

# PLANNING JUSTIFICATION REPORT

**PREPARED FOR:**

**Official Plan and Zoning By-Law  
Amendment**

**Post Residences Inc.**

1493 Sixth Line, Oakville

File no. 20375C

**29, August 2025**



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URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE

MHBC - MacNaughton Hermesen Britton Clarkson Planning Limited

301-12 James Street North Hamilton, ON L8R 2J9

T: 905 639 8686

F: 905 761 5589

[www.mhbcplan.com](http://www.mhbcplan.com)

# Contents

1.0	Introduction.....	3
1.1	Pre-Application Consultation .....	5
1.2	Development Opportunities & Housing Context .....	6
1.3	Public Consultation Strategy .....	7
2.0	Existing Site, Context, & Neighbourhood Characteristics .....	8
2.1	Site Description .....	8
2.2	Surrounding Land Uses .....	8
2.3	Neighbourhood Context & Characteristics Analysis.....	13
2.4	Transportation Context .....	15
2.5	Surrounding Development Applications .....	15
3.0	Proposal Description.....	17
3.1	Proposed Development .....	17
3.2	Applications.....	20
3.3	Summary of Technical Reports .....	20
4.0	Policy Analysis.....	23
4.1	Planning Act, R.S.O 1990, C. P. 13.....	23
4.2	Provincial Planning Statement, 2024 .....	24
4.3	Region of Halton Official Plan, 2022 .....	27
4.4	Town of Oakville Official Plan .....	30
4.5	Town of Oakville Zoning By-law 2014-014.....	34
5.0	Summary & Conclusions .....	40

# Figures

Figure 1: Location Map.....	3
Figure 2: Context Map.....	9
Figure 3: Surrounding Development Applications .....	16
Figure 4: Proposed Site Plan.....	19
Figure 5: Proposed Landscape Plan.....	19
Figure 6: Halton Region Official Plan, Map 1: Regional Structure.....	28
Figure 7: Halton Region Official Plan, Map 1G: Regional NHS.....	28
Figure 8: Halton Region Official Plan, Map 3: Major Transportation Facilities .....	28
Figure 9: Livable Oakville Plan, Schedule A1: Urban Structure .....	31
Figure 10: Livable Oakville Plan, Schedule B1: Natural Features.....	31
Figure 11: Livable Oakville Plan, Schedule C: Transportation Plan .....	31
Figure 12: Livable Oakville Plan, Schedule D: Active Transportation Plan .....	31
Figure 13: Livable Oakville Plan, Schedule I: Central Land Use .....	32
Figure 14: Zoning By-law 2014-014, Map 19(15): Zoning Map.....	35

# Tables

Table 1: Location of Surrounding Destinations.....	13
Table 2: Surrounding Development Applications .....	16
Table 3: Summary of Proposed Development Statistics .....	18
Table 4: Natural Area (N) Zone Standards.....	35
Table 5: Zoning Review of Proposed Site Plan .....	36
Table 6: Rationale For Exceptions to the RH Zone.....	38

# Appendices

Appendix A:	Pre-Consultation Report and Checklist
Appendix B:	Draft Regional Official Plan Amendment
Appendix C:	Draft Official Plan Amendment
Appendix D:	Draft Zoning By-law Amendment
Appendix E:	Policy Assessment Table

# 1.0 Introduction

MacNaughton Hermesen Britton Clarkson Planning Limited ("MHBC") has been retained by Post Residences Inc. (the "Applicant") to seek planning approvals to facilitate the development of the property municipally known as 1493 Sixth Line in the Town of Oakville (the "Subject Lands"), as shown on **Figure 1**. The property is located on the east side of Sixth Line, south of Upper Middle Road East.



Figure 1: Location Map

This Planning Justification Report ("PJR") has been prepared on behalf of the Applicant in support of the development of the Subject Lands through the proposed Regional Official Plan Amendment ("ROPA"), Official Plan Amendment ("OPA"), and Zoning By-law Amendment ("ZBA") applications. The proposed development to be implemented through these applications consists of a six-storey mixed-use residential building containing 190 affordable rental apartment units with a 278 sq.m., with office and daycare uses located at ground level.

This report provides a comprehensive assessment and justification for the proposed development in relation to the physical context as well as the current policy and regulatory framework. This report includes the following:

- *A general description of the Subject Lands, surrounding land uses, existing physical conditions, and policy context;*
- *A description of the proposed development,*
- *A summary of the technical studies and plans prepared to support the proposal;*
- *A description of the proposed ROPA, OPA, and ZBA;*
- *A review of the existing policy and regulatory framework in relation to the proposed development and an assessment of its consistency and conformity with Provincial, Regional and Town policies and regulations; and,*
- *A summary of key conclusions related to the proposed development.*

## 1.1 Pre-Application Consultation

A Pre-Consultation Meeting was held with the Town of Oakville on April 2, 2025 to discuss the proposed development and confirm the required submission materials. Town of Oakville, Region of Halton, and Conservation Halton staff, along with the Applicant and its representatives from MHBC were in attendance. The Pre-Consultation Comment Report and Checklist are provided in **Appendix A**.

The following submission materials were identified as being required, and have been submitted in support of this proposal, under separate cover.

Plan / Report	Consultant
Completed Application Forms/Fees	MHBC
Executed Pre-Consultation Checklist	Town of Oakville
Aerial Photograph	MHBC
Survey / Legal Plan	David B Searles Surveying Ltd.
Concept Plan	pml.A
Site Plan & Site Plan Details	pml.A
Building Elevations and Renderings	pml.A
Building Floor Plans	pml.A
3D Computer Model	pml.A
Shadow Impact Analysis	MHBC
Landscape Plan & Details	MHBC
Tree Protection Plan	MHBC
Tree Canopy Cover Plan & Calculation	MHBC
Arborist Report	MHBC
Site Servicing Plan	Aplin Martin
Grading and Drainage Plan	Aplin Martin
Erosion and Sediment Control Plan	Aplin Martin
Functional Servicing Report	Aplin Martin
Stormwater Management Report	Aplin Martin
Photometric Plan	TriStar Eng
Waste Management Plan / Report	MHBC
Planning Justification Report including Character Impact Analysis	MHBC
Minutes and Attendance of PIM	MHBC
Draft Zoning By-law Amendment	MHBC
Draft Official Plan Amendment	MHBC
Urban Design Brief	MHBC
Environmental Impact Study	Natural Resource Solutions Inc.
Transportation Impact Analysis including TDM Plan/Strategy and Parking Study	GHD
Archaeological Assessment	ASI



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## 1.2 Development Opportunities & Housing Context

The proposed development is intended to serve a specific purpose, providing for new affordable rental housing units within the Town of Oakville, integrated into a mixed-use building which also provides for daycare space to serve building and neighbourhood residents. A total of 190 rental dwelling units are proposed, of which 100% are to be affordable units, of which 30% are to be fully accessible units. The proposed development will include a mix of 1, 2, and 3 bedroom units. At the ground level, a 278 sq.m. daycare is proposed with both indoor and outdoor space, providing an opportunity for building residents to access childcare immediately within their building, reducing travel expenses for young families, further supporting building residents and the broader community. The Subject Lands are located along Sixth Line, within walking distance of Sheridan College, Gaetan-Gervais Secondary School, White Oaks Secondary School, and Montclair Public School, and Munn's Public School, and Oakville Park, ideally locating new affordable housing in proximity to both community amenities and educational opportunities.

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### Halton State of Housing Report (2023)

The Region of Halton issues a State of Housing Report annually which identifies the current housing needs in the Region. This report assesses the current state of housing in order to achieve the Region's goal of achieving at least 30 percent of new housing units produced annually to be in the form of affordable or assisted housing. In the 2023 Report, the Region identifies a 3.5% shortfall in affordable housing versus demand across the Region. In Oakville, 34.6 percent of housing completions were in lower density forms, while 65.4 percent of housing completions were in the form of apartments. Of new housing sales in 2023, only 45.2 percent were below the maximum affordable purchase price, and only 3.8 percent of resales were below the maximum affordable purchase price. In Oakville, housing prices continued to rise, with the average price of new and resales higher in 2023 than the last five-year averages. In terms of rental housing, the average rental market vacancy rate in both Halton and Oakville was only 1.6 percent in 2023, with the Average Monthly Rent increasing 5.5 percent to \$1,788, the highest in the Greater Toronto Area. The State of Housing Report identifies the need for continued new supply to meet Oakville's housing needs and the provision of housing types and built form (apartments) that are more attainable and more accessible.

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### Oakville Municipal Housing Pledge (2023)

Town Council unanimously approved the Housing Pledge the Province assigned to Oakville in October 2022. The pledge outlines how Council can facilitate the approvals of 33,000 new housing units to be achieved by 2031/2032. At the Council Meeting, Council directed staff to send Oakville's Housing Pledge report to Halton Region's Clerk requesting Halton Region's continued support to deliver the necessary infrastructure and advance Oakville's required housing units.

The proposed development represents an opportunity for the Town of Oakville to support the delivery of a key need within the community, being affordable rental housing.

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## 1.3 Public Consultation Strategy

In facilitating the proposed development, public engagement is an important component to ensure that members of the public and stakeholders have an understanding of the proposal and the process through which they can provide input. The proposed Public Consultation Strategy for the application is presented below. The Applicant is committed to working with the Town to ensure all interested stakeholders are engaged throughout the process.

The public consultation process for the proposed development will follow the *Planning Act* statutory requirements and the Town's practices as outlined in the Official Plan. Throughout the duration of this process, commenting agencies, members of the public and stakeholders will be given the opportunity to provide written comments with respect to the application.

A Public Information Meeting, coordinated with Town staff and the Councillors office, was held prior to submission of this Application on August 12, 2025. Notices were mailed on July 23, 2025. The consultants and applicant were available at this meeting to respond to questions and provide additional information. A Public Information Meeting summary is included as **Appendix E** to this report.

Once the application is deemed complete, Town staff will circulate the applications, including all technical reports and supporting studies for comment to commenting agencies and will provide a notice of complete application in accordance with the *Planning Act* and a Development Application Notice sign will be posted on the Subject Lands and updated throughout the process to identify important dates (e.g. statutory meeting). It is understood that all application materials will be publicly available for viewing on the Town's website, and MHBC's contact information, as well as the Town staff contact information, will be made available.

A public meeting under the *Planning Act* will be held in accordance with the regulations of the *Planning Act*. At this meeting, the Applicant will be responsible for presenting the proposal to the Town of Oakville's Planning Committee, and staff will provide the Committee with a report summarizing the comments and feedback received from the public, agencies, and stakeholders. Additionally, members of the public will be provided with an opportunity to make oral and written comments at this meeting. MHBC will be available to meet with area residents and stakeholders informally, as needed, prior to the Town's formal Public Meeting.

The consultation strategy described herein will ensure that members of the public are given opportunities to review, understand, and meaningfully comment on the proposal at key times throughout the processing of the application.



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## 2.0 Existing Site, Context, & Neighbourhood Characteristics

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 and urban structure which includes future land uses and infrastructure capacity, as well as the evolving physical environment to which any proposal will relate in the long term.

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### 2.1 Site Description

As shown in **Figure 1**, the Subject Lands are situated on the east side of Sixth Line, south of the intersection of Upper Middle Road West and Sixth Line, and are municipally known as 1493 Sixth Line in the Town of Oakville. The Subject Lands have a total area of approximately 8,092 square metres, with approximately 42 metres of frontage along Sixth Line.

The Subject Lands are currently occupied by a vacant single-detached dwelling, with open landscaping along Sixth Line and a large wooded area in the rear. The Subject Lands are relatively flat, with no notable grade changes. Access to the Subject Lands is currently provided via a single driveway from Sixth Line.

The existing woodlot at the rear of the Subject Lands has been studied and delineated through the Environmental Impact Assessment completed by Natural Resource Solutions Inc. in 2024. An updated EIS has been included with this application, further confirming the extent of the existing woodlot and required buffer to the proposed development.

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### 2.2 Surrounding Land Uses

As a compliment to **Figure 2**, which illustrates the surrounding area context of the Subject Lands, the following is a description of the physical context within which the development is proposed.

**North:** Immediately north of the Subject Lands is Munn's Public School. The south side of the school property consists of surface parking for the school, followed by the school building itself. Note that outdoor recreational space for the school is located within an interior courtyard and at the rear of the property along the McCraney Valley Trail. Further north is a townhouse development consisting of 2- and 3-storey residential buildings on the south side of Upper Middle Road East.

**East:** Immediately east of the Subject Lands is the McCraney Valley Trail, followed by Oakville Park which consists of a series of soccer and baseball fields, as well as natural wooded areas. Further east, approximately 250m, is Sheridan College, which is accessible using the McCraney Valley Trail, as well as McCraney Street East to the south.

**South:** Immediately south of the Subject Lands is the McCraney Valley Trail which provides access to Oakville Park, followed by a series of single detached homes along the east side of Sixth Line, having heights of 1-2 storeys. Also to the south are White Oaks Secondary School and Gaetan-Gervais Secondary School.

**West:** West of the Subject Lands, across Sixth Line, is an existing commercial shopping plaza containing laundry, convenience, dental, and restaurant uses. The broader area to the west generally consists of 2-3 storey residential uses, largely in block townhouse and single detached forms.



Figure 2: Context Map

The following images further illustrate the Subject Lands and the Surrounding Context:





*Image 1: Across the street, looking at the Subject Lands*



*Image 4: Existing Plaza across Sixth Line*



*Image 2: From the Subject Lands, looking north along Sixth Line*



*Image 5: At the entrance of McCraney Valley Trail*



*Image 3: From the Subject Lands, looking south along Sixth Line*



*Image 6: From the entrance of McCraney Valley Trail, looking north towards the Subject Lands*





*Image 7: From the entrance of McCraney Valley Trail looking out to Sixth Line*



*Image 10: From the east corner of the Subject Lands looking south along McCraney Valley Trail*



*Image 8: From McCraney Valley Trail looking at the east corner of the Subject Lands*



*Image 11: From McCraney Valley Trail looking at the north corner of the Subject Lands*



*Image 9: From the east corner of the Subject Lands looking north along McCraney Valley Trail*



*Image 12: From the north corner of the Subject Lands looking north along McCraney Valley Trail*





*Image 14: From the Sixth Line and Upper Middle Rd intersection, looking east on Upper Middle Rd*



*Image 17: From the Sixth Line and McCraney St E intersection, looking east on McCraney St E*



*Image 15: From the Sixth Line and Upper Middle Rd intersection, looking west on Upper Middle Rd*



*Image 18: From the Sixth Line and McCraney St E Intersection, looking west on McCraney St E*



*Image 16: From the Sixth Line and Upper Middle Rd intersection, looking south on Sixth Line*



*Image 19: From the Sixth Line and McCraney St E intersection, looking north on Sixth Line*

## 2.3 Neighbourhood Context & Characteristics Analysis

The Subject Lands are located within the College Park neighbourhood of the Town of Oakville, which contains a concentration of institutional and recreational uses, as well as a mix of low, medium, and high density residential uses to support the institutional focus. The general area surrounding the Subject Lands includes a variety of community amenities including parks, commercial, and retail uses. The Subject Lands are located in close proximity to a variety of community facilities, amenities, and parks which are listed below in **Table 1**.

TABLE 1: LOCATION OF SURROUNDING DESTINATIONS				
DESTINATION	DISTANCE (in meters)	TRAVEL TIME (in minutes)		
		<i>Walking</i>	<i>Cycling</i>	<i>Car</i>
1. Munn's Public School	0	1	1	1
2. Oakville Park	50	4	3	2
3. White Oaks Secondary School	250	8	2	1
4. Gaetan-Gervais Secondary School	300	10	3	2
5. Sheridan College Athletics Centre	382	11	3	4
6. Sheridan College	480	12	3	4
7. Sunningdale Park	500	9	2	1
8. Castlefield Park	500	12	4	2
9. Montclair Public School	675	15	4	3
10. Oakville Golf Club	900	11	2	1
11. St. Michael Catholic Elementary School	975	20	4	3
12. Oakville Place	1500	30	7	5

When considering neighbourhood context, it's important to look not only at the properties immediately adjacent to the Subject Lands, but also those properties within the broader area that define the lot and built form characteristics. Lot and building sizes, building types, and configurations vary within the surrounding neighbourhood. The following provides a general overview of the surrounding built form and lot patterns for consideration in relationship to the proposed development. For further description and evaluation of the proposed development in the context of the surrounding neighbourhood and in relation to section 11.1.9 of the Official Plan refer to **Appendix F**. For the purposes of this section, surrounding neighbourhood is generally defined as within 400-500 metres of Sixth Line between Upper Middle Road and Ridge Drive.



*Table 2: Surrounding Area Characteristics*

<b>Characteristic</b>	<b>Neighbourhood Review</b>
Built Form, Scale, Height, Massing, and Materials	<p>Building heights within the surrounding neighbourhood generally range from 2-7 storeys.</p> <p>The predominant built form consists of single detached and townhouse dwellings, with several other typologies provided including commercial plazas, large institutional buildings, and mid-rise apartment buildings. The predominant massing for apartment buildings within the neighbourhood is simple rectangular buildings both along and perpendicular to the street depending on lot configuration.</p> <p>The predominant exterior material observed in the surrounding neighbourhood is a mix of brick and siding, however it varies depending on the age of the structure and type of structure.</p>
Building Setbacks, Orientation, and Separation	<p>A high degree of variability exists regarding building setbacks, orientation, and setback in the surrounding neighbourhood. Buildings are generally oriented toward the public street, with the configuration dependent on lot shape and size. Setbacks from the public street range from approximately 3m to 40m dependent upon building type and age of development.</p>
Transition between built forms and designations	<p>Built form typologies and designations are mixed with the surrounding neighbourhood, with denser townhouse developments within broader subdivisions. Institutional uses are similarly mixed in between existing residential uses, and building heights of up to 7 storeys are observed directly adjacent to exiting low-rise residential uses (1265 Sixth Line).</p>
Existing Lot Pattern	<p>The existing lot pattern along Sixth Line is varied. The Subject Lands have a long rectangular shape with a width of approximately 42 metres and depth of approximately 194 metres. To the north lot sizes are larger and generally more square, while to the south lot sizes generally decrease reflective of the smaller, single-detached dwelling types observed. Within the surrounding neighbourhood a mix of small and large lots are observed intermixed as condominium townhouse developments and institutional uses are scattered throughout.</p>
Road Dimensions	<p>Sixth Line has an approximate width of 20 metres.</p>
Site Access Locations	<p>Properties along Sixth Line generally are accessed via driveways onto Sixth Line, typically one access point for narrow properties and two for wider properties.</p>
Connectivity and Circulation	<p>Please refer to section 2.4 below for a description of the existing pedestrian, cycling, and vehicular circulation networks.</p>
Grading and Drainage	<p>Please refer to the Functional Servicing Report, Grading, and Drainage Plans included with this submission for a description of grading and drainage on the Subject Lands.</p>
Shadows and Privacy	<p>As the surrounding neighbourhood generally consists of 2-7 storey structures, there is no notable concentration of shadowing observed. A Shadow Study has been prepared in support of the proposed development and demonstrates that the Subject Lands are not anticipated to cast significant shadow on the public sidewalk or adjacent dwellings.</p>
Heritage	<p>The Subject Lands are not identified as Heritage on the Town of Oakville's Heritage Register. There are no identified heritage properties within close proximity of the Subject Lands.</p>

Proximity to Local Amenities	Table 1 above provides an overview of the local services and amenities. The Subject Lands are ideally situated to provide for additional residential density to both utilize and support the abundance of surrounding community amenities, and the proposed daycare further contributes to the neighbourhood amenities.
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As further discussed in Sections 3.0 and 5.0 of this report, the proposed development considered the neighbourhood context in the design and placement of the proposed building while also recognizing the Town of Oakville goals and commitments to both increasing the supply of rental and affordable rental housing, and optimizing the use of land within the urban area.

## 2.4 Transportation Context

Transportation and access are important considerations for the planning and development of new areas. These considerations are summarized below. A detailed analysis of the transportation context and impact of the future development proposal is provided in the Traffic Impact Study prepared in support of the application and provided under separate cover.

The Subject Lands are located along the east side of Sixth Line, south of the intersection with Upper Middle Road. Sixth Line is identified as a 'Minor Arterial' on Schedule C of the Livable Oakville Plan, and has a future right-of-way ('ROW') width of 26 metres. Aerial and survey imagery of the Subject Lands indicates that the current ROW width is approximately 20.09 metres, therefore a 2.94 metre road widening dedication is proposed to be provided as part of the proposed development.

The Subject Lands are well-connected to the Town's active transportation network, with the McCraney Valley Trail running along the south property line, and connecting users to key destinations including Sheridan College, White Oaks Secondary School, Oakville Place, and the Trafalgar Urban Core. Bike lanes and sidewalks are additionally provided along Sixth Line.

The Subject Lands are well-served by public transit, with a bus stop located adjacent the Subject Lands on Sixth Line, which serves Oakville Transit routes 19 and 71. Route 19 operates 30-minute service from Trafalgar Urban Core in the north to Oakville GO in the south. Route 71 operates as a school special, connecting students to White Oaks Secondary School from the west and north neighbourhoods.

## 2.5 Surrounding Development Applications

The Subject Lands are surrounded by a variety of new developments and intensification projects. The developments within closest proximity to the Subject Lands and of most relevance are detailed **Table 3** below. **Figure 3** visually depicts the location of each of the surrounding development applications.

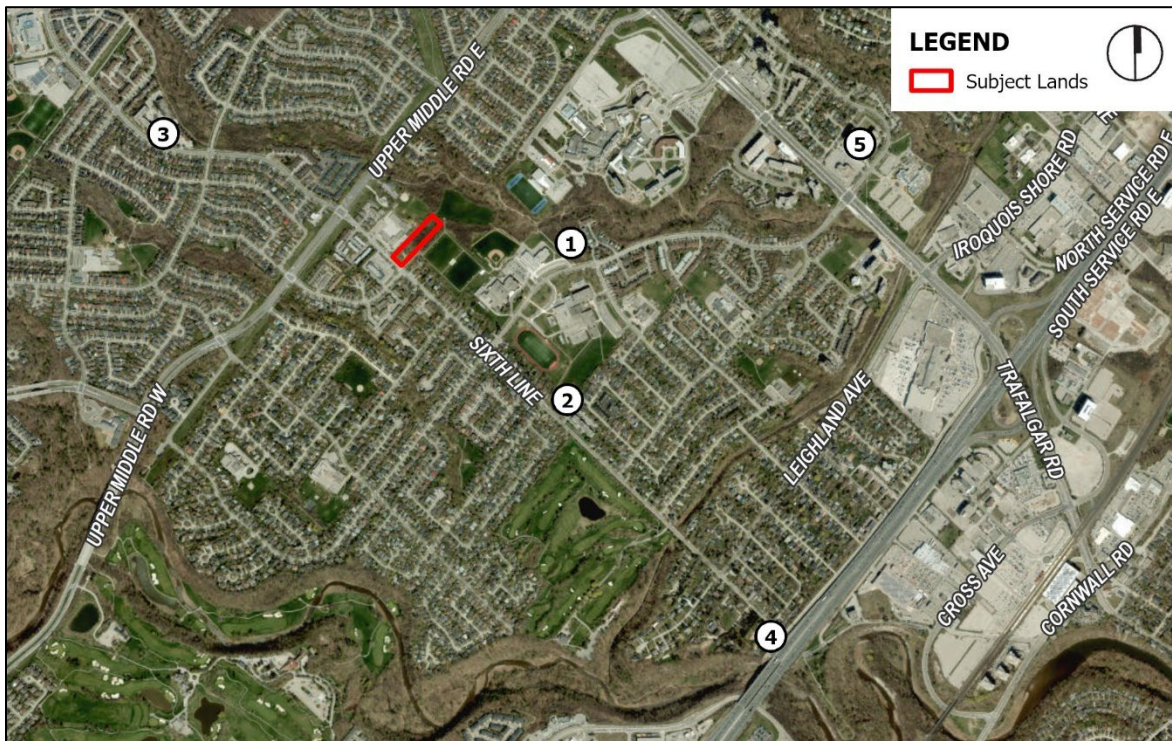


Figure 3: Surrounding Development Applications

TABLE 3: SURROUNDING DEVELOPMENT APPLICATIONS				
No.	Address	Application Type	Application Status	Description
1	1105 McCraney Street East	SPA	Approved	Six-storey retirement residence containing 221 residential units.
2	1295 Sixth Line	OPA	Under Review	30 Townhouse Units within Three Blocks
3	2169 Sixth Line	OPA & ZBA	OLT Approval	Nine-storey mixed use building with residential, medical office, and retail uses.
4	1020 Sixth Line	OPA & ZBA	OLT	57 Three-storey townhouse units in eight development blocks.
5	1226 White Oaks Boulevard	ZBA	Approved	20-Storey rental apartment building with 203 rental units.

