

## AGENDA

**Date:** Monday, June 16, 2025  
**Time:** 6:30 p.m.  
**Location:** Council Chamber

Town Hall is open to the public and live streaming video is available on <https://www.oakville.ca/town-hall/mayor-council-administration/agendas-meetings/live-stream> or at the town's YouTube channel at <https://www.youtube.com/user/TownofOakvilleTV>. Information regarding written submissions and requests to delegate can be found at <https://www.oakville.ca/town-hall/mayor-council-administration/agendas-meetings/delegations-presentations>.

If a person or public body would otherwise have an ability to appeal a decision of Oakville Council with respect to an official plan or zoning by-law amendment to the Ontario Land Tribunal, but the person or public body does not make oral submissions at a public meeting or make written submissions to Oakville Council before the proposed official plan amendment is adopted or the proposed zoning by-law amendment is passed, the person or public body is not entitled to appeal the decision. Persons who may otherwise have an ability to appeal an adoption of an official plan amendment or passing of a zoning by-law amendment are limited to persons listed in subsections 17(24) and 34(19) of the Planning Act, respectively.

If a person or public body does not make oral submissions at a public meeting or make written submissions to Oakville Council before the proposed official plan amendment is adopted or proposed zoning amendment is passed, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Land Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to add the person or public body as a party.

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### Pages

1. Regrets
2. Declarations of Pecuniary Interest
3. Confirmation of Minutes of the previous Planning and Development Council meeting(s)
  - 3.1 Minutes of the Regular Session of the Planning and Development Session of Council, May 20, 2025
4. Advisory Committee Minutes

**4.1 Heritage Oakville Advisory Committee Minutes May 27, 2025**

11 - 13

Recommendation:

That the following recommendations pertaining to Item 4.1 of the Heritage Oakville Advisory Committee minutes from its meeting on May 27, 2025, be approved and the remainder of the minutes be received:

**4.1 Heritage Permit Application HP012/25-42.20A – Construction of a new house at 81 Allan Street**

1. That Heritage Permit Application HP024/24-42.20A for the construction of a new house at 81 Allan Street, as approved by Planning and Development Council on November 25, 2024, be amended to replace the November design of the house with the design attached in Appendix C to the report dated May 13, 2025 from Planning and Development; and
2. That the condition in Heritage Permit Application HP024/24-42.20A, approved on November 25, 2024, remain in effect.

**5. Consent Items(s)**

**5.1 Recommendation Report on Draft Plan of Condominium 24CDM-25001/1318 – 3250 Carding Mill Trail**

14 - 26

Recommendation:

That the Director of Planning and Development be authorized to grant draft plan approval of the Draft Plan of Condominium (24CDM-25001/1318) submitted by Mattamy (Carding Mill) Ltd., prepared by Rady-Pentek & Edward Surveying Ltd. dated May 14, 2025, subject to the conditions contained in Appendix 'A' of the Planning and Development report dated June 3, 2025.

**6. Confidential Consent Item(s)**

**6.1 Confidential Labour Relations Report Update**

To be distributed under separate cover.

**7. Public Hearing Item(s)**

**7.1 Public Meeting Report – Oakville Municipal Development Corporation, 2264 Trafalgar Road, File Nos. OPA 1413.35, Z.1413.35 & 24T-25003/1413** 27 - 73

Recommendation:

1. That the public meeting report prepared by the Planning and Development department dated June 3, 2025, be received.
2. That comments from the public with respect to the proposed Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision applications submitted by Bousfields Inc., on behalf of the Oakville Municipal Development Corporation (File Nos. OPA 1413.35, Z.1413.35 and 24T-25003/1413), be received.
3. That staff consider such comments as may be provided by Council.

**7.2 Recommendation Report, Official Plan Amendment, Creditmills Development Group, 1295 Sixth Line, File: OPA.1515.23; By-law 2025-104, By-law 2025-105** 74 - 121

Recommendation:

1. That the proposed Official Plan Amendment and Zoning By-law Amendment applications submitted by Creditmills Development Group (File Nos.: OPA.1515.23 and Z.1515.23) be approved on the basis that the applications are consistent with the Provincial Planning Statement, conform with the Region of Halton Official Plan and the Livable Oakville Plan, have regard for matters of Provincial interest, and represent good planning for the reasons outlined in the report from the Planning and Development Department dated June 3, 2025.
2. That By-law No. 2025-104, a by-law to approve Official Plan Amendment Number 72 to the Livable Oakville Plan, be passed.
3. That By-law No. 2025-105, a by-law to amend the Town of Oakville Zoning By-law 2014-014, as amended, be passed.
4. That the notice of Council's decision reflect that Council has fully considered all the written and oral submissions relating to these matters and that those comments have been appropriately addressed.
5. That, in accordance with Section 34(7) of the *Planning Act*, no further notice is determined to be necessary.

**8. Discussion Item(s)**

**8.1 Recommendation Report - Official Plan Amendment and Zoning By-law Amendment, Garden Residences Corporation, 105-159 Garden Drive, File No. OPA 1617.47 and Z.1617.47; By-law 2025-095, By-law 2025-096** 122 - 215

**Recommendation:**

1. That Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision applications submitted by Garden Residences Corporation (File No. OPA 1617.47, Z.1617.47 and 24T-25001-1617), be approved;
2. That the Director of Planning and Development be authorized to grant draft plan approval to the Draft Plan of Subdivision (24T-25001-1617) submitted by Garden Residences Corporation, prepared by R. Avis Surveying Inc. dated November 25, 2025 subject to the conditions contained in Appendix 'C';
3. That By-law 2025-095, a by-law to adopt an amendment to the Livable Oakville Plan, be passed;
4. That By-law 2025-096, an amendment to Zoning By-law 2014-014, be passed;
5. That, in accordance with Section 34(17) of the *Planning Act*, no further notice is determined to be necessary; and,
6. That notice of Council's decision reflects that the comments from the public have been appropriately addressed.

**9. Confidential Discussion Item(s)**

There are no Confidential Discussion Items listed for this agenda.

**10. New Business**

(Emergency, Congratulatory, Condolence or Notices of Motion)

**11. Requests for Reports**

**12. Consideration and Reading of By-laws**

That the following by-law(s) be passed:

**12.1 By-law 2025-095**

A by-law to adopt Official Plan Amendment No. 71 to the Livable Oakville Plan to establish policies for 105, 115 to 159 Garden Drive (Garden Residences Corporation, File No. OPA 1617.47)(Re: Item 8.1)



**12.2 By-law 2025-096**

A by-law to amend Zoning By-law 2014-014, as amended, to permit the use of lands described as 105, 115 to 159 Garden Drive (Garden Residences Corporation, File No. Z.1617.47) (Re: Item 8.1)

**12.3 By-law 2025-104**

A by-law to approve Official Plan Amendment Number 72 to the Livable Oakville Plan (Re: Item 7.2).

**12.4 By-law 2025-105**

A by-law to amend the Town of Oakville Zoning By-law 2014-014, as amended, to permit the use of lands described as 1297 Sixth Line – formerly 1295 Sixth Line (Creditmills Development Group, File No.: Z.1515.23)(Re: Item 7.2)

**12.5 By-law 2025-107**

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A By-law to declare that certain land is not subject to part lot control (Blocks 263, 264, 265, 266, 267 and 269, Plan 20M-1288 – Mattamy (Joshua Creek) Limited)

**12.6 By-law 2025-116**

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A by-law to confirm the proceedings of a meeting of Council.

**13. Adjournment**



**Town of Oakville**  
**Planning and Development Council**  
**MINUTES**

**Date:** May 20, 2025  
**Time:** 6:30 p.m.  
**Location:** Council Chamber

Mayor and Council:

- Mayor Burton
- Councillor Adams
- Councillor Chisholm
- Councillor Duddeck
- Councillor Elgar
- Councillor Gittings
- Councillor Grant
- Councillor Haslett-Theall
- Councillor Knoll
- Councillor Lishchyna
- Councillor Longo
- Councillor McNeice
- Councillor Nanda
- Councillor O'Meara
- Councillor Xie

Staff:

- J. Clohec, Chief Administrative Officer
- M. Mizzi, Commissioner of Community Development
- S. Ayres, Commissioner of Corporate Services
- D. Carr, Town Solicitor
- G. Charles, Director of Planning Services
- S. Ashmore, Director Human Resources
- P. Barrette, Manager of Planning Services, West District
- K. Biggar, Manager of Policy Planning and Heritage
- R. Diec Stormes, Director Economic Development
- M. Bowie, Senior Economic Development Officer
- L. Musson, Manager of Planning Services, East District
- C. Westerhof, Planner
- A. Holland, Acting Town Clerk

J. Radomirovic, Council and Committee Coordinator

Others: Sarah Lewis, Senior Manager- Economic Advisory, Deloitte

**The Town of Oakville Council met in regular session to consider planning matters on this 20 day of May, 2025 in the Council Chamber of the Oakville Municipal Building, 1225 Trafalgar Road, commencing at 6:30 p.m.**

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**1. Regrets**

There were no regrets for this meeting.

**2. Declarations of Pecuniary Interest**

No declarations of pecuniary interest were declared.

**3. Confirmation of Minutes of the Previous Planning and Development Council Meeting(s)**

There were no Minutes of the Previous Planning and Development Council Meetings.

**4. Advisory Committee Minutes**

**4.1 Heritage Oakville Advisory Committee Minutes April 22, 2025**

Moved by Councillor Gittings

Seconded by Councillor McNeice

That the minutes of the Heritage Oakville Advisory Committee meeting on April 22, 2025 be received.

CARRIED

**5. Consent Items(s)**

**5.1 2024 Economic Development Annual Report**

Moved by Councillor O'Meara

Seconded by Councillor Elgar

That the 2024 Economic Development Annual Report from the Economic Development department be received for information.

CARRIED

**5.2 Recommendation Report, Natural Heritage System Conveyance, 1300 Bronte Road, 24T-21009.1531**

Moved by Councillor O'Meara

Seconded by Councillor Elgar

That staff be authorized to receive the Natural Heritage System (NHS) dedication lands from 1300 Bronte Road in their current state with low-risk levels of soil contamination in accordance with the findings of the environmental audit.

CARRIED

**6. Confidential Consent Item(s)**

**6.1 Confidential Staffing Recommendation**

Moved by Councillor Longo

Seconded by Councillor Knoll

That the confidential recommendation in the Office of the Chief Administrative Officer's Confidential Staffing Recommendation report about a personal matter regarding an identifiable individual dated May 20, 2025, be approved.

CARRIED

**7. Public Hearing Item(s)**

There were no Public Hearing Items.

**8. Discussion Item(s)**

**8.1 2025 Heritage Grant Program Recommendations**

Moved by Councillor Lishchyna

Seconded by Councillor Adams

That 'Appendix A – Heritage Grant Applications 2025' attached to the report titled '2025 Heritage Grant Program Recommendations', dated May 6, 2025, be approved.

CARRIED

**8.2 Economic Development Plan 2025-2029 Final Report**

Moved by Councillor Haslett-Theall

Seconded by Councillor Grant

That the staff report, titled Economic Development Plan 2025-2029 Final Report, dated May 6, 2025, be adopted and used to guide department planning and operations over the next five years, subject to annual budget review.

CARRIED

**9. Confidential Discussion Item(s)**

There were no Confidential Discussion Items.

**11. Request for Reports**

There were no Request for Reports.

**12. Consideration and Reading of By-laws**

**12.1 By-law 2025-101**

A by-law to confirm the proceedings of a meeting of Council.

Moved by Councillor Chisholm

Seconded by Councillor Lishchyna

CARRIED

*The Mayor gave written approval of the by-law(s) noted above that were passed during the meeting.*

**10. New Business**

Councillor Duddeck, expressed her condolences to the family of Jamie Macrae.

**13. Adjournment**

The Mayor adjourned the meeting at 7:42 p.m.

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Andrea Holland, Acting Town  
Clerk

## Heritage Oakville Advisory Committee

### MINUTES

**Date:** May 27, 2025  
**Time:** 9:30 am  
**Location:** Council Chamber

**Members:** Drew Bucknall, Chair  
Gerarda (Geri) Tino, Vice-Chair  
Councillor Gittings  
Councillor McNeice  
Russell Buckland  
Kerry Colborne  
George Gordon  
Susan Hobson  
Bob Laughlin

**Regrets:** Jason Judson  
Emma Dowling

**Staff:** G. Charles, Director of Planning Services  
K. Biggar, Manager of Policy Planning and Heritage  
C. Van Sligtenhorst, Heritage Planner  
K. McLaughlin, Heritage Planner  
L. Harris, Council and Committee Coordinator

**A meeting of the Heritage Oakville Advisory Committee was held on May 27, 2025, in the Council Chamber of the Oakville Municipal Building, commencing at 9:30 a.m.**

**These minutes will go forward to the Planning and Development Council meeting of June 16, 2025 for approval. Please view those minutes to note any changes Council may have made.**

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#### **1. Regrets**

As noted above.

**2. Declarations of Pecuniary Interest**

No declarations of pecuniary interest were declared.

**3. Confirmation of Minutes of Previous Meeting(s)**

**3.1 Minutes April 22, 2025**

Moved by Russell Buckland

That the minutes of the Heritage Oakville Advisory Committee meeting of April 22, be approved.

CARRIED

**4. Discussion Item(s)**

**4.1 Heritage Permit Application HP012/25-42.20A – Construction of a new house at 81 Allan Street**

The following delegate spoke on this item:

Rick Mateljan, SMDA Design Ltd.

Moved by Susan Hobson

1. That Heritage Permit Application HP024/24-42.20A for the construction of a new house at 81 Allan Street, as approved by Planning and Development Council on November 25, 2024, be amended to replace the November design of the house with the design attached in Appendix C to the report dated May 13, 2025 from Planning and Development; and
2. That the condition in Heritage Permit Application HP024/24-42.20A, approved on November 25, 2024, remain in effect.

CARRIED

**5. Information Item(s)**

There were no information items.

**6. Date and Time of Next Meeting**

June 24, 2025

Oakville Municipal Building



Council Chamber - 9:30 a.m.

**7. Adjournment**

The meeting adjourned at 9:47 a.m.

## REPORT

### Planning and Development Council

Meeting Date: June 16, 2025

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**FROM:** Planning and Development Department

**DATE:** June 3, 2025

**SUBJECT:** Recommendation Report on Draft Plan of Condominium  
24CDM-25001/1318 – 3250 Carding Mill Trail

**LOCATION:** 3250 Carding Mill Trail

**WARD:** Ward 7

Page 1

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### RECOMMENDATION

That the Director of Planning and Development be authorized to grant draft plan approval of the Draft Plan of Condominium (24CDM-25001/1318) submitted by Mattamy (Carding Mill) Ltd., prepared by Rady-Pentek & Edward Surveying Ltd. dated May 14, 2025, subject to the conditions contained in Appendix 'A' of the Planning and Development report dated June 3, 2025.

### KEY FACTS

The following are key points for consideration with respect to this report:

- A draft plan of standard condominium application has been submitted by Mattamy (Carding Mill) Ltd., for the lands municipally known as 3250 Carding Mill Trail.
- The development is comprised of a five-storey mixed-use condominium building containing 157 residential units and approximately 1,077 square metres of ground-floor commercial space. In addition, two stacked townhouse buildings provide a total of 18 residential units, with Building B containing 10 units and Building C containing 8 units.
- The development received final site plan approval on March 7, 2024.
- There were no concerns raised with the draft plan of condominium application from internal departments or external agencies.
- Staff recommends approval of the standard draft plan of condominium application, subject to the conditions outlined in Appendix 'A'.

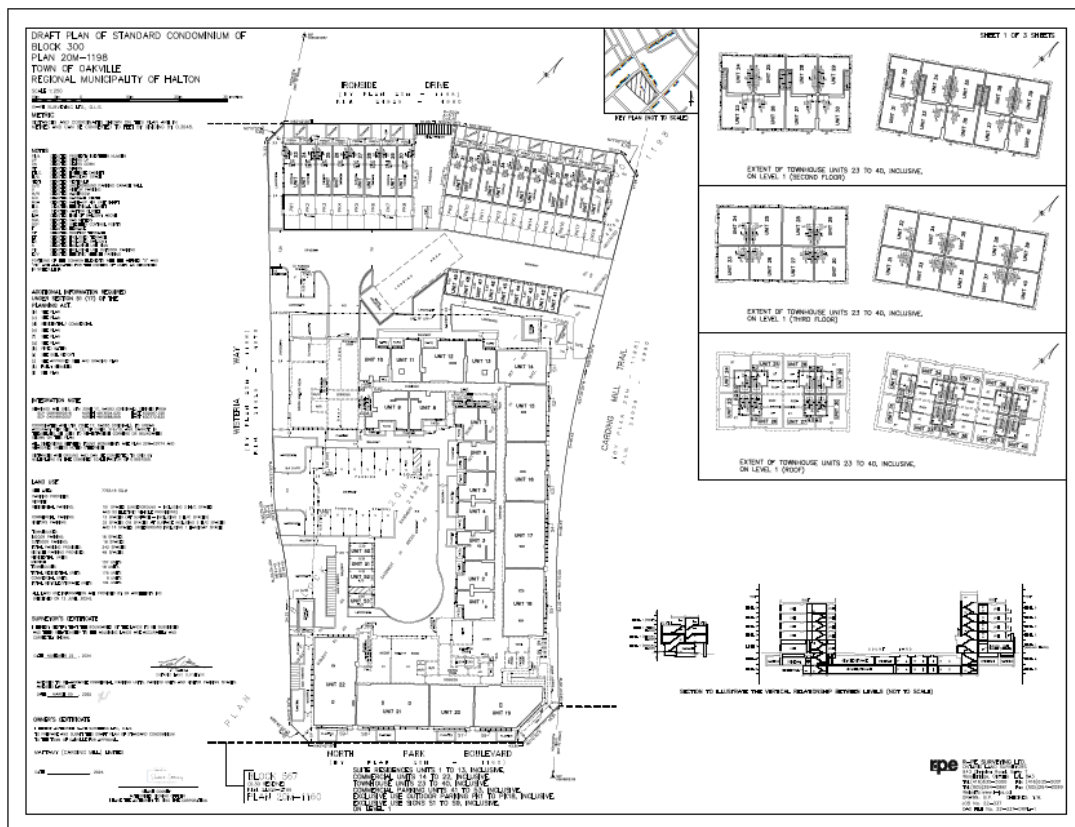
## BACKGROUND

The purpose of this report is to provide a staff review of the application and a recommendation on the proposed draft plan of standard condominium application.

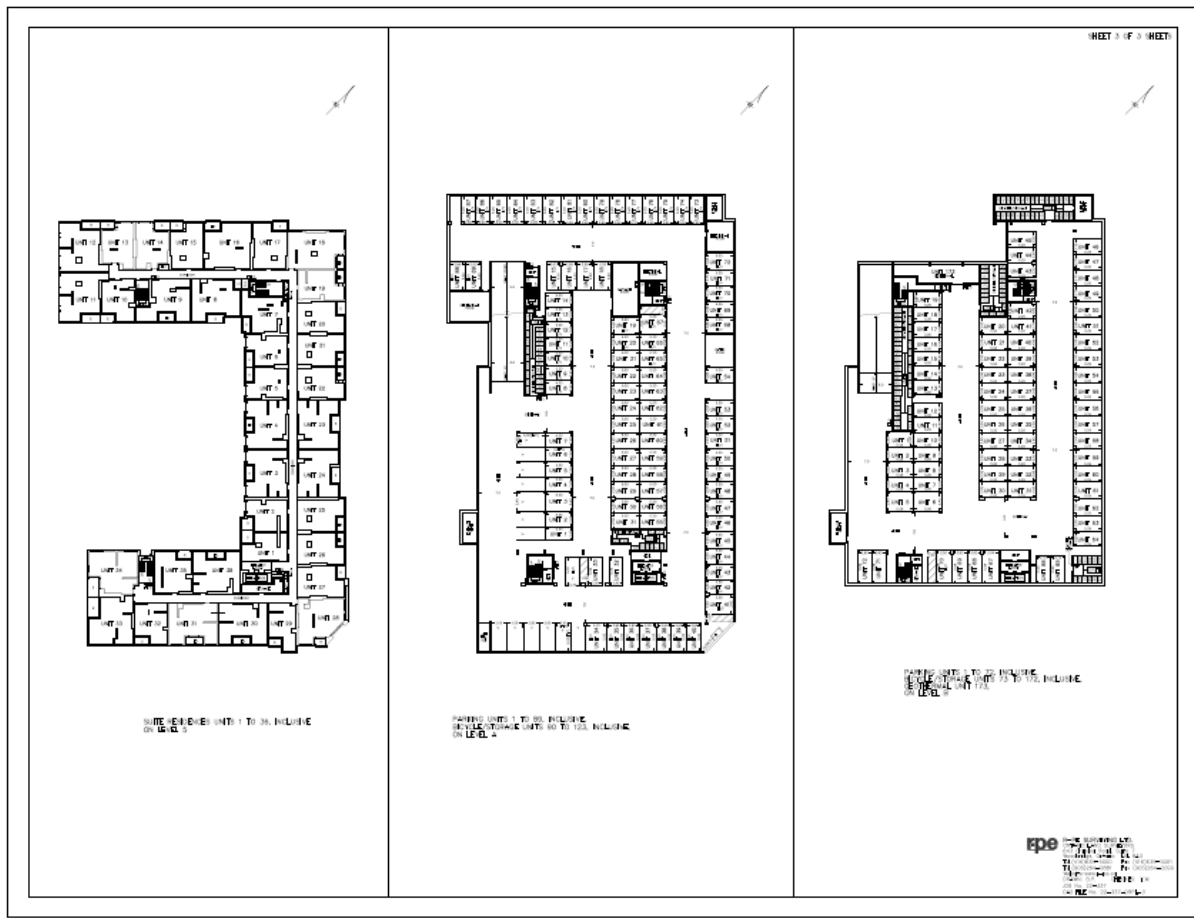
The development received site plan approval (SP. 1319.006/01) on March 7, 2024. The draft plan of condominium application was submitted on March 10, 2025, by Korsiak Urban Planning, on behalf of Mattamy (Carding Mill) Ltd. and deemed complete the same day. The intent of the draft plan of condominium is to establish condominium tenure for the 157-unit mixed-use residential building, and 18-unit stacked townhouse. The details of the management and maintenance clauses are found in the draft declaration, submitted with the application.

## Proposal

The applicant is proposing a standard condominium for the five-storey, 157-unit mixed-use residential building, which includes ground-floor commercial space. The development also features two stacked townhouse buildings, with Building B containing 10 units and Building C containing 8 units, for a total of 18 additional residential units. Please see excerpts of the draft plan of condominium in Figures 1 - 3 below.







## Location & Site Description

The subject property is approximately 0.77 hectares in size and is located on the west side of Carding Mill Trail, north of North Park Boulevard, east of Wisteria Way, and south of Ironside Drive. The land is legally recognized as Block 300, Plan 20M-1198, Oakville.

## Surrounding Land Uses

The land uses surrounding the property are comprised of residential uses. Located directly north and south of the property are single-detached dwellings, west of the property contains townhouse units, and east of Carding Mill Trail contains two five-storey mixed-use buildings.



Figure 4 – Aerial view of 3250 Carding Mill Trail

## PLANNING POLICY & ANALYSIS

### Halton Region Official Plan (Implemented by the Town)

Due to Provincial legislation, as of July 1, 2024, the Halton Region's role in land use planning and development matters has changed. The Region is no longer responsible for the Regional Official Plan. It is now the responsibility of Halton's four local municipalities. As a result of this change, a Memorandum of Understanding (MOU) between the Halton municipalities and Conservation Authorities was prepared that identified the local municipality as the primary authority on matters of land use planning and development. The MOU also defines the continued scope of interests for the Region and the Conservation Authorities in these matters.

As outlined in the MOU, the Region now only has an interest in supporting our local municipal partners by providing review and comments on a scope of interests that include:

- Water and Wastewater Infrastructure;
- Regional Transportation Systems including stormwater management infrastructure and acoustic mitigation on Regional rights-of-way;
- Waste Collection;
- Affordable and Assisted Housing;



- Responsibilities associated with a specific mandate prescribed by legislation (e.g., source water protection, public health); and,
- Other Regional services that have a land component.

As it relates to the foregoing, Halton Region staff offer no objection to the proposed Draft Plan of Condominium approval, subject to the conditions and notes included in Appendix 'A'. Conformity with the Halton Plan Region Official Plan was confirmed as part of the related site plan application.

### **North Oakville East Secondary Plan**

The subject lands are designated as Neighbourhood Centre Area. As part of the related site plan application conformity with the North Oakville East Secondary Plan was confirmed. The proposal conforms to the North Oakville East Secondary Plan.

### **Zoning By-law**

The subject property, outlined in red is zoned Neighbourhood Centre Zone 2 (NC-2) subject to Special Provision 51 (2009-189) as shown in Figure 5 below.

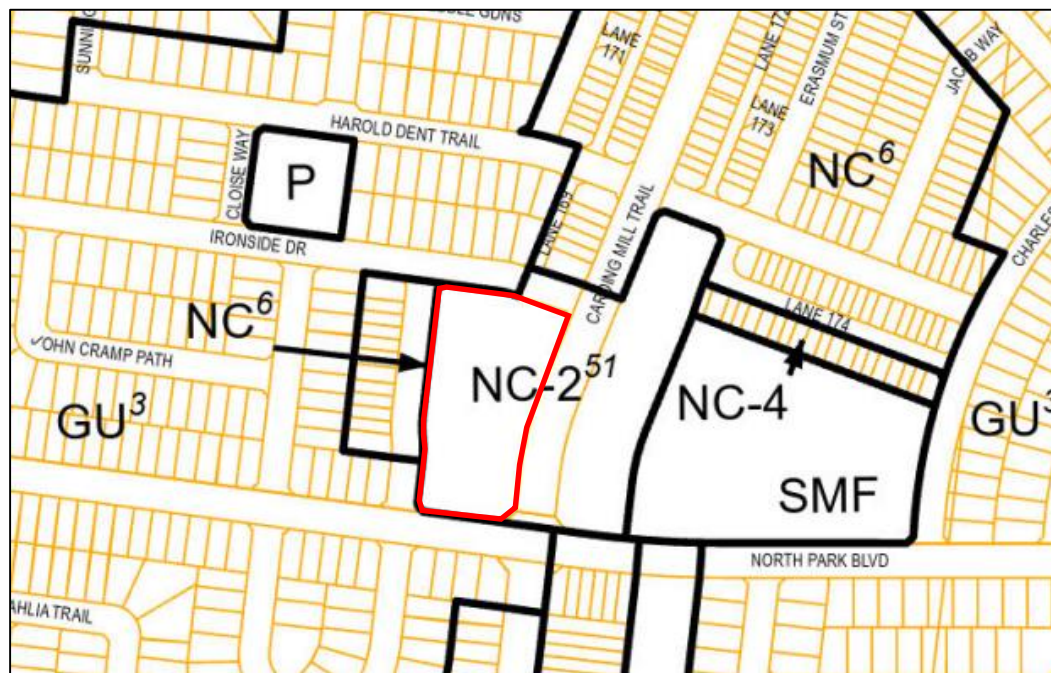


Figure 5 – Oakville Zoning By-law 2009-189 Map Excerpt

Compliance with the Zoning By-law was reviewed as part of the site plan application. As a condition of approval in Appendix 'A', the applicant will be required to confirm that the “as-built” development complies with the Zoning By-law, prior to final approval and registration.

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### Site Plan Application

The property was subject to site plan control and received final site plan approval on March 7, 2024. Through the site plan control process, among others, the following matters were addressed:

- Site layout;
- Site servicing;
- Site circulation;
- Landscaping, canopy coverage, and urban design;
- Grading and stormwater management;
- Conformity with the North Oakville East Secondary Plan; and,
- Compliance with the Zoning By-law 2009-189.

As part of the draft plan conditions in Appendix 'A', the visitor and commercial parking will be required to be delineated on the condominium plan, and included in the condominium declaration. In addition, the engineering works such as servicing, grading, drainage and stormwater management will be inspected prior to registration of the condominium.

### **TECHNICAL & PUBLIC COMMENTS:**

The draft plan of condominium was circulated to internal departments and external agencies for comments, and was subject to detailed technical analysis.

Subject to the conditions in Appendix 'A', no further requirements have been identified. There are no outstanding financial, legal or planning issues to be resolved.

Accordingly, the proposed plan of condominium meets the criteria established in Section 51(24) of the *Planning Act* and conforms to the North Oakville East Secondary Plan.

### **CONSIDERATIONS:**

#### **(A) PUBLIC**

As this is a standard condominium application and related to tenure, notice is not required with respect to this application.

#### **(B) FINANCIAL**

A condition has been included in Appendix 'A' which will ensure that the property taxes are paid and up to date.



**(C) IMPACT ON OTHER DEPARTMENTS & USERS**

None of the circulated departments/agencies raised any issues with respect to the proposal. Any relevant conditions have been included within the draft plan of condominium conditions listed in Appendix 'A'.

**(D) COUNCIL STRATEGIC PRIORITIES**

This report addresses the corporate strategic priority/priorities: Growth Management, Community Belonging, Environmental Sustainability and Accountable Government.

**(E) CLIMATE CHANGE/ACTION**

The proposal complies with the sustainability objectives of the Climate Change Adaptation Initiative.

**CONCLUSION:**

The Planning and Development Department undertook a circulation of the application to ensure that all technical and financial matters have been satisfactorily addressed.

Staff are satisfied that this draft plan of condominium application conforms to the overall policy direction of the North Oakville East Secondary Plan and other relevant policy documents, and recommends approval of the application, subject to the conditions in Appendix 'A', as the following requirements have been satisfied:

- The proposed plan of condominium meets the criteria established in Section 51(24) of the *Planning Act*;
- The proposed plan of condominium conforms with relevant policies of the Halton Region Official Plan, conforms to the North Oakville East Secondary Plan, and complies with the Zoning By-law regulations applicable to the subject property; and,
- A full circulation has been undertaken and there are no outstanding financial or planning issues that cannot otherwise be resolved, through the conditions found within Appendix 'A'.

**APPENDICES**

Appendix 'A' – Draft Plan of Condominium Conditions

Prepared by:  
Riley McKnight  
Planner, Current Planning  
Planning and Development

Recommended by:  
Paul Barrette, MCIP, RPP  
Manager, Current Planning – West District  
Planning and Development

Submitted by:  
Gabe Charles, MCIP, RPP  
Director, Planning and Development

## **Appendix A – Draft Plan of Condominium Conditions**

### **TOWN OF OAKVILLE CONDITIONS FOR FINAL APPROVAL FOR THE REGISTRATION OF THE DRAFT PLAN OF STANDARD CONDOMINIUM BY MATTAMY (CARDING MILL) LTD.**

#### **File 24CDM-25001/1318**

This approval applies to the Draft Plan of Condominium (File 24CDM-25001/1318) submitted by Mattamy (Carding Mill) Ltd., prepared by Rady-Pentek & Edward Surveying Ltd. dated May 14, 2025. The final plans are to be reviewed and cleared to the satisfaction of the Town of Oakville.

The Town of Oakville conditions applying to the approval of the final plan for registration of Marramy (Carding Mill) Ltd., Draft Plan of Condominium (File 24CDM-25001/1318) are as follows:

<b>CONDITIONS</b>		<b>CLEARANCE AGENCY</b>
<b>GENERAL</b>		
1.	That the Owner provides confirmation to the satisfaction of the Town's Finance Department that any outstanding development charges and property taxes have been paid prior to plan registration.	<b>OAK(F)</b>
2.	The Owner provide a certificate signed by the surveyor and the owner that the plan proposed to be submitted for registration is the same as the latest (most recent) draft approved plan and, if the plans are not the same, that any differences between the proposed registered plan and the latest draft plan are accepted/approved by the Town.	<b>OAK (A)</b>
3.	The Owner shall provide a certificate from the Owner's engineer stating that all servicing, grading, drainage, overland flow route, and stormwater management requirements, and base asphalt paving have been completed in accordance with the plans and conditions in the original site plan agreement, or that arrangements to the satisfaction of the Director of Planning and Development have been made for their completion. Additionally, the certificate should acknowledge that hydro, gas, lighting and communication services have been installed and are active.	<b>OAK (DE)</b>
4.	The Owner shall provide as-built site servicing and grading drawings supported by the certificate from condition #4 are required for clearance of this condition, to the satisfaction of the Director of Planning and Development	<b>OAK (DE)</b>
5.	That the owner/applicant confirms as-built compliance with the Zoning By-law and that any deficiencies be brought into compliance with the Zoning By-law through the Committee of Adjustment and/or a Zoning By-law amendment prior to plan registration.	<b>OAK(Z)</b>
<b>LEGAL</b>		

7. The Owner shall file with the Director of Planning, a complete copy of the final version of the Declaration and Description to be registered, which includes the following schedules:
- a. Schedule "A" containing statement from the declarant's solicitor that in his or her opinion, based on the parcel register or abstract index and the plans and drawings recorded in them, the legal description is correct and any easements mentioned in the schedule will exist in law upon the registration of the Declaration and Description; and,
  - b. Schedule "G" being the certification of the project engineer and/or architect that all buildings have been constructed in accordance with the regulations under the Condominium Act.

When the Owner files a copy of the Declaration with the Director of Planning, it shall be accompanied with a letter of undertaking, stating that, "This is our undertaking to register the Declaration in the same form and content as was provided to you, subject to any changes the Land Registrar may require. This is also our undertaking to provide you with a registered copy of the Declaration once it is registered. If the Land Registrar requires any amendments to the Declaration we will advise you."

Visitors parking spaces will be clearly delineated on the condominium plan to be registered. The Declaration shall contain wording to provide and maintain the visitor parking spaces for the exclusive use of visitors and specifying that visitor parking shall form part of the common elements and neither to be used or sold to unit owners or be considered part of the exclusive use portions of the common elements.

Commercial parking spaces will be clearly delineated on the condominium plan to be registered. The Declaration shall contain wording to provide and maintain the commercial parking spaces for the exclusive use of commercial patrons.

### **CANADA POST**

8. That the owner provides written confirmation that all Canada Post matters have been satisfactorily addressed. **CP**

### **ENBRIDGE GAS INC. (UNION GAS)**

9. That the owner provides written confirmation that all Enbridge Gas inc. matters have been satisfactorily addressed. **UG**

### **BELL**

10. That the owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The owner further agrees and acknowledges to convey such easements at no cost to Bell Canada. **BC**
11. That the owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the owner shall be responsible for the relocation of any such facilities or easements at their own cost. **BC**
12. That the owner acknowledges and agrees that it is the responsibility of the owner to provide entrance/service duct(s) at their own cost from Bell Canada's existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the owner shall be required to pay for the extension of such network infrastructure. If the owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development. **BC**

### **CLOSING CONDITIONS**

13. Prior to signing the final plan the Director of Planning and Development shall be advised that all conditions have been carried out to the satisfaction of the relevant agencies, and that a brief but complete statement detailing how each condition has been satisfied has been provided. **OAK (A)**
14. Prior to signing the final plan, the Director of Planning and Development shall be advised by Bell Canada that all related condition(s) has been carried out to their satisfaction with a brief but complete statement detailing how the condition has been satisfied. **OAK(A)  
BC**
15. Prior to signing the final plan, the Director of Planning and Development shall be advised by Canada Post that all related condition(s) has been carried out to their satisfaction with a brief but complete statement detailing how the condition has been satisfied. **OAK(A)  
CP**
16. Prior to signing the final plan, the Director of Planning and Development shall be advised by Enbridge Gas Inc. that all related condition(s) has been carried out to their satisfaction with a brief but complete statement detailing how the condition has been satisfied. **OAK (A)  
UG**

All of the above conditions shall be satisfied within 3 years of the granting of draft approval, being **Month Day, Year**. (Date of Draft Approval to be inserted as the day after the last date for appeals if no appeals are received).

**OAK (A)**

**NOTES – The owner is hereby advised:**

1. If the condominium is not registered within 3 years of the date of draft plan approval, then this approval shall be null and void and the plans and drawings must be resubmitted to the Town of Oakville for approval.
2. Fees are required by Halton Region for each extension to draft approval for major revisions to the draft plan or conditions and for registration of the plan.
3. Please note the Owner should be made aware that Halton Region will have the following requirements at the time of registration of the condominium:
  - Final draft condominium plans signed and dated by the Owner, Surveyor and initialed by the Town's Planner;
  - Regional Registration fee; and,
  - Registry Office review form (PX Number).
4. Any interior alterations such as demising walls will require a separate permit, these are not required for condominium registration.
5. Owners/tenants of each unit will require a Zoning Certificate of Occupancy and Building Permit to occupy their spaces. These are not required for Condominium registration.

**LEGEND – CLEARANCE AGENCIES**

OAK (A)	Town of Oakville – Planning Administration
OAK (EV)	Town of Oakville – Environmental Planning
OAK (F)	Town of Oakville - Finance
OAK (L)	Town of Oakville – Legal
OAK (DE)	Town of Oakville – Development Services Department
OAK (Z)	Town of Oakville – Building Services Department, Zoning Section
CP	Canada Post
BC	Bell Canada
UG	Enbridge Gas inc./Union Gas

## REPORT

### Planning and Development Council

Meeting Date: June 16, 2025

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**FROM:** Planning and Development Department

**DATE:** June 3, 2025

**SUBJECT:** Public Meeting Report – Oakville Municipal Development Corporation, 2264 Trafalgar Road, File Nos. OPA 1413.35, Z.1413.35 & 24T-25003/1413

**LOCATION:** 2264 Trafalgar Road (formerly 2274 and 2320 Trafalgar Rd)

**WARD:** Ward 5

Page 1

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### RECOMMENDATION

1. That the public meeting report prepared by the Planning and Development department dated June 3, 2025, be received.
2. That comments from the public with respect to the proposed Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision applications submitted by Bousfields Inc., on behalf of the Oakville Municipal Development Corporation (File Nos. OPA 1413.35, Z.1413.35 and 24T-25003/1413), be received.
3. That staff consider such comments as may be provided by Council.

### KEY FACTS

The following are key points for consideration with respect to this report:

- **Nature of Applications:** The applicant has applied for an Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision to allow for residential, mixed-use, and park blocks to be created and sold to future land developers. These applications will implement the previously approved [Public Works Site Master Plan](#), which resulted in the adoption of Official Plan Amendment 25 (via by-law 2018-029).

- **Proposal:** The proposed development consists of five blocks, which results in 2,662 units, public roads, parkland, and a utility easement. The effect of the applications will permit residential and mixed-use buildings with heights ranging from six to 28 storeys for specified blocks.
- **Public Consultation:** A virtual Public Information Meeting (“PIM”) was held on February 26, 2025, to present the subject applications. The Ward 5 Councillors, staff and seven members of the public attended the virtual meeting. It should be noted that extensive consultation was held as part of the Public Works Site Master Plan, with its PIM held on September 6, 2017 and Statutory Public Meeting on October 10, 2017, prior to adoption in June 2018.

## **BACKGROUND**

The subject applications were submitted by the Oakville Municipal Development Corporation (OakvilleMDC), which was incorporated on January 1, 2018, and is a wholly owned subsidiary of the Town of Oakville that advances community renewal initiatives through the marketing and development of the Town’s surplus land holdings and the strategic acquisition of properties ready for redevelopment.

On June 11, 2018, Town Council approved the Master Plan and Official Plan Amendment for the former Public Works Site, which envisions a range of low-rise, mid-rise and tall building types, heights and distribution to support ridership of the future Trafalgar Road Bus Rapid Transit (BRT). Georgian Drive and Gatwick Drive were also planned to extend from Taunton Road and connect with Trafalgar Road. The anticipated building heights range from six to 20 storeys (with bonussing, which no longer exists as part of the *Planning Act*), resulting in 1,231 units and commercial uses.

On March 20, 2025, the Town transferred the subject land to the Oakville MDC further to the resolution of the Legal Department report to Council on May 29, 2023. The report outlined the history of the site and process leading to the creation of the OakvilleMDC to be the “master developer” for bringing forward the subject applications. Through this, non-financial objectives were established related to the Master Plan and OPA 25, providing 100 affordable housing units, requirements for parkland and ensuring future developers or partners comply with approval of the subject applications without appeal. As the OakvilleMDC has accepted these and the subject lands are in their ownership, applications OPA 1413.35, Z.1413.35 and 24T-25003/1413 were submitted, and are currently under review.

The proposed Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision applications will redesignate, rezone and divide the former Public Works site, now municipally known as 2264 Trafalgar Road. The subject lands are



proposed to be redesignated by modifying the existing Urban Core exception, which will permit minimum and maximum building heights, specify a minimum number of residential units and identify where commercial uses are required.

Furthermore, the subject lands are proposed to be rezoned by modifying the existing Holding Provision 19 Urban Core Special Provision 307 zone (H19-MU4 sp: 307), which will allow for refined site-specific provisions to accommodate the proposed development for specific blocks. The existing site-specific Zoning (sp: 307) preceded the Master Plan through the approval by-law 2011-054 for the Town-initiated Zoning By-law Amendment (Z.1413.26).

Concurrent with the site-specific development applications noted above, the Draft Plan of Subdivision application will divide the subject lands into five blocks and create public roads. This will allow the OakvilleMDC to sell blocks to future land developers, while the town acquires other blocks for public roads and parkland. It should be noted that once approved and conveyed, the development blocks will be subject to Site Plan Control to review technical and functional aspects of each site.

## **APPLICATION SUMMARY**

**Applicant/Owner:** Oakville Municipal Development Corporation

**Purpose of Applications:** The purpose of the applications is to amend the Town's Official Plan and Zoning By-law to permit site-specific policy requirements and site-specific zone provisions for the subject lands. The proposed Draft Plan of Subdivision will implement the proposed development by creating residential, mixed-use, public road and parkland blocks.

An aerial map, existing Livable Oakville land use schedule and an existing excerpt from the Zoning By-law 2014-014 are included in **Appendix "A"**.

**Effect of Applications:** The effect of the applications will be to permit approximately 2,662 units, public roads, parkland and a utility easement.

A copy of the applicant's Concept Plans are included as **Appendix "B"**.

A copy of the applicant's draft Official Plan is included as **Appendix "C"**.

A copy of the applicant's draft Zoning By-law is included as **Appendix "D"**.

A copy of the applicant's Draft Plan of Subdivision is included as **Appendix "E"**.

**Submitted Plans / Reports:** The applicant has provided technical supporting studies which are currently under review by various public agencies and internal Town departments.

The supporting documentation is accessible on the Town's website at: [Oakville Municipal Development Corp - 2264 Trafalgar Road, OPA 1413.35, Z.1413.35 and 24T-25003/1413](#).

**Property Location:** The subject lands are located south of Oak Park Boulevard and north of Glenashton Drive on the west side of Trafalgar Road, and is municipally known as 2264 Trafalgar Road (formerly 2274 and 2230 Trafalgar Road).

**Surrounding Land Uses:** The subject lands are currently vacant and the surrounding land uses are as follows:

- North – Oakville Chrysler Dodge Jeep Ram dealership and the Taunton rental apartment building
- East – Trafalgar Road
- South – the Ashton rental apartment building (under construction)
- West – medium and low-rise residential buildings and the Windfield Parkette

**Key Milestones:**

Pre-Consultation Meeting	January 10, 2024
Public Information Meeting	February 26, 2025
Pre-submission Review	N/A
Application Deemed Complete	May 26, 2025
P & D Council – Statutory Public Meeting	June 16, 2025
Date Eligible for Appeal/Refund for Non-decision	September 23, 2025

**PLANNING POLICY & ANALYSIS**

The subject lands are subject to the following policy and regulatory framework:

- Provincial Planning Statement (2024)
- Halton Region Official Plan (implemented by the Town)
- Livable Oakville Official Plan
- Zoning By-law 2014-014

A full analysis of the Provincial Planning Statement (2024), Halton Regional Official Plan (implemented by the town), Livable Oakville Plan, and Zoning By-law 2014-014 will be included within the future recommendation report. Applicable policy excerpts are included as **Appendix “F”**.

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## **MATTERS UNDER REVIEW**

These applications were recently received and are under review by Town departments and agencies. The following are general issues that will be addressed in a future recommendation report, in addition to any comments from the public, Council and commenting agencies:

- Climate change/sustainability goals
- Public & Council comments/concerns
- Conformity with applicable policy
- Implementation of the approved Public Works Site Master Plan
- Proposed use of land, density and performance standards
- Housing types and forms
- Non-residential (i.e. commercial and office) space sizes, locations and orientation
- Transportation implications
- Uptown Core Growth Area Review
- Securing public roads and municipal services
- Community amenities
- Securing affordable housing
- Parkland
- Timing of development

## **CONSIDERATIONS**

### **(A) PUBLIC**

An applicant-initiated virtual Public Information Meeting (“PIM”) was held on February 26, 2025, to present the subject application. Eight members of the public, and Planning Staff attended. Minutes of the meeting are included as **Appendix “G”**.

No written submissions have been received as of the writing of this report.

Notice of Complete Application and Statutory Public Meeting were distributed to property owners within 240 metres of the subject lands in accordance with the town’s current notice requirements.

### **(B) FINANCIAL**

None currently.

### **(C) IMPACT ON OTHER DEPARTMENTS & USERS**

The applications were circulated to town departments, external agencies and are currently under review.

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**(D) COUNCIL STRATEGIC PRIORITIES**

This report addresses Council's strategic priority/priorities: Growth Management, Community Belonging, Environmental Sustainability and Accountable Government.

