An applicant is required to conduct a 'Public Information Meeting' (PIM) prior to submission of a development application and shall be documented as described below. The timing of the PIM may be waived at the discretion of the Director of Planning.

The PIM would summarize the purpose and intent of the proposed application (s), after having given a minimum of a two (2) week, mailed, notice to residents within 240 metres of the subject lands. The date of the 'Public Information Meeting' shall be coordinated in consultation with the Ward Councillors and planning staff. The minutes of the 'Public Information Meeting', shall outline the nature of the proposed development, the planning approvals being sought from the Town, the nature of the input received by the attending public and how this input may have informed the development proposal.

- l) Acknowledgement of Public Information:

The applicant acknowledges that the Town considers the application forms and all supporting materials, including studies and drawings, filed with any application to be public information and to form part of the public record. By filing an application, the applicant consents to the Town photocopying, posting on the Internet and/or releasing the application and any supporting materials either for its own use in processing the application or at the request of a third party, without further notification to or permission from the applicant. The applicant also hereby states that it has authority to bind its consultants to the terms of this acknowledgement.

- m) Additional studies may be required during the processing of an application, depending on the issues identified and information required, as the application proceeds through the planning review process.
- n) The Town/Region/Conservation Authority may require peer review of any technical report or study submitted by the applicant. If this is required, the applicant will be advised and will be charged a fee equal to the cost of the peer review.



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- o) There may also be financial requirements arising from the application, including, but not limited to, park dedication, development charges, payment of outstanding property taxes, deferred local improvement charges, costs for lifting 0.3-metre reserves, and reimbursement for road widening acquisition or road improvements.
- p) Prior to undertaking any topsoil stripping or earthworks, the applicant may be required to obtain a site alteration permit in accordance with the Town Site Alteration By-law.
- q) Applicants are advised that the removal of trees prior to a final decision being made, or a site alteration permit is issued, is strongly discouraged by the Town.
- r) It is the responsibility of the applicant to ensure compliance with all provincial and/or federal bodies for works requiring authorization from Fisheries and Oceans Canada; Environment and Climate Change Canada; the Ontario Ministry of Natural Resources and Forestry; and but not limited to Ontario Ministry of Environment, Conservation and Parks. Confirmation of compliance is to be provided in the application.
- s) Personal information contained in this form is collected under the authority of the *Planning Act*, R.S.O. 1990, cP.13, as amended. The information will be used for the purpose of administering the Town pre-consultation process on development applications.
- t) Where the applicant requests that the information submitted on this pre-consultation form and associated documents be kept confidential, it is understood; however, that an access request may be filed under the *Municipal Freedom of Information and Protection of Privacy Act*, and information may be subject to release, notwithstanding the request to keep information confidential.

Staff/Agency Signatures:

X 

Kate Cockburn, MCIP, RPP
Manager, Current Planning - East District

Proponent Sign-off (In Lieu of Signatures):

I acknowledge that the Town will require the provision of the drawings, reports and other requirements indicated in this Pre-Consultation Form, in addition to a completed Application Form, any information or materials required by Statute, the required application fees and a signed copy of this acknowledgement prior to the planning application being deemed complete, pursuant to the *Planning Act* and applicable Town Official Plan policy. These items should be completed in accordance with the direction in this Development Application Pre-Consultation Form, the



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attached Notes, and the attached Pre-Submission Document Terms of Reference, in order to allow for the full consideration of the planning application. I have read and acknowledge the above Notes. I have authority to bind the Owner.

Applicant/Agent:	Print Name:	Signature:	Date:
Property Owner:			
Property Owner:			
Agent: (I have authority to bind the Owner)			

Public Information Meeting Checklist

The following is required for a Public Information Meeting:

- ☐ The cost of the required mailing list is the equivalent of 2 hours of Planning Fee Staff Time ([2025 Planning Services Rates and Fees](#) for 2 hours of Planning Fee Staff Time is \$262.16), payable to the Town of Oakville.
- ☐ The Public Information Meeting Notice must be mailed out at least **14 days prior** to the meeting date.
- ☐ At least one Public Information Meeting must be held in the evening hours with a start time **no earlier than 6:30 p.m.**
- ☐ Applicant is responsible to plan for holding the Public Information Meeting, including arranging a virtual meeting/booking the venue.
- ☐ For your ease of reference visit Town's [Facility Rentals](#).
- ☐ There is no template for a Public Information Meeting Notice, however, the notice must contain:
 - a) The municipal address or legal description of the subject lands.
 - b) A location map.
 - c) Date and time of the meeting.
 - d) A proposal of the development.
 - e) To avoid having to type a lengthy URL for attendance by videoconference please consider the use a QR Code generator for ease of access.



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Please contact the Legislative Coordinator for an example of a notice.

- ☐ It is essential to provide the Planning Services Department with a copy of the Public Information Meeting Notice that is circulated to the public. This will help staff address any queries from the public and advise staff of the upcoming meeting.
- ☐ It is encouraged to consult with your [Ward Councillors](#) prior to finalizing the meeting date.
- ☐ Please collect a list of attendees (including their email addresses) at the public information meeting and forward this information to planningapps@oakville.ca

B

Appendix B: Concept Plan

C

Appendix C: Draft Zoning By-law Amendment

DRAFT ZONING BY-LAW AMENDMENT

THE CORPORATION OF THE TOWN OF OAKVILLE DRAFT

BY-LAW NUMBER 2026-XX

Being a By-law to amend the Town of Oakville Zoning By-law 2014-014, as amended, to permit the development of the lands municipally described as 1059, 1079, 1087 and 1095 Linbrook Road to facilitate the expansion of the existing private school.

WHEREAS the Corporation of the Town of Oakville has received an application to amend Zoning By-law 2014-014, 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 2014-014, as amended, be further amended as follows:

1. **THAT** this By-law shall apply to the lands municipally known as 1059, 1079, 1087 and 1095 Linbrook Road, as identified on Schedule "A" attached to and forming part of this By-law.
2. **THAT** Schedule "19(9)" to By-law 20014-014, as amended, is hereby further amended by rezoning the lands municipally described as 1059, 1087 and 1095 Linbrook Road in the Town of Oakville, Regional Municipality of Halton from "RL1-0" to the "CU-XXX" as identified on Schedule "A" of this By-law.

3. Section 15, Special Provisions, of By-law 2014-014, as amended, is amended by adding a new Section 15.XXX as follows:

XXX	Linbrook Road Private School (Part of Lot 10, Concession 3, S.D.S.)	Parent Zone: CU
Map 19(9)		(2026-XXX)
15.XXX.1 Zone Provisions		
The following regulations apply to all lands identified as subject to this Special Provision:		
a)	Minimum Interior Side Yard	8 m
b)	Notwithstanding any provision of this By-law to the contrary, for the purposes of applying the regulations of Zoning By-law 2014-014, as amended, to the lands identified on Schedule "A" to this By-law, Linbrook Road shall be deemed to be the front lot line.	
c)	Despite Section 4.7(c)(i) and (iii) of Zoning By-law 2014-014, as amended, a fully enclosed structure primarily used for garbage containment or a garbage enclosure shall be permitted within the front yard, provided it is located no closer than 4.0 metres to the front lot line and the interior side yard, provided it is located no closer than 4.0 metres to the interior lot line.	