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# 3.0 Proposal Description

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## 3.1 Proposed Development

The development proposal is the result of careful planning and design undertaken by the project team, including consideration of the Provincial policy framework for managing and directing growth, the local policy context, the surrounding physical context, and the broader area surrounding the Subject Lands.

The Subject Lands have a total area of 0.8 hectares, and are currently occupied by a vacant single-detached dwelling with a woodlot located at the rear. The proposed development, facilitated through the proposed ROPA, OPA and ZBA applications, proposes to redevelop 0.628 ha of the Subject Lands for a 6-storey mixed use residential building. The proposed building height is 20.0 metres, plus mechanical penthouse. A total of 190 affordable rental units are proposed, in a mix of 1, 2, and 3 bedroom units. Of those 190 rental units, 100% will be affordable units, and 30% will be fully accessible units. The remainder of the Subject Lands are comprised of the existing woodlot will remain in accordance with the findings of the EIS together with a 10m buffer to the dripline of the woodlot.

For the purposes of this report affordable housing is defined in accordance with the definition provided through Bill 134:

*"For rental housing, a unit where the rent is no greater than the lesser of,*

- i. the income-based affordable rent for the residential unit set out in the Affordable Residential Units bulletin, as identified by the Minister of Municipal Affairs and Housing, and*
- ii. the average market rent identified for the residential unit set out in the Affordable Residential Units bulletin."*

All residential units proposed are aligned with the rents provided within the Ontario Affordable Housing Bulletin.

The ground floor of the proposed development is proposed to provide 15 residential units (including 7 accessible), residential lobby space, a management office, a housing office, indoor amenity space, bicycle parking, garbage and loading space, as well as a 278 sq.m. daycare with 130 sq.m. of outdoor space. The residential units have been purposely oriented towards the Sixth Line frontage as they provide for accessible and convenient access for residents to Sixth Line. The siting of the residential units allows for the daycare and daycare yard to be within the centre of the site, reducing the impact of vehicular noise and emissions on the daycare, and improving the overall learning environment.

Bicycle parking and garbage/loading have been placed at the rear of the ground floor, screening waste and loading collection from the public street, while providing for a convenient connection from the bicycle room to the McCraney Valley Trail at the rear and sides of the Subject Lands. The second through sixth floors of the building will each contain 35 units, accessed via a central corridor.

One level of underground parking is proposed, accessed via a single ramp from the rear of the Subject Lands. Surface parking is also provided along the south side of the proposed building, providing convenient access for the proposed daycare, as well as delivery and resident pickup. Access to the

Subject Lands is proposed via a single drive-aisle onto Sixth Line, with additional pedestrian connections to the sidewalk.

The proposed building is to be setback 3.34 metres from the front lot line along Sixth Line, while also providing for a 2.94 metre road widening block increasing the setback from the street. A 4.52m setback is proposed to the north lot line, which abuts Munn's Public School. Note that the school to the north provides only for surface parking abutting the north lot line of the Subject Lands, and outdoor recreational space is located further north on the property in an internal courtyard and at the rear of the school site. The location of the school's amenity space is therefore offset from the proposed development thereby limiting the impact of any potential shadowing. The rear of the site provides a 68.49 metre building setback, including the 10m buffer to the dripline of the woodlot. The south property line provides for a 19.20m setback to the McCraney Valley Trail parcel, including a 3.0 metre landscape strip to allow for a vegetated buffer.

The intent of the proposed building placement is to balance the relationship to the abutting land uses, while also optimizing the number of affordable rental units that can be provided on the Subject Lands. The statistics associated with the proposed development is provided on the site plan prepared by pml.A and is set out in **Figure 4** below.

TABLE 4: SUMMARY OF PROPOSED DEVELOPMENT STATISTICS	
CHARACTERISTIC	DESCRIPTION
Total Site Area	0.8092 ha
Net Site Area	0.6166 ha
Natural Area + 10m Buffer	0.1804 ha
Gross Floor Area	Total Residential Daycare Housing Office
	11,115.0 sq.m. 10,691.82 sq.m. 278.7 sq.m. 111.48 sq.m.
Residential Units	190 (100% affordable rental units)
Accessible Units	57 (30%)
Parking	70 Underground 33 Surface 8 Accessible 103 Total Spaces
Proposed Density	308 uph







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## 3.2 Proposed Applications

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### 3.2.1 Regional Official Plan Amendment

The proposed ROPA seeks to amend the mapping of the Region of Halton Official Plan to facilitate the development of the Subject Lands as described in this report.

The Subject Lands are currently shown as being located within the 'Regional Natural Heritage System' of the Region of Halton Official Plan, which does not permit the proposed residential uses. However as only the portion of the property containing the woodlot should be identified as being within the Regional Natural Heritage System, the remainder of the Subject Lands are required to be redesignated as 'Urban Area'.

A Draft ROPA has been prepared to facilitate this development proposal, and is included in **Appendix B** of this report.

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### 3.2.2 Official Plan Amendment

The proposed OPA seeks to amend the mapping and text of the Town of Oakville Official Plan to facilitate the development of the Subject Lands as described in this report.

The Subject Lands are currently designated Natural Area within the Town of Oakville Official Plan, which does not permit new residential uses. As the Natural Area designation should only apply to the portion of the property upon which the woodlot is located, the remainder of the Subject Lands need to be redesignated to High Density Residential.

A Draft OPA has been prepared to facilitate this development proposal, and is included in **Appendix C** of this report.

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### 3.2.3 Proposed Zoning By-law Amendment

The proposed ZBA seeks to amend the mapping and text of the Town of Oakville Zoning By-law 2014-014 to facilitate the development of the Subject Lands as described in this report.

In order to permit the proposed development, an amendment to By-law 2014-014 is required to rezone a portion of the lands from "N – Natural Area" to "RH-(XXX) – Residential High" Zone. The proposed amendment is requested to enable the proposed residential development while maintaining protections for the existing natural features at the rear of the Subject Lands. A Draft ZBA has been prepared to facilitate this development proposal and is included in **Appendix D** of this report.

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## 3.3 Summary of Technical Reports

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### Functional Servicing & Stormwater Management Report

A Functional Servicing and Stormwater Management Report has been prepared by Aplin Martin Consultants LTD. to provide functional servicing design and a stormwater management plan in support of the proposed development. The report summarizes the site's existing soil and groundwater conditions and grading, current available infrastructure, and describes the proposed servicing. The reports give an overview of the proposed servicing strategy for the Subject Lands including outlining required demands on the municipal system while addressing any corresponding capacity concerns.

Water servicing for domestic and fire uses is proposed by providing a new 150 mm diameter water service connection to the existing 300 mm diameter municipal watermain on Sixth Line. Water modelling shows that the maximum available water supply on the Subject Lands meets municipal criteria for both domestic use and fire flow connections.

Sanitary servicing for the proposed building can be provided by a new 200 mm diameter sewer with a slope of 1.00%, new manhole, and control manhole that will provide connections to the existing 300 mm diameter municipal sanitary sewer on Sixth Line.

Stormwater quantity controls storage for the development will be provided by the proposed underground storage tank and orifice tube to restrict flows exiting the Subject Lands. Storm servicing can be provided by the proposed catch basins and catch basin manholes within the Subject Lands, the collected drainage will be conveyed via private storm sewers to a proposed underground stormwater management tank prior to being discharged into the municipal storm system. Total Suspended Solids (TSS) removal requirement of 80% will be satisfied by the means of a proposed Up-Flor Filter Unit. Water balance and erosion control measures will be satisfied on the Subject Lands through infiltration, evapotranspiration, or water re-use techniques. A bottomless tank and infiltration gallery are proposed for required volume control to meet the site-specific water balance requirements.

Temporary erosion and sediment control measures will be implemented during construction without any negative impact on neighbouring properties or the municipal storm sewer system and will be provided in accordance with Town and Conservation Authority guidelines.

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## Traffic Impact Study

A Traffic Impact Study ("TIS") was prepared by GHD in support of the proposed development. The purpose of the TIS is to evaluate the anticipated traffic generated by the development and its associated impacts on the surrounding transportation network. The TIS also includes a parking assessment and justification, as well as vehicle movement diagrams. The TIS confirms that under future (2028) conditions all intersections within the study area will continue to operate with acceptable conditions and levels of service during peak hours. Under 2033 conditions optimized signal timings are recommended to ensure the Sixth Line and McCraney St. movement can continue to operate adequately. The proposal provides for 103 parking spaces, 42 bicycle parking spaces, and 1 loading space. The TIS assessment found that the proposed reduction in vehicular parking spaces is anticipated to meet the future demand for the site.

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## Archaeological Assessment

A Stage 1 and 2 Archaeological Assessment was prepared by Archaeological Services Inc. (ASI) to determine if there are any known archaeological sites on or near the property. The Stage 1 Assessment

includes a review of the historical and archaeological context, including the original environmental setting of the property, the assessment concluded that the Subject Lands retained potential for the presence of both Indigenous and Euro-Canadian archaeological resources.

The Stage 2 field assessment was conducted on June 13, 2025, by means of a test pit survey in all areas deemed to have archaeological potential from the Stage 1 assessment. Despite careful scrutiny, no archaeological resources were encountered during the course of the Stage 2 assessment. It is therefore recommended that no further archaeological assessment of the subject property be required.

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## Environmental Impact Statement

An Environmental Impact Statement Addendum "EIS" has been prepared by NSRI in support of the proposed development. The purpose of the EIS is to support the boundary modification of the RNHS designation and zoning on the Subject Lands, and identify the boundaries and appropriate buffers of any natural features. The EIS found that the Subject Lands contain a Cultural Woodland within the eastern section, as well as an Hydrology Drainage Feature (HDF). A 10m buffer has been recommended and implemented from the Significant Woodland Dripline, which would also offset development from the HDF. The EIS also conducted a bat habitat assessment, which found that removal of the existing structures will not negatively impact SAR bats or their habitat. A Chimney Swift survey was also conducted, which confirmed the species was absent on the Subject Lands.

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## Geotechnical Investigation

A Geotechnical Investigation has been prepared by Forward Engineering & Associates Inc. in support of the proposed development to determine the subsoil and groundwater conditions of the Subject Lands. The investigation recommends measures to keep the exposure of shale bedrock on the site to a minimum and to use of sand backfill in confined area for ground compaction. It is noted that no major issues should be encountered for the anticipated depth of excavation and that the design of the proposed development will be in accordance with the applicable codes and standards.

# 4.0 Policy Analysis

The following section of the PJR provides a review and assessment of the land use policy and regulatory framework applicable to the Subject Lands. Each subsection describes the applicable policies and regulations and identifies how the proposed applications are consistent with and conform to Provincial, regional, and local policy.



The following sections provide an overview of the applicable legislation and policy as they relate to the proposed redevelopment. A detailed policy assessment of each document is provided in **Appendix E**.

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

The *Planning Act*, R.S.O. 1990 (the “*Planning Act*”), consolidated October 11, 2024, represents legislation that governs land use planning throughout the Province of Ontario.

In **Section 2**, the Province of Ontario declares matters of interest as it pertains to land use and requires that municipal councils have regard to these in all decision making.

*“(2) The Minister, the council of a municipality... in carrying out its responsibilities under this Act, shall have regard to... matters of provincial interest such as:*

- (a) the protection of ecological systems, including natural areas, features and functions;*
- (d) the conservation and management of natural resources and the mineral resource base;*
- (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;*

- (j) *the adequate provision of a full range of housing, including affordable housing;*
- (k) *the adequate provision of employment opportunities;*
- (l) *the protection of the financial and economic well-being of the Province and its municipalities;*
- (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."*

### **Planning Act Summary:**

A full analysis of the relevant *Planning Act* legislation, in relation to the proposed applications can be found in **Appendix E**. In summary, the proposed development has regard for, and implements, the applicable matters of Provincial interest under Section 2 of the *Planning Act*. The proposed development:

1. protects ecological systems, including natural areas, features and functions by providing an appropriate buffer to the natural heritage lands as confirmed through the EIS;
2. makes efficient use of existing and available infrastructure including transportation, water and wastewater services, and provides for orderly development;
3. represents mixed use development in the existing settlement area, within an appropriate location for growth and development;
4. will utilize existing infrastructure thereby not incurring additional municipal costs for servicing; and,
5. will be designed in a manner that is accessible, visually appealing, and compatible with the surrounding area.

**Based on the above analysis, and that provided in Appendix E, it is our opinion that the proposed ROPA, OPA and ZBA applications have regard for the matters of Provincial interest under the *Planning Act*.**

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## **4.2 Provincial Planning Statement, 2024**

The *Provincial Planning Statement, 2024* ("PPS") is issued under Section 3 of the *Planning Act* and came into force on October 20, 2024. The PPS replaced the *Provincial Policy Statement, 2020* and *A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019* to form a consolidated statement of the Provincial government's policies on land use planning. The PPS focuses on providing municipalities with the tools and flexibility needed to build more homes by enabling municipalities to plan for and support development, align development with infrastructure, foster the long-term viability of rural areas, and protect agricultural lands, the environment and public health and safety.

As a policy statement under Section 3 of the *Planning Act*, land use planning decisions, including those made on applications for OPA and ZBA, must be consistent with the PPS.

Within the terms of the PPS, the Subject Lands are located within a Settlement Area and are within close proximity to a publicly-assisted post-secondary institution, and thus meets the definition of a Strategic Growth Area ("SGA") in the PPS.

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## Chapter 2: Building Homes, Sustaining Strong and Competitive Communities

**Section 2.1, Planning for People and Homes**, provides guidance to municipalities for forecasting and accommodating growth. Policy 2.1.6 provides direction to municipalities to support the achievement of complete communities, including by accommodating an appropriate range and mix of land uses, housing options, transportation options, institutional and employment uses, and parks to meet long-term needs.

**Section 2.2, Housing**, requires planning authorities to provide for an appropriate range and mix of housing options and densities to meet projected needs for current and future residents. To achieve this, municipalities shall: permit and facilitate all housing options and all types of residential intensification and redevelopment; promote densities for new housing that efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and require transit-supportive development and prioritize intensification in proximity to transit.

**Section 2.3.1, General Policies for Settlement Areas**, includes policies requiring Settlement Areas to be the focus of growth and development. Within Settlement Areas, growth should be focused in SGA's. Policy 2.3.1.2 specifies that land use patterns within Settlement Areas should be based on densities and a mix of uses, including those that: efficiently use land and resources; optimize existing and planned infrastructure and public service facilities; support active transportation; and are transit-supportive. Policy 2.3.1.3 requires planning authorities to support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options.

**Section 2.4.1, General Policies for Strategic Growth Areas**, provides policies outlining best practices for planning SGA's to support the achievement of complete communities, a range and mix of housing options, intensification and affordable housing. Policy 2.4.1.3 establishes that municipalities should identify the appropriate type and scale of development in SGA's and the transition of built form to adjacent areas; and permit development and intensification in SGA's to support the achievement of complete communities and a compact built form. The PPS defines SGA's as within settlement areas and lands in close proximity to publicly-assisted post-secondary institutions where growth or development will be focused.

**Section 2.8.1, Supporting a Modern Economy**, includes the requirement for municipalities to provide for an appropriate mix and range of employment and institutional uses to meet long-term needs, to provide opportunities for a diversified economic base, and to provide an appropriate transition to sensitive land uses. Policy 2.8.1.d specifically encourages intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities.

**Section 2.9, Energy Conservation, Air Quality and Climate Change**, promotes the reduction of greenhouse gas emissions and encourages development that adapts to the impacts of climate change



through incorporating climate change considerations in the development of infrastructure, supporting energy conservation and efficiency, and promote compact, transit-supportive, and complete communities.

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## Chapter 3: Infrastructure and Facilities

**Section 3.2, Transportation Systems,** states that transportation systems should be safe, energy efficient, facilitate the movement of people and goods, meet projected needs, and support the use of low emission vehicles. Additionally, policy 3.2.2 supports the efficient use of existing and planned infrastructure, including through the use of transportation demand management (“TDM”) strategies.

**Section 3.5, Land Use Compatibility,** specifies that sensitive land uses shall be planned and developed to minimize and mitigate any potential adverse effects and minimize risk to public health and safety where avoidance is not possible. Where avoidance is not possible, policy 3.5.2 specifies that development of adjacent sensitive land uses is only permitted if potential adverse effects to the proposed sensitive land use and potential impacts to major facilities are minimized and mitigated in accordance with provincial guidelines, standards and procedures.

**Section 3.6, Sewage, Water, and Stormwater,** states that planning for sewage and water services shall accommodate forecasted growth in a timely and efficient manner that optimizes the use of existing infrastructure, is feasible and financially viable, protects human health and environmental safety, and is efficient. Planning for stormwater management shall be integrated with sewage and water services, to ensure optimization of the system, promote best practices, and align with municipal plans for stormwater management.

**Section 3.9, Public Spaces, Recreation, Parks, Trails and Open Space,** promotes healthy, active and inclusive communities, including by planning public streets to be safe, meet the needs of persons of all ages and abilities, foster social interaction and facilitate active transportation and connectivity; and by 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 parklands.

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## Chapter 4: Wise Use and Management Resources

**Section 4.1, Natural Heritage,** states that natural features and areas shall be protected for the long term. Policy 4.1.2 provides that the diversity and connectivity of natural features in an areas, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved.

### **Provincial Planning Statement Summary:**

A full analysis of the relevant PPS policies in relation to the proposed development can be found in **Appendix E**. In summary, the proposed development:

1. facilitates the efficient use of land and resources through the development of underutilized lands within the existing Settlement Area in close proximity to Sheridan College, where growth is to occur;

2. supports the creation of a complete community, by providing for high density, affordable rental housing integrated with daycare uses and in proximity to existing community amenities;
3. provides for an appropriate range and mix of housing options and density to meet current and future resident needs by intensifying an underutilized site with a residential density that efficiently uses land and infrastructure, and supports the use of active transportation;
4. is compatible with surrounding land uses including the adjacent Natural Heritage System and minimizes any risk to public health and safety by providing for appropriate separation from hazard lands through thoughtful site and building design;
5. promotes healthy, active, and inclusive community that facilitates active transportation use and community connectivity;
6. promotes opportunities for transit-supportive development, in an appropriate location that accommodates a significant supply of affordable rental housing; and,
7. is not located in an area of unacceptable risk to public health or safety.

**Based on the above analysis, and that provided in Appendix E, the proposed applications are consistent with the Provincial Planning Statement by providing for a mixed use development which makes efficient use of existing infrastructure while providing for much needed supply of affordable rental housing.**

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## 4.3 Region of Halton Official Plan, 2022

As of July 1, 2024, the Halton Region Official Plan ("ROP") is no longer a Regional Plan. The ROP remains in effect as an official plan in each Local Municipality until it is revoked or amended by the respective municipality. The ROP contains the goals, objectives, and policies that manage growth and direct physical change and its effects on the social, economic, and natural environment of Halton Region, including for the Town of Oakville.

The ROP establishes a broad set of land use designations as part of the Regional Urban Structure, which are intended to guide growth and development while allowing individual municipalities flexibility to further define specific land uses within the broader designation. The ROP also provides general guidance for redevelopment, creation of complete communities, and intensification.

Within the ROP, the Subject Lands are located in the 'Urban Area' and 'Regional Natural Heritage System', within the 'Built Boundary', 'Built-Up Area' and 'Regional Urban Boundary', and located along a 'Minor Arterial' **(Figures 6-8)**.

As the Subject Lands are not currently located within the 'Urban Area' of the ROP, an amendment to the ROP is required to redesignate the portion of the lands which do not contain natural heritage features. A description of this amendment is provided in Section 3.2 of this report.

The Region has a target population of 1,098,070 by 2051. Of the total growth to 2051, Oakville is to provide for a planned population of 349,990 by 2051. In order to achieve provincial directions and accommodate the forecasted growth, it is expected that a minimum of 19,400 new housing units are to be added to the Built-Up Area of Oakville (Halton ROP, Table 2).

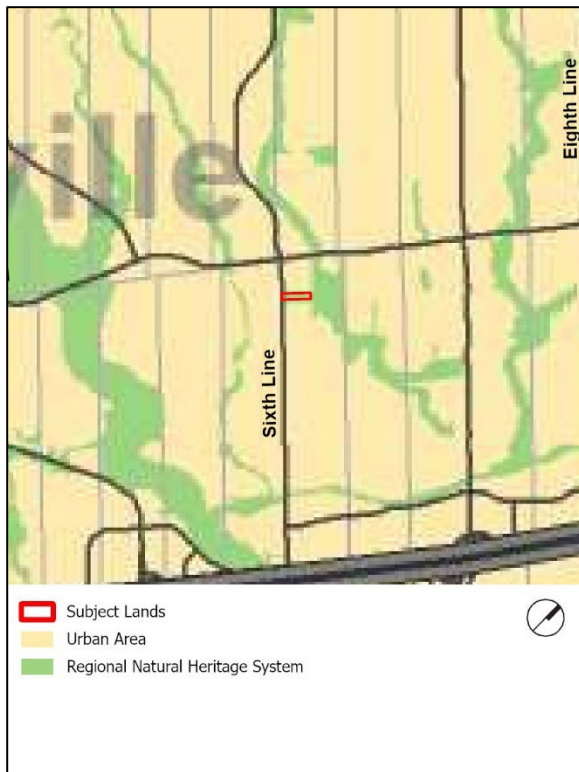


Figure 6: Halton Region Official Plan, Map 1: Regional Structure

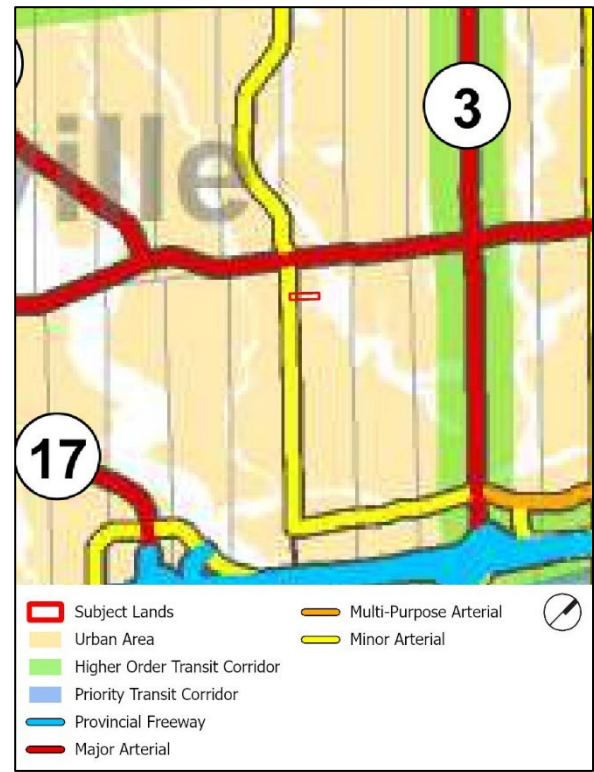


Figure 8: Halton Region Official Plan, Map 3: Major Transportation Facilities

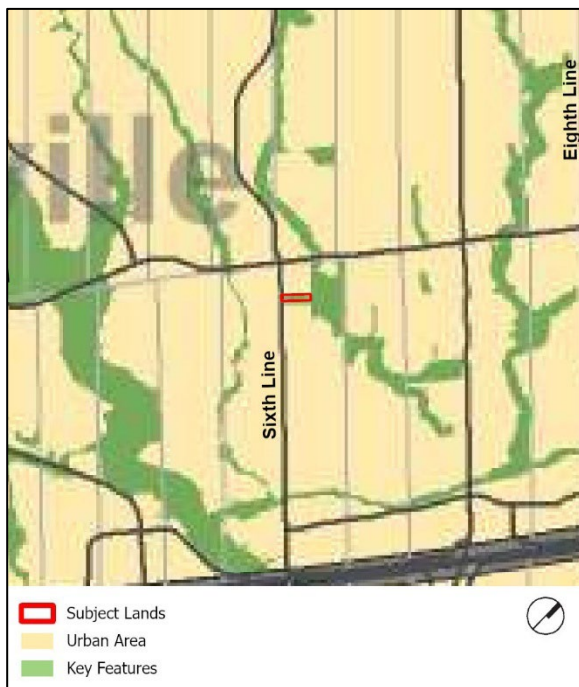


Figure 7: Halton Region Official Plan, Map 1G: Regional NHS

**Section 55, Halton's Regional Structure**, sets out targets for intensification within the Built-Up Area. Table 2 identifies that Oakville is to accommodate 19,400 new housing units within the Built-Up Area by 2041, of these Table 2A identifies that Oakville is to accommodate 12,430 new housing units in the Built-Up Area between 2022 and 2026.