**(E) CLIMATE CHANGE/ACTION**

The proposed development will be reviewed to ensure compliance with the Town's sustainability objectives of the Livable Oakville Plan.

**CONCLUSION**

Planning and Development staff will continue to review and analyze the submitted Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision applications to address all technical matters, if any, along with submitted public comments. No further notice is required; however, written notice of any future public meetings will be provided to those who have made written and/or verbal submission.

**APPENDICES**

Appendix "A": Mapping  
Appendix "B": Concept Plans  
Appendix "C": Applicant's Draft Official Plan Amendment  
Appendix "D": Applicant's Draft Zoning By-law Amendment  
Appendix "E": Applicant's Draft Plan of Subdivision  
Appendix "F": Policy Excerpts  
Appendix "G": Applicant's Hosted Public Information Meeting Minutes  
Appendix "H": Public Comments

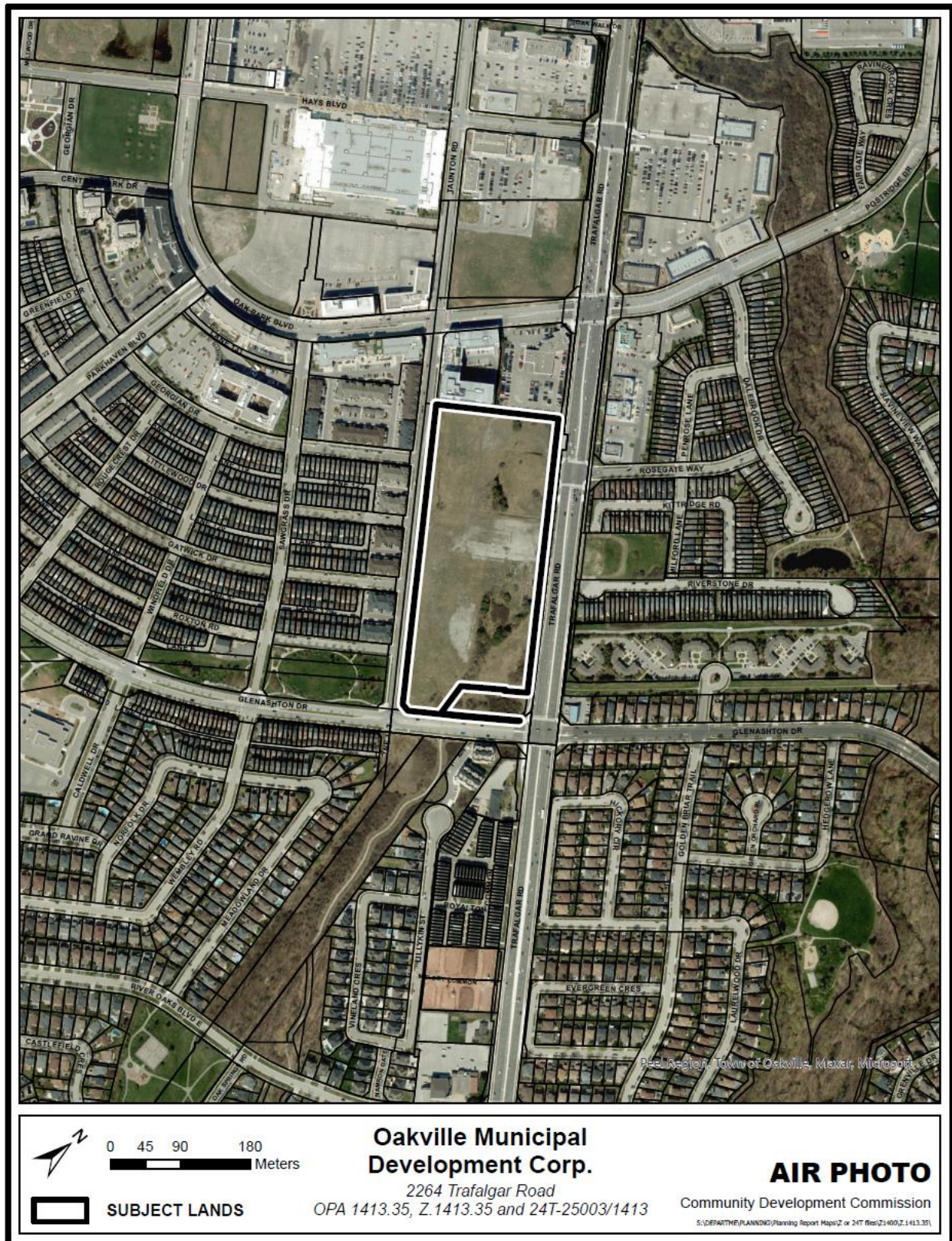
Prepared by:  
Brandon Hassan, MCIP, RPP  
Senior Planner

Recommended by:  
Kate Cockburn, MCIP, RPP  
Manager, Current Planning – East District

Submitted by:  
Gabriel A.R. Charles, MCIP, RPP  
Director, Planning and Development

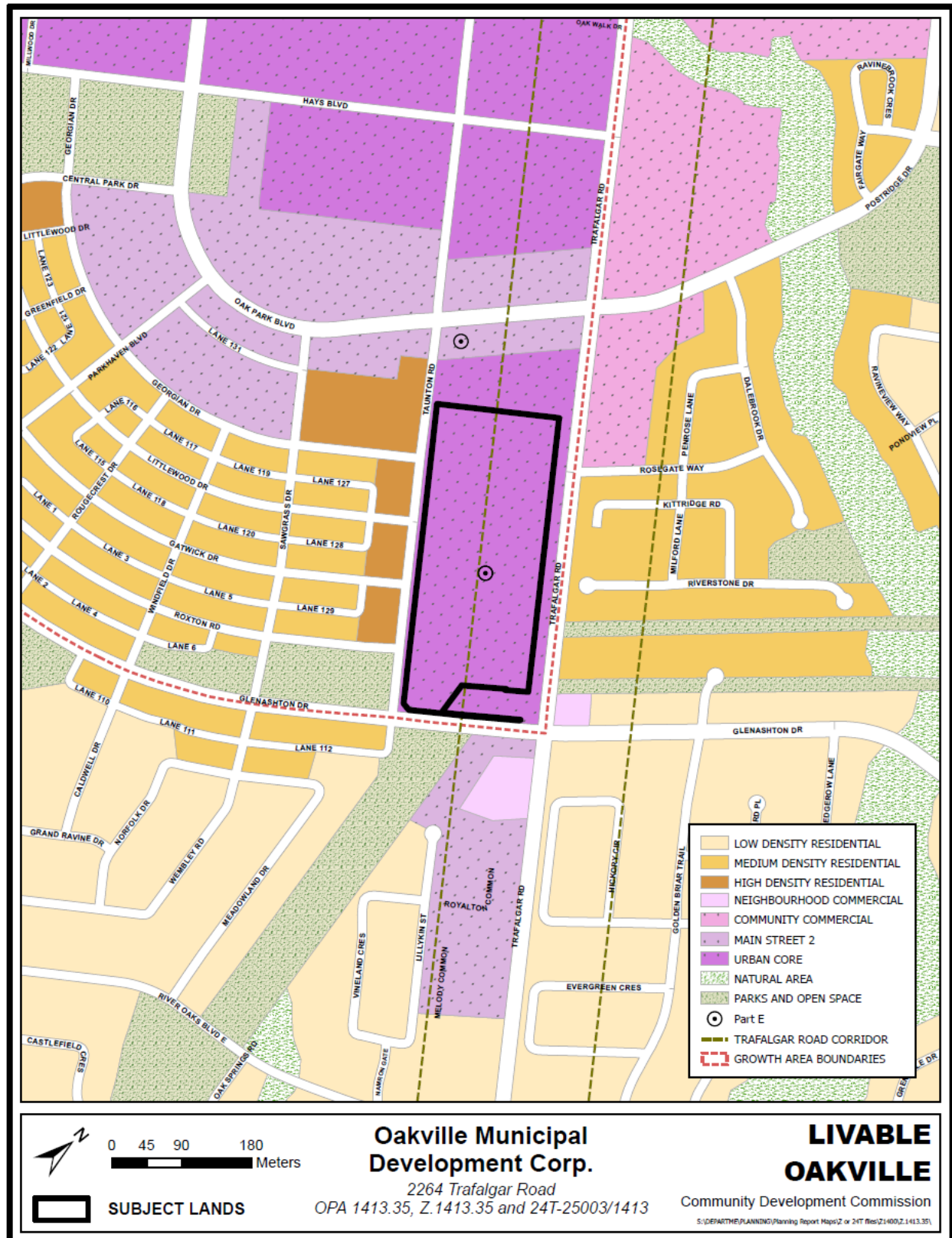


# Appendix "A": Mapping





## Appendix “A”: Mapping



**Oakville Municipal Development Corp.**  
2264 Trafalgar Road  
OPA 1413.35, Z.1413.35 and 24T-25003/1413

**ZONING BY-LAW 2014-014**

Community Development Commission

S:\DEPARTMENT\PLANNING\Planning Report Maps\2 or 24T files\214002.1413.35\



## Appendix “B”: Concept Plans

### Proposed Site Stats

<b>Total Site Area</b>	~59,110.20 sq.m.	
<b>Net Site Area (Excluding Public Roads and Parks)</b>	~43,245.20 sq.m.	
<b>Site Area Net of Roads</b>	49,170.4sm (4.91704 ha)	
<b>Total Gross Construction Area (GCA)</b>	± 197,410.56 sq.m.	
<b>Total Gross Floor Area (GFA)</b>	± 181,617.72 sq.m.	
	<b>GCA</b>	<b>GFA</b>
<b>Total Residential Area</b>	± 188,085.15 sq.m.	± 173,038.34 sq.m. 1
<b>Total Non-Residential Area</b>	± 9,325.41 sq.m.	± 8,579.38 sq.m. 2
<b>Density (Net)</b>	4.20 FSI	
<b>Total Unit Count 2</b>	± 2,662	
<b>Unencumbered Parkland</b>	5,925.2 sm (12% of Site Area Net of Roads)	
<b>Total Open Space Conveyance</b>	(Parkland and Utility Easement) = 10,521sm (21% of Site Area Net of Roads)	

Block 1	GCA (sq.m.)	GFA (sq.m.)
Residential	58,630.70	53,940.25
Non-Residential	3,081.49	2,834.97
TOTAL	61,712.19	56,775.22
Units	830	

Block 2	GCA (sq.m.)	GFA (sq.m.)
Residential	36,080.16	33,193.74
Non-Residential	2,015.40	1,854.17
TOTAL	38,095.56	35,047.91
Units	510	

Block 3	GCA (sq.m.)	GFA (sq.m.)
Residential	49,456.29	45,499.79
Non-Residential	2,084.99	1,918.19
TOTAL	51,541.28	47,417.98
Units	700	

Block 4	GCA (sq.m.)	GFA (sq.m.)
Residential	43,918.00	40,404.56
Non-Residential	2,143.53	1,972.05
TOTAL	46,061.53	42,376.61
Units	622	



### Proposed Updated Master Plan





# Appendix “B”: Concept Plans

## Proposed Massing Model



**Appendix “C”:  
Applicant’s Draft Official Plan Amendment**

**THE CORPORATION OF THE TOWN OF OAKVILLE**

**BY-LAW NUMBER 2025-XXX**

**Official Plan Amendment XX**

A by-law to adopt an amendment to the Livable Oakville Plan, Official Plan Amendment Number XX (Town of Oakville; 2274 and 2320 Trafalgar Road; Former Public Works Site; **File 42.24.018**)

WHEREAS the Livable Oakville Official Plan, which applies to the lands south of Dundas Street and the lands north of Highway 407, was adopted by Council on June 22, 2009, and approved with modification by the Ontario Municipal Board on May 10, 2011; and,

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

WHEREAS it is deemed necessary to pass an amendment to the Livable Oakville Plan to implement the Master Plan for the Former Public Works Site.

**COUNCIL ENACTS AS FOLLOWS:**

1. The attached Amendment Number XX to the Liveable Oakville Official Plan is hereby adopted.
2. Pursuant to subsection 17(27) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, this Official Plan Amendment comes into effect upon the day after the last day for filing a notice of appeal, if no appeal is filed pursuant to subsections 19(24) and (25). Where one or more appeals have been filed under subsection 17(24) and (25) of the said Act, as amended, this Official Plan Amendment comes into effects when all such appeals have been withdrawn or finally disposed of.
3. In the event that the Regional Municipality of Halton, being the Approval Authority, declares this Official Plan Amendment to be not exempt, the Clerk is hereby authorized and directed to make an application to the Approval Authority for approval of the aforementioned Amendment Number XX to the Livable Oakville Official Plan.

PASSED this \_\_\_\_ day of \_\_\_\_\_, 2025

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

## **Appendix “C”: Applicant’s Draft Official Plan Amendment**

### **Official Plan Amendment Number XX to the Town of Oakville’s Livable Oakville Plan**

#### **Constitutional Statement**

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

#### **Part 1 – Preamble**

##### **A. Purpose**

The purpose of this amendment is to modify the text and schedules of the Livable Oakville Plan to implement the Former Public Works Site Master Plan.

The effect of the proposed amendment will be to introduce a site specific exception that will:

- Require that the overall development of the lands be in accordance with a Revised Master Plan approved by Council
- Introduce area-specific policies to clarify minimum and maximum heights and require a minimum number of residential units
- Identify locations where ground floor commercial uses are required
- Identify locations of parks
- Clarify additional requirements

The proposed amendment will result in changes to the following parts of the Liveable Oakville Plan:

- Section 21.6 Uptown Core Exceptions – Schedules M1 and M2
- Schedule M1
- Schedule M2

##### **B. Location**

The subject site is municipally known as 2274 and 2320 Trafalgar Road and legally described as Part of Lot 13, Concession 1 S.D.S.

##### **C. Background**

## Appendix “C”: Applicant’s Draft Official Plan Amendment

- The Livable Oakville Plan establishes the desired land use pattern for lands within the Town of Oakville, south of Dundas Street and north of Highway 407, to the year 2031.
- The Livable Oakville Plan identifies the Uptown Core as one of the town’s six growth areas, where intensification and higher density development is to be focused.
- The Uptown Core Review (2009) informed the existing Uptown Core policies of the Livable Oakville Plan.

### D. Basis

The official plan amendment is based on the following:

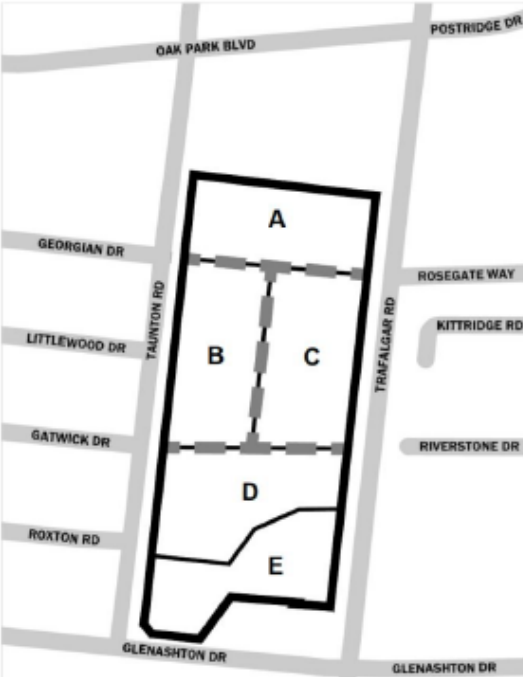
- A detailed review and master planning process has been undertaken for the subject site and an updated master plan has been created to guide the future development of the lands.
- A public information meeting was held on February 26, 2025 to solicit public input on the master plan and proposed official plan amendment.
- The statutory public meeting on the proposed amendment was held on XX at Planning and Development Council.
- Notice of the statutory public meeting regarding the proposed official plan amendment was mailed to the property owners within 120m of the subject site on or before XX and circulated to the agencies and public bodies prescribed by the *Planning Act*.
- Notice of the recommendation meeting was mailed to property owners within 120m of the subject site on or before XX, mailed to persons who requested to be notified, and circulated to the required agencies and public bodies prescribed by the *Planning Act*.
- The recommended official plan amendment was available for public review at the Planning Services Department, Town Hall, 1225 Trafalgar Road and on the town’s website ([www.oakville.ca](http://www.oakville.ca)), as of XX, being at least 20 days before the recommendation meeting.

### Part 2 – The Amendment

#### A. Text Changes

## Appendix “C”: Applicant’s Draft Official Plan Amendment

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

Item No.	Section	Description of Change
1.	Replace 21.6.5 UPTOWN CORE Uptown Core Exceptions – Schedules M1 and M2	<p>Replace 21.6.5 policy and figure as follows:</p> <p><b><u>2274 and 2320 Trafalgar Road (Former Public Works Site)</u></b></p> <p><b><u>The following policies apply to the lands identified in Figure 21.6.5</u></b></p> <p><b><u>Figure 21.6.5</u></b></p>  <p>The map shows a rectangular site bounded by Oak Park Blvd to the north, Glenashton Dr to the south, Talunton Rd to the west, and Trafalgar Rd to the east. The site is divided into five areas: A (top), B (middle-left), C (middle-right), D (bottom-left), and E (bottom-right). Surrounding streets include Postridge Dr, Rosegate Way, Kittridge Rd, Riverstone Dr, and Roxton Rd.</p> <p>a) <b><u>The overall development of the lands shall be substantially in accordance with a Master Plan approved by Council.</u></b></p> <p>b) <b><u>Area Policies</u></b></p>

**Appendix “C”:  
Applicant’s Draft Official Plan Amendment**

		<p>i. <u>Area A</u></p> <ul style="list-style-type: none"><li>• <u>A maximum building height of 28 storeys</u></li><li>• <u>A minimum of 685 residential units is required</u></li><li>• <u>Ground floor non-residential uses are required for the majority of the buildings frontages of buildings on the north side of the proposed extension of Georgian Drive.</u></li></ul> <p>ii. <u>Area B</u></p> <ul style="list-style-type: none"><li>• <u>A maximum building height of 12 storeys</u></li><li>• <u>A minimum of 420 residential units is required</u></li></ul> <p>iii. <u>Area C</u></p> <ul style="list-style-type: none"><li>• <u>A maximum building height of 20 storeys</u></li><li>• <u>A minimum of 575 residential units is required</u></li></ul> <p>iv. <u>Area D</u></p> <ul style="list-style-type: none"><li>• <u>A minimum building height of 6 storeys</u></li><li>• <u>A maximum building height of 20 storeys</u></li><li>• <u>A minimum of 520 residential units is required</u></li></ul> <p>v. <u>All areas</u></p> <ul style="list-style-type: none"><li>• <u>An overall minimum of 2,200 residential units is required. It is anticipated that this minimum target will be achieved over time through phases and will include no less than 100 affordable housing units.</u></li><li>• <u>Stand-alone residential uses may be permitted</u></li></ul>
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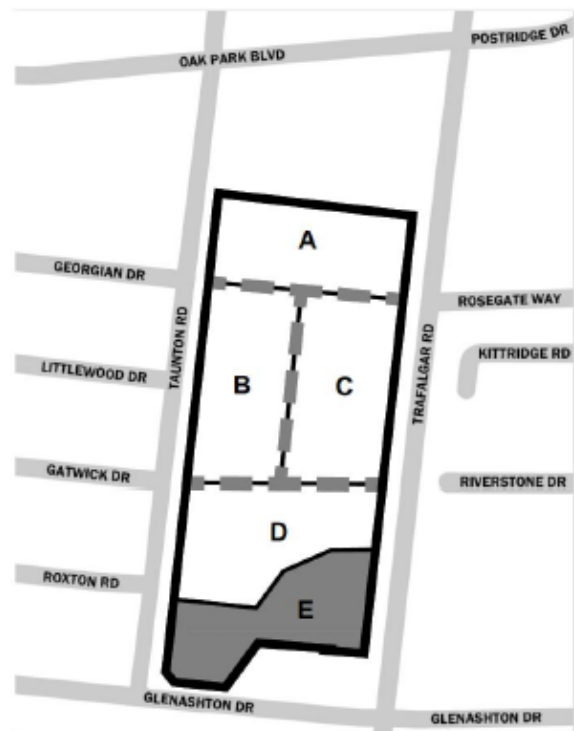


**Appendix “C”:  
Applicant’s Draft Official Plan Amendment**

**c) Parks and Open Space**

A public park and public open space shall be provided within Area E generally as in the location shown on Figure 21.6.5(1) with the ultimate size and location of parkland dedication to be confirmed in accordance with the applicable legislation.

Figure 21.6.5(1)



■ PARK AREAS

**d) Intersection improvements shall be coordinated with Halton Region and Oakville Transit.**

**e) If the property is developed in phases, a phasing plan in accordance with a Master Plan approved by Council may be required.**

## **Appendix “C”: Applicant’s Draft Official Plan Amendment**

### **B. Schedule Changes**

The amendment includes the changes to the schedules to the Livable Oakville Plan listed in the following table and shown in Appendix 1.

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

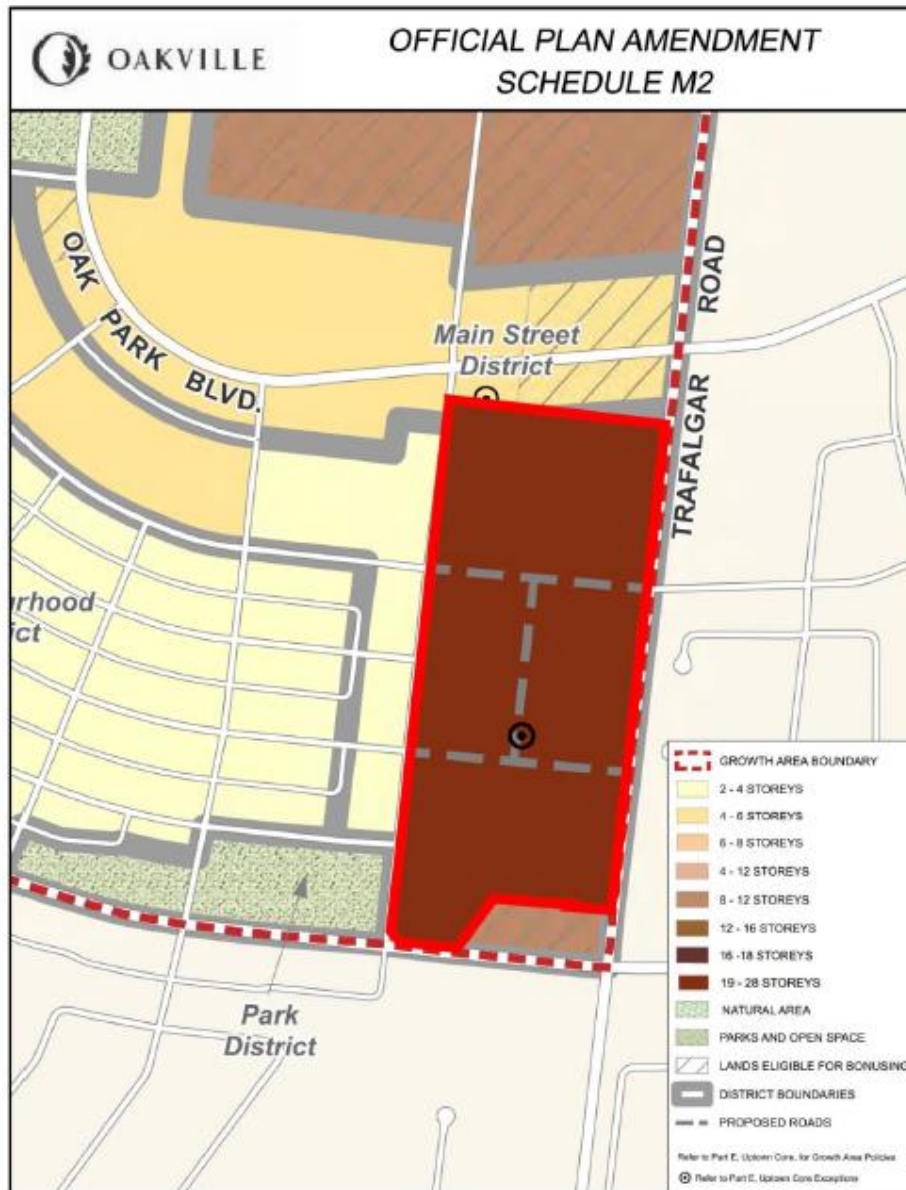
### **APPENDIX 1 Changes to Schedules to the Livable Oakville Plan**



**Appendix “C”:**  
**Applicant’s Draft Official Plan Amendment**



**Appendix “C”:**  
**Applicant’s Draft Official Plan Amendment**



# Appendix “D”: Applicant’s Draft Zoning By-law Amendment

## THE CORPORATION OF THE TOWN OF OAKVILLE

### BY-LAW NUMBER 2025-XXX

A by-law to amend the Town of Oakville Zoning By-law 2014-014 to permit the use of lands described as 2274 and 2320 Trafalgar Road (Former Public Works Site)

(Part of Lot 13, Concession 1 S.D.S)  
(Town of Oakville, File No.:                     )

#### COUNCIL ENACTS AS FOLLOWS:

1. Map 19(22a) of By-law 2014-014 as amended, is amended by rezoning the lands as depicted on Schedule ‘A’ to this By-law.
2. Part 15, Special Provisions, of By-law 2014-014 as amended, is amended by deleting Section 15.307 in its entirety.
3. Part 25, Special Provision, of By-law 2014-014 as amended, is amended by adding a new Section 15.307 as follows:

307	2274, and 2320 Trafalgar Road (Former Public Works Site)	Parent Zone: MU4
Map 19(22a)	(Part of Lot 13, Concession 1 S.D.S)	(20-079) (2016-103) (2018-077)
<b>15.307.1 Additional Permitted Uses</b>		
The additional following use is permitted on all lands identified as subject to this Special Provision:		
a)	<i>Park, private</i>	
<b>15.307.2 Prohibited Uses</b>		
The following uses are prohibited on all lands identified as subject to this Special Provision:		
a)	<i>Commercial Parking Area</i>	
b)	<i>Motor Vehicle Rental Facility</i>	
<b>15.307.3 Zone Provisions for All Lands</b>		
The following regulations apply to all lands identified as subject to this Special Provision:		
a)	Maximum floorplate dimension of a <i>building</i> tower measured from outside wall to outside wall	No greater than 40 metres in length in any direction above the podium
b)	Minimum <i>separation distance</i> between portions of the <i>building</i> above the <i>sixth storey</i>	25 m
c)	Minimum from any lot line for a below grade <i>parking structure</i>	0 m
d)	Maximum height of <i>parapets</i> measured above the top of the roof of a <i>building</i>	3 m

## Appendix “D”: Applicant’s Draft Zoning By-law Amendment

e)	Maximum allowable projection into all yards for balconies, bay windows, cornices, stairs, porches, and terraces	Up to 0.3 m from a lot line abutting any public road
f)	Minimum length of a main wall located within the area defined by the minimum and maximum front yards or flankage yards adjacent to a public road	85%, exclusive of any indentation or projections
g)	Maximum building length	75.0 m
h)	The minimum percentage of the main wall on the first storey oriented toward a front or flankage lot line facing a public street that shall be occupied by window and doors	75%
i)	Where non-residential uses are located at grade and are oriented towards a public or private road, or a public amenity space, a minimum of one principal building entrance to each premises shall be directly accessible from, and oriented towards, the public road, or public amenity space. A maximum of 2 entrances are permitted for a premises located at the corner of the building in such locations.	
j)	Transformer and telecommunications vaults shall be located internal to the serviced building or below grade.	
k)	The parking of motor vehicles is prohibited in the first storey of an above grade parking structure for the first 9.0 metres of the depth of the parking structure measured in from the lot line abutting a public or private road or a public or private park.	
l)	Where a parking space designated to a car share is provided within a building, the minimum number of parking spaces for residential uses shall be decreased by 10 parking spaces to a maximum reduction of 10% of the total minimum parking spaces.	
m)	A minimum of 20% of the minimum parking spaces in a building shall be provided with electric vehicle supply equipment installed in accordance with Section 86 of the Electrical Safety Code and adopted under Ontario Regulation 164/99 (Electrical Safety Code) made under the Electrical Act, 1998.	
n)	The electrical room of a building that is used for minimum parking spaces must include enough space to install all necessary equipment to provide charging for all parking spaces in the future.	
o)	A surface parking area shall not be permitted in any yard between a building and a public or private road and shall not occupy more than 20% of the lot area.	
<b>15.307.4 Definitions</b>		
Electric Motor Vehicle – means a motor vehicle that is propelled either partially or exclusively on electric energy from the grid, or an off-board source, that is stored on-board for motive purpose. Electric motor vehicles include battery electric motor vehicles and plug-in hybrid electric motor vehicles.		
<b>15.307.5 Parking Regulations for All Lands</b>		
The parking following regulations apply to all lands identified as subject to this Special Provision:		



## Appendix “D”: Applicant’s Draft Zoning By-law Amendment

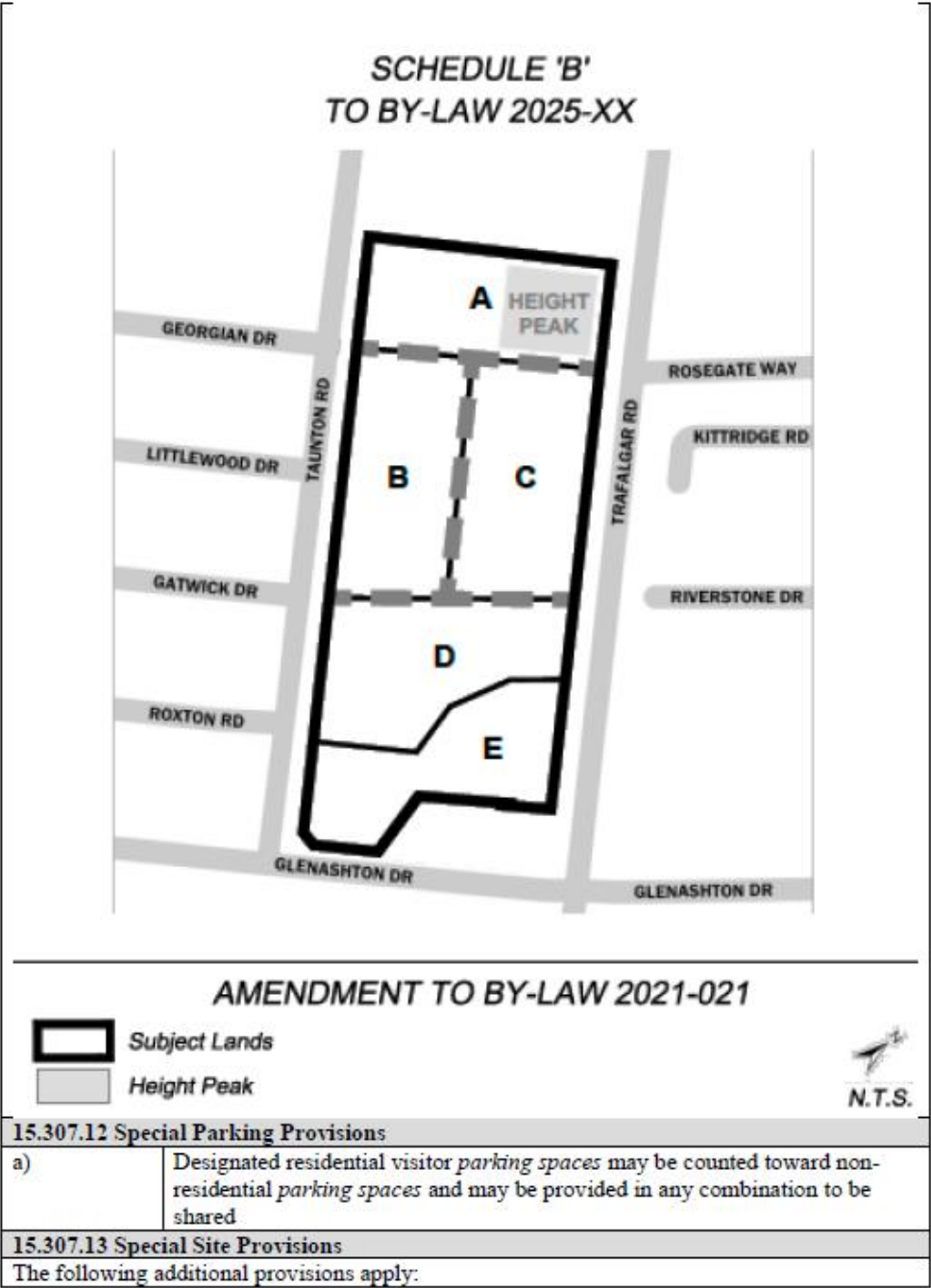
a)	Minimum number of <i>parking spaces</i> for an <i>apartment dwelling</i> (inclusive of visitors <i>parking spaces</i> )	1.15 per dwelling
b)	Minimum number of visitor <i>parking spaces</i> for an <i>apartment dwelling</i>	0.15 per dwelling
c)	Minimum number of <i>parking spaces</i> for non-residential uses	1 space per 35.0 m <sup>2</sup> of net floor area

15.307.6 Zone Provisions for Area A Lands		
The following regulations apply to lands identified as Block A on figure 15.307.1:		
a)	Minimum number of <i>dwelling units</i> for all of Block A lands combined	685
d)	Maximum <i>height</i> of a tower	85.5 m
e)	Maximum number of <i>storeys</i> of a tower	28 storeys in the location shown as “Height Peak” on Schedule 15.307.1, otherwise the height limit shall be 20 storeys
f)	Maximum <i>height</i> of a tower podium	20 m
g)	Maximum number of <i>storeys</i> for tower podium	6
h)	Maximum <i>height</i> of a mid-rise	37.5 m
i)	Maximum number of <i>storeys</i> of a mid-rise	12
J	Maximum <i>yard</i> setback from a <i>lot line</i> abutting a <i>public street</i>	7m
j)	Residential <i>dwelling units</i> are prohibited on the <i>first storey</i> in the first 9.0 metres of the depth of the <i>building</i> measured from the <i>main wall</i> oriented towards the <i>lot line</i> that is either adjacent to Georgian Drive or a <i>public amenity space</i> .	
k)	Any <i>building</i> located at the northwest corner of Trafalgar Road and Georgian Drive shall incorporate a transit shelter within the <i>podium</i> oriented towards Trafalgar Road.	
15.307.7 Zone Provisions for Area B Lands		
The following regulations apply to lands identified as Block B on figure 15.307.1:		
a)	Minimum number of <i>dwelling units</i> for all of Block B lands combined	420
b)	Maximum <i>height</i> of a mid-rise	37.5 m
c)	Maximum number of <i>storeys</i> of a mid-rise	12
d)	Maximum <i>height</i> of a podium	19.5 m
e)	Maximum number of <i>storeys</i> for a podium	6
f)	Minimum <i>yard</i> to a <i>building</i> from any <i>lot line</i> abutting a <i>public</i> or <i>private road</i>	3.0
g)	Minimum separation distance between <i>buildings</i>	20

## Appendix “D”: Applicant’s Draft Zoning By-law Amendment

h)	Minimum <i>main wall</i> setback above the 6 <sup>th</sup> storey	15
J	Maximum <i>yard</i> setback from a <i>lot line</i> abutting a <i>public street</i>	5m
<b>15.307.8 Zone Provisions for Area C Lands</b>		
The following regulations apply to lands identified as Block C on figure 15.307.1:		
a)	Minimum number of <i>dwelling units</i> for all of Block C lands combined	575
b)	Maximum <i>height of a tower</i>	61.5 m
c)	Maximum number of <i>storeys of a tower</i>	20
d)	Maximum <i>height of a podium</i>	19.5 m
e)	Maximum number of <i>storeys</i> for a podium	6
f)	Minimum <i>yard</i> for a building containing a <i>dwelling</i> from any <i>public</i> or <i>private</i> road	3.0
J	Maximum <i>yard</i> setback from a <i>lot line</i> abutting a <i>public street</i>	5m
<b>15.307.9 Zone Provisions for Area D</b>		
The following regulations apply to lands identified as Block D on figure 15.307.1:		
a)	Minimum number of <i>dwelling units</i> for all of Block D lands combined	520
b)	Maximum <i>height of a tower</i>	61.5 m
c)	Maximum number of <i>storeys of a tower</i>	20
d)	Maximum <i>height of a podium</i>	19.5 m
e)	Maximum number of <i>storeys</i> for a podium	6
f)	Maximum <i>height of a mid-rise</i>	31.5
g)	Maximum number of <i>storeys of a mid-rise</i>	10
J	Maximum <i>yard</i> setback from a <i>lot line</i> abutting a <i>public street</i>	5m
<b>15.307.11 Special Site Figures</b>		
Figure 15.307.1		

Appendix “D”:  
Applicant’s Draft Zoning By-law Amendment



## Appendix “D”: Applicant’s Draft Zoning By-law Amendment

a)	<i>Height shall be measured from the finished floor elevation closest to grade.</i>
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4. Part 16, Holding Provisions, of By-law 2014-014 as amended, is amended by deleting Section 16.3.19 in its entirety.
5. Part 16, Holding Provisions, of By-law 2014-014 as amended, is amended by adding a new Section 16.3.19 as follows:

H19	2274, and 2320 Trafalgar Road (Former Public Works Site) (Part of Lot 13, Concession 1 S.D.S)	Parent Zone: MU4 (2018-028)
16.3.19.1 Only Permitted Uses Prior to Removal of the “H”		
For such time as the “H” symbol is in place, these lands shall only be used for the following:		
a)	Legal uses, buildings and structures existing on the lot.	
15.3.19.2 Conditions for Removal of the “H”		
The “H” symbol shall, upon application by the landowner, be removed by Town Council passing a By-law under Section 36 of the <u>Planning Act</u> . The following condition(s) shall first be completed to the satisfaction of the <i>Town of Oakville</i> :		
a)	The Owner has submitted, to the satisfaction of the Regional Municipality of Halton, an update to the Functional Servicing Report establishing there is sufficient capacity for water and/or sanitary sewer to service the subject lands and to discuss any required servicing extensions/requirements to support the proposed development.	
b)	The Owner has submitted, to the satisfaction of the Region of Halton, an updated Phase 2 Environmental Site Assessment and any recommended environmental reports, along with a Letter of Reliance extending Third party Reliance to the Region of Halton, which demonstrates that the lands are free and clear for their intended use.	
c)	The Owner has submitted, to the satisfaction of the Regional Municipality of Halton, an update to the Transportation Impact Study establishing there is sufficient capacity on the regional road network to support the proposed development.	
d)	The Owner has submitted, to the satisfaction of the Regional Municipality of Halton, a Noise Assessment Study to support the proposed development.	
e)	A Ministry of the Environment acknowledged Record of Site Condition, certified by a Qualified Person as defined in Ontario Regulation 153/04, is provided to the satisfaction of the Regional Municipality of Halton.	
f)	That the Owner receive clearance from the Ministry of Natural Resources and Forestry to confirm the absence of any species at risk.	
g)	The Owner has submitted, to the satisfaction of the Town of Oakville, a Stormwater Management Report to support the proposed development.	
h)	Land and funds required for the construction of the ultimate condition for Taunton Road (23.0 metres), Georgian Drive and Gatwick Drive (20.0 metres) have been secured to the satisfaction of the Town of Oakville.	



**Appendix “D”:**  
**Applicant’s Draft Zoning By-law Amendment**

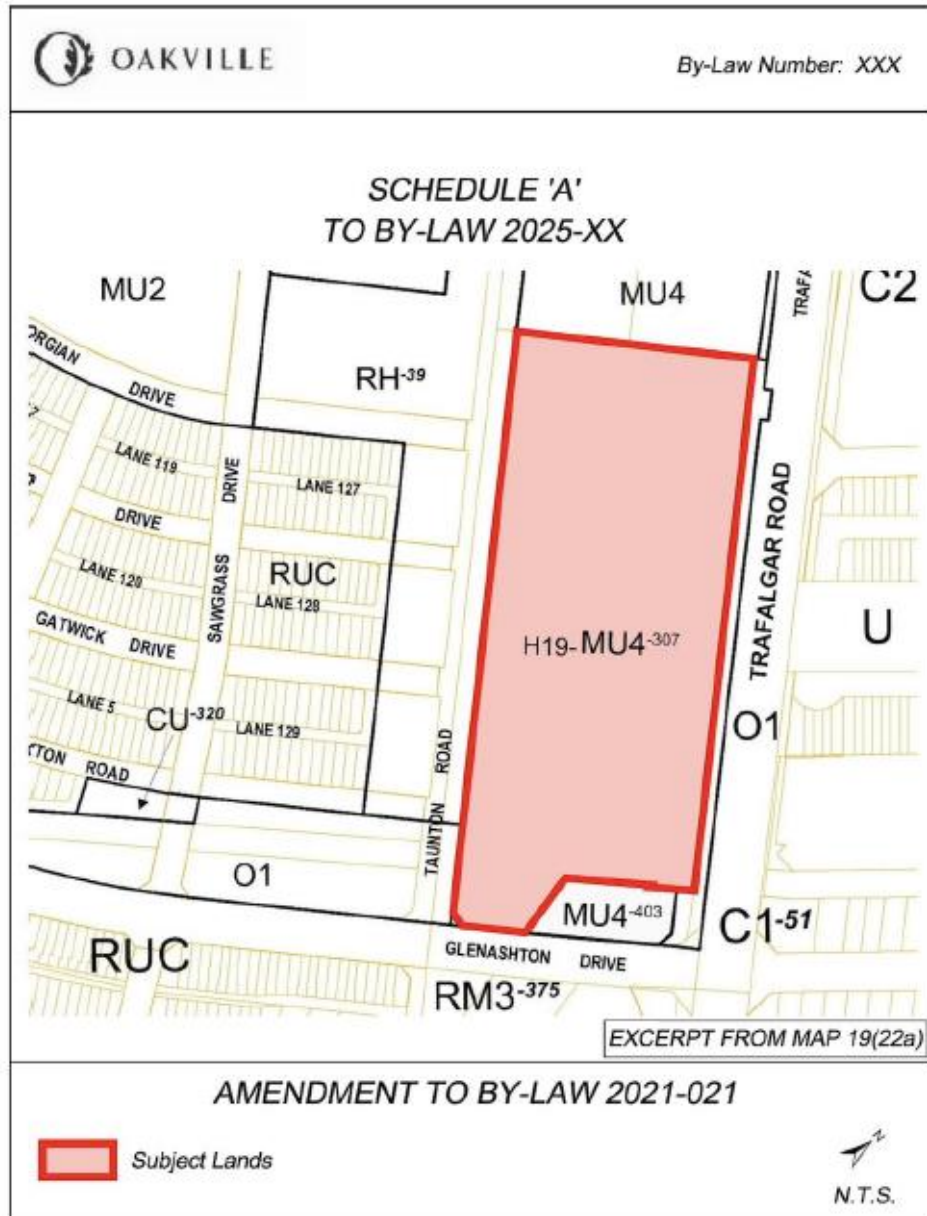
6. This By-law comes into force in accordance with Section 34 of the *Planning Act*, R.S.O. 1990, C. P. 13, as amended.

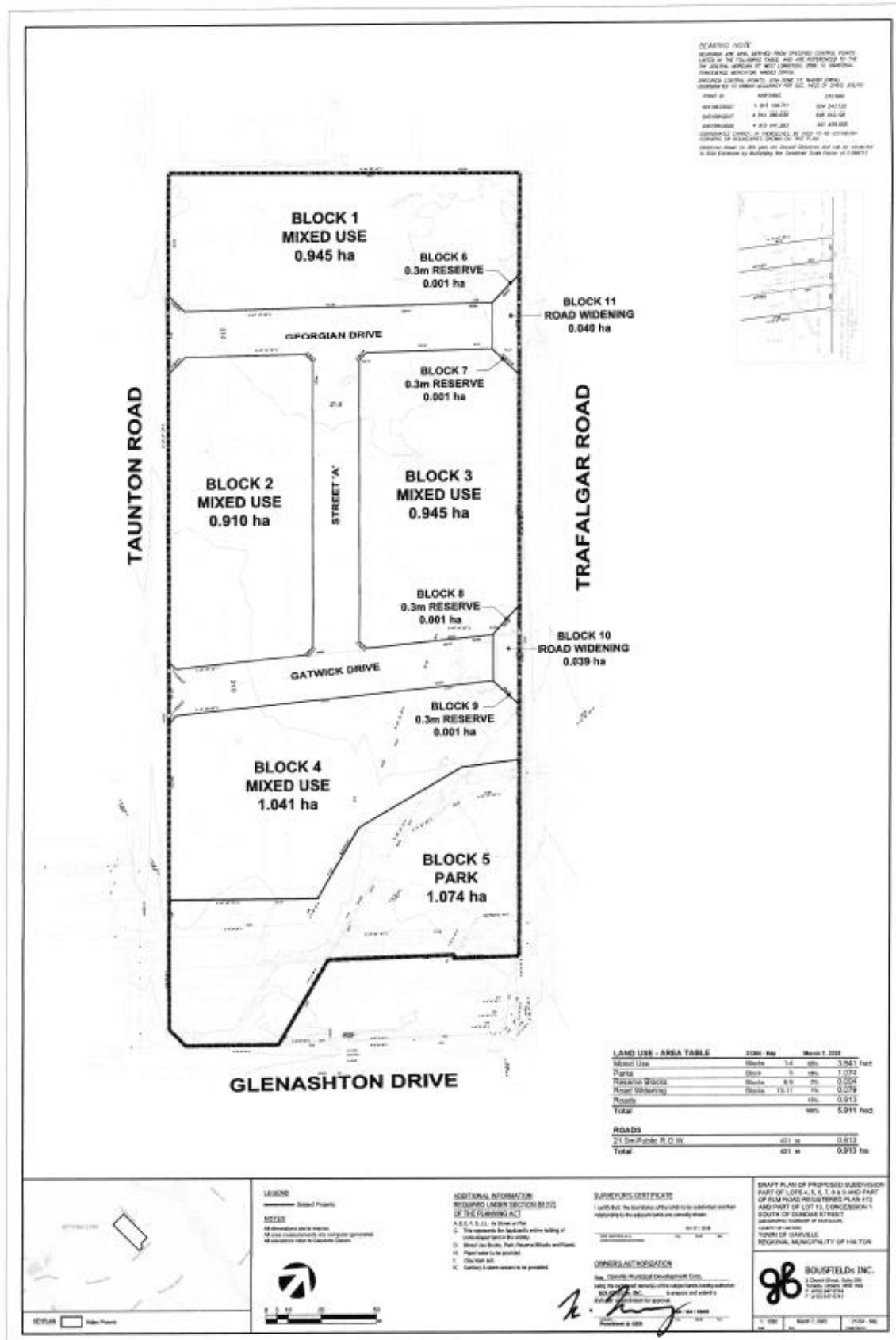
PASSED this \_\_\_\_ day of \_\_\_\_\_, 2025

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

**Appendix “D”:**  
**Applicant’s Draft Zoning By-law Amendment**





## **Appendix “F”: Policy Excerpts**

### **Livable Oakville**

#### **Part B: Mission Statement and Guiding Principles**

##### **2. POLICY FRAMEWORK**

###### **2.1 Mission Statement**

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.