4. In all other respects the provisions of By-law 2014-014 shall apply.

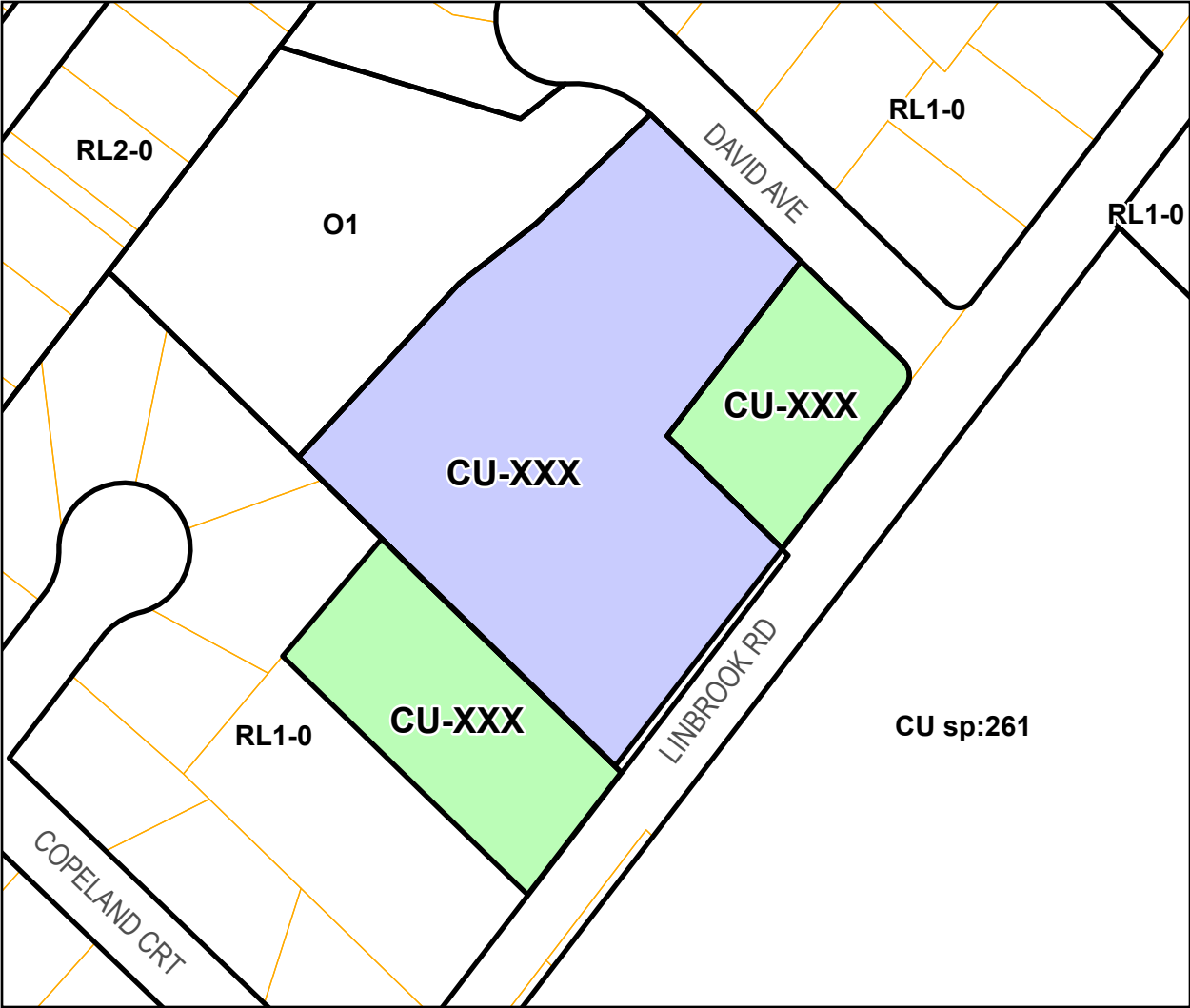
This By-law shall come into force and effect in accordance with the provisions of the Planning Act, R.S.O 1990, C.P.13.

This By-law read a FIRST, SECOND, and a THIRD time and finally PASSED on the _____ day of _____, 2025.

Mayor

Clerk

SCHEDULE "A"
to By-Law 2026-XXX



AMENDMENT TO BY-LAW 2014-014

-  Rezoned From CU sp:261 (Community Use) to CU-XXX (Community Use)
-  RL 1-0 (Residential Low) to CU-XXX (Community Use)

N

Scale: 1:2,000

D

Appendix D: Detailed Policy Analysis

Policy Assessment

Table 1: Planning Act, R.S.O. 1990 (Planning Act), Consolidation November 27, 2025

Section Matters of Provincial Interest		Assessment
Part I – Provincial Administration		
Section 2 – Provincial Interest		
2	The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,	On the southeast portion of the site is a designated heritage building, being a 1930s one-room schoolhouse. The building will remain and no changes are proposed that would impact its heritage value or attributes.
	(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;	
	(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;	The proposed development will make efficient use of existing municipal water, wastewater, transportation, and servicing infrastructure within the Urban Area. The expansion of the existing private school will be accommodated through available services without requiring significant off-site infrastructure upgrades.
	(h) the orderly development of safe and healthy communities;	The proposed development supports the orderly development of a safe and healthy community by expanding an existing educational institution and enhancing on-site amenities, including new classrooms, a gymnasium, cafeteria, student spaces, and outdoor play areas within a well-established residential neighbourhood.
	(h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;	The proposed development will be designed in accordance with the Ontario Building Code and the Accessibility for Ontarians with Disabilities Act, ensuring accessible facilities and improved access for persons of all ages and abilities through the Site Plan and Building Permit process.
	(i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;	The proposed development will enhance the provision of educational, social, cultural, and recreational facilities through the expansion of the existing school and the addition of indoor and outdoor amenity spaces that support student learning and recreation.
	(p) the appropriate location of growth and development;	The Subject Lands are located within the Urban Area on an existing institutional site where the proposed expansion represents an

Section	Matters of Provincial Interest	Assessment
		appropriate location for growth that is compatible with the surrounding residential neighbourhood.
	(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;	The proposed development supports sustainable development by utilizing an existing site within the built-up area, improving pedestrian circulation on-site, and maintaining access to existing transit and active transportation connections along Linbrook Road.
	(r) the promotion of built form that, (i) is well-designed, (ii) encourages a sense of place, and (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;	The proposed development provides a well-designed institutional building addition that complements the existing school, enhances the site layout, and introduces attractive and functional outdoor amenity spaces that contribute to a safe and high-quality campus environment.

Table 2: Provincial Planning Statement, October 20, 2024

Section	Proposed PPS Planning Statement, 2024	Assessment
Section 2 – Building Homes, Sustaining Strong and Competitive Communities		
Section 2.1 – Planning for People and Homes		
2.1.6	Planning authorities should support the achievement of complete communities by: a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, longterm care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs; b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.	The proposed development supports a complete community through the expansion of an existing school which will support the long-term educational needs of the Town of Oakville. The proposed development has been designed to be fully accessible.
Section 2.3 – Settlement Areas and Settlement Area Boundary Expansions		
Section 2.3.1 – General Policies for Settlement Areas		
2.3.1.1	Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.	The Subject Lands are located within the Town’s settlement area where the proposed expansion supports appropriate growth through the continued use and enhancement of an existing institutional site.
2.3.1.2	Land use patterns within settlement areas should be based on densities and a mix of land uses which: a) efficiently use land and resources; b) optimize existing and planned infrastructure and public service facilities; c) support active transportation; d) are transit-supportive, as appropriate; and e) are freight-supportive.	The proposed development supports efficient land use by expanding an existing school on a serviced site, optimizing available infrastructure, and maintaining pedestrian connections within the surrounding neighbourhood.

Section	Proposed PPS Planning Statement, 2024	Assessment
2.3.1.3	Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.	The proposed development supports the redevelopment and intensification of an existing institutional property through the addition of educational space, contributing to the achievement of complete communities and the efficient use of existing infrastructure and public service facilities.
2.3.1.4	Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.	The proposed development represents efficient redevelopment within the built-up area through the intensification of an existing institutional site with a proposed addition of 3,245 square metres of gross floor area.
Section 2.8 – Employment		
Section 2.8.1 – Supporting a Modern Economy		
2.8.1	Planning authorities shall promote economic development and competitiveness by: a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs; b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses; c) identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment; d) encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and e) addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.	The proposed development promotes economic competitiveness by intensifying an established institutional use, ensuring the site continues to meet the long-term needs of the community through a compact and efficient building form.