**Section 72 to 77, Urban Area and the Regional Urban Structure**, sets out a number of objectives for the Urban Area and the Regional Structure. The goal of the Urban Area and Regional Urban Structure is to manage growth in a manner that fosters complete communities, enhances mobility across Halton, addresses climate change, and improves housing affordability, sustainability and economic prosperity. Section 72.1 identifies the objectives of the Urban Area, such as:

- "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.*
- 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.*
- 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.*
- 72.1 (5) To establish a rate and phasing of growth that ensures the logical and orderly progression of development, supports sustainable and cost-effective growth, encourages complete communities, and is consistent with the policies of this Plan.*
- 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.*
- 72.1 (9) To facilitate and promote intensification and increased densities.*
- 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."*

**Section 78, Regional Urban Structure**, establishes the structure and hierarchy in which to direct population and employment growth within the Urban Area. The Regional Urban Structure consists of: SGAs, Regional Employment Areas, Built-Up Areas and Designated Greenfield Areas. Policy 78.1(3) specifically identifies an objective of the Regional Urban Structure to provide increased opportunities for the development of affordable housing.

**Section 84, Housing**, contains policies that state the goal for housing to supply an adequate mix and variety of housing to satisfy differing physical, social and economic needs. Policies also address the need for a mix of compatible land uses and to increase the supply of housing while maintaining the physical character of the existing neighbourhoods. Policy 85.1(5) specifically speaks to the need to meet housing needs through the provision of affordable housing. Policy 86.6(b) further establishes a target that at least 30 percent of new housing units produced annually be affordable housing.

**Section 113-116, Natural Heritage System**, establishes the land use policy framework for the Regional Natural Heritage System, the objective of which is to maintain significant natural features and direct development outside of Hazard Lands. Policy 116.1 allows for the boundaries of the Regional

Natural Heritage System to be refined through individual Environmental Impact Assessments or similar studies as accepted by the approval authority.

**Section 171-173, Transportation**, sets out a number of objectives and policies for the Region to ensure development is designed to support active transportation and public transit while promoting land use patterns and densities that can be easily served by public transit and active transportation. Policy 172(10) promotes land use patterns and densities that foster strong live-work relationships and can be easily and effectively served by public transit and active transportation.

### **Regional Official Plan Summary:**

A full analysis of the relevant ROP policies in relation to the proposed development and accompanying applications can be found in **Appendix E**. In summary the proposed development:

1. contributes to the Region's growth targets, including new housing units to 2026 within the existing built-up area, and in achieving the Region's goal of annually producing 30% of new housing units as affordable housing;
2. supports the Region's objectives to foster complete communities in the Urban Area by delivering a compact and efficient built form combined with community amenities both on-site (day care) and directly adjacent;
3. implements the Region's policy direction of a competitive region for an adequate housing supply by proposing 190 new affordable rental units of which 30% are fully accessible units;
4. supports active transportation and public transit through introducing a compact built form with connections to the Town's existing and planned pedestrian and cycling networks; and,
5. achieves land use compatibility with the Natural Heritage System on the Subject Lands by providing an appropriate setback that minimizes and mitigates any potential adverse effects for these areas.

**The proposed development will contribute to the Regional objectives for the Built-Up Area, growth management, and intensification and housing targets through the provision of 190 affordable housing units of which 30% are fully accessible. Based on the above analysis, and that provided in Appendix E, the proposed applications conform to the applicable policies of the ROP.**

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## **4.4 Town of Oakville Official Plan**

The Town of Oakville Official Plan (Livable Oakville Plan) ("LOP") sets out Council's direction on the Town's urban structure and how lands should be used and growth should be managed over the long term. Within the LOP, the Subject Lands are designated as 'Natural Area', and Sixth Line is identified as a 'Minor Arterial' road. (**Figures 9-13**).

As the Subject Lands are not currently located within the 'Residential Area' of the LOP, an amendment is required to redesignate the portion of the lands which do not contain natural heritage features. A description of this amendment is provided in Section 3.3 of this report.





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

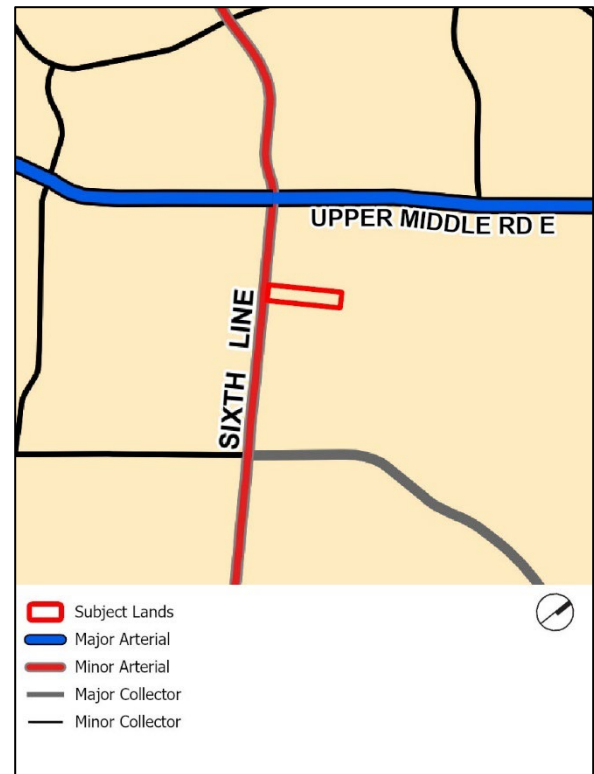


Figure 11: Livable Oakville Plan, Schedule C: Transportation Plan

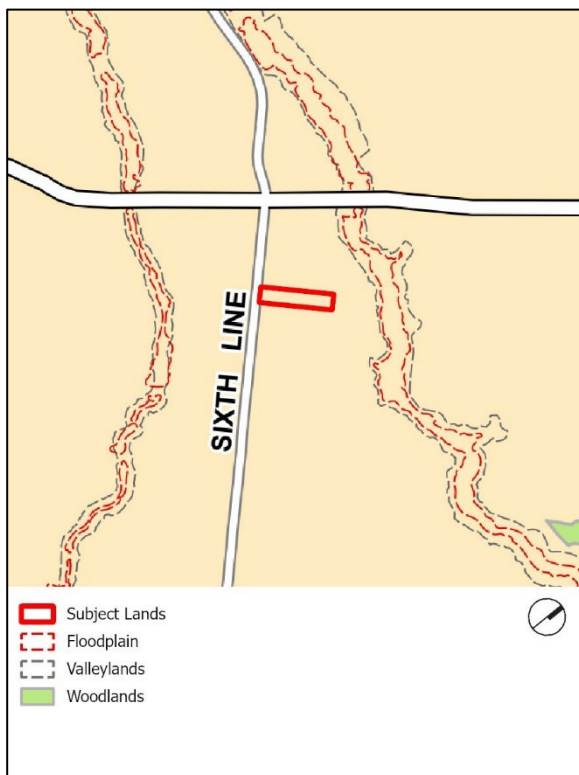


Figure 10: Livable Oakville Plan, Schedule B1: Natural Features

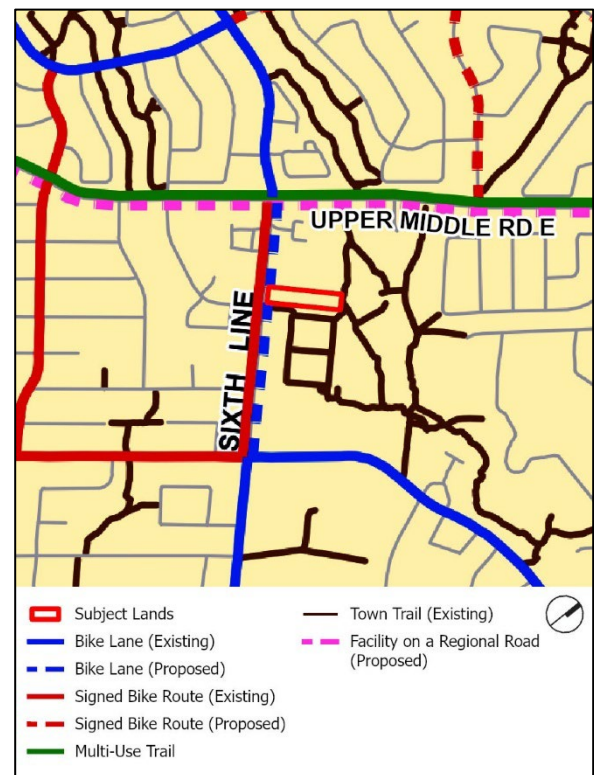


Figure 12: Livable Oakville Plan, Schedule D: Active Transportation Plan



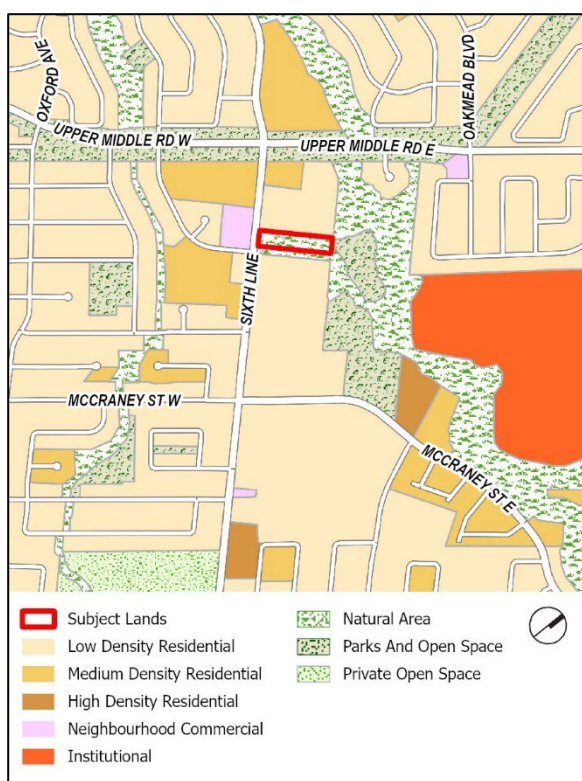


Figure 13: Livable Oakville Plan, Schedule I: Central Land Use

**Section 2, Policy Framework**, of the LOP sets out the policy framework and provides a mission statement and guiding principles for the growth and development of the Town over the lifecycle of the plan. The overall mission of the LOP is 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.

**Section 3.0, Urban Structure**, of the LOP defines the structural elements of the Town including the Natural Heritage System and Residential Areas. The Natural Heritage System is intended to protect natural features from development and preserve them for the long term and promote nature appreciation from adjacent existing trails. The Residential Areas are intended to accommodate low, medium, and high density residential uses as well as a range of compatible facilities, with their character influence by their relationship to the natural heritage system, parks, and open space areas.

**Section 4.0, Managing Growth and Change**, includes population and employment forecasts that are intended to direct and manage land use planning to the year 2031. By 2031, population in the Town of Oakville is forecasted to increase from 165,000 in 2006 to 255,000 in 2031, and employment will increase from 82,000 in 2006 to 127,000 by 2031.

**Section 6.0, Urban Design** of the LOP describes the importance of urban design in creating a stimulating, vibrant, and livable Town. **Section 6.9** directs the Built Form of development and promotes the creation of buildings that create a distinct identity through massing, form, placement, scale, and architectural features, that remain compatible with the surrounding context. **Section 6.9-6.16** provides

direction for safe and direct pedestrian and vehicular access, and appropriate parking, lighting, and service, loading and storage areas, and landscaping.

**Section 8.0, Transportation**, states that the objectives of the Town's transportation systems are to provide a safe, efficient, and accessible transportation system with multimodal choice that maximizes the efficient use of land. **Table 4 in Section 8.3, Functional Road Classification**, provides the intended function and criteria for each road facility including, multipurpose arterial roads, minor arterials, and local roads. **Section 8.10, Active Transportation**, states that a complete active transportation system in existing and new development areas will augment, and provide connections to, the road and transit system, to recognize walking and cycling as viable alternative modes of transportation.

**Section 9.0, Physical Services**, states that development of all lands within the urban area shall be based on full urban water and sanitary sewers.

**Section 10.0, Sustainability**, states that 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. Policies are provided that promote and encourage development that minimizes energy consumption through providing a compact built form, a mix of uses, and promoting the use of transit and active transportation.

**Section 11.0, Residential**, includes general and more detailed policies intended to apply to all Residential Areas. These policies generally provide direction on affordable housing, urban design, intensification, and land use compatibility. The lands identified as Residential Areas on Schedule A, Urban Structure, represent the areas that provide for stable residential communities. The majority of intensification and development within the Town is to occur within the Growth Areas as described in Part E of the LOP. Intensification outside of the Growth Areas within the stable residential communities will be subject to policies that are intended to maintain and protect the existing character of those communities.

**Section 11.4, High Density Residential**, permits apartments at a density of 51-185 dwelling units per site hectare.

**Section 16.0, Natural Area** states that development shall not be permitted in lands designated as natural areas and that proposed development within 120 metres of natural areas shall require an EIS to demonstrate that there will be no negative impact on the natural area or its ecological function.

**Section 17.0, Open Space**, identifies the different components of the City's open space system including, parks and open space, waterfront open space, and private open space, each of which have a different function. Uses permitted within the parks and open space designation include uses such as parks, parkettes, squares and open space linkages; active or passive indoor and outdoor recreational uses; and essential public works including transportation, utility, watershed management and flood and erosion hazard control facilities.

**Town of Oakville Official Plan Summary:**

A full analysis of the relevant LOP policies in relation to the proposed development and accompanying applications can be found in **Appendix E**. In summary the proposed development:

- contributes to the provision of new housing stock on an underutilized parcel of land in the Built Boundary, in proximity to Sheridan College and community facilities, where a significant amount of growth is intended to occur, and where existing full water and wastewater services can accommodate the proposed development;
- seeks to bring the portion of the Subject Lands that are not NHS lands into the Residential Area and implement a High Density Residential designation along Sixth Line on a site that is well suited for infill development;
- will contribute to the housing mix in the area by providing 190 affordable housing units of which 30% are fully accessible, that consist one-, two- and three-bedroom units to the neighbourhood to provide a greater variety in housing typology for varying socio-economic groups;
- represents an appropriate location for intensification. The proposed 6 storey apartment building is compatible with the existing surrounding context in that it provides a unique opportunity for infill on a large lot that creates minimal impact to the surrounding low density residential by providing appropriate setbacks and separation distances;
- can be adequately serviced by existing municipal infrastructure, utilities, and transportation systems; and,
- meets all applicable policy requirements contained within Section 11 of the LOP related to intensification outside of Growth Areas within the Built-Up Area.

**Based on the above analysis, and that provided in Appendix E, the proposed applications conform to the applicable policies of the Liveable Official Plan.**

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## 4.5 Town of Oakville Zoning By-law 2014-014

The Town of Oakville's Comprehensive Zoning By-law 2014-014 was most recently consolidated January 23, 2025 and is the comprehensive zoning by-law applying to all properties in Oakville south of Dundas Street and north of Highway 407. Within Zoning By-law 2014-014, the Subject Lands are currently zoned Natural Area (N) Zone (**Figure 14**).

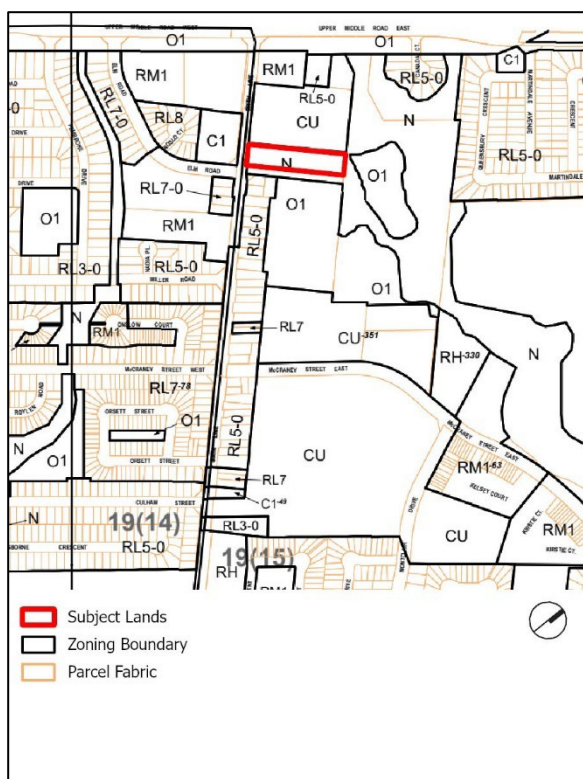


Figure 14: Zoning By-law 2014-014, Map 19(15): Zoning Map

Permitted uses in the proposed Natural Area (N) Zone are identified in Section 13.2 and are provided below:

- *Conservation use (5)*
- *Park, Private (5)*
- *Park, Public (5)*
- *Stormwater Management Facility*
- (5) *No habitable buildings and habitable structures shall be permitted.*

The Zoning By-law includes the following standards for development for the Natural Area (N) Zone, set out in **Table 5** below:

TABLE 5: NATURAL AREA (N) ZONE STANDARDS	
Provision	Standard
Minimum Lot Area	N/A
Minimum Lot Coverage	N/A
Minimum Lot Frontage	N/A
Minimum Front Yard	N/A
Minimum Flankage Side Yard	N/A
Minimum Interior Side Yard	N/A
Minimum Required Rear Yard	N/A
Maximum Height	N/A

As noted in the permitted uses, habitable buildings are not permitted in the Natural Area Zone. A Zoning By-law Amendment is required to bring the zoning into conformity with the proposed development.

The Residential High (RH) zone is subject to regulations found in Section 6.2 that are specific to the design of the building and size of the lot. The permitted uses are identified in Section 6.2 as follows:

- *Apartment Dwelling Unit*
- *Conservation Use*
- *Day Care (1)*
- *Emergency Service Facility*
- *Home Occupation*
- *Long Term Care Facility*
- *Park, Public*
- *Private Home Daycare (1)*
- *Retail Store, Accessory*
- *Retirement Home*
- *Short-Term Accommodation (1)*
- *Stormwater Management Facility*

(1) *A maximum of one of the accessory uses subject to this footnote shall be permitted in a dwelling or an accessory dwelling unit associated with the main dwelling.*

Development on the Subject Lands will be subject to the requirements and restrictions relating to the *RH* Zone, as well as the general provisions of the By-law, as shown in **Table 6** below. **Table 6** includes a review of the compliance of the proposed Site Plan for the proposed redevelopment with the in-force zoning standards. In circumstances where the proposed Site Plan does not meet the zoning standards, a rationale is provided in **Table 7** as to why the exception to the zoning standard is necessary. The additional site-specific exceptions requested are outlined in the draft ZBA included in **Appendix E**.

<b>TABLE 6: ZONING REVIEW OF PROPOSED SITE PLAN</b>			
<b>Provision</b>	<b>Standard</b>	<b>Provided</b>	<b>Compliance</b>
<b>Parking and Loading Standards</b>			
Minimum Parking	Apartment: 1.0 per unit where <75 sq.m. 1.5 per unit otherwise	0.38 per unit	ZBA Required
	Day Care: 1.0 per 40sq.m. net floor area	1.0 per 40 sq.m.	Complies
	Office: 1.0 per 30sq.m. net floor area	1.0 per 30 sq.m.	Complies
Visitor Parking	0.25 of the per unit parking required.	0.24 of the per unit parking required	ZBA Required
Parking Space Dimensions	2.7m x 5.7 m	2.7m x 5.7m	Complies
Barrier Free Parking	3-25 total: 1	8 Provided	Complies

	26 to 100 total: 4% of total parking spaces 101-200: 1, plus 3% of total parking spaces		
Barrier Free Parking Dimension	Type A: 3.65 m x 5.7 m Type B: 2.7 m x 5.7 m	3.65 m x 5.7 m 2.7 m x 5.7 m	Complies
Bicycle Parking	Apartment: 1.0 per dwelling to a maximum of 30 = 30	30	Complies
Visitor Bicycle Parking	0.25 of the bicycle parking spaces required = 8	12	Complies
Loading Space Dimensions	3.5 m x 12.0 m x 4.2 m	7.9 m x 11.50 m	
Min. Aisle Width	6.0 metres	6.0m	Complies
<b>Residential High Zone Standards</b>			
Permitted Uses	Apartment Dwelling, Conservation Use, Day Care, Emergency Service Facility, Home Occupation, Long Term Care Facility, Public Park, Private Home Daycare, Accessory Retail Store, Retirement Home, Short Term Accommodation, Stormwater Management Facility	Apartment Dwelling, Day Care, Office	ZBA required to permit office use.
Min. Lot Area	1,858.0 sq.m.	6166.2 sq.m.	Complies
Min. Lot Frontage	24.0m	61.88 m	Complies
Min. Front Yard	7.5m	3.34m	ZBA Required
Min. Flankage Yard	3.5m	n/a	n/a
Min. Interior Side Yard	4.5m	4.52m	Complies
Min. Rear Yard	7.5m	68.49m	Complies
Max. Height	Legally Existing	24.0m	ZBA Required
Max. Lot Coverage	35%	30%	Complies
Min. Landscaping Coverage	10%	22%	Complies
<b>Day Cares in Residential Zones</b>			
Day Care	Permitted only on a lot where the front or flankage lot line abuts an arterial or major collector road.	Minor Arterial	Permitted
	Min. Interior Side Yard is 4.2 meters	4.52m	Permitted
	Max. Driveway Width of 6.0 meters	6.0m	Permitted
Mechanical Penthouse	Max. 6.0m height	3.1m	Complies
Mechanical equipment	Max. 2.0m height	Unknown	Complies
Garbage Containers	Shall be located within a dwelling or fully enclosed structure	Enclosed within building.	Complies



	Structure shall not be located in front yard, or within any required landscaping coverage or width of landscaping required.	n/a	Complies
Landscaping	n/a – RH Zone abutting N and CU Zone 3.0m abutting surface parking area to road	3.0m	Complies
Rooftop Mechanical	Shall be setback min. 5.0m from all edges unless fully enclosed in MPH	Enclosed within MPH	Complies

**TABLE 7: RATIONALE FOR EXCEPTIONS TO THE RH ZONE**

EXCEPTION	RATIONALE
Office uses	A site-specific amendment is required to allow office uses to be permitted in the RH Zone. The office uses are beneficial and accessory to the proposed Day Care use that is permitted in the RH zone as well as a management office for the apartments and the affordable housing providers which will be administering them.
Reduced minimum parking requirements for apartment dwelling units	A site-specific amendment is required to reduce the minimum residential parking requirements for apartment dwelling units. The proposed parking rate is 0.38 residential parking spaces per unit. The TIS included in this submission assesses the proposed parking supply, and confirms that the reduced supply is anticipated to meet the future demand for the Subject Lands.
Increased minimum required front yard	<p>A site-specific amendment is required to reduce the minimum required front yard for the proposed development.</p> <p>A front yard depth of 3.34 metres is proposed for the residential building whereas the By-law requires a minimum set back of 7.5 metres. The reductions proposed to the front yard are required to accommodate both the required widening conveyance of 2.94m along Sixth Line, and the underground parking ramp, loading, and waste pickup at the rear of the site without encroaching into the 10 m dripline buffer. The front yard setback reduction also allows for the surface parking to be located at the side of the building in accordance with the policies in the LOP.</p>
Increased Maximum Building Height	<p>A site-specific amendment is required to increase the maximum building height for the six-storey residential building.</p> <p>A maximum building height of 24.0 metres is proposed whereas the By-law permits a maximum height of the legally existing uses. As noted in this report, the Subject Lands currently have a detached dwelling located on them.</p>

	<p>The proposed increase in building height is in keeping with the Residential High policies of the LOP, and is required to accommodate the proposed 190 affordable housing units of which 30% are accessible. The Subject Lands are currently underutilized and the OPA and site-specific ZBA applications are required to facilitate the proposed residential building.</p>
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# 5.0 Summary & Conclusions

MHBC has prepared this Planning Justification Report in support of the proposed ROPA, OPA and ZBA applications to permit a new mixed use residential buildings of which 100% will be affordable units, and 30% will be fully accessible units in accordance with the policies and direction of the Livable Oakville Plan. The applications will permit a mix of uses including, 190 affordable residential units residential lobby space, a management office, a housing office, indoor amenity space, bicycle parking, garbage and loading space, a 278 sq.m. daycare with 130 sq.m. of outdoor space, as well as the preservation of the existing woodlot and provided 10 m buffer in accordance with the findings in the EIS. The Subject Lands are currently an underutilized site within a built-up area and is in proximity to post-secondary institution Sheridan College which meets the definition of a Strategic Growth Area in the PPS.