###### **2.2 Guiding Principles**

2.2.1 Preserving and creating a livable community in order to:

- a) preserve, enhance, and protect the distinct *character*, cultural heritage, living environment, and sense of community of neighbourhoods;
- b) direct the majority of growth to identified locations where higher density, transit and pedestrian oriented *development* can be accommodated; and,
- c) achieve long term economic security within an environment that offers a diverse range of employment opportunities for residents.

2.2.2 Providing choice throughout the Town in order to:

- a) enable the availability and accessibility of a wide range of housing, jobs and community resources to meet the diverse needs of the community through all stages of life;
- b) provide choices for mobility by linking people and places with a sustainable transportation network consisting of roads, transit, walking and cycling trails; and,
- c) foster the Town’s sense of place through excellence in building and community design.

2.2.3 Achieving sustainability in order to:

- a) minimize the Town’s *ecological footprint*;
- b) preserve, enhance and protect the Town’s environmental resources, natural features and areas, natural heritage systems and waterfronts; and,
- c) achieve sustainable building and community design.

#### **Part C: Making Oakville Livable (General Policies)**

##### **4. MANAGING GROWTH**

###### **4.1 Growth Areas**

The majority of *intensification* in the Town is to occur within the Growth Areas as defined in Part E.

Midtown Oakville, Bronte GO *major transit station area*, the Uptown Core and Palermo Village are primary Growth Areas, which will accommodate the highest level of *intensification*, and the Hospital District is a Growth Area within a *greenfield area*. They are intended to be developed as mixed use centres with *transit-supportive development* focused around *major transit station*

## **Appendix “F”: Policy Excerpts**

*areas* and along corridors. These areas have been the subject of detailed, comprehensive land use studies or secondary planning exercises which have resulted in objectives and policies to provide for *intensification* opportunities.

Bronte Village, Kerr Village and Downtown Oakville are also Growth Areas. These areas are intended to develop as mixed use centres with viable main streets. The revitalization of Bronte Village and Kerr Village has been the subject of detailed, comprehensive land use studies which have resulted in objectives and policies to provide for growth opportunities. Downtown Oakville will continue to provide for *intensification* opportunities within its defined planning framework.

### **Part D: Land Use Designations and Policies**

#### **11. RESIDENTIAL**

The lands identified as Residential Areas on Schedule A1, Urban Structure, represent the areas that provide for stable residential communities.

A variety of residential uses is accommodated through the three Residential land use designations: Low Density Residential, Medium Density Residential and High Density Residential. These designations provide for a full range of housing types, forms and densities.

The majority of *intensification* and *development* within the Town is to occur within the Growth Areas as described in Part E. *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.

*Special Policy Areas* may be defined on lands or areas which are designated Residential and which require further study and/or additional policies as set out in Part E.

The following objectives shall apply to all Residential Areas:

- a) maintain, protect and enhance the *character* of existing Residential Areas; encourage an appropriate mix of housing types, densities, design and tenure throughout the Town;
- b) encourage an appropriate mix of housing types, densities, design and tenure throughout the Town;
- c) promote housing initiatives to facilitate revitalization, *compact urban form* and an increased variety of housing alternatives;
- d) promote innovative housing types and forms to ensure accessible, *affordable*, adequate and appropriate housing for all socio-economic groups;
- e) encourage the conservation and rehabilitation of older housing in order to maintain the stability and *character* of the existing stable residential communities; and,
- f) discourage the conversion of existing rental properties to condominiums or to other forms of ownership in order to maintain an adequate supply of rental housing.

#### **11.1 General**

11.1.1 The Town will continue to work directly with the Region to provide opportunities for housing for a wide array of socio-economic groups and those with differing physical needs using all available planning mechanisms and tools and to develop a housing strategy, including

## **Appendix “F”: Policy Excerpts**

preparation of Municipal Housing Statements, which will establish and implement *affordable housing* targets.

11.1.2 The Town will seek a balance in housing tenure. Conversions of existing rental accommodation to condominium or other forms of ownership shall be discouraged.

11.1.3 The Town will provide for the creation of second units through regulations in the Zoning By-law. Second units shall not be considered as dwelling units for the purpose of calculating density.

11.1.4 *Development* shall conform with the policies relating to urban design and sustainability set out in Part C.

11.1.5 *Development* on private roads shall be discouraged. Where it is demonstrated that a public road is not warranted, to the satisfaction of the Town, *development* through plans of condominium on private roads may be permitted provided all required services are appropriately accommodated and all applicable policies of this Plan are satisfied.

11.1.6 *Special needs housing* may be permitted through a range of housing types in all residential land use designations in accordance with section 11.1.9 and where adequate residential amenities and services are provided.

11.1.7 Home occupations and bed and breakfast establishments may be permitted in accordance with section 11.1.9 and the Town's Zoning By-law and any other applicable by-laws or requirements.

11.1.10 *Special Policy Areas* that are designated for residential uses are also described in Part E and are also subject to policies set out in Part E.

### **12. MIXED USE**

The Mixed Use designations provide areas where residential, commercial and office uses are integrated in a *compact urban form* at higher *development* intensities. Mixed Use areas are to be pedestrian-oriented and *transit-supportive*.

#### **12.1 General**

12.1.1 The intent of the Mixed Use designations is to allow for a diversity of residential, commercial and office uses which are integrated in buildings to provide for the efficient use of municipal services and *infrastructure*.

12.1.2 Mixed use *development* will be focused on lands located within Oakville's Growth Areas and along identified corridors.

12.1.3 The Mixed Use designations are intended to create animated streets by providing retail and service commercial uses on the ground floor of mixed use buildings, fronting onto the street and other pedestrian environments. The location and size of any use on upper and/or lower floors within mixed use buildings will be determined through the *development* process and regulated by the implementing zoning.

## **Appendix “F”: Policy Excerpts**

12.1.4 All *development* within the Mixed Use designations shall be of a high quality design that considers the integration of new and existing buildings, as well as building façade treatment.

12.1.5 The uses listed in sections 11.1.6 and 11.1.7 may also be permitted in the Mixed Use designations.

12.1.6 Motor vehicle related uses, including motor vehicle sales and motor vehicle service stations, shall be prohibited in all of the Mixed Use designations.

### **12.5 Urban Core**

The Urban Core designation is envisioned to have a strong urban focus and incorporate retail and service commercial, *major office*, office and residential uses. *Development* should be oriented to the street and shall contribute to a high quality pedestrian-oriented and *transit-supportive* environment. Midtown Oakville, Bronte GO *major transit station area*, the Uptown Core, and Hospital District are the primary locations for this designation.

#### **12.5.1 Permitted Uses**

- a) A wide range of retail and service commercial uses, including restaurants, commercial schools, *major office*, offices and residential uses may be permitted in the Urban Core designation. Retail and service commercial uses shall be provided on the ground floor of mixed use buildings that directly front a public street. These uses may also extend to other floors. Places of entertainment, indoor sports facilities and hotels may also be permitted. Office uses and ancillary residential uses may be provided on the ground floor and above the ground floor.
- b) The size and location of uses shall be determined through the *development* process and regulated by the implementing zoning.

#### **12.5.2 Building Heights**

- a) Buildings within the Urban Core designation shall be a minimum of eight storeys in height and a maximum of 12 storeys in height.
- b) Additional building height may be considered in accordance with the applicable bonusing policies in this Plan.

#### **12.5.3 Parking**

- a) Underground and/or structured parking shall be encouraged.
- b) Surface parking should not be permitted between buildings and the adjoining streets. However, consideration may be given to limited surface parking within these areas for the purpose of visitor or commercial parking.

## **Part E: Growth Areas, Special Policy Areas and Exceptions**

### **21. UPTOWN CORE**

The Uptown Core is intended to be a focus for new mixed use *development* and redevelopment. The Uptown Core shall function as an urban community with an emphasis on residential, office



## Appendix “F”: Policy Excerpts

and commercial *development*. The Uptown Core shall also have a significant civic and public presence with various government, institutional, cultural, recreational and public open space uses.

The Uptown Core is bounded by Dundas Street to the north, Sixth Line to the west, Glenashton Drive to the south, and Trafalgar Road to the east.

### 21.1 Goal

The Uptown Core will be a pedestrian-oriented, walkable, *transit-supportive*, mixed use urban centre that provides for medium and high density housing, offices and a mixture of retail and service commercial uses.

### 21.2 Objectives

As the Uptown Core develops, the Town will, through public actions and in the process of reviewing planning applications, use the following objectives to guide decisions.

21.2.1 Establish the Uptown Core as a vibrant community in which to live and work by:

- a) ensuring the opportunity for a full range and mix of medium and high density housing types, including *affordable housing*;
- b) providing a transition between the concentration, mix and massing of buildings within the Uptown Core and the lower density residential neighbourhoods adjacent to the area;
- c) requiring *development* to be *compatible* with and complementary to adjacent and/or nearby *development*; and,
- d) promoting a socially, economically and environmentally sustainable community within the Uptown Core.

21.2.2 Achieve a high quality level of urban design by:

- a) promoting high quality design of the area’s streetscapes, open spaces, public buildings, *infrastructure* and private buildings;
- b) creating an attractive public realm and ensuring *developments* are planned to support a fully accessible street related, pedestrian-oriented environment with animated main streets; and,
- c) ensuring that the appearance and function of the public realm and adjoining *development* are of consistently high quality and appropriate design.

21.2.3 Provide for *transit-supportive*, accessible and sustainable development by:

- a) promoting high density forms of residential *development* and by co-ordinating land use, transportation *infrastructure* and urban design;
- b) developing and configuring a road network that integrates alternative travel modes; and,
- c) providing a safe and convenient internal circulation system for transit, pedestrians, cyclists and vehicles.

## Appendix “F”: Policy Excerpts

### 21.3 Development Concept

The Uptown Core is comprised of five land use districts as shown on Schedule M1. The intent of these districts is to provide opportunities for the Uptown Core to develop into a mixed use, pedestrian-oriented and *transit-supportive* urban centre. The five Districts are structured to provide an appropriate transition in terms of land use and built form between existing and future *development* within the Uptown Core as follows:

#### 21.3.2 Urban Neighbourhood District

The Urban Neighbourhood District shall be primarily a residential area permitting tall mixed use buildings. It is expected that retail and service commercial uses, with limited office uses, will be permitted on the ground floor of mixed use buildings.

### 21.4 Functional Policies

In addition to the policies in Parts C and D of this Plan, the following functional policies apply specifically to the Uptown Core.

#### 21.4.1 Transportation

- a) New transit services, roads, laneways and pedestrian linkages may be required to achieve the *development* objectives for the Uptown Core. The exact requirements, location, configuration and classification within the road network hierarchy shall be determined through detailed transportation studies, environmental assessments where required and the planning approval process. Subject to section 8.2.3 changes to the requirements, location or alignment of new transit services, roads and pedestrian linkages will not require an amendment to this Plan provided that the general intent and purpose of this Plan is maintained and *intensification* opportunities are not precluded.
- b) Individual driveway access to Trafalgar Road and Dundas Street shall not be permitted.
- c) The Town shall encourage a high degree of transit usage to increase *intensification* opportunities within the Uptown Core.
- d) Parking
  - i. Below grade parking and above-grade parking structures are preferred. Additional lot coverage for buildings may be considered if at least 75 percent of the required parking is provided below-grade or in an above-grade structure.
  - ii. Above grade parking structures shall not be located adjacent to the existing residential neighbourhoods in the Neighbourhood District.
  - iii. Surface parking is discouraged. However where surface parking is provided, it should be in the side or rear yard or in areas that can be appropriately screened, and the visual impact shall be mitigated by a combination of setbacks and significant landscaping.
  - iv. The provision of required parking may be shared among adjacent properties where deemed satisfactory to the Town.
- e) Pedestrian Connections

A well-defined pedestrian walkway system shall be required linking lots and blocks within the Uptown Core. The system will provide linkages between buildings, adjacent sites, surrounding areas, public streets, particularly those with transit routes, and the general pedestrian system in surrounding communities.

## **Appendix “F”: Policy Excerpts**

### **21.4.2 Public Realm**

#### **a) Urban Square**

The urban square site, located within the Park District, is anticipated to develop as a community gathering area with hard surfaced and landscaped elements appropriate for an array of public event uses. A civic building for cultural, educational, institutional, recreational and/or administrative purposes shall be encouraged to locate within the urban square. Built form and land uses surrounding the urban square are to complement and enhance the area. The limits of the urban square will be determined through the *development* process.

#### **b) Parks**

Memorial Park is envisioned to be both a formal and informal park, and a community-wide destination where active and passive recreational uses shall be encouraged.

### **21.4.3 Urban Design**

- a) Building heights shall be permitted in accordance with Schedule M2. Both a minimum and maximum number of storeys have been established.
- b) Additional building height beyond the permitted maximum may be considered in accordance with the applicable bonusing policies in this Plan.
- c) *Development* shall promote safe and convenient pedestrian access to transit stops and/or stations. Barriers, such as boundary fences, shall be discouraged.

### **21.4.4 Growth Targets**

- a) It is anticipated that the Uptown Core will evolve and, at full build out, accommodate approximately 16,600 residents and 3,000 jobs. This target includes the existing population and employment, and the addition of approximately 4,960 residential units.

## **21.5 Land Use Policies**

Land use designations for lands within the Uptown Core are provided on Schedule M1. In addition to the policies in Part D of this Plan, the following policies apply specifically to the Uptown Core.

### **21.5.1 On the lands designated High Density Residential adjacent to the park system:**

- a) Limited retail commercial uses may be permitted in conjunction with High Density Residential uses subject to the following additional policies:
  - i. The retail commercial uses permitted shall complement the park and may include small restaurants, convenience stores, artists' studios, galleries and craft shops.
  - ii. The retail commercial uses shall be located on the first and second floors only.

## Appendix “F”: Policy Excerpts

- b) Street or block townhouse units with a minimum height of three storeys, may also be permitted in combination with a permitted High Density Residential building.

21.5.2 On the lands designated Urban Core located within the Urban Neighbourhood District, street or block townhouse units may be permitted where the lands abut Memorial Park.

21.5.3 On lands designated Urban Core and Main Street 2, the requirement for and the size and location of retail, service commercial and office uses within buildings shall be determined through the *development* process and regulated by the implementing zoning.

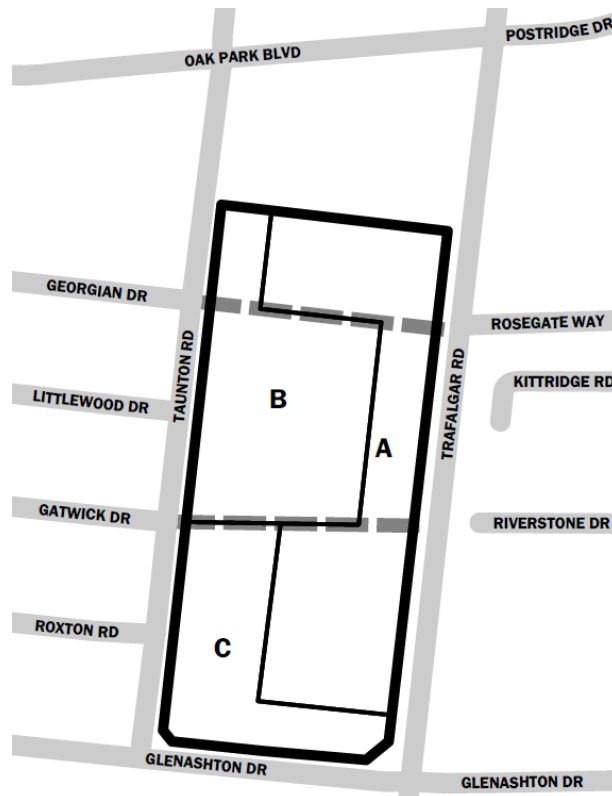
21.5.4 The minimum building height requirements applying to apartment buildings may be reduced to a minimum of two storeys for the portions of the buildings that incorporate common amenity and recreational space, and similar uses, which are ancillary to the residential use.

21.5.6 On the lands designated Urban Core within the Urban Neighbourhood District, stand-alone office buildings that directly front Dundas Street or Trafalgar Road may also permitted.

21.6.5 2264, 2274 and 2320 Trafalgar Road (Former Public Works Site)

The following additional policies apply to the lands identified in Figure 21.6.5:

**Figure 21.6.5: Former Public Works Site**



## Appendix “F”: Policy Excerpts

- a) The overall development of the lands shall be in accordance with a Master Plan approved by Council.
- b) Area Policies
  - i. Area A
    - a minimum building height of 12 storeys;
    - a maximum building height of 16 storeys;
    - a minimum of 705 residential units is required; and
    - ground floor commercial uses are required where buildings front the proposed extension of Georgian Drive.
  - ii. Area B
    - a minimum building height of six storeys;
    - a maximum building height of 10 storeys; a minimum of 360 residential units is required; and
    - ground floor commercial uses are required where buildings front the proposed extension of Georgian Drive.
  - iii. Area C
    - a minimum building height of four storeys;
    - a maximum building height of six storeys; and
    - a minimum of 150 residential units is required.
  - iv. All areas
    - an overall minimum of 1,215 residential units is required;
    - stand-alone residential uses may be permitted; and
    - additional building height, to a maximum of four storeys, may be considered in accordance with the applicable bonusing policies in this Plan.
- c) Parks and Open Space
  - i. A public park shall be provided at the northeast corner of Taunton Road and Glenashton Drive.
- d) Intersection improvements shall be coordinated with Halton Region and Oakville Transit.
- e) If the property is developed in phases, a phasing plan in accordance with a Master Plan approved by Council is required.

### 21.7 Implementation Policies

In addition to the policies in Part F of this Plan, the following implementation policies apply specifically to the Uptown Core.

#### 21.7.1 Phasing/Transition

- a) The Uptown Core is an area in transition with many opportunities for *intensification* and redevelopment. It is anticipated that *development* in the Uptown Core will occur gradually over the long-term with phased *development* plans and be co-ordinated with the provision of *infrastructure*, including:
  - i. transit (conventional and rapid transit);
  - ii. road network capacity;
  - iii. pedestrian and cycling facilities;
  - iv. water and waste water services;
  - v. stormwater management facilities;
  - vi. streetscape improvements; and,
  - vii. *utilities*.

## Appendix “F”: Policy Excerpts

- b) The uses and buildings that legally existed or were zoned for prior to the adoption of this Plan may be permitted to continue, however, they are intended to be redeveloped in conformity with this Plan.
- c) Where a *development* is proposed to proceed in phases, an urban design brief, including a *development* concept report and a phasing plan, may be required from the applicant. Such urban design brief shall demonstrate how the initial phases of *development*, such as the location of roadways, will not preclude the achievement of compact, pedestrian-oriented and *transit-supportive* land uses.
- d) The Uptown Core shall evolve from its current focus and be redeveloped to accommodate the form and density set out in the mixed use designations. *Development* applications relating to the build out of the Uptown Core shall not preclude or undermine the long-term vision for higher density mixed use *development* and shall incorporate the urban design policy requirements as set out in Part C, as applicable. Reduced parking requirements may be considered through minimum and maximum standards in the Zoning By-law to facilitate the location of buildings in accordance with the urban design policies.
- e) Reductions to the minimum building heights required by Schedule M2 may be considered as part of comprehensive redevelopment applications to allow flexibility in building and site design. Such consideration shall only be given where it can be demonstrated that the policies of section 21.2 and 21.3 of the Plan can be met and the planned *intensification* of the site(s) can be achieved.
- f) The redevelopment of existing low-rise commercial uses may occur gradually in a phased manner. Notwithstanding the minimum building heights required by this Plan, building additions, alterations and/or replacements may be permitted where they can be demonstrated not to preclude the long-term redevelopment of the property as set out in the Plan.

### Part F: Implementation and Interpretation

#### 29.5 Glossary

**Compatible** means the *development* or redevelopment of uses which may not necessarily be the same as, or similar to, the existing *development*, but can coexist with the surrounding area without unacceptable adverse impact.

**Complete communities** means places such as mixed use neighbourhoods or other areas within cities, towns, and *settlement areas* that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and *public service facilities*. *Complete communities* are age-friendly and may take different shapes and forms appropriate to their contexts.

**Intensification** means the *development* of a property, site or area at a higher density than currently exists through:

- a) redevelopment, including the reuse of *brownfield sites*;
- b) the *development* of vacant and/or underutilized lots within previously developed areas;
- c) infill *development*; or
- d) the expansion or conversion of existing buildings.

**Appendix “G”:  
Applicant’s Hosted Public Information Meeting Minutes**



## **2274 & 2320 Trafalgar Meeting Report**

**Purpose:** Public Information Meeting  
**Date:** Wednesday, February 26, 2025  
**Time:** 6:30p.m. to 8:00p.m.

**Project No.:** 21264

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### **OVERVIEW**

The following details provide an overview of the Public Information Meeting invitation schedule:

- The mailing list included registered owners within a **240m radius** of 2274 and 2320 Trafalgar Road, local Resident Associations, and agencies in Ward 5
- **483 postcard invitations** were sent by mail on January 31, 2025
- Postcard invitations arrived by February 7, 2025

The invitation is attached as an Appendix.

### **SUMMARY**

There were **19 attendees** at the applicant-led Public Information Meeting for 2274 and 2320 Trafalgar Road. Community members provided a range of feedback.

The discussion focused on the following matters:

- Parking, traffic and road design
- Retail
- Housing
- Infrastructure
- Public Realm
- Timing

This meeting provided an opportunity to inform community members about the upcoming master plan application and continue to build the platform for further engagement throughout the process.



**Appendix “G”:  
Applicant’s Hosted Public Information Meeting Minutes**



**PANELISTS**

NAME	TITLE
Mark Meneray	Oakville Municipal Development Corporation (MDC)
Mike Bissett	Bousfields Inc.
Richard Valenzona	Bousfields Inc.
Jocelyn Deeks	Bousfields Inc.
Alex Smiciklas	Bousfields Inc.
Tina Dadgostar	Bousfields Inc.
Sheliza Rajan	Bousfields Inc.
Teresa Morante Arona	Bousfields Inc.
Andy Kroess	Arcadis
Saul Rodriguez	Arcadis
Jerry Fiorini	Arcadis
Neil Gobin	Arcadis

**AGENDA**

- Applicant Presentation
- Facilitated Q&A

**NEXT STEPS**

- 1. Application Submission**
  - a. Submit applications to the Town of Oakville to begin formal review process

**Appendix “G”:  
Applicant’s Hosted Public Information Meeting Minutes**



**PRESENTATION**

Speaker	Notes
<b>Alex Smiciklas</b>	Opened the meeting by providing a Land Acknowledgement, conduct expectations for the meeting, and instructions on how to use the Zoom webinar platform. Provided an introduction to the project team on the panel.
<b>Mark Meneray</b>	Introduced Oakville MDC and thanked attendees for tuning in to learn about the proposals and provide preliminary feedback.
<b>Mike Bissett</b>	Provided an overview of the planning process for the upcoming application, background on the site, and relevant policy context.
<b>Richard Valenzona</b>	Provided a walk-through of the proposal statistics and updated master plan elements. A site plan and massing were provided as context during this early phase in the development process.
<b>Jocelyn Deeks</b>	Closed the presentation portion of the evening by thanking the panelists, going over next steps in the process, and reminding everyone about the Zoom Webinar features before starting the facilitated Q&A.

## Appendix “G”: Applicant’s Hosted Public Information Meeting Minutes



### FACILITATED DISCUSSION

18 questions and/or comments were shared through the Q&A typed function in Zoom Webinar, in addition to several comments from 3 verbal speakers. These questions and comments are summarized below.

#### Speakers

Participant	Questions & Comments
Councillor Jeff Knoll, Ward 5 Regional and Town Councillor	<p>I wanted to add some value to a couple of the questions that were asked, just from long term experience in dealing with development in North Oakville. The question about an easement came up about this property. Typically, all pipeline easements are public access. You don't find amenities on them, but generally they're available for trails, etc. In fact, the Crosstown Trail that we are so proud of in North Oakville is predominantly pipeline.</p> <p>There was also a question about the nature of the affordable housing. I just want to be clear that there are different types of affordable housing. The region, through the Halton Community Housing Corporation, does buy condominiums and works with developers in many circumstances to create not just market affordable homes (where people can buy at some sort of pegged market affordable rate), but the Community Housing Corporation is also known to buy units or work with whoever the end game developer is to create affordable rental housing for the community. I'll be advocating for this strongly. Typically, we do this, and we have these types of units in many condos across the community. It's not part of this planning process but it would be part of the Oakville MDC's job to determine who the owners and the partners of the buildings are.</p> <p>The last comment is somebody who actually quoted me. This Town Councillor stated that "with mixed use developments in Oakville the main floor businesses are either dentists, barbers, or nail salons." This is kind of my pet peeve. I've been a resident of Oak Park for 25 years and I've also been a Councillor for 24 of those 25 years and have seen a lot of these businesses come and go. A lot of these small retail stores, because of the size, end up as little service businesses. If you look along Oak Park Boulevard, the majority of the businesses are these small kind of service businesses, and when you do get retailers or cafes, they have a hard time. They struggle because they don't have the square footage. So, I've conveyed to the President of the Oakville MDC that the future retail space for this site needs to be of adequate size so that they encourage true retail use for animation on the street.</p>

**Appendix “G”:  
Applicant’s Hosted Public Information Meeting Minutes**



	<p>So, your Councillors are advocating for this in whatever comes along, because it's important to have that animation to build a fulsome community. We kind of dropped the ball during the planning process of Oak Park Boulevard a little bit, because we didn't really hold the developers' feet to the fire as much as we should have in terms of the development of some of that retail. So, the owners of those units have had a difficult time renting them to retail businesses.</p> <p>I will say one more thing about this that is really important, and that is that retail comes with density. One of the problems with the Oak Park community is that the density has been very slow in coming together and the density is needed to drive retail uses. So, a combination of more residential as well as office space usage will drive retail. So, when we get to that critical mass, you'll see some of those stores turning into the types of uses that is more aligned with what the community is looking for, such as bistros and small speciality stores. That is a big focus for Councillor Grant and to make sure that happens, and we will keep reminding the Oakville MDC of our interest in that particular matter.</p> <p>I hope that background is helpful, and I'm available if there's any more feedback that you require from myself.</p>
Councillor Marc Grant, Ward 5 Town Councillor	<p>When we are looking at a market area, we are looking at something like what you see at the ByWard Market in Ottawa. That means a lot of healthy restaurants and businesses in a larger space, that's really what we're pushing for. I agree with Councillor Knoll that it always seems to be dentists and nail salons and barbers instead. We do have two cafes along Oak Park Boulevard, Odoo Cafe and The Blue Cafe that are starting to do well. And if you look north at what people are calling the "zebra buildings" at the transit circle, one of those buildings has three restaurants and a bubble tea place, and they are doing well based on just the business of people living above.</p> <p>So, we're already getting examples within the neighbourhood where you don't have to just be a small service business to be successful. I think the more that we try and promote these spaces and vote with our dollars (such as redirecting from Starbucks to The Blue Café), I think we can start encouraging the types of businesses we want to go to these places, so we finally have those wonderful little areas that we can relax at in the community.</p> <p>Regarding a library, I believe there is one planned for in a new building north a long Trafalgar. That is one of Councillor Knoll's efforts, so I'll let him speak to it, but the plan is for libraries to be in the area again. The build out for this project will be years down the line, and I think we've got a really good start here.</p>

**Appendix “G”:  
Applicant’s Hosted Public Information Meeting Minutes**



Councillor Jeff Knoll, Ward 5 Regional and Town Councillor	<p>The retail stores at the bottom of the Oak and Co Condos as well as the Odo Café have been very successful and the commonality they share is the footprint of their units. It's up to the developers to provide marketable retail space that is adequate. If you look at all those retail stores that Cortel allowed for in the base of their building, they're all decent footprints. So, Councillor Grant raised a good point that demonstrates my point; if the development has the floor plate and the facilities that retailers need, then you'll see those retailers come. The Oak and Co Condos certainly have the density, and we are gaining more density in the community. As Councillor Grant said, it's important you vote with your dollars, and even more importantly, that the Oakville MDC make sure that the retail spaces are of adequate size to run these types of businesses.</p> <p>Regarding libraries, yes, there is a library that we're currently negotiating with one of the developers just a little bit further up the street on Trafalgar. I'm pleased to be Chair of the Library Board in Oakville, and that there will be another library branch. There's another library branch coming up on Dundas Street, about a half a kilometer from where this property sits. So, there will be adequate libraries. I'm still not giving up my dream of having a more robust library somewhere in that vicinity as well. We need institutional uses as well, to really build up that community. For right now, the next library branch will be just up Trafalgar at the base of one of the Grand Haven condo buildings.</p>
Avron Seetner	I'm just wondering when construction will begin on this project?

**Written Questions**

Theme	Question or Comment
<b>Parking, Traffic &amp; Road Design</b>	<ul style="list-style-type: none"> <li>• There are a lot of units proposed, would every building have sufficient underground parking?</li> <li>• What provisions will be made to ensure smooth traffic and limit congestion?</li> <li>• There is left turning lane going northbound at Trafalgar Road and Rosegate Way that doesn't go anywhere. There are cars stuck there every day thinking that they were turning on to Oak Park Boulevard. Does this left turning lane need to exist?</li> <li>• My concern with density is if it doesn't come with proper traffic planning, which causes gridlock. Is it possible to see a traffic plan prior to discussing the density for the site?</li> <li>• Are there plans for dedicated transit stop areas along Trafalgar?</li> </ul>
<b>Retail</b>	<ul style="list-style-type: none"> <li>• How much retail space is planned for this project?</li> <li>• The buildings on the south-west side of Dundas and Trafalgar have retail at-grade, but there is not enough street parking to access them.</li> </ul>



**Appendix “G”:  
Applicant’s Hosted Public Information Meeting Minutes**



	<ul style="list-style-type: none"> <li>• A Town Councillor stated that with "mixed use developments in Oakville the main floor businesses are either dentists, barbers, or nail salons. Always." Is there any way to encourage restaurants, bars, cafes?               <ul style="list-style-type: none"> <li>◦ <i>Two additional participants agreed that they would love to see more small retail, restaurants, bars and cafes</i></li> </ul> </li> </ul>
<b>Housing</b>	<ul style="list-style-type: none"> <li>• It was previously mentioned that there would be more than 100 affordable units; is there a planned number? 100 units out of a couple thousand is not very many.</li> <li>• What does affordable mean?</li> <li>• What would be the nature of the affordable housing?</li> </ul>
<b>Infrastructure</b>	<ul style="list-style-type: none"> <li>• Is there a school planned for this project?</li> <li>• Are there any plans for public buildings such as a community centre or library?</li> </ul>
<b>Public Realm</b>	<ul style="list-style-type: none"> <li>• What is the easement in the parkland? Will it be a walkway?</li> </ul>
<b>Timing</b>	<ul style="list-style-type: none"> <li>• When does this plan go into effect? Are there options that will be considered? When will the decision be made?</li> </ul>
<b>Other</b>	<ul style="list-style-type: none"> <li>• Thank you all. Would it be possible to share the presentation if we ask for it over email?</li> </ul>

**Appendix “H”:  
Pubic Comments**

(None on the date of writing this Report)



## REPORT

### Planning and Development Council

Meeting Date: June 16, 2025

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**FROM:** Planning and Development Department

**DATE:** June 3, 2025

**SUBJECT:** Recommendation Report, Official Plan Amendment, Creditmills Development Group, 1295 Sixth Line, File: OPA.1515.23; By-law 2025-104, By-law 2025-105

**LOCATION:** 1295 Sixth Line

**WARD:** Ward 5

Page 1

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#### RECOMMENDATION

1. That the proposed Official Plan Amendment and Zoning By-law Amendment applications submitted by Creditmills Development Group (File Nos.: OPA.1515.23 and Z.1515.23) be approved on the basis that the applications are consistent with the Provincial Planning Statement, conform with the Region of Halton Official Plan and the Livable Oakville Plan, have regard for matters of Provincial interest, and represent good planning for the reasons outlined in the report from the Planning and Development Department dated June 3, 2025.
2. That By-law No. 2025-104, a by-law to approve Official Plan Amendment Number 72 to the Livable Oakville Plan, be passed.
3. That By-law No. 2025-105, a by-law to amend the Town of Oakville Zoning By-law 2014-014, as amended, be passed.
4. That the notice of Council's decision reflect that Council has fully considered all the written and oral submissions relating to these matters and that those comments have been appropriately addressed.
5. That, in accordance with Section 34(7) of the *Planning Act*, no further notice is determined to be necessary.

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## KEY FACTS

The following are key points for consideration with respect to this report:

- **Nature of the Applications:** Creditmills Development Group has applied for an Official Plan Amendment to redesignate the property from “Low Density Residential” to “High Density Residential” and for a Zoning By-law Amendment to change the Zoning from RL3-0 to RM3 and add a Special Provision to apply site-specific provisions to the subject lands.
- **Proposal:** The Official Plan Amendment and Zoning By-law Amendment applications will permit the development of townhouse dwelling units or an apartment building, including associated landscaping and visitor parking spaces. This is a revised application based on community and Council feedback.
- **Location:** The subject property is located on the east side of Sixth Line, south of McCraney Street West, and is municipally known as 1295 Sixth Line. A detached dwelling currently exists on the site, and the property is approximately 0.38 hectares in area with 27.76 metres of frontage along Sixth Line.
- **Policy Context:** The subject lands are designated Low Density Residential within the Livable Oakville Official Plan (Schedule I – Central Land Use).
- **Zoning:** The subject lands are zoned Residential Low (RL-3) within the Zoning By-law 2014-014, as amended.
- **Public Consultation:** An applicant-initiated virtual Public Information Meeting (“PIM”) was held on May 11, 2023, which was attended by 14 members of the public, as well as the Ward Councillors and Town staff. The statutory public meeting for the Official Plan Amendment application was held on July 8, 2024, and two members of the public attended.
- **Timing:** The Official Plan Amendment application was submitted and deemed complete on May 8, 2024. The *Planning Act* provides a 120-day timeline for Council to make a decision on this application (September 5, 2024) failing which the applicant could file an appeal to the Ontario Land Tribunal for non-decision. Although this application was submitted under Bill 109, Bill 185 has since removed the requirement to refund application fees for lack of a decision within the prescribed timeline. The Zoning By-law Amendment application was submitted and deemed complete on May 2, 2025. The *Planning Act* provides a 90-day timeline for Council to make a

decision on the Zoning By-law Amendment application (July 21, 2025) failing which the applicant could file an appeal for non-decision.

- **Recommendation:** Staff recommends approval of the Official Plan Amendment (OPA) 72 (By-law 2025-104) and the Zoning By-law Amendment (By-law 2025-105), included in Appendices “A” and “B”, as the proposed changes in designation and zoning provide opportunities for development that is consistent with the Provincial Planning Statement, conforms to the Region of Halton Official Plan and the general intent and purpose of the Livable Oakville Plan and Zoning By-law 2014-014. The applications conform to the Town’s Urban Structure as the proposed development aids in the achievement of complete communities.

## BACKGROUND

An Official Plan Amendment application was submitted on May 6, 2024, and a Public Meeting was held before Council on July 8, 2024. As part of the Official Plan Amendment application, the applicant prepared a concept plan to demonstrate a possible site layout for a six-storey apartment building containing 70 dwelling units, shown in Figure 1, below.

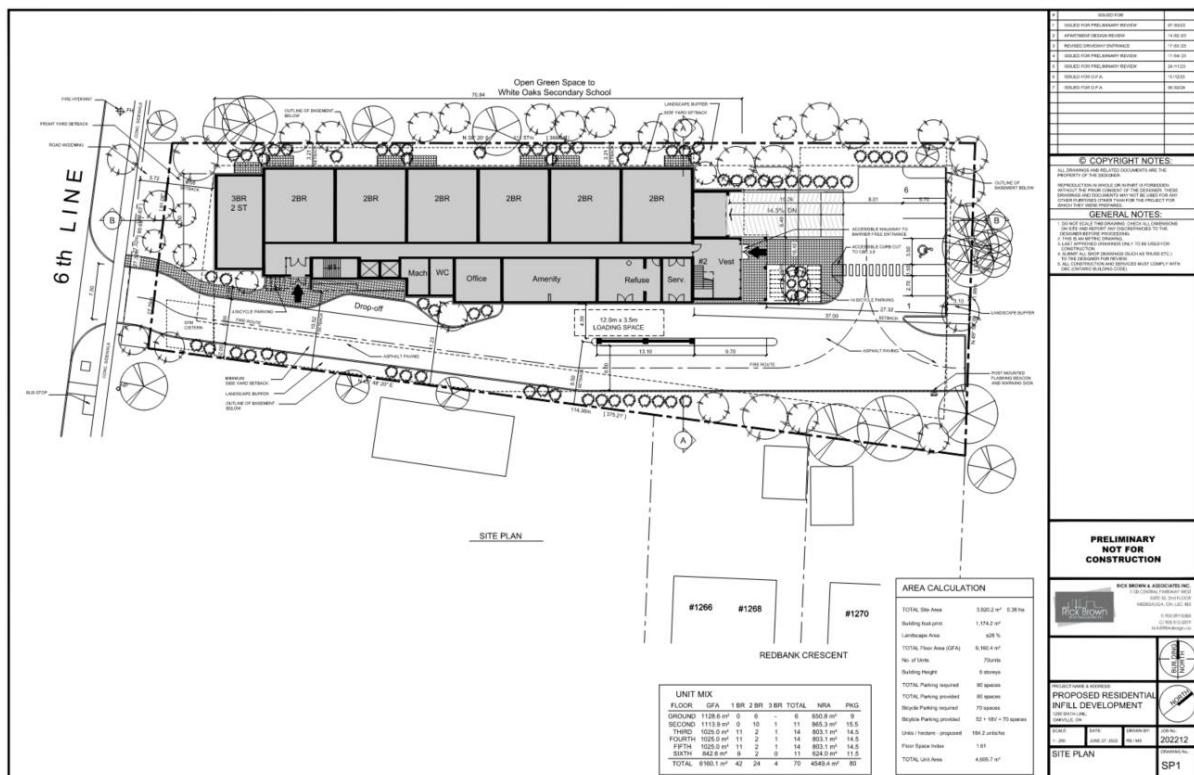


Figure 1: Concept Plan for Apartment, dated June 6, 2024

Written and oral comments provided by the public were considered by Council and staff were directed to analyze matters for the recommendation report that may be summarized, as follows:

- vehicular and bicycle parking requirements;
- architectural design;
- school board requirements;
- the development's contribution to the town's housing needs; and
- overall site design (e.g., waste management, traffic management and layout).

The applicant has since modified its proposal to develop stacked townhouse dwellings on the subject site instead of an apartment building.

### Housing Pledge and Strategy

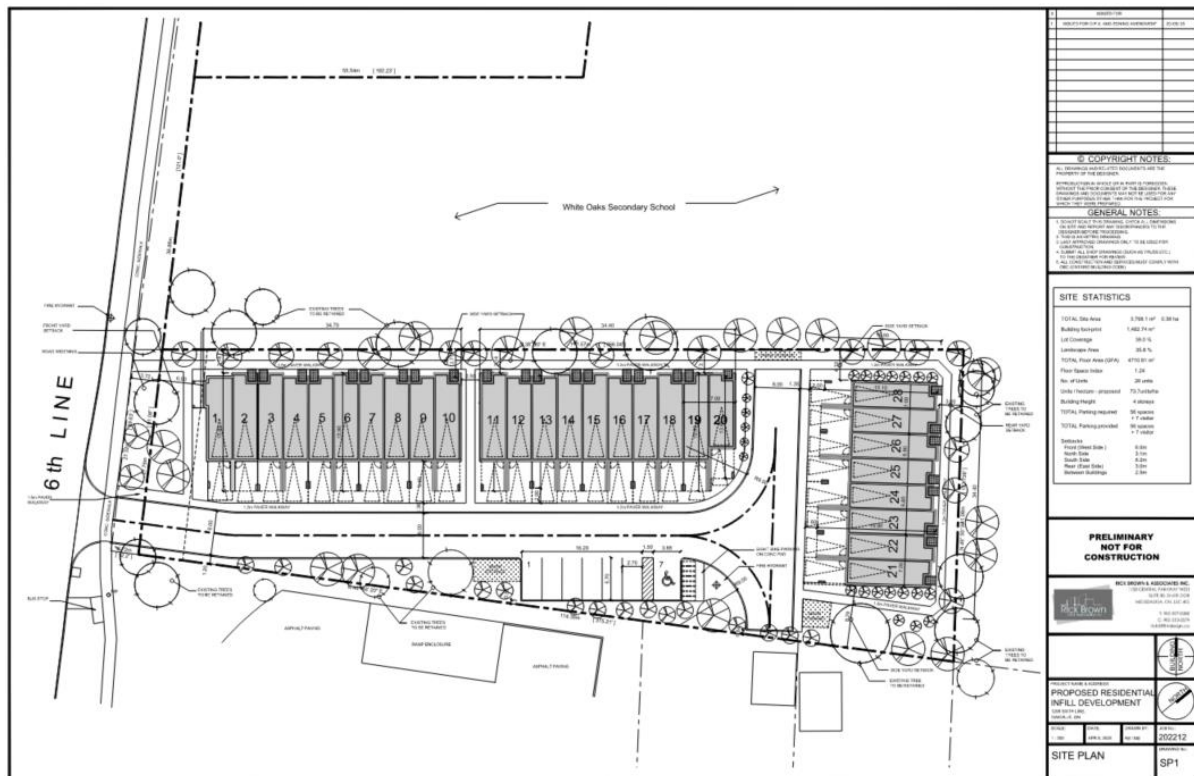
Over the past few years, Provincial initiatives such as the More Homes Built Faster: Ontario's Housing Supply Action Plan: 2022-2023, and resulting legislation (e.g., Bill 109, Bill 23, Bill 97), have been enacted with the intent to address Ontario's housing crisis by increasing housing supply and accelerating housing delivery.

In response to Provincial legislation, on March 20, 2023, Council approved Oakville's Housing Pledge to facilitate the delivery of 33,000 new housing units by 2031/2032, which aims to accelerate the delivery of housing over the next 10 years.

In December 2024, Council approved the Housing Strategy and Action Plan, which is structured around six goals and objectives intended to achieve positive housing outcomes. In part, the proposed Official Plan Amendment and Zoning By-law modifications facilitate the opportunity for additional housing options, reinforcing the Town's commitment to meeting the need for housing and addressing the demands of Ontario's growing population. The Town is also committed to ensuring that growth is contextually appropriate and financially sustainable.

### **Proposal**

On May 6, 2024, the applicant applied to amend the Livable Oakville Plan to change the property's land use designation from "Low Density Residential" to "High Density Residential". Following the statutory public meeting for the Official Plan Amendment, the applicant chose to revise the application. Subsequently, on May 2, 2025, the applicant submitted a Zoning By-law Amendment application to implement the proposed Official Plan Amendment application for the development of four-storey stacked townhouse dwelling units, as shown in Figure 2, below and included in Appendix "C".