Section	Proposed PPS Planning Statement, 2024	Assessment
Section 2.9 – Energy Conservation, Air Quality and Climate Change		
2.9.1	Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that: a) support the achievement of compact, transit-supportive, and complete communities; b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities; c) support energy conservation and efficiency; d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.	The proposed development supports climate change objectives through compact and efficient development, the use of existing infrastructure and public service facilities, enhanced landscaping, and site design measures that encourage active transportation and reduce reliance on private vehicles.
Section 3 – Infrastructure and Facilities		
Section 3.1 – General Policies for Infrastructure and Public Service Facilities		
3.1.1	Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs. Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they: a) are financially viable over their life cycle, which may be demonstrated through asset management planning; b) leverage the capacity of development proponents, where appropriate; and c) are available to meet current and projected needs.	The proposed development will be supported by existing infrastructure and public service facilities and represents an efficient use of land and services that accommodates current and future institutional needs within the community.
3.1.2	Before consideration is given to developing new infrastructure and public service facilities: a) the use of existing infrastructure and public service facilities should be optimized; and b) opportunities for adaptive re-use should be considered, wherever feasible.	The proposed development optimizes the use of existing infrastructure and public service facilities by locating intensification within a built-up area where municipal services, transportation infrastructure, and community facilities are already established.

Section	Proposed PPS Planning Statement, 2024	Assessment
Section 3.2 – Transportation Systems		
3.2.2	Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.	The proposed development represents an efficient use of existing infrastructure. The site is located within a fully serviced urban area with access to established transportation and servicing networks, supporting efficient infrastructure utilization and minimizing the need for new infrastructure expansion.
Section 3.6 – Sewage, Water and Stormwater		
3.6.1	Planning for sewage and water services shall: a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services; b) ensure that these services are provided in a manner that: 1. can be sustained by the water resources upon which such services rely; 2. is feasible and financially viable over their life cycle; 3. protects human health and safety, and the natural environment, including the quality and quantity of water; and 4. aligns with comprehensive municipal planning for these services, where applicable. c) promote water and energy conservation and efficiency; d) integrate servicing and land use considerations at all stages of the planning process; e) consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply;	As outlined in the FSR prepared by Trafalgar Engineering, the site will connect to Linbrook Road via a new 50 mm domestic water service and 150 mm fire service, while peak sanitary flows will decrease to 1.80 L/s through a new 150 mm lateral. Stormwater will be managed via rooftop ponding and two underground ACO Stormbrixx systems providing 388.0 m ³ of storage. These targeted upgrades will promote the efficient use of existing municipal systems while protecting water resources and ensuring long-term servicing sustainability.
3.6.2	Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.	The proposed development will utilize existing municipal water, wastewater, and stormwater services consistent with the preferred servicing approach for settlement areas. Servicing will be accommodated through a new 50 mm domestic water service, a 150 mm fire service, and a 150 mm sanitary lateral connection to Linbrook Road, alongside an on-

Section	Proposed PPS Planning Statement, 2024	Assessment
		site stormwater management system providing 388.0 m ³ of storage. The FSR confirms the existing municipal infrastructure has sufficient capacity, supporting the efficient and sustainable delivery of servicing infrastructure without requiring external network upgrades.
3.6.8	Planning for stormwater management shall: a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle; b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads; c) minimize erosion and changes in water balance including through the use of green infrastructure; d) mitigate risks to human health, safety, property and the environment; e) maximize the extent and function of vegetative and pervious surfaces; f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.	The proposed stormwater management approach will be integrated with the site design and servicing strategy to manage runoff, protect surrounding properties, and implement best management practices in accordance with municipal standards.
Section 3.9 – Public Space, Recreation, Parks, Trails and Open Space		
3.9.1	Healthy, active, and inclusive communities should be promoted by: a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity; b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources; c) providing opportunities for public access to shorelines; and	The proposed development promotes a healthy and inclusive community by improving educational facilities and providing enhanced indoor and outdoor spaces that support recreation, social interaction, and accessibility for all users.

Section	Proposed PPS Planning Statement, 2024	Assessment
	d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.	
Section 4.6 – Cultural Heritage and Archaeology		
4.6.1	Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.	On the southeast portion of the site is a designated heritage building, being a 1930s one-room schoolhouse. The building will remain and no changes are proposed that would impact its heritage value or attributes.
4.6.2	Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.	A Stage 1 Archaeological Assessment has been completed in support of the application and concluded that a Stage 2 Archaeological Assessment is required. The Stage 2 Archaeological Assessment is currently being undertaken. The proposed development will be subject to the recommendations and findings of the archaeological assessment process to ensure that any potential cultural heritage resources are appropriately identified and conserved in accordance with applicable Provincial and Town requirements.
4.6.4	Planning authorities are encouraged to develop and implement: a) archaeological management plans for conserving archaeological resources; and b) proactive strategies for conserving significant built heritage resources and cultural heritage landscapes.	

Table 3: Halton Region Official Plan, Office Consolidation May 16, 2024

Section	Regional Official Plan Policy	Assessment																																																
Part II Basic Position																																																		
Halton’s Regional Structure																																																		
55	The Regional Structure is accompanied by a growth strategy for Halton based on the distribution of population and employment as contained in Table 1, which has been updated to the planning horizon year of 2051 through the municipal comprehensive review, and in accordance with the Regional phasing outlined on Map 5, as well as by other infrastructure elements such as transportation systems and urban services and other policies of this Plan. TABLE 1 POPULATION AND EMPLOYMENT DISTRIBUTION <table><tr><th rowspan="2">Municipality</th><th colspan="3">Population¹</th><th colspan="3">Employment</th></tr><tr><th>2021</th><th>2041</th><th>2051</th><th>2021</th><th>2041</th><th>2051</th></tr><tr><td>Burlington</td><td>195,000</td><td>240,050</td><td>265,160</td><td>98,340</td><td>114,330</td><td>124,390</td></tr><tr><td>Oakville</td><td>222,000</td><td>313,460</td><td>349,990</td><td>111,980</td><td>160,880</td><td>181,120</td></tr><tr><td>Milton</td><td>137,990</td><td>277,000</td><td>350,870</td><td>44,390</td><td>100,120</td><td>136,270</td></tr><tr><td>Halton Hills</td><td>66,010</td><td>98,890</td><td>132,050</td><td>24,510</td><td>45,900</td><td>65,460</td></tr><tr><td>Halton Region²</td><td>620,990</td><td>929,400</td><td>1,098,070</td><td>279,220</td><td>421,230</td><td>507,240</td></tr></table> ¹ Population numbers in this table are “total population” numbers including approximately 4% undercoverage from the official “Census population” numbers reported by Statistics Canada. ² Totals for the Region may not add up due to rounding.	Municipality	Population ¹			Employment			2021	2041	2051	2021	2041	2051	Burlington	195,000	240,050	265,160	98,340	114,330	124,390	Oakville	222,000	313,460	349,990	111,980	160,880	181,120	Milton	137,990	277,000	350,870	44,390	100,120	136,270	Halton Hills	66,010	98,890	132,050	24,510	45,900	65,460	Halton Region ²	620,990	929,400	1,098,070	279,220	421,230	507,240	The proposed development supports the Region’s growth strategy by accommodating institutional expansion within the Urban Area where existing infrastructure and transportation systems are available in order to support the planned population growth in the Town of Oakville to 2051.
Municipality	Population ¹			Employment																																														
	2021	2041	2051	2021	2041	2051																																												
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55.1	The Regional Structure also sets out targets for intensification within the Built-Up Area and for the density of Designated Greenfield Areas and Employment Areas, as contained in Table 2. TABLE 2 INTENSIFICATION AND DENSITY TARGETS <table><tr><th rowspan="2">Target</th><th colspan="5">Municipality</th></tr><tr><th>Halton Region</th><th>Burlington</th><th>Oakville</th><th>Milton</th><th>Halton Hills</th></tr><tr><td><i>Intensification Target</i></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td><i>Housing Units in Built-Up Area¹</i></td><td>53,300</td><td>20,500</td><td>19,400</td><td>9,800</td><td>3,600</td></tr><tr><td><i>Community Area Density Targets</i></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td><i>People and Jobs per Hectare in the Designated Greenfield Area²</i></td><td>62</td><td>76</td><td>70</td><td>59</td><td>53</td></tr><tr><td><i>Employment Area Density Targets</i></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td><i>Jobs per Hectare in the Employment Areas³</i></td><td>26</td><td>33</td><td>36</td><td>19</td><td>24</td></tr></table>	Target	Municipality					Halton Region	Burlington	Oakville	Milton	Halton Hills	<i>Intensification Target</i>						<i>Housing Units in Built-Up Area¹</i>	53,300	20,500	19,400	9,800	3,600	<i>Community Area Density Targets</i>						<i>People and Jobs per Hectare in the Designated Greenfield Area²</i>	62	76	70	59	53	<i>Employment Area Density Targets</i>						<i>Jobs per Hectare in the Employment Areas³</i>	26	33	36	19	24	The proposed development contributes to the efficient use of land within the Built-Up Area through the expansion and intensification of an existing institutional site. The proposal utilizes existing municipal infrastructure and services while accommodating the continued operation and growth of the school.
Target	Municipality																																																
	Halton Region	Burlington	Oakville	Milton	Halton Hills																																												
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55.2	The Regional Structure also sets out the Regional phasing to be achieved every five years from 2022 to 2051 between the Built-Up Areas and the Designated Greenfield Areas in Table 2a. TABLE 2A REGIONAL PHASING <table><tr><th>Municipality</th><th>2022-2026</th><th>2027-2031</th><th>2032-2036</th><th>2037-2041</th></tr><tr><td>Oakville</td><td></td><td></td><td></td><td></td></tr><tr><td>Units in Designated Greenfield Area</td><td>6,460</td><td>6,860</td><td>6,010</td><td>6,130</td></tr><tr><td> Low Density Units</td><td>2,120</td><td>2,250</td><td>2,090</td><td>2,130</td></tr><tr><td> Medium & High Density Units</td><td>4,340</td><td>4,610</td><td>3,920</td><td>4,000</td></tr><tr><td>Units inside the Built Boundary</td><td>4,500</td><td>4,780</td><td>4,980</td><td>5,080</td></tr><tr><td>Employment</td><td>13,500</td><td>14,300</td><td>11,300</td><td>11,500</td></tr></table>	Municipality	2022-2026	2027-2031	2032-2036	2037-2041	Oakville					Units in Designated Greenfield Area	6,460	6,860	6,010	6,130	Low Density Units	2,120	2,250	2,090	2,130	Medium & High Density Units	4,340	4,610	3,920	4,000	Units inside the Built Boundary	4,500	4,780	4,980	5,080	Employment	13,500	14,300	11,300	11,500	The proposed development supports the Region's phasing strategy by accommodating institutional growth within the Built-Up Area through the expansion of an existing school to support the unit and population growth in the Town of Oakville.												
Municipality	2022-2026	2027-2031	2032-2036	2037-2041																																													
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55.4	The Regional Structure is based on a strategy to accommodate population and employment growth in Halton to 2051 by directing growth to the Urban Areas within the Regional Urban Boundary as shown on Map 1 and in accordance with the distribution of population and employment in Table 1.	The proposed development conforms to the Regional Structure by accommodating growth within the Regional Urban Boundary through the expansion of an existing institutional use on a developed and fully serviced urban site.																																															