The balance of policy objectives achieved by the proposed development represents planning in the public interest in that it will make efficient use of infrastructure, optimize the development of the Subject Lands, provide for an appropriate level of intensification, be compatible with the surrounding physical and existing neighbourhood character, contribute to a complete community in the Urban Area and Built Boundary, and mitigate any negative impacts to the Natural Heritage System, all while meeting the appropriate policy and regulatory requirements.

The proposal is located in a Settlement Area and is identified as a Strategic Growth Area by the definition in the PPS as lands in close proximity to publicly-assisted post-secondary institutions, where growth or development will be focused. The proposed development will focus growth in an area identified for intensification and where the existing neighbourhood character will be protected and maintained. This objective is reflective in the Town's Official Plan for development within stable residential communities where the proposed development shall provide a compatible built form with appropriate setbacks to the surrounding uses, will utilize existing municipal infrastructure, maintains access to neighborhood amenities, and can be adequately accommodated by the local transportation system. The OPA proposes that a portion of the Subject Lands are redesignated as High Density Residential which permit all the uses proposed. It proposes a built form with an appropriate density in proximity to the local services, transportation network, and infrastructure that is planned for this area.

Based on a review of the existing and planned physical context and surrounding area, a technical assessment of the proposed development concept, and an analysis of the proposal within Provincial and municipal regulatory frameworks, this report concludes the following:

1. The proposed development and implementing Regional Official Plan, Official Plan and Zoning By-law Amendment applications represent an appropriate development of the Subject Lands given the existing uses of the site, surrounding context, and neighbourhood character;
2. The proposed development and required applications are consistent with and conform to the relevant Provincial policies and legislation including the Planning Act and Provincial Planning Statement;

3. The proposed development and required applications conform to the policy direction of the Region of Halton Official Plan and the Town's Livable Official Plan;
4. The proposed development will provide affordable and accessible housing in conformity with the policies and targets outlined by the Town and the Region;
5. The proposed development can be adequately serviced, and does not create any adverse impacts to the existing site and surrounding area, neighbourhood, and Natural Heritage Areas; and,
6. The proposed development contributes to achieving a complete community.

It is concluded that the proposed development and requested ROPA, OPA, and ZBA applications implement Provincial, regional, and local policy, as amended, and represent good planning in the public interest.

Respectfully submitted,

**MHBC**

A handwritten signature in black ink, appearing to read 'Oz Kemal', written in a cursive style.

Oz Kemal, BES, MCIP, RPP  
Partner

A handwritten signature in black ink, appearing to read 'Andrew Hannaford', written in a cursive style.

Andrew Hannaford, BES, MCIP, RPP  
Associate

# A

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## **Appendix A: Pre-Consultation Meeting Minutes**

## Pre-Consultation Checklist & Preliminary Comments

General Information:	
<b>Applicant:</b>	Post Residences Inc., c/o MHBC (Andrew Hannaford)
<b>Site Location:</b>	1493 Sixth Line
<b>Meeting Date:</b>	April 02/2025
<b>Proposal:</b>	6-storey mixed use residential building, containing 342 m2 daycare at grade, with 190 rental apartment units above. Proposed access via single driveway off of Sixth line, as well as two sidewalk connections from Sixth Line. A mix of surface parking (35) and one level of underground parking (70) is proposed.

Proposed Application Types:					
Official Plan Amendment	<input checked="" type="checkbox"/>	Plan of Subdivision	<input type="checkbox"/>	Site Plan	<input type="checkbox"/>
Zoning By-law Amendment	<input checked="" type="checkbox"/>	Plan of Condominium	<input type="checkbox"/>	MV/Consent	<input type="checkbox"/>

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





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Tree Protection Plan	<input checked="" type="checkbox"/>	
Parks Facility Fit/Concept Plan	<input type="checkbox"/>	
Pedestrian Circulation Plan	<input type="checkbox"/>	
Streetscape Plan	<input type="checkbox"/>	
Site Servicing Plan	<input checked="" type="checkbox"/>	
Grading & Drainage Plan (including topographic information)	<input checked="" type="checkbox"/>	
Erosion and Sediment Control Plan	<input checked="" type="checkbox"/>	
Photometric Plan	<input checked="" type="checkbox"/>	
Truck Turning Plan	<input type="checkbox"/>	
Pavement Markings/Signage Plan	<input type="checkbox"/>	
Construction Storage/Staging Plan	<input type="checkbox"/>	
Demarcation of limits of natural features and/or natural hazards	<input type="checkbox"/>	
Tree Canopy Cover Plan & calculation	<input checked="" type="checkbox"/>	Be advised that new standards are in effect
Waste Management Plan/Report	<input checked="" type="checkbox"/>	+ respond to Halton Region comments below.
<b>Reports/Studies</b>		
Planning Justification Report/Letter	<input checked="" type="checkbox"/>	
Character Impact Analysis	<input checked="" type="checkbox"/>	
Draft Zoning By-law Amendment	<input checked="" type="checkbox"/>	
Draft Official Plan Amendment	<input checked="" type="checkbox"/>	
Urban Design Brief include angular plane	<input checked="" type="checkbox"/>	
Tree Vegetation Study/Arborist Report	<input checked="" type="checkbox"/>	
Functional Servicing Study/Report	<input checked="" type="checkbox"/>	FSR.
Stormwater Management Study/Report	<input checked="" type="checkbox"/>	
Hydrogeology Study/Water Budget & Hydrology Study	<input type="checkbox"/>	
Hydro Geotechnical Report	<input type="checkbox"/>	
Environmental Impact Study/Statement/Assessment (EIS/EIA)	<input checked="" type="checkbox"/>	Addendum to EIA completed by NRSI in 2024
Shoreline Hazard Study	<input type="checkbox"/>	
Geotechnical Report	<input type="checkbox"/>	
Transportation Impact Analysis	<input checked="" type="checkbox"/>	
Transportation Demand Management Plan and Implementation Strategy	<input checked="" type="checkbox"/>	
Parking Demand/Justification Study	<input checked="" type="checkbox"/>	
Queueing Analysis	<input type="checkbox"/>	
Heritage Impact Assessment	<input type="checkbox"/>	



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Cultural Heritage Evaluation Report	<input type="checkbox"/>	
Archaeological Assessment	<input checked="" type="checkbox"/>	
Market Impact Study/Retail/Service Commercial Needs Assessment	<input type="checkbox"/>	
Phasing Strategy for Development of Retail and Service Commercial Uses	<input type="checkbox"/>	
Capital/Financial Impact Study	<input type="checkbox"/>	
Land Use Compatibility Study	<input type="checkbox"/>	
Noise Feasibility/Vibration Study	<input type="checkbox"/>	
Air Quality Assessment	<input type="checkbox"/>	
Hydrogeological Study	<input type="checkbox"/>	
Water Balance Assessment	<input type="checkbox"/>	
Environmental Site Assessment (i.e. Phase 1) and/or letter of reliance	<input type="checkbox"/>	
Environmental Site Assessment (i.e. Phase 2) and/or letter of reliance	<input type="checkbox"/>	
Record of Site Condition	<input type="checkbox"/>	
Environmental Site Screening Checklist (ESSQ)	<input type="checkbox"/>	
Risk Assessment/Rail Safety Report	<input type="checkbox"/>	
Shadow Impact Analysis	<input checked="" type="checkbox"/>	
Wind Study/Micro-Climate	<input type="checkbox"/>	
Sample Materials Board/Photos	<input type="checkbox"/>	
3-D Computer Model (i.e. SketchUp)	<input checked="" type="checkbox"/>	
Minutes and attendance list of Applicant-initiated "Public Information Meeting" (see Note k)	<input checked="" type="checkbox"/>	
<b>Other</b>		
Rental Housing Demolition & Conversion Declaration	<input type="checkbox"/>	
Operational Details	<input type="checkbox"/>	
Cross Sections	<input type="checkbox"/>	
Allocation Assignment/Plan/ Agreement	<input type="checkbox"/>	
Minutes of Settlement	<input type="checkbox"/>	
	<input type="checkbox"/>	
	<input type="checkbox"/>	
<b>North Oakville</b>		
Environmental Implementation Report/Functional Servicing Study	<input type="checkbox"/>	
Map and Accompanying Tables Showing Densities and Designations	<input type="checkbox"/>	
NOUFSMP/Tree Canopy Cover Plan & Calculation	<input type="checkbox"/>	
Planning Statistics Spreadsheet	<input type="checkbox"/>	



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Sustainability Checklist	<input type="checkbox"/>	
Transit Facilities Plan	<input type="checkbox"/>	
Area Design Plan	<input type="checkbox"/>	
Executed Adhesion Agreement	<input type="checkbox"/>	

### 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](mailto: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](mailto: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](mailto: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](mailto:planningapps@oakville.ca). Send confirmation of payment to



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[planningapps@oakville.ca](mailto:planningapps@oakville.ca) and [accountsreceivable@oakville.ca](mailto: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](mailto:kate.cockburn@oakville.ca)

#### Pre-Consultation

The applicant proposes to redevelop the subject lands for a six storey affordable housing residential building with a daycare on the ground floor. The lands are designated Natural Area within the Livable Oakville Official Plan. An Official Plan and Zoning By-law Amendment are required to implement the proposal. A site plan application will also be required, and a future Pre-Consultation should be held when the OPA/ZBA has substantially advanced.



### 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 'Regional Natural Heritage System' and are located within the Built Boundary in the 2009 Halton Region Official Plan (ROP).

### 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 **Natural Area** and located within a within the Town's Urban Structure as Natural Heritage System. The **Natural Area** does not permit new residential uses. It is understood from a previous Environmental Impact Assessment that only a portion of the lands are included in the natural heritage system. On this basis, the applicant proposes an Official Plan Amendment to permit a six storey affordable housing residential building with a daycare on the ground floor.

### General:

- Consider impacts of the imposing built form of 6-storey building setback 6 m from the property line.
  - Apartment building located at 1265 Sixth Line is setback approximately 25 m from the edge of curb.
- Explore redistributing storeys towards the rear of the building to reduce the prominence of massing close to Sixth Line.
  - I.e. 4-storeys front and 8-storeys rear, resulting in the same number of storeys and units.

**2 Planning Services, Urban Design**  
 Nada Almasri, [nada.almasri@oakville.ca](mailto:nada.almasri@oakville.ca)  
 Philip Wiersma, [philip.wiersma@oakville.ca](mailto:philip.wiersma@oakville.ca)

Pre-Consultation



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### List of Resources:

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
  - [Urban Design Direction for Oakville \(LivDesignManual-v2-1.pdf \(oakville.ca\)\)](#);
  - [Site Design and Development Standards\(Livable by Design Manual \(Part C\) \(oakville.ca\)\)](#)
- [Development Application Guidelines / Terms of Reference](#)

### Matters of Concern:

#### Public Realm and Site Organization |

- Development should preserve and enhance the urban forest and landscaping treatments should preserve and complement the existing natural landscape, in alignment with Livable Oakville (including sections 6.10.2 and 6.10.4.

There is concern with the negative impact the proposed development / parking lot may have on existing trees within the 'Adjacent Park' to the south of the subject site, specifically regarding the narrow 1.5m landscape setback between the proposed parking lot and the southern property line.

In alignment with the town's Private Tree Protection and Site Alteration By-laws, the dripline of the existing trees within 6.0m of all property lines, including the southern property line, should be shown. Tree protection zones meeting town standards shall be implemented. Within the tree protection zones the existing grade should not be changed and hard surface / structures should not be proposed.

- The landscape setback along the south property line should be at least 3.0m wide, to provide space for an appropriate vegetated landscape transition to the 'Adjacent Park' and to provide space for necessary tree planting to meet site tree canopy cover targets, widening the setback where necessary to accommodate required tree protection zones.
- Fencing on the south side of the building enclosing ground floor unit porches should not exceed a height of 1.1m.

#### Built Form |



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- Given the high visibility of the building within the surrounding context, it is important to treat it as a four-sided structure with varied façade treatments and vertical articulations to break up the elongated form and provide architectural diversity.
- Special attention shall be paid to the elevation facing the Sixth Line, treating it as a front elevation with adequate articulation and enhanced features to create a visually appealing appearance along this public edge.
- The building exceeds 55 metres in length without significant breaks, resulting in a repetitive and monotonous appearance. To mitigate this, a major multi-storey vertical break is required to reduce the visual impact of the long massing. This break could be designed to further enhance the prominence of the main entrance and create visual cues for user orientation.

**Additional Urban Design requirements to be implemented through a future site plan approval process should the OPA and ZA be approved by the town:**

- Provide at least 25% 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.
- 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.
- Rooftop mechanical units (RTU's):
  - Design the architectural treatment of the roof to complement the overall building design and where warranted, integrate stair and elevator towers.
  - Screen rooftop mechanical equipment completely from view from the public realm using compatible building materials as used on the main building or integrate them into the overall design of the building.
  - For rooftop equipment and enclosures taller than 2.0m in height, incorporate a minimum setback of 5.0m from all edges of the roof to reduce their visibility from the public realm.

**3 Planning Services, Heritage Planning - Archaeology**  
 Kristen McLaughlin, kristen.mclaughlin@oakville.ca

Pre-Consultation





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The Halton Regional Official Plan, now implemented by the Town, contains policies concerning archaeological potential and the preservation, mitigation, and documentation of archaeological sites and artifacts. Staff note that the subject site is identified as having archaeological potential.

As such, a Stage 1 Archaeological Assessment is required, as well as any further subsequent assessments as recommended, to be prepared by a qualified archaeology professional with a future submission. 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 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.

### **4 Planning Services, Environmental Planning**

Elisa Bernier, [elisa.bernier@oakville.ca](mailto:elisa.bernier@oakville.ca)

#### **Pre-Consultation**

The proposed development and associated site alteration is located on lands that are within and adjacent to the Natural Heritage System on Map 1 of the Regional Official Plan (ROP) and/or the Town of Oakville Schedule A1 Urban Structure.

#### **EIA Required**

An EIA was completed on this site by NRSI in 2024. The EIA deferred additional assessments and works to the formal development application (e.g., confirming the buffer length, restoration efforts, invasive species management, etc.). As such, provide an EIA addendum as part of the formal submission. Please reach out to Elisa Bernier, Environmental Planner to discuss the scoping of the EIA addendum.

Guidelines for preparation of EIAs should be followed and are available online here <https://www.oakville.ca/getmedia/6239266b-a58e-4b9c-9ba9-a30634ec9ada/planning-regional-official-plan-environmental-impact-assessment-guideline.pdf>



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*The proposed development and site alteration is located on lands that are within and/or adjacent to Halton's Natural Heritage System and are partially designated Natural Heritage System on Map 1 of the Regional Official Plan (ROP) and/or the Town of Oakville Schedule A1 Urban Structure. Additionally, the lands contain or are adjacent to:*

- *Features identified as Key Features, as illustrated on Map 1G of the 2022 ROP and potential unmapped features, including*
  - *significant woodlands;*
  - *habitat of endangered or threatened species;*
  - *significant wildlife habitat;*
  - *significant valleylands;*
  - *fish habitat; and*
- *watercourses, hazards regulated by Conservation Halton*

*Subject to other policies of the ROP and applicable Provincial Plans, Section 117.1 outlines the permitted uses in the RNHS and Section 139.3.7 outlines permitted uses in Key Features of the Greenbelt NHS. Staff note the proposed development is not a permitted use within the RNHS portion of the land use designation, however ROP Section 116.1 b) notes the boundaries of the RNHS may be refined, with additions or deletions and/or boundary adjustments, through and Environmental Impact Assessment accepted by the Town. Therefore, the EIA would need to be accepted by the Town to refine the boundaries of the RNHS, or the use is not permitted within the RNHS land use designation.*

*Given the location of the proposed development and site alteration in relation to the RNHS, an Environmental Impact Assessment (EIA) requirements would be triggered in accordance with Sections 118 (3) & (3.1)c) of the ROP and Section 16 of the Livable Oakville Official Plan.*

*The purpose of an EIA is to demonstrate that the proposed development and site alteration will result in no negative impacts to that portion of the Natural Heritage System or unmapped Key Features affected by the development or site alteration by identifying components of the Natural Heritage System as listed in Section 115.3, 115.4 and their associated ecological functions and assessing the potential environmental impacts, requirements for impact avoidance and mitigation measures, and opportunities for enhancement. The EIA, shall, as a first step, identify Key Features on or near the subject site that are not mapped on Map 1G. Guidelines for preparation of EIAs should be followed and are available online here <https://www.halton.ca/The-Region/Regional-Planning/Regional-Plans,-Strategies-and-Studies/Environmental-Impact-Assessment-Guide-Update>*

*The scope of work to be completed as part of EIA may vary depending on the nature and sensitivity of natural features and areas in the vicinity of the proposed works, the scale of the proposed development, and the magnitude of likely impacts. A Terms of Reference (ToR) prepared by the EIA practitioner must be submitted to the Town of Oakville for review and approval prior to the commencement of the study. To assist the applicant and their EIA*



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*practitioner in scoping the study, the Town of Oakville can complete the D-2 Scoping and Terms of Reference (ToR) Checklist in the EIA Guideline. The Town may also request a Site Visit to review and delineate Key Features prior to completing the scoping checklist.*

A site walk is required as a second part of the pre-consultation meeting: Yes ☐ No ☒

*Please note, when preparing an **EIA**, please provide sensitive species information under a separate addendum to ensure the information is not shared publicly in keeping with the Natural Heritage Information Centre's Data Sensitivity Standards.*

### 5 Development Services, Development Engineer Filip Szymanski, filip.szymanski@oakville.ca

#### Pre-Consultation

**OPA, ZBA & Site** – 6-storey mixed use residential building, containing 342 m2 daycare at grade, with 190 rental apartment units above. Proposed access via single driveway off of Sixth line, as well as two sidewalk connections from Sixth Line. A mix of surface parking (35) and one level of underground parking (70) is proposed.

DE: Filip Szymanski

All drawings, reports and studies are to be prepared by a qualified professional.

OPA/ZBA submission requirements are listed below.

1. **Functional Servicing Report**
2. **Conceptual Site Servicing and Grading Plan**

Site Plan submission requirements are listed below.

3. **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
4. **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
5. **Sediment and Erosion Control Plan**



## OAKVILLE

- 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. Temporary construction dewatering will require a permit from the Towns Environmental Engineer.

### 6. Stormwater Management Report

- Control 100 year post development flows to 5 year pre development
- Quality control to achieve Level 1 (enhanced/80% removal)
- Investigate external drainage contribution. Existing drainage patterns are to maintained or if altered, shall be accommodated without impacts to upstream lands.
- The Town of Oakville does not support the permanent dewatering of underground parking structures into municipal infrastructure.
- The 25mm event is required for determining the water balance changes on site (for the entire site). This should be considered separately from the SWM controls on site as this will not be credited towards total storage.

### 7. 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.

<https://www.oakville.ca/assets/general%20-%20business/DevelopmentEngProceduresManual.pdf>

Notes to Applicant:

- The Transportation & Engineering department have reviewed the road widening requirements for the property known as 1493 Sixth Line. The Oakville Official Plan "Livable Oakville" lists Sixth Line as a minor arterial with a width of 26 meters.

Transportation and Engineering require any lands within **13.00** meters of the centreline of Sixth Line. This will require a road widening of **2.94** meters across the portion of the site that abuts the Sixth Line.

The above described lands shall be dedicated with clear title, free and clear of encumbrances and therefore, all encroachments within the road allowance should be removed.

## 6 Transportation Services, Transportation Engineer Syed Rizvi, syed.rizvi@oakville.ca

### Pre-Consultation

The Transportation comment/submission requirements for the pre-con meeting to be held on April 2, 2025 agenda item are as per details below.

1. A Traffic Impact Study (TIS) is required to evaluate the potential impacts of the proposed development on the adjacent roadway network and access points to the proposed development site. Applicant's traffic consultant should provide TOR's to Town and Region Transportation planning staff for approval before commencing the study.





## OAKVILLE

2. A parking justification Study in order to provide details of parking required as per zoning by law and parking spaces to be provided at site.
3. Site plan showing parking layout plan must be submitted for review and feedback by the Transportation staff.
4. A traffic control and pavement marking and signage plan to be submitted for review and comments by Transportation staff.
5. A pedestrian/sidewalk plan, including connections to Sixth Line sidewalk and Transit stop in close vicinity must be submitted for review and comments by the active transportation staff.

### **7 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 existing zone is Natural Area, and the proposed zone is Residential High.
2. The proposed business office use needs to be added since the RH zone does not the use.
3. The required parking is 1 space per dwelling of which 0.25 per unit is required to be visitor spaces. Based on 190 dwelling units a total of 190 residential parking spaces is required where 92 are proposed of which 48 visitor spaces where none are indicated. Total parking required for all uses is 203 where 105 is proposed.
4. The minimum width of landscaping between the parking area and the lot line is 3.0m where 1.5m is proposed.
5. The proposed front yard is 6.0m where the minimum is 7.5m.
6. The proposed height is 24.0m there the height permission will need to be added to the regulations for the property.
7. A draft zoning by-law amendment is required to be submitted with the application.

#### **Official Plan Amendment**

8. No additional comments

### **8 Oakville Fire Department, Fire Prevention Officer** Davin Lindsay, davin.lindsay@oakville.ca

#### Pre-Consultation



## OAKVILLE

Submit a fire route plan that illustrates compliance with Ontario Building Code design requirements under Division B, Subsection 3.2.5. Confirm the location of all fire hydrants serving the building as well as the Fire Department Connection location.

### 9 Municipal Enforcement Services

#### Pre-Consultation

Commercial units (daycare) signage will need to comply with the Town of Oakville Sign bylaw 2018-153

### 10 Parks and Open Space

Sophie Lacroix-Nissan, [sophie.lacroix-nissan@oakville.ca](mailto:sophie.lacroix-nissan@oakville.ca)

#### Pre-Consultation

#### Land Conveyance

- Please provide a R-Plan should the land conveyance of the regulated land occur (recommended by CH)

#### Buffer Planting

- Provide a 3.0m wide planting buffer along the south property line.
- Planting buffer shall include trees, 50% of the trees shall be coniferous.
- Refer to attached standard detail.

#### Chain Link Fencing

- Provide the Town standard 1.2m high black vinyl coated chain link fence along the south property line and along the NHS.
- Fence and footings shall be entirely located on Town's property
- No gate shall be permitted.

#### Grading/Drainage

- Depict snow storage locations
- Surface runoff shall be entirely contained on site.