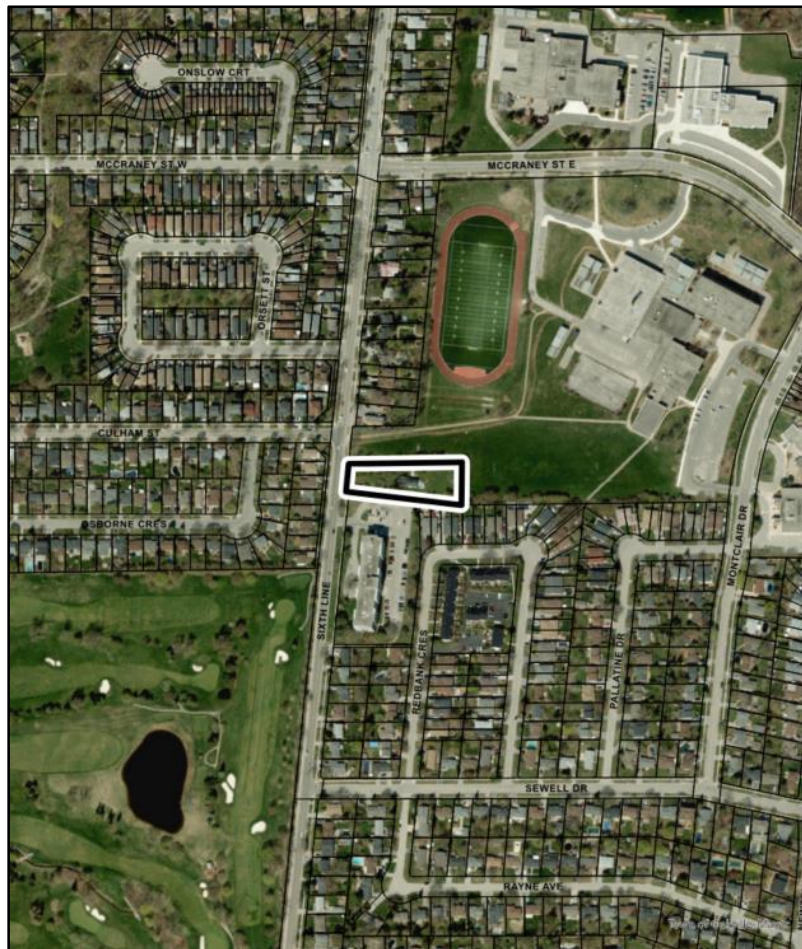
*Figure 2: Concept Plan for Townhouse Dwelling Units, dated May 20, 2025*

The proposed concept demonstrates a total of 28 units within three blocks of four-storey stacked townhouse dwellings. Each dwelling unit has a front door entrance from a shared walkway that follows the perimeter of the site. Vehicular access to each unit is provided via a shared private driveway that also leads to seven visitor parking spaces at-grade. Each dwelling unit contains three bedrooms. Condominium tenure is intended for the proposed townhouse concept.

## Location and Site Description

The subject property is located on the east side of Sixth Line, south of McCraney Street West, and is municipally known as 1295 Sixth Line. As shown in Figure 3 below, a detached dwelling currently exists on the property, which is approximately 0.38 hectares with 27.76 metres of frontage along Sixth Line. The property is relatively flat with mature trees and vegetation around the perimeter of the site.





*Figure 3: Aerial*

### **Surrounding Land Uses**

- North – Walkway leading to playing fields and White Oaks Secondary School (1330 Montclair Drive), local commercial (variety) store (1311 Sixth Line), detached dwelling units
- East – Playing fields associated with White Oaks Secondary School (1330 Montclair Drive)
- South – Seven-storey residential apartment building (1265 Sixth Line), semi-detached and townhouse dwellings units
- West – Detached dwellings units

## **PLANNING POLICY & ANALYSIS**

The subject property is subject to the following policy and regulatory framework:

- Provincial Planning Statement
- Halton Region Official Plan
- Livable Oakville Official Plan
- Zoning By-law 2014-014

### **Provincial Planning Statement**

As of October 20, 2024, the new Provincial Planning Statement, 2024 (PPS) came into effect and replaced the Provincial Policy Statement (2020) and the Growth Plan for the Greater Golden Horseshoe (2019).

The new PPS is intended to promote a policy-led system, which recognizes that there are complex relationships among environmental, economic, and social factors in land use planning. The PPS encourages the wise management of land to achieve efficient development and land use patterns by directing growth to settlement areas and by promoting a compact development form. All planning decisions must be consistent with the PPS.

The subject property is located within a settlement area, which is the focus of growth and development. Land use patterns within settlement areas are based on densities and a mix of land uses that, among other matters, efficiently use land and resources, and appropriately use the infrastructure and public service facilities that are planned or available.

Proposed modifications to the Official Plan and Zoning By-law on the site will facilitate the development of additional housing options within the existing neighbourhood, and the proposed development will be designed to be safe, promote the efficient use of existing infrastructure, and support transit. The proposed amendments also uphold Policy 1.1.3.3, as it is an appropriate location for intensification within an existing residential neighbourhood, where infrastructure and public service facilities are available to accommodate the proposed need. The proposal will also contribute to the Town's housing objective of providing additional housing options compatible with the existing neighbourhood.

The proposed changes in land use designation and zoning would contribute to a healthy, liveable and safe community and that it represents an efficient use of land and existing resources. On this basis, the proposed Official Plan Amendment and Zoning By-law Amendment are consistent with the PPS.



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## **Halton Region Official Plan**

As of July 1, 2024 (Bill 185), the responsibility of the Regional Plan rests with the Town of Oakville.

The subject lands are designated as “Urban Area”. The Urban Area is “planned to accommodate the distribution of population and employment for the Region and the four Local Municipalities.” One of the objectives of the Urban Area referenced in Section 72.1 is to:

*“(1) 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.”*

In addition, Sections 47 and 76 affirm that the development of land and the range of permitted uses are to be in accordance with local Official Plans and Zoning By-laws.

As described above, the subject applications propose developing the subject property for high density residential uses at an appropriate scale for the existing neighbourhood, which is in keeping with the intent of the Livable Oakville Official Plan and the Town’s Zoning By-law.

On this basis, the applications conform to the Region of Halton Official Plan.

## **Livable Oakville Plan**

The Livable Oakville Plan was approved by the Ontario Municipal Board on May 10<sup>th</sup>, 2011 and is currently undergoing a five-year Official Plan review to ensure the policies are consistent with the current Provincial and Regional policies, support the Town’s strategic goals, and reflect the vision and needs of the community.

On September 27, 2017, Council adopted Official Plan Amendment 15 (OPA 15) to the Livable Oakville Plan, which established the Town’s Urban Structure.

The subject lands are identified as “Residential Areas” noted on Schedule A1 – Urban Structure. As stated in Section 3 of the Livable Oakville Plan:

*“The urban structure sets out the framework for where and how the Town will grow and how to determine Oakville’s character and form.”*

*Urban structure elements are not intended to be land use designations, and are not intended to grant development rights or to predetermine the specific land uses that will be permitted on any particular parcel of land.”*

The proposed amendment is consistent with the Town’s Urban Structure.

The subject property is designated “Low Density Residential”, as identified on Schedule I – Central Land Use with the Livable Oakville Plan (Figure 4).

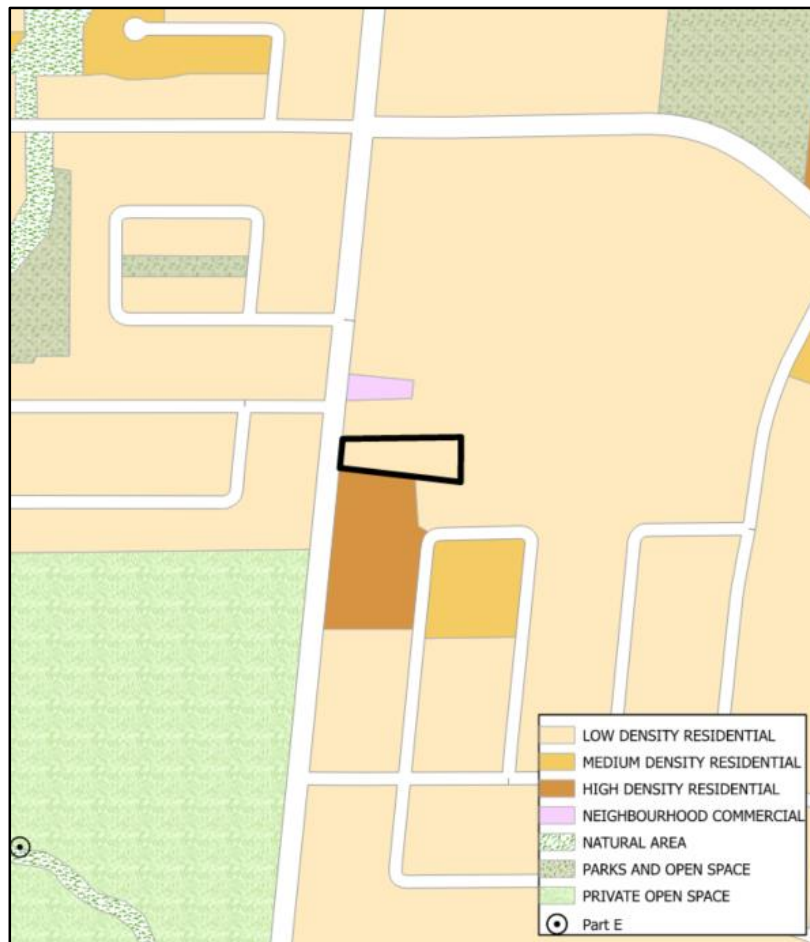


Figure 4: Livable Oakville Plan, Schedule I – Central Land Use

The surrounding neighbourhood includes a secondary school, a local convenience store, a seven-storey apartment building, as well as detached and semi-detached dwellings. The “High Density Residential” land use designation permits a range of high-density housing types, including *multiple-attached dwelling* units, apartments, retirement homes and long-term care homes at a density range between 51 to 185 units per hectare. Based on the site area of the subject lands, 20 dwelling units is needed to achieve 51 units per hectare.

The policy criteria for evaluating development applications within stable residential communities is found in Section 11.1.9, and the following criteria are applicable to the subject applications:

- “11.1.9 Development within all stable residential communities shall be evaluated using the following criteria to maintain and protect the existing neighbourhood character:*
- a) The built form of development, including scale, height, massing, architectural character and materials, is to be compatible with the surrounding neighbourhood.*
  - b) Development should be compatible with the setbacks, orientation and separation distances within the surrounding neighbourhood.*
  - c) Where a development represents a transition between different land use designations or housing forms, a gradation in building height shall be used to achieve a transition in height from adjacent development.*
  - e) Roads and/or municipal infrastructure shall be adequate to provide water and wastewater service, waste management services and fire protection.*
  - f) Surface parking shall be minimized on the site.*
  - 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.*
  - k) The transportation system should adequately accommodate anticipated traffic volumes.*
  - l) Utilities shall be adequate to provide an appropriate level of service for new and existing residents.”*

In terms of compatibility and transition referenced in criteria a), b) and c), the proposed uses are appropriate, given the abutting open space associated with the secondary school adjacent to the north and east, and the residential uses to the south and west. The implementing Zoning By-law attached as Appendix “B” restricts building height and includes setbacks to minimize shadowing, building setbacks to the adjacent semi-detached dwellings to maintain privacy, and the provision of adequate on-site resident and visitor parking. With respect to criteria e), h), k) and l), the existing road network, water and wastewater systems, and utility infrastructure

are sufficient to accommodate the proposed development. Finally, criteria f) is addressed in that surface parking is minimized by providing parking in accordance with the Zoning By-law requirements. Additional matters, such as architectural design, will be reviewed through the Site Plan process to ensure compatibility with the adjacent properties and character of the surrounding area.

Part F of Livable Oakville provides the framework for implementing the Official Plan and Policy 10.4.2 e) gives the Town authority to apply a site-specific holding “H” provision to prevent the development of lands until certain conditions, studies or requirements related to a proposed zoning change are met. In this case, the subject lands were previously used for agricultural purposes (i.e., orchard) and a Stage 1 Environmental Site Assessment concluded that the subject lands may have been contaminated by the use of pesticides and fixed gasoline storage tanks. Therefore, a holding “H” provision has been added to the amending Zoning By-law (By-law 2025-105) until such time as the site has been remediated to a standard that is appropriate for the proposed residential use.

Based on the foregoing, the proposal conforms to the Official Plan.

#### **Zoning By-law 2014-014**

The subject lands are zoned RL3-0, which only permits detached dwellings as a residential built form.

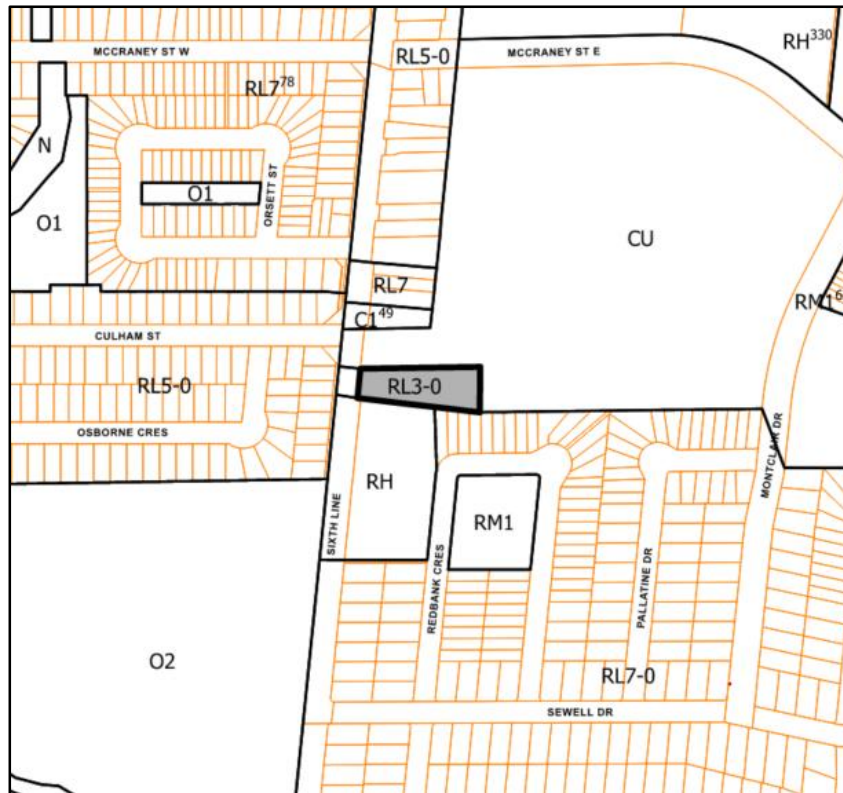


Figure 5 – Zoning By-law 2014-014

Staff have been working with the applicant to establish appropriate modifications to the Zoning By-law to ensure that new high density residential development is compatible with the surrounding neighbourhood. To support flexibility in what building typologies can be built on the subject property, staff advise that it is appropriate to add townhouses, back-to-back townhouses, and apartment dwellings to the uses permitted in the RM3 Zone, subject to the site-specific modifications identified in Table 1 below.

**Table 1 – Zoning By-law Modifications to address Townhouse Dwellings**

<b>Town of Oakville Zoning By-law 2014-014</b>		
<b>Residential Medium (RM3) Zone</b>		
Zone Provisions	Requirements	Proposed Modifications
Minimum interior side yard (northerly)	1.2 m	3.2 m (apartment dwellings)
Minimum interior side yard (southerly)	1.2 m	7.0 m

<i>Minimum rear yard</i>	6.0 m	3.0 m (stacked, back-to-back or townhouse dwellings)
Maximum number of <i>storeys</i>	3	4
Maximum <i>height</i>	12.0 m	16.0 m
Minimum number of dwelling units	N/A	20
Maximum encroachment into minimum front yard for porches	N/A	1.5 m
<i>Minimum width of landscaping between a surface parking area abutting a Residential Zone</i>	4.5 m	0.0 m (RH Zone) 2.5 m (RL Zone)
<b>Special Site Provisions</b>		
Definition of a <i>lot</i>	One parcel of land that is registered as a legally conveyable parcel of land in the Land Registry Office.	All lands subject to special provision shall be considered to be one lot.

Development would be subject to the RM3 provisions, except for the additional provisions included in the amending Zoning By-law. As indicated in Table 1, above, modifications include increased setbacks to the interior side yards, reduced rear yard setback for townhouse dwelling forms, an increase to the building height, and reductions to the minimum width of a landscaped area between visitor parking and the adjacent residential zones.

#### *Additional Permitted Uses*

The RM3 Zone permits only stacked townhouses. Townhouses, back-to-back townhouses, and apartments are intended to be added as a permitted use to the RM3 Zone because those dwelling forms can achieve a density that is appropriate for the subject lands.

#### *Yards*

The RM3 zone requires a minimum interior side yard of 1.2 m to allow for proper grading and drainage. Although the proposed townhouse concept plan meets the require interior side yard requirement of the RM3 Zone, the applicant proposes a three-metre setback to accommodate a walkway and front entrances to the closest dwelling unit along the northerly and rear lot lines. The RM3 Zone requires a minimum rear yard dimension of 6.0 m for the provision of adequate rear yard

amenity space and reduce potential overlook and privacy impacts. The proposed concept includes a reduction to 3.0 m to provide a pedestrian walkway to the dwelling entrances. An increase from 1.2 m to 7.0 m is proposed for the minimum southerly interior side yard to provide sufficient separation between the proposed development and the adjacent residential uses to the south.

#### *Maximum Height / Number of Storeys*

The height for townhouse dwellings is capped at three storeys and 12 metres in height under the Residential Medium Zones (i.e., RM1, RM2 and RM3). The proposed modification will allow one additional storey to permit four storeys and 16 metres in height.

#### *Minimum Number of Dwelling Units*

To meet the minimum density of the “High Density Residential” designation (51 units per hectare), the implementing Zoning By-law includes a provision for a minimum number of dwelling units. Twenty dwelling units on this site, regardless of built form, will ensure the minimum density requirement is met.

#### *Maximum Front Yard Encroachment*

As provided in Table 4.3 of Zoning By-law 2014-014, yard encroachments for porches are subject to the regulations of the parent zone. Because the RM3 Zone does not reference encroachments, staff included the provision in the amending Zoning By-law because the concept plan provided by the applicant illustrates a porch encroachment to address the public realm along Sixth Line.

#### *Minimum Landscape Width*

The proposed concept plan illustrates the provision of visitor parking spaces along the southerly portion of the private roadway. Modifications to the Zoning By-law would allow for reductions in the minimum width of landscaping between the visitor parking spaces and the adjacent residential zones to address a pinch point in this irregularly shaped lot.

## **TECHNICAL & PUBLIC COMMENTS**

Planning and Development staff circulated the development application to internal departments and external agencies for a full assessment of the proposal. No objections were received and any concerns that were raised could be addressed through the Site Plan Control review process.



Through the previous Public Meeting for the Official Plan Amendment, the following matters were raised by staff, Council, and the public, and are also relevant to the revised townhouse proposal:

- Proposed Land Use, Height, and Density;
- Integration/Impact on Adjacent Lands;
- Urban Design;
- Tree Preservation;
- Transportation and Parking;
- Stormwater Management and Infrastructure;
- Halton District School Board;
- Public Comments; and,
- Site Plan Review.

#### Proposed Land Use, Height, and Density

For illustrative purposes, the concept plan proposed by the applicant includes four-storey stacked townhouse dwelling units on a private roadway. Stacked townhouses are permitted within the Residential Medium (RM3) Zone of Zoning By-law 2014-014. To provide flexibility in the form of development that may take place, based on the size and configuration of the subject lands, staff are satisfied that townhouse dwellings, back-to-back townhouse dwellings, and apartment dwellings can be accommodated on the site and will provide additional housing options in the area. The applicant has not confirmed whether any affordable units will be incorporated into the development.

The Zoning By-law Amendment proposes to increase the maximum number of storeys required by the zone from three storeys to four storeys, which will provide sufficient habitable space within each stacked townhouse unit and still achieve the minimum density required. The proposed increase in building height from 15 to 16 metres recognizes that the lot is subject to variations in grade between the building locations and adjacent trees. Staff are satisfied that four storeys and 16 metres in height are appropriate modifications, whereas the previous proposal was for six storeys and 20 metres in height.

It is appropriate that the “High Density Residential” designation that is currently in place affecting the lands to the south that contain a seven-storey apartment building be extended to incorporate the subject property because it is of a size and configuration that can accommodate higher density built forms. A minimum of 20 dwelling units is appropriate to ensure the minimum density of 51 units per hectare is provided through the proposed development, and the maximum height of four storeys will limit the number of units, as will the provision of resident and visitor parking, as well as landscaped area.

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### Intensification and Integration with Adjacent Lands

The original concept proposed by the applicant was for a six-storey apartment building containing 70 dwelling units, whereas the current proposal is to allow apartment and townhouse dwellings at a maximum height of four storeys.

As described above, the surrounding land uses include detached dwellings on the west side of Sixth Line, open space associated with a secondary school to the north and east (rear), and semi-detached dwellings and a seven-storey apartment building. Rather than tailoring the implementing Zoning By-law Amendment to a particular development concept, staff recommend modifying specific by-law provisions identified in Table 1, above, to allow flexibility and ensure the site is ultimately designed to be compatible with the surrounding neighbourhood.

The proposed modifications to the interior side yard and rear yard requirements effectively push the proposed development to the north and east, where the abutting lands are occupied by open space with a walkway and playing fields further beyond. However, for an apartment building, the northerly interior side yard is increased from 1.2 metres to 3.2 metres to allow for sufficient space for grading and drainage, as well as amenity space ground floor units. The southerly interior side yard is also increased for all dwelling forms from 1.2 metres to 7.0 metres, mitigating potential overlook and shadowing in the adjacent rear yards of the semi-detached dwellings to the southeast.

Zoning By-law 2014-014 requires a minimum landscape width of 4.5 metres between surface parking spaces and abutting residential zones. Due to the irregular shape of the subject lands and the need to provide visitor parking spaces on-site, the visitor parking area included in the revised concept is located 0.5 metres from the Residential High (RH) Zone to the south and 2.5 metres from the Residential Low (RL-7) Zone at the closest pinch points. Lands within the RH Zone to the south include a surface parking area and an entrance to the underground parking garage, so the proposed modification to permit a landscaped width of zero metres will not negatively impact the abutting land use. Rear yard amenity area within the RL-7 Zone abuts the lands to the south and staff advise that reducing the minimum landscape requirement to 2.5 metres will allow sufficient space for landscaping to mitigate potential impacts from the surface parking area.

### Urban Design

The applicant has provided a concept plan for how the lands may be developed for townhouse dwellings. However, staff do not support certain aspects of the concept without further considerations. For example, staff would like to ensure that pedestrian walkways along the northerly interior side yard and rear yard are not shielded by overgrown vegetation. Also, entryways and ground floors adjacent to the

public realm should be raised 0.6 metres above the finished grade to provide privacy, and any barrier-free parking provided should be near the entrances of any barrier-free dwelling units. As these matters concern specific development details and the subject applications concern only the proposed use of the lands, staff will review the details of the future development through the Site Plan process, such as the provision of walkways, dwelling entrances, and architectural treatment along the public realm, among others. The proposed modifications to the Zoning By-law, attached as Appendix “B”, will ensure that any deviations from the proposed concept that may come forward will be compatible with the existing neighbourhood.

### Tree Preservation

The applicant provided two separate Arborists Reports – one for the townhouse concept and the other for apartment dwelling concept. Both reports indicate that six trees on the property are in poor condition and not suitable for retention, and that a total of 26 trees would require removal for the apartment concept and 28 trees for the townhouse concept. These numbers include private trees within the limits of the subject property and along the shared property lines between the school board and the seven-storey apartment building, which would require authorization from said property owners. Replacement trees would be planted on the site to the extent possible and any remaining replacement tree planting would be addressed through payment-in-lieu to the town’s Replacement Tree Planting Fund for the planting of trees in another location at the Town’s discretion. The reports indicate that all other trees to be retained can be preserved without adverse impacts to their long-term health.

### Transportation and Parking

Revised Transportation Impact Studies (TIS) identified that both proposals of townhouse and apartment dwellings would have an acceptable impact on the surrounding road network. Transportation Demand Measures to promote public transit usage were also referenced in the studies. Transportation staff were satisfied with the outcomes of the revised Transportation Impact Studies, but require adjustments to address on-site maneuvering of vehicles. Further details regarding the outdoor bike racks and underground bicycle storage facility were also requested by staff. Staff identified that the subject lands would be assigned the address of 1297 Sixth Line, once the Site Plan application is submitted.

### Stormwater Management and Infrastructure

Development Engineering staff are satisfied that matters related to grading, drainage, servicing, stormwater management, and underground infrastructure, can be addressed at the Site Plan application stage of development.

Halton Region staff have no objection to the proposal of high density residential uses, as water and wastewater capacity is available with no negative impacts on the existing systems. Should the proposed development not be designed to accommodate Regional waste collection, appropriate warning clauses would be identified for inclusion in any offers of purchase and sale through the Site Plan process.

### Public Comments

A consolidated statutory public meeting and recommendation report is being presented to address the Official Plan Amendment and the more recently submitted Zoning By-law Amendment to Council on June 16, 2025.

At the time of writing this report, the Town has received 12 letters of objection in response to the original Official Plan Amendment application and are included in Appendix "D". Concerns include: increased density and traffic congestion, potential for overshadowing, student safety along the school walkway, tree removal, and impacts associated with building construction. These concerns have been discussed above.

At the time of writing this report, no written submissions have been received from the public concerning the Zoning By-law Amendment.

Staff is satisfied that the subject property is of a size and configuration to support high density residential uses, in the form of townhouses, stacked townhouses, back-to-back townhouses and an apartment with a maximum height of four storeys and a minimum density of 20 units, which will provide new housing options to respond to the provincial housing crisis.

Restricting the height of the built form permitted on-site will lessen shadowing on adjacent properties and limiting the number of townhouse units and providing appropriate setbacks, will address concerns regarding increased density and traffic. Student safety along the school walkway is expected to improve with additional "eyes on the street", as balconies and window openings to the neighbouring walkway will help to deter crime.

### Halton District School Board

Halton District School Board (HDSB) staff note that White Oaks Secondary School abuts the subject lands to the north and east, and HDSB staff have engaged in discussions with the applicant with respect to potential shadow impacts, screening and landscape buffers, fencing and privacy, tree preservation plan and replacement strategy. The applicant has also approached the HDSB regarding the potential disposition of a portion of school board lands, which would require the approval of

the Ministry of Education and the HDSB. School board staff have expressed an interest in exploring such possibilities while maintaining walkway access from the school property to Sixth Line.

Staff note that, if the HDSB dispenses a portion of the school board land, the applicant will need to apply for and receive approval of an Official Plan Amendment and Zoning By-law Amendment to develop the lands in conjunction with the subject property.

### Site Plan Review

The following technical matters will be considered in greater detail, as part of the site plan review of the proposed development: waste management, construction mitigation (traffic/noise/dust), landscaping, tree removal/preservation, canopy coverage, traffic impacts, site access and functionality site circulation, and warning clauses.

## **CONCLUSION**

Achieving Council's commitment to addressing the housing crisis requires providing opportunities for new housing options, where appropriate. The proposed development facilitates Council's goals by allowing modest intensification with townhouse dwelling types or apartment dwelling types, at a maximum height of four storeys and adequately separated from lower forms of housing. The proposed amendments will result in development that is appropriately integrated into, and compatible with, the neighbourhood.

Staff recommend approval of the Official Plan and Zoning By-law Amendment applications, as presented through By-laws 2025-104 and 2025-105, to permit the development of the subject property for high density residential uses for the following reasons:

- The proposed application is consistent with the land use policies of the Livable Oakville Plan and Zoning By-law.
- The proposed development continues to provide an appropriate form of intensification within a residential neighbourhood.
- The proposed development is consistent with the Provincial Planning Statement, and conforms to the Halton Region Official Plan and Livable Oakville Official Plan.
- Comments from the public have been appropriately addressed.

## CONSIDERATIONS

### (A) PUBLIC

The applicant held a virtual Public Information Meeting (“PIM”) on May 11, 2023, to present the proposal for the subject lands at 1295 Sixth Line, which was attended by 14 residents. A consolidated statutory public meeting and recommendation report is being presented to Council on June 16, 2025.

Notice of complete application and public meeting were distributed to the property owners within 240 metres of the subject property in accordance with the Town’s current notice requirements and *Planning Act*. Staff have received 12 letters of correspondence for the subject application, included in Appendix “D”. The concerns raised by the public included increased density and traffic congestion, potential for overshadowing, student safety along the school walkway, tree removal, and impacts associated with building construction.

### (B) FINANCIAL

None.

### (C) IMPACT ON OTHER DEPARTMENTS & USERS

The application was circulated to internal and external departments and agencies for review. No objections were raised as a result of the circulation. Additional matters will be evaluated through the site plan process.

### (D) COUNCIL STRATEGIC PRIORITIES

This report addresses Council’s strategic priority/priorities: Growth Management, Community Belonging, Environmental Sustainability and Accountable Government.

### (E) CLIMATE CHANGE/ACTION

The proposed development has been reviewed to ensure compliance with the Town’s sustainability objectives of the Livable Oakville Plan. The proposal has also been reviewed in the context of Council declaring a Climate Change Emergency on June 24, 2019 to provide opportunities to reduce the impact on existing trees along the perimeter of the site.

## APPENDICES

Appendix “A” – By-law 2024-104 (OPA 72)

Appendix “B” – By-law 2024-105

Appendix “C” – Concept Plan for Townhouse Dwelling Units

## Appendix “D” – Public Comments

Prepared by:

Delia McPhail, MCIP, RPP  
Planner, Current Planning

Recommended by:

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

Submitted by:

Gabriel A.R. Charles, MCIP, RPP  
Director, Planning & Development





## THE CORPORATION OF THE TOWN OF OAKVILLE

### BY-LAW NUMBER 2025-104

A by-law to approve Official Plan Amendment Number 72 to the Livable Oakville Plan

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

**WHEREAS** subsection 22(1) of the *Planning Act* provides that a person or public body may request a council to amend its official plan; and,

**WHEREAS** the owner of the lands currently known as 1295 Sixth Line has requested that Council amend the Livable Oakville Plan to redesignate the lands from the Low Density Residential designation to the High Density Residential designation; and,

**WHEREAS** it is deemed appropriate to amend the Livable Oakville Plan to redesignate the lands from Low Density Residential to High Density Residential.

### COUNCIL ENACTS AS FOLLOWS:

1. For the purposes of this by-law:
  - a. “Livable Oakville Official Plan” and “Livable Oakville Plan” mean the Official Plan for the Oakville Planning Area that currently applies to the lands south of Dundas Street and the lands north of Highway 407, and was adopted by Council on June 22, 2009, and approved with modifications by the Ontario Municipal Board on May 10, 2011, and as subsequently amended.
2. Official Plan Amendment Number 72 to the Livable Oakville Plan, attached as Appendix “A”, is hereby adopted.
3. This Official Plan Amendment is subject to appeal rights set out in section 17 of the *Planning Act*, R.S.O. 1990, c. P.13, and shall come into effect once the deadline for filing appeals has passed or all appeals have been withdrawn or finally disposed of.

4. This Official Plan Amendment is exempt from approval pursuant to Ontario Regulation 525/97 Exemption from Approval (Official Plan Amendments).

PASSED this 16th day of June, 2025

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MAYOR

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CLERK

## **APPENDIX “A” to By-law 2025-104**

### **Official Plan Amendment Number 72 to the Town of Oakville’s Livable Oakville Plan**

#### **Constitutional Statement**

The details of the Amendment, as contained in Part 2 of this text, constitute Official Plan Amendment Number 72 (OPA 72) to the Livable Oakville Plan.

#### **Part 1 – Preamble**

##### **A. Purpose**

The purpose of this amendment is to modify Schedule I of the Livable Oakville Plan by changing the designation of the subject lands from Low Density Residential to High Density Residential.

##### **B. Location**

The subject lands are municipally known as 1297 Sixth Line (formerly 1295 Sixth Line) and are located on the east side of Sixth Line, south of McCraney Street East, and north of Sewell Drive.

##### **C. Background**

The Livable Oakville Plan established the desired land use patterns for lands within the Town of Oakville, south of Dundas Street and north of Highway 407, to the year 2031.

Creditmills Development Group submitted an Official Plan Amendment (File No. OPA 1515.23) to allow for high density residential uses on the subject lands.

##### **D. Basis**

The Official Plan Amendment is based on the following:

- The Official Plan Amendment is required to permit high density residential uses on the subject lands.

- The Official Plan Amendment is consistent with the Provincial Planning Statement, conforms or does not conflict with the Region of Halton Official Plan, and the Livable Oakville Plan, has regard for matters of Provincial interest, and represents good planning for the reasons set out in the staff report titled, “Public Meeting and Recommendation Report, Official Plan Amendment, Creditmills Development Group, 1295 Sixth Line, File Nos.: OPA.1515.23 and Z.1515.23”.
- The Official Plan Amendment provides appropriate intensification along a Minor Arterial Road (Sixth Line) within the Residential Area of the Urban Structure.

## **Part 2 – The Amendment**

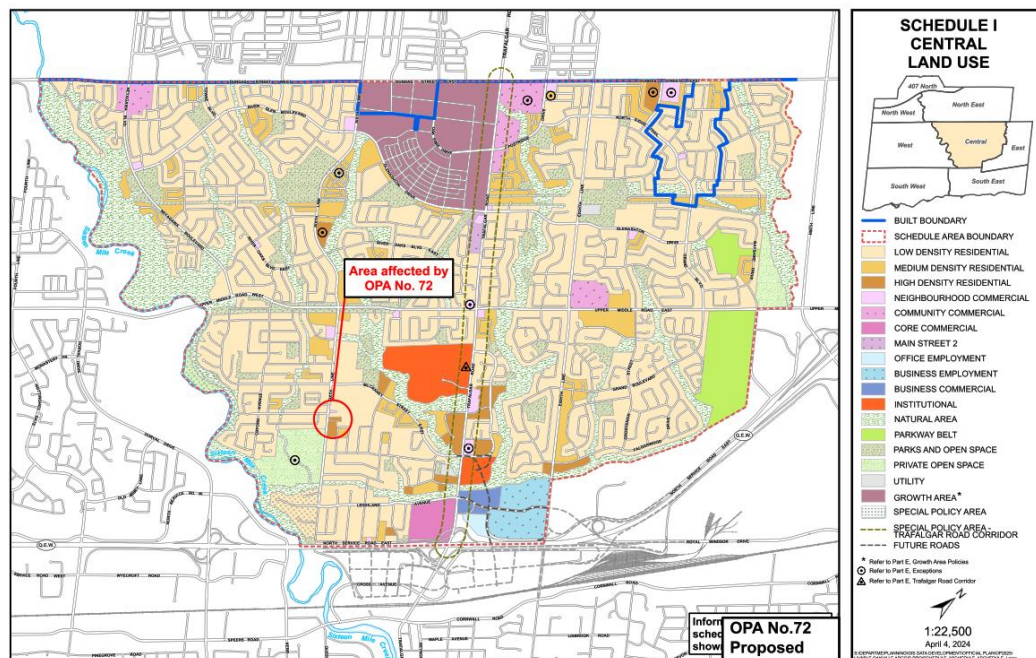
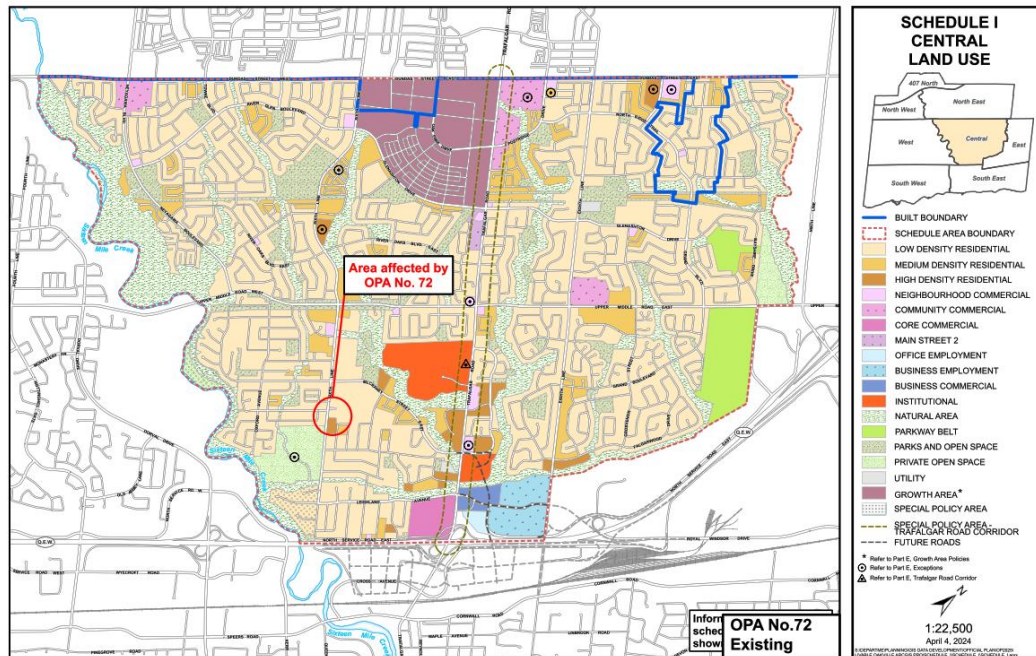
### **A. Schedule Change**

The amendment includes a change to a schedule in the Livable Oakville Plan listed in the following table, and shown in Attachment 1.

<b>Item No.</b>	<b>Section</b>	<b>Description of Change</b>
1.	Schedule I – Central Land Use	Amend Schedule I by redesignating the subject lands from the <i>Low Density Residential</i> designation to <i>High Density Residential</i> designation.

## ATTACHMENT 1

### Schedule Changes To the Livable Oakville Plan





## THE CORPORATION OF THE TOWN OF OAKVILLE

### BY-LAW NUMBER 2025-105

A by-law to amend the Town of Oakville Zoning By-law 2014-014, as amended, to permit the use of lands described as 1297 Sixth Line – formerly 1295 Sixth Line (Creditmills Development Group, File No.: Z.1515.23)

#### COUNCIL ENACTS AS FOLLOWS:

1. Part 15, Special Provisions, of By-law 2014-014 as amended, by adding a new Section 15.438.1, as follows:

438	1297 Sixth Line (Creditmills Development Group)	Parent Zone: RM3
Map 19(15)		(2025-105)
15.438.1 Additional Permitted Uses		
The following additional <i>uses</i> are permitted:		
a)	<i>Townhouse dwellings</i>	
b)	<i>Back-to-back townhouse dwellings</i>	
c)	<i>Apartment dwellings</i>	
15.438.2 Zone Provisions		
The following additional provisions shall apply:		
a)	<i>Minimum northerly interior side yard for apartment dwellings</i>	3.2 m
b)	<i>Minimum southerly interior side yard</i>	7.0 m
c)	<i>Minimum rear yard for stacked townhouse dwellings, back-to-back townhouse dwellings, and townhouse dwellings</i>	3.0 m
d)	Maximum number of <i>storeys</i>	4
e)	Maximum <i>height</i>	16 m
f)	Minimum number of <i>dwelling units</i>	20
g)	Maximum encroachment into the <i>minimum front yard</i> for <i>porches</i> with or without a foundation.	1.5 m



h)	<i>Minimum width of landscaping between a surface parking area abutting an RH Zone</i>	0.0 m
i)	<i>Minimum width of landscaping between a surface parking area abutting an RL Zone</i>	2.5 m
<b>15.438.3 Special Site Provisions</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 lot for the purposes of this By-law.	

2. Part 16, Holding Provisions, of By-law 2014-014 as amended, by adding a new Section 16.62, as follows:

<b>H62</b>	<b>1297 Sixth Line</b> Described as Part of Lot 15, Concession 2 South of Dundas Street	Parent Zone: RM3 (2025-105)
Map 19 (15)		
<b>16.62.4 Only Permitted Uses Prior to Removal of the “H”</b>		
For such time as the “H” symbol is in place, these lands shall only be used for the following uses:		
a)	Legal uses, buildings and structures existing on the lot.	
<b>16.662-.5 Only Permitted Uses Prior to Removal of the “H”</b>		
The “H” symbol shall, upon application by the landowner, be removed from all or part of the lands subject to the “H” symbol by the Town passing a By-law under Section 36 of the <i>Planning Act</i> . The following condition shall first be completed to the satisfaction of the Town of Oakville:		
a)	Submission of a Phase Two Environmental Site Assessment (ESA), demonstrating that the site is suitable for its intended use. Based on the findings of the Phase Two ESA, a Ministry of the Environment, Conservation and Parks acknowledged Record of Site Condition (RSC) prepared in accordance with Ontario Regulation 153/04 and certified by a Qualified Person, may also be required.	