Part III Land Stewardship Policies		
Urban Area and the Regional Urban Structure		
72	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 improved housing affordability, sustainability, and economic prosperity.	The proposed development supports complete communities by enhancing educational services within a neighbourhood that is walkable, connected, and supported by existing infrastructure.
72.1(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.	The proposed development contributes to a healthy community by expanding an existing institutional use in a manner that is compatible with the surrounding neighbourhood.
72.1(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.	The proposed development supports compact urban form through the efficient expansion of an existing building on a serviced site within a residential neighbourhood that is walkable and accessible by existing transit services.
72.1(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	The proposed development supports a complete community by strengthening a long-established educational use that serves the surrounding neighbourhood.
72.1(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.	The proposed development supports community infrastructure that contributes to balanced neighbourhoods and reduces the need for longer-distance travel for educational services.
72.1(9)	To facilitate and promote intensification and increased densities.	The proposed development facilitates appropriate intensification through the expansion of an existing institutional use within the Urban Area.
72.1(10)	To provide for an appropriate range and balance of employment uses including industrial, office and retail and institutional uses to meet long-term needs.	The proposed development supports long-term institutional land use needs by maintaining and expanding a private educational facility.
Regional Urban Structure		
78	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 proposed development supports the Regional Urban Structure by accommodating growth within the Built-Up Area through the expansion of an existing institutional use. The proposal makes efficient use of existing urban land, infrastructure, and services within the Urban Area.

	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.	
78.1	The objectives of the Regional Urban Structure are: 1. To provide a structure and a hierarchy in which to direct population and employment growth within the Urban Area to the planning horizon of this Plan; 5. To support climate change mitigation by directing growth to areas that will support achieving complete communities and the minimum intensification and density target of this Plan as well as reducing dependence on the automobile and supporting existing and planned transit and active transportation.	The proposed development aligns with the objectives of the Regional Urban Structure by accommodating growth within the Urban Area through the expansion of an existing institutional use to serve the growing population of the Town of Oakville. The proposal makes efficient use of existing land, infrastructure, and community services within the Built-Up Area and supports the development of a complete community.
Urban (Water Supply and Wastewater Treatment) Services		
89(1)	Provide urban services only within the Regional Urban Boundary as delineated on Map 1 of this Plan, unless otherwise permitted by specific policies of this Plan.	The proposed development is located within the Regional Urban Boundary and will be serviced by existing municipal infrastructure.
89(3)	Require that approvals for all new development within the Regional Urban Boundary as delineated on Map 1 of this Plan, be on the basis of connection to Halton's municipal water and wastewater systems, unless otherwise exempt by other policies of this Plan.	The proposed development will connect to existing municipal water and wastewater services in accordance with Regional policy.
Part IV Healthy Communities Policies		
Land		
147(17)	Require that, prior to the Region or Local Municipality considering any development proposals, the proponent undertake a process in accordance with the Region's Guidelines (Protocol) for Reviewing Development Applications with Respect to Contaminated or Potentially Contaminated Sites and any applicable Provincial legislation, regulations and guidelines to determine whether there is any potential contamination on the site and the steps necessary to bring the site to a condition suitable for its intended use.	Phase I Environmental Site Assessments for the residential lots have been completed, consistent with Regional protocols, to confirm the suitability of the lands for the proposed school expansion. Based on the findings of the Phase I ESA completed by Pinchin, nothing was identified that is likely to have resulted in potential subsurface impacts at the Site. As such, no subsurface investigation work (Phase II ESA) is recommended at this time.

Public Safety		
156(1)	Require all proponents of development to have regard for the Healthy Communities Guidelines in considering and providing physical design features that promote safety and security.	The proposed development has regard for the Healthy Communities Guidelines through site design features that promote safety and security, including clear pedestrian circulation, improved visibility, and well-defined access points.
Transportation		
171	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.	The proposed development supports a safe and efficient transportation system by improving site access, maintaining pedestrian connections, and utilizing existing transportation infrastructure within the surrounding neighbourhood.
172(2)	To develop a balanced transportation system that: a) reduces dependency on automobile use;	The proposed development reduces reliance on the automobile by maintaining a centrally located institutional use that is accessible by walking, cycling, and transit within the established community.
172(9.1)	To ensure development is designed to support active transportation and public transit.	The proposed development supports active transportation and public transit through improved pedestrian connections and access to nearby transit service.
172(9.2)	To integrate transportation planning, land use planning and investment in infrastructure.	The proposed development integrates transportation and land use planning by expanding an existing institutional use on lands that are already serviced by established transportation infrastructure.
172(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.	The proposed development supports land use patterns that are compatible with public transit and active transportation by reinforcing an existing community-serving institutional use within the Urban Area.
Energy and Utilities		
174	The goal for energy and utilities is to encourage and ensure the conservation and wise economic use of energy and to minimize adverse effects caused by its provision.	The proposed development supports energy conservation through the efficient expansion of an existing building and the continued use of existing municipal infrastructure.
175(2)	To reduce energy used in public and private buildings.	The proposed development will incorporate modern building design and construction standards that improve the energy efficiency of the expanded school building.
176(2)	Facilitate energy conservation by: c) promoting compact growth, live-work relationship and locally accessible services.	The proposed development facilitates energy conservation by directing growth to an existing institutional property within a compact urban area that is accessible to local services and transportation options.