### External Comments

### 11 Conservation Halton

Sean Stewart, [sstewart@hrca.on.ca](mailto:sstewart@hrca.on.ca)



## OAKVILLE

### Pre-Consultation

- Conservation Halton (CH) staff visited the subject lands in June 2023 to assess the regulatory status of the drainage feature running through the rear of the property. We determined that the drainage feature was not regulated until approximately the public pedestrian bridge to the southeast of the subject lands, when it becomes a regulated tributary of West Morrison Creek. CH regulates 15 metres from the greater of the flooding and erosion (meanderbelt) hazard associated with West Morrison Creek. This erosion hazard clips the extreme southeast corner of the property. The associated 15m regulatory setback extends into the southeastern portion of the property but is contained within the dripline and 10m dripline buffer as illustrated on the proposed site plan.
- CH recommends that all regulated lands be zoned/designated for protection (e.g. N (Natural) zone/designation) and conveyed for public ownership.
- CH defers review of stormwater management/report to the Town for review, unless a stormwater outlet is proposed to the drainage feature/regulated area, which we would advise against if possible. Please reach out to CH if a SWM outlet is proposed so that we can discuss further. (A CH permit would be required for any works within our regulated area)
- While CH does defer review of the EIS largely to the Town/other agencies as appropriate, we do note that there should be some revisions to reflect CH's regulated area and regulatory changes that occurred in 2024. Map 3 should be revised to include CH's regulated area (similar to what was included on the site plan as taken from our online mapping), and please revise the EIS to reference CH's correct regulation which is now *Ontario Regulation 41/24* rather than 162/06.

#### Submission Requirements:

- Site plan concept with CH regulatory area delineated
- Concept engineering drawings (e.g. grading/esc); detailed at site plan (should illustrate the CH regulated area)
- OPA/ZBA schedules
- Stormwater Management Report review deferred to the Town unless outlet proposed as noted above.
- CH review fee to be determined that the time of submission based on the current years fee schedule: <https://www.conservationhalton.ca/planning-and-advisory/>

**12 Region of Halton, Planning & Public Works Dept**  
Michaela Campbell, michaela.campbell@halton.ca

### Pre-Consultation

Date of Pre-Consultation Meeting: April 2, 2025.



## OAKVILLE

Subject Lands: 1493 Sixth Line.

Type of Application: OPA and ZBA.

Proposal: 6-storey mixed use residential building, containing 342 m2 daycare at grade, with 190 rental apartment units above. Proposed access via single driveway off of Sixth line, as well as two sidewalk connections from Sixth Line. A mix of surface parking (35) and one level of underground parking (70) is proposed.

Previous Pre-Consultation: N/A

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Regional staff has reviewed the Pre-Consultation for 1493 Sixth Line 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).

**Regional Infrastructure:**

- A Functional Servicing Study (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 demonstrate how municipal services will be provided and/or upgraded in order to service this site.
- The FSR should address if there are any existing downstream sanitary sewer capacity issues.
- A site servicing plan must be submitted with the application that addresses the servicing of the sites and shows how the site is to be serviced by both municipal water and sanitary sewage servicing.

**Regional Waste Management:**

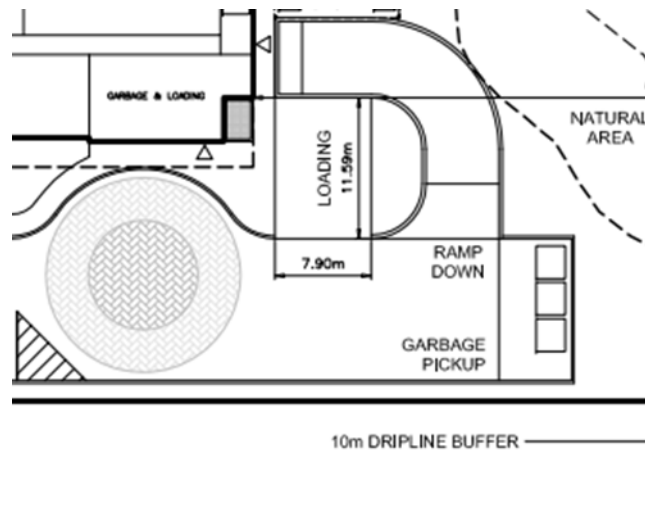
- A Waste Management Plan is required to address waste collection for the proposed development. Please reference the Region's Development Design Guidelines for



## OAKVILLE

Source Separation of Solid Waste for site design requirements/dimensions. The residential portion of this development may be eligible for Halton Region Waste Collection, providing it meets requirements set out in the Guidelines.

- Regional staff note the following concerns and questions regarding 'Figure 1 – Garbage Pick-up Area', which **the Applicant is required to provide a response to within the Waste Management Plan**:
  - What are the truck movements for collection of waste material?
  - Please note that all bins need to be shown in the staging area and labelled.
  - Please note that all bins must be shown in the waste room, as well as doors entering exiting the room.
  - Where is the drive path of the collection vehicle (which must have the 13 m centre turning radius labelled on it) when the collection vehicle has to make a 3 pt. turn to exit out?
  - Please supply auto turn analysis for waste collection vehicle.



'Figure 1 – Garbage Pick-up Area'

- The application must include a Waste Plan explaining details of the proposed waste collection proposed for the proposed building:
  - Design Elements
  - Vehicle Turning Drawing
  - Elevation
  - Waste Capacity and Receptacles
  - Internal and External Waste Storage Area(s)
  - Movement of Waste from Waste Storage Area(s) to Waste Collection Point
  - Waste Collection Point(s) (Loading Area)
- Regional staff recommend 3 separate chutes for residential building – a compactor for garbage, front end recycling and carts for organics.





## OAKVILLE

- The capacity requirements for this site are as follows (6 story – 190 units):
  - Garbage: 3 yd. compacted – 54 units per bin = 4 bins
  - Recycling 3 yd. loose – 42 units per bin = 5 bins
  - Organics 360 L wheeled cart – 25 units per cart = 8 carts
  - Please note that the Region does not recommend loose garbage bins.
- Height Clearance requirements:
  - Drive through clearance – 4.5 m.
  - Clearance within Waste Loading Area – 7.5 m.
- Please Indicate all turning radii along waste collection vehicle path. The turning radius must be minimum of 13 m. This must be shown on plans.
- Head-on approach of waste collection vehicle to waste bins must be 18 m straight. If entering an internal Waste Loading area, the waste collection vehicle should be entering it straight and not on a turn.
- Back-up distance must be a maximum of 18 m. Requiring waste collection vehicles to back up in front of doors is not safe and to be avoided.
- If there is a waste loading area, it must be minimum 7.5 m high x 6 m wide x 18 m long to ensure the Waste collection vehicle can fully enter the Indoor loading area and ensure the minimum approach requirement is met.
  - It must also show the configuration of all waste bins/carts plus within the loading area, the truck and room to perform the work of collection.
- Please have applicant indicate what kind of safety warning system will be in place if collection vehicle will be backing up across the garage ramp to make 3 pt. turn to exit loading area and cars are entering or exiting. The Region recommends flashing lights and signs indicating a collection vehicle is backing up and is in the loading area.
- At the time of Site Plan application, a completed drive through agreement must be submitted with a stamped and signed engineering letter.

### 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.
- Functional Servicing Study.
- Site Servicing Plan.
- Waste Management Plan.

### 13 Metrolinx

Luka Medved, [development.coordinator@metrolinx.com](mailto:development.coordinator@metrolinx.com)

Pre-Consultation



OAKVILLE

[insert]



20 Bay St. #600, Toronto, ON M5J 2W3  
647-248-8761 metrolinx.com

**Attachment 1: Planning Circulation 'Complete Application' Criteria  
Materials To Be Reviewed By Metrolinx**

Document	For OPA/ZBLA		For Site Plan Control	
	Adjacent to or with direct exposure to Corridor	If within 300m of Metrolinx Corridor (Non-Adjacent)	Adjacent to or with direct exposure to Corridor	If within 300m of Metrolinx Corridor (Non-Adjacent)
Circulation Memo	YES	YES	YES	YES
Planning Justification Report	YES	YES	YES	YES
Noise Study	YES	YES	YES	YES
Vibration Study	YES	IF WITHIN 75m	YES	IF WITHIN 75m
Site Plan / Concept Plan	YES	YES	YES	YES
Architectural Drawings	YES - IF AVAILABLE	YES - IF AVAILABLE	YES	YES
Functional Service Report / Stormwater Management Report	YES	NO	YES	NO
Civil and Site Grading Plans	YES	NO	YES	NO
Transportation Impact Study	YES	YES – IF ADJACENT TO ANY METROLINX NON-CORRIDOR LANDS	YES	YES – IF ADJACENT TO ANY METROLINX NON-CORRIDOR LANDS
Risk Assessment / Rail Safety Report	YES	IF DIRECT EXPOSURE (i.e., NO INTERVENING USES BETWEEN CORRIDOR AND LANDS)	YES	IF DIRECT EXPOSURE (i.e., NO INTERVENING USES BETWEEN CORRIDOR AND LANDS)
Geotechnical Study	NO	YES – IF ADJACENT TO ANY METROLINX NON-CORRIDOR LANDS	YES	YES – IF ADJACENT TO ANY METROLINX NON-CORRIDOR LANDS
Hydrogeological Report	NO	NO	YES	NO
Landscape/Streetscape Plan	YES	NO	YES	NO
Site Servicing and Utility Design	NO	NO	YES	NO
Work Plan and Methodology (SITE PLAN ONLY)	NO	NO	YES	NO

**14 Halton Catholic District School Board**  
Kathie Panzer, panzerk@hcdsb.org

**Pre-Consultation**

We require that the following conditions be placed in any subsequent agreements (e.g. Subdivision, Condominium, and Site Plan). The conditions are to be fulfilled prior to final approval:

- 3) The owner agrees to place the following notification in all offers of purchase and sale for all lots/units and in the Town's subsequent agreements, to be registered on title:
  - b) Prospective purchasers are advised that Catholic school accommodation may not be available for students residing in this area, and that you are notified that students may be accommodated in temporary facilities and/or bused to existing facilities outside the area.



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- b) Prospective purchasers are advised that the HCDSB will designate pick up points for the children to meet the bus on roads presently in existence or other pick-up areas convenient to the Board, and that you are notified that school busses will not enter cul-de-sacs and private roads.
- 3) In cases where offers of purchase and sale have already been executed, the owner is to send a letter to all purchasers which include the above statements.
- 3) That the owner agrees to the satisfaction of the HCDSB, to erect and maintain signs at all major entrances into the new development advising prospective purchasers that if a permanent school is not available alternative accommodation and/or busing will be provided. The owner will make these signs to the specifications of the HCDSB and erect them prior to final approval.

It should be noted that Education Development Charges may be payable in accordance with the applicable Education Development Charge By-law and are required at the issuance of a building permit. Any building permits that are additional to the maximum approved unit count will be subject to Education Development Charges prior to the issuance of a building permit, at the rate in effect at the date of issuance.

Note: Additional comments, conditions and/or notes may be provided once a formal submission is circulated for review.

### 15 Others

#### Pre-Consultation

##### **Mississaugas of the Credit First Nation**

- The MCFN require, at minimum, a Stage 1 Archaeological Assessment be carried out and reports to be forwarded to [payton.mitchell@mncfn.ca](mailto:payton.mitchell@mncfn.ca).
- A verified Stage 2-4 Archaeological Assessment requires the participation of Field Liaison Representatives (FLR) from MCFN-DOCA.

##### **Six Nations**

- With the site having archaeological potential, we request a minimum stage 1 archaeology assessment. SNGR Archaeological Supervisor Tanya Hill-Montour will require the Archaeological Assessment Reports for the project for her review and comments. Any archaeology that would proceed after the stage 1 assessment we request Six Nations archaeological monitor participation.

#### 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 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.





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- 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.
- 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:

4/8/2025

X 

Kate Cockburn, MCIP, RPP

Town of Oakville

Signed by: Kate Cockburn, MCIP, RPP

### 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 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](#).



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- ☐ 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.

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](mailto:planningapps@oakville.ca)



### 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 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:	Blake Hampton-Dawson		Aug 7/25
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](#).

# B

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## **Appendix B: Draft Regional Official Plan Amendment**





## **Regional Official Plan Amendment Number XX To the Town of Oakville's Halton Region Official Plan**

### **Constitutional Statement**

The details of the Amendment, as contained in Part 2 of this text, constitute Regional Official Plan Amendment Number XX to the Halton Region Official Plan.

### **Part 1 – The Preamble**

#### **1.0 Subject Land:**

The Subject lands are located on the east side of Sixth Line. The land is legally described as Lot 6, Plan 403, Block A, Plan 403, and municipally known as 1493 Sixth Line. The Subject Lands have an approximate area of 8,092.4 square metres (0.81 ha), and an approximate frontage of 61.88 metres along Sixth Line.

#### **2.0 Purpose and Effect:**

The purpose of the Regional Official Plan Amendment is to modify Map 1 – Regional Structure and Schedule 1 – Amendments to redesignate a portion of the Subject Lands from *Regional Natural Heritage System* to *Urban Area*.

The effect of the proposed Regional Official Plan Amendment would enable Council to permit the development of a mixed use residential development.

#### **3.0 Background and Basis:**

- The Subject Lands are designated “Regional Natural Heritage System” in accordance with Map 1.
- The re-designation of the Subject Lands will support the Town's objectives for intensification within the Town's built boundary and in areas that are well served by existing public transit.
- The proposal is consistent with the policies of the Provincial Planning Statement, generally conforms with the policies of the Halton Region Official Plan, and generally conforms with the policies of the Livable Oakville Official Plan.
- The proposal seeks to re-designate a portion of the Subject Lands from *Regional Natural Heritage System* to *Urban Area*.
- The site is located on Sixth Line, a Minor Arterial.
- The site is well served by existing services, amenities, transportation and transit systems and infrastructure.

## **Part 2 – The Amendment**

### **A. Map Change**

This Regional Official Plan Amendment reflects modifications to Map 1 of the Halton Region Official Plan as shown below.

### **B. Text Changes**

The Halton Region Official Plan is amended by adding a new Section to Schedule 1 as follows:

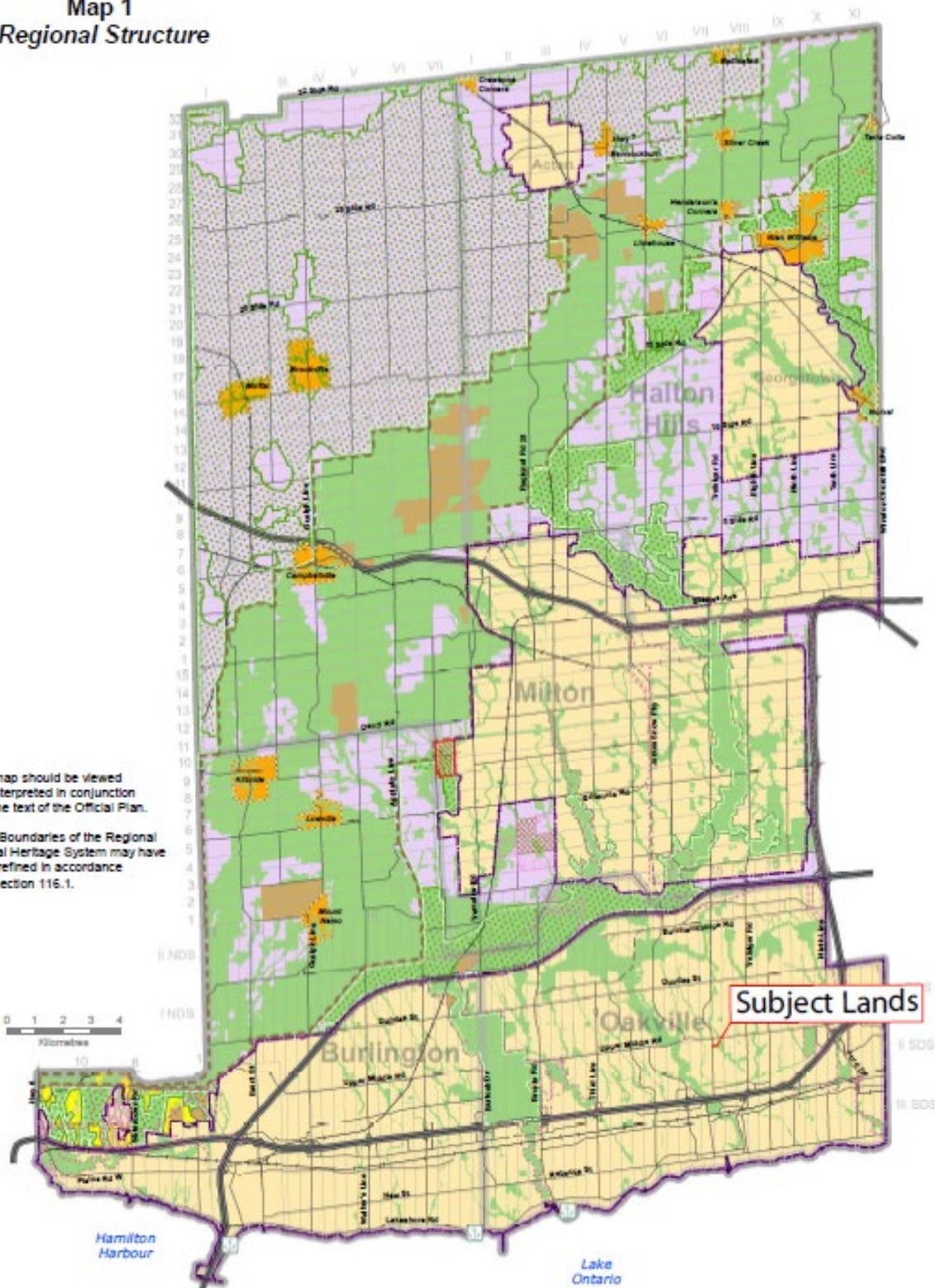
<b>Item No.</b>	<b>Title</b>	<b>Council Adoption/Status</b>
1.	Re-designation of a portion of 1493 Sixth Line	XXX

**Map 1**  
**Regional Structure**

This map should be viewed and interpreted in conjunction with the text of the Official Plan.

\* The Boundaries of the Regional Natural Heritage System may have been refined in accordance with Section 115.1.

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Kilometres



**Subject Lands**

- 0 Waterfront Park (See Map 2)
- +— Rail Line
- Proposed Major Arterial
- Major Road
- Provincial Freeway
- Lot and Concession Line
- Municipal Boundary

- Urban Area
- Hamlet
- Agricultural Area
- Regional Natural Heritage System \*
- Mineral Resource Extraction Area
- North Aldershot Policy Area
- Greenbelt Natural Heritage System (Overlay)

- Greenbelt Plan Protected Countryside Boundary
- Niagara Escarpment Plan Boundary
- Parkway Belt West Plan Boundary
- Area Eligible for Urban Servicing
- Halton Waste Management Site
- Regional Urban Boundary
- Milton Education Village Complimentary Greenbelt Lands Policy Area

# C

## Appendix C: Draft Official Plan Amendment



## **Official Plan Amendment Number XX To the Town of Oakville's Livable Oakville Official Plan**

### **Constitutional Statement**

The details of the Amendment, as contained in Part 2 of this text, constitute Official Plan Amendment Number XX to the Livable Oakville Official Plan.

### **Part 1 – The Preamble**

#### **1.0 Subject Land:**

The Subject lands are located on the east side of Sixth Line. The land is legally described as Lot 6, Plan 403, Block A, Plan 403, and municipally known as 1493 Sixth Line. The Subject Lands have an approximate area of 8,092.4 square metres (0.81 ha), and an approximate frontage of 61.88 metres along Sixth Line.

#### **2.0 Purpose and Effect:**

The purpose of the Official Plan Amendment is to modify Schedule I – Central Land Use to redesignate a portion of the Subject Lands from *Natural Area* to *High Density Residential*.

The effect of the proposed Official Plan Amendment would enable Council to permit the development of a mixed use residential development.

#### **3.0 Background and Basis:**

- The Subject Lands are designated "Natural Area" in accordance with Schedule I.
- The re-designation of the Subject Lands will support the Town's objectives for intensification within the Town's built boundary and in areas that are well served by existing public transit.
- The proposal is consistent with the policies of the Provincial Planning Statement, generally conforms with the policies of the Halton Region Official Plan, and generally conforms with the policies of the Livable Oakville Official Plan.
- The proposal seeks to re-designate a portion of the Subject Lands from *Natural Area* to *High Density Residential*.
- The proposal seeks to implement a site-specific exemption to the Residential High designation.
- The site is located on Sixth Line, a Minor Arterial.
- The site is well served by existing services, amenities, transportation and transit systems and infrastructure.



## **Part 2 – The Amendment**

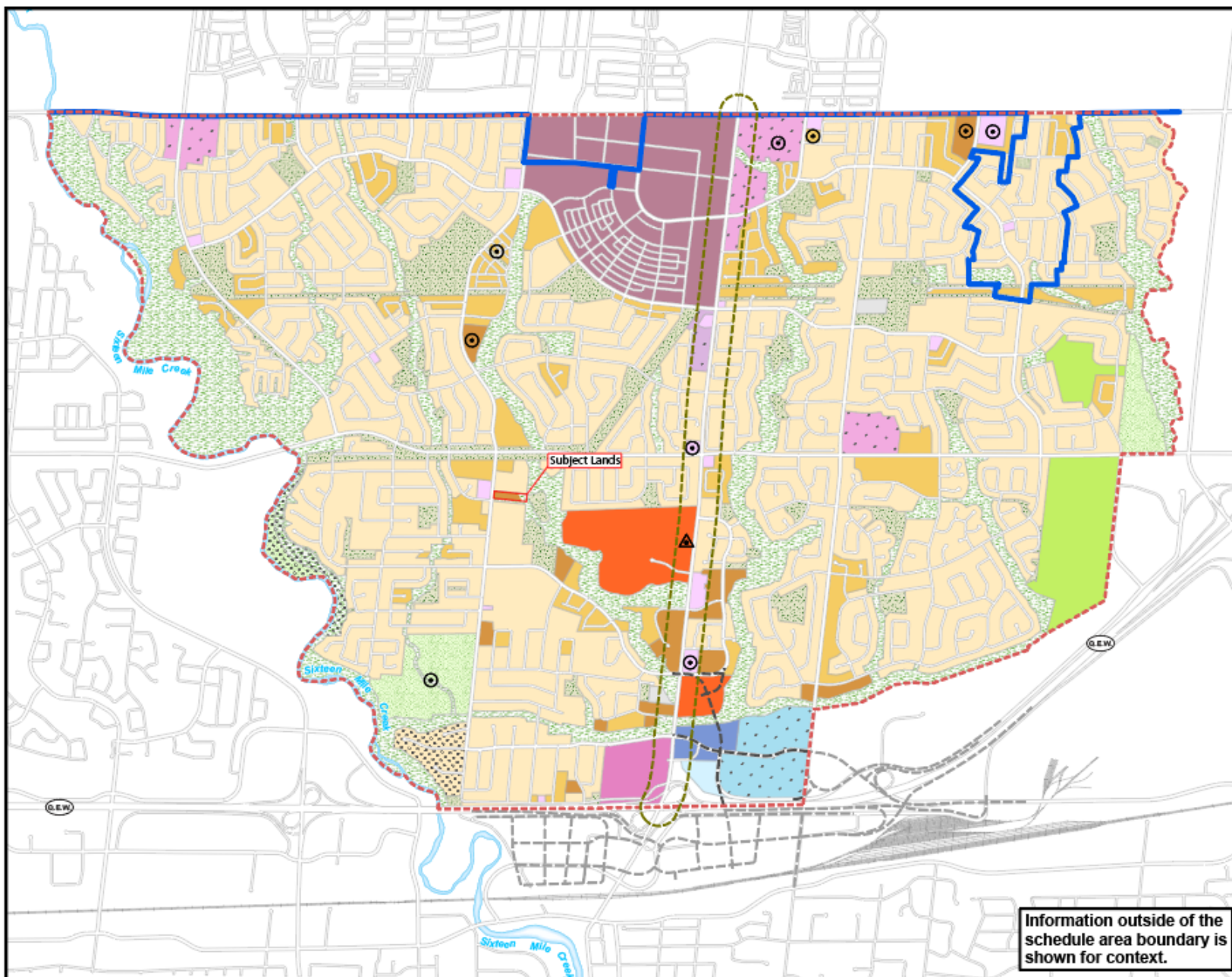
### **A. Map Change**

This Official Plan Amendment reflects modifications to Schedule I of the Livable Oakville Official Plan as shown below.