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 16<sup>th</sup> day of June, 2025

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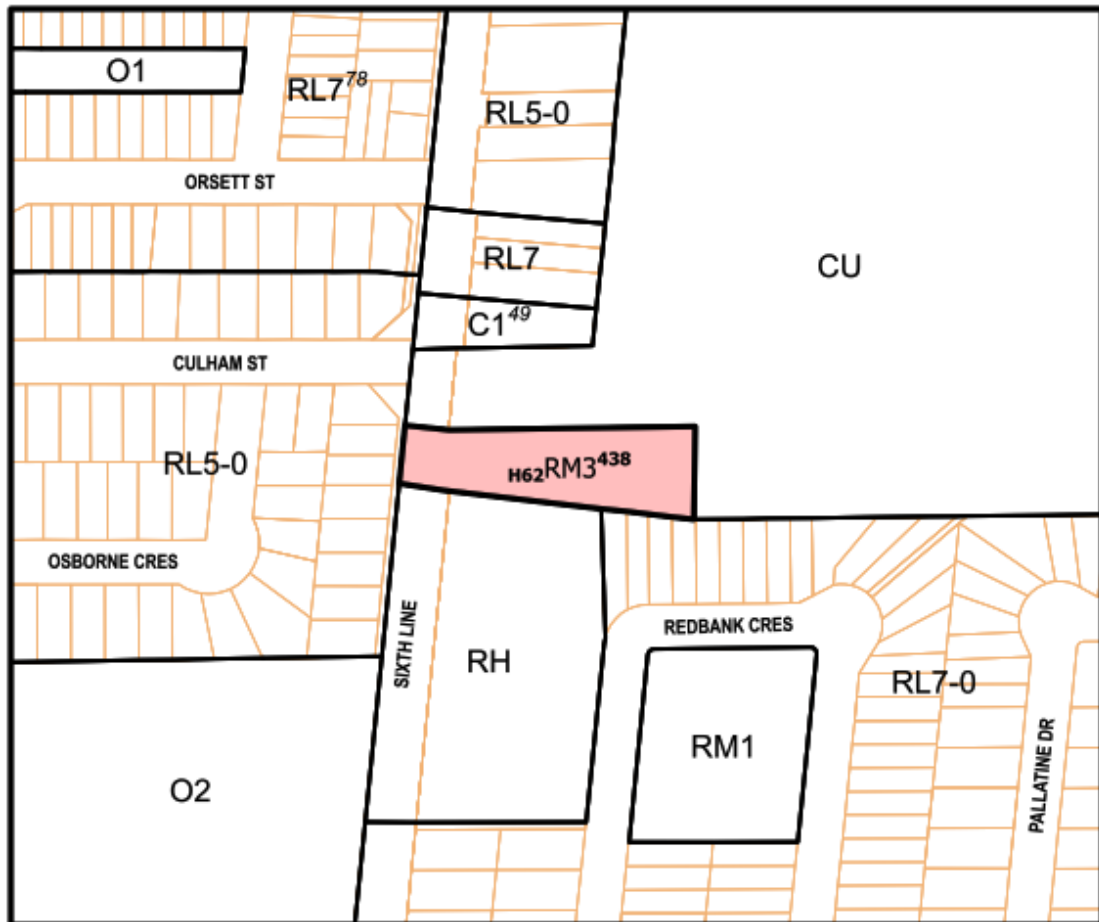
MAYOR

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CLERK



**SCHEDULE "A"**  
**To By-law 2025-105**



**AMENDMENT TO BY-LAW 2014-014**

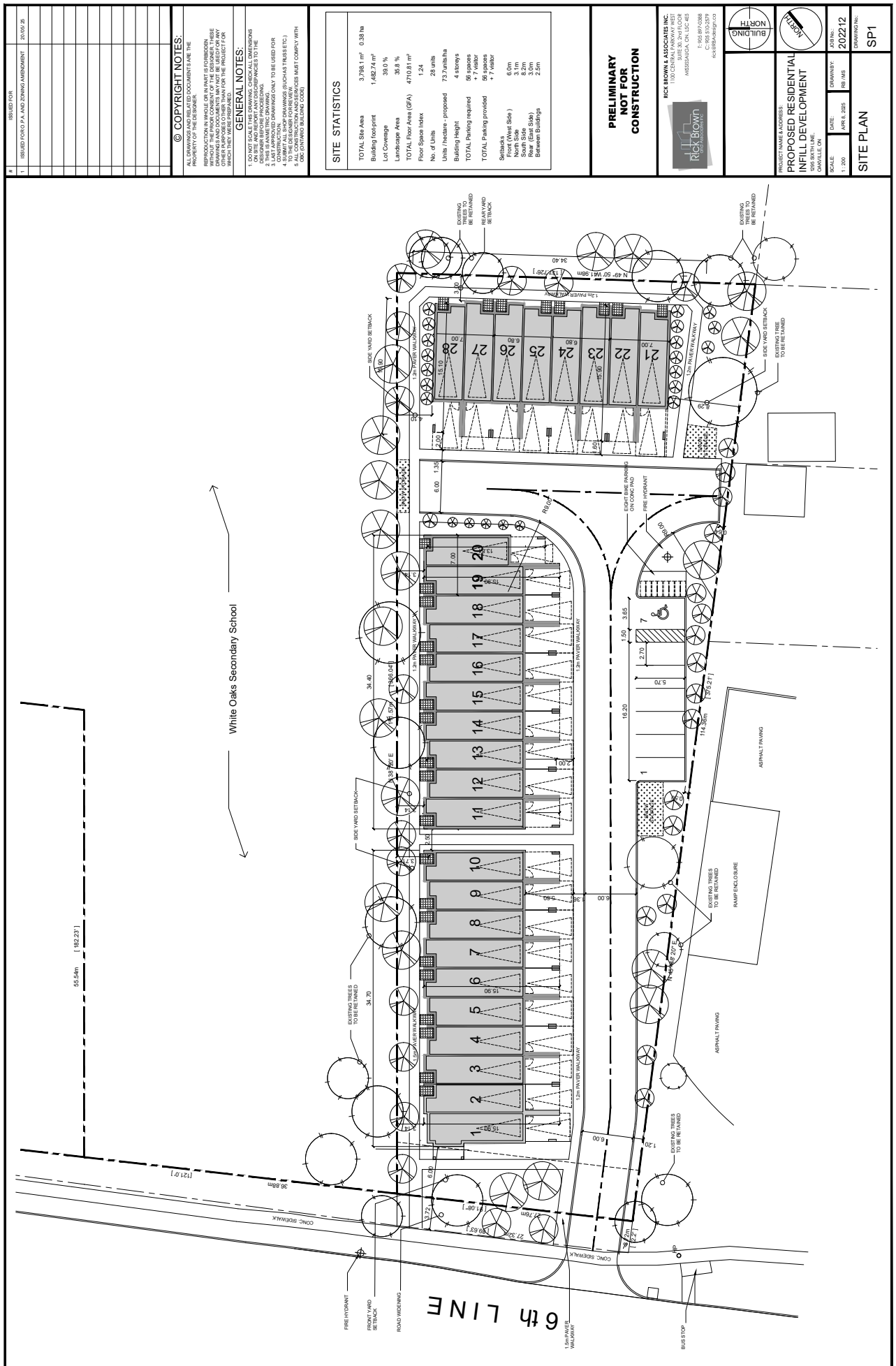


Rezoned from  
RL3-0 (Residential Low) to  
H62-RM3 sp: 438 (Residential Medium)

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19 (15)



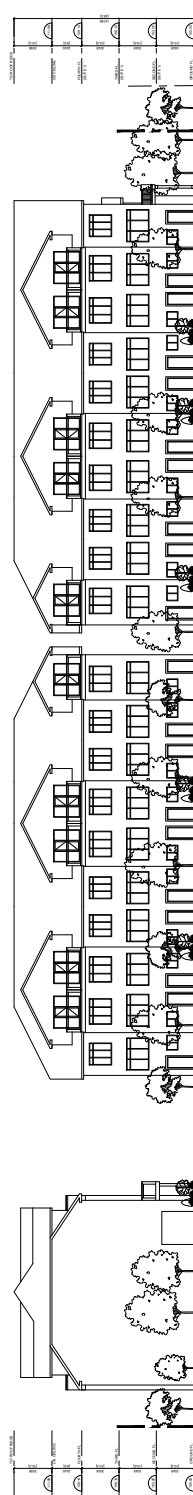
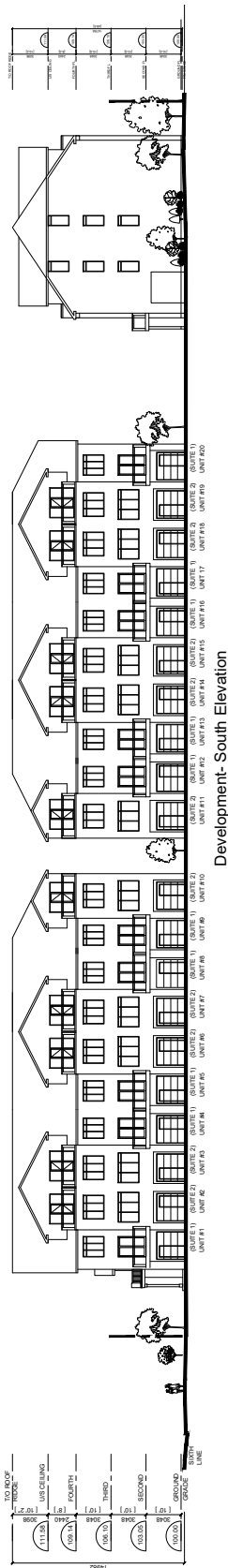
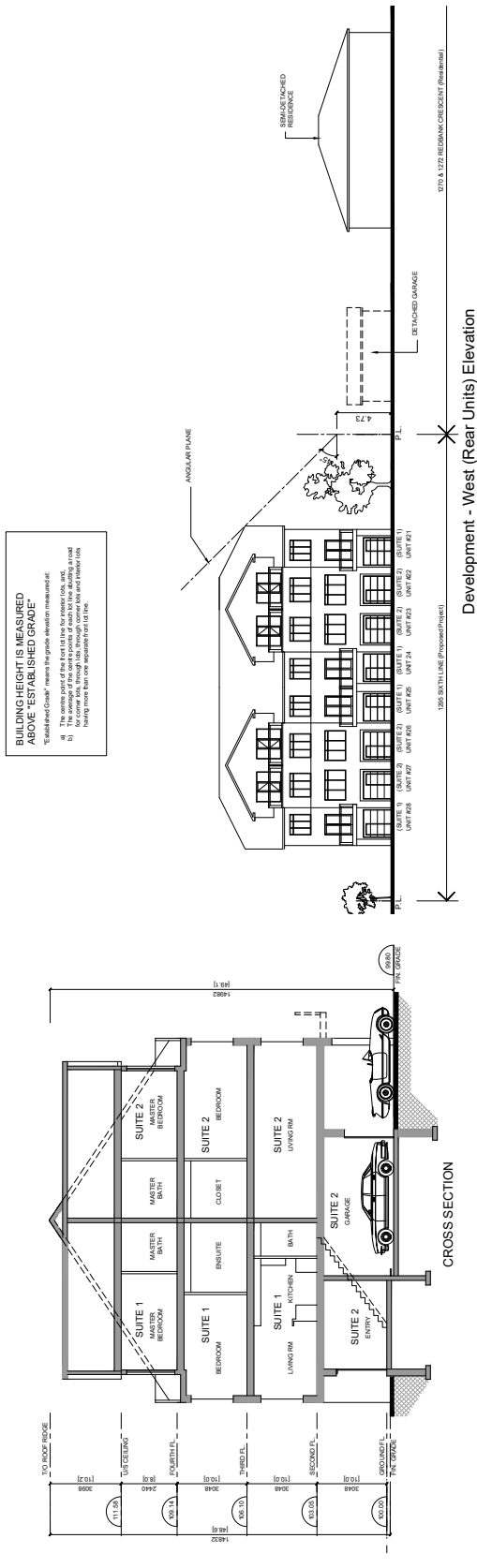
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Development - North Elevation

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**From:** Kim Carlton  
**Sent:** Sunday, May 19, 2024 12:00 AM  
**To:** Delia McPhail  
**Subject:** Concerned about redevelopment of 1295 Sixth Lind

You don't often get email from

[Learn why this is important](#)

**SECURITY CAUTION:** This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Delia,

We are the owners of \_\_\_\_ Sixth Line and we only recently became aware of the proposed redevelopment of 1295 Sixth Line directly across the street from us. We have a family with children who attend White Oaks and Montclair and who walk to school along the path next to the proposed redevelopment. We are concerned about their safety with so many people moving in to this development. As well we are concerned about increased traffic congestion on a street that is very busy already.

This street and area is very beautiful and peaceful. We do not think that this development will be beneficial for the great community that exists here. There are better locations to increase density in areas like Kerr and Speers and closer to the Oakville Go station.

We are also concerned that this development will decrease home values which in turn will decrease taxes collected by the Town of Oakville

Please let us know if there is another opportunity to voice our opinions.

Thank you,

Kimberley Carlton and Michael Grabowski

---

**From:** Michael Jordan  
**Sent:** Sunday, May 19, 2024 5:48 PM  
**To:** Mayor Rob Burton; Town Clerks  
**Subject:** Sixth line building proposal

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

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**SECURITY CAUTION:** This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear elected officials and the town of Oakville,

I am writing to express my strong opposition to the proposed construction of a 70-unit apartment building in our neighborhood (6th line area). While I understand the need for housing development, I believe this project is ill-suited for our already high-density area and will exacerbate several existing issues.

Firstly, our community already has two French schools, two Catholic schools, four regular public schools (Montclair, sunningdale, Munns and White oaks) and a community college all within a small radius. Hence, we have a lot of traffic and congestion. The addition of a 70-unit apartment building could potentially bring at least 200 new residents to an area that is already congested. Our streets, particularly the main thoroughfare (6th line), is not designed to handle this additional traffic. Increased population density will lead to more congestion, making it unsafe for children and families who walk to these schools every day. The limited infrastructure cannot support such a significant increase in population without compromising the safety and quality of life for current residents.

Secondly, the lack of rent control in the proposed apartment building raises serious concerns (Doug ford got rid of rent control for new apartments). Without regulation, landlords can impose exploitative rent increases after the first year, forcing residents, many of whom are likely to be students, to seek additional roommates to afford the high rents. This could lead to overcrowded living conditions, as we have observed in nearby cities (eg Brampton) where international students sometimes live with 10 to 20 people in a single apartment. Such situations are not only unsafe but also diminish the overall quality of life in the community.

Increased density from overcrowded apartments would further strain our community resources and infrastructure. We do not want to see our neighborhood become an overpopulated area with inadequate facilities. It is crucial to maintain the livability and safety of our community for current and future residents.

In light of these concerns, I urge you to reconsider the approval of this apartment building. Please prioritize the well-being and safety of our community by preserving its livability and preventing further congestion and potential exploitation.

Thank you for your attention to this matter. I am hopeful that you will consider the significant impact this development would have on our community and take the necessary steps to protect it.

Sincerely,

M.J.

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**From:** Kim Carlton  
**Sent:** Tuesday, May 21, 2024 4:42 PM  
**To:** Town Clerks  
**Subject:** 1295 Sixth Line development objection

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

You don't often get email from [redacted] | [Learn why this is important](#)

**SECURITY CAUTION:** This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern,

We are the owners of [redacted] Sixth Line and we only recently became aware of the proposed redevelopment of 1295 Sixth Line directly across the street from us. We have a family with children who attend White Oaks and Montclair and who walk to school along the path next to the proposed redevelopment. We are concerned about their safety with so many people moving in to this development. As well we are concerned about increased traffic congestion on a street that is very busy already.

This street and area is very beautiful and peaceful. We do not think that this development will be beneficial for the great community that exists here. There are better locations to increase density in areas like Kerr and Speers and closer to the Oakville Go station.

We are also concerned that this development will decrease home values which in turn will decrease taxes collected by the Town of Oakville

Please let us know if there is another opportunity to voice our opinions.

Thank you,

Kimberley Carlton and Michael Grabowski

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**From:** Frank Orlando  
**Sent:** Friday, June 14, 2024 1:12 PM  
**To:** Town Clerks  
**Subject:** Creditmills Development Group - 1295 Sixth Line, OPA1515.23,Ward 5  
**Attachments:** Oakville Town Clerk-CreditmillsDevGroup-1295 Sixth Line.pdf

Please find attached a submission regarding the proposed Creditmills development at 1295 Sixth Line.

If you require any additional information, please do not hesitate to contact me at

If you can please send an email confirming receipt of this letter, it would be greatly appreciated.

Kind regards,

Frank Orlando and Judy Grah

June 12, 2024

Town of Oakville  
1225 Trafalgar Road  
Oakville ON L6H 0H3

Attention: Town Clerk

Dear Sir or Madam:

Re: Creditmills Development Group, 1295 Sixth Line, OPA1515.23, Ward 5

I am writing to indicate our concern and opposition to the proposed multi-level, multi-unit development that is being proposed at 1295 Sixth Line by Creditmills Development Group.

My husband and I moved to Oakville almost 15 years ago because of the town's conservative and measured approach to development and its desire for maintaining green spaces. We moved specifically to this neighbourhood because it was already established with mature trees and green spaces.

Our concerns with the proposed development are as follows:

**1. Increase in vehicular traffic and congestion**

The intersection of Culham and Sixth Line is already a very busy intersection, especially in the morning and afternoon. Adding a 70-unit residential apartment building with 80 surface and underground spots will only compound the problem, given that Sixth Line is only a 2 lane road.

**2. Reduction in green space**

The existing lot supports grass and mature trees which will be removed and replaced with concrete and pavement. The existing lot does not look large enough to support a six story, 70- unit building with external parking.

**3. Rezoning from single dwelling lot into a multi-level, multi-unit lot**

Considering this is an established neighbourhood where people buy homes expecting their neighbourhood to remain relatively stable in terms of neighbours and structures. While we understand that some detached homes may be renovated and made larger, we would not expect that an apartment building would be built on a lot that was designed for a single dwelling.

We purchased our home in the chosen neighbourhood because of the small town appeal and the feeling that you know your neighbours and we are disappointed that this development is being proposed as it goes against those principles.

Sincerely,

Judy Grah  
Osborne Crescent  
Oakville ON L6H 1G1

---

**From:** Lawson, Shari  
**Sent:** Wednesday, June 19, 2024 3:58 PM  
**To:** Town Clerks  
**Subject:** Proposed Plan 1295 Sixth Line

Hello,

I am a resident of Oakville and was unable to attend the Town Hall regarding the proposed official plan for 1295 Sixth Line.

I live on Orsett Street is off Sixth Line close to 1295 Sixth Line.

I would like to know how I can appeal this decision as I feel that 70 units in such a small space would just add more congestion to Sixth Line (residents from north of Upper Middle using Sixth Line as a throughway instead of using Trafalgar Road).

There also have been several accidents at the corner of Culham and Sixth Line in the over 25 years of me living here.

Regards,

Shari Lawson (formerly Hamilton)

---

**From:** Angela Beatty  
**Sent:** Friday, June 21, 2024 4:19 PM  
**To:** Town Clerks  
**Subject:** 1295 Sixth Line - plan amendment

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

[You don't often get email from Learn why this is important at  
<https://aka.ms/LearnAboutSenderIdentification> ]

As a resident who is opposed to the proposed plan amendment to re-designate the lands from Low Density Residential to High Density Residential I am making in writing so that I will have the ability to appeal the decision of the Town of Oakville if necessary.

I would also like to be notified of the decision of the Town of Oakville on this matter.

Sincerely,

Thomas Egan/Angela Beatty  
Redbank Crescent  
Oakville, ON  
L6H 1Y5

---

**From:** Andrea Cormier  
**Sent:** Sunday, June 23, 2024 6:28 PM  
**To:** Town Clerks; ServiceOakville  
**Subject:** Appeal for Development plans for 1295 Sixth Line Oakville  
**Attachments:** letter to clerk.docx

Good Afternoon,

Please find attached a letter of appeal for the development of the building at 1295 Sixth Line.

Thank you in advance,

Andrea and Arthur Cormier

**Arthur Cormier**  
**Redbank Cres.**  
**Oakville ON**  
**L6H 1Y5**

To The town clerk,

As a resident of Redbank Cres. , I Arthur Cormier strongly oppose the building of a large six story building behind my home, which is adjoining my backyard and the school yard.

This building will not only affect our view and nice natural habitats. It will also increase neighbourhood traffic, increase unwanted pests in the neighbourhood (Ex. Rats & Mice) and increase the chances of disease transfer such as Leptospirosis, distemper, panleukopenia and rabies. The planned proposal also will be placing a large garbage disposal area directly behind my home. Which will cause unpleasant odours, which in turn also affects the entire neighbourhood.

The building of this size will affect our daily lives, by reducing our natural sunlight, natural airflow and will cause an increase in noise pollution not only for me, but the entire neighbourhood.

This building will also back onto a school yard, used by many school children. The increase in potential disease carrying wildlife will pose a health issue to all that enjoy our beloved green space at White Oaks high school.

Thank you for taking the time to read my letter of concern.

Sincerely,

Arthur Cormier

Redbank Cres resident for 30+ years

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**From:** matt relf  
**Sent:** Thursday, July 4, 2024 6:16 AM  
**To:** Town Clerks  
**Cc:** Delia McPhail; Marc Grant; Jeff Knoll  
**Subject:** [EXTERNAL] Fwd: 1295 sixth line

I would like to oppose the development of 1295 sixth line and it's change from low to high density

I've been an area resident for more than a decade, and while there haven't been many changes in this neighborhood the growth north of us has had a profound effect here, which hasn't been properly addressed.

The culham and sixth line intersection is awful. It's a "T" intersection with an all way stop. This is where a lot of the southbound traffic merges to a single route to the qew, or splits off to go north, or north west. traffic comes south down sixth line, or down Oxford to McCraney (or Culham) and then down sixth line to avoid Trafalgar. Those leaving Oakville mall heading west or north are also funneled through this intersection and our area.

As a pet owner who is often out walking, I can attest to the lack of vehicles that actually stop at these stop signs and regularly later at night cars just go right through them at (or above) the posted limit. In the last year alone I've almost been hit 3 times by cars that didn't stop, or see me.

With the existing driveway less than 50 feet from this intersection, The development will just exasperate the intersection issues. As we don't have much walkable commercial or retail stores , this will increase the traffic chaos at the intersection.

Which leads to those who are walking, There are 7 schools within 1 kilometer of this intersection, sunningdale, Montclair, white oaks, Gaetan-Gervais, St Michael catholic elementary, Ecole elementaire du chene and Munns. Roughly 4000 students a day pack the area. With bus 13 having its closest stop to the school at this intersection. With white oaks starting just after 8, and sunningdale just before 9:30 there is a constant flow of student traffic Monday to Friday, parents to both, drop off and pick up kids from school, school busses, 2 Oakville transit routes and roughly 175-200 teachers, administrators and school employees. On several occasions it has taken me almost 15 minutes to get from Trafalgar to sixth line along McCraney.

This area was built up in the 60's, and as such high density wasn't part of the plans. We are already bursting at the seams with traffic, students and schools, but safety concerns with this increased density and traffic have yet to be addressed. For example, most of this neighborhood only has street lights on 1 side of the street (as opposed to every other pole being on opposite sides in newer subdivisions) and intersections typically have 1 light standard , and often not on the side of the intersection. Where developments between upper middle and Dundas have 2, and developments north of Dundas tend to have 3. The 1 km stretch of Towne from Dundas to McDowell has 32 light posts, the 1 km stretch of Oxford from Upper Middle to Culham has 17. McCraney between sixth line and Oxford has 9, Wembley between River Oaks and Glenashton has 17. Sixth line itself south of



upper middle has only 2 lights on the west side. There is already a huge disparity in risk to area residents, and students in the area compared to the safety measures being utilized in new subdivisions.

The other missing infrastructure in the area is sidewalks. There are many streets in the area that kids walk on from school that only have sidewalks on one side of the street, and several I can think of that don't have sidewalks at all.

Construction parking, and dump trucks idling. Where and how many would (they) be situated? Most of the streets are barely 2 lanes wide, with a large rental market from Sheridan college, driveways are full. Street parking during the day is often full, and constant bus, automotive and pedestrian traffic makes me wonder how would they be out of the way enough to ensure resident safety (which is already lacking)

Matt Relf  
Orsett street

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**From:** Randy Annett  
**Sent:** Friday, July 5, 2024 8:55 PM  
**To:** Town Clerks  
**Subject:** [EXTERNAL] Notification of OPA for 1295 Sixth Line

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

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The purpose of the OPA is to re-designate the lands from Low Density Residential to High Density Residential.

application for a Proposed Official Plan Amendment  
1295 Sixth Line  
Creditmills Development Group  
OPA 1515.23  
Ward 5

I wish to be notified of the decision of the aforementioned application,

Thanking you in advance

Randy Annett

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**From:** Carla & Ray Davidson  
**Sent:** Tuesday, July 9, 2024 9:07 AM  
**To:** Town Clerks  
**Subject:** [EXTERNAL] 6 line development

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

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3 people against sixth line development....Troy Cynthia Ray Davidson

## REPORT

### Planning and Development Council

**Meeting Date: June 16, 2025**

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**FROM:** Planning and Development Department

**DATE:** June 3, 2025

**SUBJECT:** Recommendation Report - Official Plan Amendment and Zoning By-law Amendment, Garden Residences Corporation, 105-159 Garden Drive, File No. OPA 1617.47 and Z.1617.47; By-law 2025-095, By-law 2025-096

**LOCATION:** 105, 115 – 159 Garden Drive

**WARD:** Ward 2

Page 1

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#### RECOMMENDATIONS

1. That Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision applications submitted by Garden Residences Corporation (File No. OPA 1617.47, Z.1617.47 and 24T-25001-1617), be approved;
2. That the Director of Planning and Development be authorized to grant draft plan approval to the Draft Plan of Subdivision (24T-25001-1617) submitted by Garden Residences Corporation, prepared by R. Avis Surveying Inc. dated November 25, 2025 subject to the conditions contained in Appendix 'C';
3. That By-law 2025-095, a by-law to adopt an amendment to the Livable Oakville Plan, be passed;
4. That By-law 2025-096, an amendment to Zoning By-law 2014-014, be passed;
5. That, in accordance with Section 34(17) of the *Planning Act*, no further notice is determined to be necessary; and,
6. That notice of Council's decision reflects that the comments from the public have been appropriately addressed.

## KEY FACTS

The following are key points for consideration with respect to this report:

- **Location:** The subject lands are located on the northeast corner of Garden Drive and Lakeshore Road West and are municipally known as 105, 115 -159 Garden Drive.
- **Policy Context:** The property is located within the Kerr Village Growth Area within the lower Kerr Village District and designated Main Street 1 in the *Livable Oakville* Official Plan (the “Official Plan”). Further site-specific permissions are under Kerr Village Exceptions, policy 23.7.6.
- **Zoning:** The property is zoned Main Street 1 and subject to Special Provision 418 (MU1 sp:418) within Zoning By-law 2014-014 (the “Zoning By-law”), as amended.
- **Nature of Application:** The application is for an Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision. The purpose of the amendments are to allow for additional density (more units) and site-specific regulations to facilitate three back-to-back townhouse blocks and one mixed-use building. The purpose of the Draft Plan of Subdivision application is to permit the proposed development to proceed as a common element condominium, as the site is not currently within a block in a Plan of Subdivision.
- **Proposal:** The proposed development consists of three back-to-back townhouse blocks oriented perpendicular to Garden Drive, and a mixed-use block with commercial on the main floor along Lakeshore Road West and residential units above. A total of 48 residential units, approximately 170 square metres of commercial space and 76 parking spaces are proposed, 59 of which are in at-grade parking garages below each back-to-back townhouse block. Of the parking spaces, 17 are stacked, with an additional 11 surface parking spaces with six reserved for commercial / visitor parking at the rear of the mixed-use block.
- **Public Consultation:** The applicant hosted an in-person Public Information Meeting (“PIM”) on July 2, 2024, and approximately 17 members of the public attended. Minutes of the PIM are included in Appendix ‘D’. A statutory Public Meeting took place at the [October 15, 2024 Planning and Development Council Meeting](#) for the Official Plan Amendment and re-zoning applications.

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An additional Statutory Public Meeting is not required for the Draft Plan of Subdivision.

- **Timing:** The Official Plan Amendment and re-zoning applications were submitted and deemed complete on July 24, 2024, and the Plan of Subdivision application was submitted and deemed complete on January 24, 2025. While all of these applications could be appealed for non-decision, the applicant has used this extra time to work extensively with staff through three submissions to address comments and additional matters to be considered as were presented at the October 15, 2025, Statutory Public Meeting and letters submitted by residents.
- **Recommendation:** Staff recommend approval of the Official Plan Amendment, re-zoning and Draft Plan of Subdivision applications as the proposal is consistent with the Provincial Planning Statement, conforms to the Halton Region Official Plan and the goals and objectives of the Official Plan.

## **BACKGROUND**

The purpose of this report is to provide a full staff review and a recommendation on the proposed Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision applications to redevelop the site.

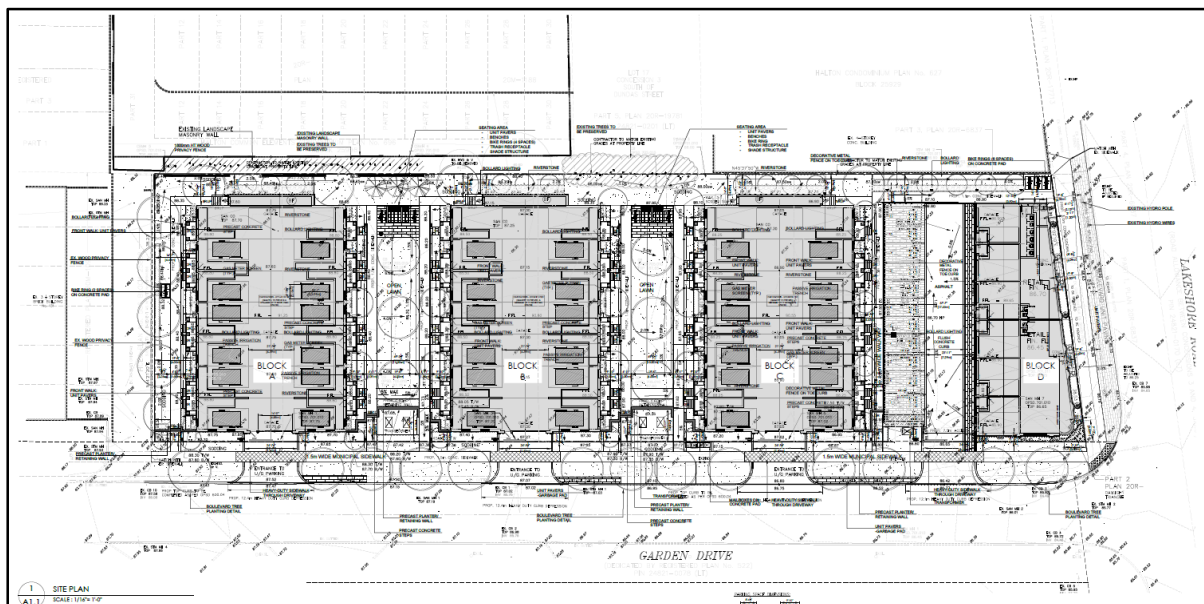
The property has been subject to two previous development proposals which were not constructed. The most recent proposals were captured through the current site-specific official plan and zoning permissions, which allow for two options for development on the subject property: a five-storey 131-unit apartment building; or, alternatively, a three-storey, 18-unit townhouse development with a mixed-use building facing Lakeshore Road West. Through By-law 2025-095, a by-law to adopt an amendment to the Livable Oakville Plan and By-law 2025-096, an amendment to Zoning By-law 2014-014, those previous permissions are proposed to be removed, and the current proposal be permitted.

The applicant submitted Official Plan and re-zoning applications that were deemed complete on July 24, 2024. As the application progressed, the applicant determined that they would like the development to proceed as a common element condominium. To do that, a property must be part of a block of a Plan of Subdivision. The subject property is not already a block in a Plan of Subdivision. To address this, the applicant later submitted a Plan of Subdivision application that was deemed complete January 24, 2025.

**Purpose of Applications:** The purpose of the Official Plan Amendment application is to change the site-specific exception policies applying to the lands to allow for the development of four blocks of multiple-attached dwellings, each four storeys in height with commercial uses fronting onto Lakeshore Road West as a further permitted use in addition to the existing permitted uses. The purpose of the Zoning By-law Amendment application is to allow for three blocks of four-storey back-to-back townhouses and a mixed-use building along Lakeshore Road West for a total of 48 units, and approximately 170 square metres of ground floor commercial. The purpose of the Draft Plan of Subdivision application is to create the parcel as a block in a plan of subdivision and dedicate the daylight triangle to the Town. This will permit the proposed development to proceed as a common element condominium. Figure 1 is an excerpt of the site plan and Figure 2 are renderings of the proposed development, both prepared by the applicant.

**Effect of Applications:** The effect of the Official Plan and Zoning By-law Amendment applications is to:

- Permit three blocks of four-storey back-to-back townhouses and a mixed-use building along Lakeshore Road West for a total of 48 units, and approximately 170 square metres of ground floor commercial uses.
- Remove and replace site-specific Official Plan policies and zoning regulations to permit the proposal.



*Figure 1 – Excerpt of Applicant's Site Plan*





*Figure 2 – Renderings prepared by Applicant*



## Location & Site Description

The subject lands are located on the northeast corner of Garden Drive and Lakeshore Road West and are municipally known as 105, 115-159 Garden Drive. The application was submitted as 105-159 Garden Drive but to be consistent with previous approvals the subject property will be referred to as 105, 115-159 Garden Drive within the Official Plan Amendment and Zoning By-law Amendment. Future development may result in further addressing changes. Figure 3 is an aerial photograph of the subject property.



Figure 3 – Aerial Photo

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## **Surrounding Land Uses**

Surrounding the site are the following:

- North / East – Three-storey townhouses
- East – A four-storey mixed use building on the corner of Maurice Drive and Lakeshore Road West
- South – Two-storey townhouses and cemetery on south side of Lakeshore Road West
- West – Four-storey apartment building and detached dwellings on west side of Garden Drive

## **PLANNING POLICY & ANALYSIS:**

The subject property is subject to the following policy and regulatory framework:

- *Planning Act*
- Provincial Planning Statement (2024)
- Halton Region Official Plan (implemented by the Town)
- Livable Oakville Plan
- Zoning By-law 2014-014

## **Provincial Planning Statement**

On October 20, 2024, the new Provincial Planning Statement, 2024 (PPS) came into effect and replaced the Provincial Policy Statement (2020) and the Growth Plan for the Greater Golden Horseshoe (2019).

The new PPS is intended to promote a policy-led system that recognizes that there are complex relationships among environmental, economic, and social factors in land use planning. The PPS encourages the wise management of land to achieve efficient development and land use patterns by directing growth to settlement areas and by promoting a compact development form. All planning decisions must be consistent with the PPS.

The property is located within a “Settlement Area”, which is to be the focus of growth and development. The land use patterns within the settlement areas are based on densities and a mix of land uses that, among other matters, efficiently use land and resources, and optimize existing and planned infrastructure and public service facilities.

On this basis, and for the reasons outlined in this report, the application is consistent with the PPS. Excerpts of relevant PPS policies are attached as Appendix ‘E’.

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## **Halton Region Official Plan**

As of July 1, 2024 (Bill 185), the responsibility of the Halton Region Official Plan rests with the Town of Oakville.

The subject property is designated “Urban Area” in 2009 Regional Official Plan (“Halton Plan”). The Urban Area is “planned to accommodate the distribution of population and employment for the Region and the four Local Municipalities”. The policies of the Urban Area designation support a form of growth that is compact and supportive of transit, the development of vibrant and healthy mixed-use communities which afford maximum choices for residence, work and leisure.

The subject property is within the “Built-Up Area”. Regional Phasing policies to 2021 require the Town of Oakville to intensify within the built boundary. Policy 76 notes that the range of permitted uses is to be in accordance with Local Official Plans and Zoning By-laws. All development; however, is subject to the policies of the Regional Plan.

One of the objectives of the Urban Area (Policy 72(1)) is 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”.

Halton’s planning vision for a healthy community is found in Policy 31(3) stating that a healthy community is physically designed to minimize the stress of daily living and meet the life-long needs of its residents where a full range of housing, social, health and recreational opportunities are present and where mobility is provided primarily through an affordable, convenient, safe and efficient public transportation system.

The proposal, as revised, conforms to the Halton Plan. Excerpts of relevant policies are attached as Appendix ‘E’.

## **Livable Oakville Plan**

The Livable Oakville Plan was approved by the Ontario Municipal Board on May 10<sup>th</sup>, 2011 and is currently under-going a five-year Official Plan Review to ensure the policies are consistent with the latest Provincial policies, support the Town’s strategic goals, and reflect the vision and needs of the community.

### Urban Structure

On September 27, 2017, Council adopted Official Plan Amendment 15 (OPA 15) to the Livable Oakville Plan, which established the Town’s Urban Structure (Figure 4).

It provides for nodes and corridors, where higher intensity forms of mixed-use growth that would support frequent transit service are to be accommodated. The subject lands are identified on Schedule A1 – Urban Structure as being within the Town’s system of Nodes and Corridors and are located within Kerr Village. Nodes and Corridors are key areas of the Town identified as the focus for mixed use development and intensification. Kerr Village is also recognized in the urban structure as a Main Street Area for its distinctive character and is intended to accommodate a less intensification than primary growth areas such as Midtown, Uptown and Palermo.

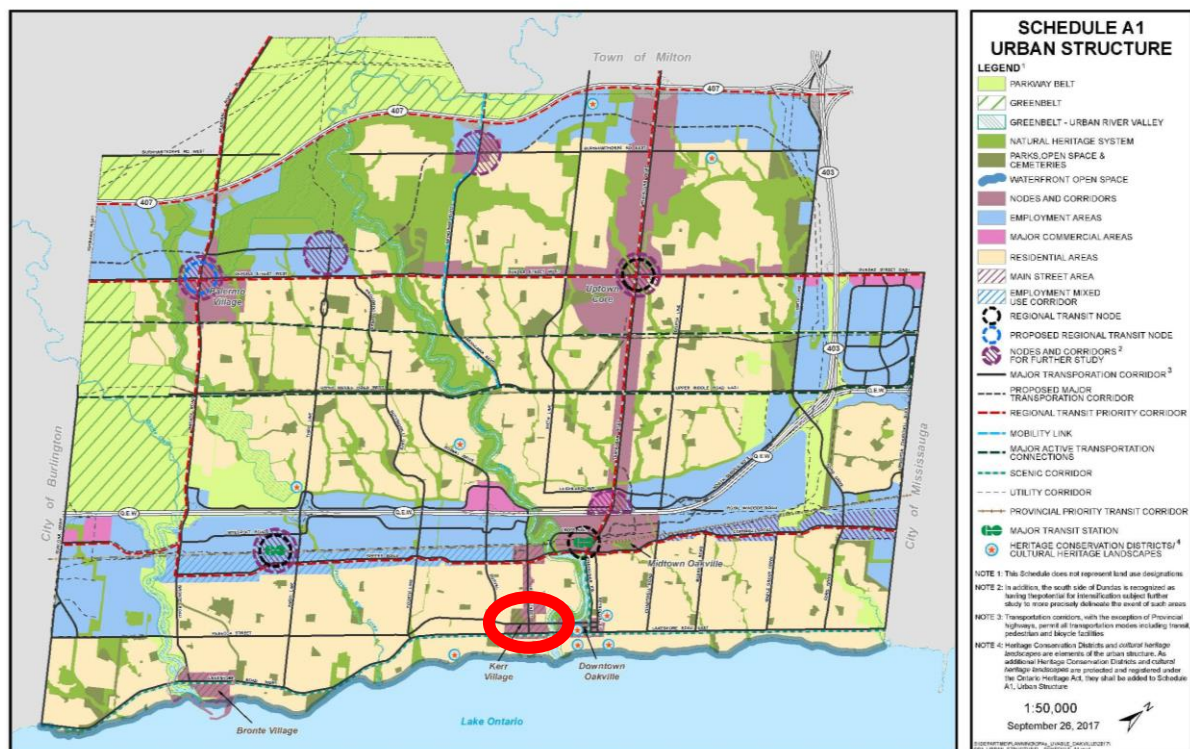


Figure 4 – Urban Structure

The proposed amendment is consistent with the Town’s Urban Structure.

### Land Use Policies

As part of the Town’s ongoing [Official Plan Review](#), the land use designations and policies that apply to Kerr Village were studied, reviewed and approved through OPA 19, which is in full force and effect.

Within Kerr Village, the subject property is located within the Lower Kerr Village District and designated Main Street 1, as shown in Figure 5 below. The Lower Kerr Village District shall largely be a mixed-use area, allowing for a mixture of

commercial, office and residential uses, including some standalone residential uses, extending from Downtown Oakville, with a defined entrance into Kerr Village<sup>1</sup>.

Pursuant to 12.2 of the Livable Oakville Plan, the Main Street 1 designation represents small-scale, mixed-use development along main streets and is intended to reflect a pedestrian-oriented, historic main street character. A wide range of retail and service commercial uses, including restaurants, commercial schools, offices and residential uses, may be permitted in the Main Street 1 designation. The ground floor of buildings in the Main Street 1 designation are to be primarily occupied by retail and service commercial uses. Limited office uses, and ancillary residential uses, may also be permitted on the ground floor of mixed-use buildings<sup>2</sup>.

Pursuant to section 12.2.2 of the Livable Oakville Plan, buildings within the Main Street 1 designation shall be a minimum of two storeys in height and a maximum of four storeys in height.

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<sup>1</sup> Policy 23.3.3, Livable Oakville Plan

<sup>2</sup> Policy 12.2.1. The requirement for and the size and location of retail, service commercial and office uses on the ground floor of buildings shall be determined through the development process and regulated by the implementing zoning.



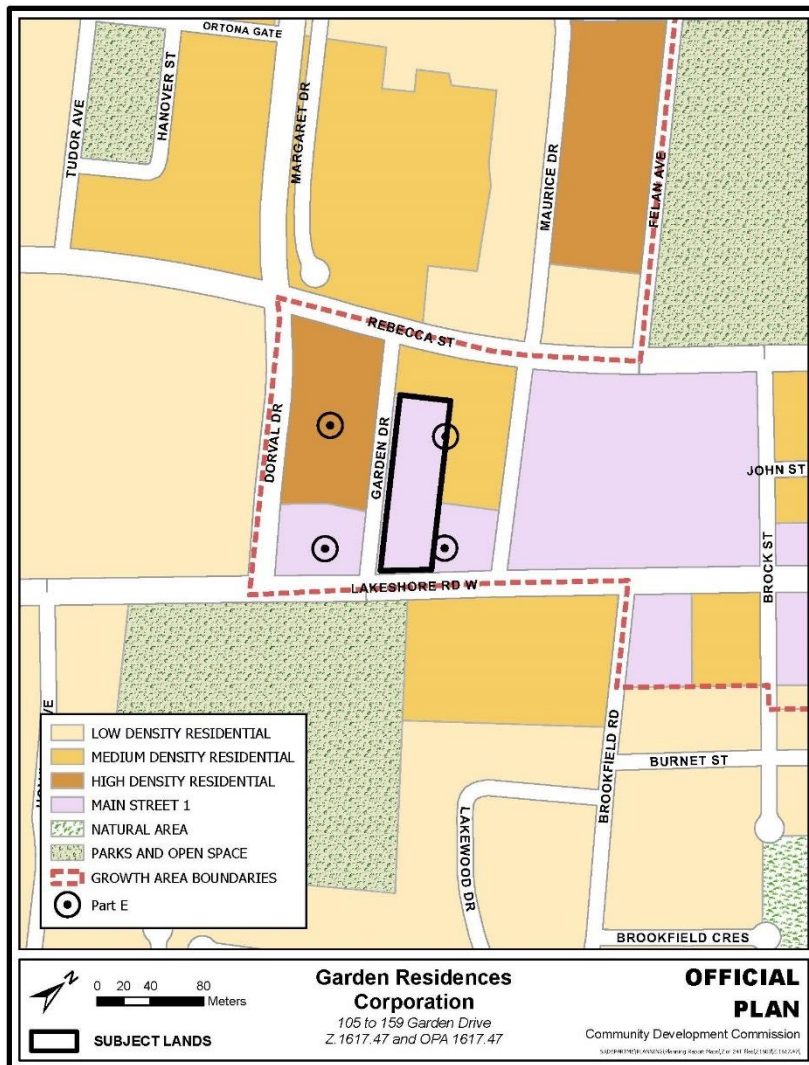


Figure 5: Livable Oakville Plan

Section 23.5 include urban design policies, which provides that in addition to the Urban Design policies in section 6 of the Livable Oakville Plan, the following policies apply specifically to Kerr Village. The urban design plan for Kerr Village is provided on Schedule O2. As can be viewed on Figure 6 below, the subject lands are adjacent to a primary street (Lakeshore Road West).

Policy 23.5.3 (streetscapes) provides that:

- a) *Primary and secondary streets, as identified on Schedule O2, shall provide for pedestrian-oriented streetscapes through the use of wide sidewalks, landscaping and furnishings.*
- b) *Buildings along primary streets, as identified on Schedule O2, shall:*

- i. incorporate a high degree of transparency on the ground floor;*
- ii. provide building openings and principal entrances facing the street; and,*
- iii. contain commercial, community, cultural or limited office uses adjacent to the street which foster an active main street environment.*

Policy 23.6.3 of the Livable Oakville Plan provides that on the lands designated Main Street 1 and Main Street 2, residential uses may be permitted on the ground floor, including multiple-attached dwellings and apartments, except where adjacent to Lakeshore Road West, Kerr Street and Speers Road, where commercial, community, cultural or limited office uses shall be provided on the ground floor facing the street, to maintain and enhance a pedestrian-oriented main street function.



Figure 6 – Schedule O2 Kerr Village Urban Design

Section 23.7 provides Kerr Village exceptions on properties identified through Schedule O1. Policy 23.7.6 includes policies to permit the two previous proposals which included a five-storey 131-unit apartment building; or, alternatively, a three-storey, 18-unit townhouse development with a mixed-use building facing Lakeshore Road West.

#### Urban Design and Livable by Design Manual

Section 6 of the *Livable Oakville* Plan sets out goals, objectives and policies for urban design. The Livable by Design Manual provides a comprehensive and detailed design direction for development to ensure designed and built elements are integrated with their surroundings and result in projects that not only function but achieve a high standard of urban design and architectural quality, support community vitality, and promote a sustainable, dynamic and liveable environment.

A 'Part B', urban design direction was prepared for Kerr Village in 2018. The design direction implements the policy goals, objectives and urban design policies as set out in the Kerr Village (Section 23) and Urban Design (Section 6) sections of *Livable Oakville*.

The subject property is in the Lower Kerr Village District which is envisioned to remain a mixed-use area, with a blend of commercial, office, and residential uses. The proposal responds to this by incorporating a mixed-use building fronting on Lakeshore Road West.

#### Official Plan Amendment

The subject property is located within the Kerr Village Growth Area within the lower Kerr Village District and designated Main Street 1 in the Official Plan with further site-specific permissions under policy 23.7.6.

Setting aside the site-specific provisions intended to implement previous development proposals, this proposal aligns with the Main Street 1 designation as it:

- Provides ground floor commercial uses along Lakeshore Road West;
- Complies with the maximum height limit of four storeys;
- Includes limited surface parking screened from the street; and
- Proposes a permitted land use.

While the internal buildings are oriented perpendicular to, and flank Garden Drive, and their ground floors are designed primarily for parking with no living space – an approach generally not recommended – in reviewing the policies staff also considered the surrounding neighbourhood character, the internal buildings' limited



visibility from Lakeshore Road West, and the proposed design's benefits. Specifically, the orientation allows for better stepping of the buildings to respond to site grading and eliminates the need for underground parking, enabling enhanced tree canopy.

Staff are reviewing a concurrent site plan application, and have been implementing urban design policies, in particular streetscape improvements, landscaping as well mitigating overlook conditions to respond to the surrounding context better.

The proposed OPA is required to repeal the special provision which was intended to implement previous proposals. Staff are also recommending a cap on density and to specify the amount of commercial along Lakeshore Road West which will assist in implementing the Main Street 1 policies on a site-specific basis.

Based on the foregoing, and the reasons outlined in this report, staff is recommending that By-law 2025-095, Official Plan Amendment 71 (OPA 71) an amendment to *Livable Oakville*, be passed which is attached as Appendix 'A'.

OPA 71 is intended to remove the previous permissions applied to the subject property and permit the proposed development. This includes permitting multiple attached dwellings, a maximum of 48 units, a maximum of four storeys and a minimum of 155 square metres of non-residential floor area for publicly accessible retail and/or service commercial uses.

Relevant *Livable Oakville* Plan policies are included in Appendix 'E'.

### Zoning By-law

The subject property is zoned Main Street 1 and subject to Special Provision 418 (MU1 sp:418) within Zoning By-law 2014-014, as amended (Figure 7).

Staff are recommending that By-law 2025-096, an amendment to Zoning By-law 2014-014, as amended, be passed which is attached as Appendix 'B'.

The amendment replaces the current special provision 418 and removes special provision 343 which is specific to 105 Garden Drive. The intent is for this proposal to be the only permission for the subject property which is consistent with how other properties in the town are treated.

Staff is recommending approval of the proposed Zoning By-law amendment, for the reasons outlined in this staff report. Relevant Zoning By-law excerpts are found in Appendix 'E'.