Table 4: Livable Oakville Official Plan, Office Consolidation April 28, 2026

Section	Livable Oakville Official Plan Policy	Assessment
Part B: Policy Framework and Guiding Principles		
Chapter 2: Policy Framework		
Chapter 2.1: Mission Statement		
2.1	To enhance the Town's natural, cultural, social and economic environments by ensuring that environmental sustainability, cultural vibrancy, economic prosperity and social well-being are incorporated into growth and development decisions.	The proposed development supports the Town's mission by enhancing the social and community function of the area through the expansion of an existing educational facility while incorporating compatible site design.
Chapter 2.2: Guiding Principles		
2.2.1	Preserving and creating a livable community in order to: a) preserve, enhance, and protect the distinct character, cultural heritage, living environment, and sense of community of neighbourhoods; b) direct the majority of growth to identified locations where higher density, transit and pedestrian oriented development can be accommodated; and, c) achieve long term economic security within an environment that offers a diverse range of employment opportunities for residents.	The proposed development preserves the livable character of the surrounding neighbourhood by maintaining an established institutional use while ensuring the scale and design remain compatible with adjacent residential uses.
2.2.2	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 through all stages of life; b) provide choices for mobility by linking people and places with a sustainable transportation network consisting of roads, transit, walking and cycling trails; and, c) foster the Town's sense of place through excellence in building and community design.	The proposed development contributes to community choice by improving access to educational resources and maintaining connections to walking, cycling, and transit facilities within the surrounding neighbourhood. The built form of the proposed expansion is designed to be complementary to the existing heritage building on site.
2.2.3	Achieving sustainability in order to: a) minimize the Town's ecological footprint; b) preserve, enhance and protect the Town's environmental resources, natural features and areas, natural heritage systems and waterfronts; and, c) achieve sustainable building and community design.	The proposed development supports sustainability through the efficient use of an existing developed site, enhancement of landscaped areas, and the continued use of existing municipal infrastructure.

Part C: Making Oakville Livable (General Policies)		
Chapter 3: Urban Structure		
Chapter 3.6: Parks, Open Space and Cemeteries		
3.6	Parks, Open Space and Cemetery areas include publicly accessible land and locations for recreational opportunities and physical linkages that enhance the Town's <i>character</i> and quality of life, as well as contributing to sustainability.	A portion of the Subject Lands is designated Parks and Open Space on the northeast side of the site and contains the existing athletic field. The athletic field will be maintained and no changes are proposed within the Parks and Open Space designated area.
Chapter 3.10: Residential Areas		
3.10	Residential Areas include low, medium and high density residential uses as well as a range of compatible facilities such as schools, places of worship, recreational and commercial uses that serve the residents of the Town. Some growth and change may occur in the Residential Areas provided the character of the area is preserved and the overall urban structure of the Town is upheld. The character of the Residential Areas will be significantly influenced by their relationship to the Natural Heritage System, parks and open space areas.	The proposed development reinforces the role of compatible community facilities within Residential Areas by expanding an existing school while preserving the character of the surrounding neighbourhood through providing appropriate setbacks and landscape buffers.
Chapter 4: Managing Growth and Change		
Chapter 4.2: Residential Intensification Outside of the Growth Areas		
4.2	It is the policy of the Plan that the key focus for development and redevelopment to accommodate intensification will be the locations identified as Growth Areas. Lands outside of Growth Areas are predominantly stable residential communities which consist of established neighbourhoods. While the Plan encourages intensification generally throughout the built up area, it also recognizes that some growth and change may occur in these areas provided the character of the areas is preserved and the overall urban structure of the Town is upheld. Intensification outside of the Growth Areas including additional intensification opportunities such as infill, redevelopment and greyfield and brownfield sites, will be considered in the context of this Plan.	The proposed development represents appropriate intensification outside of a Growth Area by providing for the expansion of an existing institutional use within a stable residential community while preserving neighbourhood character..
Chapter 5: Cultural Heritage		
Chapter 5.1: General		
5.1	Objectives The general objectives for cultural heritage are: d) to <i>conserve cultural heritage resources</i> through available powers and tools and ensure that all new <i>development</i> and any site alteration <i>conserve cultural heritage resources</i> ; and,	A Stage 1 Archaeological Assessment has been completed in support of the application and concluded that a Stage 2 Archaeological Assessment is required. The Stage 2 Archaeological Assessment is currently being undertaken. The proposed development will be subject to the recommendations

	e) to encourage the development of a Town-wide culture of conservation by promoting cultural heritage initiatives as part of a comprehensive economic, environmental, and social strategy where <i>cultural heritage resources</i> contribute to achieving a sustainable, healthy and prosperous community.	and findings of the archaeological assessment process to ensure that any potential cultural heritage resources are appropriately identified and conserved in accordance with applicable Provincial and Town requirements.
5.3.1	The Town shall encourage the conservation of <i>cultural heritage resources</i> identified on the register and their integration into new <i>development</i> proposals through the approval process and other appropriate mechanisms.	
5.4.2	Where a <i>development</i> may cause an impact to archaeological resources or areas of archaeological potential, an assessment by a qualified professional will be required in accordance with provincial standards and guidelines. Archaeological resources that are located on a proposed <i>development</i> site will be <i>conserved</i> in accordance with the recommendations of the approved assessment.	
Chapter 6: Urban Design		
Chapter 6.1: General		
6.1.1	Objectives The general objectives for urban design are to provide 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; and, 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.	The proposed development provides a high quality and compatible design that promotes safety, accessibility, and architectural continuity with the existing school and surrounding residential context.
Chapter 6.2: Public Realm		
6.2.1	The design of the public realm shall promote creativity and innovation and include: a) a network of streets accommodating choices for pedestrians, cyclists, transit and vehicles; b) walkable street lengths for pedestrians; c) a network of accessible, interconnected and predictable pedestrian-oriented spaces and routes; d) comfortable and accessible public spaces that respond to their surroundings; and,	The proposed development enhances the public realm by improving pedestrian connections, landscaping, and accessible circulation routes throughout the site.

	e) furnishings, trees and landscaping, wayfinding, and public art that provide orientation and a sense of identity.	
Chapter 6.4: Streetscapes		
6.4.1	Streetscapes shall: a) enhance the local context and create a sense of identity; b) promote a pedestrian-oriented environment that is safe, attractive and barrier-free; c) provide well designed and coordinated tree planting, landscaping, lighting and furnishings; d) provide wayfinding and navigational information; and, e) provide cohesion and seamless transitions between the public and private realms.	The proposed development contributes to a safe and attractive streetscape through coordinated building placement, parking layout, and overall site design that respects the surrounding neighbourhood.
Chapter 6.9: Built Form		
6.9.1	Buildings should be designed to create a sense of identity through massing, form, placement, orientation, scale, architectural features, landscaping and signage.	The proposed building addition has been designed to create a cohesive institutional character through compatible massing, materials, and architectural treatment.
6.9.2	Building design and placement should be compatible with the existing and planned surrounding context and undertaken in a creative and innovative manner.	The proposed development is compatible with the existing and planned context through building placement and design that respects the surrounding residential area.
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.	The proposed development provides appropriate transition to adjacent residential uses through setbacks, landscaping, and compatible built form.
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.	The proposed building entrances will be oriented to provide direct and convenient pedestrian access from internal walkways and the public street.
6.9.7	Development should be designed with variation in building mass, façade treatment and articulation to avoid sameness.	The proposed development incorporates variation in building massing and façade articulation to complement the existing school and avoid visual monotony.
6.9.8	Buildings located on corner lots shall provide a distinct architectural appearance with a high level of detailing and articulated façades that continue around the corner to address both streets.	The existing school building occupies the corner of the site and will be retained as part of the proposed development. While no significant modifications are proposed to the existing building façades addressing the corner, the proposal includes enhancements through expanded landscaping around the reconfigured parking area at the corner of the site.