### **B. Text Changes**

The Livable Oakville Official Plan is amended by adding a new Section 27.4.X to Section 27.4 Central Exceptions – Schedule I of the Livable Oakville Official Plan.

<b>Item No.</b>	<b>Section</b>	<b>Description of Change</b>
1.	27.4 EXCEPTIONS, Central Exceptions – Schedule I	On the lands designated Residential High on the east side of Sixth Line, a maximum density of 315 units per site hectare shall be permitted.



## SCHEDULE I CENTRAL LAND USE



- |  |   |
|--|---|
|  | BUILT BOUNDARY                                |
|  | SCHEDULE AREA BOUNDARY                        |
|  | LOW DENSITY RESIDENTIAL                       |
|  | MEDIUM DENSITY RESIDENTIAL                    |
|  | HIGH DENSITY RESIDENTIAL                      |
|  | NEIGHBOURHOOD COMMERCIAL                      |
|  | COMMUNITY COMMERCIAL                          |
|  | CORE COMMERCIAL                               |
|  | MAIN STREET 2                                 |
|  | OFFICE EMPLOYMENT                             |
|  | BUSINESS EMPLOYMENT                           |
|  | BUSINESS COMMERCIAL                           |
|  | INSTITUTIONAL                                 |
|  | NATURAL AREA                                  |
|  | PARKWAY BELT                                  |
|  | PARKS AND OPEN SPACE                          |
|  | PRIVATE OPEN SPACE                            |
|  | UTILITY                                       |
|  | GROWTH AREA*                                  |
|  | SPECIAL POLICY AREA                           |
|  | SPECIAL POLICY AREA - TRAFALGAR ROAD CORRIDOR |
|  | FUTURE ROADS                                  |

\* Refer to Part E, Growth Area Policies  
 Ⓞ Refer to Part E, Exceptions  
 ⚠ Refer to Part E, Trafalgar Road Corridor



1:22,500  
April 4, 2024

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# D

## **Appendix D: Draft Zoning By-law Amendment**



## THE CORPORATION OF THE TOWN OF OAKVILLE

### BY-LAW NUMBER 2025-XX

A by-law to amend the Town of Oakville Zoning By-law 2014-014, as amended, to permit the use of the lands described as 1493 Sixth Line, Town of Oakville (File XXXX)

#### COUNCIL ENACTS AS FOLLOWS:

1. That Schedule “19(15)” to By-law 2014-014, as amended, is hereby further amended by rezoning lands municipally described as 1493 Sixth Line in the Town of Oakville, Regional Municipality of Halton from the “N” Zone to the “RH-(XXX)” Zone as identified on Schedule A attached hereto.
2. Section 15, Special Provisions, of By-law 2014-014, as amended, is amended by adding new Section 15.XX with respect to the lands municipally known as 1493 Sixth Line as follows:

XX	1493 Sixth Line		Parent Zone: RH
Map 19(15)	(Lot 6, Plan 403, Block A, Plan 403, Oakville)		(2025-XXX)
15.XX.1 Additional Permitted Uses			
The following additional uses are permitted:			
a)	Office		
15.XX.2 Zone Provisions			
The following regulations apply:			
a)	Minimum <i>front yard</i>	3.3 metres	
b)	Maximum <i>building height</i>	25.0 metres	
15.XX.3 Parking and Loading Provisions			
The following parking provisions apply:			
a)	Notwithstanding Section 5.2.1 of Zoning By-law 2014-014, minimum parking shall be provided at the following rates:		
	Use	Minimum Parking Spaces	
	Apartment	0.47 spaces per dwelling unit	
	Apartment – Visitor Parking	0.20 of the required parking for	

		Apartment use
	<b>15.XX.4 Special Site Provision</b>	
a)	Notwithstanding any severance, partition or division of the lands subject to this Special Provision, all lands subject to this by-law shall be considered to be one <i>lot</i> for the purposes of this By-law.	

3. This By-law comes into force in accordance with Section 34 of the *Planning Act*, R.S.O. 1990, c. P.13, as amended.

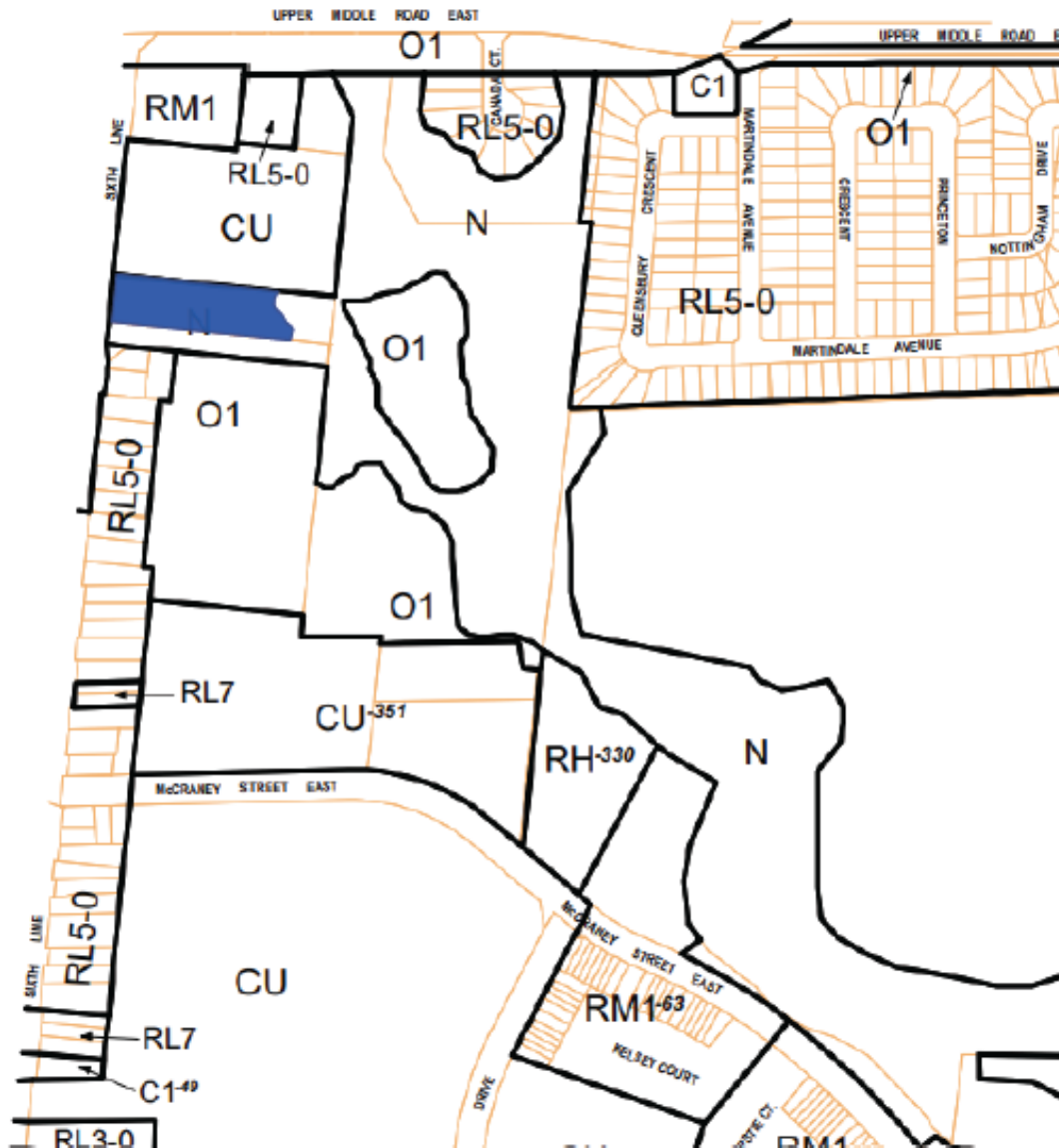
PASSED this       day of, 2025

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK



# **SCHEDULE "A"** **TO BY-LAW 2025-XXX**



## **AMENDMENT TO BY-LAW 2009-189**



Rezoned from Natural Area (N) to  
Residential High - Special Provision (RH - (XXX))

Excerpt from Map 19(15)

# E

## Appendix E: Policy Assessment Table

POLICY		ASSESSMENT
Planning Act, R.S.O 1990, c. P. 13 (July 1, 2024)		
<b>Provincial Interest</b>		
<i>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,</i>		The proposed development will make efficient use of existing and available infrastructure including transportation, water and wastewater services, and waste management systems.
	<i>(a) the protection of ecological systems, including natural areas, features and functions;</i>	The accompanying EIS assessed the potential impacts of the proposed development on natural heritage features and their associated functions, and provided recommendations for mitigation measures consistent with existing policies and legislation to ensure the protection of ecological systems.
	<i>(c) the conservation and management of natural resources and the mineral resource base;</i>	An Environmental Impact Study has been prepared in support of the proposed development.
	<i>(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;</i>	A Stage 1 and 2 Archaeological Assessment was prepared in support of the proposed development to ensure the conservation of any significant archaeological features. The Subject Lands are not included on the Town of Oakville’s heritage register.
	<i>(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;</i>	As demonstrated through the Traffic Impact Study and Functional Servicing and SWM Report, the proposed development will make efficient use of existing and available infrastructure including transportation, water and wastewater services, and waste management systems.
	<i>(h) the orderly development of safe and healthy communities;</i> <i>(h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;</i>	The proposed development represents the orderly development of safe and healthy communities by providing for the for the intensification of a vacant site that proposes affordable housing units within an area

POLICY	ASSESSMENT
	<p>that is in proximity to transit and post-secondary institutions.</p> <p>It is intended that the development will follow all relevant requirements of the Ontario Building Code and the Accessibility for Ontarians with Disabilities Act in order to support the orderly development of safe and healthy communities. These matters will be addressed at the Site Plan and the Building Permit stage.</p>
<i>(j) the adequate provision of a full range of housing, including affordable housing;</i>	<p>The proposed development will provide for 190 affordable units ranging in unit types and sizes (one-bedroom to three-bedrooms) that will assist in the diversification of the housing options available in the area, including purpose built affordable housing.</p>
<i>(p) the appropriate location of growth and development;</i>	<p>The proposed development on the Subject Lands represents an appropriate location for growth and development as it consists of the intensification of an underutilized site identified within a strategic growth area (SGA) in proximity to post-secondary institutions.</p>
<i>(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;</i>	<p>The proposed development on the Subject Lands will support the use of existing transportation services. The proposed development is oriented to pedestrians through the integration of ground-related uses and enhances pedestrian mobility through the internal sidewalk connections to Sixth Line.</p>
<i>(r) the promotion of built form that,</i> <ul style="list-style-type: none"> <li><i>(i) is well-designed,</i></li> <li><i>(ii) encourages a sense of place, and</i></li> <li><i>(iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;</i></li> </ul>	<p>As discussed further in the Urban Design Brief, the proposal promotes a built form that is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant. Careful consideration has been given to the site’s locational context to establish a built form and design that is compatible with the surrounding</p>

POLICY		ASSESSMENT
		area, while creating transit-supportive densities. Through the site’s design, integration of daycare uses, and preservation of the natural area and existing trails, the proposed development will be well-integrated into the community.
Provincial Planning Statement (2024)		
The Subject Lands are within a <b>Settlement Area (Built-Up Area)</b> and are within a <b>Strategic Growth Area</b> , being in proximity to a publicly-assisted post-secondary institution such as Sheridan College.  The eastern potion of the Subject Lands are also located within the <b>Natural Heritage System</b> – being a significant Woodland.		
Chapter 2: Building Homes, Sustaining Strong and Competitive Communities		
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;	The proposed development accommodates a range and mix of new housing types and a variety of housing options through the addition of 190 affordable rental residential units with a mix of unit types and sizes, of which 30% are accessible units, daycare facility, and preservation of the natural area and trails. The proposed development is in a location near existing transit and has been designed to support a variety of transportation options.
	b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and	The proposed buildings will be constructed in accordance with the Ontario Building Code, AODA and all required accessibility standards. The proposed development will be located within close proximity to a range of services and amenities as identified in <b>Table 1</b> of the PJR.



## Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
	<i>c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.</i>	The proposed development will assist in improving social equity and the overall quality of life in the area by introducing a mix of affordable housing, of which 30% are accessible units, a daycare facility, and access to public and active transportation.
<b>2.2 Housing</b>		
<b>2.2.1</b> <i>Planning authorities shall provide for an appropriate range of housing options and densities to meet projected needs of current and future residents of the regional market area by:</i>		
	<i>a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;</i>	The proposed development will provide 190 affordable residential units with a mix of unit types and sizes, of which 30% are accessible units. The proposed development is in a location near a post-secondary institution, existing transit, and has been designed to support a variety of transportation options.
	<i>b) permitting and facilitating:</i> <i>1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and</i> <i>2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;</i>	<i>1. The proposed development will assist in diversifying the range and mix of housing options in the area to accommodate people at all stages of life and the needs of all household sizes and incomes through the addition of 190 affordable residential units, of which 30% are accessible units, that provide a mix of unit types and sizes not currently common in the area.</i> <i>2. The proposal represents intensification in the form of the redevelopment of a vacant site for residential uses, resulting in a new increase in affordable and accessible residential units.</i>
	<i>c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and</i>	The proposed development includes 190 affordable residential units on a 0.6166 ha parcel – a residential density of 308 residents per hectare. As such, the

POLICY		ASSESSMENT
		development efficiently uses an underutilized piece of land within an urban area that is in proximity to a post-secondary institution that will use available resources, infrastructure and public service facilities. The development supports the use of active transportation through the provision of an internal sidewalk network that connects to Sixth Line and bicycle parking spaces.
	<i>d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.</i>	The proposed development provides a compact, well-designed development that is transit-supportive and provides for intensification in proximity to transit.
<b>2.3 Settlement Areas and Settlement Area Boundary Expansions</b>		
<b>2.3.1 General Policies for Settlement Areas</b>		
<i>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.</i>		The Subject Lands are located in the Settlement Area of Oakville and are within a SGA, as defined by the PPS.
<i>2.3.1.2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:</i>		
	<i>a) efficiently use land and resources;</i>	The proposed development will make efficient use of land and resources through the redevelopment of an underutilized site into a high-density development in an SGA slated for growth and redevelopment within the Settlement Area.
	<i>b) optimize existing and planned infrastructure and public service facilities;</i>	The proposed development optimizes existing infrastructure connections and existing public service facilities.
	<i>c) support active transportation;</i>	The Subject Lands are located in proximity to several community parks, trails, amenities and transit stops, supporting the use of active transportation.

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
		The proposed development further supports the use of active transportation through the inclusion of bicycle parking spaces for residents and visitors, and the addition of an internal sidewalk network that connects to Sixth Line.
	<i>d) are transit-supportive, as appropriate; and</i>	The proposed development is transit-supportive, as it provides a compact mixed-use development that has a high level of residential density in proximity to local bus stops. The proposed development improves the viability of existing transit infrastructure.
	<i>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.</i>	The proposed development represents the intensification and development of a vacant site in an SGA, optimizing existing infrastructure and public service facilities, and further supports the achievement of complete communities by providing for a range and mix of unit types and sizes of affordable and accessible units.
	<i>2.3.1.4. Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.</i>	<p>ROPA 49 established a minimum growth target of 19,400 new housing units within the Built-Up Area of Oakville to be achieved by 2051 and identified that minimum density targets will be established.</p> <p>The proposed development supports the achievement of minimum targets for intensification and redevelopment as assigned by the Province and allocated by the Region and Town by contributing 190 residential units to the built boundary in proximity to a post-secondary institution.</p>

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
<b>2.4 Strategic Growth Areas</b>		
<b>2.4.1 General Policies for Strategic Growth Areas</b>		
<i>2.4.1.1. Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.</i>		The proposed development is located in an SGA, as defined by the PPS.
<i>2.4.1.2. To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:</i>		
	<i>a) to accommodate significant population and employment growth;</i>	The proposed development provides for 190 affordable residential units within the SGA of which 30% are accessible, accommodating significant population growth.
	<i>b) as focal areas for education, commercial, recreational, and cultural uses;</i>	The proposed development provides affordable housing in an area that is in proximity to a post-secondary institution.
	<i>c) to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and</i>	The proposed development accommodates and supports the transit network by providing for transit-supportive densities in proximity to local bus stops.
	<i>d) to support affordable, accessible, and equitable housing.</i>	The proposed development provides for 190 affordable residential units within the SGA of which 30% are accessible units.
<i>2.4.1.3. Planning authorities should:</i>		
	<i>a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;</i>	The proposed development is located in an SGA, as defined by the PPS and will assist in utilizing existing infrastructure and public service facilities.

## Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
	<i>b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;</i>	The proposed development is appropriate within the SGA and is compatible to the surrounding and remaining land uses.
	<i>c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;</i>	The proposed development represents the intensification of an underutilized site within an SGA to support the achievement of complete communities and a compact built form.
<b>2.9 Energy Conservation, Air Quality and Climate Change</b>		
<i>2.9.1. Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:</i>		
	<i>a) support the achievement of compact, transit-supportive, and complete communities;</i>	The proposed development represents a compact and transit-supportive development that fosters a complete community by providing for a range and mix of affordable and accessible unit types and sizes in a high-density format, that supports the reduction of single occupancy vehicle trips and increased use of public and active transportation modes.
	<i>d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and</i>	The proposed development supports the use of active transportation through the implementation of an internal sidewalk network that provides connections to Sixth Line, and the provision of 30 bicycle parking spaces.
<b>Chapter 3: Infrastructure</b>		
<b>3.1 General Policies for Infrastructure and Public Service Facilities</b>		
<i>3.1.2. Before consideration is given to developing new infrastructure and public service facilities:</i>		
	<i>a) the use of existing infrastructure and public service facilities should be optimized; and</i>	The proposed development supports the optimization of existing infrastructure and public service facilities.



Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
<b>3.2 Transportation Systems</b>		
<i>3.2.2. Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.</i>		The proposal incorporates TDM measures to encourage residents to explore various modes of transportation in order to reduce their dependency on single occupancy vehicle trips. These measures include pedestrian connections to the municipal rights-of-way, bicycle parking spaces, and transit information packages.
<b>3.6 Sewage, Water and Stormwater</b>		
<i>3.6.1. Planning for sewage and water services shall:</i>		
	<i>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;</i>	As described in the Functional Servicing and SWM Report, the proposed development can be accommodated by existing municipal sewage, water, and stormwater services, supporting their optimization.
	<i>b) ensure that these services are provided in a manner that:</i> <ol style="list-style-type: none"><li><i>1. can be sustained by the water resources upon which such services rely;</i></li><li><i>2. is feasible and financially viable over their life cycle;</i></li><li><i>3. protects human health and safety, and the natural environment, including the quality and quantity of water; and</i></li><li><i>4. aligns with comprehensive municipal planning for these services, where applicable.</i></li></ol>	As described in the Functional Servicing Study, the proposed development will be accommodated by the existing municipal sewage and water services, supporting their optimization as outlined in the 2012 Sustainable Halton Water & Wastewater Master Plan. Therefore, supporting the feasibility and financial viability of the existing services in this area.
<i>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.</i>		The proposed development will be serviced by municipal sewage and water services.
<i>3.6.8. Planning for stormwater management shall:</i>		

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
	<i>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;</i>	<p>The FSR and SWM Reports have been prepared to integrate planning for stormwater management with planning for sewage and water services.</p> <p>The SWM Report further identifies how the proposed development minimizes contaminant loads, erosion and changes in water balance, mitigates risks to human health, safety, property and the environment, maximizes the extent and function of vegetative and pervious surfaces, and promotes stormwater management best practices. Infiltration, evapotranspiration and reuse are required to achieve water balance requirements.</p>
	<i>b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;</i>	
	<i>c) minimize erosion and changes in water balance including through the use of green infrastructure;</i>	
	<i>d) mitigate risks to human health, safety, property and the environment;</i>	
	<i>e) maximize the extent and function of vegetative and pervious surfaces;</i>	
	<i>f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and</i>	
3.9 Public Spaces, Recreation, Parks, Trails and Open Space		
3.9.1. Healthy, active, and inclusive communities should be promoted by:		
	<i>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;</i>	The proposed development will provide an internal sidewalk network that provides connections to Sixth Line to enhance pedestrian mobility, foster social interaction and facilitate active transportation and community connectivity.
	<i>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;</i>	The proposed development will improve access to publicly-accessible built and natural settings for recreation in the community through the preservation of the natural heritage system and existing trails.
	<i>d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.</i>	The proposed development will protect the NHS lands and trails with appropriate building setbacks and dripline buffers to protect and support the nature appreciation of these lands.