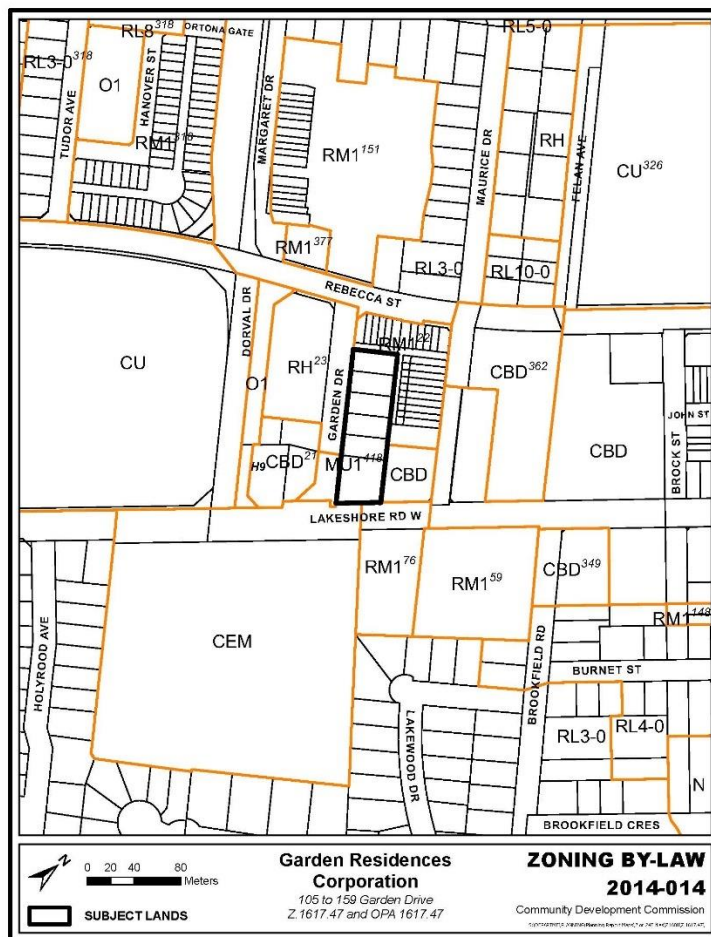


Figure 7: Existing Zoning Map

### Draft Plan of Subdivision

Pursuant to Section 51(24) of the *Planning Act*, in considering a Draft Plan of Subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to matters such as: the suitability of the land for the purposes for which it is to be subdivided; the dimensions and shapes of the proposed lots; and the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land. The proposed subdivision meets the criteria within Section 51(24) of the *Planning Act* and is consistent with the *Livable Oakville Plan* for the reasons contained herein.

As a condition of the subdivision approval, the owner will be required to enter into an agreement with the Town to satisfy all requirements: financial; engineering; and

otherwise including but not limited to, urbanization of public road boulevards, street trees, the installation of services, drainage, the provision of roads, watermains, wastewater mains, stormwater facilities and utilities to the satisfaction of the Director of Transportation & Engineering. Since the subject property is also subject to Site Plan approval, many of the conditions can be addressed through the Site Plan process and secured through the Site Plan Agreement. This approach is being taken since only two blocks are being created through this application, the main development block and a sight triangle. The Plan of Subdivision is only necessary to facilitate a future Common Element Condominium and is not required for the development of the property.

## **TECHNICAL & PUBLIC COMMENTS**

Planning staff circulated the development application to internal departments and external agencies for a full assessment of the proposal to ensure technical matters have been satisfactorily addressed. A variety of studies and supportive materials were submitted with the application and are available on the town's website.

The applicant has submitted the required documents as part of the complete application submission, which have been circulated to various public agencies and internal Town departments. A full circulation and assessment of the application was undertaken. The required studies and supporting documentation are accessible on the Town's website by visiting [www.oakville.ca](http://www.oakville.ca) and searching "Z.1617.47" for the Official Plan and Rezoning Applications and "24T-25001/1617" for the Plan of Subdivision Application.

## **Analysis**

The following matters to be considered were identified in the Public Meeting Report and at the Public Meeting held on October 15, 2024:

- Public & Council Comments/Concerns
- Climate Change/Sustainability Goals
- Consideration of applicable Provincial and Regional policy
- Conformity with Livable Oakville
- Zoning performance standards
- Proposed use and density
- Context and transition to adjacent properties and built form
- Integration/Impact on adjoining and adjacent properties
- Proposed height and setbacks
- Urban design
- Shadow/sun impacts
- Proportion of commercial uses

- Transportation implications (including travel demand management strategies, and parking utilization)
- Pedestrian connections and walkability
- Tree preservation
- Stormwater management
- Functional servicing

Council also included the following items for consideration:

- a) Parking supply
  - Explore potential provision of parking stackers
  - Maneuverability
- b) Bedroom mix
  - all three bedrooms currently proposed
- c) Waste disposal and how it will be handled
- d) Green standards – Climate Perspective
  - Requirement for green roofs / solar

The town received a written letter of correspondence dated March 4, 2025, on behalf of the neighbouring properties and is included in Appendix 'F'. The same letter of concern was received 10 times with signatures from residents of the following addresses:

- 196 Rebecca Street
- 202 Rebecca Street
- 204 Rebecca Street
- 108 Maurice Drive
- 110 Maurice Drive
- 112 Maurice Drive
- 114 Maurice Drive
- 120 Maurice Drive
- 124 Maurice Drive
- 126 Maurice Drive
- 196 Maurice Drive
- 202 Maurice Drive

The concerns can be summarized as follows:

- Public safety and traffic concerns (vehicular volumes at peak times, stacking issues)
- Parking
- Building height and shadows
- Density

After the Public Meeting, the applicant submitted two more technical submissions for circulation for review by staff and external agencies and provided responses to address the matters to be considered.

The following is an overview of how the matters identified by Council and the Public were addressed.

- **Traffic and Parking Supply**

**Response:** A Transportation Impact Study (TIS) was completed by NextEng Consulting Group Inc. which supports the proposal. The proposed development will provide 76 parking spaces, which meets the total number of required parking spaces required by Zoning By-law 2014-014, as amended, for residents, visitors, and commercial uses. 70 spaces are allocated for the residential uses, 17 of which will be provided by parking stackers. Per Zoning By-law regulation 5.1.10, "...stacked parking spaces are permitted for any dwelling". As such, stacked car parking is a permitted parking solution. The buildings have been designed with a first-floor ceiling height that can safely accommodate a parking stacker; with 3.81m (12'-6") being proposed to be provided to the ceiling. The parking stacker will take approximately 30 seconds to operate which, as outlined in the TIS, is not anticipated to result in any significant queueing issues due to the low volume of peak hour vehicle trips from each residential garage. In a situation where a resident wants to reorder their cars (i.e. moving the primary vehicle to access the secondary vehicle or vice versa), due to the short time it takes to lower the parking stacker, this will not take a significantly different amount of time than reordering cars in a conventional driveway.

- **Bedroom Mix**

**Response:** Each unit within the development is proposed as three-bedroom units.

- **Waste Disposal**

**Response:** In consultation with Halton Region, each block will be outfitted with a separate waste storage room within the building (not external). Waste will be carted to the curb on collection day and the bins retrieved after collection by condominium management staff (not individual owners). All waste will be collected curbside and waste collection vehicles will not have to reverse.

- **Green Standards and Sustainability**

**Response:** The proposed development will incorporate the following sustainable design measures to reduce energy emissions, mitigate the impacts of climate change, and implement green building standards, as directed in Part C Section 10 of the *Livable Oakville* Plan.

- The proposed residential density of the development combined with its mixed-use design, central location, and provided bicycle parking will encourage public and active transit usage. This is appropriately supported by the location of the subject property within proximity to local and regional transit options and existing bicycle routes. The Transportation Impact Study (TIS) submitted as part of this application further details Transit Demand Management measures that can be put in place to support alternative forms of transportation.
- All building roof water to be splashed to grade promoting natural absorption through vegetation, resulting in passive irrigation. In addition, courtyard downspouts are directed to a culic (bottomless) storage system promoting natural soil infiltration. Also, stormwater from visitor parking will be infiltrated through permeable paving. Finally, the quality control of the runoff will be achieved through treatment using an oil grit interceptor structure.
- High-albedo reflective surfaces will be used for all landscape paving including concrete and light coloured unit pavers.
- Permeable unit pavers are proposed for surface parking areas to assist in stormwater management.
- The proposed landscape is rich in native species which supports pollinators.
- The majority of the proposed plant species are drought tolerant.
- The proposed tree planting will provide more than 45% canopy coverage which exceeds the Town's target of 20% coverage.
- The development will incorporate low flow and high efficiency appliances that will support water conservation.
- New energy efficient windows will be implemented throughout all units.
- An energy modelling consultant has been retained to advise on other opportunities to reduce energy consumption. It is noted that green roofs and solar energy were specifically mentioned at council. As the roofs of the units function as outdoor amenity space for the individual units, they cannot be used as green roofs or for solar energy gathering. However, the roofs of the stair enclosures will utilize a white membrane to mitigate solar heat gain.

- **Building Heights and Shadow Studies**

**Response:** The proposed buildings are four storeys and a maximum of 16.5 metres in height. The development's proposed height and massing are appropriately scaled to the immediate context. The residential uses to the

north/east of the subject property are townhouse dwellings that are 3 to 3½-storeys in height and to the immediate west and south/east are 4-storey apartment buildings. The proposed development will be consistent with the heights of adjacent buildings, and the block lengths will be comparable to the townhouse block located to the immediate east. The grading of the subject property is lower than the adjacent lands to the east and north, which will result in the height of the proposed development being less apparent relative to the surrounding townhouse buildings - reducing overlook/privacy and shadowing concerns. The dormer roofline further mitigates the minor height differences.

The applicant submitted an Urban Design Brief which included a Sun/Shadow Study, prepared by the Biglieri Group, to assess the potential shadowing impact of the proposed development on neighbouring land uses. The Shadow Study assessed shadows cast in the months of April, June, September and December. It is the town standard that shadow impact analysis must demonstrate that adequate sunlight is available for residential amenity spaces to maximize their use during spring, summer and fall afternoons and evenings, they must demonstrate that public sidewalks, public plazas, public parks, and school yards receive at least 5 hours of continuous sunlight per day on April 21, June 21 and September 21 and demonstrate that proposed development allows adequate sunlight on building faces and roofs for the possibility of using solar energy. Staff are satisfied that the shadows cast by the new buildings are not undue and meet the criteria set out by the town. It is also noted that the current permission on the subject property allows for a five-storey building that would have greater impact on the adjacent properties.

- **Density**

**Response:** The proposed density is appropriate for the subject property. The subject property is located within the Kerr Village Growth Area where intensification is intended and directed. The subject property is approximately one-half of a hectare resulting in the density being consistent with high density residential which is between 51 to 185 dwelling units per site hectare. The density is considered appropriate as the built form appropriately transitions to the adjacent developments, adequate parking is provided, and the functional servicing and stormwater management are satisfactory. The proposal also falls within the ranges established by previous approvals on the subject property (five-storey, 132-unit retirement building; as well as an 18-unit, three-storey townhouse development).

Staff is of the opinion that the matters to be considered identified by staff have been addressed. Matters of note which have not already been discussed are as follows:

- **Conformity with applicable policy**

**Response:** As reviewed in the Planning Policy & Analysis section of this report, the revised proposal is consistent with the PPS, conforms to all applicable Provincial plans, the Region of Halton Official Plan and aligns with the *Livable Oakville* Plan and related guidelines.

- **Stormwater management and functional servicing**

**Response:** The Town's Development Engineering staff and Halton Region Engineering department have completed a review of the submitted Functional Servicing Report – Water, Sanitary, and Stormwater Management.

- **Tree preservation**

**Response:** Urban forestry staff have completed a review of the Tree Inventory and Preservation Plan Report and associated plan and note that no tree related matters will conflict with the proposed Official Plan and Zoning By-law Amendments.

- **Pedestrian connections and walkability**

**Response:** The proposal incorporates ground floor commercial space fronting on Lakeshore Road West and residential uses above and within the three back-to-back townhouse buildings. The mixed-use development proposed will help contribute to a pedestrian oriented streetscape, activating the site with street-related commercial uses, consistent with the objectives for Kerr Village. Walkways are proposed as pedestrian connections from the sidewalks to building entrances. The subject property is approximately three minutes walking distance from the nearest bus stop to bus 14 and 14A, providing for connections to stops along the 14 and 14A bus routes.

As part of the future site plan application, the applicant will be required to prepare a streetscape plan and make improvements to the public realm along Lakeshore Road West and Garden Drive.

- **Proportion of commercial uses**

**Response:** Approximately 170 square metres of commercial floor area is proposed to be accommodated for at the first floor of the mixed-use building fronting on Lakeshore Road West. A minimum of 155 square metres of commercial floor area is proposed to be required through the Official Plan



Amendment and Zoning By-law Amendment. The proposed area allows for flexibility through the detailed design of the building. This minimum requirement will result in a viable commercial unit that will bring animation to the street and meet the intent of the Kerr Village Growth Area policies.

## **CONCLUSION**

Staff is satisfied that the application is consistent with the Provincial Planning Statement, 2024 and conforms to the Halton Region Official Plan. Further, the application is consistent with the principles and overall policy direction of the *Livable Oakville* Plan. Staff recommends approval of the Official Plan Amendment (OPA No. 71), Zoning By-law Amendment (By-law 2025-096) and the Draft Plan of Subdivision application, subject to the conditions in Appendix 'C', as the following requirements have been satisfied:

- The proposed development, provides an appropriate form of intensification within an identified growth area while providing an appropriate transition to the adjacent community, which will be further advanced as part of the required site plan approval;
- The proposed development is consistent with the principles of the *Livable Oakville* Plan, the goals, objectives and general policy direction of the Kerr Village Growth Area, and is generally consistent with the urban design policies of Section 6 of the *Livable Oakville* Plan, subject to further refinement through the required site plan approval application;
- The application for a Draft Plan of Subdivision is necessary to facilitate future common element condominium and is appropriate for the orderly development of the lands. The proposed plan of subdivision meets the criteria established in Section 51(24) of the *Planning Act*;
- Staff expect to bring forward a subsequent staff report with respect to a future related Draft Plan of Condominium application to address related matters once the site design has been sufficiently advanced;
- Comments from the public have been appropriately addressed;
- A full circulation has been undertaken and there are no outstanding financial or planning issues to be resolved; and

Staff recommend approval of the Official Plan Amendment application, Zoning By-law Amendment application and Draft Plan of Subdivision application as the proposal represents good planning and is in the public interest.

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## **IMPLEMENTATION**

Implementation of the Official Plan Amendment and Zoning By-law Amendment will occur through the Site Plan application (SP.1617.058/02). Improvements to the streetscape, tree canopy cover, grading and stormwater management are being reviewed. As the proponent is proposing condominium tenure, draft plan of condominium approval will be required and staff will review related matters as part of that application and report to Council in a separate report.

## **CONSIDERATIONS**

### **(A) PUBLIC**

The applicant held a Public Information Meeting on July 2, 2024, and approximately 17 members of the public attended. The applicant has included a Public Information Meeting Report which includes a summary of the comments received. All other public comments received as of the date of this report are included as Appendix 'F'.

Notice of complete application and public meeting were distributed to property owners within 240m of the subject property in accordance with the Town's current notice requirements and *Planning Act*.

Statutory Public Meeting was held on October 15, 2024.

### **(B) FINANCIAL**

None.

### **(C) IMPACT ON OTHER DEPARTMENTS & USERS**

The application was circulated to internal and external departments and agencies for review. The application remains in technical review.

### **(D) COUNCIL STRATEGIC PRIORITIES**

This report addresses the corporate strategic goal(s) to be a vibrant and liveable community for all.

### **(E) CLIMATE CHANGE/ACTION**

The proposed development will be reviewed to ensure compliance with the Town's sustainability objectives of the Livable Oakville Plan.

## **APPENDICES**

Appendix 'A': Official Plan Amendment 71 (By-law 2025-095)  
Appendix 'B': Zoning By-law Amendment (By-law 2025-096)  
Appendix 'C': Draft Plan of Subdivision Conditions  
Appendix 'D': Public Information Meeting (PIM) Minutes  
Appendix 'E': Policy Excerpts  
Appendix 'F': Public Written Submissions  
Appendix 'G': Draft Plan of Subdivision

Prepared by:

Catherine Buckerfield, M.Pl., MCIP, RPP  
Senior Planner, Current Planning – West

Recommended by:

Paul Barrette, MCIP, RPP  
Manager of Current Planning – West

Submitted by:

Gabriel A.R. Charles, MCIP, RPP  
Director, Planning and Development

**THE CORPORATION OF THE TOWN OF OAKVILLE**

**BY-LAW NUMBER 2025-095**

A by-law to adopt Official Plan Amendment No. 71 to the Livable Oakville Plan to establish policies for 105, 115 to 159 Garden Drive (Garden Residences Corporation, File No. OPA 1617.47)

**WHEREAS** the owner of the lands currently known as 105 and 115-159 Garden Drive has requested that Council amend the Livable Oakville Plan to change the site-specific exception policies applying to the lands to allow for development of four (4) blocks of Multiple-attached dwellings, each four (4) storeys in height with commercial uses fronting onto Lakeshore Road West as a further permitted use in addition to the existing permitted uses.

**WHEREAS** it is deemed necessary to pass an amendment to the Livable Oakville Plan to incorporate certain modification to text pertaining to the lands known as 105 and 115-159 Garden Drive.

**COUNCIL ENACTS AS FOLLOWS:**

1. The attached Official Plan Amendment Number 71 to the Livable Oakville Plan is hereby adopted.
2. This Official Plan Amendment is subject to appeal rights set out in the Planning Act, R.S.O. 1990, c. and shall come into effect once the deadline for filing appeals has passed or all appeals have been withdrawn or finally disposed of.

PASSED this 16<sup>th</sup> day of June, 2025

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MAYOR

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CLERK

## **Constitutional Statement**

The details of the amendment, as contained in Part 2 of this text, constitute Official Plan Amendment Number 71 to the Livable Oakville Plan.

### **Part 1 – Preamble**

#### **A. Subject Lands**

The subject lands are located at the northeast corner of Garden Drive and Lakeshore Road West and are known municipally as 105 and 115-159 Garden Drive.

#### **B. Purpose and Effect**

The purpose and effect of this official plan amendment (OPA) is to modify exception policies 23.7.6, as they apply to the subject lands, to permit four (4) blocks of multiple-attached dwelling, each four (4) storeys in height, with commercial uses fronting onto Lakeshore Road West as a further permitted use.

#### **C. Background and Basis**

- The subject lands are vacant, and they have an area of approximately ~4,988 metres squared (0.50 ha)
- On Schedule O1, Kerr Village Land Use, of the Livable Oakville Plan, the subject lands are currently designated “Main Street 1” and identified with bull’s eye symbol to indicate that they are subject to site-specific exception policies.
- The current policies would permit the subject lands to be redeveloped with a maximum of 18 three-storey townhouse units fronting onto Garden Drive (115-159 Garden Drive) and a four-storey mixed use (residential and commercial) building at the corner of Garden Drive and Lakeshore Road West (105 Garden Drive). Alternatively, they would also allow for development of a 5-storey retirement home and/or long-term care home on the entirety of the Site including a minimum of 130 square metres of non-residential floor area adjacent to Lakeshore Road West.
- The proposed amendment implements the policies of the Kerr Village Growth Area and provides an appropriate scale of development within the block bound by Dorval Drive, Rebecca Street, Maurice Drive and Lakeshore Road West.

## **Part 2 – The Amendment**

### **A. Text Changes**

The text of the Livable Oakville Plan is amended as indicated below. Text that is **underlined** is new text to be inserted into the Livable Oakville Plan. Text that is crossed out ("~~strikethrough~~") is to be deleted from the Plan.

1. Part E, Section 23.7, Kerr Village Exceptions – Schedule O1, is amended by modifying policy 23.7.6 as follows:

On the lands designated Main Street 1 on the north side of Lakeshore Road, between Dorval Drive and Maurice Drive:

- a) Retail and service commercial uses, and ancillary residential uses, may be permitted on the ground floor.
- b) The maximum building height shall be four storeys.
- c) Redevelopment of the lands between Garden Drive and Maurice Drive shall only occur at such time as all the lands within a development block have been acquired for development purposes. Lands fronting on to Garden Drive (105 and 115-159 Garden Drive) constitute one development block, while the remaining lands make up another development block.
- d) Redevelopment in accordance with c), above, shall be subject to the urban design guidelines for the Maurice Drive area.
- ~~e) Notwithstanding subsections (a) through (d) above, the following uses are permitted on the development block fronting onto the east side of Garden Drive (105 and 115-159 Garden Drive):~~
  - ~~i. a retirement home and/or long-term care home on the entirety of the development block subject to the additional policies in subsection (f) below; or,~~
  - ~~ii. multiple attached dwellings on the northern portion of the development block (115-159 Garden Drive) subject to the additional policies in subsection (g) below, and the remainder of the development block (105 Garden Drive) developed in accordance with subsections (a) through (d) above; or,~~
  - ~~iii. multiple attached dwellings on the entirety of the development block subject to the additional policies in subsection (h) below.~~
- ~~f) The following additional policies apply to development in accordance with subsection (e)(i) above:~~
  - ~~i. The maximum building height shall be five storeys.~~
  - ~~ii. The fifth storey shall have a maximum floor area of 975 square metres and no retirement or long-term care dwelling units shall be permitted within it.~~

- ~~iii. The ground floor adjacent to Lakeshore Road West shall include a minimum of 130 square metres of non-residential floor area for publicly accessible retail and/or service commercial uses.~~
  - ~~iv. Vehicular access shall only be from Garden Drive~~
  - ~~v. Redevelopment shall be in accordance with urban design guidelines approved by the Town.~~
  - ~~g) The following additional policies apply to the multiple attached dwellings permitted by subsection (e)(ii) above:~~
    - ~~i. A maximum of 18 units at a maximum density of 53 units per site hectare shall be permitted.~~
    - ~~ii. The maximum building height shall be three storeys.~~
    - ~~iii. Redevelopment shall only occur upon confirmation of adequate water and wastewater services, the suitability of the adjoining roads to accommodate traffic and the submission of a block plan indicating the integration of the proposed redevelopment within the overall area.~~
    - ~~iv. Redevelopment shall be subject to urban design guidelines approved by the Town.~~
- e) **Multiple attached dwellings and one apartment building are permitted on the *development* block abutting the east side of Garden Drive (105 and 115-159 Garden Drive) subject to the following:**
- i. A maximum of 48 residential units shall be permitted.**
  - ii. The ground floor adjacent to Lakeshore Road West shall include a minimum of 155 square metres of non-residential floor area for publicly accessible retail and/or service commercial uses.**



## THE CORPORATION OF THE TOWN OF OAKVILLE

### BY-LAW NUMBER 2025-096

A by-law to amend Zoning By-law 2014-014, as amended,  
to permit the use of lands described as 105, 115 to 159 Garden Drive  
(Garden Residences Corporation, File No. Z.1617.47)

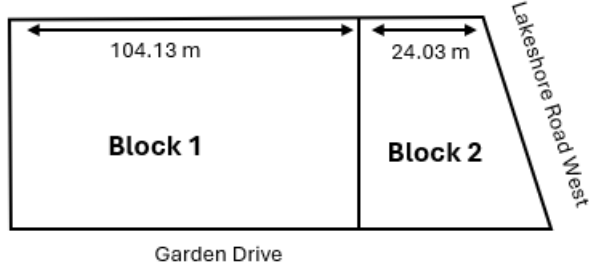
#### COUNCIL ENACTS AS FOLLOWS:

1. Part 15, Special Provisions, of By-law 2014-014, as amended, is amended by deleting in its entirety Section 15.343.
2. Part 15, Special Provisions, of By-law 2014-014, as amended, is amended by deleting in its entirety Section 15.418 and replacing with the following:

<b>418</b> <b>Map 19(7a)</b>	<b>105, 115-159 Garden Drive</b> (Garden Residences Corporation)	<b>Parent Zone:</b> <b>MU1</b> (2022-099) (2025-096)
<b>15.418.1 Additional Permitted Uses for Block 1 Lands</b>		
The following additional <i>use</i> is permitted on lands identified as Block 1 on Figure 15.418.6:		
a)	<i>Dwelling, Back-to-Back Townhouse</i>	
<b>15.418.2 Zone Provisions for Block 1 Lands</b>		
The following additional regulations apply:		
a)	<i>Minimum interior side yard</i>	2.75 m
b)	Minimum setback from the <i>interior side lot line</i> for the second to fourth <i>storey</i>	4.25 m
c)	<i>Minimum rear yard</i>	5.75 m
d)	Maximum <i>height</i>	16.5 m
e)	Minimum <i>first storey height</i> inclusive of <i>parking structure</i>	4.3 m
f)	Maximum encroachment for a <i>porch</i> into the <i>minimum rear yard</i>	2.0 m
g)	Minimum width of <i>landscaping</i> abutting a residential <i>zone</i>	1.4 m



h)	Section 8.4 a) shall not apply to transformers.	
15.418.3 Additional Regulations for Block 2 Lands		
The following additional regulations apply:		
a)	Non-residential <i>uses</i> are required within the <i>first storey</i> of a <i>building</i> .	
b)	Minimum <i>floor area</i> for non-residential <i>uses</i> .	155.0 m <sup>2</sup>
c)	Residential <i>uses</i> shall be prohibited in the first 1.6 metres of depth of the <i>building</i> , measured in from the <i>main wall</i> oriented toward the <i>front lot line</i> , on the <i>first storey</i> .	
d)	Notwithstanding subsection 15.418.3(c) an <i>ancillary residential use</i> on the <i>first storey</i> is permitted to occupy a maximum of 15% length of the <i>main wall</i> oriented toward the <i>front lot line</i> .	
e)	Table 8.2, footnote 6 for maximum percentage of width of the <i>building</i> shall not apply.	
f)	<i>Minimum interior side yard</i>	4.25 m
g)	Minimum width of <i>landscaping</i> from a <i>surface parking area</i> to a <i>public road</i> .	2.0 m
h)	Minimum width of <i>landscaping</i> from a <i>surface parking area</i> to a <i>lot</i> with a residential <i>use</i> .	2.8 m
i)	Maximum <i>height</i>	16.5 m
j)	Section 8.4 a) shall not apply to transformers	
15.418.4 Parking Provisions		
The following parking regulations apply:		
a)	Minimum <i>parking spaces</i> for a <i>back-to-back townhouse dwelling</i> and <i>apartment dwellings</i>	1.45 per <i>dwelling unit</i>
b)	Minimum number of <i>parking spaces</i> for residential visitors and non-residential <i>uses</i>	6
c)	The minimum dimensions of a <i>parking space</i> not located in a <i>private garage</i> shall be 2.6 metres in width and 5.7 metres in length.	
d)	Minimum width of <i>parking spaces</i> located in a <i>parking structure</i> shall be 3.0m.	
e)	Where <i>stacked parking spaces</i> are provided, 2.1 m in width and 5.7 m in length for the <i>parking space</i> located below the vehicle elevating device and 2.1 m in width and 3.9m in length for the <i>parking space</i> located on the vehicle elevating device.	
f)	Section 5.2.3 d) relating to <i>parking space</i> obstructions shall not apply	
g)	Section 5.10 c) relating to <i>surface parking area</i> setbacks shall not apply.	
h)	The parking of <i>motor vehicles</i> is prohibited in all <i>storeys</i> of an above <i>grade parking structure</i> for the first 3.5 metres of the depth of the <i>building</i> , measured in from the <i>main wall</i> oriented toward the <i>lot line</i> adjacent to Lakeshore Rd West.	

i)	A minimum of 20% of the <i>parking spaces</i> in a <i>building</i> shall include the provision for the installation of electric motor vehicle supply equipment.
<b>15.418.5 Special Site Provisions</b>	
The following special site provisions apply:	
a)	Lakeshore Road West shall be deemed the <i>front lot line</i> .
b)	Vehicular access shall only be from Garden Drive.
c)	Notwithstanding any severance, partition or division of the lands subject to this Special Provision, all lands subject to this by-law shall be considered as one <i>lot</i> for the purposes of this By-law.
<b>15.418.6 Special Figures</b>	
Figure 15.418.6	
 <p>The diagram shows two adjacent blocks of land. Block 1 is a rectangle with a width of 104.13 m. Block 2 is a trapezoid with a top width of 24.03 m. The area is bounded by Garden Drive on the bottom and Lakeshore Road West on the right.</p>	

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 16<sup>th</sup> day of June, 2025

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
ACTING-CLERK

**APPENDIX C –**  
**CONDITIONS OF DRAFT PLAN APPROVAL**

**Town File No.'s: 24T-25001-1617**  
**Draft Plan Dated November 25, 2024**

**TOWN OF OAKVILLE CONDITIONS FOR FINAL APPROVAL AND  
FOR THE REGISTRATION OF THE DRAFT PLAN OF SUBDIVISION BY  
Garden Residences Corporation**

This approval applies to the draft plan of subdivision (24T-25001-1617) prepared by R. Avis Surveying Inc. dated November 25, 2024 illustrating 2 blocks. The conditions applying to the approval of the final plan for registration are as follows:

	<b>CONDITIONS TO BE MET PRIOR TO FINAL APPROVAL / REGISTRATION</b>	<b>CLEARANCE AGENCY</b>
1.	That the owner shall prepare and implement a <b>tree preservation plan</b> , prior to site alteration, to the satisfaction of Parks and Open Space Department. Further, the owner shall not disturb or remove trees without written permission from the Town.	OAK (EP, POS)
2.	That the Owner shall not install any municipal services on the site until the Owner has entered into a <b>Preservicing Agreement</b> or Site Plan Agreement with the Town. Pre-servicing may occur in accordance with the Town's pre-servicing policy.	OAK (DS)
3.	That the Owner provides a <b>certificate</b> signed by the surveyor and the Owner stating that the plan proposed to be submitted for registration is the same as the latest (most recent) draft approved plan and, if the plans are not the same, that any differences between the proposed registered plan and the latest draft plan are accepted by the Town.	OAK(A)
4.	That the Owner provides confirmation to the satisfaction of the Town's Finance Department that all outstanding <b>property taxes</b> have been paid prior to plan registration.	OAK(F)
5.	That the Owner enter into a standard form <b>site plan agreement</b> to the satisfaction of the Town to complete the development of Block 1.	OAK (PS,DS)
6.	That the Owner shall provide <b>digital discs of the registered plan of subdivision</b> with the following coordinate system UTM NAD 83 Zone 17 with approved delineated features to the Regional Municipality of Halton and the Town of Oakville prior to registration of the plan.	OAK (DS) RMH (LPS)
7.	That prior to registration of the plan, the Owner's surveyor shall submit to the Town <b>horizontal co-ordinates of all boundary monuments</b> . These co-ordinates are to be based on 6 degree UTM Projection, NAD83 Datum.	OAK (DS)

	Exemptions and alternatives to this can only be granted by the Planning and Development Department.	
8.	That the Owner shall <b>dedicate Block 2 to the Corporation of the Town of Oakville</b> free of charge and with clear title (free and clear of encumbrances) and any necessary easements. A Certificate of Title shall be provided, in a form satisfactory to the Town.	OAK (PS, DS, L)
9.	<p>The owner enter into an agreement(s) with the Town to satisfy all requirements: financial; engineering; and otherwise of the Town of Oakville including but not limited to, urbanization and adjustment of public roads and boulevards, street trees, the installation of curbs, sidewalks, services, drainage, the provision of roads, watermain, wastewater mains, stormwater facilities and utilities to the satisfaction of the Director of Planning and Development. External works are anticipated on Lakeshore Road West and Garden Drive adjacent to the Site and are to be finalized through the Site Plan design process. The works are to be secured through the Site Plan Agreement related to the subject property.</p> <p>The applicant/owner acknowledges that Site Plan Approval is required prior to proceeding with any internal or external works related to the development.</p>	OAK (PS, DE, L)
10.	That the Owner shall provide the Town with evidence that satisfactory arrangements, financial and otherwise, have been made with Canada Post Corporation for the installation of <b>Community Mail Boxes</b> as required by Canada Post Corporation, prior to registration of the plan.	CP
11.	Prior to registration of the plan, the Owner shall make satisfactory arrangements with Enbridge Gas Inc. (Enbridge Gas) to provide the <b>necessary easements and/or agreements required by Enbridge Gas</b> for the provision of local gas service for this project. Once registered, the owner shall provide these easements to Enbridge Gas at no cost, in a form agreeable and satisfactory to Enbridge Gas.	Enbridge Gas
12.	The Owner shall confirm that <b>sufficient wire-line communication / telecommunication infrastructure</b> is currently available within the proposed development to provide communication / telecommunication service to the proposed development. In the event that such infrastructure is not available, the Developer is hereby advised that the developer may be required to pay for the connection to and/or extension of the existing communication / telecommunication infrastructure. If the Developer elects not to pay for such connection to and/or extension of the communication / telecommunication infrastructure, the Developer shall be required to demonstrate to the municipality that sufficient alternative communication / telecommunication facilities are available within the proposed development to enable, at a minimum, the effective delivery of communication/telecommunication services for emergency management services (i.e. 911 Emergency Services).	BC (Cogeco)
13.	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:	HCDSB

	<p>a. 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.</p> <p>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.</p> <p>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.</p>	
14.	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.	HCDSB
15.	<p>The owner agrees to place the following notification in all offers of purchase and sale for all lots/units and in the Town's subdivision agreement, to be registered on title:</p> <p>a. Prospective purchasers are advised that pupils may be accommodated in temporary facilities and/or be directed to schools outside of the area. School attendance areas are subject to change and/or student redirections can be implemented to accommodate students outside of their community to address immediate school accommodation pressures.</p> <p>b. Prospective purchasers are advised that school busses will not enter cul- de- sacs and pick up points will be generally located on through streets convenient to the Halton Student Transportation Services (HSTS). Additional pick up points will not be located within the subdivision until major construction activity has been completed.</p> <p>That in cases where offers of purchase and sale have already been executed, the owner sends a letter to all purchasers which include the above statement.</p>	HDSB
16.	That the developer agrees that, should the development be phased, a copy of the phasing plan must be submitted prior to final approval to the Halton District School Board. The phasing plan will indicate the sequence of development, the land area, the number of lots and blocks and units for each phase.	HDSB
17.	That the Owner shall supply, erect and maintain signs at all major entrances into the new development advising prospective purchasers that pupils may be directed to schools outside of the area. The Owner will make these signs to the specifications of the Halton District School Board and erect them prior to the final approval.	HDSB
18.	That a copy of the approved sidewalk plan, prepared to the satisfaction of the Town of Oakville be submitted to the Halton District School Board.	HDSB

19.	The Owner shall provide Halton District School Board a geo-referenced AutoCAD file of the Draft M-plan once all Lot and Block numbering has been finalized. Should any changes occur after the initial submission to Lot and Block configuration or numbering on the draft M-plan the Owner shall provide a new AutoCAD file and a memo outlining the changes.	HDSB
20.	The development shall be subject to full municipal water and sanitary sewer services to the satisfaction of the Region of Halton.	RMH (LPS)
21.	That prior to registration the Owner is required to provide digital copies of the registered plan of subdivision in AutoCAD 2012 or later version with the following coordinate system NAD 83 / UTM Zone 17 to the Regional Municipality of Halton and the Town of Oakville.	RMH (LPS)
22.	That prior to registration Owner shall submit to the Town of Oakville Planning Services Department digital copies of the final draft plan of subdivision along with applicable Land Registry Office Appendix D form for sign off. Upon acceptance, the town will forward these materials to the Region of Halton for final sign off.	RMH (LPS)
23.	The Owner agrees that should the development be phased, a phasing plan shall be submitted prior to registration of the first phase. The phasing plan will indicate the sequence of development, the land area in hectares, the number of lots and blocks for each phase and the proposed use of all blocks including the proposed number of units, the specific lots to be developed, site access to each phase, grading and the construction of public services. The phasing must be reflected in all engineering reports.	RMH (LPS)
24.	The Owner shall prepare a detailed engineering submission to be submitted to the Regional Development Project Manager for review and approval prior to the preparation of the Regional subdivision agreement.	RMH (LPS)
25.	That the owner acknowledges, in writing, that registration of all or part of this plan of subdivision may not take place until notified by the Region's Development Project Manager that sufficient water capacity exists to accommodate this development.	RMH (LPS)
26.	That the Owner is required to submit a revised Functional Servicing Report, according to the standards of the Region of Halton, that outlines in detail the proposed servicing of this property and that includes analysis and/or calculations that demonstrate that the existing sanitary sewer system in the area can accommodate the proposed development.	RMH (LPS)
27.	The Owner acknowledges, in writing, that registration of all or part of this plan of subdivision may not take place until notification by the Region's Development Project Manager that sufficient Wastewater Plant capacity exists to accommodate this development.	RMH (LPS)

28.	That the Owner acknowledges, in writing, that registration of all or part of this plan of subdivision may not take place until notification by the Region's Development Project Manager that sufficient storage and pumping facilities and associated infrastructure relating to both water and wastewater are in place.	RMH (LPS)
29.	All works which are the responsibility of the Owner to complete shall be supervised during construction by a licensed Professional Engineer of the Province of Ontario with all professional engineering fees paid by the Owner. The Owner's engineer must provide competent full time inspection staff on site during construction activities to obtain the required "as constructed" field information, and to ensure compliance with the approved drawings and the Region's Current Construction and Design Standards.	RMH (LPS)
30.	The Owner agrees to conduct a survey of the static water level and quality of all wells within 500 metres of the plan. The owner further agrees to resolve any claims of well interruption due to the construction of municipal services to the satisfaction of the Region's Development Project Manager.	RMH (LPS)
31.	The Owner agrees to conduct a survey of the property to identify all existing wells related to the former use of the lands. The owner further agrees to decommission any existing wells in accordance with MOE guidelines prior to commencing the development of these lands to the satisfaction of the Region's Development Project Manager.	RMH (LPS)
32.	The Owner agrees to conduct a survey of the property to identify all existing private septic systems related to the former use of the lands. The owner further agrees to decommission any existing private septic systems in accordance with MOE guidelines prior to commencing the development of these lands to the satisfaction of the Region's Development Project Manager.	RMH (LPS)
33.	The Owner shall enter into a subdivision agreement and satisfy all requirements, financial and otherwise, of The Regional Municipality of Halton, including but not limited to, the phasing of the plan for registration, investigation of soil contamination and soil restoration, the provision of roads and the installation of water and sanitary sewer services, utilities and drainage works. This agreement is to be registered on title to the lands.	RMH (LPS)
34.	The development shall be subject to full municipal water and sanitary sewer services to the satisfaction of the Region of Halton.	RMH (LPS)
35.	That the Owner acknowledges, in writing, that the developer will be fully responsible for collection and disposal of all waste until the developer is able to confirm that the development has reached 90% occupancy and demonstrate that a waste collection truck is able to safely and consistently perform collection services without obstruction or delay, to the satisfaction of the Region.	

36.	The Owner acknowledges, in writing, they will provide a letter to all tenants/owners within the development which clearly communicates the details of the Waste management system that will be provided by the Developer and when Region collection will begin, to the satisfaction of Halton Region. This includes that waste collection for the proposed development will not commence until the proposed development is 90% occupied and that a Waste collection truck is able to safely and consistently perform collection services without obstruction or delay. The owner shall provide a copy of the letter, which clearly communicates the details of the Waste management system, addressed to all tenant/owners within the development, to the satisfaction of Halton Region.	RMH (LPS)
	<b>CLOSING CONDITIONS</b>	
37.	Prior to signing the final plan the <b>Director of Planning and Development</b> shall be advised that all conditions have been carried out to the satisfaction of the relevant agencies, and that a brief but complete statement detailing how each condition has been satisfied has been provided.	OAK (PS)
38.	Prior to signing the final plan the Director of Planning and Development shall be advised by the <b>Regional Municipality of Halton</b> that conditions 20-36 have been carried out to their satisfaction with a brief but complete statement detailing how each condition has been satisfied.	OAK (PS) RMH (LPS)
39.	Prior to signing the final plan the Director of Planning and Development shall be advised by the <b>Halton District School Board</b> that conditions 15-19 inclusive have been carried out to their satisfaction with a brief but complete statement detailing how each condition has been satisfied.	OAK (PS) HDSB
40.	Prior to signing the final plan, the Director of Planning and Development shall be advised by the <b>Halton Catholic District School Board</b> that conditions 13-14 have been carried out to their satisfaction with a brief but complete statement detailing how the condition has been satisfied.	OAK (PS) HCDSB
41.	Prior to signing the final plan, the Director of Planning and Development shall be advised by the <b>telecommunications provider</b> that condition 12 has been carried out to their satisfaction with a brief but complete statement detailing how the condition has been satisfied.	OAK (PS) BC, Cogeco, Rogers
42.	Prior to signing the final plan the Director of Planning and Development shall be advised by <b>Canada Post</b> that condition 10 has been carried out to their satisfaction with a brief but complete statement detailing how each condition has been satisfied.	OAK (PS) CP
43.	Prior to signing the final plan, the Director of Planning and Development shall be advised by <b>Enbridge Gas</b> that condition 11 has been carried out to their satisfaction with a brief but complete statement detailing how the condition has been satisfied.	Enbridge



	<b>All of the above conditions shall be satisfied within 3 years of the granting of draft approval, being Day____, Month____, 20xx.</b>	OAK (PS)
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## LEGEND – CLEARANCE AGENCIES

BC	Bell Canada
Cogeco	Cogeco Cable
CP	Canada Post
HCDSB	Halton Catholic District School Board
HDSB	Halton District School Board
CH	Conservation Halton
MECP	Ministry of Environment, Conservation and Parks
MNR	Ministry of Natural Resources, Forestry and Parks
MTCS	Ministry of Tourism, Culture and Sport
OAK (A)	Town of Oakville – Planning Administration
OAK (EP)	Town of Oakville – Environmental Planning
OAK (F)	Town of Oakville – Finance
OAK (FD)	Town of Oakville – Fire Department
OAK (L)	Town of Oakville – Legal
OAK (POS)	Town of Oakville – Parks and Open Space Department
OAK (PS)	Town of Oakville – Current Planning and Development
OAK (T)	Town of Oakville – Transit
OAK (DS)	Town of Oakville – Planning and Development/Development Services
OAK (TE)	Town of Oakville – Transportation and Engineering
OAK (Z)	Town of Oakville – Building Services Department, Zoning Section
OH	Oakville Hydro
RMH (LPS)	Regional Municipality of Halton – Legislative and Planning Services
Rogers	Rogers
Enbridge	Enbridge Gas

## **NOTES:**

1. That the Owner shall obtain a Permit from Conservation Halton, pursuant to Ontario Regulation 162/06, for any development or site alteration within the regulated area

including, but not necessarily limited to, dumping of fill, grading, stormwater outfalls, and watercourse crossings.

2. The Owner should obtain authorization from Fisheries and Oceans Canada(DFO) for the Harmful Alteration, Disruption or Destruction of Fish Habitat, pursuant to the **Fisheries Act**, where necessary.
3. The Owner should obtain the written approval of the Ministry of Environment, Conservation and Parks(MECP) for any work within significant habitat of endangered and threatened species, as per the **Endangered Species Act**, where necessary.
4. The Owner should obtain the written approval of the Environment and Climate Change Canada or Fisheries and Oceans Canada for any work within significant habitat of endangered and threatened species, as per the **Species at Risk Act**, where necessary.
5. The Owner should ensure that any vegetation removal take place outside of the nesting season, pursuant to the **Migratory Bird Convention Act**, where necessary.
6. The Owner should obtain the written approval of the Ministry of Natural Resources and Forestry (MNRF) for any work pursuant to **the Lakes and Rivers Improvement Act**, where a dam or blockage of the watercourse is proposed, where necessary
7. That the Owner shall obtain a site alteration permit under By-law 2008-124, as it may be amended from time to time or any successor thereto, prior to any earth moving activities. Matters to be addressed as part of the site alteration permit shall include but not be limited to confirmation of construction access, installation and maintenance of erosion and sediment controls, mud tracking, stabilisation, grading and seeding of non-development blocks.
8. The owner is to enter into satisfactory arrangements with the Town related to the payment of Parkland / Cash in Lieu in accordance Section 42 of the Planning Act and the Town's By-law 2022-108 and the payment of a Community Benefit Charge (if applicable) in accordance with By-law 2022-069 The owner is to contact the Towns Manager of Realty Services no later than 90 days prior to their intended date to draw the first building permit for the proposed development or redevelopment, to arrange coordination of the necessary appraisal.
9. The required payments and contributions for water, wastewater and roads are payable in accordance with the terms and conditions set out in the applicable allocation program agreement in which the Single-Detached Equivalents are being reserved for the Owner.
10. The Owner will be required to pay all applicable Regional development charges in accordance with the Region of Halton Development Charges By-law(s), as amended. If a subdivision (or other form of development) agreement is required, the water, wastewater and road portions of the Regional development charges are payable upon execution of the agreement or in accordance with the terms and conditions set out in the agreement. In addition, commencing January 1, 2017 every owner of land located in Halton Region intended for residential development will be subject to the Front-ending Recovery payment. Residential developments on lands located in Halton Region that prior to January 1, 2017 are part of a Regional allocation program, or have an executed Regional/Local Subdivision or consent agreement, or have an executed site plan

agreement with the Local Municipality, or received a notice in writing from the Local Municipality that all requirements under the Planning Act have been met, or obtained a building permit are not subject to the Front-ending Recovery Payment.

The above note is for information purpose only. All residential development applicants and every owner of land located in Halton Region assume all of the responsibilities and risks related to the use of the information provided herein.

Please visit our website at [www.halton.ca/developmentcharges](http://www.halton.ca/developmentcharges) to obtain the most current development charge and Front-ending Recovery Payment information, which is subject to change.

11. Fees are required by Halton Region for each extension to draft approval and for major revisions to the draft plan or conditions.
12. Please note the Owner should be made aware that Halton Region will have the following requirements at the time of registration of the subdivision:
  - Final draft M plans signed and dated by the Owner, Surveyor and initialled by the Town's Planner
  - Regional Registration fee
  - LRO Confirmation Email of LRO Pre-approval and PX number
13. Education Development Charges are 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 yield that is specified by the Subdivision Agreement are subject to Education Development Charges prior to the issuance of a building permit, at the rate in effect at the date of issuance.