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, façade step backs or terracing in order to reduce adverse impacts on adjacent properties and/or the public realm.	The proposed building height and form are designed to remain compatible with adjacent development through careful siting and transition to surrounding properties.
6.9.12	New development should be fully accessible by incorporating universal design principles to ensure barrier-free pedestrian circulation.	The proposed development will incorporate universal design principles to provide fully accessible pedestrian circulation throughout the site.
Chapter 6.10: Landscaping		
6.10.1	Landscaping design and treatments should: a) enhance the visual appeal and human scale of development; b) create an attractive environment for pedestrian movement; c) frame desired views or focal objects; d) define and demarcate various functions within a development; and, e) provide seasonal variation in form, colour, and texture.	The proposed landscaping will enhance the visual appearance of the site, define circulation areas, and improve the pedestrian environment.
6.10.3	Landscaping should be incorporated to provide shade and wind protection.	Landscaping will be incorporated to provide shade and improve comfort within pedestrian and outdoor amenity areas.
6.10.4	Landscaping treatments should preserve and complement the existing natural landscape.	The proposed landscape design will complement the existing character of the site and surrounding neighbourhood.
6.10.5	Landscaping shall enhance natural areas and open space features by incorporating native and non-invasive species.	The proposed development will incorporate native and non-invasive plant species to enhance the site's landscaped areas.
Chapter 6.11: Pedestrian Access and Circulation		
6.11.1	Access to pedestrian walkways should be barrier-free.	Pedestrian walkways throughout the site will be designed to provide barrier-free access to all principal entrances and outdoor amenity spaces.
6.11.2	Developments should incorporate safe and direct access and circulation routes to and through the site that connect pedestrians to: a) principal entrances of building(s), amenity areas and parking areas; b) the public sidewalk and transit facilities; and, c) adjacent developments, where appropriate.	The proposed development provides safe and direct pedestrian routes connecting building entrances, parking areas, and the public sidewalk.
6.11.3	In areas with high levels of pedestrian traffic, walkways should be extended from curb to building face and enhanced by appropriate landscaping treatments.	Pedestrian walkways will be enhanced with landscaping to improve the safety and comfort of users moving throughout the site.
6.11.4	Transit stops should be located in close proximity to principal building entrances and connected by a pedestrian walkway.	The Subject Lands maintain convenient access to nearby transit service through pedestrian connections to Linbrook Road.
6.11.5	Walkways should provide continuous routes across driveway entrances and drive aisles and through parking areas to promote safety and signify priority over driving surfaces.	Pedestrian routes across drive aisles will be clearly defined to improve safety and establish pedestrian priority.

Chapter 6.12: Vehicular Access and Circulation		
6.12.1	Developments should incorporate safe and direct vehicular access and circulation routes with defined internal driving aisles to direct traffic, establish on-site circulation, and frame parking areas.	The proposed development incorporates safe and efficient vehicular circulation through clearly defined internal driveways and drop-off areas.
6.12.2	Consolidated driveway accesses are encouraged to maximize the areas available for landscaping, minimize disruption of the public sidewalk, and minimize expanses of pavement.	The proposed development maintains consolidated site access to reduce streetscape disruption and maximize landscaping opportunities.
Chapter 6.13: Parking		
6.13.1	To provide safe and attractive pedestrian environments, surface parking areas should be organized into appropriately sized areas (parking courts) separated by a combination of built form, landscaping, and pedestrian facilities.	Parking areas will be organized to support safe pedestrian movement and minimize the visual impact of surface parking.
6.13.2	Surface parking areas should be: a) located in the rear or side yard, or in areas that can be appropriately screened, so they do not dominate the streetscape, but are sufficiently visible for safety and functionality; and, b) connected to the on-site pedestrian network and streetscape through landscaped pedestrian linkages.	Surface parking will remain appropriately located and connected to the pedestrian network through walkways.
6.13.3	Barrier-free parking spaces should be located in close proximity to principal building entrances.	Barrier-free parking spaces are proposed to be located close to principal entrances in accordance with accessibility requirements.
6.13.4	Surface parking areas should incorporate planted landscaped areas that: a) effectively screen parked vehicles from view from the public realm; b) provide shade, wind break, and visual relief from hard surfaces; c) clearly define the vehicular circulation route(s); and, d) are sufficiently sized to support the growth of trees and other vegetation.	The proposed surface parking area perimeter landscaping and tree planting enhance the appearance of the site and provide visual relief from paved surfaces. The proposed landscaping will assist in screening parking areas from the public realm.
Chapter 6.14: Lighting		
6.14.1	Lighting levels shall be appropriate for the size, character and function of buildings and sites.	Lighting will be designed to be appropriate for the scale and function of the development while maintaining compatibility with the surrounding area.

6.14.2	Appropriately-scaled pedestrian lighting should be provided at building entrances, pedestrian walkways, steps and ramps, amenity areas, transit stops, parking areas and other site features.	Pedestrian-scaled lighting will be provided at entrances, walkways, and parking areas to improve safety and accessibility.
6.14.3	All building and site lighting shall be mitigated at the source to minimize impact on adjacent properties and public roads.	Site lighting will be directed and controlled to minimize impacts on adjacent residential properties.
6.14.4	Outdoor lighting fixtures shall direct light away from the night sky. Energy efficient outdoor lighting fixtures are encouraged.	Energy efficient lighting fixtures will be incorporated where appropriate as part of the detailed site design.
Chapter 7: Community Uses		
Chapter 7.1: General		
7.1.1	Objective The general objective for community uses is to provide for a range of accessible community uses.	The proposed development supports the provision of accessible community uses by expanding an existing educational facility that serves students and families within the broader Oakville community.
7.1.2	a) The following uses are generally defined as community uses and may be permitted within all land use designations of this Plan with the exception of the Natural Area designation: i. educational facilities such as elementary and secondary schools; ii. places of worship on sites less than 2.5 ha; iii. community facilities such as libraries, seniors' centres, emergency services buildings and facilities, and recreational facilities; iv. day care centres; v. parks; vi. emergency shelters; and, vii. arts and cultural facilities such as museums, art galleries and performing arts centres. b) The Town shall ensure community uses are well placed in relation to their service area with sufficient access. c) In determining the location for new community uses, the following criteria shall be considered: i. the use is intended to serve and support the community and is not more appropriately located in the Institutional designation; ii. the use is compatible with surrounding land uses; iii. the site is designed to be well integrated with surrounding land uses; iv. the site is an appropriate size to accommodate adequate: • buffers such as landscaping and fencing to ensure compatibility with adjacent land uses;	The proposed development represents an appropriate community use that is well integrated with the surrounding neighbourhood, provides adequate on-site parking and buffering, and maintains safe access for pedestrians and vehicles.

	• recreational amenities as necessary; • on-site parking; v. the use complies with the land use compatibility and appropriate mitigation measures, such as setbacks and buffers, defined by the Ministry of the Environment; and, vi. Where permitted in the Employment Areas, community uses shall be of a scale that does not adversely impact the existing and planned employment function of the area. d) Educational facilities are to be located adjacent to a public park, where possible, to encourage the provision of complementary facilities. e) Community facility uses are encouraged to be integrated in shared facilities. f) Notwithstanding section 7.1.2 a) i), educational facilities may be permitted in the Office Employment, Business Employment and Business Commercial designations within the Employment Area provided they are appropriately designed, buffered and/or separated from other employment uses to prevent adverse impacts. Educational facilities are not permitted in the Industrial land use designation within the Employment Area. g) Notwithstanding section 7.1.2 a) ii), existing places of worship on sites greater than 2.5 hectares shall be permitted in all land use designations. h) Notwithstanding section 7.1.2 a) ii), places of worship may be permitted in the Office Employment, Business Employment, and Business Commercial designations within the Employment Area provided they are appropriately designed, buffered and/or separated from other employment uses to prevent adverse impact. Places of worship are not permitted in the Industrial land use designation within the Employment Area.	
Chapter 8: Transportation		
Chapter 8.3: Functional Road Classifications		
8.3.1	Transportation facilities, with the exception of Provincial Highways, should be developed and planned as multi-modal transportation corridors that are designed to safely accommodate a blend of vehicular, transit, cycling and pedestrian movement. Such facilities shall conform to the classification, functional and design criteria outlined in Table 4, Functional Classification of Roads.	The Subject Lands front onto Linbrook Road, a Minor Collector Road that is intended to accommodate moderate volumes of intra-community traffic while permitting direct access from abutting properties. The road functions as a multi-modal transportation corridor, providing infrastructure for vehicular, pedestrian, and cycling movements, including an existing sidewalk and signed bicycle route. The proposed development