Appendix E: Detailed Policy Assessment Table

POLICY	ASSESSMENT
<b>Chapter 4: Wise Use and Management of Resources</b>	
<b>4.1 Natural Heritage</b>	
<i>4.1.1. Natural features and areas shall be protected for the long term.</i>	The Scoped EIS confirms the presence of a Significant Woodland and HDF on the Subject Lands, which are to be protected and provided with a 10m buffer from the proposed development.
<i>4.1.2. The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.</i>	The proposed development has been designed to maintain and protect the NHS on the Subject Lands by incorporating the dripline buffers and building setbacks. The existing trails will also be maintained for the appreciation of these lands where they pose no negative impacts on the NHS.
<b>4.6 Cultural Heritage and Archaeology</b>	
<i>4.6.1. Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.</i>	As outlined in the HIA, the Subject Lands do not meet any criteria of O. Reg. 9/06.
<i>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.</i>	The Stage 1 and 2 Archaeological Assessments confirms that there is no potential for the presence of significant precontact Indigenous or Euro-Canadian archaeological resources that may be impacted by the proposed development.
<i>4.6.3. Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.</i>	The HIA assessed the proposed development's scale, form, massing and proposed materials and concludes that the proposed materials are consistent with the industrial origins of the area.
<b>Halton Regional Official Plan (November 4, 2022)</b>	
The Subject Lands are identified as follows in the ROP:	

POLICY				ASSESSMENT																							
<ul style="list-style-type: none"><li>• Within the <b>Regional Urban Boundary</b>, and designated <b>Urban Area</b> and <b>Regional Natural Heritage System</b> (Map 1 – Regional Structure)</li><li>• Within the <b>Built Boundary</b> (Map 1h – Regional Urban Structure)</li><li>• <b>Urban Area with Regional Phasing to 2021</b> (Map 5 – Regional Phasing)</li><li>• <b>Significant Woodlands</b> in accordance with the definition in the Halton Region Official Plan (Section 227)</li></ul> <p>Upper Middle Road is identified as <b>Major Arterial</b> road and Sixth Line is identified as a <b>Minor Arterial</b> road (Map 3). The Subject Lands are also located to the west of Trafalgar Road which is identified as a <b>Major Arterial</b> road and as a <b>Higher Order Transit Corridor</b> (Map 3).</p>																											
Part II – Basic Position																											
Halton’s Regional Structure																											
<p><i>50.2 The Regional Structure implements Halton’s planning vision of its future landscape as described in Section 27 by organizing land uses into the following broad categories:</i></p> <p><i>(1) Settlement Areas, consisting of the Urban Areas within the Regional Urban Boundary as well as Hamlets and Rural Clusters, as shown on Map 1,</i></p>				The Subject Lands are located within a Settlement Area and are within the Urban Area within the Regional Urban Boundary.																							
<p><i>51. The Regional Structure consists of the following mutually exclusive land use designations:</i></p> <p><i>(1) Urban Area, where urban services are provided to accommodate concentrations of existing and future development,</i></p>				The Subject Lands are designated Urban Area and Regional Natural Heritage System.																							
<p><i>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.</i></p> <p><b>Table 1 – Population and Employment Distribution</b></p> <table><tr><th></th><th colspan="3">Population <sup>1</sup></th><th colspan="3">Employment</th></tr><tr><th>Municipality</th><th>2021</th><th>2041</th><th>2051</th><th>2021</th><th>2041</th><th>2051</th></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></table>					Population <sup>1</sup>			Employment			Municipality	2021	2041	2051	2021	2041	2051	Oakville	222,000	313,460	349,990	111,980	160,880	181,120	The proposed development, consisting of 190 affordable rental units within the built up area will assist the Town and the Region in achieving its growth targets.		
	Population <sup>1</sup>			Employment																							
Municipality	2021	2041	2051	2021	2041	2051																					
Oakville	222,000	313,460	349,990	111,980	160,880	181,120																					

POLICY							ASSESSMENT
Halton Region	620,990	929,400	1,098,070	279,200	421,230	507,240	
<sup>1</sup> Population numbers in this table are "total population" numbers including approximately 4% undercoverage from the official "Census population" numbers reported by Statistics Canada.							
<b>55.1</b> 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.							The proposed development will assist the Town and the Region in achieving the intensification target for housing units in the Built-Up Area.
<b>Table 2 – Intensification and Density Targets</b>							
Target	Municipality						
	Halton Region	Oakville					
Intensification Target							
Housing Units in Built-Up Area <sup>1</sup>	53,300	19,400					
<sup>1</sup> Target for the number of new housing units occurring with the Built-Up Area as shown on Map 1H between 2022 and 2041 and representing 45% of all new housing units during this period							
<b>55.2</b> 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.							The proposed development will support the achievement of units inside the Built Boundary through the addition of 190 affordable units of which 30% are accessible in Oakville.
<b>Table 2a – Regional Phasing</b>							
Municipality	2022-2026	2027-2031	2032-2036	2037-2041			
Halton Region							
Units inside the Built Boundary	12,430	13,200	13,680	13,950			
Oakville							
Units inside the Built Boundary	4,500	4,780	4,980	5,080			

Appendix E: Detailed Policy Assessment Table

POLICY	ASSESSMENT
<p><i>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.</i></p>	<p>The proposed development provides for growth in an Urban Area within the Regional Urban Boundary.</p>
<p><b>Part III – Land Stewardship Policies</b></p>	
<p><b>Development Criteria</b></p>	
<p><i>57. Development is directed to environmentally suitable areas with the appropriate land use designation in accordance with the goals, objectives and policies of this Plan.</i></p>	<p>The proposed development is located in a suitable area with the appropriate Urban Area land use designation.</p>
<p><i>58. Uses are permitted as specified for each land use designation provided that:</i></p> <p><i>(1) the site is not considered hazardous to life or property due to conditions such as soil contamination, unstable ground or soil, erosion, or possible flooding;</i></p> <p><i>(1.1) adequate supply of water and treatment of wastewater for the proposed use has been secured to the satisfaction of the Region; and</i></p> <p><i>(2) development meets all applicable statutory requirements, including regulations, Official Plan policies, zoning by-laws, and municipal by-laws.</i></p>	<p>(1) As demonstrated in the EIS, the site is not considered hazardous and development is not proposed to occur within a hazardous area.</p> <p>(1.1) The proposed development will be serviced by an adequate supply of water and treatment of wastewater as demonstrated in the FSR.</p> <p>(3) Following the approval of the OPA and ZBA, the proposed development will meet all statutory requirements.</p>
<p><b>Land Use Designations</b></p>	
<p><i>71. The geographic area of Halton is divided into the following mutually exclusive land use designations, as shown on Map 1 with the exception of Regional Waterfront Parks, which are shown by symbol on Map 1 and detailed on Map 2:</i></p> <p><i>(1) Urban Area,</i></p>	<p>The Subject Lands are designated as Urban Area and Regional Natural Heritage System on Map 1 – Regional Structure.</p>
<p><b>Urban Area and the Regional Urban Structure</b></p>	
<p><i>72.1 The objectives of the Urban Area are:</i></p>	



Appendix E: Detailed Policy Assessment Table

POLICY	ASSESSMENT
<p><i>(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.</i></p>	<p>The proposal embodies a well-designed development that is compatible with the surrounding area while providing for transit-supportive densities and contributing to the creation of healthy communities.</p>
<p><i>(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.</i></p>	<p>The proposed development provides for a mixed-use built form that is compact and makes efficient use of land in proximity to existing transit, thereby supporting transit usage and non-motorized modes of travel.</p>
<p><i>(6) To identify a Regional Urban Structure that directs growth to Strategic Growth Areas and protects Regional Employment Areas.</i></p>	<p>The proposed development introduces new affordable residential units at a higher density on an underutilized site within an SGA.</p>
<p><i>(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.</i></p>	<p>The proposed development supports this objective by contributing to the diversification of the affordable and accessible housing stock in the community, which will improve the likelihood that residents who work in the area can also find suitable housing in the area, reducing the need for long distance vehicle commuting and supporting an increased the modal share for transit and active transportation.</p>
<p><i>(9) To facilitate and promote intensification and increased densities.</i></p>	<p>The proposed development provides for the intensification of an underutilized site with a higher-density form of housing.</p>
<p><b>74.</b> <i>The Urban Area consists of areas so designated within the Regional Urban Boundary as delineated on Map 1, where urban services are or will be made available to accommodate existing and future urban development and amenities.</i></p>	<p>Urban services are available to accommodate the proposed development.</p>

## Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
<b>75.</b> <i>The Urban Area is planned to accommodate the distribution of population and employment for the Region and the four Local Municipalities as shown in Table 1, the intensification and density targets as shown in Table 2, the Regional phasing as shown in Table 2a, and the targets for Strategic Growth Areas as shown in Table 2b.</i>		The proposed development will assist in the achievement of population targets, intensification targets, and the future targets for the SGA.
<b>77.</b> <i>It is the policy of the Region to:</i>  <i>(2.1) Direct, through Table 2 and Table 2a, to the Built-Up Area a minimum of 45 percent of new residential development occurring annually within Halton in between 2022 and 2051.</i>		The proposed 190 new affordable residential units in the Built-Up Area will support the Town in achieving the Region's intensification requirements.
<b>Regional Urban Structure</b>		
<b>78.</b> <i>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.</i>  <i>The Regional Urban Structure consists of the following structural components:</i>  <i>(3) Built-Up Areas;</i>		The Subject Lands are designated as Urban Area within the Built Boundary.
<b>78.1</b> <i>The objectives of the Regional Urban Structure are:</i>		
	<i>(3) To provide increased opportunities for the development of Affordable Housing, particularly within Strategic Growth Areas;</i>	The proposed development supports this objective by providing for 190 new affordable residential units within an SGA through high-density intensification of an underutilized site.
	<i>(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.</i>	The proposed development offers a reduced dependence on automobiles by supporting the use of existing transit stops and trails by providing bicycle parking and an internal pedestrian sidewalk network.
<b>Housing</b>		
<b>84.</b> <i>The goal for housing is to supply the people of Halton with an adequate mix and variety of housing to satisfy differing physical, social and economic needs.</i>		The proposed development supports the Region's housing goal by increasing the mix and variety of

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
		affordable and accessible housing in the Town and Region to support current and future residents.
<b>85. The objectives of housing are:</b>		
	<i>(4) To make more efficient use of existing developed lands, housing stock and available services to increase the supply of housing while maintaining the physical character of existing neighbourhoods.</i>	The proposed development makes more efficient use of an underutilized parcel of land to increase the housing supply in the area while maintaining the physical character of the surrounding existing area.
	<i>(5) To meet housing needs through the provision of Assisted Housing, Affordable Housing and Special Needs Housing in Halton.</i>	The proposal promotes residential intensification through the redevelopment of a underutilized site with the introduction of 190 new affordable rental housing units combined with a provided daycare space at grade.
<b>86. It is the policy of the Region to:</b>		
	<p><i>(6) Adopt the following housing targets:</i></p> <p><i>a) that the per cent of new housing units produced annually in Halton in the form of townhouses or multi-storey buildings be at least 65 per cent to 2031 and at least 75 per cent each year thereafter;</i></p> <p><i>and</i></p> <p><i>b) that at least 30 per cent of new housing units produced annually in Halton be Affordable or Assisted Housing.</i></p>	The proposed development will assist the Region in achieving its housing target by providing 190 affordable residential units of which 30% are accessible.
<b>Urban (Water Supply and Wastewater Treatment) Services</b>		
<b>89. It is the policy of the Region to:</b>		
	<i>(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.</i>	Urban services will be provided within the Regional Urban Boundary.

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
	<i>(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.</i>	As outlined in the Functional Servicing and SWM Report, the proposed development proposes to connect to the municipal water and wastewater systems.
	<i>(23) Minimize the number of disturbances to the Regional Natural Heritage System affected by the provision of urban services, by integrating, if possible, construction plans for both water supply and wastewater treatment services, and by designing the urban services at those locations to take into account any possible future system expansion in accordance with Section 89(10) of this Plan.</i>	As demonstrated in the Functional Servicing and SWM Report, the proposed development will provide connections to existing municipal infrastructure along Sixth Line, and will not impact the NHS lands on the western portion of the site.
Natural Heritage System		
<i>113. The Natural Heritage System consists of the Greenbelt Natural Heritage System and the Regional Natural Heritage System.</i>		The Scoped EIS confirms that a significant woodland and HDF are located on the Subject Lands, and that a 10m buffer is proposed to ensure development occurs outside of the protected areas.
<i>114.1 The objectives of the Natural Heritage System are:</i>		
	<i>(5) To protect or enhance the diversity of fauna and flora, ecosystems, plant communities, and significant landforms of Halton.</i>	The Key Features of the Natural Heritage System will be protected and maintained by the functions of the enhanced 10 m buffer provided that will separate the natural open space area from the development area and preserve its aesthetic character.
	<i>(9) To contribute to a continuous natural open space system to provide visual separation of communities and to provide continuous corridors and interconnections between the Key Features and their ecological functions.</i>	
	<i>(17) To preserve the aesthetic character of natural features.</i>	
	<i>(18) To provide opportunities, where appropriate, for passive outdoor recreational activities.</i>	
Regional Natural Heritage System		
<i>115.2 The Regional Natural Heritage System consists of:</i>		

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
	<i>(1) areas so designated on Map 1,</i>	The Subject Lands are designated Urban Area and Regional Natural Heritage System.
<b>115.3</b> <i>The Regional Natural Heritage System is a systems approach to protecting and enhancing natural features and functions and is scientifically structured on the basis of the following components:</i>		
	<i>(1) Key Features, which include: d) significant woodlands, (4) buffers,</i>	As defined in the ROP, the Subject Lands are identified as a Significant Woodland (0.5 ha or greater). The EIS confirms that the woodland is considered significant based on its size and location in relation to the Urban Area.  The proposed development on the NHS lands is in accordance with the recommendations from the EIS. A 10 m buffer is provided around the remaining portions of the NHS that will protect these lands from any negative of the development on the Subject Lands.
<b>118.</b> <i>It is the policy of the Region to:</i>		
	<i>(5) Ensure that the Local Municipalities will enhance, through the development process and where appropriate, the function of the Regional Natural Heritage System within the Urban Area by locating local open space adjacent to or near the Regional Natural Heritage System.</i>	A 10 m dripline buffer wall has been incorporated along the edge of the natural heritage system to provide for adequate separation between uses.
<b>Constraints to Development</b>		
<b>139.3</b> <i>In addition to the land use designations that prescribe conditions for development, there are seven areas where development is subject to further conditions or constraints. They are:</i>		
	<i>(7) Key Features within the Greenbelt and Regional Natural Heritage Systems, as shown on Map 1G.</i>	The proposed development on the NHS lands is in accordance with the recommendations from the EIS. A 10 m buffer is provided around the remaining portions of the NHS that will protect these lands from any negative of the development on the Subject Lands.

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
<b>Part IV – Healthy Communities Policies</b>		
<b>Air and the Ambience</b>		
<b>142. The objectives of the Region are:</b>		
	<i>(5) To support urban forms that will reduce long distance trip-making and the use of the private automobile.</i>	The proposed development supports this objective by providing for an urban form that will assist in the reduction of long-distance trip-making and the use of the private automobile due to its convenient access to planned transit, location in proximity to a variety of planned services, amenities, retail, and public parks.
	<i>(6) To promote trips made by active transportation and public transit.</i>	The proposed development will promote trips made by active transit and public transit due to its location in proximity to existing transit stops and planned active transportation improvements, the provided bicycle parking spaces, pedestrian connections, and existing trails around the Subject Lands.
<b>143. It is the policy of the Region to:</b>		
	<i>(4) Promote walking, cycling and public transit over other modes of transportation.</i>	The proposed development promotes walking, cycling and public transit over other modes of transportation as it provides for new pedestrian connections, bicycle parking, and its location in proximity to public transit stops will encourage its usage.
<b>Water</b>		
<b>144. The objectives of the Region are:</b>		
	<i>(3) To maintain, protect and enhance the quality and quantity of groundwater and surface water.</i>	The EIS confirmed High Quality and Functional Vernal Pools are located on the Subject Lands within the Significant Woodland. It is also confirmed that there are



Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
		<p>no watercourses on the Subject Lands and therefore no benthic or fish communities.</p> <p>A 10 m buffer is provided around the remaining NHS that will support no negative impact on these lands from the development on the Subject Lands.</p>
<b>Land</b>		
<b>146. The objectives of the Region are:</b>		
	<i>(6) To protect significant tree-covered areas as a natural resource and promote the enhancement of woodland coverage in Halton.</i>	The proposed development incorporates significant planting to enhance the quality of the treed areas on the site.
	<i>(7) To promote the conservation and wise economic use of trees consistent with the ecological and environmental goals, objectives and policies of this Plan.</i>	The Landscape Concept demonstrates the wise economic use of trees consistent with the environmental goals, objectives and policies of the ROP.
	<i>(8) To promote a linked system of woodlands in Halton where appropriate</i>	All development is proposed outside of the natural features on the Subject Lands, as confirmed through the EIS.
<b>147. It is the policy of the Region to:</b>		
	<i>(4) Recognize, encourage and protect forestry both as an essential conservation land use and as a potentially significant resource industry.</i>	A 10 m setback from the proposed development will be incorporated to protect the NHS lands and preserve its contents.
	<i>(5) Recognize and protect trees as a renewable natural resource essential to the health and welfare of Halton residents, wildlife and rural environment, and to this end:</i> <i>a) Enact, in cooperation with the Local Municipalities, a Regional tree conservation by-law to regulate the removal of trees in regulated areas within Halton.</i>	The Landscape Concept provides for the generous provision of new trees throughout the Subject Lands where feasible while maintaining the environmental buffer at the rear to the NHS lands.

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
	<p><i>e) Support the Local Municipalities in requiring that all development proposals, to the maximum degree possible, preserve existing trees and plant additional trees in accordance with good forestry management practice.</i></p> <p><i>f) Require all development proposals to submit, at the time of initial application, an inventory of trees on site and a tree saving and planting plan unless the development will not result in the removal of any trees.</i></p>	
	<i>(7) Discourage recreational activities within woodlands where such activities will adversely affect forest health.</i>	An existing trail south and east of the Subject Lands, around the NHS lands that will be utilized by the proposed development and offers a form of nature appreciation by current and future residents.
<b>Human Services</b>		
<b>152.</b> <i>It is the policy of the Region to:</i>		
	<p><i>(1) Develop, jointly with the Local Municipalities, and adopt Healthy Communities Guidelines in accordance with the characterization under Section 31, which include, among other things:</i></p> <p><i>b) desirable mix of land uses within the community,</i></p> <p><i>c) community design features that will promote integration of the community and accessibility by residents to services within and outside the community through active transportation and public transit,</i></p> <p><i>d) physical design features that will promote health and safety of the community's inhabitants,</i></p> <p><i>g) other community features, facilities, programs and plans that will promote a healthy lifestyle based on the principles of sustainability, including access to local food supplies, reduction in automobile use, use of renewable energy sources, measures of conservation and stewardship of the environment.</i></p>	The proposed development will provide 190 affordable units, of which 30% will be accessible, and a daycare on site that contribute to the creation of a complete community. The proposed development also offers a reduced dependence on automobiles by supporting the use of existing transit stops, on-street bicycle lanes, and trails, and an internal pedestrian sidewalk network that will provide access to Sixth Line.
<b>Basic Material Support</b>		
<b>153.</b> <i>The objective of the Region is to strive for the provision of the following for all residents of Halton:</i>		

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
	<i>(1) safe and accessible Affordable Housing,</i>	The proposed development will provide 190 affordable units, of which 30% will be accessible that will provide for new housing stock to the area. The Subject Lands are also in proximity to existing transit facilities that will provide access to all basic human services.
	<i>(1.1) access to local healthy food,</i>	
	<i>(2) a safe, accessible and affordable transportation system to provide access to employment opportunities, social interaction and all basic human services,</i>	
<b>154. It is the policy of the Region to:</b>		
	<i>(1) Support the provision of Affordable Housing through policies in Sections 84 to 86 of this Plan.</i>	The proposed development will provide 190 affordable units, of which 30% will be accessible units.
<b>Cultural Heritage Resources</b>		
<b>167. It is the policy of the Region to:</b>		
	<i>(6) Prior to development occurring in or near areas of archaeological potential, require assessment and mitigation activities in accordance with Provincial requirements and the Regional Archaeological Management Plan.</i>	The Stage 2 Archaeological Assessment confirms that there is no potential for the presence of significant precontact Indigenous or Euro-Canadian archaeological resources that may be impacted by the proposed development.
<b>Transportation</b>		
<b>172. The objectives of the Region are:</b>		
	<i>(8) To achieve a level of public transit usage that averages at least 20 per cent of all daily trips made by Halton residents by year 2031.</i>	The proposed development will support this objective by locating a mixed-use high-density development in proximity to existing bus stops.
	<i>(9.1) To ensure development is designed to support active transportation and public transit.</i>	The proposed development is designed to support active transportation and public transit usage by incorporating a an internal sidewalk network with connections to Sixth

POLICY		ASSESSMENT
		Line, and bicycle parking spaces to support alternative modes of transportation.
<i>173. It is the policy of the Region to:</i>		
	<i>(20.1) Support the planning and coordination of public transit service and urban design such that all residences are within 400m walking distance of a transit stop.</i>	A variety of transit stops and trails are in proximity to the proposed development, please see Figure 12 in the Planning Justification Report.
LIVABLE OAKVILLE PLAN (AUGUST 2025 OFFICE CONSOLIDATION)		
<p>The Subject Lands are identified as follows in the OP:</p> <ul style="list-style-type: none"><li>• <b>Natural Area</b> (Schedule I – Central Land Use)</li><li>• <b>Natural Heritage System</b> (Schedule A1 – Urban Structure)</li><li>• Withing the <b>Built Boundary</b> and <b>Urban Area</b> (Schedule A2 – Built Boundary &amp; Urban Growth Centre)</li><li>• <b>Significant Woodlands</b> in accordance with the definition in the Halton Region Official Plan (Section 227)</li></ul> <p>Upper Middle Road is identified as <b>Major Arterial</b> road and Sixth Line is identified as a <b>Minor Arterial</b> road (Schedule C). The Subject Lands are also located to the west of Trafalgar Road which is identified as a <b>Major Arterial</b> road and as a <b>Busway Corridor</b> (Schedule C).</p> <p>Upper Middle Road is identified as an <b>Existing Multi-use Trail</b>, Sixth Line is identified as a <b>Signed Bike Route</b> with a <b>Proposed Bike Lane</b> (Schedule D), and there are internal <b>Town Trails</b> identified south and east of the Subject Lands.</p>		
PART B: MISSION STATEMENT AND GUIDING PRINCIPLES		
2.2 GUIDING PRINCIPLES		
<i>2.2.1 Preserving and creating a livable community in order to:</i>		
	<i>a) preserve, enhance, and protect the distinct character, cultural heritage, living environment, and sense of community of neighbourhoods;</i>	The proposed 6-storey built form is in keeping with the character of the surrounding neighbourhood where there is existing high density built form located along Sixth Line to the south of the site.
	<i>b) direct the majority of growth to identified locations where higher density, transit and pedestrian oriented development can be accommodated.</i>	The proposed development represents an appropriate intensification opportunity in a location that is in proximity to a post-secondary institution and is well served by the

POLICY		ASSESSMENT									
		Town's transit system with access to bike routes and parks.									
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;	The proposed development will contribute to the provision of diversified housing within the Oakville community. The proposal will be developed with consideration for the Town's urban design standards and will contribute to fostering a sense of place in the neighbourhood.									
	b) provide choices for mobility by linking people and places with a sustainable transportation network consisting of roads, transit, walking and cycling trails; and,	The proposed development will provide an internal sidewalk network with connections to Sixth Line providing access to existing transit stops and nearby bicycle lanes and trails.									
	c) foster the Town's sense of place through excellence in building and community design.	The proposed development is designed with intent of keeping with the local community design and built form.									
PART C: GENERAL POLICIES											
4 MANAGING GROWTH AND CHANGE											
<p>This Plan provides a land use planning framework to direct and manage growth to 2031 based on the following population and employment forecasts:</p> <p><b>Table 2: Town-wide Population and Employment Forecasts</b></p> <table><tr><th>Year</th><th>Population</th><th>Employment</th></tr><tr><td>2006</td><td>165,000</td><td>82,000</td></tr><tr><td>2031</td><td>255,000</td><td>127,000</td></tr></table> <p><b>Note:</b> The forecasts are for the entire Town, including North Oakville. (North Oakville is approximately 35,000 employees and 55,000 residents.)</p>		Year	Population	Employment	2006	165,000	82,000	2031	255,000	127,000	The proposed 190 affordable residential units will assist the Town in achieving their population target.
Year	Population	Employment									
2006	165,000	82,000									
2031	255,000	127,000									

POLICY		ASSESSMENT				
	The population and employment growth in the Town is intended to be accommodated through the development of the Residential and Employment Areas within the existing built boundary shown on Schedule A2, Built Boundary and Urban Growth Centre, and within greenfield areas.	The proposed development is located within the Town’s Built Boundary.				
4.4 Intensification Targets						
	<p><i>This Plan provides objectives and policies to meet the following intensification target for residential development within the built boundary as shown on Schedule A2:</i></p> <p><b>Table 3: Residential Intensification Target within Built Boundary</b></p> <table><tr><td></td><td>2015 to 2031</td></tr><tr><td>Target (New Residential Units within Built Boundary)<sup>1</sup></td><td>14,390</td></tr></table> <p><i>Note: The intensification targets within the Growth Areas do not include potential bonused residential units.</i></p>		2015 to 2031	Target (New Residential Units within Built Boundary) <sup>1</sup>	14,390	The proposed 190 affordable residential units will assist the Town in achieving their population target within the Built Boundary.
	2015 to 2031					
Target (New Residential Units within Built Boundary) <sup>1</sup>	14,390					
5 CULTURAL HERITAGE						
5.4 Archaeological Resources						
	<p><b>5.4.2</b> <i>Where a development 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 development site will be conserved in accordance with the recommendations of the approved assessment.</i></p>	A stage 1 and 2 Archaeological Study was prepared by ASI in support of the proposed development.				
6 URBAN DESIGN						
6.1.2 Policies		Refer to Urban Design Brief for additional information and an assessment of the proposal in the context of the Town’s Urban Design framework.				
	<p><i>a) Development and public realm improvements shall be evaluated in accordance with the urban design direction provided in the Livable by Design Manual, as amended, to ascertain conformity with the urban design policies of this Plan. Alternative design approaches to those found in the Livable by Design Manual may be proposed, with appropriate justification and after consultation with the Town, provided that they meet the intent and purpose of the urban design policies of the Plan.</i></p>					



Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
<b>6.2.1</b> <i>The design of the public realm shall promote creativity and innovation and include:</i>		
	<i>a) a network of streets accommodating choices for pedestrians, cyclists, transit and vehicles;</i>	The proposed development is designed to provide an internal sidewalk network with connections to Sixth Line providing access to existing transit stops and nearby bicycle lanes and trails.
	<i>b) walkable street lengths for pedestrians;</i>	
	<i>c) a network of accessible, interconnected and predictable pedestrian-oriented spaces and routes;</i>	
	<i>d) comfortable and accessible public spaces that respond to their surroundings; and,</i>	
	<i>e) furnishings, trees and landscaping, wayfinding, and public art that provide orientation and a sense of identity.</i>	
<b>6.3.1</b> <i>The design of new streets and enhancement of existing streets shall incorporate the following attributes of complete streets, where appropriate:</i>		
	<i>a) multi-modal choices;</i>	The proposed development supports the use of multi-modal transportation in proximity to local transit stops, trails, and on-street bicycle lanes and by providing bicycle parking.
	<i>c) priority pedestrian, cyclist and transit usage;</i>	
	<i>d) comfortable, barrier-free and safe routes;</i>	
<b>6.4.1</b> <i>Streetscapes shall:</i>		
	<i>b) promote a pedestrian-oriented environment that is safe, attractive and barrier-free;</i>	The proposed development will include 57 accessible units, the design of the building and accessibility is designed to be universally accessible.
<b>6.4.2</b> <i>New development should contribute to the creation of a cohesive streetscape by:</i>		
	<i>a) placing the principal building entrances towards the street and where applicable, towards corner intersections;</i>	The building siting is proposed with the principal entrance located off of Sixth Line.