July 5, 2024

**RE: Public Information Meeting Report –  
Proposed OPA & ZBLA for 4-storey Townhouse and Mixed Use Development  
105-159 Garden Drive  
TBG Project No. 24176**

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### **PUBLIC INFORMATION MEETING DETAILS**

A formal Public Information Meeting (PIM) was held on July 2<sup>nd</sup>, 2024, from 6:30 PM to 9:00 PM at OE Banquet Hall & Conference Centre in Oakville. 389 notices were sent via mail to addresses within a 240m radius of the Site per the mailing list provided by Town of Oakville staff. The notice circulated is attached as Appendix 1 to this report and was mailed out 14 days prior to the meeting as required. The PIM was attended by members of the public, Town of Oakville staff, the local ward Councillor, the Applicant, and staff from Richard Wengle Architect Inc. ("RWA") and the Biglieri Group Ltd. ("TBG"). Approximately 17 members of the public attended and provided their contact information on the sign-in sheet. This sheet was provided to staff separately for the purpose of future notifications. The meeting format included informal discussions around project boards from ~6:30-7:00 PM, a formal presentation by TBG and RWA staff from ~7:00-7:20 PM and concluded with a formal question and answer period.

### **PROPOSED DEVELOPMENT**

The following is a high level summary of the proposed development as provided to the members of the public at the PIM. For specific details, please also refer to the PIM slide show presentation available in Appendix 2.

The proposal consists of three back-to-back townhouse blocks and one mixed use block, generating a total of 48 residential units and 2 commercial units facing Lakeshore. Both the townhouse blocks as well as the mixed-use block will be 4-storeys in height. The primary pedestrian entranceways to the three townhouse blocks will be from the common landscaped mews which divide the blocks. The mixed-use block will provide for grade related pedestrian access to the commercial space from Lakeshore Road West as well as rear access from a common lane for the residential units. 48 parking spaces will be provided for residents in at-grade garages (1 per unit) and 11 commercial/visitor parking spaces will be provided at grade north of the commercial block. Resident parking for each townhouse block will be located in shared at-grade garages accessible from Garden Drive and hidden within the building massing. Resident parking for the mixed-use block will be located on the north side of the mixed-use block in private garages. Visitor parking spaces will be provided north of the mixed-use block. In total, there will be four vehicular accesses to the development from Garden Drive.

The proposed development requires both an Official Plan Amendment as well as a Zoning By-law Amendment as the site-specific policies and provisions applying to the Site are very perspective and essentially allow for two specific development approaches; (1) a 5-storey, 131 unit apartment building; or (2) alternatively, a 3-storey, 18 unit townhouse development with a separate mixed-use building facing Lakeshore.

## SUMMARY OF COMMENTS RECEIVED

TBG has thematically grouped and summarized the comments received at the PIM and the responses provided:

### 1) Clarification Comments.

A number of comments were received seeking clarification with respect to specific elements of the development proposal. These included (with responses provided following in blue):

- The facing distance between the Blocks
  - Block facing distance is a minimum of 15m.
- The setbacks of the Blocks to the eastern and northern lot lines
  - North: ~6m.
  - East: Primarily ~4.5m, first storey bump-out ~3m.
- Ventilation for the garage and for the commercial units.
  - To be determined at building permit stage
- Will the Cars parking under Blocks A-C be visible through the windows?
  - No, the parking spaces are hidden within the building massing and the windows look into the 'mud room' for each unit.
- What is the square footage per unit?
  - It was confirmed that the unit sizes range; however, the average unit size was slightly less than 2,000 sqft.
- What is the intended function of the commercial?
  - Proposed uses would include uses such as Business Offices, Financial Institution, Medical Offices, Restaurants, Retail Stores, and Service Commercial Establishments.
- What is the likely timeline to approval?
  - It was noted that any timelines provided are highly speculative and based on a number of external factors. However, the current plan is to proceed through OPA and ZBLA in ~1 year and Site Plan in ~ 1 year.
- Do the units have basements, and if not, how is frost managed?
  - It was confirmed that the units do not have basements and that frost footings would be used.
- What would be the impact to the development if the commercial units were removed. Would it be possible to provide greenspace where the existing parking area is behind Block D?
  - It is likely that it would simply result in larger units facing Lakeshore in Block D. The parking spaces in that location would still be required for visitors – although perhaps less would be required.
- What will be located in the space in between the blocks?
  - The proposal is for these to be amenity areas for residents. Currently shown are shade structures, bike parking and benches – although further details will be provided through the SPA process.
- Where is Bike parking proposed?
  - Bike parking is proposed east of Block D and between Blocks A/B and B/C. It was confirmed that these locations can be refined through the SPA process.
- Where will waste and recycling be housed?

- Waste is to be stored within each building garage and will be brought to the curb by the condominium corporation on pickup dates. Specific set out areas in the boulevard have been provided to facilitate same.
- Where will the air conditioning units go?
  - It was confirmed that these are typically located on the rooftop. However, this would be confirmed through SPA.
- Has a light study been done?
  - Confirmed that this will be done through SPA however the typical standard applied is that no/minimal light trespass will be permitted onto adjacent properties.
- Are there green components to the building? Geothermal?
  - It will be standard construction per the building code. Geothermal is not proposed.
- Will there be elevator allocations in the units?
  - No.
- How serious are you about developing the project?
  - The applicant closes on the Site end of August and has spent considerable effort and funds in developing the plans. They have every intention to construct.

## 2) Parking

- Comments on parking were varied. Some residents expressed concern regarding the provision of only 1 parking spot per unit; while some residents felt that this was satisfactory. Concerns related to parking centred around overflow parking onto Garden Street as well as issues with the marketability of the units if only 1 space was provided.
  - TBG explained that there was sufficient headroom in the parking area to permit for parking stackers to be implemented to allow for a second parking space per unit at purchasers' discretion and based on needs. This includes the ability to add stacked into the future if an additional need is identified over time. TBG confirmed that there will be research regarding parking rates at recently built similar developments through processing of the applications.

## 3) Architecture / Design

Feedback received relative to the design and materiality of the building was generally positive.

## 4) Context & Transition

- Residents asked for the surrounding Townhouse and Apartment buildings to be shown on the elevations to better understand the scale of the proposed height in context of the existing buildings.
  - TBG confirmed that sections will be provided with the formal submission showing the relative heights based on detailed grading information and will be available for public review.
  - TBG explained that the rooftop access was for stairs and mechanical equipment only and does not constitute a storey. However, it was also clarified that there will be a rooftop terrace with amenity space.
- Questions were posed about the ability to provide interconnection between the lands and coordinate fencing matters.
  - TBG confirmed that these discussions could take place during the application review process and provided contact information to continue these discussions.

- Are there any windows on the east side of the building?
  - Several discussions occurred with regards to this matter (both is small and large group discussion). Different opinions were expressed ranging from provision of limited fenestration to none. TBG confirmed that both were options and that the project team would look to strike an appropriate balance between façade animation and privacy concerns.

5) Construction Management

- Members of the public expressed concern regarding dust control and mud on Garden Drive once construction starts.
  - It was confirmed that during the SPA Stage a construction management plan would be required to set appropriate parameters for construction activities to minimize impacts.

## CONCLUSION

The comments received through the PIM will be further reviewed and considered along with comments provided by Staff and external agencies through the application review process. Additional details will be provided for public review through the OPA and ZBLA process relative to parking, context, & transition to further and continue these discussions. Certain details will be confirmed through the Site Plan process such as mechanical and construction management matters.

Should you have any questions, feel free to contact the undersigned.

Respectfully submitted,

THE BIGLIERI GROUP LTD.

A large, stylized handwritten signature in black ink, appearing to read 'Michael Testaguzza', is written over the printed name and title.

Michael Testaguzza, MCIP, RPP  
Partner



APPENDIX 1 – PUBLIC INFORMATION MEETING NOTICE



NOTICE OF PUBLIC INFORMATION MEETING  
OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT  
105-159 GARDEN DRIVE, OAKVILLE

You are invited to attend a Public Information Meeting hosted by Brightstone.

Date: **Tuesday, July 2, 2024**  
Time: **6:30 PM – 9:30 PM**  
Location: **OE Banquet Hall & Conference Centre, Hall A**  
**2245 Speers Rd Oakville On, Canada L6L 6X8**

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

The proposed development concept for this site includes three blocks of back-to-back townhouses and a fourth mixed-use block that fronts onto Lakeshore Road West. The mixed-use block will include commercial space on its ground floor fronting Lakeshore Road West, with residential units located above. All blocks are four storeys in height. In total, 48 residential units are proposed as part of this project. Development blocks will be accessed via driveways on Garden Drive. 48 parking spaces will be provided in private garages, at a rate of 1 space per unit, and 12 surface parking spaces will be provided for visitor and commercial uses behind the mixed-use block.

We invite you to submit questions to [info@brightstone.ca](mailto:info@brightstone.ca) in advance of the Public Information Meeting.

We hope that you will join us on Tuesday, July 2, 2024, and look forward to engaging with you.

*Please note that the list of participants at this Public Information Meeting will be circulated with the Town of Oakville to provide notice regarding any future planning applications that pertain to this site.*

info@brightstone.ca  
416-932-6642

10 Wanless Avenue.,  
Suite 201 Toronto,  
Ontario M4N 1V6

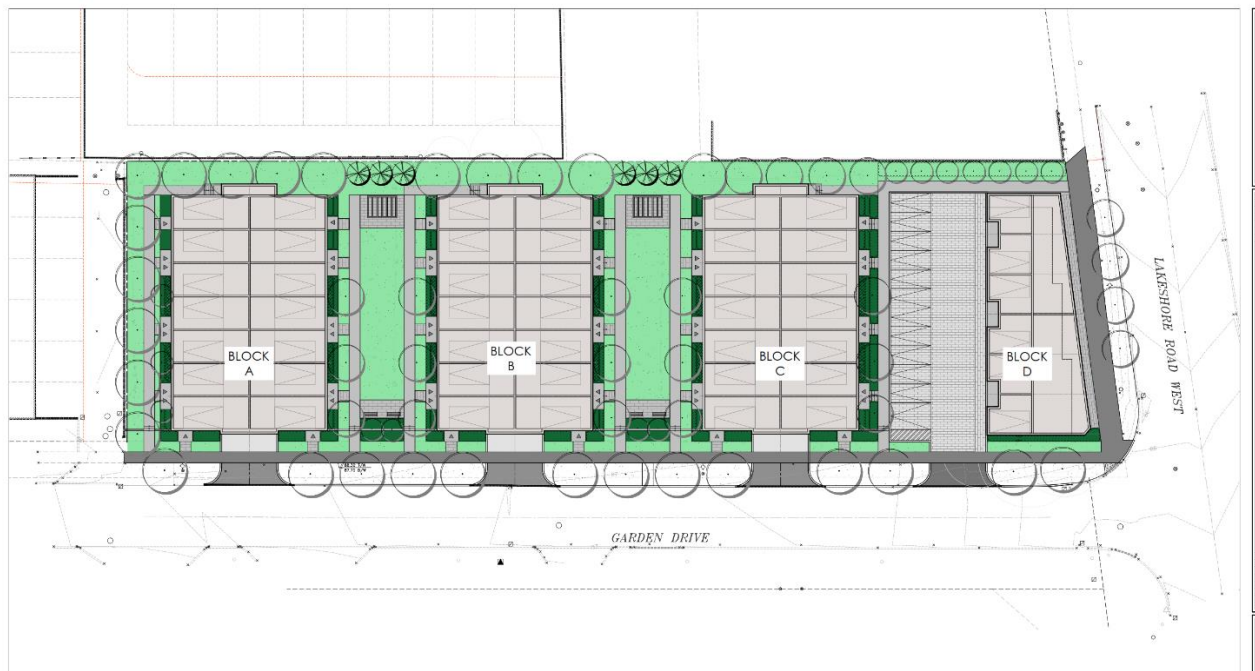
**brightstone.ca**

## Site Location



Source: VuMaps, 2024

## Conceptual Site Plan



Source: Richard Wengle Architects, 2024

info@brightstone.ca  
416-932-6642

10 Wanless Avenue.,  
Suite 201 Toronto,  
Ontario M4N 1V6

**brightstone.ca**

APPENDIX 2 – PUBLIC INFORMATION MEETING PRESENTATION

# 105-159 Garden Drive



Public Information Meeting  
July 2<sup>nd</sup>, 2024

# AGENDA

- 6:30-7:00 – Small Group Discussions
- 7:00-7:15 – Presentation
- 7:15-8:15 – Q & A
- 8:15-8:30 – Meeting Warp up









# SUBJECT SITE

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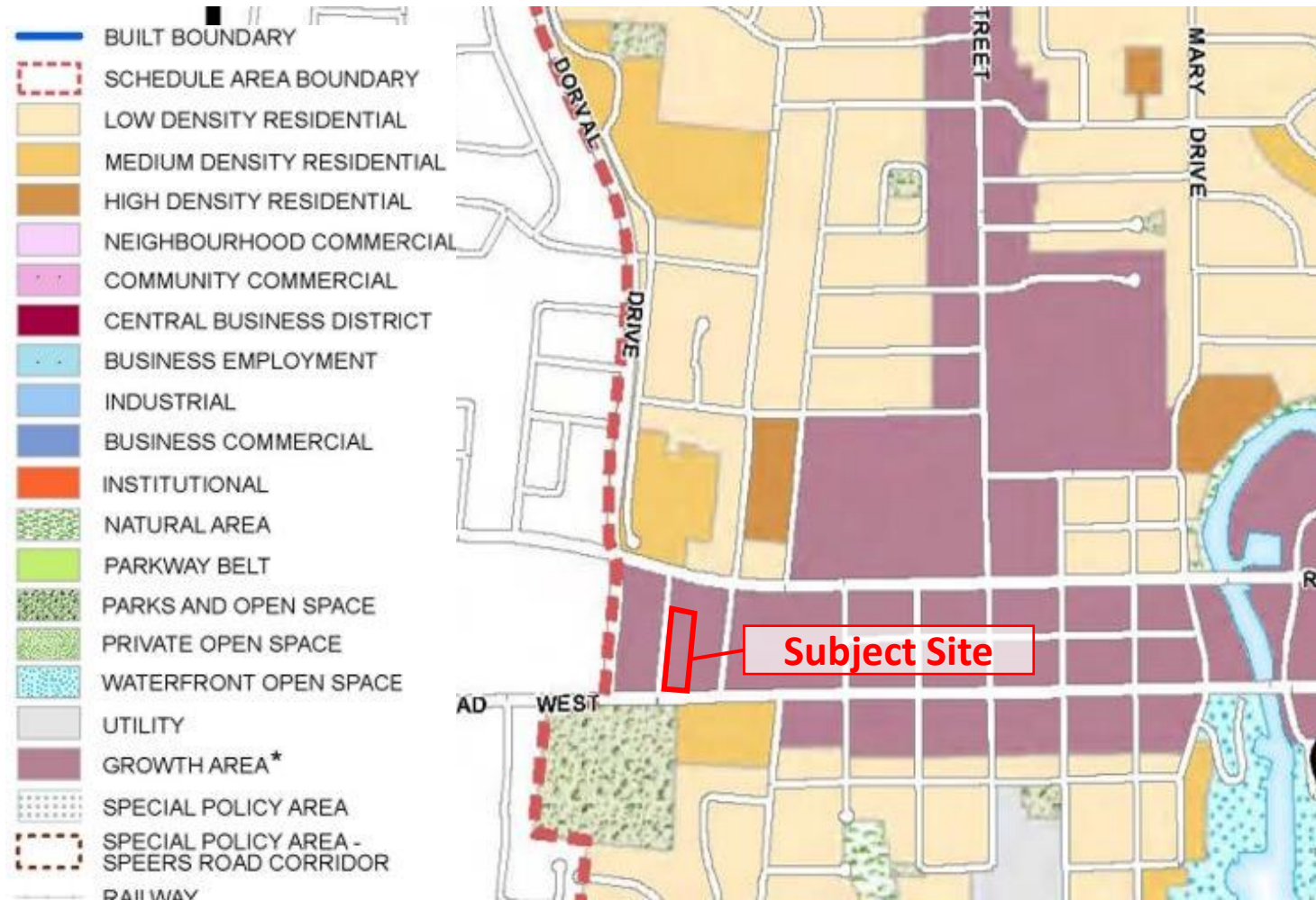
 BRIGHTSTONE

  
RICHARD WENGLE  
ARCHITECT INC.

**BIGLIERI  
GROUP**



# Schedule O1 Kerr Village Land Use, 2021

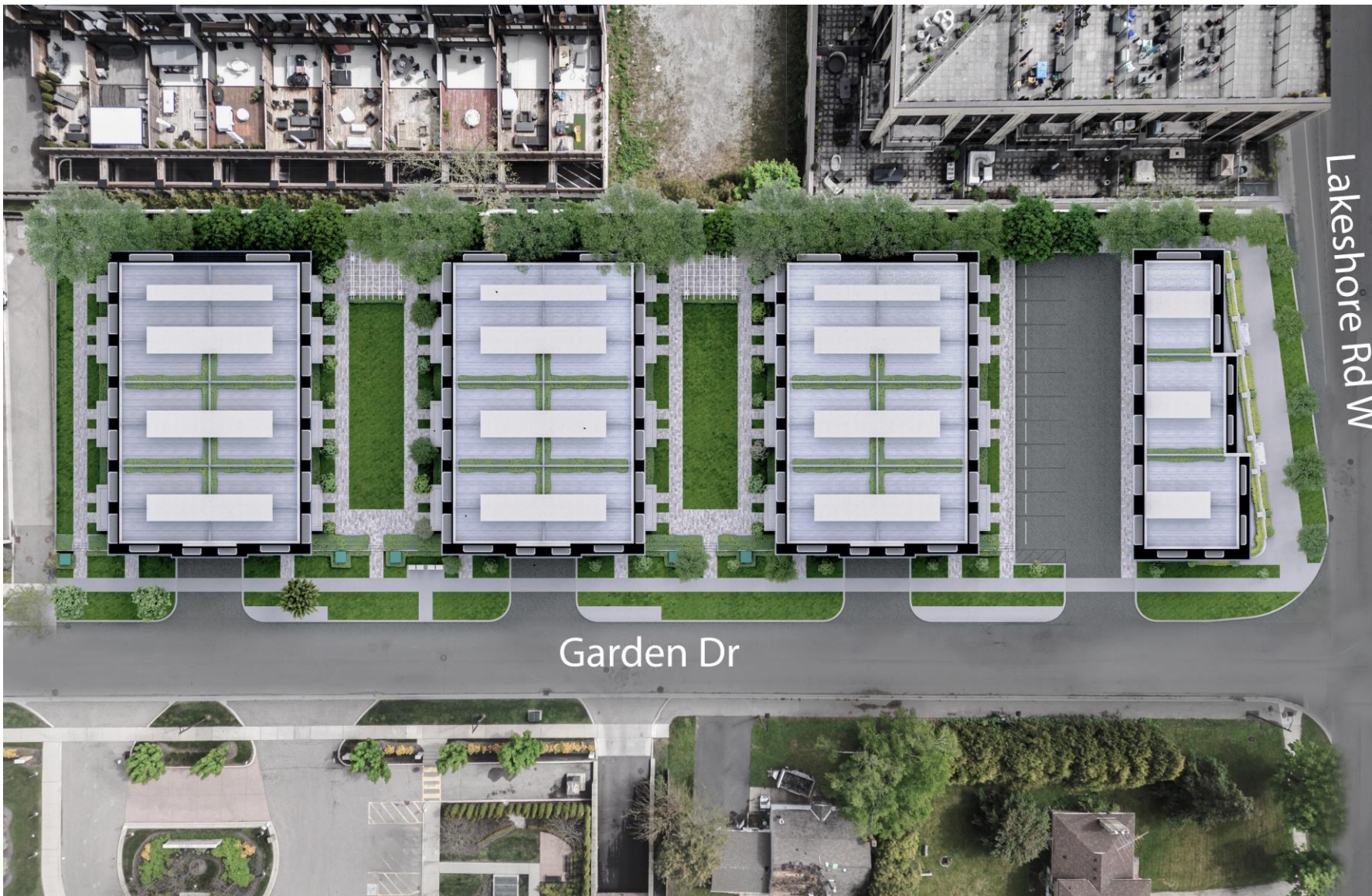


Source: Oakville Official Plan, 2009

## Planning Summary

- Halton Regional Official Plan
  - *Strategic Growth Area*
- Oakville Official Plan
  - *Growth Area*
  - *Main Street 1*
- Zoning:
  - *Mainstreet 1 Special Provision 418*

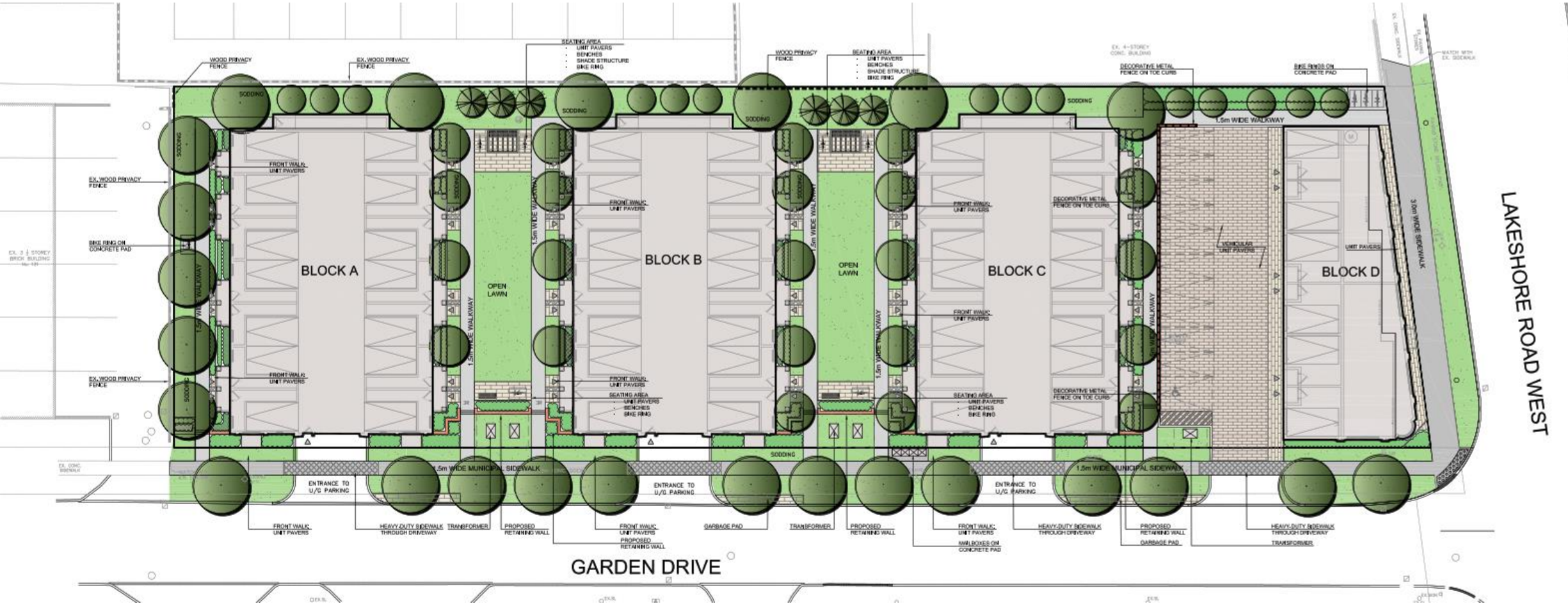




## Project Statistics

- 4-storeys
- 3 blocks back-to-back towns
- 1 block mixed use
- 48 units
- 2 commercial units
- 48 residential parking spaces
- 12 visitor / commercial parking spaces
- 58 bicycle parking spaces, 48 long-term, 20 short-term









## Key Changes

- Built Form
  - Approved: Apartment
  - Proposed: B to B Towns
- Units
  - Approved: 131
  - Proposed: 48
- Coverage
  - Approved: ~78%
  - Proposed: ~51%
- Height
  - Approved: 5-storeys
  - Proposed: 4-storeys



# Rendering - Garden

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 BRIGHTSTONE

 RICHARD WENGLE  
ARCHITECT INC.

**BIGLIERI**  
GROUP





# Rendering - Mews

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 BRIGHTSTONE

  
RICHARD WENGLE  
ARCHITECT INC.

**BIGLIERI**  
GROUP 









# Questions?





### Provincial Planning Statement, 2024

## Chapter 1: Introduction

### Vision

Ontario is a vast, fast-growing province that is home to many urban, rural and northern communities distinguished by different populations, economic activity, pace of growth, and physical and natural conditions. More than anything, a prosperous Ontario will see the building of more homes for all Ontarians. This is why the province has set a goal of getting at least 1.5 million homes built by 2031.

Ontario will increase the supply and mix of *housing options*, addressing the full range of housing affordability needs. Every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with the necessary mix of *housing options* will support a diverse and growing population and workforce, now and for many years to come.

A prosperous and successful Ontario will also support a strong and competitive economy that is investment-ready and recognized for its influence, innovation and diversity. Ontario's economy will continue to mature into a centre of industry and commerce of global significance. Central to this success will be the people who live and work in this province.

Ontario's land use planning framework, and the decisions that are made, shape how our communities grow and prosper. Prioritizing compact and *transit-supportive* design, where locally appropriate, and optimizing investments in *infrastructure* and *public service facilities* will support convenient access to housing, quality employment, services and recreation for all Ontarians. Cultural heritage and archaeology in Ontario will provide people with a sense of place. And while many Ontarians still face a complex range of challenges, municipalities will work with the Province to support the long term prosperity and well-being of residents through the design of communities responsive to the needs of all Ontarians.

Ontario's vibrant agricultural sector and sensitive areas will continue to form part of the province's economic prosperity and overall identity. Growth and development will be prioritized within urban and rural settlements that will, in turn, support and protect the long-term viability of *rural areas*, local food production, and the *agri-food network*. In addition, resources, including natural areas, water, aggregates and agricultural lands will be protected. Potential risks to public health or safety or of property damage from natural hazards and human-made hazards, including the risks associated with the impacts of climate change will be mitigated.

Ontario will continue to recognize the unique role Indigenous communities have in land use planning and development, and the contribution of Indigenous communities' perspectives and traditional knowledge to land use planning decisions. Meaningful early engagement and constructive, cooperative relationship-building between planning authorities and Indigenous communities will facilitate knowledge-sharing and inform decision-making in land use planning.

Above all, Ontario will continue to be a great place to live, work and visit where all Ontarians enjoy a high standard of living and an exceptional quality of life.

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

### 2.1 Planning for People and Homes

1. As informed by provincial guidance, planning authorities shall base population and employment growth forecasts on Ontario Population Projections published by the Ministry of Finance and may modify, as appropriate.
2. Notwithstanding policy 2.1.1, municipalities may continue to forecast growth using population and employment forecasts previously issued by the Province for the purposes of land use planning.
3. At the time of creating a new official plan and each official plan update, sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 20 years, but not more than 30 years, informed by provincial guidance. Planning for *infrastructure, public service facilities, strategic growth areas* and *employment areas* may extend beyond this time horizon.

Where the Minister of Municipal Affairs and Housing has made a zoning order, the resulting development potential shall be in addition to projected needs over the planning horizon established in the official plan. At the time of the municipality's next official plan update, this additional growth shall be incorporated into the official plan and related infrastructure plans.

4. To provide for an appropriate range and mix of *housing options* and densities required to meet projected requirements of current and future residents of the *regional market area*, planning authorities shall:
  - a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are *designated and available* for residential development; and
  - b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.
5. Where planning is conducted by an upper-tier municipality, the land and unit supply maintained by the lower-tier municipality identified in policy 2.1.4 shall be based on and reflect the allocation of population and units by the upper-tier municipality.

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, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
  - b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
  - c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

## 2.4 Strategic Growth Areas

### 2.4.1 General Policies for Strategic Growth Areas

1. Planning authorities are encouraged to identify and focus growth and development in *strategic growth areas*.
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:
  - a) to accommodate significant population and employment growth;
  - b) as focal areas for education, commercial, recreational, and cultural uses;
  - c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and
  - d) to support *affordable*, accessible, and equitable housing.
3. Planning authorities should:
  - a) prioritize planning and investment for *infrastructure* and *public service facilities* in *strategic growth areas*;
  - b) identify the appropriate type and scale of development in *strategic growth areas* and the transition of built form to adjacent areas;
  - c) permit *development* and *intensification* in *strategic growth areas* to support the achievement of *complete communities* and a *compact built form*;
  - d) consider a student housing strategy when planning for *strategic growth areas*; and
  - e) support *redevelopment* of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.



## 2.9 Energy Conservation, Air Quality and Climate Change

1. Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the *impacts of a changing climate* through approaches that:
  - a) support the achievement of compact, *transit-supportive*, and *complete communities*;
  - b) incorporate climate change considerations in planning for and the development of *infrastructure*, including stormwater management systems, and *public service facilities*;
  - c) support energy conservation and efficiency;
  - d) promote *green infrastructure*, *low impact development*, and *active transportation*, protect the environment and improve air quality; and
  - e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the *impacts of a changing climate*.

## 3.9 Public Spaces, Recreation, Parks, Trails and Open Space

1. Healthy, active, and inclusive communities should be promoted by:
  - a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate *active transportation* and community connectivity;
  - b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;
  - c) providing opportunities for public access to shorelines; and
  - d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.

## 8: Definitions

**Active transportation:** means human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.

**Compact built form:** means a land use pattern that encourages the efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace, and institutional) all within one neighbourhood, proximity to transit and reduced need for *infrastructure*.

*Compact built form* can include detached and semi-detached houses on small lots as well as townhouses, duplexes, triplexes and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail. Walkable neighbourhoods can be characterized by roads laid out in a well-connected network, destinations that are easily accessible by transit and *active transportation*, sidewalks with minimal interruptions for vehicle access, and a pedestrian-friendly environment along roads.

**Complete communities:** means places such as mixed-use neighbourhoods or other areas within cities, towns, and *settlement areas* that offer and support opportunities for equitable access to many necessities for daily living for people of all ages and abilities, including an appropriate mix of jobs, a full range of housing, transportation options, *public service facilities*, local stores and services. *Complete communities* are inclusive and may take different shapes and forms appropriate to their contexts to meet the diverse needs of their populations.

**Designated growth areas:** means lands within *settlement areas* designated for growth or lands added to *settlement areas* that have not yet been fully developed. *Designated growth areas* include lands which are *designated and available* for residential growth in accordance with policy 2.1.4.a), as well as lands required for employment and other uses.

**Intensification:** means the development of a property, site or area at a higher density than currently exists through:

- a) *redevelopment*, including the reuse of *brownfield sites* and underutilized shopping malls and plazas;
- b) the development of vacant and/or underutilized lots within previously developed areas;



**Strategic growth areas:** means within *settlement areas*, nodes, corridors, and other areas that have been identified by municipalities to be the focus for accommodating *intensification* and higher-density mixed uses in a more *compact built form*.

*Strategic growth areas* include *major transit station areas*, existing and emerging downtowns, lands in close proximity to publicly-assisted post-secondary institutions and other areas where growth or development will be focused, that may include infill, *redevelopment* (e.g., underutilized shopping malls and plazas), *brownfield sites*, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned *frequent transit* service or *higher order transit* corridors may also be identified as *strategic growth areas*.

## Halton Region Official Plan

### *Urban Area and the Regional Urban Structure*

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

72.1 The *objectives* of the Urban Area are:

- (1) To accommodate growth in accordance with the *Region's* desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable *natural environment*, and preserve certain landscapes permanently.
- (2) To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.
- (3) To provide a range of identifiable, inter-connected and *complete communities* of various sizes, types and characters, which afford maximum choices for residence, work and leisure.
- (4) To ensure that growth takes place commensurately both within and outside the *Built Boundary*.
- (5) To establish a rate and phasing of growth that ensures the logical and orderly progression of development, supports sustainable and cost-effective growth, encourages *complete communities*, and is consistent with the *policies* of this Plan.
- (6) To identify a Regional Urban Structure that directs growth to *Strategic Growth Areas* and protects *Regional Employment Areas*.
- (7) To plan and invest for a balance of jobs and housing in communities across the *Region* to reduce the need for long distance commuting and to increase the modal share for transit and *active transportation*.
- (8) To promote the adaptive re-use of *brownfield* and *greyfield sites*.
- (9) To facilitate and promote *intensification* and increased densities.
- (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.
- (10.1) To direct where employment uses should be located and to protect areas designated for such uses.

- (11) To provide opportunities for post-secondary education facilities to locate within *Halton*.

**TABLE 2B STRATEGIC GROWTH AREA TARGETS**

Strategic Growth Area Type	Strategic Growth Area	Minimum Density Target * (Residents and Jobs Combined Per Hectare)	General Target Proportion of Residents & Jobs **	
			Residents	Jobs
<i>UGC / MTSAs on a Priority Transit Corridor</i>	Midtown Oakville / Oakville GO ***	200	~65%	~35%
	Downtown Burlington / Burlington GO ***	200	~65%	~35%
<i>UGCs / MTSAs on a Commuter Rail Corridor</i>	Downtown Milton / Milton GO ***	200	~80%	~20%
<i>MTSAs on a Priority Transit Corridor</i>	Bronte GO ***	150	~40%	~60%
	Appleby GO ***	120	~40%	~60%
<i>MTSAs on a Commuter Rail Corridor</i>	Aldershot GO ***	150	~80%	~20%
	Milton-Trafalgar GO ***	150	TBD****	TBD****
	Georgetown GO ****	TBD	TBD	TBD
	Acton GO ****	TBD	TBD	TBD
<i>Primary Regional Nodes</i>	Uptown Core, Oakville	160	~85%	~15%
	Trafalgar Urban Core, Oakville	160	~85%	~15%
	Hospital District, Oakville	160	~40%	~60%
	Palermo Village, Oakville	160	~85%	~15%
	Neyagawa Urban Core, Oakville	160	~85%	~15%
	Dundas Urban Core, Oakville	160	~85%	~15%
	Milton Education Village Innovation District	130	~55%	~45%

\* For *Urban Growth Centres*, planned to be achieved by 2031; for *Major Transit Station Areas* and *Regional Nodes*, planned to be achieved beyond the 2051 planning horizon of this Plan.

\*\* To be planned for and achieved across the entire Strategic Growth Area over the long-term and in accordance with Section 55.3 of this Plan

\*\*\* Protected Major Transit Station Area

\*\*\*\* Targets to be determined through the *municipal comprehensive review*.

**82.1** *Regional Nodes* are shown on Map 1H as follows:

- (1) Primary *Regional Nodes* are delineated on Map 1H and Map 6 and are planned to accommodate growth and contain a concentration of *public service facilities* or transit-supportive high-density mixed uses, or which perform a regional transit network function at a scale appropriate for their context:
  - a) Uptown Core, Oakville;
  - b) Trafalgar Urban Core, Oakville
  - c) Hospital District, Oakville;
  - d) Palermo Village, Oakville;
  - e) Neyagawa Urban Core, Oakville;
  - f) Dundas Urban Core, Oakville; and
  - g) Milton Education Village Innovation District, Milton.
- (2) Secondary *Regional Nodes* are identified by symbol on Map 1H and are historic downtown areas or villages, and/or are intended to be a focus for growth through mixed use intensification at a scale appropriate for their context:
  - a) Uptown Urban Centre, Burlington;
  - b) Kerr Village, Oakville;
  - c) Bronte Village, Oakville;
  - d) Downtown Oakville;
  - e) Downtown Urban Centre, Burlington;
  - f) Downtown Georgetown, Halton Hills; and
  - g) Guelph Street Corridor, Halton Hills.

**82.2** It is the *policy* of the *Region* to:

- (1) Direct *development* with higher densities and mixed uses to *Regional Nodes* in accordance with the hierarchy identified in Section 79.2, and based on the level of existing and planned transit service.
- (2) Require the Local Municipalities to delineate the boundaries of Primary *Regional Nodes* in accordance with Map 1H and Map 6 and encourage the Local Municipalities to delineate the boundaries of Secondary *Regional Nodes*.
- (3) For Primary *Regional Nodes*, require the Local Municipalities to plan to achieve the applicable minimum density target and the general target proportion of residents and jobs in accordance with Section 55.3 and Table 2b of this Plan.
- (4) Require the Local Municipalities to prepare detailed official plan *policies* or an *Area-Specific Plan* for *Regional Nodes*, in accordance with Sections 48 and 77(5) of this Plan.

## **Livable Oakville Plan**

### **Part C: Making Oakville Livable (General Policies)**

#### **Section 6: Urban Design**

Good urban design is an integral part of the planning process, enabling the creation of stimulating, vibrant, and livable places; it is a key component in creating a definable sense of identity. Tangible elements of the urban environment such as the built form, open space, and public realm, and their relationship to one another, should be organized and designed in an attractive, functional and efficient manner.

##### **6.1 General**

###### **6.1.1 Objectives**

The general objectives for urban design are to provide for:

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

###### **6.1.2 Policies**

- 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.

##### **6.4 Streetscapes**

6.4.2 New development should contribute to the creation of a cohesive streetscape by:

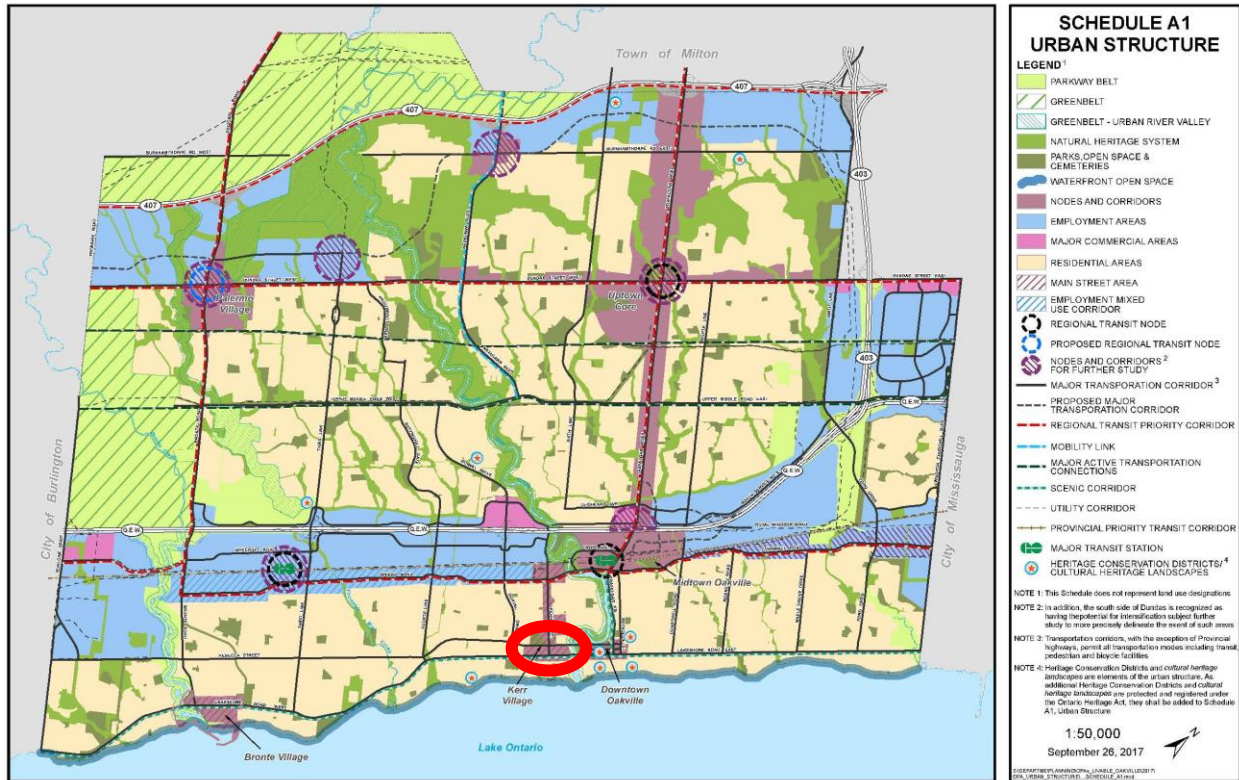
- a) placing the principal building entrances towards the street and where applicable, towards corner intersections;
- b) framing the street and creating a sense of enclosure
- c) providing variation in façade articulation and details;
- d) connecting active uses to the public realm to enhance the liveliness and vibrancy of the street, where applicable;
- e) incorporating sustainable design elements, such as trees, plantings, furnishings, lighting, etc.;
- f) coordinating improvements in building setback areas to create transitions from the public to private realms; and,
- g) improving the visibility and prominence of and access to unique natural, heritage, and built features

## **6.9 Built Form**

- 6.9.1 Buildings should be designed to create a sense of identity through massing, form, placement, orientation, scale, architectural features, landscaping and signage.
- 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.
- 6.9.3 To achieve compatibility between different land uses, development shall be designed to accommodate an appropriate transition through landscape buffering, spatial separation, and compatible built form.
- 6.9.5 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.
- 6.9.6 Main principal entrances to buildings should be oriented to the public sidewalk, onstreet parking and transit facilities for direct and convenient access for pedestrians.
- 6.9.7 Development should be designed with variation in building mass, façade treatment and articulation to avoid sameness.
- 6.9.8 Buildings located on corner lots shall provide a distinct architectural appearance with a high level of detailing and articulated façades that continue around the corner to address both streets.
- 6.9.9 New development shall ensure that proposed building heights and form are compatible with adjacent existing development by employing an appropriate transition of height and form from new to existing development, which may include setbacks, façade step backs or terracing in order to reduce adverse impacts on adjacent properties and/or the public realm.
- 6.9.10 Continuous streetwalls of identical building height are discouraged. Variety in rooflines should be created through subtle variations in roof form and height.
- 6.9.11 Where appropriate, the first storey of a building shall have a greater floor to ceiling height to accommodate a range of non-residential uses.
- 6.9.12 New development should be fully accessible by incorporating universal design principles to ensure barrier-free pedestrian circulation.
- 6.9.13 Rooftop mechanical equipment shall not be visible from view from the public realm.
- 6.9.14 Outdoor amenity areas on buildings should incorporate setbacks and screening elements to ensure compatibility with the local context.
- 6.9.15 Buildings should be sited to maximize solar energy, ensure adequate sunlight and skyviews, minimize wind conditions on pedestrian spaces and adjacent properties, and avoid excessive shadows.

## **Part D: Land Use Designations and Policies**





## Section 12: Mixed Use

The Mixed Use designations provide areas where residential, commercial and office uses are integrated in a compact urban form at higher development intensities. Mixed Use areas are to be pedestrian-oriented and transit-supportive.

- 12.1.1 The intent of the Mixed Use designations is to allow for a diversity of residential, commercial and office uses which are integrated in buildings to provide for the efficient use of municipal services and *infrastructure*.
- 12.1.2 Mixed use *development* will be focused on lands located within Oakville's Growth Areas and along identified corridors.
- 12.1.3 The Mixed Use designations are intended to create animated streets by providing retail and service commercial uses on the ground floor of mixed use buildings, fronting onto the street and other pedestrian environments. The location and size of any use on upper and/or lower floors within mixed use buildings will be determined through the *development* process and regulated by the implementing zoning.
- 12.1.4 All *development* within the Mixed Use designations shall be of a high quality design that considers the integration of new and existing buildings, as well as building façade treatment.

### 12.2 Main Street 1

The Main Street 1 designation represents small scale, mixed use development along main streets and is intended to reflect a pedestrian-oriented, historic main street character.

#### 12.2.1 Permitted Uses

- a) A wide range of retail and service commercial uses, including restaurants, commercial schools, *offices, places of entertainment, indoor sports facilities, hotels and residential uses, may be permitted in the Main Street 1 designation. The ground floor of buildings in the Main Street 1 designation shall be primarily occupied by retail and service commercial uses. Limited office uses, and ancillary residential uses, may also be permitted on the ground floor of mixed use buildings.*
- b) The requirement for and the size and location of retail, service commercial and office uses on the ground floor of buildings shall be determined through the development process and regulated by the implementing zoning.

#### 12.2.2 Building Heights

- a) Buildings within the Main Street 1 designation shall be a minimum of two storeys in height and a maximum of four storeys in height.

#### 12.2.3 Parking

- a) Surface parking shall be provided only within a side and/or rear yard. Surface parking on corner lots shall only be permitted in the rear yard.

### **Part E: Growth Areas, Special Policy Areas and Exceptions**

#### **Section 23: Kerr Village**

Kerr Village will accommodate intensification through new development and redevelopment, with a mix of residential and commercial uses. The Village will also continue to function as a location for institutional, recreational and public open space uses.

##### **23.1 Goal**

Kerr Village will be revitalized as a vibrant business district and cultural area.

##### **23.2 Objectives**

As Kerr Village develops, the Town will, through public actions and in the process of reviewing planning applications, use the following objectives to guide decisions.

- 23.2.1 Create opportunities for new, sustainable growth by promoting compact urban form with higher density development through compatible development and redevelopment opportunities.

23.2.2 Enhance the mobility of all users with the provision of transit priority measures and increase levels of service through the development process by:

- a) promoting pedestrian and cycling-oriented mixed use development, with improved connections to the Downtown as well as the GO train station and proposed employment hub in Midtown Oakville;
- b) improving circulation, connections and access for cyclists, pedestrians and public transit; and,
- c) increasing efficiencies for alternate modes of transportation by encouraging compact urban form.

23.2.3 Create an attractive public realm by:

- d) promoting high quality streetscapes and open spaces to create a comfortable, accessible and unique community; and,
- e) ensuring appropriate transitions occur between the main street areas and the lower density residential neighbourhoods.

### **23.3 Development Concept**

Kerr Village is comprised of three land use districts that are structured to provide an appropriate transition in land use and built form between the existing residential areas and any future *development* and redevelopment.