	Table 4: Functional Classification of Roads <table> <tr> <td>Minor Collectors</td><td> ▪ accommodate moderate volumes of intra-community traffic ▪ 2 lanes ▪ 5,000 vehicles per day² </td><td> ▪ direct access from abutting properties will be permitted ▪ 20 metres </td></tr> </table>	Minor Collectors	▪ accommodate moderate volumes of intra-community traffic ▪ 2 lanes ▪ 5,000 vehicles per day²	▪ direct access from abutting properties will be permitted ▪ 20 metres	maintains existing access to the site, improves on-site circulation, and can accommodate the anticipated road widening along the frontage. Accordingly, the proposal conforms to the classification, function, and design criteria for Minor Collector Roads.
Minor Collectors	▪ accommodate moderate volumes of intra-community traffic ▪ 2 lanes ▪ 5,000 vehicles per day²	▪ direct access from abutting properties will be permitted ▪ 20 metres			
Chapter 8.4: Right-of-Way					
8.4.1	The required right-of-way widths shown in Table 4, Functional Classification of Roads, in conjunction with Schedule C, denote the requirement for the section of the road. Additional rights-of-way may be required at intersections to provide for exclusive queue jump and/or turning lanes and other special treatments to accommodate the optimum road/intersection geometric design. <table> <tr> <td>Minor Collectors</td><td> ▪ accommodate moderate volumes of intra-community traffic ▪ 2 lanes ▪ 5,000 vehicles per day² </td><td> ▪ direct access from abutting properties will be permitted ▪ 20 metres </td></tr> </table>	Minor Collectors	▪ accommodate moderate volumes of intra-community traffic ▪ 2 lanes ▪ 5,000 vehicles per day²	▪ direct access from abutting properties will be permitted ▪ 20 metres	The existing right-of-way width along the Linbrook Road frontage of the subject lands varies from approximately 17.6 m to 20.0 m. A 2.4 m road widening is anticipated along the frontage of 1059 Linbrook Road, subject to confirmation through the development review process, which will contribute toward achieving the planned right-of-way width along this section of Linbrook Road.
Minor Collectors	▪ accommodate moderate volumes of intra-community traffic ▪ 2 lanes ▪ 5,000 vehicles per day²	▪ direct access from abutting properties will be permitted ▪ 20 metres			
8.4.3	Rights-of-way in accordance with Table 4 shall be conveyed as required as a condition of <i>development</i> .				
Chapter 8.10: Active Transportation					
8.10.1	Walking and cycling are recognized 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. A complete active transportation system in existing and new development areas will augment and provide connections to the road and transit system.	The proposed development supports active transportation by maintaining pedestrian connectivity and access to cycling routes within the surrounding neighbourhood.			
8.10.3	The location of existing and proposed pedestrian and cycling facilities are designated on Schedule D. The location of pedestrian and cycling facilities should conform to the designations on Schedule D, recognizing that the alignments are diagrammatic, and an amendment to this Plan will not be required for changes in pedestrian and cycling facilities alignment provided that the general intent and purpose of this Plan are maintained.	Linbrook Road is identified as an existing signed bike route on Schedule D. The proposed development maintains existing pedestrian and cycling connections and does not impact the planned function of the Town's pedestrian and cycling network			
8.10.5	Development proposals, and upgrades to existing roads, will be required to incorporate pedestrian and cycling facilities in accordance with Schedule D and have regard for the implementation guidelines set out in the Active Transportation Master Plan.	The proposed development incorporates pedestrian facilities that connect the site to the existing public sidewalk network and surrounding community. In addition, a total of 10 bicycle parking spaces are proposed to support active transportation and cycling access to the school.			
Chapter 8.12 – Integrating Land Use and Transportation					

8.12	<i>Development</i> plans shall be designed with specific regard to the safe, convenient and efficient provision of public transit as well as pedestrian and cycling facilities. In particular, to facilitate the development of a <i>transit-supportive</i> urban structure, the following measures will be reflected in all <i>development</i> proposals: a) densities supportive of transit, which are commensurate with the type and frequency of transit service planned for the area and/or corridor, particularly near transit stops and stations; b) a road pattern and related pedestrian and cycling facilities network that provide for direct pedestrian and cycling access to transit routes and stops; c) documentation of walking distances to ensure that all areas within the Plan area are adequately served by transit; and, d) transit stops and bus bays on primary and secondary transit corridors and major arterials and, where appropriate, incorporation of these features into road design requirements.	The proposed expansion of the existing school has regard for pedestrian, cycling, and transit accessibility. The site is connected to the existing public sidewalk network, Linbrook Road is identified as an existing signed bike route on Schedule D, and bicycle parking is proposed on-site. The development will continue to be served by existing transit services within the surrounding community.
Chapter 8.14: Transportation Demand Management		
8.14.1	Through the <i>development</i> process, the Town will encourage opportunities for developing <i>transportation demand management (TDM)</i> measures to reduce single occupancy motor vehicle use, especially during peak travel periods. <i>TDM</i> measures include, but are not limited to, carpooling programs, preferential parking for carpool members, transit pass incentives, cycling initiatives, telecommuting, flex hours, provision of private shuttles, and walking programs.	The proposed development supports opportunities for active transportation through pedestrian connections to the existing public sidewalk network and the provision of bicycle parking facilities. Given the nature of the use as a private elementary school serving a broad catchment area, a significant proportion of trips are anticipated to occur by private vehicle. Student drop-off and pick-up operations are managed through staggered scheduling to assist in reducing peak-period traffic concentrations. In addition, the proposed site design includes 22 on-site queuing spaces within the pick-up/drop-off area and 51 parking spaces to accommodate anticipated travel demands and support the efficient operation of the school. The proposed parking supply exceeds the 39 spaces required by the Zoning By-law, and no reduction in parking standards is proposed.
8.14.2	<i>TDM</i> will be used to reduce the use of single occupancy vehicles and encourage increased transit ridership, walking and cycling.	
8.14.3	As an incentive to encourage <i>TDM</i>, the Town may permit reduced parking standards for <i>developments</i> which demonstrate, through a <i>TDM</i> plan and implementation strategy, that a reduction in parking standards is appropriate.	
Chapter 9: Physical Services		
Chapter 9.1: General		
9.1.1	Development of all lands within the urban area shall be based on full urban water and sanitary sewers.	The proposed development will continue to be serviced by full municipal water and sanitary sewer services available within the urban area.