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
	<i>g) improving the visibility and prominence of and access to unique natural, heritage, and built features.</i>	The NHS lands will be visible from the Sixth Line and by the existing trails south and east of the Subject Lands.
<b>6.9 Built Form</b>		
	<i>6.9.1 Buildings should be designed to create a sense of identity through massing, form, placement, orientation, scale, architectural features, landscaping and signage.</i>	The proposed development will be designed to create a sense of identity through massing, form, orientation, scale, architectural features and landscaping to be further reviewed and considered as part of a future Site Plan application.
	<i>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.</i>	Immediately east of the site is landscaped area and trail associated with the local schools and Sheridan College. South of the Subject Lands is McCraney Valley Trail. Low rise residential (single detached and semi-detached) are located to the west and south of the Subject Lands. A 7-storey apartment building is located south of the Subject Lands. The 6-storey proposed apartment building is compatible with the existing surrounding context in that it provides a unique opportunity for infill on a large lot that appropriately transitions to the surrounding low density residential.
	<i>6.9.5 Buildings should present active and visually permeable façades to all adjacent streets, urban squares, and amenity spaces through the use of windows, entry features, and human-scaled elements.</i>	The proposed development will provide an active frontage through locating the building entrance close to Sixth Line to provide direct access for pedestrians.
	<i>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.</i>	The principal entrance to the building is located at the centre of the building with direct access to sidewalk connection to Sixth Line.
	<i>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</i>	The proposed 6-storey residential development is compatible with adjacent existing development, as there

POLICY		ASSESSMENT
<i>may include setbacks, façade step backs or terracing in order to reduce adverse impacts on adjacent properties and/or the public realm.</i>		is a 7-storey apartment building south of the Subject Lands. The proposed design has incorporated appropriate setbacks, stepbacks and separation as described in detail in the policy analysis section of 11.1.9 below.
<b>6.9.11</b> <i>Where appropriate, the first storey of a building shall have a greater floor to ceiling height to accommodate a range of non-residential uses.</i>		The ground floor of the proposed residential development has a greater floor to ceiling height of 4.5 m whereas the remainder of the floors implement approximately 3.1 metres in floor to ceiling height.
<b>6.9.12</b> <i>New development should be fully accessible by incorporating universal design principles to ensure barrier-free pedestrian circulation.</i>		The proposed buildings will be constructed in accordance with the Ontario Building Code, AODA, and all required accessible standards.
<b>6.9.13</b> <i>Rooftop mechanical equipment shall not be visible from view from the public realm.</i>		Rooftop mechanical equipment will be screened from the public realm to ensure that it is not visible. The design and location of the rooftop mechanical equipment will be finalized as part of the future Site Plan application.
<b>6.10 Landscaping</b>		
<b>6.10.1</b> <i>Landscaping design and treatments should:</i>		
	<i>b) promote a pedestrian-oriented environment that is safe, attractive and barrier-free;</i>	Proposed landscaping is currently shown conceptually on the Site Plan submitted with the application. A Landscape Plan prepared by MHBC has been provided in support of this application and demonstrates that an attractive and visually appealing scale of development will be achieved.
	<i>a) enhance the visual appeal and human scale of development;</i>	
	<i>b) create an attractive environment for pedestrian movement;</i>	
	<i>c) frame desired views or focal objects;</i>	
	<i>d) define and demarcate various functions within a development; and,</i>	

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
	e) provide seasonal variation in form, colour, and texture	
6.10.4 Landscaping treatments should preserve and complement the existing natural landscape.		
6.11 Pedestrian Access and Circulation		
6.11.1 Access to pedestrian walkways should be barrier-free.		The proposed buildings will be constructed in accordance with the Ontario Building Code, AODA, and all required accessible standards.
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;	The principal entrance to the building is located at the centre of the building with direct access to sidewalk connection to Sixth Line where existing transit stops are located.
	b) the public sidewalk and transit facilities; and,	
	c) adjacent developments, where appropriate.	
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 has been designed with one vehicular access point from Sixth Line that provides access to the, loading and garbage collection at the southeast corner of the building as well as the underground parking and surface parking located at the rear of the building which also acts as a turnaround. Several transportation demand management measures are proposed to reduce single-occupancy vehicle trips generated by the proposed development. This includes parking, cycling, transit, and pedestrian-based strategies.
6.13 Parking		
6.13.2 Surface parking areas should be:		

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
	<i>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</i>	The proposed surface parking is provided in the side yard and is appropriately screened from Sixth Line
<b>6.13.3</b> <i>Barrier-free parking spaces should be located in close proximity to principal building entrances.</i>		Barrier-free parking spaces are strategically located close to the main building entrance.
<b>6.13.4</b> <i>Surface parking areas should incorporate planted landscaped areas that:</i>		
	<i>a) effectively screen parked vehicles from view from the public realm;</i>	The proposed surface parking area is provided in the side yard, away from the public realm and will be effectively screened from Sixth Line by proposed landscaping along the frontage. The effective vehicular circulation route is clearly defined on the site plan and justified in the TIS.
	<i>c) clearly define the vehicular circulation route(s); and,</i>	
	<i>d) are sufficiently sized to support the growth of trees and other vegetation.</i>	
<b>6.16 Service, Loading and Storage Areas</b>		
<b>6.13.2</b> <i>Surface parking areas should be:</i>		
	<i>a) located and oriented away from the general circulation of pedestrians and motor vehicles both on-site and in the public right-of-way;</i>	The proposed surface parking area is designed to minimize interference with pedestrian circulation and existing motor vehicle circulation from the public right-of-way and internal to the site.
<b>8 TRANSPORTATION</b>		
<b>8.9 Transit</b>		
8.9.4	<i>Plans for all new growth and new communities shall be designed with specific regard for the safe, convenient, and efficient provision of accessible transit service.</i>	The proposed development has convenient access to the bus stop located at the southwest corner of the site which is served by Routes 13 and 71. The current Route 13 provides access to Oakville GO all the way to Bronte GO. Route 71 is a special school route that operated based on current known start and finish times of the school and do not operate on statutory holidays, school holidays, March Break or during the summer months.

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
		Route 71 (North) provides access from McCraney & Montclair to Uptown Core.
<b>8.10 Active Transportation</b>		
8.10.1	<i>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.</i>	<p>GHD completed a TIS which confirms the following with respect to the active transportation system surrounding the Subject Lands:</p> <ul style="list-style-type: none"> <li>• The Subject Lands are located in an area serviced by Oakville Transit.</li> <li>• Cycling facilities located nearby the Subject Lands consist of bicycle lanes along Sixth Line and McCraney Street East, and a signed bike route along McCraney Street West. These bicycle lanes provide north-south and east-west connectivity to and from the subject site.</li> </ul> <p>The area in which the Subject Lands are located is walkable, with continuous sidewalks available on both sides of each street in the study area.</p>
8.10.7	<p><i>In new developments, sidewalks should be required on both sides of all roads with the exception of:</i></p> <p><i>a) residential roads with less than ten dwelling units or culs-de-sac, where sidewalks shall be required on only one side of the road;</i></p> <p><i>b) lanes, where no sidewalks shall be required; and,</i></p> <p><i>c) a road flanking a natural feature, where a sidewalk shall be provided on the developed side only, subject to the availability of a trail facility on the other side of the road.</i></p>	No new sidewalks are proposed as part of the development proposal, however, the proposal incorporates a pedestrian connection from the main entrance of the building to the existing sidewalk on Sixth Line.
<b>10 SUSTAINABILITY</b>		
<b>10.2 Climate Change Programs</b>		
	<b>10.2.1</b> <i>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:</i>	



Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
	<i>b) promoting increased levels of transit usage and active transportation modes;</i>	The mixed-use high-density residential and reduced parking rate use will promote the use of local public and active transportation methods.
	<i>e) reducing the risk of infrastructure damage during severe weather by encouraging the location of utilities underground and improving Town infrastructure.</i>	The proposed storm quality control objectives are satisfied using an underground stormwater chamber. All other proposed connections to municipal infrastructure will also be underground.
<b>10.4 Energy Conservation</b>		
<b>10.4.1</b> <i>The Town shall promote and encourage development which minimizes energy consumption when evaluating planning applications by:</i>		
	<i>a) seeking a compact urban form</i>	The proposed development provides for a residential development with a compact built form, proposing intensification of an underutilized site to promote energy conservation. The proposed development with the addition of 190 residential units will promote transit ridership and active transportation.
	<i>d) encouraging urban design that promotes energy conservation;</i>	
	<i>e) promoting transit and modes of active transportation</i>	The mixed-use high-density residential and reduced parking rate use will promote the use of local public and active transportation methods.
<b>10.10 Stormwater Management</b>		
<b>10.10.1</b> <i>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.</i>		The Function Servicing and SWM Report states that the stormwater management requirements can be met with the proposed SWM control measures.
<b>10.10.7</b> <i>Existing groundwater recharge rates shall be maintained in all developments, where possible.</i>		As provided in the Geotechnical Investigation no groundwater was observed beneath the site.

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
<i>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.</i>		The FSR prepared by Aplin Martin states that groundwater can be adequately managed in accordance to Town of Oakville standards.
<b>PART D: LAND USE DESIGNATIONS AND POLICIES</b>		
<b>11 RESIDENTIAL</b>		
<i>11 The following objectives shall apply to all Residential Areas:</i>		
	<i>a) maintain, protect and enhance the character of existing Residential Areas;</i>	<p>The proposed apartment is consistent with the character and built form in the surrounding area where a mix of low and high density residential use exists south the Subject Lands along Sixth Line and is in proximity to existing residential, commercial, and institutional uses include post-secondary institution Sheridan College. The proposed development will have the appropriate setbacks and dripline buffer to the adjacent NHS lands.</p> <p>The proposal will contribute to the housing mix in the area by adding one-, two- and three-bedroom units to the neighbourhood to provide a greater variety in housing typology for varying socio-economic groups.</p>
	<i>b) encourage an appropriate mix of housing types, densities, design and tenure throughout the Town;</i>	
	<i>c) promote housing initiatives to facilitate revitalization, compact urban form and an increased variety of housing alternatives;</i>	
	<i>d) promote innovative housing types and forms to ensure accessible, affordable, adequate and appropriate housing for all socio-economic groups;</i>	
<i>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.</i>		The proposed 190 affordable residential units, of which 30% will be accessible and will assist the Town in achieving their population target.
<i>11.1.4 Development shall conform with the policies relating to urban design and sustainability set out in Part C.</i>		The proposed development aligns with the Town's urban design standards, contributing to the community's housing needs while fostering a distinct sense of place. The assessment of Oakville's LOP and Livable by Design Manual indicates that the proposal adheres to the established vision and design direction. The development

POLICY		ASSESSMENT
		aligns with both Provincial and municipal policies and regulations, marking it as an appropriate advancement for the Subject Lands.
<p><i>11.1.9 Development within all stable residential communities shall be evaluated using the following criteria to maintain and protect the existing neighbourhood character:</i></p>		
	<p><i>a) The built form of development, including scale, height, massing, architectural character and materials, is to be compatible with the surrounding neighbourhood.</i></p>	<p>The proposed development seeks to incorporate a six-storey apartment building along Sixth Line, adjacent to an existing elementary school and parkland to the south, and in proximity to existing and proposed mid-rise apartment buildings of 6 and 7 storeys along Sixth Line. The proposed height in this regard is compatible and provides for a consistent built form and density along Sixth Line that reflects the concentration of community amenities available, as demonstrated in Table 1.</p> <p>The proposed development has been strategically sited on the Subject Lands to ensure that the majority of the built form and massing is located in close proximity to Sixth Line to provide for adequate buffering from the natural lands to the east and separation from the existing residential dwellings to the south along Sixth Line.</p> <p>Due to the unique narrow shape of the Subject Lands, the proposal has been designed to be massed in an east-west direction in order to maximize building area while also ensuring an appropriate design with adequate setbacks and stepbacks to the surrounding lots. Significant setbacks of 21.3m to the south and 68.5m to the east are incorporated to ensure that the built form is appropriately sided to ensure no shadow impacts on the existing residential dwellings in proximity.</p>

POLICY		ASSESSMENT
		<p>In terms of the architectural character and materials, the proposal seeks to implement a high quality built form with a variety of materials while still providing for 100% affordable rental units. The proposal incorporates a mix of building materials, including strategically placed windows to both provide appropriate in-unit light conditions while also appropriately addressing each of the building facades. The mix of materials proposed is in accordance with the Town’s design guidelines and is compatible with the varied materiality of the surrounding neighbourhood.</p>
	<p><i>b) Development should be compatible with the setbacks, orientation and separation distances within the surrounding neighbourhood.</i></p>	<p>The proposed development seeks to intensify a large narrow and deep lot currently occupied by a single-detached dwelling fronting Sixth Line. The Subject Lands are situated with an elementary school to the north, parkland to the south, and commercial plaza immediately across Sixth Line, therefore the immediate context is inconsistent in terms of setbacks, orientation, and separation distances.</p> <p>The proposed development is setback 21.3m to the south and 68.5m to the east to both provide adequate buffer from the natural areas and provide for adequate separation and mitigation of shadow impacts on the surrounding properties. The surface parking area to the south provides for a 3.0m landscape buffer, and the proposed 3.34m front yard setback, combined with the required 2.94m ROW conveyance, appropriately places the building massing along the street frontage to provide density to support transit and surrounding community amenities.</p>

Appendix E: Detailed Policy Assessment Table

POLICY	ASSESSMENT
<p><i>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.</i></p>	<p>Significant setbacks have been provided on the east and south sides of the site and there is a natural area zone adjacent to the south that will restrict any impacts from shadows on the nearby the residential and open space uses. The setbacks on the north side of the site are in compliance with the requirements in the Zoning By-law and the impacts from shadows are demonstrated in the Shadow Study. The areas of the Munn's Public School that are impacted by shadows primarily consist of a parking lot. Landscaping is also proposed on the northern property line to provide a visual barrier from the adjacent school and low-rise residential uses.</p>
<p><i>d) Where applicable, the proposed lotting pattern of development shall be compatible with the predominant lotting pattern of the surrounding neighbourhood.</i></p>	<p>The surrounding lotting is varied and includes the larger elementary school and parkland lots, existing single detached dwellings to the south, and larger condo townhouse lots. No new lots are proposed as part of the proposed development, which seeks to develop the existing 0.8 hectare lot with the proposed 6 storey building.</p>
<p><i>e) Roads and/or municipal infrastructure shall be adequate to provide water and wastewater service, waste management services and fire protection.</i></p>	<p>The existing road network and municipal servicing infrastructure is adequate to service the proposal as demonstrated in the supporting TIS and FSR.</p>
<p><i>f) Surface parking shall be minimized on the site.</i></p>	<p>The majority of the parking is proposed to be underground, with 33 surface parking spaces located at the side of the building to be appropriately screened from the public street and will be primarily used for the proposed daycare and office uses. The parking area will also be appropriately buffered through the preservation of the existing trees and additional plantings.</p>

Appendix E: Detailed Policy Assessment Table

POLICY	ASSESSMENT
<p><i>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.</i></p>	<p>The proposed grading design generally maintains the existing drainage patterns for the site, while meeting Town of Oakville criteria.</p> <p>The location of loading, site access and circulation have been designed along the southern limit of the site and are proposed to be properly screened from the existing residential uses to the south.</p> <p>The supporting Shadow Study demonstrates that there are minimal impacts to the surrounding area and the requirements of the Town are met.</p>
<p><i>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.</i></p>	<p>The proposed development is well served by area amenities as identified in Table 1 including schools, post-secondary institutions and parks.</p>
<p><i>k) The transportation system should adequately accommodate anticipated traffic volumes.</i></p>	<p>As mentioned in the TIS prepared by GHD, the surrounding transportation network is planned to continue to operate adequately over the long term, and no significant impact is anticipated as a result of the proposed development.</p>
<p><i>l) Utilities shall be adequate to provide an appropriate level of service for new and existing residents.</i></p>	<p>As discussed within the FSR prepared by Aplin Martin, all the required utilities are located within the Sixth Line ROW adjacent to the Subject Lands. Based on the nature of the proposed development and estimated load demands, utility staff have not indicated any issues with providing the necessary utility service for the development to date</p>
<p><b>11.4 High Density Residential</b></p>	

Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
<b>11.4.1 Permitted Uses</b>		
	<i>The High Density Residential land use designation may permit a range of high density housing types including multiple-attached dwelling units, apartments, retirement homes and long-term care homes.</i>	The proposal is for a 6-storey residential apartment, which is permitted in the high density residential designation within the LOP. An OPA is required to permit the proposed apartment building through infill development to redesignate the Subject Lands from Natural Area to High Density Residential.
<b>11.4.2</b> <i>The density range is to be between 51 to 185 units per site hectare.</i>		A site specific OPA is required to permit the proposed density of 308 units per hectare.
<b>16 NATURAL AREA</b>		
<b>16.1.1 Permitted Uses</b>		
	<i>b) Where planning applications to establish or expand a permitted use are not subject to the Environmental Assessment Act, an environmental impact statement (EIS) shall be required, to the satisfaction of the Town, to establish that the use will not negatively impact the natural features or ecological functions contained within the Natural Area designation.</i>	The Subject Lands are currently designated ' <b>Natural Area</b> ' on Schedule I – Central Land Use ( <b>Figure 11</b> ). An Official Plan Amendment is proposed to redesignate the Subject Lands from Natural Area to High Density Residential.
<b>16.1.2</b> <i>Lands designated Natural Area may contain one or more of the following natural features together with required buffers:</i>		
	<i>c) woodlands;</i>	There is a woodland identified on the eastern part of the Subject Lands, the extent of which was confirmed through the EIS, and the proposed development is to occur outside of the required 10m buffer
<b>16.1.8 Woodlands</b>		



Appendix E: Detailed Policy Assessment Table

POLICY		ASSESSMENT
	<p><i>a) Development or site alteration shall not be permitted within regionally significant woodlands or within the required buffer width, which should be a minimum of 10 metres measured from the drip line of the woodland.</i></p>	The proposed development is proposed outside of the 10 m dripline buffer as established in the EIS prepared in support of this application.
	<p><i>b) The final width of the required buffer shall be established through an approved EIS or an approved subwatershed study. A greater buffer width may be required as a result of environmental impacts evaluated by the EIS or subwatershed study. Reduced buffers may only be considered by the Town based upon the existing context and the sensitivity of the woodland.</i></p>	
	<p><i>c) Unless otherwise directed by the Conservation Authority, development proposed on lands within 120 metres of a significant woodland shall require a satisfactory EIS to demonstrate that there will be no negative impact on the woodland or its ecological function.</i></p>	
16.1.15 Boundaries and Applications for Redesignation		
	<p><i>a) The specific boundaries of the Natural Area including appropriate buffers of any natural features shall be identified through an EIS, or on a site by site basis at the time of planning application through consultation with the Conservation Authority.</i></p>	The EIS included within this submission confirms the boundaries of the Natural Area and the required 10m buffer.
PART F: IMPLEMENTATION AND INTERPRETATION		
30.2 SITE-SPECIFIC OFFICIAL PLAN AMENDMENTS		
30.2.1 The Town shall evaluate site-specific amendments to this Plan within the context of the goals, objectives and policies of this Plan.		A draft Official Plan Amendment has been prepared to facilitate this development proposal and is included in Appendix C.
30.2.2 The proponent of an official plan amendment shall submit reports to the satisfaction of the Town demonstrating the rationale for the amendment in accordance with the submission requirements set out in Part F of this Plan.		The reports outlined in Section 1.1 of the PJR have been submitted in support of the proposed development with this submission as identified in the April 2025 Pre-consultation Checklist
30.2.3 Submissions must demonstrate that the proposed amendment:		
	<p><i>a) is consistent with the Town’s mission and guiding principles;</i></p>	

Appendix E: Detailed Policy Assessment Table

POLICY	ASSESSMENT
<p><i>b) does not undermine the Town's urban structure in terms of:</i></p> <ul style="list-style-type: none"> <li><i>i. Directing growth to identified nodes and corridors, and ensuring their timely development in a manner that makes effective and efficient use of their existing and planned investment and achieves the planned objectives for these areas;</i></li> <li><i>ii. Protecting natural heritage;</i></li> <li><i>iii. Protecting waterfront open space, parks and other public open space;</i></li> <li><i>iv. Conserving cultural heritage resources; and</i></li> <li><i>v. The maintenance of the character of established Residential Areas, Employment Areas and major commercial areas;</i></li> </ul>	<p>The proposed draft Official Plan Amendment is consistent with Oakville's mission and guiding principles identified in the LOP.</p> <p>The proposed development directs growth to Sixth Line, a Minor Arterial Road, on a site well suited for intensification to make effective and efficient use of existing infrastructure.</p>
<p><i>c) is consistent with Provincial, Regional and Town plans for multi-modal transportation systems, municipal services, infrastructure and public service facilities;</i></p>	<p>The proposed development occurs outside of the 10 m dripline buffer of the NHS lands in accordance with the EIS.</p>
<p><i>d) does not result in adverse fiscal impacts for the Town;</i></p>	<p>The proposed development will provide for intensification, adding more residents the area to utilize the existing parks and public open spaces.</p>
<p><i>e) is an appropriate use for the land;</i></p>	
<p><i>f) is compatible with existing and planned surrounding land uses;</i></p>	<p>There are no cultural heritage resources identified on or within close proximity to the Subject Lands.</p>
<p><i>g) is not more appropriately considered under a required comprehensive Official Plan review or a municipal comprehensive review;</i></p>	<p>The proposed development maintains the existing character of the surrounding Residential area as identified in Section 11.1.9 of the LOP.</p>
<p><i>h) does not establish an undesirable precedent if approved;</i></p>	
<p><i>i) satisfies all other applicable policies of this Plan.</i></p>	<p>The proposed development is consistent with the Provincial, Regional and Town plans for transportation systems, municipal services, infrastructure and public service facilities through directing infill development on a site well suited for intensification that has convenient access to existing transit and municipal services.</p> <p>The proposal does not result in adverse fiscal impacts for the Town as the proposed infill development will aid in the more efficient use of existing infrastructure and will</p>

POLICY		ASSESSMENT
		<p>optimize the use of an underutilized parcel of land for residential intensification.</p> <p>The proposed development is compatible with the existing and planned surrounding land uses and is an appropriate use for the land.</p> <p>The proposal and supporting OPA do not establish an undesirable precedent if approved as it represents an appropriate and logical extension of the existing High Density Residential land use designation and conforms with the policy directions for intensification within stable residential communities as identified in Section 11.1.9 of the LOP.</p> <p>The proposal satisfies all other applicable polices of the LOP as discussed herein.</p>
<b>30.3 ZONING BY-LAWS</b>		
	<i>30.3.1 Zoning by-laws shall be used to implement the objectives and policies of this Plan by regulating the use of land, buildings or structures in accordance with the provisions of the Planning Act and may be more restrictive than the provisions of this Plan. It is not intended that the full range of uses or densities permitted by this Plan will be permitted by the Zoning By-law in all locations.</i>	An ZBA is required to permit the proposed apartment building through infill development to rezone the Subject Lands from Natural Area to Residential High Zone.
	<i>30.3.2 No zoning by-law shall be approved which would preclude meeting the minimum intensification target in section 4.4 or the minimum densities set out in this Plan.</i>	The associated ZBA application supports the intensification target in the LOP by provided for 190 affordable residential units of which 30% are accessible.