#### **23.3.3 Lower Kerr Village District**

The Lower Kerr Village District shall largely be a mixed use area, allowing for a mixture of commercial, office and residential uses, including some standalone residential uses, extending from Downtown Oakville, with a defined entrance into Kerr Village.

### **23.4 Functional Policies**

In addition to the policies of Parts C and D of this Plan, the following functional policies apply to Kerr Village.

#### **23.4.1 Transportation**

b) Through the development process, attractive transit environments are encouraged to include transit passenger amenities, minimal surface parking, and other travel demand management strategies to encourage transit ridership.

##### **c) Parking**

- i. Surface parking lots shall be limited. Where surface parking is provided, the visual impact of large surface lots shall be mitigated by a combination of setbacks and significant landscaping including:
  - pavement treatment;
  - low walls or decorative fencing;
  - landscape material; and,
  - trees and lighting throughout parking lots and along the edges.

- ii. Access to parking and servicing areas should not occur from Kerr Street but from local streets, service lanes and to the side or rear of buildings.
- iii. On-street parking shall be maintained throughout Kerr Village with the exception of Speers Road and Kerr Street north of Speers Road. It is the intent that on-street parking shall be permitted at all times.

d) Bicycle facilities are encouraged throughout Kerr Village with the appropriate signage and infrastructure such as bicycle racks and bicycle lockers.

23.4.2 Minimum Density – A minimum planned density shall be established for Kerr Village through Provincial plan conformity coordinated with Halton Region.

## **23.5 Urban Design**

In addition to the Urban Design policies in section 6 of this Plan, the following policies shall apply specifically to Kerr Village. The urban design plan for Kerr Village is provided on Schedule O2.

### **23.5.1 General**

Development and public realm improvements, including the streetscape for Kerr Street and Lakeshore Road West, shall be evaluated in accordance with the urban design direction provided in the Livable by Design Manual.

### **23.5.3 Streetscapes**

- a) Primary and secondary streets, as identified on Schedule O2, shall provide for pedestrian-oriented streetscapes through the use of wide sidewalks, landscaping and furnishings.
- b) Buildings along primary streets, as identified on Schedule O2, shall:
  - i. incorporate a high degree of transparency on the ground floor;
  - ii. provide building openings and principal entrances facing the street; and,
  - iii. contain commercial, community, cultural or limited office uses adjacent to the street which foster an active main street environment.
- c) Buildings along secondary streets, as identified on Schedule O2, should:
  - i. incorporate a high degree of transparency on the ground floor
  - ii. provide building openings and principal entrances facing the street; and,
  - iii. contain commercial, office, community or cultural uses adjacent to the street which support the main street district, and may also contain residential uses on the ground floor.



## 23.7 Kerr Village Exceptions – Schedule O1

23.7.5 The lands designated Medium Density Residential and High Density Residential in the general vicinity of Rebecca Street, Garden Drive, and Maurice Drive are subject to the following additional policies:

- a) On the lands designated Medium Density Residential, only *multiple attached dwellings* may be permitted with a maximum building height of three storeys.
- b) On the lands designated High Density Residential, only townhouses and apartments may be permitted with a maximum building height of four storeys.
- c) Redevelopment in accordance with a) and b), above, shall only occur when all of the lands within a *development* block have been acquired for *development* purposes.
  - i) Lands designated High Density Residential, between Dorval and Garden Drives, make up one *development* block.
  - ii) Lands designated Medium Density Residential along Rebecca Street, east of Garden Drive, constitute two *development* blocks.
  - iii) The remaining lands designated Medium Density Residential fronting onto Maurice Drive are a *development* block to be developed in accordance with the Medium Density Residential land use and policy provisions of the Plan.
- d) Redevelopment in accordance with a) and b), above, shall only occur upon confirmation of adequate water and wastewater services, the suitability of the adjoining roads to accommodate traffic and the submission of a block plan indicating the integration of the proposed redevelopment within the overall area.
- e) Redevelopment in accordance with a), above, shall be subject to urban design guidelines approved by the Town.
- f) Notwithstanding the above, the lands may continue to be used for the existing single detached dwellings until such time as comprehensive redevelopment occurs.

23.7.6 On the lands designated Main Street 1 on the north side of Lakeshore Road, between Dorval Drive and Maurice Drive:

- a) Retail and service commercial uses, and ancillary residential uses, may be permitted on the ground floor.
- b) The maximum building height shall be four storeys.
- c) Redevelopment of the lands between Garden Drive and Maurice Drive shall only occur at such time as all the lands within a *development* block have been acquired for *development* purposes. Lands fronting on to Garden Drive (105 and 115-159 Garden Drive) constitute one *development* block, while the remaining lands make up another *development* block.



- d) Redevelopment in accordance with c), above, shall be subject to the urban design guidelines for the Maurice Drive area.
- e) Notwithstanding subsections (a) through (d) above, the following uses are permitted on the *development* block front onto the east side of Garden Drive (105 and 115-159 Garden Drive):
  - a retirement home and/or long term care home on the entirety of the *development* block subject to the additional policies in subsection (f) below; or,
  - multiple attached dwellings* on the northern portion of the *development* block (1115-159 Garden Drive) subject to the additional policies in subsection (g) below, and the remainder of the *development* block (105 Garden Drive) developed in accordance with subsections (a) through (d) above.
- f) The following additional policies apply to *development* in accordance with subsection (e)(i) above:
  - i) The maximum building height shall be five storeys,
  - ii) The fifth storey shall have a maximum floor area of 975 square metres and no retirement or long-term care dwelling units shall be permitted within it.
  - iii) The ground floor adjacent to Lakeshore Road West shall include a minimum of 130 square metres of non-residential floor area for publicly accessible retail and/or service commercial uses.
  - iv) Vehicular access shall only be from Garden Drive
  - v) Redevelopment shall be in accordance with urban design guidelines approved by the Town.
- g) The following additional policies apply to the *multiple attached dwellings* permitted by subsection (e)(ii) above:
  - i) A maximum of 18 units at a maximum density of 53 units per *site hectare* shall be permitted.
  - ii) The maximum building height shall be three storeys.
  - iii) Redevelopment shall only occur upon confirmation of adequate water and wastewater services, the suitability of the adjoining roads to accommodate traffic and the submission of a block plan indicating the integration of the proposed redevelopment within the overall area.
  - iv) Redevelopment shall be subject to urban design guidelines approved by the Town.

## Mixed Use Zones

5. A maximum of one of the *uses* subject to this footnote shall be permitted in a *dwelling* or an *accessory dwelling unit* associated with the main *dwelling*. (2023-024)
6. On a *lot* having *lot frontage* greater than 20.0 metres *uses* subject to this footnote are limited to a cumulative maximum width of 50% of the *building* in the first 9.0 metres of depth of the *building* on the *first storey* only, measured in from the *main wall* oriented toward the *front lot line*.
7. Shall have a maximum *net floor area* of 1,400.0 square metres per *premises*, applying only for the portion of the *premises* located on the *first storey*.
8. Prohibited within a single *use building*. (PL140317)

### 8.3 Regulations

The regulations for *lots* in a Mixed Use *Zone* are set out in Tables 8.3.1 and 8.3.2, below.

Table 8.3.1: Regulations in the Mixed Use Zones						
		CBD	MU1	MU2	MU3	MU4
Minimum front yard	<b>A</b>	0.0 m	0.0 m	0.0 m	0.0 m	1.0 m
Maximum front yard	<b>A</b>	3.0 m (1)(2)	3.0 m (1)	5.0 m (1)(3)	5.0 m (1)(3)	5.0 m (1)(3)
Minimum flankage yard	<b>B</b>	0.0 m	0.0 m	0.0 m	0.0 m	1.0 m
Maximum flankage yard	<b>B</b>	3.0 m (1)(2)	3.0 m (1)	5.0 m (1)(3)	5.0 m (1)(3)	5.0 m (1)(3)
Minimum interior side yard (2015-018)	<b>C</b>	0.0 m	0.0 m	0.0 m	0.0 m	0.0 m
Minimum interior side yard abutting a lot in any Residential Zone, Institutional (I) Zone, or Community Use (CU) Zone	<b>C</b>	3.0 m	3.0 m	3.0 m (4)	7.5 m (5)	7.5 m (5)
Minimum rear yard (2015-018)	<b>D</b>	0.0 m	0.0 m	0.0 m	0.0 m	0.0 m
Minimum rear yard abutting a lot in any Residential Zone, Institutional (I) Zone, or Community Use (CU) Zone	<b>D</b>	3.0 m	3.0 m	3.0 m (4)	7.5 m (5)	7.5 m (5)
Minimum number of storeys	<b>H</b>	2 (7)	2 (7)	4 (7)	6 (7)	8 (7)
Maximum number of storeys	<b>H</b>	4 (6)	4	6	8	12
Minimum first storey height		4.5 m (7)	4.5 m (7)	4.5 m (7)	4.5 m (7)	4.5 m (7)
Minimum height	<b>H</b>	7.5 m (7)	7.5 m (7)	13.5 m (7)	19.5 m (7)	25.5 m (7)
Maximum height	<b>H</b>	15.0 m (6)	15.0 m	22.0 m	29.0 m	43.0 m

### Additional Regulations for Zone Regulations Table 8.3.1

1. The *maximum front yard* and *maximum flankage yard* requirements do not apply when an *urban square* measuring no less than 300.0 square metres in area and having a minimum length of 10.0 metres is provided along the length of the *main wall* oriented toward the *front* or *flankage lot line*.
2. The *maximum front* and *flankage yard* shall be 5.0 metres where a *dwelling* occupies the entire *first storey* on a *lot* having *lot frontage* onto any *public road* other than Lakeshore Road West, Lakeshore Road East, or Kerr Street. (2015-079)
3. Shall only apply to the first 12.0 metres of *building height*, measured along the *main wall* oriented toward the *front* or *flankage lot line*.
4. The *minimum yard* shall be increased to 7.5 metres for that portion of a *building* greater than 13.5 metres in *height*.
5. The *minimum yard* shall be increased to 10.0 metres for that portion of a *building* greater than 13.5 metres in *height*.
6.
  - a) The maximum number of *storeys* shall be 3 and the maximum *height* shall be 12.0 metres where the *lot* is adjacent to a *lot* in any Residential Low (RL) Zone.
  - b) Notwithstanding Section 4.6.4(a), a *mechanical penthouse* shall not exceed 3.0 metres in height, measured from the top of the roof on which the *mechanical penthouse* is directly situated, where the *lot* is adjacent to a *lot* in any Residential Low (RL) Zone.
7. Any *building* legally existing on the effective date of this By-law not complying with this provision shall be permitted.

Table 8.3.2: Regulations for Permitted Detached, Semi-detached, and Townhouse Dwellings				
		Detached dwellings	Semi-detached dwellings	Townhouse dwellings
Minimum lot area		As legally existing on the effective date of this By-law		
Minimum lot frontage				
Minimum front yard	<b>A</b>	As legally existing on the effective date of this By-law less 1.0 metre (1)		
Minimum flankage yard	<b>B</b>	3.0 m	3.0 m	3.0 m
Minimum interior side yard	<b>C</b>	1.2 m	1.2 m (2)	1.2 m (2)
Minimum rear yard	<b>D</b>	7.5 m	7.5 m	7.5 m
Maximum number of storeys	<b>H</b>	3	3	3
Maximum height	<b>H</b>	12.0 m	12.0 m	12.0 m
Maximum lot coverage for the dwelling		35%	n/a	n/a
Regulations for accessory buildings and structures		Section 6.5 shall apply		

### Additional Regulations for Zone Regulations Table 8.3.2

1. Notwithstanding this, Section 6.6 additionally applies for any *dwelling* erected between *dwelling*s that legally existed on the effective date of this By-law. (2015-018)
2. Section 6.10 of this By-law shall apply for determining *yard* compliance.

Part 15

## Special Provisions

<b>343</b>	<b>105 Garden Drive</b>		<b>Parent Zone: CBD</b>
Map 19(7)	<b>(Part of Lot 17, Concession 3 S.D.S.)</b>		(2013-101) (2015-018) (2017-036)
<b>15.343.1 Prohibited Uses</b>			
The following <i>uses</i> are prohibited:			
a)	<i>Commercial parking area</i>		
b)	<i>Taxi dispatch</i>		
<b>15.343.2 Zone Provisions</b>			
The following zone regulations apply to a <i>Long Term Care Facility</i> and/or <i>Retirement Home</i> : (2017-036)			
a)	Maximum number of <i>dwelling units</i>	60	
b)	Maximum <i>height</i>	14.3 m	
c)	Maximum <i>first storey height</i>	4.0 m	
d)	Minimum width of landscaping along a <i>lot line</i> abutting a Residential <i>Zone</i>	1.5 m, and may include hard landscaping	
e)	Minimum setback for outdoor second floor personal recreation space from the eastern edge of the <i>building</i>	1.5 m	
f)	Minimum setback for outdoor second floor personal recreation space from Lakeshore Road West	6.0 m	
g)	Maximum area for outdoor second floor personal recreation space (2015-018)	54.0 m <sup>2</sup>	
h)	Minimum setback for a rooftop terrace from the eastern edge of the <i>building</i>	9.0 m	
i)	Maximum area for a rooftop terrace (2015-018)	22.0 m <sup>2</sup>	
<b>15.343.3 Parking Provisions</b>			
The following parking regulations apply to a <i>Long Term Care Facility</i> and/or <i>Retirement Home</i> : (2017-036)			
a)	Minimum number of <i>parking spaces</i>	22, which includes 2 <i>tandem parking spaces</i>	
<b>15.343.4 Special Site Provisions</b>			
The following additional provisions apply:			
a)	The <i>front lot line</i> shall be the <i>lot line</i> abutting Lakeshore Road West.		
b)	A <i>driveway</i> shall not be permitted from Lakeshore Road West.		
c)	Outdoor amenity space shall only be permitted on the second floor and rooftop.		

418	105, 115-159 Garden Drive (2603848 & 2603849 Ontario Ltd. c/o Revera Inc.)	Parent Zone: MU1
Map 19(7a)		(2022-099) OLT-21-001638
The lands subject to Special provision 418 may be developed and used in accordance with either subsection 15.418.1 or subsection 15.418.2		
15.418.1	Option #1 (Block 1)	
15.418.1.1	Permitted Uses for Block 1	
The following <i>uses</i> are only permitted on lands identified as Block 1 on Figure 15.418.1		
a)	Long term care facility	
b)	Retirement home	
c)	Art Gallery	
d)	Business office	
e)	Financial institution	
f)	Medical office	
g)	Restaurant	
h)	Retail store	
i)	Service commercial establishment	
15.418.1.2	Additional Regulations for Permitted Uses on Block 1	
The following additional regulations apply to a <i>long term care facility</i> or a <i>retirement home</i> on Block 1 on Figure 15.418.1		
a)	Art gallery, business office, financial institution, medical office, restaurant, retail store, and/or service commercial establishment uses are required within the <i>first storey</i> of a <i>long term care facility</i> or <i>retirement home</i> for the lands identified as Block 1a on Figure 15.418.1	
b)	Minimum combined <i>floor area</i> for all <i>art gallery, business office, financial institution, medical office, restaurant, retail store, and/or service commercial establishment</i> uses required within the <i>first storey</i> within Block 1a on Figure 15.418.1 shall be 130m <sup>2</sup>	
c)	Only the uses listed in 15.148.1.2 a) shall be oriented onto Lakeshore Road West on the <i>first storey</i> save and except corridors, hallways and stairwells of a <i>long term care facility</i> or a <i>retirement home</i> .	
d)	Assisted living and dwelling units shall not be permitted in the <i>fifth storey</i> .	
15.418.1.3	Additional Zone Provisions for Block 1	
The following additional regulations apply to Block 1 on Figure 15.418.1		
a)	Minimum <i>front yard</i> for the <i>fifth storey</i> including <i>mechanical penthouse</i>	10.0m
b)	Maximum <i>front yard</i> for the <i>fifth storey</i> shall not apply	
c)	Minimum <i>flankage yard</i> for the <i>fifth storey</i> including <i>mechanical penthouse</i>	7.0m
d)	Maximum <i>flankage yard</i>	5m
e)	Maximum <i>flankage yard</i> for <i>fifth storey</i> shall not apply	
f)	Minimum <i>interior yard</i> for the <i>first and second storey</i> abutting a <i>residential zone</i> or a <i>mixed use zone</i>	4m
g)	Minimum <i>interior side yard</i> for the <i>third and fourth storey</i> abutting a <i>residential zone</i>	10.5m

418		105, 115-159 Garden Drive (2603848 & 2603849 Ontario Ltd. c/o Revera Inc.)	Parent Zone: MU1
Map 19(7a)			(2022-099) OLT-21-001638
h)	Minimum <i>interior side yard</i> for the third and fourth <i>storey</i> abutting a <i>mixed use zone</i>		6.0m
i)	Minimum <i>interior side yard</i> for the fifth <i>storey</i> including <i>mechanical penthouse</i>		16.0m
j)	Minimum <i>rear yard</i> for the <i>first</i> to fourth <i>storey</i>		3.5m
k)	Minimum <i>rear yard</i> for the fifth <i>storey</i> including <i>mechanical penthouse</i>		27.0m
l)	Maximum encroachment for a stair well tower into a <i>rear yard</i> for the fifth <i>storey</i>		11.0m
m)	<i>Minimum</i> setback from the edge of the roof for <i>structures</i> on a <i>rooftop terrace</i>		2m
n)	Section 4.27 e) shall not apply		
o)	Maximum number of <i>storeys</i>		5
p)	Maximum <i>height</i>		18.5 m
q)	Maximum <i>floor area</i> of the fifth <i>storey</i>		975 m <sup>2</sup>
r)	Maximum depth of an <i>uncovered platform</i> on the <i>first storey</i> .		2.0 m
s)	Minimum width of <i>landscaping</i> abutting a <i>residential zone</i> shall not apply.		
t)	A minimum of 70% of the length of all main walls oriented toward the <i>flankage lot line</i> shall be located within the area on the lot defined by the minimum and maximum <i>flankage yards</i> .		
15.418.1.4 Parking Provisions for Block 1			
a)	Section 5.2.3 d) shall not apply to parallel <i>parking spaces</i> for the uses noted in Section 15.418.1		
15.418.1.5 Special Site Provisions For Block 1			
a)	All lands as identified in Block 1 shall be considered as one <i>corner lot</i> for the purposes of this by-law. The <i>lot line</i> abutting Lakeshore Road West shall be deemed the <i>front lot line</i> and the <i>lot line</i> abutting Garden Drive shall be deemed the <i>flankage lot line</i> .		
15.418.2 Option #2 (Block 2)			
15.418.2.1 Permitted Uses for Block 2			
The following <i>uses</i> are permitted on lands identified as Block 2 on Figure 15.418.2			
a)	<i>Townhouse Dwellings</i> on Block 2a		
b)	Uses permitted in the MU1 zone, except for <i>commercial parking area</i> and <i>taxi dispatch</i> on Block 2b		
15.418.2.2 Regulations for Permitted Uses for Block 2a			
The following regulations apply to lands identified as Block 2a on Figure 15.418.2			
a)	Maximum number <i>dwellings</i>		18
b)	Minimum <i>lot frontage</i> per <i>dwelling</i>		4.0m
c)	Minimum <i>front yard</i>		3.0m
d)	Minimum <i>interior side yard</i> - north side		1.2m



418		105, 115-159 Garden Drive (2603848 & 2603849 Ontario Ltd. c/o Revera Inc.)	Parent Zone: MU1
Map 19(7a)			(2022-099) OLT-21-001638
e)	Minimum <i>interior side yard</i> - north side below <i>grade</i>		0.7m
f)	Minimum <i>interior side yard</i> - south side above <i>grade</i>		2.0m
g)	Minimum <i>interior side yard</i> - south side below <i>grade</i>		0.3m
h)	Minimum <i>rear yard</i> for a <i>dwelling</i>		14.5m
i)	Minimum <i>rear yard</i> for a below <i>grade</i> lane		8.0m
j)	Minimum <i>rear yard</i> – below <i>grade</i> for a geothermal mechanical room		3.0m
k)	Minimum <i>rear yard</i> – below <i>grade</i> for visitor parking		1.3m
l)	Minimum <i>rear yard</i> – below <i>grade</i> for egress stair well		4.5m
m)	Maximum number of <i>storeys</i>		3
n)	Maximum <i>height</i>		10.7m
o)	Maximum additional <i>height</i> for a <i>mechanical penthouse</i>		2.5m and section 4.6.4 shall apply
p)	Maximum projection into a <i>front yard</i> for a non-walk in bay, box out, and bow windows with or without foundations spanning one or two <i>storeys</i> , and porches open or covered by a roof located on the same level or lower as the main floor of the <i>dwelling</i>		1.0m
q)	Maximum projection into a <i>rear yard</i> for <i>uncovered platforms</i> which are attached to the rear wall of the <i>dwelling</i> located at a minimum <i>height</i> of 2.0 m above surrounding <i>grade</i>		Permitted up to the <i>rear</i> and <i>side lot lines</i>
r)	The parapet setback for <i>lots</i> in a Residential Medium (RM) Zone in Section 4.6.3 shall not apply		
t)	<i>Motor vehicle</i> access to individual <i>dwelling units</i> shall only be provided via a private rear <i>lane</i> .		
15.418.2.3 Regulations for Permitted Uses for Block 2b			
The following regulations apply to <i>long term care facilities</i> and <i>retirement homes</i> permitted on lands identified as Block 2b on Figure 15.418.2			
a)	Maximum number of <i>dwelling units</i>		60
b)	Maximum <i>height</i>		14.3m
c)	Maximum <i>first storey height</i>		4.0m
d)	Minimum width of <i>landscaping</i> along a <i>lot line</i> abutting a <i>Residential Zone</i>		1.5m and may include hard landscaping
e)	Minimum setback for outdoor second floor personal recreation space from the eastern edge of the <i>building</i>		1.5m
f)	Minimum setback for outdoor second floor personal recreation space from Lakeshore Road West		6.0m
g)	Maximum area for outdoor second floor personal recreation space (2015-018)		54.0m <sup>2</sup>
h)	Minimum setback for a <i>rooftop terrace</i> from the eastern edge of the <i>building</i>		9.0m
i)	Maximum area for a <i>rooftop terrace</i> (2015-018)		22.0 m <sup>2</sup>

<b>418</b>	<b>105, 115-159 Garden Drive</b> (2603848 & 2603849 Ontario Ltd. c/o Revera Inc.)	Parent Zone: MU1
Map 19(7a)		(2022-099) OLT-21-001638

- j) The *front lot line* shall be the *lot line* abutting Lakeshore Road West
- k) A *driveway* shall not be permitted on Lakeshore Road West
- l) Outdoor amenity space shall only be permitted on the second floor and rooftop

#### 15.418.2.4 Parking Provisions for Block 2

- |  |                                    |
|--|------------------------------------|
| a) Minimum number of <i>parking spaces</i> for <i>long term care facilities</i> or <i>retirement home</i> on Block 2b in Figure 15.418.2 | 22, which includes 2 tandem spaces |
|--|------------------------------------|

#### 15.418.2.5 Special Site Provisions for Block 2

- a) All lands identified as Block 2a on Figure 15.418.2 shall be considered an *interior lot*. The *lot line* abutting Garden Drive shall be deemed the *front lot line*.
- b) All lands identified as Block 2b on Figure 15.418.2 shall be considered a *corner lot*. The *lot line* abutting Lakeshore Road West shall be deemed the *front lot line* and the *lot line* abutting Garden Drive shall be deemed the *flankage lot line*.

#### 15.418.3 Special Figures

Figure 15.418.1

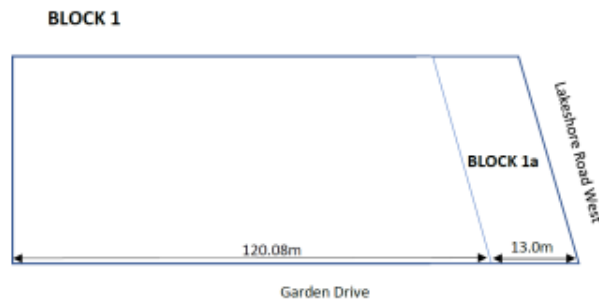
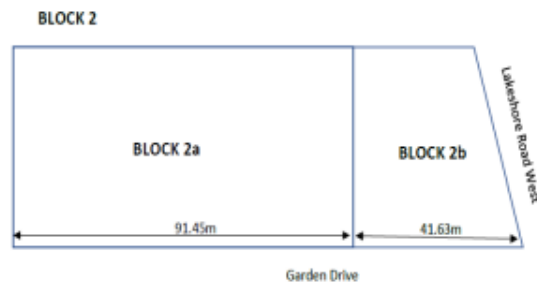


Figure 15.418.2



**Bradley Jones**  
114 Maurice Drive  
Oakville, ON L6K 2W7  
March 4, 2025

**John Westcott**  
112 Maurice Drive  
Oakville, ON L6K 2W7

**Catherine Buckerfield**  
Senior Planner, Planning & Development  
Town of Oakville

Cc: Mayor Burton, Stephen Crawford, MP. Councilor Dudack and Councilor Chisholm,  
Paul Barrette (Manager Planning) and Town Clerk

**Subject: 105-159 Garden Drive Proposed Development**

Dear Catherine

Consequent on our recent conversation, John Westcott and I worked together to review earlier issues identified when the re-zoning of this lot was first considered. We believe many of those objections still stand and, with the usage and density proposal now on the table exacerbating certain points (for example, parking), we believe that this proposal should not be approved by the Town in its current form.

We have communicated with our neighbours and there is general agreement among them. We will forward their letters in a separate email.

Please see the attached "Letter Objecting to Proposed New Development" for our in-depth comments. In summary, it deals with a variety of issues, not just with this particularly dense proposal, but the knock-on effect when re-zoning of other properties in the area is considered. The main topics are:

- Public safety and traffic concerns i.e. Vehicular volumes at peak times, stacking issues, etc.
- Parking (Lack of, for visitors. Unrealistic reliance on "parking stackers", busses or bicycles for owners)
- Building height and shadow studies. For all intents and purposes the proposal would result in a 5-storey building. Observations suggest that there would be more shadow issues than suggested in the current study.
- Density (number of units and size of units). Future density of Neighbouring Lots/Properties. E.g. the property at the corner of Lakeshore/Doval/Garden Drive.

Your attention to our position would be appreciated.

Sincerely,



Bradley Jones



John Westcott

# Letter Objecting to Proposed New Development

At 105-159 Garden Drive

We are writing to express our strong objection to the proposed new development at 105-159 Garden Drive, which is currently under consideration by the town council. As residents of this community, we are deeply concerned about the negative impacts this development will have on our neighborhood, public safety (traffic congestion) environment, and overall quality of life for the local residents and business operators.

We also wish to be clear that we are not objecting to residential construction on this property but, rather, the type and density this property can support.

## **1. Parking:**

These units, as proposed, only have room for one car parking. This is contrary to the Towns requirement for 1.5 vehicles per unit. We understand Car Stackers have been proposed as a solution to this shortfall. We feel there are many drawbacks to this sort of solution:

While we understand that this might make sense in Toronto or other dense metropolitan area where the general density of population dictates it, this is in Oakville, in what would be generally considered a suburban environment. It should not be a necessary fall-back for a building design that does not suit the lot it is being built on.

Let's look at a few drawbacks of stackers:

- a. **Access Time:** Depending on the system's efficiency, retrieving a car can take longer compared to traditional parking. This is particularly true if the "secondary" vehicle needs to be moved, and the "primary" vehicle is in place.
- b. **Safety Concerns:** While generally safe, there is always a risk of accidents or damage to vehicles during the stacking process.
- c. **Complexity:** Operating the system can be challenging for users unfamiliar with automated parking.
- d. **Reliability:** Mechanical or technical failures can lead to significant downtime and inconvenience for users. In other words, in the event of a failure, an owner may not have access to their car or, worse, its stuck "half-way" and the "primary" car cannot be parked at all.
- e. **Maintenance:** Regular maintenance is crucial to keep the system running smoothly, which can add to ongoing costs. Further, we understand there is no on-premises facility management to allow access, so a hot-line support

service and permanent access would have to be given to the maintenance company and the stacker made part of the condominium as it gives access to every unit.

- f. **Initial Costs:** Installation can be expensive, with the need for specialized equipment and construction.

We see the “stacked parking” as nothing more than a “work-around” hoping to avoid the established Building Code and, for the Developer, allowing a greater density of units to be built than, otherwise, what the land-size would allow.

A few other observations:

- a. Where in Old Oakville has this parking system been used successfully in a suburban residential context?
- b. How much height does this add to the building that already exceeds its surrounding buildings? Based on what we have read, a ceiling of at least 12 feet would be required in the parking space.
- c. There are concerns that residents will not use the stackers as designed leading to parking on the streets and providing more congestion on Garden Drive and Maurice Drive in an already high traffic area.
- d. Parking is not sufficient for the 48 units and commercial use being proposed even with the stackers.
- e. Guest/Visitor parking spaces are not sufficient given the medium density application, especially when the Commercial units on Lakeshore are included. Additionally, as they are clustered in one end of the proposed development, separate from most of the units, they will not serve the units at the middle nor north end of the property very well.
- f. If the Parking system is not used correctly what is the parking solution for the building? Parking on the street or tagging and towing is NOT a solution to what will be a parking problem. (For example, with 4 additional driveway accesses to Garden Drive, no parking is likely to be available on Garden Drive itself. There is no parking on Rebecca or Lakeshore.

Where will the cars go? Why has the Town Planning Department not stipulated one level of underground parking. This is a real solution!

## **2. Proposed building heights and proper shadow studies.**

The proposed units appear to be higher than the buildings around it. If were just 4-storey, it might not be so bad, but... it is really 5 storeys when the roof area is included. The infrastructure built on the roof will block the sun whether it is 100% coverage or 50% coverage

### **Shadow Studies:**

Back decks, and balconies will be severely compromised. Especially with minimal set back provisions on the lot line at the rear of the Maurice properties, where many Owners purchased their properties because of the spacious back deck before the land in question was re-zoned. (When the Maurice units were built, the land behind was approved for 18 town homes fronting on Garden with similar decks behind).

Based on the setting sun and when it is blocked today (by the condos on the east of Garden Drive) it is clear that a building higher than those units and within feet of the Maurice decks would have a significant impact. We do believe there needs to be another independent study completed to properly assess the shadow impact on the Maurice Collection property before the project progresses any further.

### **Building Heights:**

The density of the proposed units and on-grade parking within the unit forces the units to be built higher than necessary. If there would be underground parking, at least 12 feet could be removed from the height.

Reducing the density would allow more area per floor that could be a solution to reducing the overall height to be in line with the properties next to the new development

### **3. Traffic Study**

Given the residential growth in Oakville over the past years, specifically, the Windemere, at Lakeshore and Maurice, ROC development at Dorval and Rebecca and, more recently, The Maurice Collection – 16 units (with 83 parking spaces for residents and visitors), The Berkshire condo's on Maurice – 56 units (with 96 parking spots), the Harbour Place Towns on Lakeshore 22 Units (with 2 parking spaces per resident plus more for visitors), and the Matheson Townhomes on Rebecca. Further, and importantly, the future development of the part of Lakeshore between Dorval and Garden is concerning. If the density is allowed in the development on Garden, it will set a new precedent in the area, and we are convinced that the owner of the property on Dorval, Lakeshore and Garden Drive will request the same or greater re-zoning amendment for medium



or, perhaps, high density. This will further exacerbate the vehicular and pedestrian congestion and materially impact the safety of the residents and students.

Has the traffic congestion study taken all this into consideration? Lakeshore, Rebecca, Garden Drive and Maurice Drive will all be impacted by the associated stacking issues that can and will lead to serious safety concerns. Especially with the high school fronting on to Lakeshore, Rebecca and Dorval. Have any of the studies taken into account the number of students that walk along Lakeshore, Rebecca, Dorval, Garden Dr. and Maurice Dr.? There is a high volume of students walking to and from the school in the mornings and after school. At the lunch hour there are multiple groups of students walking the streets going to Fortinos, Starbucks, Pizza Hut, Harveys, Starbucks, and others.

It is worth mentioning that commercial parking is already constrained in the plaza at the north of Lakeshore and Brock (Beckers/Physiotherapy/Optomatrist) as well as the plaza opposite to the south (Starbucks/Harveys/Post Office, etc).

There are real safety concerns given the proposal of 48 units; this is way too much density for this property.

The further concern is the amount of vehicular traffic already on Garden Drive and Maurice Drive. Drivers are using these streets to cut through to Lakeshore and Rebecca. The length of these streets is too short to accommodate the type of density being requested.

We believe that the proposed development will exacerbate traffic congestion and parking issues in our area. We already see significant traffic issues during peak hours on Lakeshore and Rebecca, and adding this relatively high-density development on one of the streets linking those two roads will only worsen the situation. Increased traffic not only leads to stacking issues but also raises the risk of accidents and poses a danger to pedestrians, especially children and the elderly. This is of particular concern given the proximity of the St. Thomas Aquinas school, hosting over 1,100 students, just one short block away. Further to our conversation of February 14<sup>th</sup>, even if the School Board was not present at the October 15, 2024, Planning and Development Council Meeting, the safety of the students and faculty is a real concern and must be considered within this application.

#### **4. Snow Clearing**

Where do the property Owners propose to place snow piles given there are property owners on both sides. Are they proposing to haul the snow off site?

#### **In Conclusion**

In conclusion, we strongly oppose the planned new development due to the numerous potential negative impacts on traffic, the environment, local services, property values, noise and light pollution, and community cohesion.

We believe that this is an ill-conceived proposal that only serves to maximize the profit of the developers and ignoring the realities of the neighbourhood by packing as many units as possible onto the lot.

The notion that people will only have one car (quoting from the first public meeting) may be true of a metropolitan development or, perhaps, a development close to substantial public transportation options. This site does not fulfil those criteria.

It was stressed how bicycles would be an option... In the suburbs, a bicycle is generally more of a hobby or recreation that most will only use on a nice day. One only has to walk Lakeshore or Rebecca during “rush-hour” to show how few bicycles are on the road.

Walking to work is also unlikely. The stated expected price of these units was “about 2 million”. Most jobs within walking distance are retail, coffee shop, etc., and would be unlikely to provide the wherewithal to afford such a unit.

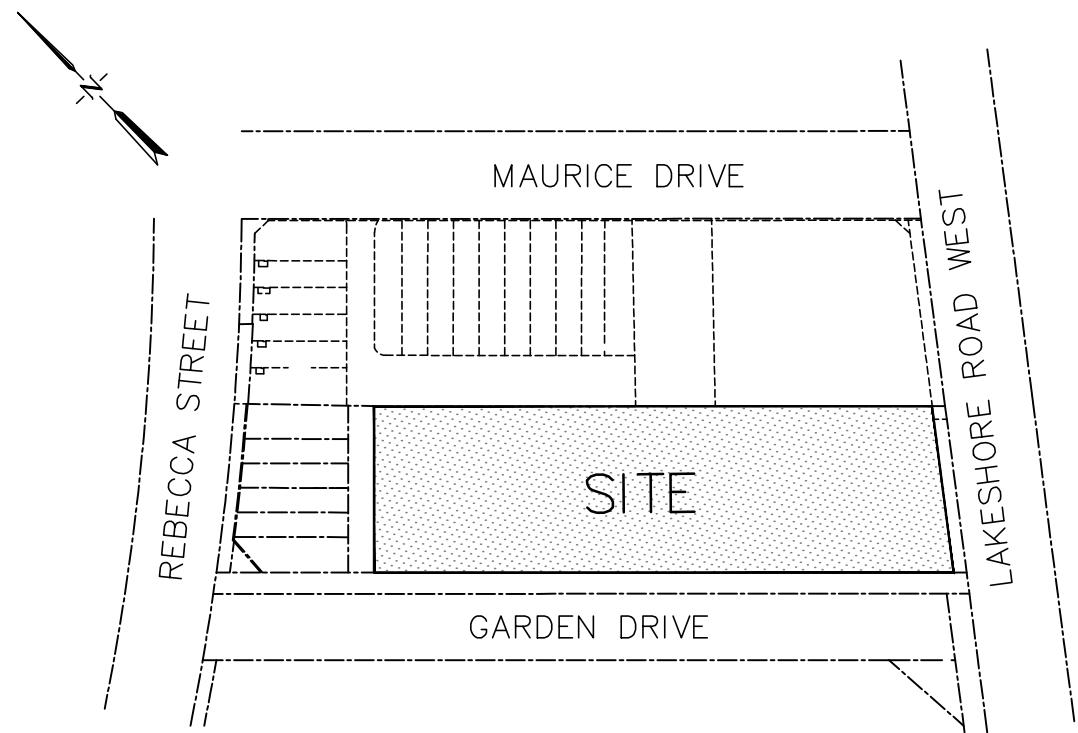
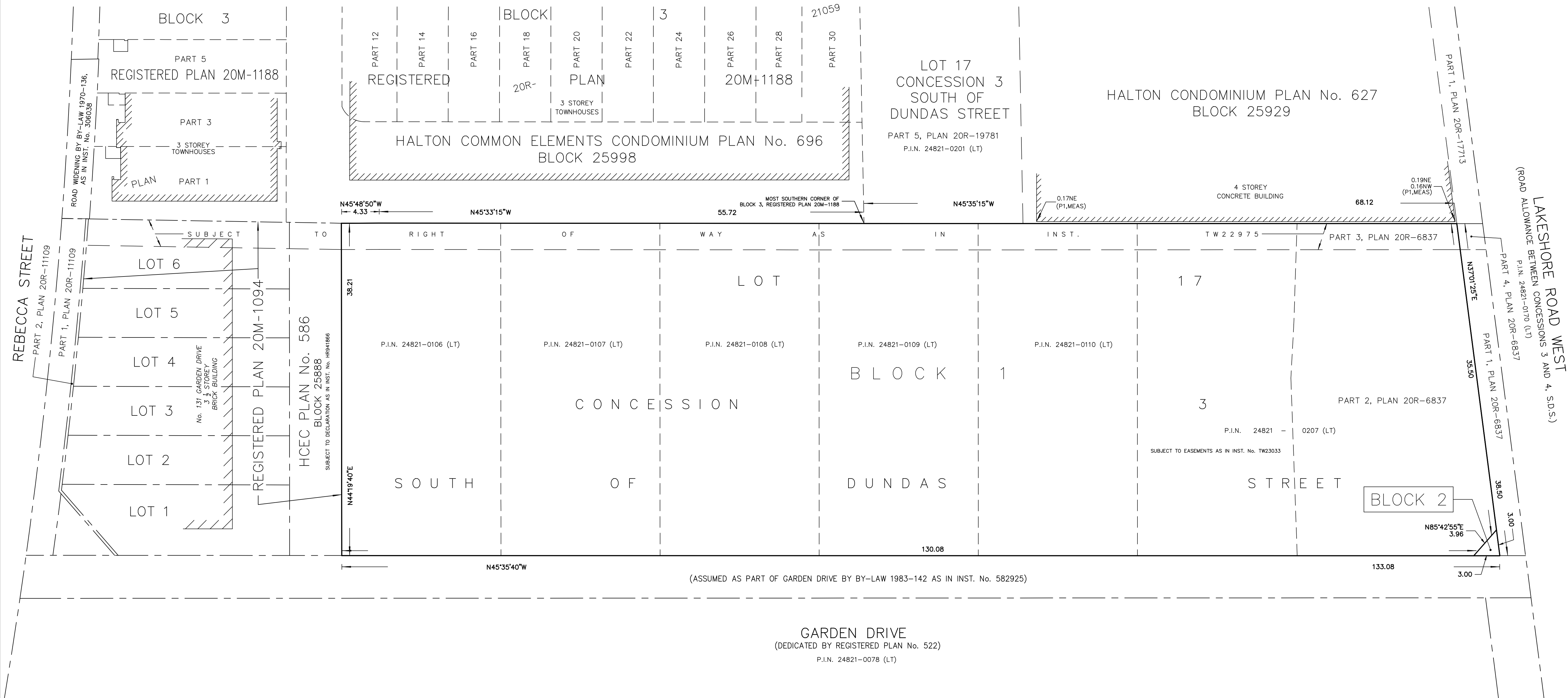
We urge the town council to carefully consider these concerns and to prioritize the long-term well-being of our community in their decision-making process. Again, we would stress, we are not against residential development on this site, but the appropriateness of the development is of utmost concern.

We thank you for your time and understanding of this urgent matter.

Respectfully,

The Maurice Collection

Appendix "G"



KEY PLAN (NOT TO SCALE)  SUBJECT PROPERTY

DRAFT PLAN OF SUBDIVISION  
**PART OF LOT 17  
CONCESSION 3  
SOUTH OF DUNDAS STREET**  
(GEOGRAPHIC TOWNSHIP OF TRAFALGAR)  
TOWN OF OAKVILLE  
REGIONAL MUNICIPALITY OF HALTON  
SCALE 1 : 250

5m 4 3 2 1 0 5 10 15 20m

R. AVIS SURVEYING INC.

METRIC : DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

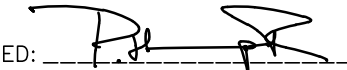
LAND USE STATISTICS		
BLOCKS/STREET	LAND USE	AREA(sq.m.)
BLOCK 1	RESIDENTIAL	4985.5
BLOCK 2	SIGHT TRIANGLE CONVEYANCE	4.5

INFORMATION REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT

- a) SEE PLAN
- b) SEE KEY PLAN
- c) SEE PLAN AND/OR KEY PLAN
- d) SEE STATISTICS
- e) SEE PLAN
- f) SEE PLAN
- g) SEE PLAN
- h) PIPED WATER TO BE INSTALLED/AND EXISTING PIPED WATER TO BE USED
- i) CLAY LOAM SOIL
- j) SEE PLAN
- k) STORM AND SANITARY SEWERS TO BE INSTALLED/EXISTING SANITARY SEWERS TO BE USED
- l) SEE PLAN

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

SIGNED:  DATE: NOVEMBER 25, 2024  
PIRATHEEPAN RAMACHANDRAN  
ONTARIO LAND SURVEYOR  
R. AVIS SURVEYING INC.

OWNER'S CERTIFICATE:

WE HEREBY AUTHORIZE R. AVIS SURVEYING INC. TO PREPARE AND SUBMIT THIS PLAN FOR DRAFT APPROVAL.

SIGNED: Steven Heller DATE: May 30, 2025

OAKVILLE GARDEN RESIDENCES CORP.



R. AVIS SURVEYING INC.  
SUITE 203  
235 YORKLAND BOULEVARD  
TORONTO, ONTARIO.  
M2J 4Y8  
TEL.: (416) 490-8352

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TEL.: (416) 490-8352

www.ravissurveying.com FAX: (416) 491-6206



CALCULATED BY : S.S.	CHECKED BY : P.R., O.L.S.	PROJECT No. : 3774-O
DRAWN BY : S.S.		DRAWING No. : 3774-OSUB.DWG



## THE CORPORATION OF THE TOWN OF OAKVILLE

### BY-LAW NUMBER 2025-107

A By-law to declare that certain land is not subject to part lot control (Blocks 263, 264, 265, 266, 267 and 269, Plan 20M-1288 – Mattamy (Joshua Creek) Limited)

**WHEREAS** By-law 2006-125 delegates to the Director of Planning and Development the authority to approve certain applications to designate lands not subject to part lot control; and

**WHEREAS** the Director of Planning and Development has approved such an application for the lands described in Schedule “A”;

#### **COUNCIL ENACTS AS FOLLOWS:**

1. Part lot control pursuant to subsection 5 of Section 50 of the *Planning Act*, R.S.O. 1990, c.P-13, as amended does not apply to lands as set out in Schedule “A” attached hereto.
2. This by-law expires one (1) year from the date it has been passed by Council.
3. Schedule “A” forms part of this by-law.
4. The solicitor is hereby authorized to amend the parcel designation, if necessary, upon registration of this by-law.

PASSED this 16 day of June, 2025

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MAYOR

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CLERK

### **SCHEDULE “A”**

1. Block 263, Plan 20M-1288, designated as Parts 1 to 5, inclusive, on Plan 20R-22928, Oakville
2. Block 264, Plan 20M-1288, designated as Parts 1 to 6, inclusive, on Plan 20R-22939, Oakville
3. Block 265, Plan 20M-1288, designated as Parts 6 to 15, inclusive, on Plan 20R-22928, Oakville
4. Block 266, Plan 20M-1288, designated as Parts 7 to 13, inclusive, on Plan 20R-22939, Oakville
5. Block 267, Plan 20M-1288, designated as Parts 16 to 26, inclusive, on Plan 20R-22928, Oakville
6. Block 269, Plan 20M-1288, designated as Parts 14 to 18, inclusive, on Plan 20R-22939, Oakville



**THE CORPORATION OF THE TOWN OF OAKVILLE**

**BY-LAW NUMBER 2025-116**

A by-law to confirm the proceedings of a meeting of Council.

**COUNCIL ENACTS AS FOLLOWS:**

1. Subject to Section 3 of this by-law, every decision of Council taken at the meeting at which this by-law is passed and every resolution passed at that meeting shall have the same force and effect as if each and every one of them had been the subject matter of a separate by-law duly enacted.
2. The execution and delivery of all such documents as are required to give effect to the decisions taken at the meeting at which this by-law is passed and the resolutions passed at that meeting are hereby authorized.
3. Nothing in this by-law has the effect of giving to any decision or resolution the status of a by-law where any legal prerequisite to the enactment of a specific by-law has not been satisfied.

PASSED this 16<sup>th</sup> day of June, 2025

\_\_\_\_\_  
Rob Burton

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Andrea Holland Acting Town Clerk