9.1.2	Development shall be assessed based on the availability and location of existing and planned infrastructure.	The proposed development has been planned based on the availability of existing infrastructure that can adequately support the expansion.
Chapter 10: Sustainability		
Chapter 10.1: General		
10.1.1	Objectives The general objectives for sustainability are: a) to minimize the Town's ecological footprint; b) to achieve sustainable building and community design; c) to preserve, enhance and protect the Town's environmental features, natural heritage systems and waterfronts; d) to enhance the Town's air and water quality; e) to maintain the existing urban forest; and, f) to progressively increase the urban forest to achieve a canopy cover of 40% Town-wide beyond the life of this Plan.	The proposed development supports the Town's sustainability objectives through efficient land use, enhanced landscaping, and the continued use of existing urban services.
10.1.2	a) Sustainable development will be one of the criteria when reviewing applications for future land use and for public works and capital expenditures in order to minimize the Town's ecological footprint. b) The Town will encourage development which reflects the principle of sustainable development through a sustainable development checklist. The checklist will be used as a tool for assessing sustainable development features of applications, including those matters set out in this section or other initiatives.	The proposed development reflects sustainable development principles through compact site design and improvements that reduce the need for new infrastructure.
Chapter 10.2: Climate Change Programs		
10.2.1	The Town recognizes that a key initiative to mitigate the impacts of climate change is the reduction of greenhouse gas emissions. The Town will work to mitigate and adapt to climate change by initiatives that include, but are not limited to: a) encouraging energy generation from renewable sources as well as district energy; b) promoting increased levels of transit usage and active transportation modes; c) establishing targets for reducing greenhouse gas emissions and improving air quality; d) encouraging energy efficient and green buildings; and,	The proposed development supports climate change objectives by encouraging walking, improving site efficiency, and incorporating modern building standards that reduce energy consumption.

	e) reducing the risk of infrastructure damage during severe weather by encouraging the location of utilities underground and improving Town infrastructure.	
Chapter 10.4: Energy Conservation		
10.4.1	The Town shall promote and encourage development which minimizes energy consumption when evaluating planning applications by: a) seeking a compact urban form; b) encouraging mixed use development where appropriate to minimize motor vehicle trips; c) encouraging the use of appropriately selected and located vegetation to reduce the energy consumption of buildings; d) encouraging urban design that promotes energy conservation; e) promoting transit and modes of active transportation; and, f) addressing other matters, as appropriate, that reduce energy consumption.	The proposed development promotes energy conservation through compact urban form, active transportation access, and efficient building design.
Chapter 10.10: Stormwater Management		
10.10.1	Stormwater management techniques shall be used in the design of new developments to control both the quantity and quality of stormwater runoff. In areas where soil types permit, on-site infiltration shall be encouraged to the maximum extent feasible.	The proposal is supported by a Functional Servicing Report and Stormwater Management Report prepared by Trafalgar Engineering, which demonstrate that stormwater quantity and quality controls can be accommodated in accordance with applicable Town, Provincial, and Federal requirements and current stormwater management best management practices. The proposed development also incorporates landscaped areas throughout the site.
10.10.8	The use of permeable surfaces and soft landscaping shall be encouraged where possible.	
10.10.9	All development shall follow the current Provincial and Federal guidelines for stormwater management (best management practices). The Town also encourages innovative stormwater management strategies, especially within the Growth Areas.	
Part D: Land Use Designations and Policies		
Chapter 11: Residential		
Chapter 11.1: General		
11.1.1	The Town will continue to work directly with the Region to provide opportunities for housing for a wide array of socio-economic groups and those with differing physical needs using all available planning mechanisms and tools and to develop a housing strategy, including preparation of Municipal Housing Statements, which will establish and implement affordable housing targets.	The proposed development does not include residential uses; however, it supports the continued provision of community infrastructure within a residential neighbourhood.
11.1.4	Development shall conform with the policies relating to urban design and sustainability set out in Part C.	The proposed development has been evaluated in the context of the urban design and sustainability policies of Part C of the Livable

		Oakville Plan and is consistent with the intent of those policies, as discussed in this Planning Justification Report.
11.1.8	Intensification within the stable residential communities shall be provided as follows: b) Within the stable residential communities, on lands designated Low Density Residential, there may also be sites at the intersection of arterial and/or collector roads, or sites with existing non-residential uses, that have sufficient frontage and depth to accommodate appropriate intensification through development approvals. Intensification of these sites may occur with Low Density Residential uses in accordance with section 11.1.9 and all other applicable policies of this Plan; and,	The Subject Lands contain an existing institutional use within a stable residential community. The proposed development represents the expansion of an existing school on lands with sufficient frontage and depth to accommodate the proposed additions and associated site improvements, while maintaining compatibility with the surrounding residential neighbourhood.
11.1.9	Development within all stable residential communities shall be evaluated using the following criteria to maintain and protect the existing neighbourhood character: a) The built form of development, including scale, height, massing, architectural character and materials, is to be compatible with the surrounding neighbourhood. b) Development should be compatible with the setbacks, orientation and separation distances within the surrounding neighbourhood. c) Where a development represents a transition between different land use designations or housing forms, a gradation in building height shall be used to achieve a transition in height from adjacent development. d) Where applicable, the proposed lotting pattern of development shall be compatible with the predominant lotting pattern of the surrounding neighbourhood. e) Roads and/or municipal infrastructure shall be adequate to provide water and wastewater service, waste management services and fire protection. f) Surface parking shall be minimized on the site. g) A proposal to extend the public street network should ensure appropriate connectivity, traffic circulation and extension of the street grid network designed for pedestrian and cyclist access. h) Impacts on the adjacent properties shall be minimized in relation to grading, drainage, location of service areas, access and circulation, privacy, and microclimatic conditions such as shadowing.	The proposed development has been designed to maintain compatibility with the surrounding residential neighbourhood through appropriate building scale, massing, setbacks, landscaping, and site design. The proposal is supported by adequate municipal servicing and transportation infrastructure, minimizes impacts on adjacent properties through appropriate buffering and site planning, and maintains access to existing community facilities and transportation networks. As discussed throughout this Planning Justification Report and the supporting technical studies, the development is compatible with and maintains the character of the surrounding neighbourhood.

	i) The preservation and integration of heritage buildings, structures and uses within a Heritage Conservation District shall be achieved. j) Development should maintain access to amenities including neighbourhood commercial facilities, community facilities including schools, parks and community centres, and existing and/or future public transit services. k) The transportation system should adequately accommodate anticipated traffic volumes. l) Utilities shall be adequate to provide an appropriate level of service for new and existing residents.	
11.1.11	Residential uses shall comply with the land use compatibility and appropriate mitigation measures, such as setbacks and buffers, defined by the Ministry of the Environment.	The proposed development has been designed to minimize impacts on adjacent residential uses through appropriate buffering and site organization.
Chapter 11.2: Low Density Residential		
11.2.1	Permitted Uses The Low Density Residential land use designation may permit a range of low density housing types including detached dwellings, semi-detached dwellings and duplexes.	Although the Low Density Residential designation primarily contemplates detached dwellings, semi-detached dwellings, and duplexes, Section 7.1.2 identifies educational facilities, including schools, as community uses that may be permitted within all land use designations, except Natural Areas. The proposed development therefore represents the expansion of a permitted community use and does not introduce additional residential density.
11.2.2	A density of up to 29 dwelling units per site hectare may be permitted in areas designated Residential Low Density.	
Chapter 17: Open Space		
17.1	The open space system consists of three land use designations that delineate areas of different function and permit varying intensity of use: a) The Parks and Open Space designation includes areas that provide public parkland and associated facilities. b) Waterfront Open Space includes lands in public and private ownership that provide for environmental protection of the Lake Ontario shoreline. The public portion of these lands may also provide recreational opportunities. c) Private Open Space includes lands in private ownership that provide recreational opportunities in addition to the Parks and Open Space lands.	A portion of the Subject Lands is designated Parks and Open Space and corresponds to the existing athletic field. No development or site alterations are proposed within the Parks and Open Space designated area, and the existing athletic field will be retained.
17.2.1	Permitted Uses Uses permitted within the Parks and Open Space designation may include: parks, parkettes, squares and open space linkages; active or passive indoor and	

	outdoor recreational uses; trails; cultural heritage uses; cemeteries; conservation uses including fish, <i>wildlife</i> and forest management; essential public works including transportation, <i>utility</i>, watershed management and <i>flood</i> and <i>erosion hazard</i> control facilities; and, legally existing uses, buildings and structures.	
Chapter 28: Special Policy Areas		
Chapter 28.2: Residential Low Density Lands (RL1/RL1-0 Zones)		
28.2.1	The Special Policy Area in Southeast, Central and Southwest Oakville that applies to the Low Density Residential designation is intended to protect the unique character of this area within the Town. Due to the special attributes of the large lots and related homes in this Special Policy Area, intensification shall be limited to development which maintains the integrity of the large lots. Densities in the Special Policy Area shall not exceed 10 units per site hectare notwithstanding the Low Density Residential designation.	The proposed development does not create additional residential density and maintains the established character of the surrounding area through the continued use of the existing institutional site.